



Final Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation

Appendix H5, Public Comments on Draft Tier 1 EIS and Responses

July 2021



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Each public comment that ADOT received on the Draft Tier 1 EIS is inventoried and responded to in the table that follows. Attachments sent with comments are included after the table.

The comment response table is organized alphabetically by last name or the name of the organization. Comments are further sorted into the order in which the comments were received.

The tracking code in the table is a unique identifier assigned to each comment as it was received. The purpose of the tracking code is to provide a unique identifier so that each comment can be traced back to its original submission, if needed. Example tracking codes include O-30-1 and I-2974-7.

The first letter of the tracking code represents the type of commenter as follows:

- A – Agency
- B – Business
- CA – Cooperating Agency
- E – Elected
- I – Individual
- O – Organization
- PA - Participating Agency
- T – Tribe

The middle number of the tracking code was assigned by the computer software to the submission in the order in which they were received. The last number was also assigned by the software in cases where the submissions were parsed into smaller pieces for comment responses or to simplify comment management for the project team. The last digit may not be included in the appendix or appear in consecutive order. Digits that are missing were removed because the comments were combined or because they were used to identify attachments such as maps or photos. Attachments have been noted in their own column.

Some comment submissions included weblinks to external sources. These links have been reproduced as submitted, the links are not owned by the project and their content may have been edited by the owner since the original submission. They were reviewed with the comment and considered during the comment response process.

Some comment submissions indicate "other" in the Submission Method field. These comments were submitted via channels outside the official comment channels and were forwarded to the project team by others. An example of this is letters submitted to Governor Doug Ducey during the Draft Tier 1 EIS comment period, which were then forwarded to the Project Team and included in this appendix.

Standard responses were prepared to provide broad responses to the most frequently raised issues and to supplement unique comment responses. Standard response codes referenced in



in comment responses correspond to the codes underlined in bold in Appendix H1 (Standard Responses).

Personal contact information has been redacted (replaced with XXX) as a courtesy.

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Aall	Nathalie		Website	7/08/19 7:00 PM AT	I strongly oppose the recommended alternative for I-11 that would be directed through the Avra Valley. I support the no build or double-deck option on I-10. Building a new highway through the Avra Valley is irresponsible as it would encroach on Ironwood Forest National Monument and Saguaro National Park West. It will bring smog, noise and light pollution to the Avra Valley affecting the surrounding park and monument as well as a the huge population that lives in the Avra Valley. It is an absurd waste of tax payer money and I absolutely do not support my tax dollars going towards this terribly unnecessary I-11 alternative route through Avra Valley.	GlobalTopic_1 and GlobalTopic_4		I- 3125 -1
Abbott	Sandra		Website	5/20/19 10:33 AM AT	Thank you so much for your very informative and detailed meeting on May 15 at Las Campanas regarding the proposed I-11 Corridor. As you could see from the large turnout, Green Valley is very interested in this project due to the profound impact this will have on our community. As you are aware, this area was developed as an 'over 55' community with many seniors enjoying a relaxed, low traffic lifestyle which will be greatly impacted once this plan moves forward. While I fully understand the intent and purpose in the 'Recommended Route', I would urge you to keep this community in mind and consider alternates where possible. I understand the I-19 corridor through Green Valley will not be widened, however, exiting around Duval Mine Road will have a negative impact. Please consider exiting North of Duval Mine to keep major traffic off the streets associated with this community. Thank you!	The Recommended and Preferred Alternatives depart I-19 to the west near the alignment of El Toro Road in Sahuarita, which is over 2 miles north of Duval Mine Road. LU-6		I- 1043 -1
Abdallah	Omar	Rose Law Group	Website	5/01/19 6:41 PM AT	I would like to see the recommended alignment with tweaks in the location between Barnes and Teel and Ralson and White Roads. We believe that the current configuration is not optimal for property ownership in the area as it runs diagonally through an already approved development project.	GlobalTopic_4		B- 11 -1
Abdallah	Omar	Rose Law Group	Website	7/02/19 8:40 AM AT	Please note that Pinal County and the City of Maricopa support construction of the highway, but note that both the County and City of Maricopa have voted to bypass the Terrazo development because of the massive investment in infrastructure already located on the property. The resolutions are attached.	GlobalTopic_4	Abdallah_RoseLaw_B12	B- 12 -1
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	We represent the property owner of the Terrazo planned residential development, generally located on the northwest corner of West Barnes Road and North Amarillo Valley Road in Pinal County. While we fully support the development of the I-11, we oppose the current configuration of the Recommended Alternative. Specifically, we oppose the routing in segment I2 of the Central section of the Recommended Alternative between West Teel Road and West Pampas Grass Rd, and North Warren Road and North Green Road. We believe some slight modifications to the routing of the I2 segment will better serve the ownership interests in the area and the purpose of the I-11. Attached are two proposed routes, the "Global Alternative" (Terrazo Alt #1) and the "Modified Global Alternative" (Terrazo Alt #2). We believe either of these would be better as the Recommended Alternative. A change to the yellow dotted line in either of our proposed routes is preferable to the Recommended Alternative for the following reasons: Given that the Recommended Alternative will have a devastating economic impact on a well-planned and zoned area just south of what is currently one of the highest growth communities in the state of Arizona, and that the Global Alternative or Modified Global Alternative will allow these long standing plans to continue to move forward and provide the best possible freeway location for the overall area, we hope you will seriously considering removing the Recommended Alternative from the final Tier 1 suggested routes. We look forward to being a part of the conversation going forward. Thank you, Omar	GlobalTopic_4	Abdallah_RoseLaw_B8	B- 8 -1
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	• The Recommended Alternative travels over an existing Global Water Resources distribution campus located in the northwest corner of North White Road and West Louis Johnson Drive that serves not only our client's property, but also the surrounding area. Global Water Resources has invested over \$32 million in this water and wastewater infrastructure that is intended to support the larger surrounding area, including Terrazo. An aerial image of this facility is attached.	WR-1		B- 8 -2
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	• The Global Alternative and Modified Global Alternative better serve the I-11 Purpose and Need. Terrazo, and the planned development surrounding it within a 2 mile radius and within the I2 segment of the Recommended Alternative, fall within the "Areas of Growth" identified by the EIS study. This area, and Pinal County overall, were identified as anticipated to have some of the greatest population and employment growth within the overall Study Area assessed for the EIS. The Recommended Alternative would severely disrupt the planned development that will be necessary to support and facilitate growth here. The Global Alternative and Modified Global Alternative reduce the interference placement of the I-11 will have on planned development, and will still be easily accessible by residents in the Areas of Growth.	GlobalTopic_4		B- 8 -3
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	• The I-11 will inevitably cut through proposed development. As currently drawn, however, the Recommended Alternative at segment I2 of the Central section cuts through a significant amount of planned development – approximately 3,000 planned single family homes - at an angle running east and west which will result in a large amount of fragmented, odd shaped remnant parcels. These odd shaped remnant parcels will be useless for homebuilding and difficult for any other kind of development, and thus will likely remain vacant as they will be worthless. The proposed route allows the I-11 to curve earlier as it travels east, causing the stretch of the I-11 over the planned development to be linear, rather than angled. This will minimize the odd shaped parcel issue in the areas of planned development surrounding the I2 segment, which in turn will encourage development.	GlobalTopic_4		B- 8 -4
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	• The proposed routes can be partially aligned within or near existing linear transportation features where a right of way already exists. For example, the Global Alternative may be aligned along the West Barnes Road right of way. The Modified Global Alternative may be aligned along North Warren Road and West Barnes Road.	GobalTopic_4		B- 8 -5
Abdallah	Omar	Rose Law Group	Website	6/05/19 12:00 PM AT	• The Global Alternative and Modified Global Alternative take the I-11 out of much of the planned development within the I2 segment, and increase the distance between the freeway and a portion of the planned development. The Recommended Alternative goes over approximately 920 acres of planned development that has long been planned, zoned and approved for residential housing communities. In fact, these developments are in the process of developing today, as Global Water has spent upwards of \$32 million to provide infrastructure to the area and the transportation systems are ideal for growth. The Global Alternative or Modified Global Alternative would reduce the number of acres sitting within the I-11 corridor that are planned for development to approximately 390 acres, significantly reducing the freeway's impact. In addition, since the Global Alternative and Modified Global Alternative flare the corridor out to be south of Barnes Road, causing it to be further from the planned residential development than the Recommended Alternative, the sound, visual and light impacts will be mitigated.	GlobalTopic_4		B- 8 -6
Abdel-Gawad	Aliaa		Website	4/07/19 10:32 AM AT	I support the Recommended Corridor Alternative. My default is to seek compromise, and I applaud that it is a hybrid of the three alternatives, and it is respectful of protecting the environment, history, and culture. My vote/comment is "YES" for the Recommended Corridor Alternative, and thank you for the comment opportunity!	GlobalTopic_4		I- 5 -1
Abel	Crista		Website	5/10/19 11:27 AM AT	The public comment period for for Interstate 11 should be extended 120 days, to September 28, 2019. The current public comment period is only 56 days which is unacceptable and does not give the public enough time to thoughtfully review the Draft Environmental Impact Statement and write well informed comments for your consideration. The proposed interstate highway has a large footprint and has potential for destructive consequences for hundreds of thousands acres of federally protected lands, private land and local open spaces. It is critical that there be enough time for the public to review the proposal and comment.	GlobalTopic_9		I- 730 -1
Abend	Gail		Website	6/27/19 2:10 PM AT	There are many examples throughout the country of dual named highways. Interstate-19 and Interstate-10 certainly can include Interstate-11 until it departs Pima County. There seems no logical reason to destroy our beautiful wild desert. Why do we need it? Who does it benefit? People visit here and move here because of our wildlands, wildlife, dark skies and quiet environment. I'm a volunteer at the Arizona-Sonoran Desert Museum, and all of us enjoy beautiful vistas, and the quiet of the location. I can't imagine looking out into the desert and seeing a highway and hearing the constant buzz of traffic. What will happen to the wildlife that need space? We have a highway. And if Nature doesn't move you, the potential pollution of water and the obvious pollution of the air will affect the health of Human beings. We don't need a stand alone Interstate-11.	GlobalTopic_1		I- 2103 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Abou-Haidar	Fareed		Website	5/11/19 6:10 PM AT	<p>While I haven't had a chance to review the study in great detail, I have studied the interactive map and seen enough for me to decide the recommended route between Mexico and Wickenburg is a very bad idea. In southern Arizona, it largely parallels I-10. It would squeeze Saguaro National Monument (West) and Tucson Mountain Park between it and I-10, and it would skirt the northern edge of Sonoran Desert National Monument, cutting off wildlife corridors, polluting the air, creating noise, and visually detracting from the desert. West of Phoenix, it would slice through untouched swaths of desert and damage the western edges of the Vulture Mountains.</p> <p>I am concerned that, besides physically damaging the Sonoran Desert with its own footprint, the freeway will open vast areas of the desert to unwanted development. The Phoenix Business Journal explicitly mentions that the "freeway is being looked at also as an economic driver for the far West Valley, including spurring developments such as Douglas Ranch and land owned in part by Microsoft Corp. co-founder Bill Gates destined to become a community called Belmont."</p> <p>These harebrained developments were proposed in the 1980s and never took off; they were simply too isolated even back when urban sprawl was more acceptable. A freeway should serve one purpose, and that is transportation. We should not be using federal pork to spur developments that otherwise would not happen or would have to pay for their own infrastructure.</p> <p>It would make much more economic and environmental sense to just widen and improve I-19 and I-10 and, possibly, I-8 and Highway 85. This route is already highlighted as a combo of some of your alternatives. The underutilized Sun Valley Parkway can be recycled as part of I-11. This would minimize brand-new construction to a short stretch between Sun City Festival and US 60, an area where the desert is not as pristine.</p> <p>I urge you to reconsider the recommended route and choose one that would make maximum use of existing roads, the best use of taxpayer money, and contribute the least to the pocketbooks of gravel mining companies and land developers.</p> <p>The vast, open desert is one of the things that make Arizona what it is. We cherish it as part of our way of life. Let's not ruin our state and make it like some overdeveloped eastern seaboard state.</p>	GlobalTopic_1, AC-5, LU-3		I- 805 -1
Absher	Ken		Website	7/08/19 3:58 PM AT	I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. The destruction of fragile ecosystems is not justified by the questionable need for yet another interstate corridor. The existing corridor of I-19/I-10 provides more than enough capacity for the transportation needs.	GlobalTopic_4		I- 3038 -1
Acevedo	Teresa		Phone	7/07/19 1:00 AM AT	My name is Teresa Acevedo, XXXXXXXXX Tucson, AZ 85711, XXX-XXX-XXXX and I'm calling to oppose the I-11 corridor. Thank you.	GlobalTopic_1, GlobalTopic_4		I- 3402 -1
Acuna	Mike		Email	6/26/19 1:00 AM AT	I am against this proposal, period. I have lived here all my life (50 years) and have watched time and time again the often times needless destruction of our beloved deserts. This is just another example. It will not just end with a new roadway, that will only be the beginning. It has already been said so and it is already known to be the further downfall of our west side desert resource. We are already losing our east side deserts. When does it end? Do we want Tucson to look like Los Angeles?	GlobalTopic_4, GlobalTopic_1		I- 3310 -1
Adams	Britt		Website	6/25/19 11:12 AM AT	I like the plan and think this project is decades overdue	GlobalTopic_4		I- 2044 -1
Adams-Lett	Lexton		Website	6/20/19 1:10 PM AT	<p>Dear ADOT and FHWA,</p> <p>I strongly oppose the future I-11 corridor through the Avra Valley west of Tucson. I realize it is difficult to find a corridor that everyone can agree on. I don't have the expertise to offer a perfect solution, but I do want to make known my reasons for opposing the proposed route.</p> <p>I do live right in the proposed freeway's path, so obviously I don't want to be forced from my home. But, more than that, the proposed route bisects the most beautiful section of Sonoran desert in the United States. It runs closely parallel to the Saguaro National Park West, the Arizona Sonoran Desert Museum, the Tucson Mountain Park system, and the Ironwood National Monument, all of which would be adversely affected by disruption of wildlife corridors, noise pollution, and the inevitable commercial and urban growth that occurs along freeway corridors.</p> <p>I believe that most policy makers live in urban/metropolitan population centers and just can't understand why those of us who prefer to hear the birds singing and coyotes howling, instead of the sound of traffic and sirens, feel so strongly about having our open spaces destroyed. Please look at other options that do not destroy this very unique Sonoran Desert ecosystem.</p> <p>Thank you, Lexton Adams-Lett XXXXXXXXXXXX Tucson, AZ 85743</p>	GlobalTopic_1		I- 1853 -1
Addis	Deborah		Website	7/07/19 7:56 PM AT	<p>Putting a highway through the desert west of Tucson is a ridiculous idea. It is one of the few remaining wild places in the area, bordering Saguaro National Park-West, Ironwood National Monument, and Tucson Mountain Park, all quite pristine parts of the Sonoran Desert.</p> <p>Please rethink this plan. We do not need another highway to cut through one of the few unruined areas of our desert.</p> <p>Deborah Addis</p>	GlobalTopic_1		I- 2856 -1
Adkison	Lori		Website	5/22/19 2:04 PM AT	As a resident of Tucson, I am writing to express my opposition to any alignment of I-11 through Avra Valley (either the "Recommended Alternative" or the Purple Alternative). Instead, I support upgrading and expanding the current I-10/I-19 corridors (Orange Alternative).	GlobalTopic_1		I- 1069 -1
Adkison	Lori		Website	5/22/19 2:04 PM AT	The Avra Valley alignment passes very close to Saguaro National Park, Tucson Mountain Park, Ironwood National Monument, and many other wild yet unprotected areas. A 400' wide, high-speed freeway would fragment and isolate wildlife habitat no matter how many wildlife crossings are installed. Noise, air, and visual pollution would diminish the wilderness characteristics of Saguaro NP, Ironwood NM, and Tucson Mountain Park. Additionally, a new freeway would bring new development, roads, and traffic to a relatively tranquil area of southern Arizona. Let's contain this sprawl to the already developed Tucson basin.	GlobalTopic_1, R-2, BR-2 and LU-3		I- 1069 -2
Adkison	Lori		Website	5/22/19 2:04 PM AT	I am joined in my opposition to the Avra Valley alignment by the City of Tucson, Arizona Game & Fish Dept., US Representative Raul Grijalva, National Park Service, US Bureau of Land Management, US Bureau of Reclamation, Environmental Protection Agency, Friends of Ironwood National Monument, Sierra Club, Coalition for Sonoran Desert Protection, and many more. NO to I-11 in Avra Valley!	GlobalTopic_4 and GlobalTopic_1		I- 1069 -3
Adler	Christine		Website	6/20/19 7:22 AM AT	Please, do not destroy the desert! Not only will this cause harm to the native animals, it will also cause harm to the already declining saguaro population. Fumes and toxins from the added vehicle traffic to the area will suffocate and kill all natural wildlife in the area, as we see here on the east coast. To complete this project in order to grow the population will only serve to kill the population at a faster rate. Arizona is already lacking the water needed to sustain its population, and when a major drought comes, it will be the last state to receive new water. Also, a highway that bypasses Tucson will only cause harm to the local economy and welfare of the populace.	GlobalTopic_1, GlobalTopic_4, E-1		I- 1834 -1
ADLER	Iris J		Website	5/07/19 5:20 PM AT	Do not build freeway close to AZ Sonora Desert Museum or close to Saguaro National Park! Impact would kill animals and prevent breeding. This would be a no-win situation for the environment.... Building a road as an overpass on 10 and 19 would cost less and diminish impact!!!	GlobalTopic_4, GlobalTopic_1, BR-2 and BR-5		I- 614 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Adrian	Ian		Phone	6/12/19 1:00 AM AT	Hi, my name is Ian Adrian. My wife and I are residents of the Picture Rocks area, northwest of Tucson. I'm calling to strongly oppose the I-11 alternative route. This is unacceptable for a number of reasons. Number 1, because it's going to dramatically hurt property value in the area. Number 2, it's going to add more noise. It's going to hinder the experience of people visiting Saguaro National Park West. It's also going to block off a variety of wildlife corridors between Saguaro West and Iron Wood National Monument and it's not really going to bring any commerce to the area. This interstate is simply for the transportation of goods between Canada and Mexico so we're going to get all sorts of terrible impacts with not benefit as a result of that. I would love to talk more about this, my number is XXX-XXX-XXXX. Again, that's XXX-XXX-XXXX. Thank you. Bye.	GlobalTopic_1, GlobalTopic_4, LU-1		I- 2447 -1
Adrian	Jeanette		Website	6/12/19 10:20 AM AT	Hi there, I would like to express my deep concern for the proposed route of Interstate 11, through the rural Altar and Avra Valleys. I am thoroughly opposed to this route because it would encroach on the private property rights or thousands of property owners. It would lower property values and destroy the rural character and natural resources we treasure. It would have a devastating effect on the beauty and sanctity of Saguaro National Park-wiping out native plant populations and destroying wildlife corridors. Please reconsider the proposed route. Think of the individual people, and natural resources and animals that would be irreparably damaged. Thank you for your time. Jeanette Adrian	GlobalTopic_1, LU-1		I- 1496 -1
Adrian	Jeanette		Email	6/12/19 1:00 AM AT	The proposed freeway, now called Interstate 11, is abhorrent on many levels, the most significant being that a freeway west of the Tucson Mountains would have to be built directly adjacent to Saguaro National Park and Ironwood Forest National Monument.* In addition to these iconic federal parks, there are other protected open spaces that would be negatively impacted such as Pima County-owned Tucson Mountain Park, the Tucson Mitigation Corridor owned by the Bureau of Reclamation and managed by Pima County, open space properties purchased and protected under the Sonoran Desert Conservation Plan, and tribal lands owned by the Pascua-Yaqui Nation and the Tohono O'odham Nation. To put it simply, Interstate 11 would be a disaster for the Sonoran Desert. Jeanette Adrian	GlobalTopic_1, GlobalTopic_13		I- 2427 -1
Agary	Mary		Phone	6/24/19 1:00 AM AT	Yes, my name is Mary Agary XXX-XXX-XXXX. I am emphatically opposed to where you are studying I-11. You can enlarge I-10 and I-19 and maybe some other directions of getting to where you want to go but it's definitely not along the Santa Cruz River or through Avra Valley. Thanks	GlobalTopic_4, GlobalTopic_1, GlobalTopic_2		I- 3292 -1
Agnew	Andrew		Website	6/16/19 1:03 PM AT	First, Tucson's biggest draw is its beautiful desert habitats. Second, our single-minded promotion of fossil fuel use will cause catastrophic climate effects in the next 25-30 year. This project will undermine the former and exacerbate the latter. On top of this, it will parallel an existing interstate system less than 30 miles away. Given these facts, it is sad that this proposal ever got this far and it certainly shouldn't go any further.	GlobalTopic_1		I- 1583 -1
Aiken	Susan		Website	5/13/19 12:39 PM AT	I strongly oppose the proposal to build I-11 west of the Tucson Mountains, one of the remaining relatively unspoiled areas in our region. No matter its size, the highway would inevitably prompt ever-increasing development along its corridor, encouraging urbanization and pollution of a beautiful, environmentally sensitive rural expanse. The basic rationale for I-11 is streamlined economic development, yet even economic rationales argue against this destructive project. By ruining spectacular vistas and wildlife habitats that help make the Sonoran Desert and the Desert Museum world famous, the proposed highway would destroy the beauty and biological richness that draw so many visitors to our area, thus reducing tourism, one of Tucson's prime (and least environmentally damaging) economic engines. Most important, this project will degrade or destroy precious, increasingly rare wildlife habitats, a prospect especially alarming in light of scientific evidence of widespread global species extinction caused by human impacts on the environment. In this time when the very planet is threatened by population explosion and environmental degradation, economic expansion should no longer be our sole or primary goal. Superhighways like this ought to be an artifact of the last century, not a model for a sustainable human future.	GlobalTopic_1, R-1, R-2, BR-1, E-2 and V-1	Aiken_S_1868	I- 868 -1
Aiken	Susan		Website	5/13/19 12:43 PM AT	I strongly oppose the proposal to build I-11 west of the Tucson Mountains, one of the remaining relatively unspoiled areas in our region. No matter its size, the highway would inevitably prompt ever-increasing development along its corridor, encouraging urbanization and pollution of a beautiful, environmentally sensitive rural expanse. The basic rationale for I-11 is streamlined economic development, yet even economic rationales argue against this destructive project. By ruining spectacular vistas and wildlife habitats that help make the Sonoran Desert and the Desert Museum world famous, the proposed highway would destroy the beauty and biological richness that draw so many visitors to our area, thus reducing tourism, one of Tucson's prime (and least environmentally damaging) economic engines. Most important, this project will degrade or destroy precious, increasingly rare wildlife habitats, a prospect especially alarming in light of scientific evidence of widespread global species extinction caused by human impacts on the environment. In this time when the very planet is threatened by population explosion and environmental degradation, economic expansion should no longer be our sole or primary goal. Superhighways like this ought to be an artifact of the last century, not a model for a sustainable human future.	GlobalTopic_1, R-1, R-2, BR-1, V-1 and E-2	Aiken_S_1869	I- 869 -1
akers	diana		Website	5/11/19 12:54 PM AT	i moved here for peace n quiet in my last days here on earth why are you opening up a freeway by my house that's gonna destroy gods creation open another route for drug runners your not gonna be accountable to us you will answer to god i would run n stop this foolishness the punishment is far greater than you know don't mess with god he is the king	GlobalTopic_4		I- 768 -1
Akin	Paige		Website	5/12/19 4:10 PM AT	I am writing to dissuade the committee from building the proposed alternative of the Interstate 11 through Rainbow Valley in Buckeye, Arizona. Not only is this proposed alternative not financially ideal for the state, it is also not a reasonable option for the public and the people of Buckeye, Arizona. Rainbow Valley Road and the 2,000 foot study area cuts through many homes that include a community of multi-million dollar homes. In addition, the study area cuts through farms and would disrupt an elementary school. Lastly, this study area cuts through the side of a mountain. All of these factors increase the amount of money that the tax payers would have to spend in order to fund the proposed alternative while there are other options that bypass Rainbow Valley, Buckeye, Arizona that will not disrupt any homes, schools, or farm land. All of the money that would be spent in buying up homes, farms, and destroying a mountain could be avoided if one of the different alternatives is chosen that cuts through open desert. With the financial situation that our governments are currently facing, the proposed study corridor is financially irresponsible.	GlobalTopic_2		I- 856 -1
Akin	Ryan		Website	5/12/19 3:57 PM AT	I am in support of the project as a whole, but what i do not support is the proposed route that adot has chosen as its preferred route. The section through Rainbow Valley makes no sense to tax payers and no sense to land owners in the affected area and would not bring commerce to the area. There is alternatives that would disturb less home owners and cost the tax payers less money now and in the future and adot's point of less drive time is minimal. the proposed route would cost millions just in buying homes and property and cut right through a mountain. I do not support the proposal to run the I11 though Rainbow Valley.	GlobalTopic_2		I- 855 -1
Alban	Deane		Website	4/16/19 12:06 PM AT	I believe the proposed route is a disaster for our delicate and unique Sonoran Desert environment. Please consider an extension of the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019.	GlobalTopic_9		I- 94 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Alcock	John		Website	6/14/19 8:11 AM AT	<p>13 June 2019</p> <p>Dear ADOT, This letter is designed to repeat the one you will receive from Elizabeth Makings whose views on the "preferred alternative" are comprehensive and totally convincing. As she notes, and I agree completely, we are never told who made the decision to build an entirely new highway and without that information we are left in the dark on an extremely important matter. As for the matter of economics, Elizabeth Makings effectively debunks the argument that a new road would provide a corridor that would support economic growth. She does so by pointing out that the current I-10 corridor does not exhibit signs of growth and economic vitality, and so why would a new highway promote commercial potential. The cost of a new highway would be enormous and would make economic justification of I-11 impossible in any event</p> <p>With respect to the environmental effects of a new highway, Makings notes that the consultants hired by ADOT simply ignored the many comments made by true environmentalists and instead focused on one cactus species, apparently the only species of concern when in fact the new highway, if it is built, would destroy an important riparian area. Given the significance of water in our arid region, this is most unfortunate and calls into question the entire approach of the so-called environmental consultants that evaluated the various alternatives. As Makings points out, "The proposed (I-11) corridor is the most environmentally destructive alternative of the three presented and cannot be justified on any level." No environmentalist would select this alternative over the existing corridors, especially given the cost of the new highway. According to Makings, and again I agree completely, the Orange alternative is preferred for a variety of reasons and I quote here:</p> <ul style="list-style-type: none"> • Widening of the established I-8 and I-10 corridors is the logical alternative as it will allow for higher capacity routes, improved safety and mobility. • Increasing lanes along the I-10 is the economically superior alternative to building brand new infrastructure. • Increasing lanes along the I-10 is the environmentally superior alternative to building brand new parallel freeways as it preserves an important regional riparian corridor and wildlife habitat. <p>So I urge you to follow the advice you have received and abandon the plans for a new highway and instead increase the lanes on I-10 for the reasons given above.</p> <p>Sincerely yours, John Alcock Regents Professor at Arizona State University (retired)</p>	GlobalTopic_1	Alcock_J_1535	I- 1535 -1
Aldridge	Robert		Oral	4/29/19 1:00 AM AT	<p>MR. ROBERT ALDRIDGE: Hello. My name is Robert Aldridge. I'm the superintendent of Palo Verde Elementary School. I'm sorry for my attire. We had a Monday funday with our kids today.</p> <p>I just am kind of at -- I don't even know what to say. This thing is coming right by our school. We've been a rule school forever out there. Since the 1800s. I've been out there 27 years at Palo Verde Elementary School. And the route that you're proposing, the main one goes right -- I mean, it's right next to our school.</p> <p>And so there are other routes, I think you really need to take a look at. Because this one, like a lot of people have said here, goes right through people's houses. It goes right through our community. And it's right next to our school. So literally our back door is looking out onto your proposed freeway. And I don't think it's safe for kids, and I don't think it's a good thing.</p> <p>So I hope that you look at the other routes and choose another one to be quite honest with you. Thank you.</p>	GlobalTopic_2		I- 1157 -1
Aldridge	Robert	Palo Verde Elementary School District 49	Website	6/12/19 3:22 PM AT	<p>As the educational board of Palo Verde Elementary School District, a school district that could be directly impacted by the construction of Interstate 11, we are voicing our strong objections to the Arizona Department of Transportation's and the Federal Highway Administration's preferred Blue corridor. We are concerned with the negative consequences that our school, students, and community would sustain if this route is designated, and we feel an alternative route would be more economically sound and safer for our children.</p> <p>The preferred Blue route is shown to cut directly through thousands of acres of farmland and family homes. Besides dramatically decreasing our state's agricultural production, this route, then, has the potential to displace thousands of families and students in our community and in other rural communities near us.</p> <p>The Blue route also shows the Interstate passing directly north of Palo Verde School. This raises serious concerns about the health and safety of our students. The EPA states that all those who live, work, or attend school near a major roadway -- but especially children -- have an increased risk of serious conditions such as asthma, impaired lung development, cardiovascular disease, childhood leukemia, and even premature death. Choosing the Blue route, especially when other potential routes are available, would put our children at undue risk of great harm.</p> <p>Recently, several studies have also been cited showing that students who move to areas higher in pollution exhibit a decline in test scores and an increase in both behavior problems and absenteeism. 2, 3, 4 In the case of the Blue route currently preferred by the Department of Transportation, students would not be moving toward pollution; we would be moving the pollution to them! The majority of our students already qualify for free or reduced lunch -- a criteria used by the Department of Education to flag at-risk students -- yet both they and our staff work tirelessly to meet state standards and outperform schools with similar low-income populations. When better options are available, why would the state choose to put our students at an even greater academic risk?</p> <p>We urge you to no longer consider the Blue route for Interstate 11 as a viable option. It is too costly and too damaging to our community and our children. Instead, please consider the Orange route as the preferred route.</p>	GlobalTopic_2 and GlobalTopic_4	Aldridge_PaloVerdeESD_O19	O- 19 -1
Aldridge	Robert	Palo Verde Elementary School District 49	Website	6/12/19 3:22 PM AT	<p>The proposed Blue route for the new Interstate 11 freeway would cost our community and our state too much economically. More importantly, it could cost our families, and especially our children, both physically and academically. In place of the Blue route, the alternative Orange route would save money, jobs, and stability, and it would ensure better health for our children and our community. The Orange route proposes that Interstate 11 follow existing freeways and highways instead of building new ones from scratch. Because the state would not have to build brand-new infrastructure, this has the potential to save millions of taxpayer dollars. Using the existing roadways indicated by the Orange route would also save countless family homes, eliminating the need for thousands to move and rebuild due to displacement. It would also prevent loss of income for family farmers and their workers, both of whom would lose homes and jobs were the proposed Blue route to be chosen. Finally, the alternative Orange route would stay many miles from our school campus, keeping our children safe and free from the potentially debilitating effects of roadway pollution. This will not happen with the Blue route.</p>	GlobalTopic_2 and GlobalTopic_4		O- 19 -2
Alexander	Doris		Website	6/15/19 4:03 PM AT	<p>I am opposed to Route I-11 being routed through Arva Valley.</p>	GlobalTopic_1		I- 1564 -1
Alexander	George		Website	7/08/19 11:36 AM AT	<p>I am opposed to the connecting route. To the west of our farm and homes is land that a road would cause minimal damage to peoples homes. I hope that my comments make a difference. I understand that more roads will be needed to control the traffic that is projected to become a reality. I think a better area to connect the roads is available. Thanks George Alexander</p>	GlobalTopic_4		I- 2950 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Alexander	Katherine		Website	7/08/19 8:30 PM AT	I grew up in Tucson and as a child, volunteered at the Arizona Sonora Desert Museum as a junior docent. The drive into the desert was magical, and created an experience that shaped my whole career. From that volunteer opportunity, I took an experience that led me to college out of state, and then to an Ivy League graduate program in non-profit management. Today, I see my best friend, a TUSD teacher, restricted from a paycheck because of FMLA and TUSD's sick days policy. I see migrant shelters in desperate need of volunteers and donations. And this is what the city wants to spend money on: a new highway? Another highway with deferred repairs? Let's fix what we have for less, and use the rest to invest in the environment, instead of destroy it, or invest in our classrooms. This is a gross misuse of funds, and a disaster for our local environment. Don't build this highway.	GlobalTopic_1		I- 3150 -1
Alexon	Mary		Website	4/12/19 4:52 PM AT	Be sure to include bicycle lanes in both directions! This route would promote bicycle races, routes, business internationally and nationally. This is a fairly level route and would encourage tourism for cyclists.	The Tier 2 analysis would identify a specific alignment and design for I-11, assumed to be approximately 400 feet wide, within the 2,000-foot-wide corridor. The 2,000-foot-wide corridor provides the flexibility for, and does not preclude, future studies consider the inclusion of bike lanes.		I- 32 -1
ALFORD	KANDY		Website	4/08/19 5:15 PM AT	I believe the comment period for something as monumental as this project deserves a minimum of 120 days. Considering the change in route, the Avra Valley defense should be allowed ample time to prepare their case.	GlobalTopic_9		I- 12 -1
Alford	Kandy		Oral	5/08/19 1:00 AM AT	<p>KANDY ALFORD: My name is Kandy Alford. And first off, ditto to all you guys who were talking. Okay. You come to us today, asking for support for an interstate highway through the Sonoran desert. But that's not the real issue to me. You're here because you have an infrastructure problem. You need to get stuff from over there to over there.</p> <p>I don't support the interstate solution you presented because your justification you developed and presented today are much as they were 100 years ago, with no innovative additions to the process; to address the base issue, again, moving stuff.</p> <p>In 1922, the Bureau of Public Records asked the Army to provide a list of roads it considered necessary for the national defense in case those bums drop the bomb on us. It became the Pershing map, and we started building interstate highways. In 1956, Eisenhower said we need a national system of interstate and defense highways to make travel easier in case of an attack if those bums drop an atomic bomb on us. If that happens, the network will provide quick evacuation in target areas, and the Federal Aid Highway of 1956 was declared essential to national interest.</p> <p>We all know an interstate is not going to allow the public to escape fallout from an atomic bomb. Mom and dad aren't going to be picking you up at school, and your desk will not protect you from an atomic bomb. Where is the technology that will take us 100 years in the future instead of tethering us to 1920 solutions? Where are the options for solutions that will allow the movement of stuff without the dependency upon another interstate?</p> <p>Look at what we've accomplished in the last hundred years. Put your hand in your pocket, pull out your phone. We have elementary school students working on egg-drop projects exploring the basic concepts of gravity, force and acceleration, physics for six-year-olds. The World Wide Web, the microwave, computers, the zipper, helicopters, color TV, black box flight recorders, robotic surgery and GPS, all in the last 100 years.</p> <p>Before you ask me for \$3.4 billion to go to the same old thing, adopt a no-build option through the Sonoran Desert. Hold on, let me finish. Take a stand to come back in two years -- five years, ten. I don't know what it will take -- with a better plan based on an innovative, next-generation understanding of modern technology and progressive thinking. You can make this the poster child for collaborative next-generation solutions.</p> <p>Building an exorbitantly expensive interstate based on an idea from 30 years ago to define the most profitable path of least resistance through the Sonoran Desert is not only obsolete and wasteful, it's environmentally, socially and economically intolerable. We, the people, deserve and demand better than this. Thank you.</p>	GlobalTopic_1, GlobalTopic_4		I- 1353 -1
Alford	Kandy		Oral	5/11/19 1:00 AM AT	<p>MS. KANDY ALFORD: I'm Kandy Alford. I'm glad you're sitting here. You've come to us today asking for support for an interstate highway through the Sonoran Desert. But that's not the real issue. You're here because you have an infrastructure problem, and you need to get stuff from over there to over there. I don't support the interstate solution you've presented because your justifications were developed and presented just as they were a hundred years ago, with no innovative addition to the process.</p> <p>In 1922, the Bureau of Public Records asked the Army to provide a list of roads considered necessary for national defense in case those bums dropped a bomb on us. It became the Pershing's Act, and we started building interstate highways.</p> <p>In 1956, Eisenhower said, we need to make travel easier, and in case those bums drop a bomb on us, the road network would present quick evacuation of target areas. Under the Federal Aid Highway Act of 1956, it was declared essential to the national interests.</p> <p>Where's the technology that would take us a hundred years into the future instead of tethering us to 1920 solutions? Look what we've accomplished in the last hundred years. Elementary school students are working on eighth grade projects, exploring the basic concepts of gravity, force and acceleration. That's physics for a six-year-old. The worldwide web, the micro breweries, computers, the zipper, helicopters, colored TV, black box flight recorders, robotic surgery, GPS. Pull out your phone. That's our potential.</p> <p>Before you ask for \$3.4 billion to do the same old thing, adopt a no-build option through the Sonoran Desert that starts at the point of entry. Go around Avra Valley. Take a stand to come back in two years, five years, maybe even ten. You guys made the rules. You can change them. But come back with a better plan based on innovative, next-generation understanding of modern technology and progressive thinking. Building an extraordinarily expensive highway based on an idea from 30 years ago, which will only save us two minutes in travel time between now and 2040 -- and, ADOT, those are your numbers, not mine -- it's not only obsolete and wasteful; it's environmentally, socially and economically incompetent. We, the people, deserve and demand better.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1454 -1
Alford	Kandy		Website	4/19/19 12:26 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 178 -1
Alford	Kandy		Website	4/10/19 12:36 PM AT	We need at least 120 days to prepare our defense for Avra Valley. You have not provided adequate time for rebuttal.	GlobalTopic_9		I- 20 -1
Alford	Kandy		Website	7/08/19 1:37 PM AT	[Attachment: Copy of Coalition for Sonoran Desert Comments]	GlobalTopic_1, LU-5, BR-2, E-3, E-1, E-2, AQ-1, N-1, V-1, LU-3, WR-2	Alford_K_I2983	I- 2983 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Alford	Kandy		Website	4/12/19 11:23 AM AT	Those of us who are still opposed to any interstate being built through the Avra Valley need time to research and understand the EIS document you have published. This being the case I'm requesting you extend the comment period to a minimum of 120 days to allow us to prepare a defense for the desert.	GlobalTopic_9		I- 31 -1
Alford	Kandy		Website	4/15/19 8:00 AM AT	I believe any highway through through our sacred Avra Valley will do irreparable harm. You can always build a highway, you can only kill a "one of a kind" desert once. We need at least 120 days to prepare a defense on the deserts behalf.	GlobalTopic_1 and GlobalTopic_9		I- 52 -1
Alford	Kandy		Website	4/16/19 9:17 AM AT	You could have and should have done better than this. You took the easy way out. Shame on you. There are better alternatives to building an interstate through the only Sonoran desert. Additionally, we need at least 120 days to prepare a defense for the desert.	GlobalTopic_4 and GlobalTopic_9		I- 85 -1
Allen	Bobbie		Oral	4/30/19 1:00 AM AT	MS. DARR: Bobbie Allen? BOBBIE ALLEN: Thank you. Glad you're here. Glad we have the opportunity to say something. And my name is Bobbie Allen. I live in Vista Royale on the west edge, which will impact us a lot. We'll lose a lot of the area as recreation area, but one thing I want to bring up that I haven't -- I don't think I've heard yet, was when construction starts on this highway, and if it is still going to be close to us in Vista Royale, once construction starts, we are going to be inundated with dust coming from the construction area, probably over all of this going on. I don't know, depends on how bad the wind is blowing and which way it's coming from. So thank you. That's all I wanted to do is make a couple of little comments. Thank you.	GlobalTopic_5		I- 1010 -1
Allen	Bobbie and Jim		Email	7/02/19 1:00 AM AT	I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 June 29, 2019 Subject: I-11 Tier 1 Study I-11 Tier 1 Study Team, We are residents of Vista Royale, a residential development seven miles northwest of Wickenburg along Highway 93. We, along with many of our neighbors, attended the Tier 1 Study presentation in Wickenburg on April 30, 2019. Our reaction to the Study's recommended corridors T and U was one of stunned disbelief. These corridors would be just west of our development—in our back yard! One of the wonderful things about Vista Royale is our access to the State Trust Land to the west of us. Many of the development's residents enjoy using this beautiful desert area for hiking, biking, horseback riding, wildlife watching, ORV activities. The proposed corridors would block our access to this wonderful desert environment. In addition, this routing of I-11 would block our view to the west and bring all the noise that goes with a freeway. The months-long (years?) construction period happening so close to us would be devastating. The attendant noise and dust could have terrible effects on our health and wellbeing. Many of us are senior citizens. There is also every reason to expect our property values to be adversely affected. At the Study presentation, we talked to EIS representatives there, who told us that these proposed corridor routings were created in response to a request by the town of Wickenburg to have I-11 come "as close as possible" to Wickenburg. Then-mayor Sickles was in attendance at the Study presentation, and we talked to him about this. He said that the proposed routing of I-11 so near Vista Royale was not the town of Wickenburg's desire at all. During the taking of public comments, Mayor Sickles said as much. The town council later passed Resolution 2229 in an attempt to clarify the council's position. Many residents of Vista Royale were upset by the proposed I-11 routings and a Vista Royale I-11 Study Team was created, along with a website https://nam05.safelinks.protection.outlook.com?url=www.ProtectOurWickenburgLifestyle.com&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C945f3f9e0342498b7dea08d6ff5f86e8%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977183123086332&sddata=a1gL0clbNPAyyp3xv2CAKSz31VRiyEjGrDovZPHFTNo%3D&reserved=0 . The goal of this activity is to get the I-11 corridor moved as far west as possible. We don't understand why there is no serious consideration for routing I-11 along Highway 60 to Highway 71 to Highway 93. This would make use of existing highway rights of way and would have the least impact on our beautiful but fragile desert lands.	GlobalTopic_4 and GlobalTopic_5		I- 3369 -1
Allen	Bobbie and Jim		Email	7/02/19 1:00 AM AT	If the 60/71/93 routing is not feasible, we strongly urge the Study team to consider what is being called "VR2" on the above mentioned website in order to minimize the impact on the residents of Vista Royale. Thank you for your consideration in this matter. Bobbie and Jim Allen XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXXXX@gmail.com XXX-XXX-XXXX			I- 3369 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Allen	Bobbie and Jim		Mail	6/29/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Subject: 1-11 Tier 1 Study</p> <p>1-11 Tier 1 Study Team,</p> <p>We are residents of Vista Royale, a residential development seven miles northwest of Wickenburg along Highway 93. We, along with many of our neighbors, attended the Tier 1 Study presentation in Wickenburg on April 30, 2019. Our reaction to the Study's recommended corridors T and U was one of stunned disbelief. These corridors would be just west of our development-in our back yard! One of the wonderful things about Vista Royale is our access to the State Trust Land to the west of us. Many of the development's residents enjoy using this beautiful desert area for hiking, biking, horseback riding, wildlife watching, ORV activities. The proposed corridors would block our access to this wonderful desert environment. In addition, this routing of 1-11 would block our view to the west and bring all the noise that goes with a freeway. The months-long (years?) construction period happening so close to us would be devastating. The attendant noise and dust could have terrible effects on our health and wellbeing. Many of us are senior citizens. There is also every reason to expect our property values to be adversely affected.</p> <p>At the Study presentation, we talked to EIS representatives there, who told us that these proposed corridor routings were created in response to a request by the town of Wickenburg to have 1-11 come "as close as possible" to Wickenburg. Then-mayor Sickles was in attendance at the Study presentation, and we talked to him about this. He said that the proposed routing of 1-11 so near Vista Royale was not the town of Wickenburg's desire at all. During the taking of public comments, Mayor Sickles said as much. The town council later passed Resolution 2229 in an attempt to clarify the council's position.</p> <p>Many residents of Vista Royale were upset by the proposed 1-11 routings and a Vista Royale 1-11 Study Team was created, along with a website www.ProtectOurWjckenburgUfestyle.com. The goal of this activity is to get the 1-11 corridor moved as far west as possible.</p> <p>We don't understand why there is no serious consideration for routing 1-11 along Highway 60 to Highway 71 to Highway 93. This would make use of existing highway rights of way and would have the least impact on our beautiful but fragile desert lands.</p>	GlobalTopic_4 and GlobalTopic_5	Allen_BJ_I3502	I- 3502 -1
Allen	Bobbie and Jim				<p>If the 60/71 /93 routing is not feasible, we strongly urge the Study team to consider what is being called "VR2" on the above mentioned website in order to minimize the impact on the residents of Vista Royale.</p> <p>Thank you for your consideration in this matter.</p> <p>Bobbie and Jim Allen XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXXXX@gmail.com XXX-XXX-XXXX</p>			I- 3502 -1a
Allen	Jim		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: Thank you. Our next speaker is Jim Allen.</p> <p>JIM ALLEN: So everything that has been said so far, I agree with completely. And rather than rehashing that all again, I just want to say four things.</p> <p>First, I do appreciate the effort that's gone into this and the fact that you're here asking for input.</p> <p>My three personal things are, you're talking about putting a freeway very, very close, very close to where my property is, right on the west side. Some of the other neighbors -- some of the other people that have talked are my neighbors. So what that means is a whole bunch of traffic noise.</p> <p>MS. DARR: Thank you.</p>	GlobalTopic_5		I- 1003 -1
Allen	Jim		Oral	4/30/19 1:00 AM AT	It means, and a probable reduction in my property value.	GlobalTopic_5, LU-1		I- 1003 -2
Allen	Jim		Oral	4/30/19 1:00 AM AT	And it means there is a physical barrier that divides our housing development from thousands of acres of land that we ride our horses on, we hike on, ATVs, take the dogs for a walk, just enjoying the desert. So thank you for your time.	GlobalTopic_5		I- 1003 -3
Allen	Neale		Website	7/08/19 2:04 PM AT	This is an amazing waste of my tax dollars. Not only do we have a perfectly fine route already this will wipe out desert wildlife corridors ,take people's land and create more sprawl for developers and where is the water which we already don't have come from to enrich a few speculators. It's obvious that this will make some legislature and the governor happy to comply with their money masters. I hate this plan.	GlobalTopic_4, PN-3, LU-3		I- 2992 -1
Allgood	barbara		Website	5/14/19 8:42 AM AT	<ol style="list-style-type: none"> 1. Railroads would be safer as a conduit in moving container freight from Mexico to Nevada. Using a railroad to move persons and goods is more energy efficient and produces less carbon and less Green house gases. 2. Arizona should be a leader and offer solutions that move us forward to a Green economy. Even a solution that would utilize the Colorado River is preferable to using only roads and gas powered and diesel powered vehicles . 3. If a road is built, then there should be an accessory rail line built alongside it. 4. The most traveled sections of Arizona become nonfunctional bottlenecks. In 5 days that I traveled from Prescott to Green Valley and back there were 2 instances in which my Trip was delayed for more than 1 hour due to accidents- once on I 10 between Tucson and PHX and once between PHX and Prescott At the Maricopa Yavapai County line. 	GlobalTopic_4 and AC-9 and AC-3		I- 898 -1
Allin	Jordan		Website	6/12/19 9:06 PM AT	I am against the proposed route of I-11 running through Avra Valley. The people who live here do so because it is so rural and quiet. running I-11 through our home destroys that peace and quiet. It will also negatively impact the environment, a huge thing to consider, as the Saguaro National Monument is so close to the route. Tourism and outdoor activities in public lands like these make up a large portion of the state's income. The pollution and traffic will destroy the peace and tranquility so necessary to these activities.	GlobalTopic_1		I- 1515 -1
Allison	Karen		Website	5/13/19 10:38 AM AT	I do not support the proposed I-11 corridor running south of the San Xavier Indian Reservation and through Avra Valley. The impact to our southwest desert would be severe and unnecessary. It would be a huge disruption to the plants and animals who are already being squeezed by housing developments in this area. I believe that following the existing I-10 freeway, either as a piggy-back solution or widening the exiting freeway, is less harmful. Your choices are either harming our desert environment or harming those who live near the exiting freeway. Our delicate desert environment, which would never recover from this harm, should be our first concern.	GlobalTopic_1, GlobalTopic_13,		I- 865 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Alman	Sevy		Website	6/19/19 4:56 PM AT	The proposed I 11 corridor through the Saguaro National Monument area (designated by President Bill Clinton) would be a huge devastation to the wildlife and vegetation on this land. Just the pollution, and noise will cause the eventual end to this magnificent area as we know it. I am asking you to reevaluate your plans and find a much less destructive scenario next to the I 10 corridor where it is void of delicate vegetation and numerous species of wildlife specific to the Saguaro National Monument area.	GlobalTopic_1		I- 1791 -1
Almeida	Michele		Website	7/08/19 6:31 PM AT	I oppose the construction of I-11 through our precious desert. Our desert plants and desert wildlife needs our protection now more than ever. We have a precious and rare ecosystem. Our desert wildlife is running out of space due to housing and other construction. People can get from point A to point B via I-10. Hikers and cyclists enjoy the trails in the area. The scenic beauty attracts tourists. Our desert is being ruined. Please think about the impact of this project on our desert.	GlobalTopic_1, GlobalTopic_4		I- 3116 -1
Alonzo	Luis		Website	5/30/19 11:47 AM AT	With an expanding population and economy, we must prepare for a future of increased transportation needs. A highway option to travel across the state and connecting to Mexico is a great idea that will create new opportunity zones and other, possibly affordable, options for people to live.	GlobalTopic_4		I- 1206 -1
Alonzo	Luis		Website	5/30/19 11:47 AM AT	With that in mind, the highest and best options for preservation should also be used, land bridges connecting the various side of a new highway should be taken into consideration for safe crossing by wildlife.	BR-10		I- 1206 -2
Alonzo	Luis		Website	5/30/19 11:47 AM AT	Finally, safety for travelers should be top of mind; use the technology of the future to make this road safe!	AC-3		I- 1206 -3
Alonzo	Luis		Website	5/30/19 11:47 AM AT	Any pre-history disruptions should be taken into consideration and their preservation should be of the highest importance.	GlobalTopic_4, CR-1		I- 1206 -4
Amado Tellez	Maria		Website	6/11/19 8:56 AM AT	I do not support this especially where it turns west around Sahuarita and goes through Saguaro National Park.....We need to protect our park spaces. I am concerned with the use of water and also eventual development of this area!! No need to become another Phoenix.	GlobalTopic_4 and GlobalTopic_1		I- 1316 -1
Amerongen	Helen		Website	7/08/19 2:10 PM AT	I am very strongly opposed to building this road. It would be terribly destructive and I do not believe it is needed. It is not only a waste of money but also a travesty.	GlobalTopic_4		I- 2996 -1
Ames	Rexford		Email	4/16/19 12:33 AM AT	What with the ? New? NAFTA agreement signed by the President. Within that Agreement , is there an agreement between Mexico, Canada and the United States to transport Goods and services without border constraint? If so, will that, in effect nullify , the Closed border process and will allow all illegal immigrants into the United States? Many of those Illegal Immigrants are not from Mexico, or Honduras or even, if they could escape Venezuela? Islam and bad people enjoy that open border policy throughout the EU. Is this freeway proposal a piece of the whole puzzles or puzzle? From what I have read: The alternative width appears to be for rail as well as Vehicle access? 2000 Feet VS 400 ft for highway construction?	GlobalTopic_4 The 2,000-foot-wide preferred alternative corridor provides the flexibility for and does not preclude future studies to also consider co-location of rail or utilities.		I- 420 -1
Ames	Rexford		Email	4/16/19 12:33 AM AT	What with the " New" NAFTA agreement signed by the President. Within that Agreement , is there an agreement between Mexico, Canada and the United States to transport Goods and services without border constraint? If so, will that, in effect nullify , the Closed border process and will allow all illegal immigrants into the United States? Many of those Illegal Immigrants are not from Mexico, or Honduras or even, if they could escape Venezuela? Islam and bad people enjoy that open border policy throughout the EU. Is this freeway proposal a piece of the whole puzzles or puzzle? From what I have read: The alternative width appears to be for rail as well as Vehicle access? 2000 Feet VS 400 ft for highway construction?	GlobalTopic_4 The 2,000-foot-wide preferred alternative corridor provides the flexibility for and does not preclude future studies to also consider co-location of rail or utilities.		I- 443 -1
Amstutz	Neil		Website	6/21/19 2:12 PM AT	This project is needed. The desert is vast and there are plenty of undisturbed areas. The protected areas will remain protected. Tucson needs a bypass, and other alternatives like a double stack interstate are not practical.	GlobalTopic_4		I- 1903 -1
Andelora	Ron		Website	7/08/19 11:28 AM AT	The Orange alternative which is utilizing I19,I10 AND I8 seems like the smartest route. Are they going to widen those interstates? are they going to install animal bridges and tunnels? Who's paying for this? Federal/State/local taxes??? I oppose any roadways that would negatively impact the Saguaro national or Ironwood National monument.	GlobalTopic_1, GlobalTopic_4, BR-10		I- 2943 -1
Anders	Kimberly		Website	5/05/19 12:45 AM AT	Please avoid destruction of any homes in Buckeye. Our established community does not need to be eliminated. There are options without displacing families.	GlobalTopic_4		I- 536 -1
Andersen	Andrea		Website	7/08/19 4:45 PM AT	I am opposed to the Recommended Alternative route through Avra Valley and support co-location with I-10 and I-19 in southern Arizona. Thank you.	GlobalTopic_1		I- 3065 -1
Anderson	Beverly		Website	7/07/19 7:37 AM AT	When the I-11 goes north from 85 it makes sense to use Sun Valley Parkway to continue on to Wickenburge. Not going up in 355 through historic Vulture Mine Peak. Thank you	GlobalTopic_4		I- 2714 -1
Anderson	David		Hand Written	5/08/19 1:00 AM AT	I am not persuaded by the arguments for building I-11 through Avra Valley. It seems that taxpayers are essentially being asked to foot a massive construction bill that will not serve our interests. Planning for future interstate traffic is important, but expanding I-10 would surely be a cheaper and more useful option. I-11 in Avra Valley will merely reduce truck traffic, but this is not the prime source of vehicle congestion. Further, self-driving trucks will likely make it easier to pack many trucks into small amounts of road space. An Avra Valley freeway does not serve commuter needs in Tucson. It is also ecologically problematic. It appears that I-11 will only benefit developers in Avra Valley and contribute to sprawl and future traffic congestion. Expand I-10 or do not build, but don't ask us to bankroll such a wasteful project.	GlobalTopic_4 and GlobalTopic_1, LU-3	Anderson_D_I2371	I- 2371 -1
Anderson	Edie		Oral	5/11/19 1:00 AM AT	EDIE ANDERSON: I'm Edie Anderson. People are concerned about the wildlife out there. We've had herds of javalinas, deer, coyotes. We've also heard that there's a way through Tucson, and not through here, which is cheaper, faster and a better route for them. And think I know no one here wants to have it. We love where we are. We moved here to get out of the city life. And if anything happens, we'll probably end up being homeless, because we'll have nowhere to go. We love it here, with all the wildlife and things here. I just don't see why they can't put it somewhere other than here. In fact, there's a whole lot of areas. In fact -- yeah, I can't think of it. Ajo Way. They can go down there and not bother anyone. And I don't think it's fair for people to be losing their homes, their properties. And you know, there's just a bunch of people that's moved in. I'm sure they don't even know it. And we want to stay where we are. But we just we love it out there. And the javalinas, they have made a bed in our backyard. And I don't like to see anything like that disturbed, because once they get chased out of this area, they could die, because this is their habitat and not anywhere else, and they're going to be chased out of here. I love watching them. We've got a whole bunch of hummingbirds, and it just -- I mean, why not pick another route? It doesn't make sense to put it here.	GlobalTopic_4 and GlobalTopic_1		I- 1416 -1
Anderson	Edie		Oral	5/11/19 1:00 AM AT	People that -- the tourists that come out here to see the desert, they probably don't want to come out and see that there's a freeway. That would ruin our economy because of it. We've seen people stop along the road to take pictures. Sunsets. They don't want anything like that in their pictures. I wouldn't.	GlobalTopic_4, V-1 and E-2		I- 1416 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anderson	Flo		Website	7/03/19 2:01 PM AT	<p>Please find below my comments opposing the Recommended Alternative on the Tier 1 Alternative on the Tier 1 Interstate 11 DEIS:</p> <p>As I am sure you are aware, The Tucson City Council voted (unanimously) to oppose the Avra Valley I-11 route.</p> <p>I believe the most beneficial solution to provide for additional north/south traffic would be to expand the existing I-10 and I-19 corridors, rather than building an expensive new freeway. Consideration should be given to ways to lighten the traffic load on I-10 —by adding a light rail option, and providing other transportation options for people who would otherwise be driving cars on I-10.</p> <p>If the Avra/Altar Valley I-11 is built, it will have far reaching impacts on the area's special Sonoran Desert habitats and it's wildlife, probably much more impact that is indicated in the report: there will be big effects on wildlife and wildlife habitat, tourism, property rights and private property owners and residents, Saguaro National Park, The Desert Museum, Ironwood National Monument, Tucson Mountain Park, Kitt Peak, Dark Skies, and Tribal Lands. The impact of this freeway would extend way beyond the actual freeway corridor, as the freeway presence will encourage real estate development and speculation as well as commercial development.</p> <p>Residents of and visitors to the Tucson area have a right to expect a quiet and natural setting in this area—And would hardly be interested in experiencing freeway noise, commercial development, and light pollution.</p> <p>Certainly, not to be ignored is the proximity of the Proposed I-11 to Tucson's major water supply.</p> <p>Thank you for your attention to my comments.</p> <p>Flo Anderson For 10 years I have been a part-time resident of Oro Valley</p>	GlobalTopic_1	Anderson_F_I2507	I- 2507 -1
Anderson	Flo		Website	7/03/19 2:01 PM AT	<p>Please DO NOT adopt the Recommended Alternative, a new and expensive I-11 freeway through Avra/Altar Valley. It is a horrendous waste of taxpayers money that will fragment open space and have significant unmitigatable impacts on the adjacent environmentally sensitive areas, as well as nearby residents. It will cause degradation of the visitor/resident experience in nearby parks and the quality of life in The Greater Tucson Area.</p>	GlobalTopic_1		I- 2507 -2
Anderson	Flo		Website	7/03/19 2:01 PM AT	<p>An I-11 Freeway through Avra Valley would be a wide transportation corridor through protected public lands, causing fragmentation of these lands and severance of wildlife corridors. It would be very close to Saguaro N.P. and Ironwood N.M. The freeway would cross the existing Tucson Wildlife Mitigation Corridor that was created for the construction of CAP.</p>	GlobalTopic_1		I- 2507 -3
Anderson	Jett		Website	7/08/19 2:26 PM AT	<p>The recommended corridor looks good to me, and I support its continued development.</p>	GlobalTopic_4		I- 3004 -1
Anderson	Kathe		Website	6/29/19 7:49 AM AT	<p>Why do we need this road between Phoenix and Tucson? I've driven this route dozens and dozens of times with minimal delays and obstructions. Traffic flows well and fast. Looking ahead to driverless vehicles, it will only get better. If there are obstructions, there are alternative routes. We shouldn't be building unnecessary roads, destroying our environment in the process. The money would be much better spent on minimal enhances to I-10.</p> <p>Thank you for your consideration.</p>	GlobalTopic_4, PN-3, and AC-7		I- 2197 -1
Anderson	Laura		Website	7/01/19 7:01 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.</p> <p>By the way, I teach high school biology and make every effort to educate students about taking actions to protect our natural resources.</p> <p>Sincerely, Laura Anderson</p>	GlobalTopic_1 and GlobalTopic_9		I- 2249 -1
Anderson	Laura		Website	7/01/19 7:01 AM AT	<p>Briefly, this proposed interstate would have a profoundly negative impact on the economy of Tucson, taking away valuable dollars from businesses that benefit from existing highway travelers. Equally important is the fact that water resources must be protected from interference and this highway would compromise that protection. Finally, one cannot put a dollar value on the Sonoran desert ecosystems that would be damaged by an additional highway coursing through it. Habitat fragmentation and pollution would be very damaging to all wildlife which in turn would result in a decrease in tourism and overall quality of life in southern Arizona. Please do not put this highway in! Improve existing routes and be more creative with what is already in place. Let's not continue to damage our environment only to have to spend billions of dollars trying to fix it afterwards!</p>	GlobalTopic_1, E-1		I- 2249 -2
Anderson	Martha		Website	7/06/19 4:43 PM AT	<p>I strongly urge you not to construct the I-11 bypass through the Altar and Avra Valleys. Arizona should not further damage what is unique to our state and cannot be replaced. Saguaro National Park West and the Ironwood National Monument bring - along with other parks and attractions - visitors from all over our country who spend many dollars here for our unforgettable experiences. I know, because my family members have come from Chicago, Dallas, North Carolina and California multiple times to see both treasures. It is astonishing, and saddening, to think that our Arizona governments and ADOT bureaucrats will still ignore voting residents and "sell off" our water, public lands, and wildlife for short term economic gain rather than work toward a longer term, sustainable, and ultimately better economic gain. Please do NOT cut through Altar and Avra Valley for your bypass! Thank you.</p>	GlobalTopic_1		I- 2665 -1
Anderson	Mary		Website	5/30/19 10:36 AM AT	<p>This proposal is a 20th century solution. The future is public high speed rail. Use the federal dollars to create a sustainable transportation system.</p>	GlobalTopic_4 and AC-9		I- 1203 -1
Anderson	Michael		Email	6/11/19 1:00 AM AT	<p>To Whom it May Concern:</p> <p>I am a property owner in Wickenburg, AZ and want to express my voice with respect to the proposed routing of the new I-11 spur. I wish to endorse the "VR Green Alternative" route around the subdivision of Vista Royale, and do not like the ADOT proposed routes. Please consider my wishes when making your decision. Thanks,</p> <p>Michael Anderson XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p>	GlobalTopic_4 and GlobalTopic_5		I- 2426 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anderson	Wayne D		Website	4/23/19 9:08 PM AT	As a multi-generational Tucsonan, whose grandparents homesteaded in Arizona, I strongly oppose the planned I-11 corridor. Two big treasures of the Tucson area, the world-renown Arizona Sonora Desert Museum and the pristine Saguaro National Park West are threatened by this plan, and will be negatively impacted by the noise, pollution, and activity that this invasive corridor will bring. Thousands of Saguaro cacti and other native plants and animals will needlessly perish in the wake of this project, and the human toll, through housing displacement, is predicted to be substantial. There are ancient petroglyphs near the proposed route, (the namesake of Picture Rocks AZ) which will also be threatened by this freeway. Additionally, the lifeblood of Tucson, the CAP water storage facilities in Avra Valley are also threatened. The State of Arizona put millions of dollars into recent improvements to I-10 on the west side of Tucson, and they should continue this work to improve the existing freeway, eliminate the bottlenecks between Tucson and Phoenix, and set aside any plans for this ill-thought out project, which is a travesty, by any other word. Sincerely, Wayne D Anderson, Tucson AZ.	GlobalTopic_1		I- 270 -1
Andon	Julia		Phone	7/07/19 1:00 AM AT	Hello, this is Julia Andon I would like to strongly object to the building of the I-11. That is not the right place for that detour. It has to be preserved and it's too much already too many roads, too many interference with traffic so please don't. Do everything you can not to let that go through. Thank you. Bye bye.	GlobalTopic_1, GlobalTopic_4		I- 3408 -1
Andre	Julia		Phone	7/08/19 1:00 AM AT	Yes, this is Julia Andres and my address XXXXXXXX Tucson, AZ and I just wanted to voice that I highly oppose the I-11 superhighway and if you, my email address is XXXXX@gmail.com. Voicing disapproval against the I-11 superhighway. Ok, thank you, bye.	GlobalTopic_1, GlobalTopic_4		I- 3442 -1
Andreasson	Natannya		Website	6/28/19 11:34 AM AT	This would impact our natural Habitation and destroy our peace and rural environment wildlife water Ect.	LU-3, N-1 and BR-1		I- 2170 -1
Andres	David		Phone	7/07/19 1:00 AM AT	Hi yes this is David Andres. I live at XXXXX Luisa 85711. I'm just calling to voice my objection to the I-11 superhighway bypassing Tucson. I am going through the Avra Valley. Anyway, if you need to call me at XXX-XXX-XXXX. I can also look online to see if there's something else but I can do to object to this process. Ok, thank you.	GlobalTopic_4 and GlobalTopic_1		I- 3411 -1
Andrews	Melissa		Website	5/29/19 8:34 AM AT	Please extend the public comment period for this project to September 28, 2019! The current comment period is less than 2 months and an unacceptable amount of time and does not allow the public to review the draft Environmental Impact Statement and submit thoughtful, informed comments for your review. The preferred alternative has a large impact and negative consequences to hundreds of thousands of miles of protected land, public spaces and private lands. Please allow more time for the public to submit comments. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1100 -1
Andziewicz	Karl		Website	4/15/19 7:57 PM AT	Will provide safe highway without city connection for vehicles from the south and far west. It will save many lives.D	GlobalTopic_4		I- 70 -1
ANGELIE	BONNIE		Website	5/25/19 10:54 PM AT	I want to weigh in with my opinion on this egregious plan to destroy land to build yet another highway in southern arizona. perhaps you have heard about the environmental problems for our world. i think you do not believe them or take them seriously. we need less construction of roads and highways. we need to stop using fossil fuels altogether. we need multi national corporations and corporate money of all types to get out of politics. I oppose your plan with all my heart soul and brain. NO BUILD!	GlobalTopic_1 and GlobalTopic_4		I- 1085 -1
Angerosa	Jonathon		Website	4/16/19 9:47 AM AT	This entire corridor seems ridiculous to me. I have not seen anything else in the United States that resembles this, except maybe in South Florida where the Florida Turnpike parallels I-95. The entirety of I-11 between Wickenburg and Nogales parallels existing freeways and in turn, destroys more area of virgin desert and disrupts twice as much wildlife for absolutely no reason. The obvious solution to this seems to me like it would be major improvements to existing corridors, such as the I-19 between Nogales and Tucson, the I-10 in the Tucson area north to Casa Grande, I-8 west to Gila Bend, and Arizona State Route 85 north to I-10. Beyond that, perhaps a new short freeway would make sense in the Phoenix metropolitan area since the area is already sprawling out of control. The new corridor could link up to the under-utilized Loop 303, and then improvements could be made to the US 60 corridor to Wickenburg. All of these "improvements" to existing corridors I am referring to include the obvious – widening, safety enhancements, and traffic monitoring technology, but I think ADOT should explore alternatives such as truck-only carriageways as seen on the New Jersey Turnpike, since the I-11 corridor's main purpose seems to be moving goods from Mexico to Canada. I would also be open to a half-beltway around the west side of the Tucson area to accommodate for future growth, although growth patterns in that city lag far behind the Phoenix area. There is plenty of space within the entire I-19 corridor and the I-10 between Casa Grande and Tucson corridor to widen the existing roadway to accommodate the projected I-11 traffic. I really do not see a need to initiate 20 years of construction and tear up untouched desert along this projected pathway, disrupt generations-old farmland, and destroy small communities just to build a useless parallel roadway. I implore you to look at expanding the existing corridors before we tear up our beautiful, unique state just to build a parallel freeway 5 miles away from another. Thank you for taking the time to read this.	GlobalTopic_1, GlobalTopic_4, LU-3		I- 86 -1
Anonymous	Al		Email	4/28/19 12:41 AM AT	Please stop extending the different time periods. If you set a time line, keep to it. That is one reason why government is so inefficient cause it keeps delaying certain processes. Al	GlobalTopic_9		I- 461 -1
Anonymous	Amanda		Website	7/07/19 2:31 AM AT	Please do not build this! This is just plain out not right to kick people out of their homes and build threw this beautiful desert, many animals will lose their homes too and the amount of pollution this will create is disgusting. It will also cost a lot from tax payers and that money has more important things it needs to go to. Let's spend the money to teach our kids in school that you don't grow up to make bad decisions like this.	GlobalTopic_4, LU-1, BR-1, AQ-1, E-3		I- 2703 -1
Anonymous	Andrea		Phone	6/14/19 1:00 AM AT	Hello, my name is Andrea ? I am one of the individuals that will be physically affected by your proposed I-11 route. Near Ajos and Audio area going into three points toward Robles Junction and I'm calling because last year I contacted ADOT to ask them if they were considering building the I-11 off near somewhere near Sandario Road or crossing Sandario Road because of the road of the Ajo highway upgrades that were currently under construction at that time and they unequivocally told me no it had nothing to do with the proposed I-11 route whether the upgrades to I-86 were actually just a convenience for all of us that have to commute back and forth from where we live to Tucson. Okay? So, I am expressing that that was a totally lie you guys. Alright? ADOT lied to me and at that time in 2018 you guys were already considering that area as a possible route for I-11 and, but the public was not informed, and I was actually lied to. I'm not appreciating this and it's a bad idea, impractical. Stick with your I-10, I-8 route. It's much more practical and less destructive. Only people that can benefit from this are your corporate partners that stand to make a big profit off of our tax dollars that are going to be funding all this construction. Okay? Bye.	GlobalTopic_1 and GlobalTopic_4		I- 2478 -1
Anonymous	Anonymous		Oral	4/30/19 1:00 AM AT	UNIDENTIFIED SPEAKER: I just wanted to ask a question. How many of you live near where that's going to be? MS. DARR: We're not answering questions. UNIDENTIFIED SPEAKER: Of course not. MS. DARR: Okay. We have a speaker so if we can quiet down and be respectful so that he can be heard, for the record.	GlobalTopic_3 and GlobalTopic_4		I- 1002 -1
Anonymous	Anonymous		Website	5/19/19 2:49 PM AT	I am concerned that a freeway through the desert will harm the honeybees. Please don't ruin the habitat for these incredibly important pollinators. Our food sources will be affected by the pollution.	BR-1		I- 1022 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	6/11/19 3:27 PM AT	<p>i11 Highway</p> <p>Hello, I am against the proposed Hwy i11.</p> <p>I support the NO BUILD option because I believe you have all the highways you need already in place AND you don't need to be spending our tax dollars in this fashion. You have NO IDEA how traffic is going to be increasing in the next 5-10 years. Why don't you consider some better rail line ideas?</p> <p>Incredible that you are considering a route through Avra Valley.</p> <p>Firstly, we know this is all about cheap goods coming from China. We are aware that Mexico has been updating their seaports AND we know that this plan is to edge out west coast seaport shipping. Let the shipping stay on the west coast.</p> <p>How you can consider building a new highway west of the Saguaro National Park and Wilderness shows just how out of touch you are. You know that once a road enters any undeveloped land, development will follow and soon traffic, lights affecting our dark skies, and more people than should be living in this area. It starts the sprawl.</p> <p>All for cheaper goods to get to Las Vegas...isn't what our country is supposed to be about, MADE IN AMERICA??? isn't that the directive from the White House?</p> <p>Arizona is a special state and the southern area is full of retirees that are not expecting to have increased truck traffic and noise on their 2 lane each direction freeway. The noise already travels for miles. And you want to tie in just before Green Valley? with these older drivers on the road??? not a great idea.</p> <p>Come up with a different idea.</p>	GlobalTopic_1, LU-3		I- 1481 -1
Anonymous	Anonymous		Website	6/13/19 11:14 AM AT	<p>I want the area to stay the way it is. The wildlife is already affected by too many changes. I moved out here to get away from the noise and lights of the city. We don't need anymore traffic or noise in the area. Please leave this land alone. Find different solutions to your issues and leave this area alone. I will not be happy if the area is changed and property values go down. I work very hard for what I have and don't want someone sitting behind a desk to take it away or affect it in anyway. Leave the area alone. Thank you.</p>	LU-3 and BR-1 and N-1 and V-1 and LU-1		I- 1521 -1
Anonymous	Anonymous		Website	6/13/19 2:16 PM AT	<p>This projected corridor would do the least amount of environmental damage by following the proposed "blue" route.</p>	GlobalTopic_4		I- 1524 -1
Anonymous	Anonymous		Website	6/13/19 5:44 PM AT	<p>Please focus on improving existing roadways. Please do not destroy any more desert. Yes, my quality of life will be greatly diminished, even just by the noise. I live on fixed income so will not be able to relocate. But I care most about the desert—and the critters who live there. Please do not destroy!</p>	GlobalTopic_4, N-1, LU-1, LU-3, BR-1		I- 1530 -1
Anonymous	Anonymous		Website	6/13/19 9:27 PM AT	<p>I own a home on West Rudasill Road and am alarmed by the sickness and stupidity of locating a major interstate through this beautiful desert area. I moved west of the Tucson mountains precisely to enjoy hearing the coyotes at night, to be awed by the great horned owl's call through the brisk winter, to be awakened time and again by javelinas bustling about the washes and making their general commotion. Mountain lion live in the Tucson mountains. Sheep have been recently spotted in these mountains. I've personally seen bobcat, desert tortoises, foxes. This area is a treasure that must not be despoiled by this senseless and mad proposal. Don't build the road through this beautiful valley.</p> <p>Despite the overwhelming public opposition, surely them fightin forces for the future will shove this forward "to the next stage of consideration." Well, if you do have your latest orgy of blading the desert, the construction cronies will sure be pleased. Lots of private profit to be had using them public funds. Just name one of the rest areas after Ed Abbey or Chuck Bowden, that way we know all's well. The state is getting really good at putting Native American design motifs on concrete walls and bridges. Yes, bulldoze the sacred desert, knock down the ironwood, the cholla, the palo verde, the mesquite, the creosote, the jumping cactus, and the acacia. Just touch things up with some concrete blasphemy.</p>	GlobalTopic_1		I- 1534 -1
Anonymous	Anonymous		Website	6/13/19 9:27 PM AT	<p>For something so important, more time should be given for public input. I find it shameful that paid officials have spent tax dollars to push this idea forward. Just what are they thinking, and whose interests are they pushing? Clearly no majority of residents of Picture Rocks or Avra Valley would vote to have an ugly, loud, polluting, and awful highway run through their quiet, semi-rural or rural setting. I don't think folks who live in the area are pining for the endless ruckus of interstate commerce barreling along hot asphalt roads. No plant or animal wants to be bulldozed or killed by this proposed death strip.</p>	GlobalTopic_1 and GlobalTopic_4		I- 1534 -2
Anonymous	Anonymous		Website	6/14/19 5:19 PM AT	<p>LEAVE AVRA VALLEY ALONE, EXPAND THE I10 AND STOP WASTING TAX PAYER MONEY.</p>	GlobalTopic_1		I- 1542 -1
Anonymous	Anonymous		Website	6/14/19 5:20 PM AT	<p>WHY ON EARTH WOULD YOU DESTROY PRISTINE DESERT, 2 NATIONAL PARKS AND A COUNTY PARK? FOR A FREEWAY THAT BASICALLY ISN'T EVEN NEEDED? WHY DENY TUCSON AN IMPROVED FREEWAY AND THE BUSINESS FROM A TRANSCONTINENTAL FREEWAY?</p> <p>SOUNDS LIKE PETTY POLITICS TO ME.</p> <p>GROW A PAIR AND GO BACK TO THE DRAWING BOARD, WE SAID NO TWICE.</p>	GlobalTopic_1		I- 1543 -1
Anonymous	Anonymous		Website	6/15/19 3:30 PM AT	<p>Tucsonians will NOT use this hwy. This will strickly be trucks that will destroy a part of AZ that its' citizens should be doing whatever they each are able to stop this unnecessary, expensive project. Contact every agency which may help us stop this property destroying, tax increasing Interstate 11 Arizona proposed castostophe. YOU AND YOUR FAMILY'S PROPERTY AND TAXES MAY BE ADVERSLY AFFECTED! HELP STOP THIS UNNECESSARY HIGHWAY. Once they pass the bill, it WILL BE TOO LATE!</p>	GlobalTopic_1		I- 1562 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	6/16/19 6:40 AM AT	<p>As someone who lives in and loves southern Arizona, I am against the building of I-11. Why can't improvements to I-10 be made instead of ruining areas the residents of Tucson and surrounding areas treasure as part of our back yard? There are people, tribal lands, wildlife habitat and corridor areas and national parks and monuments in the Tucson area that will be disrupted and/or ruined because of I-11.</p> <p>Paul Cunningham of the Tucson City Council says it better than I can. The following is part of an article he wrote for the Tucson Sentinel against the building of I-11:</p> <p>One is that we have a newly vibrant downtown (paid for by Rio Nuevo sales-tax money) and are we are in the middle of a recovery. This bypass would pull traffic (as well as development) far from the city's core. That means economic activity will be drawn away from our city and we'll lose out on spending and tax revenue.</p> <p>Also, you may have heard me beating the drum over how we lose out on state revenue sharing because of the amount of development outside of incorporated areas. The freeway will encourage more of that development, all of which will be more of a demand on county services we aren't getting compensated for and will be paid for by city residents.</p> <p>The highway will be perilously close to such natural treasures as the Ironwood Forest National Monument and the Tucson Mountain District of Saguaro National Park, destroying wildlife habitat and making them less desirable places to visit. The county already limits development near those two reserves, but those will not be considered as this highway will go as close to 400 feet from them. It also will cut through now-rural areas and displacing homeowners in places such as the Avra and Altar valleys, as well as the lands of the Tohono O'odham and Pascua Yaqui.</p> <p>This means noise, traffic and pollution in areas of our county that are still relatively wild and natural. The freeway will also cause light pollution which will spoil observations at Kitt Peak, about 20 miles away.</p> <p>Here's a little piece of irony for you. Decades ago, the Central Arizona Project canal cut across some wildlife corridors between the Tucson Mountains, what is now the Ironwood Forest National Monument and Waterman Mountains. There were concerns brought up by conservationists; to mitigate those impacts the federal government set aside land to be a wildlife corridor. The freeway will cut across that corridor, negating any benefit from any mitigation from the set aside.</p> <p>If the idea is to get more traffic going between Phoenix and Nogales or El Paso, improvements can be made to I-10 and I-19. In fact, "co-locating" I-11 with these existing freeways will save at least \$3.4 billion and provide much needed upgrades to I-19 and I-10. Also some policy changes at Nogales's Mariposa Port of Entry (Such as extending hours or increasing staffing levels) would do a lot to help out with truck traffic up and down the corridor.</p>	GlobalTopic_1, GlobalTopic_13, LU-1, BR-1, BR-2, R-2, E-1, R-2, N-1, AQ-1, V-1 and E-2		I- 1568 -1
Anonymous	Anonymous		Website	6/16/19 7:51 AM AT	<p>ADOT's document invites urgent questions about our society's values. What metrics do we choose, and who does the choosing? Because it's a puzzle what to do and how to achieve the big societal changes needed in the world at a transition point as it is, we can, at the very least, STOP, instead of running full-tilt to make things worse. To damage something we have (wildlife, water supply, community) for something theoretical, like growth, that may never, in fact probably can't, occur; to trade irreplaceable lands and species and community cohesiveness for a few minutes gain in travel time shows for all to see an upside-down value system. Please reject the irreversibly damaging choice to route I-11 through the Avra Valley.</p>	GlobalTopic_1		I- 1570 -1
Anonymous	Anonymous		Website	6/16/19 2:06 PM AT	<p>To Whom it may concern: I understand the need for developing our countries infrastructure. In the pursuit of this type of development forward thinking and consideration of the overall impact at the present time and in the future is essential. There are so many infrastructure projects that in hindsight are much regretted in how they have impacted the economy of communities, the environment, and wildlife. This present plan for I-11 does not appear to be the plan to pursue. First, considering economics it will cost \$3.4 billion more than alternative plans provided. In addition it will negatively affect downtown Tucson's growing business district by diverting traffic away.</p>	GlobalTopic_4, GlobalTopic_1, E-1		I- 1587 -1
Anonymous	Anonymous		Website	6/16/19 2:06 PM AT	<p>Considering the environment, this plan will sever important wildlife corridors between the Tucson mountains and the Ironwood Forest National Monument. As a tax payer, I urge you to reconsider less expensive alternatives that will have less impact on the local economies and natural environment. Thank you.</p>	GlobalTopic_1, BR-2, E-3		I- 1587 -2
Anonymous	Anonymous		Website	6/16/19 3:50 PM AT	<p>I see no reason to build yet another highway especially if it is going to harm our beautiful Sonoran Desert. Please think about our environment and not just what is best for big business.</p>	GlobalTopic_4		I- 1597 -1
Anonymous	Anonymous		Website	6/16/19 4:06 PM AT	<p>I am opposed to I-11.</p>	GlobalTopic_4		I- 1598 -1
Anonymous	Anonymous		Website	6/17/19 8:03 AM AT	<p>The comment section needs to be extended to 120 days to allow enough time for the public to respond to a proposal of this magnitude.</p>	GlobalTopic_9		I- 1612 -1
Anonymous	Anonymous		Website	6/17/19 10:46 AM AT	<p>The orange alternative is the best option when weighing both environmental and economic impact in regards to southern AZ. Mitigating impact to national parks and monuments should be paramount. Additionally improving traffic access to downtown Tucson promotes the already growing development there as opposed to spreading the development to more remote natural areas that should be preserved.</p>	GlobalTopic_1		I- 1619 -1
Anonymous	Anonymous		Website	6/17/19 1:03 PM AT	<p>We have enough roads. No more are needed. Focus on public transport.</p>	GlobalTopic_4		I- 1623 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous	Coalition for Sonoran Desert Protection	Website	6/17/19 7:54 PM AT	<p>Coalition for Sonoran Desert Protection Talking Points for Public Meetings and Written Comments on the Tier 1 Interstate 11 DEIS Opposition to the Recommended Alternative</p> <p>BACKGROUND We oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <p>KEY TALKING POINTS <ul style="list-style-type: none"> 0 The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. o The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. o The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. 0 Downtown Tucson and economic powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 0 The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. o Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 0 The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. </p> <p>EXPANDED TALKING POINTS</p> <p>FOR MORE INFORMATION, visit our action webpage at: https://www.sonorandesert.org/learning-more/interstate-11/</p>	GlobalTopic_1 and LU-5 and BR-2 and E-3 and E-1 and E-2 and AQ-1 and N-1 and V-1 and LU-3 and WR-2	Anonymous_A_11714	I- 1714 -1
Anonymous	Anonymous		Website	6/17/19 7:54 PM AT	<p>IMPACTS TO PUBLIC LANDS The Recommended Alternative route is located perilously close to a wide array of public lands, including: <ul style="list-style-type: none"> 0 Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. 0 County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. 0 Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. </p>	R-2 and BR-9, GlobalTopic_13		I- 1714 -2
Anonymous	Anonymous		Website	6/17/19 7:54 PM AT	<p>IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route: <ul style="list-style-type: none"> 0 Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. - Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. o In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. </p>	GlobalTopic_1, BR-2 and LU-5		I- 1714 -3
Anonymous	Anonymous		Website	6/17/19 7:54 PM AT	<p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would: <ul style="list-style-type: none"> 0 Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. 0 Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. o Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. </p>	GlobalTopic_1, N-1, AQ-1, V-1, R-2, and LU-3		I- 1714 -4
Anonymous	Anonymous		Website	6/17/19 7:54 PM AT	<p>IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: <ul style="list-style-type: none"> 0 Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). 0 Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. 0 Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. 0 Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. </p>	GlobalTopic_1, E-3 and E-1 and E-2 and LU-3		I- 1714 -5
Anonymous	Anonymous		Website	6/17/19 7:54 PM AT	<p>IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: <ul style="list-style-type: none"> 0 Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. </p>	LU-1 and LU-3		I- 1714 -6
Anonymous	Anonymous		Website	6/17/19 7:57 PM AT	<p>The comment period for this project should be extended to 120 days, and not end on July 8 2019. Not enough time for such a complex issue. Thank you</p>	GlobalTopic_9		I- 1715 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	6/17/19 8:44 PM AT	hello i am absolutely against I-11 going through the west side of tucson (sandario area) the preferred route appears to be due to politics and fat cats that want to make more money by this route. the double decker above I-10 then I-19 is much cheaper. a neighbor who is a long haul trucker says that the truckers will not use this route since they have to take the shortest route. this will destroy the peaceful area and wild life as well as saguaro national park, ironwood national monument, affect the desert museum tucson mountain park. and most important, affect the people of that area when a cheaper route is possible. we have lived here for forty years thank you but i really think you do not care and will do whatever you want	GlobalTopic_1 and AC-4 and R-2		I- 1716 -1
Anonymous	Anonymous		Website	6/17/19 11:58 PM AT	Concerning Section 3-15-6 and 3-15-7 in the Temporary construction effects the short term (which would go much longer usually than estimated) would disrupt the wildlife and plant species enough that it would potentially permanently threaten thier ability to survive. It would do this by disrupting the life cycles, thier established territories although seemingly brief would be an inmitigatable effect in terms of the damage to these species. As for the businesses to be effected your study acknowledges lack of access could make an impact on these small local businesses. Once again the study is not including the real destructive effect this would have on private, not corporate, owned business for a couple years of limited access could push these businesses into bankruptcy, for they are already just making it with the customer base they have now.	BR-1, LU-1, and E-3		I- 1721 -1
Anonymous	Anonymous		Website	6/18/19 11:54 PM AT	Please don't make this i11 freeway. It will destroy what we have left of peace and quiet where I live. You will also be harming the wildlife and the plants that are protected all through there. Just make the I-10 a little bigger. It's not worth it to build another freeway. It's just not. The money can be used elsewhere.	LU-1 and N-1 and GlobalTopic_4 and BR-1		I- 1746 -1
Anonymous	Anonymous		Website	6/19/19 8:53 AM AT	I don't think the I-11 would have as much of a positive impact than you think. Truck drivers will still have to use the I-10 to come into Tucson for gas, food, and accommodations. They'll still use the I-10 until you can build all of these accommodations along the I-11. And once you build those along the I-11, think of the impact you'll have on the environment. I'm no tree hugger, but isn't it important to you that Arizona remains one of the most eco-friendly states in the country? This will hurt so many plants and animals, let alone your reputation. Not to mention that none of the people on this task force are from Tucson. I'm not originally from Tucson, but at least I live here now. What do these guys have to gain/lose by building this highway? It won't benefit their morning commute on the I-10 seeing less trucks since they don't live here. And they won't be negatively affected since the highway won't run through their land and their plants and animals won't be destroyed. I drive from Vail to Marana every day for work. The traffic on the I-10 sucks and it would be nice to see fewer commercial trucks, but I think there is a better way to handle this. Infrastructure in Tucson is the same if not worse than roads in some third world countries, let's actually do something to fix our existing roads before we go off building unnecessary highways. Thanks for coming to my TED talk.	GlobalTopic_1, E-3 and AC-7 and AC-6		I- 1758 -1
Anonymous	Anonymous		Website	6/19/19 10:11 AM AT	There is no reason to plow through the AVRA Valley when expanding the I-10 is the best option. Refusing to acknowledge this just shows SOAZ how much Phoenix hates her and how petty ADOT and the FHWA are. Keep your politics to yourself and stop trying to SCREW OVER TUCSON!!! You KNOW I-10 needs to be expanded, you gave us 1 crap lane 10 years ago. KEEP YOU POLITICS OUT OF OUR DESERT AND EXPAND THE DAMN I-10. GORDLEY GROUP - RELOCATE TO PHOENIX. WE'LL START A PETITION AND SHUT YOU DOWN.	GlobalTopic_1		I- 1760 -1
Anonymous	Anonymous		Website	6/19/19 10:12 AM AT	NO I-11 THROUGH AVRA VALLEY USE EXISTING CONSTRUCTION DO BETTER	GlobalTopic_4 and GlobalTopic_1		I- 1762 -1
Anonymous	Anonymous		Website	6/19/19 10:13 AM AT	Expand I-10 and stop screwing around with our economy and environment. NO NEW CONSTRUCTION IN THE SONORAN DESERT.	GlobalTopic_4		I- 1763 -1
Anonymous	Anonymous		Website	6/19/19 10:15 AM AT	Why do we have to come up with alternative solutions? YOUR PROFESSIONAL ENGINEERS, or at least you paid \$5M to "professional engineers" to design a decent plan. They DIDN'T. EXPAND THE I-10 FOR TUCSON AND STOP SCREWING AROUND WITH OUR ECONOMY AND ENVIRONMENT. EXPAND THE I-10	GlobalTopic_1		I- 1764 -1
Anonymous	Anonymous		Website	6/19/19 10:19 AM AT	The I-10 freeway through Tucson needs to be expanded to support our growing population and industry. I don't know why (other than pure unadulterated hate) ADOT and HDR INC would design such a boondoggle waste of money. EXPAND the I-10. Leave the Sonoran Desert alone.	GlobalTopic_1, PN-3		I- 1766 -1
Anonymous	Anonymous		Website	6/19/19 5:05 PM AT	This interstate is unneeded.	GlobalTopic_4 and PN-3		I- 1792 -1
Anonymous	Anonymous		Website	6/19/19 6:13 PM AT	Unneeded. Unnecessary. widen existing I-10	GlobalTopic_4 and PN-3		I- 1796 -1
Anonymous	Anonymous		Website	6/19/19 9:31 PM AT	I vote no. I am buying a house in Picture Rocks and now I am thinking twice about it. I picked this area because I recently retired and was looking for a peaceful area to live. From working near Interstates I know how loud and annoying they can be. My house would be quite near the new road. Please find another area or widen and improve I-10.	GlobalTopic_1		I- 1813 -1
Anonymous	Anonymous		Website	6/20/19 10:20 AM AT	The public comment section needs to be extended to 120 days! Many people are simply not aware of this proposal.	GlobalTopic_9		I- 1843 -1
Anonymous	Anonymous		Website	6/20/19 2:06 PM AT	We don't need no stinking highway through our beautiful desert. I hope you are really listening to the major stakeholders who have written to you! You know this is not a good idea...a waste of good money. Fix our potholes instead!	GlobalTopic_4 an AC-7		I- 1855 -1
Anonymous	Anonymous		Website	6/21/19 1:33 AM AT	Under the Section about Indirect and Cumulative effects the study correctly addresses that development would occur in the swath of about 5 miles on either side of I-11 at interchanges. This would be disastrous for those of us who chose to live out in the country. The study blithely talks about this development as an improvement. For the section through Avra Valley it is exactly what we suspected was the perspective of ADOT , to assume we would want this. We do not.	GlobalTopic_1, GlobalTopic_4, LU-3, and PN-3		I- 1869 -1
Anonymous	Anonymous		Website	6/21/19 9:07 AM AT	Who supports and benefits from the I-11 Tucson bypass? Money better spent on existing Tucson roads where traffic is increasing. This feels like a project to directly benefit moving people to Phoenix from Mexico.	GlobalTopic_1 and E-3		I- 1879 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	6/21/19 9:49 AM AT	I oppose this alternative route described in the Tier 1 DEIS for Interstate 11. This route will tear through a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.	GlobalTopic_4, GlobalTopic_1 and R-2 and LU-3		I- 1883 -1
Anonymous	Anonymous		Website	6/21/19 9:49 AM AT	I also would request that the deadline for public comments be extended.	GlobalTopic_9		I- 1883 -2
Anonymous	Anonymous		Website	6/21/19 5:22 PM AT	"No"	GlobalTopic_4		I- 1912 -1
Anonymous	Anonymous		Website	6/21/19 6:37 PM AT	No..not a necessary expenditure. Continue with improvements and widening I-10 or existing frontage roads. The destructive impact to all surrounding areas and desert would be permanent, devastating and a gross waste of money and resources.	GlobalTopic_1, AC-7, and LU-3		I- 1916 -1
Anonymous	Anonymous		Website	6/22/19 8:43 AM AT	I strongly oppose going through Avra Valley. Why not improve I-10 as it is? Why tear up more desert and wildlife habitat -- when are we going to start acting like we care about this beautiful planet????	GlobalTopic_1		I- 1937 -1
Anonymous	Anonymous		Website	6/22/19 9:05 AM AT	please no, use the money to upgrade existing highways	AC-7 and GlobalTopic_4		I- 1939 -1
Anonymous	Anonymous		Website	6/22/19 5:37 PM AT	I believe that the orange route should be taken as the place the I-11 freeway is built, because it minimizes the number of people displaced by the freeway, as well as preserving reservation land	GlobalTopic_4		I- 1963 -1
Anonymous	Anonymous		Website	6/23/19 5:30 PM AT	The public comment section needs to be extended to 120 days! Many Arizonans aren't even aware of the proposal!	GlobalTopic_9		I- 1988 -1
Anonymous	Anonymous		Website	6/24/19 12:31 AM AT	My friend lives in a community that may be affected by this new highway. If there was a possibility that if one choice in particular was chosen, it would be the Orange Route. It would not affect her home and community. The Orange (I-8 and State Route 85) route would be saving taxpayers billions of dollars, in addition, the environmental impact study is already done. The road on this route is already graded and there would be no homes or businesses lost.	GlobalTopic_2 and GlobalTopic_4		I- 1998 -1
Anonymous	Anonymous		Website	6/24/19 1:03 PM AT	I strongly oppose the current preferred alternative route that will destroy Avra Valley and advocate for saving \$3.4 billion to co-locate I-11 with I-19 and I-10 through Tucson rather than build the freeway as currently recommended. I stand with the Tucson city council who recently voted unanimously to oppose any new interstate being constructed West of Tucson and declared such as an emergency!	GlobalTopic_1 and AC-5		I- 2011 -1
Anonymous	Anonymous		Website	6/24/19 2:47 PM AT	Please stop trying to ruin the animals habitat and the beauty of this state. We do not need more roads and cause more pollution.	GlobalTopic_4 and BR-1 and LU-3		I- 2014 -1
Anonymous	Anonymous		Website	6/24/19 7:51 PM AT	I am still concerned that the Avra Valley route for I-11 is unnecessary. Why can't you just add two more lanes to I-10 designated for trucks (one going north and the other going south). Seems much easier, less costly, and less disruptive to everyone and everything that would be impacted in our desert.	GlobalTopic_1, PN-3 and AC-7		I- 2021 -1
Anonymous	Anonymous		Website	6/24/19 8:03 PM AT	I believe this study is particularly bad because it uses wildly out of date maps, makes access to the maps almost impossible for the average computer user and has incorrect street names throughout many maps. I know for a fact that this is true on the utterly unnecessary proposed "preferred" route between Casa Grande and Buckeye. This route serves no real purpose, except to disrupt communities of the economically repressed, disabled, and Latino or Hispanic communities, and to destroy businesses that have been in Pinal County for generations such as the Pinal Gin. There is no feasible reason, other than a 15 minute decrease in time for truckers, to waste the billions of dollars it will cost to uproot these innocent people who cannot fight for themselves. Interstate 8 and State Route 85 are barely used right now. If there is fear they might become congested, add a third lane to them and resurface them. Connect them together in Gila Bend and make tax payers, entire communities and many businesses happy with the wisdom of this choice. Additionally, there is an element that your study did not address: Quality of life for those who end up being forced to live next to, or near an unwanted freeway. The freeway will divide at least two communities in the Hidden Valley area. It will cross through areas where people are accustomed to driving ATV's or riding horses, removing their ability to go freely from one part of the community to another. Right now, I can ride my horse directly to the small area of stores in our community. Once the freeway goes in, I will have to detour miles out of my way to find a cross over or underpass...and chances are, there will be a cattle guard on the road making crossing impossible. This is an impact on a community that your report totally skips. Given the way this has been done, I fully expect that you will ignore our comments and go right ahead and "choose" the "preferred" route. I'm pretty sure that writing my comments is a waste of time and effort, but I'm willing to try to play the game. Meanwhile, my neighbors and I will do everything in our power to make sure that if you do select a path through our neighborhood, you will never see a dime in funding. For us, it's the orange route or no route. Please surprise me and many others and choose the orange route. It will save businesses, communities, and billions of tax payer dollars. It is a smarter, more economical route all around. ADOT already owns the right of way and widening the I-8 and SR 85 would be no great disruption to anyone. After all, no one to speak of uses those two routes now. Construction on those roads would jeopardize no one and still give the people who build freeways plenty of work for years to come.	GlobalTopic_2, GlobalTopic_4, GlobalTopic_7, EJ-1, LU-3		I- 2022 -1
Anonymous	Anonymous		Website	6/24/19 8:03 PM AT	Wasting the money on an unneeded and unwanted route is ludicrous. Despite the assertion in your report that noise and light pollution will be mitigated, it will still negatively impact the homeowners within several miles of the freeway. Noise travels far and loudly out here, especially at night. The pollution from the fumes will affect our air quality inside and outside. There is no way to mitigate that. If you take the orange route, I-8 and SR 85, either there is no one living near the freeway, or they are already used to this inconvenience. Either way, it's a win-win.	GlobalTopic_4		I- 2022 -2
Anonymous	Anonymous		Website	6/24/19 8:03 PM AT	Finally, you state that the "J" option, a much superior option from the first study was not used because of the Palo Verde Regional Park. That park, also hugely unpopular with the people of this community, was not even in place when your last study was completed. This exposes the total hypocrisy and sneakiness of this whole process. Maps that are virtually unusable, meetings with only one notification--held during the work week at hours that commuters cannot attend, and a host of other factors make this whole process look suspicious. Unlike my neighbors who alerted me to this hoax, you did not make the effort to go door to door and leave flyers or information about the freeway and its path.	CO-1 and CO-3 As a proposed park included in approved Pinal County planning documents, Palo Verde Regional Park was included in the Preliminary Section 4(f) evaluation for the I-11 Tier 1 EIS.		I- 2022 -3
Anonymous	Anonymous		Website	6/26/19 10:52 AM AT	I request that the public comment section be extended to 120 days! It's crucial that more time be made available for public responses.	GlobalTopic_9		I- 2072 -1
Anonymous	Anonymous		Website	6/26/19 6:29 PM AT	The idea that another freeway needs to destroy a national treasure (or what should be) is quite seriously, ridiculous. Leave the Sonoran Desert alone and instead, use the existing infrastructure (I-10) Additionally, waiting until half the population of Tucson leaves for the summer to bring this issue up, especially we have voted it down twice in the past, is simply asking for a lawsuit. It also makes the man who is in charge of this project shine like the pig that he is.	GlobalTopic_1, GlobalTopic_4, CO-1		I- 2085 -1
Anonymous	Anonymous		Website	6/26/19 6:31 PM AT	Leave the Avra Valley alone and go ahead and expand the I-10. The idea that this is your preferred route just stinks and you should be ashamed of yourselves for catering to the wrong people. I hope the governor fires all of you.	GlobalTopic_1		I- 2086 -1
Anonymous	Anonymous		Website	6/26/19 9:31 PM AT	Don't desecrate Tucson's economic revenue by destroying our beautiful and treasured desert! Please use the current I-10 infrastructure!	GlobalTopic_1 and E-1		I- 2088 -1
Anonymous	Anonymous		Website	4/21/19 12:04 PM AT	I don't understand the need for this huge expense. Wouldn't it make more sense to just add lanes to existing I10? I don't like the idea of this at all. I can't imagine any of my neighbors liking this either.	GlobalTopic_4		I- 210 -1
Anonymous	Anonymous		Website	6/27/19 1:51 PM AT	As a longtime visitor to the areas affected by this I-11 proposal I feel that this project is unwanted, unneeded and a bad idea. As I understand it, the highway would pass near the beautiful Saguaro National Park, forever changing it. I urge the committee to reconsider this option.	GlobalTopic_1, GlobalTopic_4		I- 2101 -1
Anonymous	Anonymous		Website	6/27/19 4:54 PM AT	I disagree with the building of I-11. Keep Tucson simple like it always has been with one interstate. "I-11" would divert traffic from Tucson and mess up our economy.	GlobalTopic_1 and E-1		I- 2117 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	6/27/19 8:26 PM AT	NO! Update existing routes before ruining beautiful wilderness.	GlobalTopic_4		I- 2141 -1
Anonymous	Anonymous		Website	6/27/19 9:23 PM AT	We have a beautiful natural resource in our untouched desert, and seeing that destroyed for a highway when we have a serviceable highway that could be improved upon is a tragedy. Please consider the impact this would have on our environment and for our cities' economies.	GlobalTopic_4		I- 2145 -1
Anonymous	Anonymous		Website	4/21/19 3:41 PM AT	The preferred route will lead to inevitable negative consequences due to the destruction hundreds of thousands of acres of federally protected lands, local open spaces, and private property. Therefore, an extension of 120 days (ending September 28, 2019) should be made to the public comment period for this project. 56 days, or less than 2 months, is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_4 and GlobalTopic_9		I- 215 -1
Anonymous	Anonymous		Website	6/28/19 10:00 AM AT	Please consider Orange route. It will save money, public land and private land.	GlobalTopic_4		I- 2164 -1
Anonymous	Anonymous		Website	6/28/19 11:49 AM AT	Improve the existing roads and make a Tucson bypass route to ease traffic in Tucson.	GlobalTopic_4		I- 2172 -1
Anonymous	Anonymous		Website	6/29/19 10:49 AM AT	Do not do this! The corridor will disrupt sensitive habitat. Keep highways where they already are. A new interstate to save far less than 1-hour driving time is indefensible when it will cause so much damage to our ecosystem.	GlobalTopic_4, BR-1, AC-2		I- 2203 -1
Anonymous	Anonymous		Website	6/29/19 1:35 PM AT	Orange Alternative Route	GlobalTopic_4		I- 2211 -1
Anonymous	Anonymous		Website	6/30/19 8:34 AM AT	I understand that I11 will be running through Picture Rocks and other parts of the area where I live. The Saguaro National Park is in that proposed line. We need to preserve that area. Putting in the interstate will destroy the natural habitat of the Cacti as well as displace many desert dwelling animals. Destruction of this type could cause these animals and plants to go extinct. I urge you to please find an alternative to this route to help preserve this natural habitat.	GlobalTopic_1		I- 2222 -1
Anonymous	Anonymous		Website	6/30/19 12:01 PM AT	NO!!!	GlobalTopic_4		I- 2229 -1
Anonymous	Anonymous		Website	4/21/19 6:17 PM AT	I live in Avra Valley near the proposed chosen route and am completely opposed to I-11. I've been reading the study sections on noise levels, and the biological impact. I find that the means of measuring noise levels are already too limited to detect the true invasiveness of noise. If the measuring device and parameters are defined by the measurer there is no true measurement. It is biased. Already we can hear traffic noise on a road 2 miles from our house, the 500 feet that the study proclaims as the parameter of noise impact is absurd and inaccurate. Table 3.6-3 section 3.14 The other measure in the study on biological species impact defines the value of biological resources worth considering by the SERI measurement; Species of Economic and Recreational Importance. This is defining the value only in terms of its use to humans, for humans to exploit for hunting and economic gain. This is another case where the means of measurement are biased and in this case immoral and in complete disregard of the full range of reasons to protect the biological species. I've walked out into the deep desert west of our home and the less impact humans have had the desert becomes richer and richer. I have seen Gila Monsters and desert tortoise. These creatures live far from humans and especially the desert tortoise. I know. I grew up in this area.	GlobalTopic_1, BR-1 and N-1		I- 223 -1
Anonymous	Anonymous		Website	6/30/19 10:49 PM AT	This would be very detrimental to the natural habitat, please look for other alternatives	GlobalTopic_4		I- 2248 -1
Anonymous	Anonymous		Website	7/01/19 10:49 AM AT	Yet another boondoggle project complete with the usual promises of jobs and prosperity.... the usual lures to convince taxpayers to foot the bill for mostly unnecessary spending. We already have ample transportation networks in place to accomplish the movement of people and goods from north to south without yet another massive highway project that will only serve the movement of more goods going north than to the south. Short workarounds of large cities like Tucson and phoenix are another and cheaper alternative if deemed necessary. Also, this is just that much more infrastructure to maintain, and if you haven't noticed, we aren't doing such a great job at finding funding to fix or replace the infrastructure we already have. Speaking as one who it seems is absolutely destined to be pushed off my land, I vote NO. (as if). However, the large construction companies will certainly welcome this pig of a project as they will likely be among the very few recipients of any financial gain.	GlobalTopic_4, PN-3 and AC-7		I- 2253 -1
Anonymous	Anonymous		Website	7/01/19 12:37 PM AT	The I-11 idea is stupid. It cuts through precious natural habitat and takes the same basic route as I-10. The money would be better spent on education and eliminating poverty. If it has to be spent on transportation, then just widen I-10 and I-19.	GlobalTopic_4, BR-1 and PN-3		I- 2264 -1
Anonymous	Anonymous		Website	7/01/19 1:51 PM AT	Absolutely not in favour of the I-11 running through Thunderbird Farms it makes no sense to build this interstate through people's houses.	GlobalTopic_4		I- 2270 -1
Anonymous	Anonymous		Website	7/01/19 1:54 PM AT	I oppose the recommended alternative route described in the tier 1 dies for interstate 11. This route is located west of Tucson and bypasses Tucson through rural altar and Avra Valleys a landscape bordered by treasured and protected public lands and iconic attractions that will be irreparably harmed by a nearby freeway. The recommended alternative route would damage natural resources and degrade the visitor experience at a wide array of public lands especially those located in the Tucson mountains. No mitigation could offset those negative impacts.	GlobalTopic_1		I- 2271 -1
Anonymous	Anonymous		Website	7/01/19 1:54 PM AT	In addition, this route would cost \$3.4B more to build than co-locating I-11 with I-19 and I-10 through Tucson Downtown Tucson and economic powerhouses such as Arizona Sonora desert museum and saguaro national park would see reduced revenue and negative economic impacts.	AC-5 and GlobalTopic_1 and R-2 and E-1 and E-2		I- 2271 -2
Anonymous	Anonymous		Website	4/10/19 3:15 PM AT	I am disappointed in the lack of concern for natural resources, open spaces, and protected places such as Tucson Mountain Park, Ironwood National Monument, Saguaro National Park, and the mitigation corridor for the CAP.	GlobalTopic_1		I- 23 -1
Anonymous	Anonymous		Website	4/10/19 3:15 PM AT	I believe that using the existing infrastructure or putting a second layer on I-10 would be the more responsible thing to do.	GlobalTopic_1		I- 23 -2
Anonymous	Anonymous		Website	4/10/19 3:15 PM AT	I also support the no-build alternative.	GlobalTopic_1		I- 23 -3
Anonymous	Anonymous		Website	7/02/19 11:46 AM AT	The I-11 route between Sahuarita and Marana is vehemently opposed by each member of the Tucson City Council, the National Park Service, the AZ Desert Museum, virtually everyone who attended (and commented at) its public hearings, and, I suspect, virtually everyone who has provided a comment on this site. The list of reasons for opposing I-11 is long and compelling. Among the most important: - it's totally unnecessary - it would be hugely expensive - it's economically unsound as it would have an enormous negative impact on tourism - it's funding would be better used to improve existing I-10 and I-19 - it would negatively impact the wildlife corridors through Avra Valley - it would have a permanent negative impact on Saguaro National Park West, the AZ-Sonoran Desert Museum, Tucson Mountain Park, and the Ironwood National Monument. - It would negatively impact Tucson Water's access to its Avra Valley water supplies. - A great deal of air pollution would be caused by construction and truck traffic. And while all of the above have been outlined to you in great detail already, the most important reason for opposing I-11 is that it would forever undermine my 8-year old granddaughter's enjoyment of the peaceful serenity and natural surroundings of the Avra Valley area, where she currently lives. So, in light of all this, why is ADOT continuing to pursue its I-11 proposal? Is it because some prominent real estate investors need something to push Tucson development into Avra Valley, which hasn't (and won't) happen naturally? Is it because ADOT has no reason to be concerned about any of the above? I hope a real person actually reads this comment. If so, even if you've never been to Avra Valley I hope you'll be able to envision how much the negatives outweigh whatever is driving the continuation of this study. Wherever you live, you wouldn't want this in your back yard. Well, I don't want it in mine.	GlobalTopic_4 and GlobalTopic_1		I- 2311 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	7/02/19 12:41 PM AT	I'm opposed to the I-11 recommended alternative route through the rural Altar and Avra Valleys. First, it will destroy natural landscapes that make this portion of Arizona unique, namely the Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. Destroying these resources, via the recommended alternative route, will have a detrimental impact on those who visit and live in the area. Where are the aesthetics of the area if a freeway runs through it? Where the peace and quite that the land affords? Second, what will become of the wildlife that calls this area home? Forced out by a freeway, where will they go? What of the migratory birds who winter in the area? The land in this area is federally protected, not only for the benefit of people, but for animals as well. It should be kept this way and not be turned into another thoroughfare for the transportation of goods from south to north. Third, the alternative route is expected to generate revenue for the area. Revenue, but in what form? More strip malls, gas stations, fast food restaurants? Aren't we already saturated with such conveniences? Aren't these part of what is making us, and our environment, sick? Instead of building the alternative route through Altar and Avra Valleys, the I-11 can be routed through the I-19 and onto the I-10. Why not make use of existing roads? In doing so, why not allow the area to remain the free and natural space that it is? Why turn this special area into another ubiquitous "geography of nowhere," another place that simply becomes no longer worth caring about.	R-2 and LU-3 and V-1 and N-1 and LU-5 and GlobalTopic_1		I- 2317 -1
Anonymous	Anonymous		Website	7/02/19 4:00 PM AT	I oppose the Recommended Alternative Route for I-11. The proximity to the Arizona Sonora Desert Museum (within 1/2mile), and within 1300' of Saguaro National Park West will destroy the natural beauty, peace and quiet, and cause light, noise, air pollution. These locations and the beauty of the Sonoran Desert are beloved by many world wide and this highway proposal will destroy hundreds of thousands of acres of federally protected lands, open spaces and private property. It's location adjacent to Tucson's water supply could result in an irreparable disaster if a truck spilled toxic material. With the alarming statistics regarding animal extinction this is the wrong time and place to disrupt wildlife corridors. Routing traffic away from downtown Tucson will negatively impact local businesses. There is nothing to justify the additional expense compared to improving existing roadways along the I-19 and I-10 corridor. Furthermore, the public comment period Mshould be extended to September 28, 2019. The current comment period has not allowed enough attention to this backwards proposal. No mitigation can offset noise, air and light pollution and to desecrate the desert is reprehensible. Please do not move forward with this terrible plan.	GlobalTopic_1 amd R-2 and V-1 and AQ-1 and N-1 and LU-5 and WR-2 and BR-4 and BR-2 and E-1 GlobalTopic_9		I- 2326 -1
Anonymous	Anonymous		Website	7/03/19 7:22 AM AT	AZDot please listen yo us in Tucson affected by this. No one in Tucson wants this plan. Please use the current infrastructure of. I-10 and leave our current beautiful revenue generating desert alone! Destroying eco systems and homes of plants, animals and people. Use your heart not your purse to make this right!	GlobalTopic_1		I- 2345 -1
Anonymous	Anonymous		Website	7/03/19 10:22 AM AT	I stand with the City of Tucson in opposition to the proposed alternative interstate route through Avra Valley! This is not progress but a step backward and would do irreparable harm to the Sonoran desert and all its inhabitants. The preservation of clean air, water and treasured natural lands is not negotiable. No build is the only option.	GlobalTopic_1		I- 2348 -1
Anonymous	Anonymous		Website	7/03/19 10:22 AM AT	Also, the public comment section needs to be extended to 120 days! The public needs more time to respond!	GlobalTopic_9		I- 2348 -2
Anonymous	Anonymous		Website	4/22/19 5:40 PM AT	Make America Great Again!!!! Interstate 11 through Avra Valley is the perfect pipeline for getting more of those brown people into AMERICA! A SUPER HIGHWAY OUT IN THE MIDDLE OF NOWHERE IS BRILLIANT! Less patrolling in the middle of rural Pima County means more drugs and illegals. Instead of this wasteful, dumb route, the money could be better used to BUILD THAT WALL AND EXPAND EXISTING HIGHWAYS THAT COULD BE MORE SECURE. MAGA! MAGA! MAGA!	GlobalTopic_1 and GlobalTopic_3		I- 243 -1
Anonymous	Anonymous		Phone	4/16/19 1:11 PM AT	Yes, I was just calling to find out what this was, [garbled] I've never even heard about it. Didn't pay attention or something was trying to find out how I can get more information on this; and so that's why I was calling. Do we have to do it or no? Or do we just... ok. Thank you.	CO-1 No contact information provided to return the call.		I- 245 -1
Anonymous	Anonymous		Phone	4/17/19 10:49 AM AT	I got your notice of public hearings of draft tier 1 EIS for I 11 – it should be beyond obvious that it doesn't really explain anything other than it shows the map which will give you some idea what this is all about but I'm assuming it's a totally separate highway there are sections of it that are part of I-19; anyway, not a very well done piece.	CO-1		I- 248 -1
Anonymous	Anonymous		Email	6/19/19 1:00 AM AT	Project Highway: my husband and I spend our winters in Tucson, and travel a lot through those highways. This project should be done. The growth is now amazing. We don't like change. But we feel it must be done.	GlobalTopic_4		I- 2488 -1
Anonymous	Anonymous		Phone	4/17/19 12:38 PM AT	Well I called to find out what I11 Draft Tier 1 is, I have no idea what it is or what you're talking about; your stuff you mailed out is very unclear, it's a line, but it doesn't say what it is; ok I guess you just wanted to be mysterious if you don't really want any public input.	CO-1		I- 249 -1
Anonymous	Anonymous		Phone	4/18/19 1:41 PM AT	I got a brochure in the mail that no where in there why we need this card; I guess I don't understand why we're spending money on that when there are so many other projects that could be funded – alright bye	CO-1		I- 251 -1
Anonymous	Anonymous		Website	7/03/19 3:04 PM AT	I do not support the Purple or Blue alternatives. I understand that this is the most efficient route as the crow flies, but it does not make sense to tear up pristine desert, and cause all the desert creatures to lose their habitat. The purple/blue route will also force hundreds of home owners to re-locate, and create havoc in many small communities that it will cross. I would advocate for the orange alternative for the following reasons: there are two existing highways; 85 and 8, which I assume already meet the environmental assessments. These could be easily widened. The City of Gila Bend is already set up with gas stations, restaurants, and motels and a complex interchange. Surely this City would benefit from expansion vs tearing the Thunderbird Farms Community apart by building a freeway right through the middle of it. If residents wanted the kind of development this highway will surely bring, we would have already chosen to live closer to a city. Thank You for your time and consideration in reading my submission.	GlobalTopic_4, GlobalTopic_2, LU-1 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2510 -1
Anonymous	Anonymous		Website	7/03/19 7:28 PM AT	Thank you for this opportunity to express my views. The proposed I 11 is a genuine misallocation of public funds but it's also the neglect of a public need. Those who want I-11 are businesses and developers who want to use government funds to promote their own interests. The people in this area (whose tax money is being spent) are not calling for an I 11. The harmful impacts of the proposed route on the natural environment are well documented. But there is another major issue: these funds should be spent on a real need, which is high speed transportation between Phoenix and Tucson, such as high speed rail, which other countries are using. That's a real transportation need; I 11 definitely is not.	GlobalTopic_4 and AC-4 and AC-9		I- 2523 -1
Anonymous	Anonymous		Website	7/04/19 9:47 AM AT	The Recommended Alternative route would build a NEW freeway through Avra Valley right on the doorstep of the Arizona-Sonora Desert Museum, Saguaro National Park, and Ironwood Forest National Monument. The proposed route is a disaster for the Sonoran Desert. It is unnecessary and would be environmentally irresponsible to construct this highway.	GlobalTopic_1		I- 2540 -1
Anonymous	Anonymous		Website	7/04/19 1:04 PM AT	The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. The Tucson Wildlife Mitigation Corridor was created as mitigation for impact to wildlife corridors by the construction of the Central Arizona Project canal. The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. The Recommended Alternative route is located perilously close to a wide array of public lands, including Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor.	GlobalTopic_1, GlobalTopic_4, V-1 and AC-7		I- 2560 -1
Anonymous	Anonymous		Website	7/04/19 5:03 PM AT	The proposed route is a costly solution to a problem that has other solutions. Work on the existing route instead of destroying wild and natural places.	GlobalTopic_1 and BR-1 and AC-5		I- 2570 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	7/04/19 6:11 PM AT	Dear ADOT: You've made a perplexing choice of routes for a big highway. In spite of all the good reasons your Tier 1 tome details for rejecting the I-11 bypass through Avra Valley, you have inexplicably come out for it anyway; and then you've tried to justify your choice with a tangled web of loopholes, mitigations, and irrelevant statistical tables in your attempt to fit a square peg into a round hole. Tell your backers to back off and stop making you look foolish.	GlobalTopic_1		I- 2574 -1
Anonymous	Anonymous		Website	7/06/19 8:56 AM AT	Local preference should take precedence - NO I-11 bypass through the Avra Valley.	GlobalTopic_1		I- 2629 -1
Anonymous	Anonymous		Website	7/06/19 9:08 AM AT	I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	LU-3 and R-1 and LU-5 and WR-1 and WR-2		I- 2631 -1
Anonymous	Anonymous		Website	7/06/19 9:08 AM AT	• The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	BR-2		I- 2631 -2
Anonymous	Anonymous		Website	7/06/19 9:08 AM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.	AC-5		I- 2631 -3
Anonymous	Anonymous		Website	7/06/19 1:43 PM AT	I adamantly oppose the "recommended" Alternative Route as described in the Tier 1 DEIS for I-11. This plan only consents to RAPE the rural Altar & Avra valleys. These valleys have a "Sonoran Desert Protection Plan ". Our National Observatory "Kitt Peak" is enabled by our DARK skies. Saguaro National Park West would be destroyed by the air and noise pollution.	GlobalTopic_1, LU-3 and R-2		I- 2648 -1
Anonymous	Anonymous		Website	7/06/19 6:37 PM AT	We all moved to this area to get away from the traffic and the noise and to enjoy what little desert is left. So personally I am against all these designs. However the ones that go right through a neighborhood, people's properties, that is just criminal. How would you guys like it if you bought a house and suddenly someone said well, you're shit out of luck, because we are building a freeway right where your house is. I'm sure you would not be okay with that, so what makes it okay to do it to someone else?? Not to mention another piece of nature ripped out, more pollution, displaced and killed wildlife. I don't care how many studies you did. This is not okay.	GlobalTopic_4, N-1, LU-1, BR-1, LU-2		I- 2674 -1
Anonymous	Anonymous		Website	7/06/19 7:29 PM AT	Please, please, please use the orange route. We do not need more roads when the state doesn't apparently have the resources to maintain the roads we have. I recently took I-8 and 85 to go to Vegas and as you know much of 85 is already listed as the I-11 corridor. I was shocked at the condition of the road; a real disgrace with many potholes and broken sections of pavement. Seems like ADOT should be taking care of the roads we have before they spend money making new ones. Furthermore this corridor is already established so no new right-of-ways would need to be purchased and no new neighborhoods disrupted. Hidden Valley is a true hidden treasure for those of us that live here and we do not want a highway running through the middle of it when there is an established more economical option.	AC-7 and GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2683 -1
Anonymous	Anonymous		Website	4/11/19 3:10 PM AT	Please extend the public comment period to no less than 120 days. There is over 1700 pages of material to review in the Draft Tier 1 EIS. The public deserves to have more time to review this material. Thanks.	GlobalTopic_9		I- 27 -1
Anonymous	Anonymous		Website	7/07/19 10:15 AM AT	Dumb, wasteful, unacceptable, destructive, devastating, short-sighted, greedy. Adjectives to describe the preferred route of Interstate 11 through beautiful Avra Valley.	GlobalTopic_1		I- 2731 -1
Anonymous	Anonymous		Website	7/07/19 11:49 AM AT	It's telling that every possible negative impact of routing I-11 through Avra Valley has been postponed to the Tier 2 stage. You say repeatedly throughout this Draft Tier 1 Environmental Impact Statement that studies will be done at the Tier 2 time of the indefinite future. If this is so, how can a specific recommendation have been produced, prematurely, at this point in time? Is that not a backwards application of the NEPA process?	GlobalTopic_8 and CO-4		I- 2747 -1
Anonymous	Anonymous		Website	7/07/19 1:25 PM AT	I have been a resident of Tucson for more than 42 years. I OPPOSE the construction of I-11 as proposed. A far more useful alternative for Tucson would be to improve the Interstates we already have! That would actually benefit residents. I-11 as proposed benefits corporate interests and big developers. Meanwhile we, the taxpayers of Tucson and Pima County, will be saddled with the exorbitant bills for a road that serves very little practical purpose for most of us, but that causes enormous environmental damage and threatens existing public lands. As a member of the public I say, ENOUGH. No, no, no to I-11!	GlobalTopic_1		I- 2768 -1
Anonymous	Anonymous		Website	7/07/19 2:48 PM AT	Extend the deadline for public comments to 120 days! Not enough time has been allowed for stakeholders and the public at large to respond!!	GlobalTopic_9		I- 2787 -1
Anonymous	Anonymous		Website	7/07/19 3:19 PM AT	I support the Orange route option. It gives the present homeowners near the proposed interstate highway more separation which will give the opportunity to do a better job of creating sound suppression structures- lessening the noise of this road that will be heavily used by large noise commercial trucks. An equally important reason to choose the orange route is that it will safeguard wildlife habitat and riparian areas which contribute to cleaner air and reduce heat islands.	GlobalTopic_4 and LU-3		I- 2798 -1
Anonymous	Anonymous		Website	7/07/19 3:44 PM AT	I am an individual who lives in the area that's in the direct passage of recommended corridor. 15 years ago, I was looking to purchase a home and fell in love with this rural area with gorgeous mountain views and undisrupted nature. This "recommended" corridor (Blue) and the Green corridor interrupts so many people's lives as they run through the communities of Thunderbird Farms and Hidden Valley Estates, and destroy the desert habitat. Orange corridor however mainly utilizes existing structure of SR-85 and I-8 that can minimize the impact on people's life and the environment, not to mention the huge expense cut. I would like to strongly urge the selection of the Orange alternative. It's being said the City of Maricopa is supporting the "recommended" corridor as the planned highway could benefit the city. Don't forget though the rural communities that will be affected by this "recommended" route is not the part of the city. We are in the unincorporated area of Pinal County.	GlobalTopic_2 and GlobalTopic_4		I- 2805 -1
Anonymous	Anonymous		Website	7/07/19 8:27 PM AT	Please do not do this ! Please reconsider and further evaluate the existing roads.	GlobalTopic_4 and AC-7		I- 2862 -1
Anonymous	Anonymous		Website	7/07/19 9:49 PM AT	I'm on I-10 approaching Tucson. There is a giant glow of lights surrounding the Interstate, and this is just the vehicles. No buildings. An interstate I-11 coming through Avra Valley would be an unmitigatable catastrophe of light pollution destroying any possible Dark Sky for the Kitt Peak observatory and all the animals would be terrorized by this light and noise. It is unimaginable that this study is so misleading and drowning in pseudo scientific " proof" that it would be possible to mitigate irreparable harm to all levels of life here in Avra Valley	GlobalTopic_1		I- 2877 -1
Anonymous	Anonymous		Website	7/07/19 9:51 PM AT	I'm on I-10 approaching Tucson. There is a giant glow of lights surrounding the Interstate, and this is just the vehicles. No buildings. An interstate I-11 coming through Avra Valley would be an unmitigatable catastrophe of light pollution destroying any possible Dark Sky for the Kitt Peak observatory and all the animals would be terrorized by this light and noise. It is unimaginable that this study is so misleading and drowning in pseudo scientific " proof" that it would be possible to mitigate irreparable harm to all levels of life here in Avra Valley	V-1		I- 2878 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	7/07/19 11:49 PM AT	NO BUILD ALTERNATIVE - "How LONG can the worlds LEAST sustainable city SURVIVE?? Phoenix gets less than eight inches of rainfall each year; most of the water supply for central and southern Arizona is pumped from Lake Mead, fed by the Colorado river over 300 miles away. That river is drying up. The Phoenix metro area is on the cusp of being dangerously overextended. And is the urban bullseye for global warming in north America. Bill Gates's new "smart city"... The Microsoft founder recently invested \$80m (£57m) in a development firm that aims to construct 80,000 new homes on undeveloped land west of Phoenix, AND A NEW FREEWAY ALL THE WAY TO LAS VEGAS. Another firm wants to build a "masterplanned community", like Anthem, south of Tucson, and modelled after the hilltop towns of Tuscany. It envisages five golf courses, a vineyard, parks, lakes and 28,000 homes. The promotional video contains no details about where all the water will come from, but boasts: "This is the American dream: whatever you want you can have." And yet despite the federal Bureau of Reclamation reporting in 2012 that droughts of five or more years would happen every decade over the next 50 years, greater Phoenix has not declared any water restrictions. Nor has the state government decided its official drought contingency proposal. The conversation in Arizona even turns periodically to the outlandish ideas of drawing water from the Great Lakes 1,700 miles away, or building expensive desalination plants on the Pacific Ocean, instead of imposing water restrictions. In his 2011 book Bird on Fire, the New York University sociologist Andrew Ross branded Phoenix the least sustainable city in the world. He says he stands by his assessment and warns of an "eco-apartheid", whereby low-income neighborhoods on the more polluted south side of the Salt River (which once flowed vigorously through the city and is now a trickle) are less able to protect themselves from the heat and drought than wealthier citizens. "There's a stark disparity," he says. "The resource havens, with their hybrid cars, their solar panels and other green gizmos; and the folks on the other side struggling to breathe clean air and drink uncontaminated water. It's a prediction of where the world is headed." *Excerpts from The Guardian Tues 20 March 2018 titled "Plight of Phoenix: how long can the world's 'least sustainable' city survive?" WAKE UP!!! This is INSANE!!! I SUPPORT the NO BUILD ALTERNATIVE!!! Phoenix needs to draw it down, NOT RAMP it up with a SUPERHIGHWAY! SPECIAL INTERESTS over basic human needs and the NATURAL ENVIRONMENT. NO NO NO	AC-6		I- 2892 -1
Anonymous	Anonymous		Website	7/08/19 7:51 AM AT	We have many gems on this corridor that will be irreparably disturbed. This project is not worth that destruction. Surely the work that continues on i10 is enough to help offset any traffic issues this purports to help. The i11 project must not happen. Let's preserve our wild spaces.	GlobalTopic_4, AC-7 and BR-1		I- 2906 -1
Anonymous	Anonymous		Website	7/08/19 10:28 AM AT	I am opposed to the preferred alternative route through Avra Valley because of it's negative impact on public lands and wildlife. I strongly urge ADOT to reconsider the Orange route which would do the least amount of damage to the environment and also save tax payers 3.4 billion dollars!!	LU-3 and GlobalTopic_1 and AC-5		I- 2927 -1
Anonymous	Anonymous		Website	7/08/19 10:28 AM AT	Also, extend the public comments section beyond July 8th to a full 120 days. The public has not been given enough time to respond to this study!	GlobalTopic_9		I- 2927 -2
Anonymous	Anonymous		Website	7/08/19 12:14 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2958 -1
Anonymous	Anonymous		Website	7/08/19 12:15 PM AT	If this I-11 project must be built, the best route for it to take is one that has the least effect on the desert flora and fauna. My understanding is that one option is a 280 mile long route that closely follows existing highways. This seems a far preferable route than one that passes through the Saguaro Park and the Three Points area. A highway of this size will forever alter the natural beauty and relative remote character of the area. Thank you for your consideration.	GlobalTopic_1		I- 2959 -1
Anonymous	Anonymous		Website	7/08/19 2:20 PM AT	I oppose the I-11 alignment and alternatives unless it bypasses and avoids the saguaro National Park entirely. There is no need for a separate interstate with I-10 and I-17 following the same route.	GlobalTopic_1		I- 3000 -1
Anonymous	Anonymous		Website	7/08/19 2:29 PM AT	July 8, 2019 Proposed Interstate 11 We oppose the Recommended Alternative Route described in the Tier 1 DEIS for Interstate 11 that proposes cutting through the rural Altar and Avra Valleys. We support the colocation of I -11 in the Tucson area with the already existing infrastructure of I - 10 (Orange Route Alternative). We live in the Three Points/Robles Junction area the proposed location of the Recommended Alternative Route described in the Tier 1 DEIS for I - 11 through the undeveloped landscape of the Altar and Avra Valley which would bring nothing to this community but pollution; noise, air and light pollution. Three Points/Robles Junction is at the head of the Altar Valley and the base of the Avra Valley. Within it lies a key piece of the voter-approved Pima County Sonoran Desert Protection Plan with 20,000 acres of Conservation Land System. It is home to the historical Sonoran Desert Museum and the Sahuaro National Park. It is one of the last undeveloped valleys in Southern Arizona, Altar Valley. It is also the home of Buenos Aires National Wildlife Refuge and Kitt Peak National Observatory, which rely on dark skies. Countless wildlife species also call these unfragmented landscapes home. As described in one brochure "The proposed I - 11 Corridor will be much more than an ordinary interstate highway. It will include not just a minimum four-lane highway but also multiple rail lines and fiber optics installations. In contrast to the typical interstate highway width of two or three hundred feet, the proposed I - 11 right-of-way would be 800 to 2,000 feet wide. The anticipated preferred alternative is "expected to be 2,000 feet wide." In other words, that decision has already been made. And finally, this is not United States commerce. There are signs all the way through Oregon and Washington. This traffic, both highway and rail, is from Mexico slated for Canada or at least Phoenix and beyond. If there are shoppers from Mexico using I - 11 they will be going to Phoenix bypassing Tucson to spend their money. So why would anyone in Pima County support something which walks all over us and brings us nothing and actually take economy away from Pima County/Tucson? The Altar and Avra Valleys are no place for an I - 11 when the I - 10 corridor already exists and development can be wisely planned to co-locate within an already established transportation corridor. No to the Recommended Alternative Route.	GlobalTopic_1 and AQ-1 and N-1 and V-1 and Lu-5 and R-2 and BR-2 and CO-3 and E-1		I- 3006 -1
Anonymous	Anonymous		Website	7/08/19 5:59 PM AT	The negative environmental Impacts relating to a number of species as well as generally to the view shed and enjoyment of one of the last remaining natural valleys is far outweighed by any possible benefit this road can have. A much better alternative would be to improve the existing I-10 highway to meet the anticipated needs - which, given how long it will be before I-11 is built, are speculative at best. 25 years from now we will look back on the decision not to build I-11 and be grateful for the wisdom - that this unique piece of the Sonoran desert was preserved.	GlobalTopic_4, BR-1, R-1, AC-7		I- 3106 -1
Anonymous	Anonymous		Website	7/08/19 7:16 PM AT	It would adversely affect Ironwood Forest National Monument and Saguaro National Park, bringing with it noise, air and light pollution. It will be a massive waste of tax payer dollars, especially since other options include a NO BUILD option and one where they would do a smaller and MUCH cheaper improvement on I-10 on just a 6 mile stretch.	GlobalTopic_4, GlobalTopic_1		I- 3130 -1
Anonymous	Anonymous		Website	7/08/19 8:45 PM AT	No I-11! Our desert has been torn up enough as it is. We need to preserve as much natural landscape as we can to house and preserve our unique desert animals lifestyles.	GlobalTopic_4, BR-1		I- 3154 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	7/08/19 9:53 PM AT	Why open up the desert to illegal aliens, drugs, human trafficking? Don't need no open freeway through the desert. Not enough cops to stop this. No to I-11.	GlobalTopic_4		I-3178 -1
Anonymous	Anonymous		Website	7/08/19 10:13 PM AT	I am opposed to the building of I-11 as it would destroy the beauty landscape that we all fortunate enough to live around. The Desert Museum and Saguaro National Monument bring visitors from all over the world, which helps our local and state economics. Nobody wants to see a freeway running through the desert. The impact both economic and environmental would far outweigh the two minute faster commute. The people and animals of Avra Valley and Southern Arizona deserve better.	GlobalTopic_1, E-2 and R-2		I-3186 -1
Anonymous	Anonymous		Website	7/08/19 10:17 PM AT	I11 input stop the proposed highway through Avra and altar valley..use Already existing highway 19 or 10. Do not destroy any more desert	GlobalTopic_4 and GlobalTopic_1		I-3189 -1
Anonymous	Anonymous		Website	7/09/19 12:09 AM AT	Hey ADOT in Case you Forgot, Hopefully you are reading all of the comments. You have cameras on i-10 and 19 in Tucson. Look at them. What do you see? Not much even at rush hour. No need for another interstate. Hmmm there is this Master Disaster that you have created in this state. Phoenix. AKA East Los Angeles. Pollution. Air Noise Water Land Climate! There is the Saguaro National Park, Ironwood National Forest, Kitts Peak National Observatory, Tucson Mountain Park, Baboquivari Reserve, and too many to name. One of a kind places and global destinations. The tourist will not return. The Saguaros and Ironwoods are all protected by law. As well as the night skies here and being a low light area. Just in Case you forgot again. There is a long standing issue with drug, human and contraband smuggling in Arizona. It is still an issue and now, Just in case you Forgot. You are opening up a brand new route in the middle of no where. Lets talk about the blowing dust problems via haboobs along our freeways. Just in case you forgot. It starts out here and blows north toward Pichacho Peak. Better be prepared for major pile ups in a short period of time As stewards of this planet, we are in charge of the care of it. To ensure that we preserve these things for ourselves, children, grandchildren and for generations to come. Everyone deserves clean air, water and food to eat. There is this thing called a GLOBAL CLIMATE CRISES. I would like to remind you ADOT. Just in case your FORGOT	GlobalTopic_1, GlobalTopic_4, AQ-1, AQ-2, N-1, WR-1, E-2, V-1, PN-1		I-3205 -1
Anonymous	Anonymous		Website	7/09/19 12:09 AM AT	Water is an issue in Arizona, especially in Tucson as we are at the end of the CAP. Not to mention small water companies and private wells. Due to contamination, decreasing ground water tables and climate change will forever change our water supply. Now you want to add to that contamination by gas stations, oil and chemical run off. Oh wait, there is more AKA toxic spills. Just in case you forgot it can take decades for clean up.	GlobalTopic_4, WR-2, WR-3		I-3205 -2
Anonymous	Anonymous		Website	7/09/19 12:09 AM AT	Construction will cause major pollution, devastation to flora and fauna and increased health risk to humans and animals. Increase in pulmonary disease as Valley Fever. Lung Disease Patients, Heart Disease, the young and old, and animals will suffer.	TC-1 and AQ-1 and LU-3 and IC-1 Construction impacts to air quality would be experienced through fugitive dust and vehicle emissions as a result of traffic disruption and slower speeds; however, it would be temporary and limited to the areas where construction is taking place. Biological species would also be impacted during construction, and ADOT will work to minimize impacts to these species or relocate and revegetate disturbed areas.		I-3205 -3
Anonymous	Anonymous		Website	7/09/19 12:21 AM AT	No i-11. The National Parks have historic number number of visitors. Lets not ruin the Saguaro National Park an all of the surrounding global attractions You will be uprooting families. Things that people have worked their whole entire life for or are still working towards that goal. Where are we to go? Most of America cannot even afford a \$400 emergency and live payday to pay day. Oh yes and by the way, Arizona is the 3rd worst state in the United States for affordable housing. California and Nevada are #1 and 2. No i-11	GlobalTopic_1		I-3206 -1
Anonymous	Anonymous		Website	7/09/19 1:00 AM AT	Only the orange alternative or no build alternative make environmental and economic sense in zones 1-3. This I11 idea would be best served by a railroad in the real sense. Not in our system as it operates today. After 70 years the transportation system is beginning a transformation that will only need the "no build" option.	AC-9 and AC-6		I-3218 -1
Anonymous	Anonymous		Email	6/20/19 1:00 AM AT	This would disrupt so many land owners in my area, please consider going a different route, a cheeper route would be using I-10 to use to extend to Phoenix!	GlobalTopic_4, LU-1, AC-7		I-3264 -1
Anonymous	Anonymous		Email	6/21/19 1:00 AM AT	As an Arizona resident and taxpayer, I am totally against I-11, both the route adjacent to or through protected public lands and the rationale for another interstate. Especially another interstate that so closely parallels I-10. We do not need to waste taxpayer money to ship vegetables, etc. from Mexico to Canada. Instead you should be trying yo improve our existing interstates so Arizonans will benefit and save billions in the process. Listen to Tucson.	GlobalTopic_1, GlobalTopic_4, AC-7		I-3274 -1
Anonymous	Anonymous		Website	4/30/19 5:00 PM AT	I am a vacation property owner of 5 acres just off of Sandario and I'd like to publicly state that Im opposed to what you're attempting to do near my property. I'd like to continue to enjoy my "space" from the noise, traffic and congestion that your plan would create for those of us that live and vacation in that area.	GlobalTopic_1		I-357 -1
Anonymous	Anonymous		Website	5/01/19 6:03 PM AT	No to the Interstate 11 through Arizona, especially the Avra Valley route!!! You won't Make America Great Again by having an open highway through the desert where there is little Border Patrol people keeping our desert safe from illegals. Those mexicans can just hop on a truck and hitch a ride into our America. Then they will take AMERICAN JOBS from AMERICANS! Close the boarder, build a wall, and do what the president says. Keep us safe from illegal aliens! The crisis is real! MAGA!!! MAGA!!!	GlobalTopic_1 and GlobalTopic_3 and GlobalTopic_4		I-376 -1
Anonymous	Anonymous		Email	4/18/19 2:38 PM AT	Stop wasting time with studies. Build I-11 ten years ago already! Build it! Build it! BUILD IT!	GlobalTopic_4		I-430 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Email	4/22/19 5:24 PM AT	<p>Hello,</p> <p>I registered to speak at the Interstate 11 public hearing at 6:07 PM May 8 in Tucson.</p> <p>Obviously, 3 minutes is not much time so I would like to supplement my spoken testimony with written submission in the form of a several-pages long letter. There does not seem to be any instruction for a procedure to do this. Can you help me? Do I bring a letter with me that can be submitted concurrently, do I mail or email it separately? What?</p> <p>Thank you!</p> <p>[frankr1_sig]</p>	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period, individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hvinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>		I- 437 -1
Anonymous	Anonymous	Anonymous	Email	4/26/19 3:59 PM AT	<p>I-19 corridor is already a nascar highway. . .most here in Green Valley don't want this.</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_4		I- 452 -1
Anonymous	Anonymous		Email	5/13/17 11:41 PM AT	We feel that you have taken the right direction for I-11 at this time, not over Rte 60 and not right through Wickenburg. That was unthinkable. Thank you.	GlobalTopic_4		I- 460 -1
Anonymous	Anonymous		Website	5/03/19 11:44 AM AT	I don't think a new highway is needed. It destroys what little wildlife areas Arizona has. For what? Because people want to save a few mins. Widen I-10 and be done. save money do not build another freeway!!!	GlobalTopic_4 and AC-2		I- 481 -1
Anonymous	Anonymous		Website	5/03/19 4:00 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 494 -1
Anonymous	Anonymous		Website	4/14/19 4:13 PM AT	Is not building any highway going to be given equal weight or has it already been determined that a highway must be build and the only thing left to be decided is where? How much weight is being given to negative consequences? Who decides at what point the negative consequences should result in taking the highway off the table? We need honest answers to these questions.	GlobalTopic_4 and AC-6		I- 50 -1
Anonymous	Anonymous		Website	5/04/19 7:20 AM AT	<p>I oppose the blue proposed route as it would impact my neighborhood and quality of life as well as home value.</p> <p>Please choose an alternative route that doesn't impact generations of family farms and homes.</p>	GlobalTopic_1 and LU-1 and G-1		I- 515 -1
Anonymous	Anonymous		Website	5/04/19 7:20 AM AT	I am very concerned about the rise in criminal activities like drugs being transported from Mexico to the US. I'm extremely concerned with the human trafficking that could escalate in our area. Our city is safe and is like a small town in the Midwest where everyone knows each other and the kids are outside playing with each other without worry of being snatched. I know that this can happen and does happen here but I don't want it to escalate. Buckeye has been named one of the fastest growing cities for a reason; it feels safe, we have generations of families that have passed farms down generations. By picking the blue proposed option you will negatively impact our small community.	GlobalTopic_2 and GlobalTopic_4		I- 515 -2
Anonymous	Anonymous		Website	5/04/19 8:01 AM AT	Would be happy to see the I-11 route completed on the proposed route up the 85 and then along the river from I-10 to west of Wickenburg. Would really cut down on the travel time toward Vegas.	GlobalTopic_4 and GlobalTopic_2		I- 516 -1
Anonymous	Anonymous		Website	5/05/19 7:10 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months.</p> <p>This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.</p> <p>Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 544 -1
Anonymous	Anonymous		Website	5/06/19 3:53 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 563 -1
Anonymous	Anonymous		Website	5/06/19 4:31 PM AT	The route that is proposed to be utilized for this new freeway does not make a lot of sense to me. I am sure that there are reasons that this route was chosen, but to me it makes little sense to disrupt so many lives. It is especially unreasonable to me due to the fact that there are existing highways that could be utilized for portions of this highway that would be of little to no impact to families living in the area. It seems as though too little consideration has been taken into account for the impact on the families.	GlobalTopic_4 and PN-3		I- 564 -1
Anonymous	Anonymous		Website	5/06/19 4:36 PM AT	<p>The people who live in the rural communities south of Maricopa don't want this project anywhere near them. It will only harm the community and cause division. I-8 already runs south of Maricopa and it doesn't do any good for the city. Why not utilize an interstate that is already in place instead of cutting through communities that don't want to be anywhere near a major highway.</p> <p>People move to rural communities to get away from things like interstates and major commerce. The government should respect the people instead thinking they can do whatever they want.</p>	GlobalTopic_4		I- 565 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	5/06/19 9:05 PM AT	Establishing more of a belt way around Tucson would seem to address the congestion concerns on I-10 through Tucson. Continuing the Sonoran corridor, just north of the reservation, up and around Tucson would have far less environmental impact and provide a fast and efficient by-pass around Tucson.	GlobalTopic_4 Chapter 2 of the I-11 Corridor Draft Tier 1 EIS discusses the various alternatives considered for the future I-11 corridor. Additional alternatives, not included within the Tier 1 EIS, have already been screened through the Alternatives Selection process, documented in the I-11 Alternatives Selection Report available on the project website www.i11study.com.		I-576 -1
Anonymous	Anonymous		Website	5/06/19 9:15 PM AT	The environmental impact of the blue (recommended route) is severe. The BLM land around Sahuarita that is nearly split in two, divides a major section of nearly pristine desert unnecessarily. This split reduces open range, introduces a major hazard (vehicles), and the construction alone destroys acres upon acres. Having the highway in this area means this region will be destroyed for the foreseeable future. Going north from there, it appears to follow several washes. The trash, noise, and light pollution from the highway will be devastating.	GlobalTopic_1		I-578 -1
Anonymous	Anonymous		Website	5/07/19 1:52 AM AT	I come to this area to escape cars and people pollution and to enjoy the natural environment of cacti, animals, and insects. Adding a major corridor through this environment would be detrimental to the habitual pathways of most grazing animals in the area and would disrupt eating patterns of the animals as well. I would suggest a no build stand and try to preserve the natural Arizona landscape which is fast disappearing as people overtake and actually destroy the natural environment. Do we really need another highway???? I-19 in the south end of Tucson towards Nogales could be widened in the limited area where there might be congestion for two hours per day. As I drive La Canada, Mission, and I-19 there is already limited traffic during most of the day. I would prefer that Arizona take the socially correct stand and upgrade what is already there around south Tucson and Sahuarita and NOT build new highway sections that would destroy natural habitats and refuges for people south of the city. I can't speak to traffic from Nogales all the way north as I don't drive there, but utilizing highways that are already established would be my preference. Animal overpasses need to be constructed where ever possible to allow continued safe foraging throughout the area. NO new highways please. I like Arizona the way it is.	AC-6		I-579 -1
Anonymous	Anonymous		Website	5/07/19 9:22 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I-587 -1
Anonymous	Anonymous		Website	5/07/19 10:07 AM AT	I am opposed to building I-11. It is a waste of money and resources as it is not needed! The proposed I-11 runs almost adjacent to already existing roadways that could just be widened or converted into freeways. Both Wickenburg and Nogales are small tourist towns. I cannot imagine why there would ever be enough traffic going to these small tourist towns that would warrant building a whole new freeway! Who comes up with these ideas anyway? You don't need to build a whole new freeway to make an outer loop that by-passes Phoenix! If you want to make an outer loop that by-passes Phoenix going from Wickenburg to Nogales, use Hwy.60/Grand Ave. (Hwy.60 should be converted to a freeway anyway) to the 303, to the I-10 West, to Hwy.85 South through Gila Bend (Hwy.85 should also be converted to a freeway to connect I-10 to I-8) and then take I-8 East to connect to the I-10 South near Casa Grand. Then widen I-10 in the Tucson area as this is a heavily congested area that needs to be widened anyway. This route uses roads that already exist, without the need to tear up more desert, and will by-pass Phoenix almost completely. Plus, everyone knows Hwy.60 and Hwy.85 have both needed to be freeways for a LONG TIME now, so it would also solve addressing these problem areas without the need to build a completely new freeway system! Use AZ tax payer dollars wisely and put the money where it is needed. Widen I-10 and convert roads that should already be freeways to fix existing problems. Better yet, you can already take this route, without having to build anything, and get from Wickenburg to Nogales in 4 hrs. and 11 minutes, which is only 33 miles and 23 minutes more time than taking the existing I-10 through Phoenix. Is it worth spending billions of dollars just to cut 23 minutes and 33 miles off your route???? I don't think so! Plus, AZ Highways were meant to be enjoyed. Stop in Gila Bend, have lunch at the Space Age Cafe, get out of the car and walk around a bit, use the rest room, then get back in and continue on your route. Don't complicate life.	GlobalTopic_4		I-591 -1
Anonymous	Anonymous		Website	5/07/19 10:39 AM AT	Building another interstate highway that basically follows an already established interstate will not help reduce congestion for the projected population and employment growths in 2040 as well as have dire consequences for the wildlife in the region, many species which are already on the threatened or endangered species list. A new interstate will disrupt the wildlife corridors causing irreparable damage to native species that rely on these open areas. The interstate will promote use of individual transportation use for the growing population which will then increase pollution and waste. Instead, research should be in better mass transit options to better work with larger populations in the future as well as reduce pollution and waste to our beautiful desert environment, which benefits our economy by providing tourist and snowbird destinations. A good mass transit would better serve the region with its growing population - high speed train from Wickenburg to Nogales, connecting Phoenix and Tucson, could be a much better alternative. Thank you.	GlobalTopic_4, BR-2 and AC-9		I-593 -1
Anonymous	Anonymous		Website	5/08/19 1:10 PM AT	Not necessary for another road it endangers wildlife,destroys habitat and communities. It seems to only favor developers, truckers, industry and business. Leave Arizona wild!	GlobalTopic_4		I-643 -1
Anonymous	Anonymous		Website	5/08/19 8:57 PM AT	Arizona has shown that it can not maintain the current infrastructure. Building additional highways does not seem prudent. The no-build option seems to be the most responsible option.	AC-6, AC-7		I-676 -1
Anonymous	Anonymous		Website	5/08/19 11:40 PM AT	Why build a new freeway when you already have one (waste of money) Run I-11 from Vegas along US 93 to loop 303 then along AZ 85 to Gila Bend and terminate at I-8 Widen I-19 to 3 lanes to Nogales	GlobalTopic_4		I-687 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	5/10/19 9:26 AM AT	<p>I am a retired teacher from the Department of Defense Dependents' School System overseas. I have been looking for a house to buy south of Tucson in the west hills of Sahuarita. I have been trying to find a house away from I-19 and La Canada and Mission that is not part of a development. As a person who has lived in several areas around the world, I am amazed and impressed by the saguaros, the desert and the biodiversity of the area south of Tucson where it seems the proposed highway will run. I am so disappointed that another highway is being considered in this area.</p> <p>When I drive Mission Road through Tucson all the way to downtown, I don't encounter much traffic except for a few hours a day. When I drive La Canada between Sahuarita and Greene Valley, it is virtually devoid of cars except around the I-19 Mall and Green Valley. At times, I drive I-19 and its usually an easy drive except for construction areas and during rush hours. I know the proposed highway is much bigger than those short sections, but the committee's concern seems to be with managing the commercial trade flowing north and south. Proposing another new highway seems a very "retro" idea considering the fragile state of Arizona's water supply and the current global concern over the impending death of the planet as a whole. As Sandy Bahr from the Sierra Club said, "Will Arizona leaders finally take climate change seriously?" This moment may be Arizona's chance to go on record as "taking a stand" and doing something different to solve the 21st-century problems by utilizing 21st-century data and statistics with some creative problem-solving. Suggesting more highways and more traffic and adding another concrete corridor would be exacerbating Arizona's well-documented problems of increasing temperatures, and the impending and current drought. Seems like it would be more logical to preserve the natural beauty of the area and the diversity of animal life that Arizona has to offer.</p> <p>Adding a highway is like putting up a fence with lasers that kill whatever approaches. I would rather see the development of parkland and hiking trails south of Tucson and not another highway. I would rather see the retention of clean air and protection of the water table. In a paper by Robert Repetto, Ph.D. from (DEMOS' State based climate change series) entitled Economic and Environmental Impacts of Climate Change in Arizona, it was noted that "Rapid urbanization is exacerbating the (heating trend) by extending the urban heat island effect over larger areas and longer seasons. He was citing research from Sally Wittinger, 2011 relating to Phoenix.</p> <p>I realize the city and state planners are interested in jobs and moving cargo across the state of Arizona in order to ensure continued economic growth, but I hope they are also asking "at what cost" to the natural beauty and diversity of a unique state.</p> <p>[Attachment: Report on Economic and Environmental Impacts of Climate Change in AZ]</p>	GlobalTopic_4 and GlobalTopic_1	Anonymous_A_1726	I- 726 -1
Anonymous	Anonymous		Website	5/10/19 9:26 AM AT	<p>Can consideration be given to somehow reducing traffic on the current highways by decreasing the number of single passenger vehicles on the road, increasing the number of buses that workers could utilize, and controlling (or decreasing the flow of goods and services across the state and international borders? What about electric super trains that utilize the current train beds to move all that cargo and all those people? One small country has FREE buses for all in an attempt to decrease traffic. Isn't it time that Arizona does something different? Arizona doesn't need more pavement, parking lots and highways to choke the air and endanger animals and plant life. The whole world knows its time to do something different and preserve its uniqueness, so I'm hoping Arizona begins the movement and votes NO BUILD.</p>	GlobalTopic-4 and AC-6		I- 726 -2
Anonymous	Anonymous		Website	5/11/19 3:15 PM AT	<p>Comments on the I-11 Draft Tier 1 EIS & Preliminary section 4(f) Evaluation (Draft Tier 1 EIS)</p> <p>I am writing in opposition to the recommended alternative route in the Tier 1 DEIS for Interstate 11.</p> <p>Environmental Impacts of the Proposed Altar and Avra Valley I-11 Route</p> <p>Public Land Encroachment and Aesthetics</p> <p>It can easily be argued that our Public Lands are our greatest National Treasure and have made for our democracy being so unique and strong. These lands belong to all citizens and are highly valued by the global community as well. Often local and state governments and private landowners around the country have agreed to create buffer zones bordering our public lands to add further protection which we have leaven to be necessary and important as the years go by. For example, air and water shed bordering or contiguous with the lands may have a negative impact if pollution and development are not managed well. The proposed route corridor comes within a quarter mile of the Saguaro National Park West boundary and at several points even closer to the edge of Ironwood Forest National Monument.</p> <p>The close by Pima Mountain Park and open space also would have similar threats to its biological and aesthetic integrity impacted by the construction of I-11. My first view of the valley from Gates Pass in 1972 is something I'll never forget and helped solidify my appreciation for public lands and the "wide open spaces" we all seek to experience and protect. In this dry and higher elevation area the noise pollution created by high speed vehicles on a highway such as I-11 would forever alter the life experiences in the valley.</p> <p>The Tohono O'Oodham Nation</p> <p>In a similar fashion to the public lands of the United State and Pima County, the lands of the Pascua Yaqui Tribe and the Tohono O'Oodham Nation would be negatively impacted by the noise, air and water pollutions issues of the I-11 project. These lands are also part of the wildlife corridors connecting our already fragmented habitats and need protection from disruptive projects such as this.</p> <p>The world class Kitt Peak Observatory is on Tohono O'Oodham land and the potential negative impact of light pollution from increased development associated with the I-11 corridor would impar scientific work on the Peak.</p>	GlobalTopic_4, R-2, GlobalTopic_1, V-1, BR-5, and BR-2, GlobalTopic_13	Anonymous_A_1793	I- 793 -1
Anonymous	Anonymous				<p>Negative Impacts to Private Property Owners</p> <p>I have a friend that lives on the border of the Recommended Alternate Route, actually between the route and the border of Saguaro National Park West. His family has lived there for 44 years and treasure and care for their property beyond measure. His family and thousands of other property owners along the route would either loose some of all of their land or be forced to face a life changing impact on their lives. In the early 1960's I had some relatives who had to give up their farms in Ohio via eminent domain for the construction of I-71. While they were compensated for their land, there was an emptiness in their lives that was never again filled. We have to be really careful about embarking on public projects that impact so many people so unnecessarily, most particularly on weakly fabricated statements of "Purpose and Need"!</p> <p>Summary</p> <p>For all the above reasons and for the future quality of live in southern Arizona I very strongly oppose the future development of the I-11 concept and particularly the Recommended Corridor Alternative.</p>			I- 793 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Website	5/11/19 3:15 PM AT	<p>False Premise for Purpose and Need of Project</p> <p>The basic purpose of this project is already fulfilled with the existence of the I-19 & I-10 corridor.</p> <p>This has promoted regional mobility for products and people for decades, connecting Nogales to Tucson and beyond. The solution to increased use of the interstate highway corridors is to widen the highways with additional lanes which has been going on nationally for many years as use increases. One would also expect the City of Tucson to be steadily improving its mass transit system, including the streetcar routes, to that fewer citizens may need to access I-10 in the future.</p> <p>It is counterproductive to increase capacity on the Internet system by building a parallel unit such as the proposed I-11 project rather than augmenting the capacity of the current system. Congestion levels on I-19 and I-10 are likely to be reduced by such projects as the proposed truck entry point in Douglas for traffic heading east on I-10 and the further development and use of the Port of Guaymas. In addition, the uncertainty in the balance of trade between Mexico and the United States due to changes in NAFTA and US overall trade policy seems likely to impact the future of truck traffic on the I-19 corridor.</p> <p>The mention of homeland and national defense as a rationale for this project is totally inappropriate and indefensible. This seems to be simply grasping at straws and many of us living in this region strongly resist any attempt to further develop a militarized zone in southern Arizona.</p>	PN-1, PN-3 and AC-3		I- 793 -2
Anonymous	Anonymous		Website	5/11/19 3:15 PM AT	<p>Wildlife Corridor & Population Disruption</p> <p>With the existence of the Sky Islands arrangement of mountains in this region, the proposed highway would further impact the movement of animals between these regions which is essential for the long-term genetic health of the populations. The Tucson Wildlife Mitigation Corridor negotiated as part of the CAP water canal is a good example of the need for maintaining wildlife movement. Further fragmentation of habitats which would occur all along the proposed route have an impact on wildlife populations such as desert bighorn sheep.</p>	BR-2 and BR-6		I- 793 -3
Anonymous	Anonymous		Website	5/11/19 3:15 PM AT	<p>Economic Impacts to the Regions from this I-11 Plan</p> <p>The National Interstate Highway System was started during the Cold War in the Eisenhower administration with the rationale of being needed for national security. It was argued that it would be needed for evacuation of cities in case of a nuclear war and also to move some of our military apparatus around so that it would be more difficult to target. We now know that it also had a tremendous economic impact on our nations, perhaps precipitating the biggest stimulus for growth in our history. People traveled more, trucks replaced trains to a great extent, and fast food consumption and interchange economies developed as a result of these highways. However, many communities also became virtual ghost towns such as those bypassed by I-40 along the old Route 66 in northern Arizona. The bottom line is that interstate highways can have a dramatic impact on local economies and in the case of I-11 I believe it will be a negative impact on our region.</p> <p>An analysis of the DIS estimated cost of the Recommended Alternate Routs through the Avra and Altar Valleys would cost billions more than sticking to improvements in the already established I-19/I-10 corridor. This is significant and even taken alone is cause for great concern about this option. The City of Tucson has voiced some opposition to this route and would incur some economic loss by having traffic bypass the city. The route also would encourage development and further sprawl of growth in the valleys that would detract from already established rural and tourism economy.</p>	AC-1 and E-1 and LU-3		I- 793 -4
Anonymous	Anonymous		Website	5/12/19 8:56 AM AT	<p>Also, the devastation of climate change needs to be factored into this future highway proposal. Our environment needs an ALTERNATIVE to mass carbon spewing transportation, or there won't be a future.</p>	AQ-2		I- 814 -2
Anonymous	Anonymous		Phone	5/02/19 5:14 PM AT	<p>Yes, I live on the west end of Wickenburg along 60 and I can't seem to find out where you folks are contemplating putting that I-11, how far west of here. There is a scale on your map, but it says to note that it's not accurate or something. I need to know how far going west from the city limit you're anticipating putting that? What's your current position? My phone number is XXX-XXX-XXXX.</p>	GlobalTopic_5		I- 835 -1
Anonymous	Anonymous	Anonymous	Email	5/03/19 10:48 PM AT	<p>BACKGROUND</p> <p>We oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <p>KEY TALKING POINTS</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>EXPANDED TALKING POINTS</p>	GlobalTopic_1, LU-3		I- 843 -1
Anonymous	Anonymous		Email	5/03/19 10:48 PM AT	<p>IMPACTS TO PUBLIC LANDS</p> <p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> o Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. o County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. o Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. 	GlobalTopic_1, GlobalTopic_13, R-2 and BR-9		I- 843 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous		Email	5/03/19 10:48 PM AT	IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.	BR-2, BR-5 and BR-6		I- 843 -3
Anonymous	Anonymous		Email	5/03/19 10:48 PM AT	IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.	N-1 and AQ-1 and V-1 and R-2		I- 843 -4
Anonymous	Anonymous		Email	5/03/19 10:48 PM AT	IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: • Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION). • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.	GlobalTopic_1 and E-1 and R-2 and LU-3		I- 843 -5
Anonymous	Anonymous	Anonymous	Email	5/03/19 10:48 PM AT	IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	LU-1		I- 843 -6
Anonymous	Anonymous		Website	5/12/19 3:35 PM AT	Strongly opposed to the idea due to destroying the environment and eco system! Please do not do this, keep tucson beautiful	GlobalTopic_4		I- 850 -1
Anonymous	Anonymous		Website	5/12/19 3:36 PM AT	Strongly opposed to destroying saguaro national monument land for a highway.	R-2 and GlobalTopic_1		I- 851 -1
Anonymous	Anonymous		Website	5/14/19 10:21 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 901 -1
Anonymous	Anonymous		Website	5/17/19 5:00 AM AT	As for me, I would prefer NO BUILD. Do we really need to build another concrete highway through the natural area that is the essence of Arizona? I would prefer that consideration be given to other non-fossil fuel dependent methods of transport before jumping to the old standard solution of build another highway to move freight and folks!!! I believe Arizona should place more value on our natural assets and stop destroying our precious planet. According to one naturalist, TV presenter and the founder of Wild Justice, Chris Packham, we have "already seriously altered 3/4 of Earth's land surface...with no hint of respite". Arizona people are intelligent and aware of what is happening to the world around them and hopefully will search for other solutions to the highway issue. Perhaps a reutilization of current highways with more rewards to industries who ship full trucks, mixed loads, and use electric/solar powered vehicles will decrease the number of vehicles on the highways.	GlobalTopic_4		I- 939 -1
Anonymous	Anonymous		Email	5/13/19 1:00 AM AT	This freeway will bisect important areas of conservation in the Sonoran Desert. We don't really need this corridor between Wickenburg and Nogales.	GlobalTopic_4		I- 962 -1
Anonymous	Anonymous		Email	5/09/19 1:00 AM AT	What is the time frame when they are going to decide which option the route will take. Option C goes through my property if they decide option C what time frame will they buy out property. Sent from Samsung tablet	LU-1		I- 989 -1
Anonymous	Anonymous11		Phone	5/15/19 1:00 AM AT	I am a Wickenburg area resident since the mid-1980s and I strongly oppose the town of Wickenburg's goal and the town council's goal to locate interstate 11 near the town of Wickenburg particularly in regard to how it displaces and comes near one of the premier upscale communities of Wickenburg and Vista Royal. I strongly urge you to reconsider some of the earlier options that were provided that showed the ability for a path through the residents swinging back towards town, actually due north and connected with the current route 93, about half way between the junction of 89 and 93 and the 71 junction in or conjoined with 93 closer to the 71 junction which makes a lot more sense than displacing people and people's homes and quietude. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1116 -1
Anonymous	Anonymous12		Phone	5/16/19 1:00 AM AT	I am a resident of the Wickenburg area, specifically Wickenburg Ranch. I oppose the I-11 corridor going adjacent to Vista Royal neighborhood and would appreciate your attention towards this matter as you are negatively impacting the residents of that area. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1118 -1
Anonymous	Anonymous13		Phone	5/16/19 1:00 AM AT	I am a resident of the Wickenburg area, specifically Wickenburg Ranch. I oppose the I-11 corridor going adjacent to Vista Royal neighborhood and would appreciate your attention towards this matter as you are negatively impacting the residents of that area. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1119 -1
Anonymous	Anonymous15		Phone	5/16/19 1:00 AM AT	I live in the Wickenburg area and I oppose the I-11 interchange to be located directly next to the development called Vista Royal. I definitely oppose this. This is a negative impact. Will have a negative impact on that community.	GlobalTopic_5 and GlobalTopic_4		I- 1122 -1
Anonymous	Anonymous16		Phone	5/17/19 1:00 AM AT	Hi, I live in the Wickenburg area, specifically I live in the Vista Royal area and I am calling to let you know that I oppose the I-11 proposed route being so close to a neighborhood and taking out two homes. I propose that you take this over closer to 71. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1123 -1
Anonymous	Anonymous19		Phone	5/18/19 1:00 AM AT	I live in the Wickenburg area and I oppose the I-11 going directly adjacent to the neighborhood Vista Royal and connecting with the 93 at milepost marker 189. You have 8 miles of state trust land that you can move this to. This needs to be moved further west at least two miles if not all the way to highway 71. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1128 -1
Anonymous	Anonymous20		Phone	5/19/19 1:00 AM AT	Hi, I am calling in regards to the I-11 proposed plan around the Wickenburg area. I live in the Wickenburg area, specifically around Vista Royal, the neighborhood north west of Wickenburg. I vehemently oppose having this adjacent to a neighborhood, adjacent to the Vista Royal neighborhood and would propose that you move this to the west. You have approximately 8 miles of state trust land you can move this to. You have previous proposed routes. This will have a dramatic negative impact if you put this adjacent to a neighborhood and you need to move this further west several miles if not all the way to 71. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1131 -1
Anonymous	Anonymous24		Phone	5/20/19 1:00 AM AT	Hello, I live in Wickenburg and I would like to voice my opposition to I-11 being so close to Vista Royal. I would like to see it pushed out further west, at least two or three miles, if not to the 71 exchange. Thank you. For what is worth. Have a blessed day.	GlobalTopic_4 and GlobalTopic_5		I- 1137 -1
Anonymous	Anonymous26		Phone	5/22/19 1:00 AM AT	I live in the Wickenburg area in Vista Royal neighborhood and I oppose I-11 coming so close to a neighborhood to Vista Royal. I think it should be moved out further west several miles if not to 70 and then you have approximately eight miles of state land that you can use that you have prior proposed routes on. That is what you need to use. And I oppose this coming so close to a neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1145 -1
Anonymous	Anonymous27		Phone	5/22/19 1:00 AM AT	I would like the I-11 to go north from Interstate 10 through Wickenburg and on north but nothing south. We do not need to encourage the illegals getting into our country on such fast track.	GlobalTopic_10		I- 1147 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous28		Phone	5/23/19 1:00 AM AT	Hi, I am a resident of the Wickenburg area, specifically Vista Royal residential development in Wickenburg. You are placing corridor I-11, your proposed routes right now are directly adjacent to Vista Royal neighborhood. I oppose you putting this so close to the neighborhood. It will devastate this neighborhood with negative impacts. I vehemently oppose this and would like that on the record. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1275 -1
Anonymous	Anonymous29		Phone	5/24/19 1:00 AM AT	I am a resident of the Wickenburg, Arizona area. I am calling in regards to interstate 11, corridor 11 specifically on the northwest corner of Wickenburg as it attaches to 93. I oppose that this is going to be directly next to Vista Royal neighborhood. This will negatively impact the neighborhood in more than one way. There is no positive for the residents of Vista Royal if you place this next to it. I urge that you move this to the west at least two miles. You have approximately 8 miles of state trust land that you can put this route on that you had previous proposed routes on. That is my urgency. I would like you to move this over to the west so it does not negatively impact the residents of Vista Royal and the other neighborhoods around that area. Thanks.	GlobalTopic_4 and GlobalTopic_5		I- 1278 -1
Anonymous	Anonymous30		Phone	5/24/19 1:00 AM AT	Hello, I just barely found out about the I-11 routes have been changed and now they're going to affect our property and our neighbor's property and we have not had a chance to have a public hearing, so please make some more public hearings available for the people who are now affected by the different routes. Thank you.	CO-1 A total of six public hearings were held to present the information on the Draft Tier 1 EIS. For more information on the public outreach process and public hearing information please see Chapter 5 and Appendix G.		I- 1279 -1
Anonymous	Anonymous31		Phone	5/27/19 1:00 AM AT	In regards to the I-11 corridor that they are proposing to come by Wickenburg. I live in the Wickenburg area, specifically I live in Vista Royal neighborhood which is northwest of Wickenburg. Your I-11 corridor is coming directly next to our neighborhood and will negatively impact our neighborhood with a dramatic negative impact to that. Property values will go down, let alone the noise pollution, the light pollution, traffic noise. My god this is absolutely ridiculous. I recommend that you move this miles away as you have 7 to 8 miles of state trust land to put this on. You have had previous proposed routes on this state trust land much further west of our neighborhood and I would propose that you move this further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1288 -1
Anonymous	Anonymous32		Phone	5/28/19 1:00 AM AT	I live in the Wickenburg area, in Vista Royal neighborhood. I am calling to let you know I oppose I-11 being so close, actually adjacent to my neighborhood. This will have a detrimental affect on the property values, on our basic living that we've had and why we moved here. I recommend that you place this several miles out where the previous proposed routes that you've had on your 7 to 8 miles of state trust land. You have had previous proposed routes and I strongly urge you to use those routes west of Wickenburg, west of Vista Royal. It needs to be several miles west of our neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1291 -1
Anonymous	Anonymous33		Phone	5/29/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona, specifically Vista Royal residential neighborhood. I am calling in regards to the I-11 proposed route that goes directly...(message ended)	GlobalTopic_4 and GlobalTopic_5		I- 1294 -1
Anonymous	Anonymous34		Phone	5/29/19 1:00 AM AT	I am a resident of Wickenburg, Arizona. I am also a resident of the Vista Royal neighborhood in Wickenburg, Arizona. I oppose I-11 running directly adjacent to my neighborhood. It needs to be moved further west. You have 8 miles of state trust land that you can use that you've had previously proposed routes on, to route that away from a neighborhood so that you are not devastating a neighborhood, an established neighborhood that has been there for approximately 20 years where people have paid a premium to buy lots out for the solitude. I do oppose this running directly next to my neighborhood. It needs to be several miles away from this neighborhood and you have the property to do that. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1295 -1
Anonymous	Anonymous35		Hand Written	5/11/19 1:00 AM AT	My vote is no. Trains need to be utilized.	GlobalTopic_4 and AC-9	Anonymous_A35_12384	I- 2384 -1
Anonymous	Anonymous36		Hand Written	5/11/19 1:00 AM AT	This I-11 corridor has been met with a huge opposition, yet even after so much public outcry, the huge expense, the flawed statistics that reason a 2 minute delay in through traffic to Nogales by 2040, which is a HORRIBLE reason to construct this corridor, ADOT has still chosen its preferred alternative through Avra Valley. I am along with 95% of the public extremely AGAINST this new I-11 corridor through the Avra Valley. I support a NO BUILD option or a double decking I-10. Any other route is completely ridiculous.	GlobalTopic_4 and GlobalTopic_1	Anonymous_A36_12386	I- 2386 -1
Anonymous	Anonymous37		Phone	5/29/19 1:00 AM AT	Hello, I live in Wickenburg near the Vista Royal subdivision and I object to I-11 going so close to that subdivision. It's a very nice place to live and that would just ruin that for so many of the people that live there. That is not fair and the town council needs to reconsider that. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1635 -1
Anonymous	Anonymous38		Phone	5/30/19 1:00 AM AT	Hi I am calling in regards to the corridor 11, the proposed route. I live in Wickenburg, I live north west of Wickenburg and Vista Royal residential area I oppose the proposed route that you have chosen as they are far too close to a residential area. The noise will be tremendous, the light pollution will be tremendous, possibility of truck stops close to our neighborhood. I definitely oppose this, I want this moved further west several miles if not all the way to 71 where you have had previous proposed routes, Route T specifically. I want this moved to the west. Thank you so much	GlobalTopic_4 and GlobalTopic_5		I- 1642 -1
Anonymous	Anonymous39		Phone	5/30/19 1:00 AM AT	Yes, I live in the Wickenburg area and I oppose the location of I-11. I would like it to be a little west or run continue on 93 and head south further south of Wickenburg would be ideal. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1643 -1
Anonymous	Anonymous4		Phone	4/26/19 2:24 PM AT	Yes, according to your brochure the address of the community center in Wickenburg is 155 N Tegner. The Community Center is not on N. Tegner. That's town hall. The Community Center is on, yes the community center is located on Yavapai, not on Tegner. Tegner is where the Town Hall is.	The I-11 project public outreach materials stated the Wickenburg Community Center address is 160 N Valentine Street, Wickenburg. This is the correct address.		I- 454 -1
Anonymous	Anonymous40		Phone	5/31/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona specifically a resident of Vista Royal residential development in Wickenburg, north west of Wickenburg. I am calling in regards to the I-11 corridor has been veered over very close to my neighborhood, Vista Royal. You are basically going adjacent to the neighborhood with I-11 when you don't have to. This is far too close to a neighborhood. It devastates the neighborhood, it devastates the wildlife out in the desert. We are unable to use the desert or our patios and back yards for that matter. When we purchased out here to have the solitude out in the desert and you are taking that away. I vehemently oppose this going so close to a neighborhood. You need to be several miles from the neighborhood. If not all the way at 71 to place corridor 11 and 71 is a designated road already, that's already there. You already had proposed routes that way. It was Route T that had previously proposed over there. You have eight miles of state trust land that you can use and you have chosen to put this directly next to neighborhood that will devastate this neighborhood. Devastate the income here for the real estate agents because their property values will go down. Please move this over to the west several miles if not all the way to 71. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1645 -1
Anonymous	Anonymous41		Phone	6/01/19 1:00 AM AT	Hi, I am calling in regard to corridor 11, I-11. I am a resident of Wickenburg, specifically I am a resident of Vista Royal residential neighborhood. I am calling to let you know I oppose I-11 going so close to my neighborhood. It is directly west of my neighborhood. This will devastate Vista Royal as we have moved out here for the solitude and paid a premium for our lots and built our homes out here so that we could have the peace and quiet and you are placing this with your proposed routes directly next to a neighborhood. This needs to be moved out many miles from our neighborhood. We have had a meeting with the town council now and they have recommended that this be five miles from our neighborhood so I recommend that this be at least five miles from our neighborhood, west of our neighborhood and preferably to 71. You have had previous proposed routes, specifically route T that was out that direction. I think you need to revisit that route. Thank you so much. I do want to say again, I oppose I-11 going directly west of my neighborhood Vista Royal northwest of Wickenburg. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1650 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous42		Phone	6/03/19 1:00 AM AT	I live in the Wickenburg area, specifically I live in Vista Royal residential neighborhood. I am calling to let you know I oppose I-11 running directly adjacent to my neighborhood or even mildly close to my neighborhood. I believe this needs to be any miles from my neighborhood. You have previously proposed routes like the T route that adjoin to 93 at 71. I think this needs to be at least two miles although the town council is now saying five miles from my neighborhood. I just wanted to let you know my opinion on this. This will dramatically, negatively affect our neighborhood in many, many ways. People have paid a premium to live out here for the solitude and now you're putting something with huge noise pollution, light pollution, etc., etc. right next to a neighborhood. Reduces our property values, reduces state tax values so they're getting less money it reduces it also for the real estate agents because they're not going to be able to make as much money. I just want you to know I oppose I-11 running directly next to or even a mile from my neighborhood. This needs to be several miles from my neighborhood, Vista Royal and preferably the proposed T route from the past that you had proposed in the past. You have eight miles of state trust land that you can use. I suggest you run this on the west side of that state trust land, so you are not disrupting residential neighborhoods. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1673 -1
Anonymous	Anonymous43		Phone	6/04/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona, specifically a resident of Vista Royal residential neighborhood. I am calling to let you know I oppose the two proposed routes you have chosen to go directly adjacent to my neighborhood, Vista Royal. It will definitely, negatively impact our neighborhood. Property values will drop. I think this should be moved several miles to the west of our neighborhood as you have 7 to 8 miles of state land, state trust land that you can use and you have had previous proposed routes proposed on that specifically route T which was over by route 71. I definitely oppose this being so close to the neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1693 -1
Anonymous	Anonymous44		Phone	6/04/19 1:00 AM AT	Yeah, I'm in favor of the VR green alternative.	GlobalTopic_4		I- 1695 -1
Anonymous	Anonymous45		Phone	6/05/19 1:00 AM AT	Yes, this is a resident of Wickenburg. I'm calling in opposition to I-11. I do not believe it should be so close to Wickenburg. I'd appreciate it if you moved in further west. Thank you. Bye.	GlobalTopic_4 and GlobalTopic_5		I- 1706 -1
Anonymous	Anonymous46		Phone	6/05/19 1:00 AM AT	I am a resident of Wickenburg, Arizona. I am also a resident of Vista Royal residential neighborhood. I am calling to let you know that I oppose the I-11 route being so close to Vista Royal neighborhood. This needs to be moved further west several miles. You have seven to eight miles of state trust land that you can use to place this on that you have had previous proposed routes on. I recommend that you move that west. I do oppose the proposed route that you have now, it needs to be moved several miles west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1707 -1
Anonymous	Anonymous47		Phone	6/10/19 1:00 AM AT	Hi, I am a resident of Vista Royal residential neighborhood in Wickenburg, Arizona. I am calling to let you know that I oppose the two proposed routes that you have for the I-11 corridor going directly west of this neighborhood. This is far too close to this neighborhood and will have detrimental impact to the neighborhood, very negative impact. I propose that you move this further west several miles. You have had other proposed routes further west. It needs to be many miles west. You had one that was proposed to come closer to 71 and it should be over there. Please make this several miles west of our neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 2433 -1
Anonymous	Anonymous48		Phone	6/10/19 1:00 AM AT	Yes, I'm a resident of Vista Royal and I'm calling in as opposing I-11 corridor where you have it currently planned and I and the president of the United States, Donald J. Trump, are trying to stop the corridor coming, drugs coming into this country so we appreciate it if you'd take this into consideration and hopefully we can move that further west or come on through on 93 and turn south at 74, highway 74. Thank you very much for your time and patience. I hope you understand.	GlobalTopic_4 and GlobalTopic_5		I- 2435 -1
Anonymous	Anonymous49		Phone	6/11/19 1:00 AM AT	Hi, I am calling in regards to the I-11 proposed routes. I'm a resident of Vista Royal neighborhood in Wickenburg, Arizona. Your two proposed routes for I-11 going directly west of my neighborhood are far too close. It will negatively impact my neighborhood and all those that live in it. I oppose this. I think you should move this several miles west of the neighborhood, as far west as possible. You have seven to eight miles of state trust land that you've had previous proposed routes on that you can place this on. I opposed this and want this route moved further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2436 -1
Anonymous	Anonymous50		Phone	6/11/19 1:00 AM AT	Yes, I'd like to oppose the I-11 as where it's proposed at this time. I'm a Vista Royal resident and wish you guys could move it further west. Thank you much.	GlobalTopic_5		I- 2437 -1
Anonymous	Anonymous51		Phone	6/11/19 1:00 AM AT	Do not want to go through. I don't want the property values to go down. I am not for this at all. Thank you.	GlobalTopic_4 and LU-1		I- 2440 -1
Anonymous	Anonymous52		Phone	6/12/19 1:00 AM AT	Hi, I am a resident of Wickenburg. I live in the Vista Royal development, west of Wickenburg. You have proposed two routes for I-11 immediately west of my neighborhood that will detrimentally impact my neighborhood. Very negative effects on this for property values and general living. I would like that route moved further west many miles. You have had previous proposed routes further miles west that have been taken off. You have seven to eight miles of state trust land that you can use for this. I propose you move this further west from my neighborhood, many miles. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2441 -1
Anonymous	Anonymous53		Phone	6/12/19 1:00 AM AT	Yeah, I think this I-11 should go west of the mines down between Arivaca and Amado or East between Halton and Old Nogales Highway, one or the other, get it out of the way and out of the area where people are living. Ok, thank you for your help. Bye.	AC-1		I- 2446 -1
Anonymous	Anonymous54		Phone	6/12/19 1:00 AM AT	No, we don't want it. All it is going to do is make for drugs going more easily. We have a drug corridor just west of us around Avra Valley and Anyway, so we don't want it.	GlobalTopic_1		I- 2448 -1
Anonymous	Anonymous55		Phone	6/12/19 1:00 AM AT	Yes, I'm calling in opposition to I-11 being so close to Wickenburg. I'd appreciate it if you'd consider moving it further west. I appreciate it, thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2449 -1
Anonymous	Anonymous56		Phone	6/13/19 1:00 AM AT	Good morning, I'm calling to oppose the I-11 in the proposed location. I would hope you'd take into consideration our neighborhood, Vista Royal and move it further to the west. Thank you for your time.	GlobalTopic_4 and GlobalTopic_5		I- 2451 -1
Anonymous	Anonymous57		Phone	6/13/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona. I live in Vista Royal residential neighborhood. I am calling to let you know I oppose the two proposed routes that you have for Interstate 11. It goes directly next to my neighborhood. The noise will be tremendous, the pollution will be tremendous. This will have a detrimental impact to the entire neighborhood and the area. It will be nothing but negative. I propose you move this further west several miles, at least two miles preferably all the way to 71. This proposed route needs to be moved further west on 93. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2452 -1
Anonymous	Anonymous58		Phone	6/13/19 1:00 AM AT	Hi, I am in favor of the proposed VR green alternative route around Vista Royal. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2453 -1
Anonymous	Anonymous59		Phone	6/13/19 1:00 AM AT	I'm calling to say I object to this I-11 route.	GlobalTopic_4		I- 2458 -1
Anonymous	Anonymous6		Phone	5/08/19 1:00 AM AT	Hi there, I was just calling because I am about to purchase a home and it is going to be along the area where the I-11 expansion is going to be happening. So just wanted to know where the tentative lines were going to fall in regard to the property line. I am looking at everything online right now and the map doesn't seem very to scale so it's really kind of hard to get a good estimate. So, if you could give me a call back at XXX-XXX-XXXX, that'd be greatly appreciated. Thank you.	LU-2		I- 995 -1
Anonymous	Anonymous60		Phone	6/14/19 1:00 AM AT	We are very upset about this highway that's going in. It's very expensive and we feel, impractical. We've lived in our place in our neighborhood for 33 years and we see no purpose in disrupting our whole neighborhood for this. There is a parallel highway right here going... and we don't see a reason to have another one. We feel there is no concern about the people who live here and the cost. Let's maintain the highway we have already. We don't even do that very well. Thank you.	GlobalTopic_4, PN-3, LU-1, LU-2, AC-7		I- 2476 -1
Anonymous	Anonymous61		Phone	6/14/19 1:00 AM AT	The website where we are supposed to leave our comments, the email, there is no way to go through that and know that you sent anything. You put something in and then it just cycles around and cycles around and I feel people will be discouraged and never get anything through. I've tried it several times and I get no understanding that it, that I actually am getting anywhere in the comments have been sent.	CO-3 Called back and confirmed that Dana Casebolt's comment had been received.		I- 2477 -1
Anonymous	Anonymous62		Phone	6/14/19 1:00 AM AT	I live off of Nine Irons Ranch Road and I am in favor of the VR green alternative route around Vista Royal for I-11.	GlobalTopic_4 and GlobalTopic_5		I- 2480 -1
Anonymous	Anonymous63		Phone	6/15/19 1:00 AM AT	I think the proposed corridor is the stupidest thing ever done. Why in the world would more concrete, noise and whatever be a good thing near major tourist attractions that are Arizona's biggest reason for people for people to come here? Re-do that. Do not do that. It's a stupid thing. Thank you.	GlobalTopic_4, N-1, R-2		I- 2481 -1
Anonymous	Anonymous64		Phone	6/15/19 1:00 AM AT	Yes, this is ?? I live in Rancho Buena Vista. I'm opposed to the I-11 proposed route. It cuts right through our subdivision which is 73 custom built homes. 40% of us have pools, we're all sitting on acre lots and there is not reason to cut through this and destroy our subdivision. Thank you.	GlobalTopic_1, LU-1		I- 2483 -1
Anonymous	Anonymous65		Phone	6/17/19 1:00 AM AT	Specifically of Vista Royal residential development, I am calling to let you know I oppose your two proposed routes for I-11. They go far too close to my neighborhood. I recommend that you move this several miles out further west. You have 7 to 8 miles of state trust land you can use that you have had previous proposed routes on. I recommend you move this proposed route further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2492 -1

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Anonymous	Anonymous66		Phone	6/18/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona, specifically I am a resident of Vista Royal residential development. I am calling in regards to the two proposed routes you have west of Vista Royal neighborhood. I disagree with those. They will negatively impact my neighborhood, they're far too close to a residential neighborhood and they will have a negative impact on that. I vehemently oppose this and want you to move this further west where you have 7 to 8 miles of state trust land that you can put this and you have had previous proposed routes on that. Please take that into account and move it further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2495 -1
Anonymous	Anonymous67		Phone	6/19/19 1:00 AM AT	Hi, I am a resident of Wickenburg, Arizona, specifically I am a resident of Vista Royal residential neighborhood. I am calling to let you know I oppose your two proposed routes west of my neighborhood Vista Royal. It is far too close and will have a detrimental impact, severe detrimental impact to this neighborhood. I oppose those two proposed routes. You have 7 to 8 miles of state trust land west of this neighborhood that you can place this on and move it further west which you have had previous proposed routes on. I propose that you move this further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2498 -1
Anonymous	Anonymous69		Hand Written	5/11/19 1:00 AM AT	I-11 will be needed as population keeps increasing in this area. I'm glad someone is planning this roadway today.	GlobalTopic_4	Anonymous_A69_I2390	I- 2390 -1
Anonymous	Anonymous7		Phone	5/09/19 1:00 AM AT	Hi, I have been looking at the I-11 and I would like to know, I've been looking at the map and there is a bunch of different lines and one of them goes right past our house and we would like to know where the actual study area is because in Green Valley it's showing that there's four different lines going through Anamax Park and around that area. But we would like to prepare ourselves for what's going to happen, and we want to know where the actual study area is because the lines are not, I know the lines can't be accurate in how they are drawn. So, if you could call me back, my number is XXX-XXX-XXXX. Thank you.	LU-2		I- 998 -1
Anonymous	Anonymous70		Hand Written	4/30/19 1:00 AM AT	Please make sure to maximize wildlife crossings.	BR-2	Anonymous_A70_I2364	I- 2364 -1
Anonymous	Anonymous71		Phone	6/19/19 1:00 AM AT	The I-11 shouldn't be done. It is a waste of money, waste of tax dollars, it will hurt Arizona or Tucson because you'll have a bunch of people going around Tucson which will hurt commerce and it's going to save, what, five minutes of drive time. It makes no sense whatsoever. It displaces wildlife and yeah, don't do it. It is a bad, bad idea.	GlobalTopic_1, GlobalTopic_4, E-1, BR-1		I- 3261 -1
Anonymous	Anonymous72		Phone	6/20/19 1:00 AM AT	Yes, I believe that it would be a great, great mistake to put that through and I live on El Tyro Road and that would be affecting me and that's why I got this in the mail so please consider just using I-10 to do your extension. Don't mess with Avra Valley or through there or through Tryco Road or any of that because it would really disrupt everything including the water for the farmers. Thank you very much.	GlobalTopic_1		I- 3267 -1
Anonymous	Anonymous73		Phone	6/20/19 1:00 AM AT	Yes, I'm calling to tell you that I prefer the VR green alternative around Vista Royal and also wonder why on earth you're not going out to 71 as opposed to coming in so close to town. It looks so simple, I would love to know the reason why. Thank you very much,	GlobalTopic_5		I- 3268 -1
Anonymous	Anonymous74		Phone	6/24/19 1:00 AM AT	I'm against I-11 out in Avra Valley and Altar Valley and I would really like to know who is backing this, who is in favor of it because there are so many people that are against it.	GlobalTopic_4 and GlobalTopic_1		I- 3293 -1
Anonymous	Anonymous75		Phone	6/24/19 1:00 AM AT	Yes, I'm a resident out here and the new plan that's for I-11 to come out here is, I object it severely. I will be at that meeting also. There's just no necessary, it's not necessary to do this and I do not want this going over here in my area. Thank you.	GlobalTopic_4, PN-3		I- 3294 -1
Anonymous	Anonymous76		Phone	6/25/19 1:00 AM AT	Hi, I am a resident of Wickenburg, specifically a resident of Vista Royal residential neighborhood northwest of Wickenburg. I am calling to let you know that I oppose your two proposed routes for the I-11 corridor that go directly next to my neighborhood, Vista Royal and one of them even takes out two houses on the northwest corner. As the town of Wickenburg has suggested, this needs to be five miles further west so that you are not disrupting a neighborhood and negatively impacting that neighborhood. The town of Wickenburg has passed a resolution stating that they would like to have you move this further west as do all the residents of Vista Royal. Please move this I-11 proposed corridor further west on the state land that you have, the state trust land you have to use. Thank you very much.	GlobalTopic_4 and GlobalTopic_5		I- 3303 -1
Anonymous	Anonymous77		Phone	6/25/19 1:00 AM AT	Yes, I'm calling in regards to draft tier 1 on the I-11. I feel that the proposal of a green line in a thing that was sent out to people of Vista Royal is a much much better location than the two that have already been proposed. I do live in Vista Royal and it is a shame that you want to bring major highways so close to a perfectly beautiful community. I ride horses, I know that area quiet well out there and there is a lot and lot of vacant land out there that you could go for even two to three miles away if not more from the Vista Royal area and still not interfere with our lifestyle and our community. I think you need to have somebody come out here and look at this. I have a feeling whoever drew this up had no idea of what this community was about and how unique it is so please please consider moving the I-11 proposal further west it would be and you've got the perfect highway there on 71 that goes from 93 to Aguila. You've got lots of space in there and its vacant land or state land and you are not being bothered by houses and communities and the only thing you're infringing upon will be the wildlife. That's also another reason not to be so close to Vista Royal is that we have to water tanks out there and by water tanks. I'm talking about ground water tanks that are used constantly by all the wild animals that are out there in that area. Again as I said, I ride horses, I see them out there, I know what that area looks like, I've ridden all over that area and it's a shame that you are thinking of destroying a beautiful community as Vista Royal.	GlobalTopic_5, LU-1, N-1, AC-1, WR-2		I- 3304 -1
Anonymous	Anonymous78		Phone	6/25/19 1:00 AM AT	Hello, my name is I am a college student that lives in Arizona and I feel like this plan for the I-11 would be very harmful for our environment. I feel like it is very important to protect our environment for future generations and I think this would be pretty bad for the wildlife and of course the water and I think it's a bad decision and I would like if you would use the proposed route by the Sonoran desert coalition. Thank you, bye.	GlobalTopic_1, GlobalTopic_4		I- 3308 -1
Anonymous	Anonymous79		Phone	6/26/19 1:00 AM AT	Hello, I am a resident of Wickenburg, Arizona, specifically a resident of Vista Royal residential neighborhood. I am calling in regards to the two proposed routes that you have for corridor 11 that go right directly west of my neighborhood. This is far too close to my neighborhood it will detrimentally negatively impact my For many reasons and I suggest you move this further west. Wickenburg has now suggested that you move this five miles west as there is no need or purpose to have this this close to the neighborhood or this close to Wickenburg as it serves no purpose. Thank you. I suggest you move this further west to the state trust land that you have, the seven to eight miles of state trust land that you have had previous proposed routes on. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 3318 -1
Anonymous	Anonymous8		Phone	5/15/19 1:00 AM AT	Yes, I live in the Wickenburg area and I am calling about the I-11 proposal to build the interstate close in to the town of Wickenburg and I live off of Vulture Mine Road and I am so against it being close to the town and having to listen to traffic and hear the lights and all the noise from the traffic and people getting off into our neighborhood or whatever. I am very opposed to the close in proposal and wish you would go out farther. Thank you.	GlobalTopic_5		I- 1113 -1
Anonymous	Anonymous80		Phone	6/26/19 1:00 AM AT	Yes, I'm calling to oppose the I-11 in its current location. I would like to see it moved further west and I appreciate your consideration.	GlobalTopic_4		I- 3319 -1
Anonymous	Anonymous81		Phone	6/26/19 1:00 AM AT	The I-11 concept is a good one. The downside is that as is currently proposed the I-11 will absolutely create havoc for my community Vista Royal. Just please leave the route as it is at the intersection of US 60 that meets the needs of Wickenburg but run the corridor to the northwest along the eastern base of the mountain range that's on the east side of highway 71. That would give roughly a five mile buffer to Vista Royal and I see absolutely nothing, no downside to that routing. It's a natural routing across this wide open desert. It's all state trust land. Actually Wickenburg doesn't want the I-11 anywhere near its northwest town limits. Vista Royal wants the I-11 as far away as we can get it so please just move it west. It would be a win for Wickenburg, a win for Vista Royal and worst case it's even, it's break even for ADOT and the I-11. So certainly, I would hope by now that ADOT has an understanding of the Vista Royal lifestyle. Please don't ruin it.	GlobalTopic_4 and GlobalTopic_5		I- 3320 -1
Anonymous	Anonymous82		Phone	6/26/19 1:00 AM AT	I've lived in the Vista Royal development northwest of Wickenburg for about 19 years now. I built here to escape the traffic and the noise and the congestion of Tempe, I lived there for 20 years. In Vista Royal I live to ride and hike in the desert to the west. The residents of Vista Royal, Wickenburg Ranch, Morten Airpark, Nine Iron ranch nearby have all moved here for basically the same reasons as me and our area is growing because of the lack of freeways and the lack of commercialization. We seek escape from the city and the streets and the noise. So that's why we are growing. It's not because we need freeways to support industrialization and commercialization...even having I-11 in sight or in earshot of Vista Royal will destroy our lifestyle. It sounds dramatic doesn't it, it will certainly ruin our lifestyle and our property values as well and it gains nothing for anyone, we can only lose. I guess I am willing to give up my favorite destination which is the mountains to the west of us between Vista Royal and highway 71 in exchange for moving the I-11 west to the base of those mountains, so that'd be a five mile buffer between Vista Royal and the I-11 freeway, relocating it across wide open desert. I understand the need to run I-11 from 60 to highway 93 to complete the linkage, that totally makes sense but it doesn't need to be anywhere near Vista Royal. I don't understand why it's there in the first place. There is no logical reason for that. I guess the only logical reason would be if Wickenburg wanted it to be there to help support Wickenburg economically in some way and we've heard discussion after discussion, Wickenburg town council, the town planner, everyone is saying that there is no way that they want the freeway near Vista Royal. There is nothing that the town of Wickenburg can gain from that. Anyway, please consider that. Please don't destroy our lives, please move the I-11 all the way over to the mountains across that little five mile stretch of open desert.	GlobalTopic_4 and GlobalTopic_5		I- 3321 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Anonymous83		Phone	6/27/19 1:00 AM AT	Hi, I am a resident of Wickenburg Arizona, specifically a resident of Vista Royal residential neighborhood northwest of Wickenburg. I am calling to let you know I oppose the two proposed routes you have west of my neighborhood as they will negatively impact my neighborhood. You have seven to eight miles of state trust land west of my neighborhood that you can out your I-11 route on. I propose that you go west of my neighborhood. The Town of Wickenburg is now recommending that you go five miles west of my development as they have ... through Wickenburg on the northwest corner. I propose that you move this further west. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 3326 -1
Anonymous	Anonymous84		Phone	6/27/19 1:00 AM AT	No quiero el corredor, muchas gracias. [Google translate: I do not want the corridor , thank you very much.]	GlobalTopic_4		I- 3327 -1
Anonymous	Anonymous85		Phone	6/28/19 1:00 AM AT	Yes, I'm calling to voice my opposition to the I-11 El Torro corridor down in Sahaurita. I was unable to make the council meeting on Monday night but my understanding there was there was well over 100 people in attendance the most there has ever been for a council meeting. Everyone was in opposition. Ya'll are ludicrous trying to put that thing through El Torro. Do you realize how many homes and private properties you would have to claim eminent domain on and destroy the lives of everybody that has worked so hard to establish what they have today? I've been here for 20 years and this is the most stupidest thing that I have ever heard our state government wanting to do. Ya'll outta be ashamed of yourselves. A better solution would be to put that thing through up north of Pima Mayan Road through the Indian reservation where you won't impact any families or anyone else. I'm adamantly opposed. Put my vote in for no El Torro. Thank you.	GlobalTopic_1, AC-1, and LU-1; GlobalTopic_13		I- 3341 -1
Anonymous	Anonymous86		Phone	7/03/19 1:00 AM AT	Yeah, I just want to tell you about the I11study.com/Arizona. We don't want it out here in Picture Rocks, Arizona. It hurts animal habitat, pollution, ruins the look of the desert, it's noisy and all that it is a money maker for politicians ... and whoever else is involved in the land. Thank you.	GlobalTopic_1		I- 3379 -1
Anonymous	Anonymous87		Phone	7/04/19 1:00 AM AT	Hi, I'm calling because of the proposed Interstate 11 route. I am against it, I believe it is going to be detrimental to the rural areas through Avra Valley and it's going to be too costly. I think it'd be more cost efficient and favorable to the environment if we stuck to the existing routes of I-10. Thank you, bye bye.	GlobalTopic_1		I- 3383 -1
Anonymous	Anonymous88		Phone	7/04/19 1:00 AM AT	Hello, ADOT I've heard a bit about the I-11 proposal and I just wanted to voice my concerns about putting a freeway through Avra Valley because I think one of the things that makes Tucson and that region special is kind of the lack of major freeways and it's makes Tucson feel more like a small town because we don't have freeways wrapping around it. And Avra Valley is a beautiful place and I think that for the benefit of Tucson to keep it the way it is so if the I-11 was to be made using existing freeways would be the best alternative. Thank you, bye.	GlobalTopic_1		I- 3384 -1
Anonymous	Anonymous89		Phone	7/07/19 1:00 AM AT	It's a terrible idea. You must not put that I-11 through the Tucson mountain park. No.	GlobalTopic_1		I- 3401 -1
Anonymous	Anonymous9		Phone	5/15/19 1:00 AM AT	I live in the Wickenburg area, specifically Vista Royal neighborhood and I oppose the I-11 route going directly adjacent to Vista Royal neighborhood. I think it needs to be further out by at least two miles and closer to state route 71. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1114 -1
Anonymous	Anonymous90		Phone	7/07/19 1:00 AM AT	Yes, we're very much against the highway and would like to, there's five others here, highway 11, there's five of us here, and we'd all like to vote against it for environmental reasons. It's a beautiful sacred area and we'd like to see it stay the way it is. Thank you.	GlobalTopic_4, BR-1		I- 3404 -1
Anonymous	Anonymous91		Phone	7/07/19 1:00 AM AT	Please do not go through the Gate Pass area or these other areas that are beautiful areas. It shouldn't be destroyed. No, no, no. Stop, please. I'll leave a message elsewhere.	GlobalTopic_1		I- 3407 -1
Anonymous	Anonymous92		Phone	7/07/19 1:00 AM AT	I am just calling to say no to I-11. Thank you.	GlobalTopic_4		I- 3414 -1
Anonymous	Anonymous93		Phone	7/07/19 1:00 AM AT	Hi, I own property right by the national, Saguaro National Monument West and I'm just calling to say that I'm opposed to the I-11. I just think it would have a significant impact on my house to have a highway going right by it and the environment. We have beautiful wildlife out here, the saguaros that are already struggling to stay alive. I don't think we really need a highway going through our area. I don't want the noise, the traffic. I just want my voice heard. Although this does not seem like a good idea. We don't have a problem with the highway we have now and there you go.	GlobalTopic_1		I- 3415 -1
Anonymous	Anonymous94		Phone	7/07/19 1:00 AM AT	This is a Tucson resident I do not want to have that I-11 go by the park. That is destructive for the environment and for everybody so please cancel that plan for sure. Thank you.	GlobalTopic_1		I- 3416 -1
Anonymous	Anonymous95		Phone	7/07/19 1:00 AM AT	No, do not do this. No.	GlobalTopic_4		I- 3417 -1
Anonymous	Anonymous96		Phone	7/06/19 1:00 AM AT	I am a resident of Tucson, AZ for almost four years and have read about the study and I am opposed of it so I say no, no, no I-11 in Arizona. Thank you.	GlobalTopic_1		I- 3397 -1
Anonymous	Anonymous97		Phone	7/08/19 1:00 AM AT	Interstate 11 is a really bad idea.	GlobalTopic_4		I- 3456 -1
Anonymous	Anonymous98		Mail	6/21/19 1:00 AM AT	In response to your flyer I received in the mail. I am very much against the I-11 project. The thought of our beautiful desert being torn up and people losing their homes is very disturbing. This destruction is unnecessary. Not to speak of the lost.	GlobalTopic_4 and LU-3 and LU-1	Anonymous_A98_I3493	I- 3493 -1
Anonymous	Arlene		Phone	5/08/19 1:00 AM AT	Hello, my name is Arlene and I'm from Picture Rocks. The I-11 project to take my home so I am very much against it and I would like to have...(phone cut out)...and I don't want it.	GlobalTopic_1		I- 996 -1
Anonymous	Barry		Phone	4/05/19 5:46 PM AT	Hi, my name is Barry and I am asking you to add a meaningful street level map to the I-11study.com page system. So currently the map there is practically useless since you can't tell where that line is. I mean is it close to houses? Is it far from houses? You can't tell a thing. So, either it's an oversight or you guys are hiding or attempting to hide something. Either way it's awful and I hope that you post an emergency link on the opening page saying hey here is a really good map that will let you see where it's going compared to where you are, where your house is. Thanks a lot.	A map with the recommended corridor, large-format roll plot maps and an aerial map atlas of the build corridor alternatives can be accessed on the project website at: http://i11study.com/Arizona/Map.asp . The detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/ . The blue alternative is the recommended alternative in the Draft Tier 1 EIS, and the red alternative is the preferred alternative in the Final Tier 1 EIS.		I- 397 -1
Anonymous	CHRISTINE		Website	7/06/19 1:43 PM AT	Our underdeveloped areas are home to a large number of wildlife species which includes bighorn sheep, mountain lion and seen jaguar, only to name a few not to mention we the people who chose to live out here. The Desert Museum's view of the Sonoran Desert would be scarred by this alternative I-11 route .WE the PEOPLE say NO! There already exists an I-10 corridor and expanding it would be less expensive and less invasive.	GlobalTopic_1, BR-1 and V-1		I- 2648 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Gary		Phone	5/07/19 1:00 AM AT	Just interested in what the time frame is on this as far as going through Rainbow Valley. I've resigned myself to the fact that there is no chance in fighting this, so if you could just give me a time frame, I'd sure appreciate it. My name is Gary. Give me a call at XXX-XXX-XXXX, please and fill me in if you can. Thank you.	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore the exact timing of construction of any particular segment of I-11 is unknown.		I- 993 -1
Anonymous	Gomati		Website	7/01/19 9:02 AM AT	This may look like nothing but empty desert to road builders, but building an interstate highway through Altar and Avra Valleys would be disaster for one of the most unique natural areas of the USA: Saguaro National Park West. We live in the Tucson Mountain foothills and enjoy this national resource regularly. This mal-advised proposal would also have a very detrimental impact on Ironwood National Monument in addition to our water supply, precious desert wildlife, public lands and our economy. Our unique Sonoran Desert habitat can't afford such a mistake! Please, please do not make this mistake that we and future generations will pay for far into the future! Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 2251 -1
Anonymous	Jennifer		Website	5/13/19 10:44 AM AT	To Whom it May Concern, I am against the I-11 corridor and hope you will consider the impact that it would have on the Sonoran desert area between Saguaro National Park West and Ironwood National Monument. Not only will it devastate the plants and wildlife, but it will also ruin the quality of living for those of us that chose desert living over being in Tucson proper. I am also extremely upset to see that one of the proposed corridors runs straight through my home. We didn't move to our dream place to be uprooted and lose our home to an interstate. Please consider a different alternative, or find a way to expand through Tucson so as not to destroy the wildlife, fauna and homes of the people who choose to live away from all the noise. We don't need more air pollution from increased vehicles coming through this area, not too mention the recharge basins that might be affected too. Thank you for your time, A Very Concerned Citizen Jennifer	GlobalTopic_4 and GlobalTopic_1		I- 866 -1
Anonymous	Jenny		Website	5/12/19 7:57 AM AT	Hello. I am commenting on the proposed I-11 route through Marana/Avra Valley, through our unique Sonoran Desert home. It is my understanding that the Preferred Alternative in the DEIS is in Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. Avra Valley is quintessential Arizona, a rural area, sparsely populated by those brave and fearless enough to stay settled in dry, tough country. As a Science Teacher in Tucson, of at-risk high schoolers, I have had the privilege of taking some of my most needy students to experience animal sanctuary life through the good work of residents of Avra Valley. We regularly visit the Arizona-Sonora Desert Museum, and also avail ourselves of the uniqueness of Saguaro National Park, and the Ironwood Monument. Losing the rural, the wild, the unique flavor of this Arizona land to yet another paved highway, that will itself suffer from lack of support for infrastructure (if today's public service is any indication) seems short-sighted at best. And I find it odd that I am just now hearing about it. Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to at least September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptably short and does not give us members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_1, GlobalTopic_9 and CO-3		I- 810 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	John		Email	4/06/19 1:01 AM AT	<p>Literally crooked as a dog's hind leg around (west of) Tucson.</p> <p>So your stated goal is to reduce truck traffic through Tucson on I-19/10...</p> <p>I have a better idea that will reduce far more of that truck traffic and help truckers cut an hour or two across the state.</p> <p>That is; continue I-8 east from the I-10 interchange, across AZ 79 South of Cactus Forest rd., Southeast towards San Manuel and south around the southern end of the Gaurillo mtns. to tie into I-10 at it's most northerly point near Wilcox.</p> <p>That would cut about 70 or 80 miles off of the trip (by bypassing the 'dip' down to Benson & back up), as well as avoiding all of the traffic density by being far more rural. It would also reduce the number of trucks and major pileups during the dust storms north of Marana to Eloy!</p> <p>Side note; why are you wating tax money putting up "future I-11 corridor" signs instead of fixing/repaving roads - like Oracle (AZ-77) from Tangerine south to Speedway? It's rough as a cobb and rapidly falling apart!</p> <p>John, Tucson</p>	GlobalTopic_4, AC-1 and AC-7		I- 399 -1
Anonymous	Julianna		Website	5/30/19 9:02 AM AT	Please do not build the I-11 and focus on a rail route. This will cause unnecessary pollution like carbon emissions and will damage the fragile environments in Arizona.	AC-6 and AC-9		I- 1200 -1
Anonymous	Kailey		Website	4/20/19 4:51 PM AT	I am in strong opposition of the route you are currently looking at. Palo Verde, AZ is a small farming town, and the I-11 would ruin that. Instead of ruining farm land and desert, please use the current Highway 85 that is there. I am urging you to please consider another route.	GlobalTopic_2		I- 197 -1
Anonymous	Karen		Phone	7/01/19 1:00 AM AT	Hey, yeah, I had some questions on the proposed corridor so I'm not sure if you're calling people back or not. My name is Karen XXX-XXX-XXXX. Thanks, bye.	The I-11 Team did not call people for comments. The comments were to be left on the voicemail or through the other methods provided, as detailed in the Public Involvement Summary Report in the Final Tier 1 EIS Appendix G.		I- 3359 -1
Anonymous	Kim		Website	5/12/19 8:56 AM AT	Many residents have left for the summer and are not here to comment on this project. There has not been sufficient advertising of this project to inform the public in advance of the public comment deadline. Please extend the comment period. Thanks.	GlobalTopic_9		I- 814 -1
Anonymous	Krystal		Website	7/08/19 5:04 PM AT	This is an awful idea and unnecessary freeway. It will destroy this beautiful prestige wildlife area that is found nowhere else we need to preserve this area of the Sonoran desert. Putting a freeway through opens the door to more development and destruction. Plus it's not needed we have I10 which is fine for the area. Keep the area protected for wildlife the night sky the beautiful desert for generations to come not make it open to destruction like Phoenix that has no care for the environment or all the developer that just care about greed and money. We don't have water for more destruction either we need to let areas like this stay natural if we destroy right up to the National monument line it will ruin the saguaro national monument too. We need to promote more environmental protections please stop the 11 freeway it's a huge waste and environmental destruction	GlobalTopic_4, BR-1, AC-7, V-1, WR-2, R-2		I- 3080 -1
Anonymous	Leslie		Website	7/03/19 2:18 PM AT	This is an unnecessary and costly roadway that will cause more damage than do good. Freight needs can be met through existing roadways. AZ really needs commuter rail between Phx. and Tucson. thank you.	GlobalTopic_1 and AC-9		I- 2508 -1
Anonymous	Loretta		Phone	4/23/19 1:16 PM AT	Yes, I think I have a question about I received and I-11 tier 1 and I just have a question about the pre registration which is on May 11 can someone just call me please, this is all new to me XXX-XXX-XXXX. XXX-XXX-XXXX.Name is Loretta and I just have a question about the meeting that they have at Marana high school. appreciate a call back, thank you so much.	4/24/19 called Loretta but no answer and her mailbox had not been set up. Called two more times with no response.		I- 265 -1
Anonymous	Olivia		Phone	4/10/19 9:26 PM AT	My name is Olivia and I am calling in regard to wanting to know about where they plan on exactly having this highway, I would like a map with cross streets and information for the properties that are in that area. My phone number is XXX-XXX-XXXX. Thank you.	GlobalTopic_8 and LU-2		I- 410 -1
Anonymous	Olivia		Phone	4/10/19 9:26 PM AT	Hi, my name is Olivia and I would like a call back to get more of a detailed map of exactly where this highway is being planned. I would like to know exactly where this highway is being planned. Give me a call at XXX-XXX-XXXX. As soon as possible. Thank you.	GlobalTopic_8 and LU-2		I- 415 -1
Anonymous	Pat		Phone	6/14/19 1:00 AM AT	Yeah, my name is Pat, my phone number is XXX-XXX-XXXX. This card doesn't tell me where this road is supposed to be going. I'm out in Rangula Ranch, Pima Mayan Road and Mission Road. I would really like to know if you're even getting close to my property. I'm right on the edge of the reservation. I'd appreciate a phone call back from someone who can give me this information. I do not have a computer, nor do I want one and I would like to know if you're coming near me and my property, so I can make a decision what I need to do. So, I'd appreciate a call, again XXX-XXX-XXXX. I'd just like to know if you're coming through my property. You're going up Pima Mayan Road. You're going up Telma Peak and out through that way. You're going up Twin Buttes. I don't know but I'd like to know. Thank you.	CO-1 Called Pat and looked up his address on the interactive map and let him know where the recommended alternative was in relation to his house. Made sure he was aware of the comment period end date and how to comment.		I- 2475 -1
Anonymous	Quinton		Website	6/12/19 4:10 PM AT	<p>I am in opposition to both the construction of I11 in Avra Valley as well as any build alternative that requires the I10, I19, or other highway facilities to be expanded within Tucson or other urban areas. The new corridor poses significant environmental problems to the Sonoran desert including land conversion and pollution from construction and automobile operations.</p> <p>If the new route is ultimately constructed, there need to be significant environmental monitoring metrics for both the initial construction and the continued operation of the new corridor. Major steps need to be taken and consistently demonstrated to be highly effective regarding environmental and health mitigation efforts.</p> <p>The report states that this highway has been discussed or been in the works since NAFTA was created. If the goals and metrics used are over 20 years old, the evaluation criteria for traffic demand, and simply the conditions surrounding the highway are much different today. This project needs to consider the economic, health, environmental, and social effects on communities and lands not just along the proposed corridor, but along existing highway corridors as well which will feel the external impacts of this project.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1507 -1
Anonymous	Rebecca		Website	7/08/19 10:54 AM AT	I am not in support of building an I-11 as it would have so many negative effects on the protected lands of Saguaro National Park.	GlobalTopic_4 and GlobalTopic_1		I- 2934 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous	Sherman		Email	5/13/17 7:50 PM AT	I have searched your website and nowhere can I find a proper street-level map that will give any residents A CLUE WHERE this route is placed. I cannot tell if the proposed route passes 100 feet or 100 miles from my house! Come on Arizona! How about a USEFUL STREET-LEVEL REAL MAP? ??? Sherman	Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS). A map with the recommended corridor, large-format roll plot maps and an aerial map atlas of the build corridor alternatives can be accessed on the project website at: http://i11study.com/Arizona/Map.asp . The detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/ . The blue alternative is the recommended alternative. To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission. There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.		I- 390 -1
Anonymous	Sherman		Phone	5/13/17 7:50 PM AT	Hello, my name is Sherman and I've just gone through the I-11study.com/Arizona page and no where on any of those pages does it show a detailed map of where the route is going compared to streets and where people live. So, I live in Marana in northwest corner and I can't tell from looking at any page how close this thing is coming to my house. It could be coming right through my house as far as I can tell. Can you please post on your opening page a link to a detailed street level map, something that we can use to figure out where this building process is going to go. Thank you.	LU-2 and GlobalTopic_8		I- 396 -1
Anonymous	stephen		Website	6/04/19 10:48 AM AT	I am in favor of the proposed VR route to preserve the integrity of the Vista Royal neighborhood. I am also in favor of the I-11 connector being as far north and west of Wickenburg Ranch as possible to reduce traffic noise in our neighborhood.	GlobalTopic_4 and GlobalTopic_5		I- 1260 -1
Anonymous	Susan		Website	5/30/19 3:26 PM AT	Please do not put at risk our environment, animals, habitats and Saguaro National Park with the building of the I-11 & Intermountain West Corridor. Please explore rail from Phoenix to Tucson. Thank you.	GlobalTopic_1 and AC-9		I- 1217 -1
Anonymous	Suzanne		Phone	7/08/19 1:00 AM AT	Hi, my name is Suzanne. I live on the south west side of Tucson near the Saguaro National Monument West. I want to express my opposition to the I-11 current project through the Avra Valley and near the Saguaro National Monument. Thank you.	GlobalTopic_1		I- 3463 -1
Anonymous	Z		Email	5/26/19 1:00 AM AT	I am writing to say I COMPLETELY oppose the I-11 project going through Avra valley. Many people's lives would be permanently and negatively changed by the adoption of this plan. Hundreds of people who live in the area would have their homes and neighborhoods destroyed. I am one of those people, and I moved here for the peace and quiet and the beauty of Avra Valley. My entire life would be destroyed. My home would be worth nothing being so close to a horrible interstate, and I would not have means to buy another one. I have no idea where or even how I would live!! I have put my heart and soul into this place for many years. I would have no place to go. Plus, I am too old to start all over! A very large portion of the residents are elderly people, and may have neither the means or the energy to relocate. Many who are not elderly are poor. Just drive through Picture Rocks and you will see that people out here don't have money! And they shouldn't be made to leave the homes they have lived in for decades in many cases!! Even those who would not be directly in the path of the interstate would have the beautiful peace and quiet that exists there permanently destroyed, and would like myself have to move because we didn't move out here to live next to an interstate!! The beauty that is Avra Valley would be gone forever. Plus, it would cost taxpayers billions of dollars more just in order to destroy Avra valley as opposed to putting the interstate down the I-10 corridor!! There is no reason for the taxpayers to pay an extra three billion dollars and more in order to have one of the most scenic places in the entire Tucson area destroyed, when there is already an existing infrastructure for this on I-10 and I-19. Please register my opposition. Z.	GlobalTopic_1		I- 1283 -1
Anonymous	Z		Email	5/27/19 1:00 AM AT	If you go ahead with this incredibly wrong proposition to ruin the beauty of Avra Valley with an interstate, what are you planning to do about the very important wildlife migration corridor that exists here and would be destroyed?? Z	GlobalTopic_1 and BR-2		I- 1287 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Anonymous		Democrats for Picture Rocks	Hand Written	5/11/19 1:00 AM AT	<p>Democrats for Picture Rocks Picture Rocks AZ 520-572-1881 www.democratsforpicturerocks.org February 12, 2019</p> <p>Let it be known that the members of Democrats for Picture Rocks absolutely and unequivocally oppose any high-speed roadway being built anywhere in Picture Rocks, Avra Valley or any area west of the Tucson Mountains.</p> <p>We stand with our elected officials, Representative to Congress Raul Grijalva, and Supervisor for District Three Sharon Bronson, who have recorded their opposition publicly.</p> <p>We are proud of our desert homes and protective of any incursion into the delicate eco-system that surrounds us. We reject any argument that supports a road that will cover land in Saguaro National Park, the Tohono O'odham reservation, the Arizona Desert Museum, the Pima County Mountain Park or our neighborhoods. In fact, we have yet to hear any good argument for any road, especially one that will by-pass the city of Tucson.</p> <p>We know we do not stand alone. For the past two years the Arizona Department of Transportation has had meetings and published preliminary findings. At every meeting there were representatives from allied groups who strongly opposed any freeway in the desert. Concerned citizens are working together to stop any route that will damage Tucson.</p> <p>We, the members and representatives of Democrats for Picture Rocks, want to publicly register our opposition.</p>	GlobalTopic_4, GlobalTopic_13, GlobalTopic_1 and R-2	Anonymous_DemocratsPictureRocks_I2388	I- 2388 -1
Anto	June		Email	5/23/19 1:00 AM AT	<p>To Whom it may concern:I know you probably don't live anywhere near our quiet little town of Wickenburg. If you did, you would know why we are up in arms. The proposal you have to bring I-11 right next to a high end subdivision, makes no sense. Hwy 71 is already established and connects to Hwy 93. Hwy 60, connects to Hwy 71, which connect to Hwy 93. Why not widen Hwy 71 and use something established rather than paying millions of dollars building a new highway? There are miles of State Land between where Vista Royale Subdivision is and Hwy 71. WHY BRING IT RIGHT ON TOP OF OUR HOMES!! I understand the Town of Wickenburg would like I-11 to come as close as possible to the town on the South end for by passers to continue to see Wickenburg. There are established businesses on that end of town. If someone is going to come into Wickenburg, they are not going to take your proposed entrance to Highway 93 by I-11 and come back into Wickenburg. They would exit onto Highway 60 and come back into town. Any way you look at the current proposal it just DOES NOT MAKE SENSE!!!AGAIN why run I-11 right next to beautiful homes potentially ruining the value by bringing it so close to Vista Royale, Mathie Ranch etc...?? With all of the State Land between Vista Royale and Hwy 71, there is no go reason I-11 can't be pulled as far as possible away from Vista Royale, running North West, toward Highway 71 and then connecting to Highway 93. You are still getting the same result!!PLEASE!! We live in Wickenburg to enjoy the quiet beauty of our desert.</p> <p>Thank you JUNE ANTOS CENTURY 21 ARIZONA WEST XXX-XXX-XXXX CELL XXX-XXX-XXXX OFFICE XXX-XXX-XXXX FAX Let me help with all of your real estate needs. Have a Blessed Day!</p>	GlobalTopic_4 and GlobalTopic_5		I- 1274 -1
Antos	June		Email	7/10/19 1:00 AM AT	<p>Hello</p> <p>I have attached two Comment Forms regarding the I-11 Interstate. I truly hope that ADOT moves I-11 away from Vista Royale. It makes no sense and there is no reason for it to be where they have proposed it to be.</p> <p>[Text from Attachment -- Only one comment form attached]</p> <p>I oppose 100% bringing I-11 so close to Vista Royale and Mathie Ranch. There are no businesses once you leave Hwy 60 and connect to Hwy 93. This makes No Sense! The original plan of 4-5 miles away from Vista Royale was not an issue. Our economy thrives because of our location and beauty and lots of State land. People move to our town for peace and quiet. Homes that are built close to or abutting State land has added value. Homes at Vista Royale are priced at \$500 k and up because of the location. Most people would not purchase a home located right next to a freeway. Maybe in the city but NOT in Wickenburg. The Town of Wickenburg recently have recanted their original agreement with ADOT. Hwy 60 and Hwy 71 would be perfect for I-11 and save us taxpayers 1,000s of dollars. I believe I-11 would also be an easy use for Drug Traffickers. PLEASE DO NOT RUIN OUR WONDERFUL TOWN!</p> <p>Thank you JUNE ANTOS CENTURY 21 ARIZONA WEST XXX-XXX-XXXX CELL XXX-XXX-XXXX OFFICE XXX-XXX-XXXX FAX Let me help with all of your real estate needs. Have a Blessed Day!</p>	GlobalTopic_4 and GlobalTopic_5	Antos_J_I3481	I- 3481 -1
Antos	June		Email	7/10/19 1:00 AM AT	<p>Hello</p> <p>I have attached two Comment Forms regarding the I-11 Interstate.</p> <p>I truly hope that ADOT moves I-11 away from Vista Royale. It makes no sense and there is no reason for it to be where they have proposed it to be.</p> <p>Thank you JUNE ANTOS CENTURY 21 ARIZONA WEST XXX-XXX-XXXX CELL XXX-XXX-XXXX OFFICE XXX-XXX-XXXX FAX Let me help with all of your real estate needs. Have a Blessed Day!</p>	GlobalTopic_4 and GlobalTopic_5	Antos_J_I3482	I- 3482 -1
Arbizu	David		Website	5/10/19 9:38 PM AT	<p>I do not think the proposed route is a good one it should stay on 85 or run further south by the river. I live in this area and running the freeway through businesses and houses doesn't seem like a good idea to me</p>	GlobalTopic_2		I- 747 -1
Arce	Daniel		Email	6/28/19 1:00 AM AT	<p>Thai email si about the new route on Avra Valley and the concerns on the people who lives there.</p> <p>It should not be done.</p> <p>We are not tolerating that kind of abuse on the ecosystem</p>	GlobalTopic_1		I- 3330 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Arce	Mary		Website	7/01/19 4:54 PM AT	I oppose this measure as it would ruin your Saguardo Nation Park, Desert Museum and Ironwood National Park. I am a frequent visitor to your city and if there is a change I will not vacation in Arizona again.	GlobalTopic_1		I- 2282 -1
Arnett	Curtis		Email	6/27/19 1:00 AM AT	Please see attached comment for the I-11 project record. -- *Carlos D. Lopez, PE* *Corridor Planning Group Manager* Multimodal Planning Division XXXXXXXXXX Mail Drop 310B Phoenix, AZ 85007 XXX-XXX-XXXX This comment is on corridor alternatives generally affecting two parts of the Wickenburg area. 1 In the area of the Vulture Mountains Recreation Area the corridor should be moved to the west as far as possible. Moving the corridor to the west will reduce intrusion on the Recreation Area, and that the area has been protected in this way will be more and more appreciated as the area develops. The corridor should not necessarily include a power line component. While electric power companies may disagree, the view from here is that it is not in the best interests of public health to have people traveling on interstate routes automatically subject to power line electromagnetic radiation hour after hour after hour. 2 The proposed corridor should cross US 60 as far to the west as possible. This will make the corridor less intrusive to the Town of Wickenburg as it now exists, and again, that the area has been protected in this way will be more and more appreciated as the area develops overtime.	GlobalTopic_4 and GlobalTopic_5	Arnett_C_I3325	I- 3325 -1
Arnett	E. Curtis		Other	6/28/19 1:00 AM AT	This comment is on corridor alternatives generally affecting two parts of the Wickenburg area. 1 In the area of the Vulture Mountains Recreation Area the corridor should be moved to the west as far as possible. Moving the corridor to the west will reduce intrusion on the Recreation Area, and that the area has been protected in this way will be more and more appreciated as the area develops. The corridor should not necessarily include a power line component. While electric power companies may disagree, the view from here is that it is not in the best interests of public health to have people traveling on interstate routes automatically subject to power line electromagnetic radiation hour after hour after hour. 2 The proposed corridor should cross US 60 as far to the west as possible. This will make the corridor less intrusive to the Town of Wickenburg as it now exists, and again, that the area has been protected in this way will be more and more appreciated as the area develops over time.	GlobalTopic_4 and GlobalTopic_5	Arnett_EC_I2181	I- 2181 -1
Arnold	Art		Other	6/13/19 1:00 AM AT	[Mona "Leatta" Uballe We are the second generation living on our family's farm/ranch. We are writing to express my concern about the recommended corridor for Interstate 11. I understand the purpose is to connect major metropolitan areas and markets with Mexico and Canada. The recommended corridor will destroy numerous homes, businesses and farms, particularly along Beloit and Hazen Roads. The entire Palo Verde community will also be destroyed. Like ours, many of the homes and farms in the Buckeye/Palo Verde community have been owned and operated by the same families for generations. These places are not only our lively hoods but a lifestyle to pass on to future generations. We do not see the need for an additional interstate. Travel to and from Mexico and Canada already flourishes by using established Interstates 8, 10, and 19 along with State Routes 189, 85, and 93. Which begs the question: Why not improve existing roads? Improving existing roads is the only choice. • Economically, • Environmentally • Minimal impact to residents and farmers We are looking forward to your response.]	GlobalTopic_2		I- 1391 -1
Arquero	Anton		Website	6/22/19 5:39 PM AT	Creating another freeway through people's homes is not injustice, but how much time consuming it will be to create a whole freeway, yes it may be convenient for many other citizens, but you cannot forget the people who live in the "way" of your freeway, if anything I'd rather have the orange plan.	GlobalTopic_1		I- 1965 -1
Art	Arnold		Other	5/21/19 1:00 AM AT	[Office of the Chief Counsel Federal Highway Administration Western Division US Department of Transportation 12300 W. Dakota Ave. Lakewood, Colorado 80228 United States Dear Sir or Madam: We are the second generation living on our family's farm/ranch. We are writing to express my concern about the recommended corridor for interstate 11. I understand the purpose is to connect major metropolitan areas and markets with Mexico and Canada. The recommended corridor will destroy numerous homes, businesses and farms, particularly along Beloit and Hazen Rocks. The entire Palo Verde community will also be destroyed. Like ours, many of the homes and farms in the Buckeye/Pale Verde community have been owned and operated by the same families for generations. These places are not only our lively hoods but a lifestyle to pass onto future generations. We do not see the need for an additional interstate. Travel to and from Mexico and Canada already flourishes by using established interstates 8, 10, and 19 along with State Routes 189, 85, and 93. Which begs the question: Why not improve existing roads? improving existing roads is the only choice. - Economically, - Environmentally - Minimal impact to residents and farmers We are looking forward to your response.]	GlobalTopic_2 and GlobalTopic_4	Art_A_I1257	I- 1257 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Arteaga	Juan P. Perez		Website	4/29/19 7:42 PM AT	Me and my Family just moved here no more the a few months just to move away from the cities and freeways. just recently purchased a home land to live A better life but after hearing the new highway that's being built a mile away from our property. we don't agree with this, we moved away from cities and highways just to live in peace and quite but we believe this is not necessary. We don't agree	GlobalTopic_4		I- 330 -1
Ascott	Madeleine		Website	6/24/19 11:05 AM AT	I would implore ADOT to consider the detrimental consequences of I-11 on public health and on the environment from traffic, noise, habitat fragmentation and vehicle emissions. Please consider a rail alternative which would have far less of a negative impact on the environment and public health.	GlobalTopic_4 and AC-9		I- 2010 -1
Ashby	Lynn		Website	7/08/19 5:05 PM AT	The Arizona Department of Transportation's current preferred alternative, the "blue route", would bisect Gila River area marshlands and agricultural fields that birds, like the federally endangered Yuma Ridgway's Rail, rely upon. This proposed route would also interrupt and further divert water, and prevent some water from returning to, the Gila River—a critical lifeline for Arizona's wildlife. While I question the need for another highway running north/south through this part of the state and think that ADOT monies would be better spent on widening and improving existing highways and adding a rail component between Phoenix and Tucson, this comment focuses on the I-11 proposal. Accordingly, I support the "orange route" through the Gila River area instead of the ADOT preferred "blue route." According to the Draft Environmental Impact Study, the "orange route" that follows existing Highway 85, I-8, and I-10 would have the least impact on wildlife and riparian areas. I agree with the Audubon Society and the City of Goodyear and favor the "orange route" across the Gila River area.	GlobalTopic_2, AC-7		I- 3081 -1
Aspinall	Arthur		Website	7/07/19 4:02 PM AT	I have been visiting the Avra Valley area for the past 35 years and I cannot think of a more devastating project than the proposed I-11. Think of the impact on the desert environment, the wildlife, the air quality, the tranquility, and let's not forget the quality of life for all the residents who have made this area their home for so many years. Since I do not live in the area I do not have alternatives, but I am sure there are many residents, engineers, and architects who could and probably have given their input. Please listen to them. I implore you not to go through with the I-11 project.	GlobalTopic_1		I- 2810 -1
Aspinwall	Catherine		Website	6/30/19 6:39 PM AT	To whom it may concern: My family has lived in Tucson, Arizona since 1993. We chose to move here from Phoenix due to the unique and beautiful wilderness surrounding this culturally rich city. We regularly hike in the Sonoran desert, bird along its riparian corridors and introduce friends from around the country to this amazing environment. We STRONGLY OPPOSE the proposed Interstate 11 freeway due to the environmental impact on this precious ecosystem. The proposed freeway would destroy critical Sonoran desert habitat and wildlife corridors. The I11 freeway would generate air, noise and light pollution that would permanently impact the surrounding Saguaro National Park West and Ironwood Forest National Monument. Thank you for your careful consideration of these environmental concerns. Catherine Aspinwall MD	GlobalTopic_1		I- 2243 -1
Assel	Alley		Website	6/29/19 12:10 AM AT	I support the no build option. I believe the study is insufficient as currently presented. The study appeared to treat emerging technologies such as autonomy as something that would be reacted to in the future with plans adjusted then instead of considering investments in these technologies as part of the solution. Specifically, I believe expansion of the current roadways in addition to investment in supporting emerging technologies in a way that would incentivize more complete utilization of existing roadways a better alternative that was unconsidered. In general I found that the solutions presented were well researched but very limited in scope to conventional solutions to address the project purpose. I found the solutions to lack innovation, and I do not believe they represent a good future investment.	GlobalTopic_4 and AC-3		I- 2194 -1
Atha	Marilyn		Email	7/10/19 1:00 AM AT	A disaster for Avra Valley, the Ironwood Forrest, Sahuaro Natl Monument & an eyesore looking out on the desert from the Desert Museum. Improve the freeways you have now - don't chop up the desert for a shortsighted plan. Sent from Yahoo Mail for iPhone	GlobalTopic_1, GlobalTopic_4		I- 3480 -1
ATWELL	JUDITH		Website	5/04/19 10:56 AM AT	Because of the huge footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is too short - less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you.	GlobalTopic_9		I- 525 -1
Atwood	Barbara		Website	7/08/19 8:53 AM AT	I am opposed to the plan for the super highway stretching from Nogales to Canada. It will destroy part of the natural desert surrounding Tucson and mar the landscape for thousands of miles to the north.	GlobalTopic_4		I- 2916 -1
Atwood	Kristie		Website	7/01/19 8:29 PM AT	I strongly appose the location chosen for the proposed I-11 Highway due to the environmental impact and the cost to Arizona tax payers. Honestly, I don't see the need for this highway at all. The location has also been poorly chosen by going through pristine desert landscape, disturbing native habitat, wildlife, and people. I hope the state will reconsider.	GlobalTopic_4, BR-1		I- 2294 -1
Augello	Thomas		Website	6/12/19 5:31 PM AT	I don't see the need for another highway when there is already an existing highway (I10) running the same direction. I live close to the area that will be affected and would rather not have an interstate going through my backyard. I also have concerns about the effect this will have on property values. There is also the environmental issues and the noise problems. This project would cause problems for all the people that live in this area. I strongly disagree with this proposed project and think it should be canceled.	GlobalTopic_4 and LU-1 and LU-3 and N-1		I- 1510 -1

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Austin	Michael		Oral	5/08/19 1:00 AM AT	<p>MICHAEL AUSTIN: My name is Michael Austin. I have a small business in Tucson and I have real estate in Tucson. I love the city and the desert. I looked at a fair amount of what you prepared in terms of written material. I'm not yet convinced -- I'm a long way from being convinced that this project, this freeway, is worth the billions of dollars that I'm told it will cost. No matter which of the four plans, it will be billions.</p> <p>In your open house room, there's lots of displays and information. There's not a single display panel about the cost. It's almost like you don't want people to know about the cost. When I look at the map, three of the four -- of the proposed routes go through the area in very close proximity to three of our very cherished areas: The Desert Museum, Saguaro National Park and the Ironwood Forest National Monument. And the Desert Museum is not on your big map. It makes me wonder whether you didn't want people to know how close three of the routes go past the Desert Museum.</p> <p>I am not a person who is against all growth, but I want smart growth. When I drive through Tucson lots of vacant lots. Lots of undeveloped infill. This city has more vacant lots than any other city of its size that I've ever visited. There's a lot of room to grow this city without putting a freeway out to the west, which will ultimately be a magnet for future growth, making us more like LA and Phoenix than the Tucson I think most of us want.</p> <p>The benefit, or want of benefits that we're told will be a reduced travel time between Nogales and Wickenburg. I asked Aryan Lirange how much of a reduction -- it was your staff, I believe, over in the open-area room. And he said it would reduce it by about an hour for people who are driving from Nogales to Wickenburg.</p> <p>So how many people actually make that drive in a day? Because in places like Rainbow Valley and Hidden Valley -- which I couldn't even get the population of because it's so small, the census doesn't have a population figure for Hidden Valley. But you know, Green Valley, 21,000; Nogales, 20,000; Buckeye, 50,000 people. This freeway really isn't going to serve those people so much as it is trucks going to Las Vegas.</p> <p>I'm not sure that we need to spend billions to help the casinos get the products they need from Mexico, because that's what this sounds like to me. So I would ask you to reconsider this idea. I'm not convinced that it's worth the billions of dollars, and I think it will hurt our environment. Thank you very much.</p>	GlobalTopic_4		I- 1381 -1
Austin	Michael		Website	6/19/19 9:08 PM AT	I-10 needs widening to strengthen Tucson and lessen traffic pollution in the city. There are too many accidents, 1 which I was in that would not have happened had the Interstate been 3-4 lanes.	GlobalTopic_1		I- 1810 -1
Avants	Dianna		Website	6/21/19 9:08 AM AT	I bought my property in 2002 it was in planes for my retirement in 2025. This plan of a freeway would put me in financial ruin. I love it out here and someone should not for there financial gane be able to impact my future like this.	GlobalTopic_4		I- 1880 -1
Aycock	Earnest		Website	4/29/19 12:33 AM AT	I see it plans to merge with I-10 for much of the length. Will the off/on ramps be larger than the current I-10 to I-17 ramp? That ramp is a nightmare anytime of the day, but moreso during "rush hours"	IC-1		I- 316 -1
Aylward	Rick		Email	5/01/19 3:20 AM AT	<p>Hello.</p> <p>I attended an I-11 meeting some time ago. I seem to recall discussion of a possible rail component as a part of the proposed construction. Am I remembering this correctly? If so, is that still part of the discussion, or has it been dropped?</p> <p>Please let me know...</p> <p>Thank you, Rick Aylward XXXXX@gmail.com</p>	AC-9		I- 830 -1
Azevedo	Bill		Website	7/08/19 5:48 PM AT	<p>I strongly oppose the proposed Avra Valley I-11 Tucson-bypass route.</p> <p>Situated as close to many natural areas as it is—areas that are a part of what makes Tucson Tucson—it would be a disaster. It does not belong.</p> <p>I could list many reasons, but others already have. You know them. Just let me add an observation of my own: I've studied tarantulas for years by driving lesser-used roads in the area at night, observing and counting wandering males. I know that heavily used roads are a significant barrier. An Avra Valley I-10 bypass would fragment populations. And overpasses and underpasses wouldn't help. Such structures may work for mammals, but not for ground-dwelling invertebrates or reptiles.</p> <p>...And let me add a personal note: One of the joys of night driving the back roads for me is driving west of Gates Pass, parking, turning off my headlights, and gazing at the stars overhead. If the Avra Valley I-11 bypass is built the stars overhead will disappear as they have in Tucson proper. I shudder to think of what that would do for the Kitt Peak Observatory.</p> <p>No Avra Valley I-11 Tucson-bypass. It would be an environmental sin...</p>	GlobalTopic_1		I- 3101 -1
Babb	Frank		Phone	7/07/19 1:00 AM AT	Hi, I'm opposed to that highway being built for its effect on people and the environment in Arizona. My name is Frank Babb and I live in Tucson, AZ. Thank you.	GlobalTopic_1, GlobalTopic_4		I- 3409 -1
Babcock	Rex F.		Email	6/08/19 1:00 AM AT	Please consider moving the I-11 path further west than the green path. The People of Vista Royale moved to that area for horseback riding quiet and the views, Thanks,Rex F Babcock . Property Owner at XXXXXXXX, Wickenburg Az. Phn. XXX-XXX-XXXX	GlobalTopic_4 and GlobalTopic_5		I- 2421 -1
bachman	gary		Website	7/01/19 2:44 PM AT	<p>I am writing in opposition to the proposed I-11 corridor. The proposed corridor, if constructed, will nullify generations of work to preserve the area west of the Tucson Basin. This includes Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, The Arizona Sonoran Desert Museum, and other areas which have been preserved and set aside from development. Investments have been made though decades of conservation and environmental work by individuals, local state and the federal government, non-profit institutions and Indian Tribes.</p> <p>It would be impossible to mitigate the impact of a high speed, high impact through route on wildlife, scenic views and other resources which have been set aside for preservation and conservation. The impacts are not limited to disruption resulting from construction, traffic noise, pollution, disruption of wildlife corridors, impact to residential areas, the potential for increased urban sprawl into the area.</p>	GlobalTopic_1, LU-3		I- 2273 -1
bachman	gary		Website	7/01/19 2:44 PM AT	<p>A more reasonable alternative would be to invest in a high speed rail link between Phoenix and Tucson. This may mitigate the need for the development of an additional highway bypass or additional lanes through the reduction of traffic between Tucson and Phoenix.</p> <p>I urge ADOT to consider an option that uses existing transportation corridors (I-10-rail), or no construction option, rather than the current option under consideration which will have negative and destructive impacts on the City of Tucson, and Pima County residents without potential benefits.</p>	GlobalTopic_1, AC-9		I- 2273 -2
Bachman-Williams	David		Website	5/09/19 7:10 AM AT	I am strongly against having a new interstate in the Avra Valley. It will be very disruptive to the ecosystem. Also, I do not believe it is the correct way to get the truck traffic from Nogales to bypass Tucson. I would much rather the state invest in a much lower cost improvement in the railroad that would accomodate trailer railroad cars. It would very likely be much cheaper and equally if not more effective.	GlobalTopic_4, GlobalTopic_1 and AC-9		I- 693 -1

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Bachman-Williams	Paula		Website	5/09/19 7:18 AM AT	I am opposed to the Proposed Highway 11. For the future we need transportation that is more efficient than freeways. We also need to preserve the desert ecosystems. I would support moving the "truck" traffic from Nogales to the railroad. The railroad is much more efficient and it moves truck traffic off I-10.	GlobalTopic_4, LU-3, AC-9		I- 694 -1
Backus	John		Website	5/04/19 12:06 AM AT	The BlueLine Alternative route is the most absurd and the most unintelligent form of a "plan" I have ever seen. This route should not even be up for consideration! Plan your freeway elsewhere, better yet, drop it all together. Why on earth would we want to make access from Mexico even easier than it already is!!!	GlobalTopic_4		I- 513 -1
Badeau	Kelly		Website	7/08/19 8:00 PM AT	There is no good reason to make an entirely new interstate that goes through the unspoiled and unsurpassed area west of Tucson that is home to world class mountain biking, the world-renowned Arizona Sonora Desert Museum, and the unsurpassed Saguaro National Park. There is a perfectly good interstate going through downtown Tucson already and you're going to use that same interstate for part of the I-11 corridor north of us. I can't believe the area west of town is even being considered. It's like saying you are going to build an interstate through the Grand Canyon. The land would be ruined forever and for what, so trucks coming up from Nogales can save 5 minutes? No thanks. Plus it will certainly expand human and drug smuggling in that area	GlobalTopic_1 and R-2		I- 3146 -1
BAGGETT	NORMAN		Website	5/23/19 4:55 PM AT	I-II should not run through Avra Valley because it would add miles to shipping. It could damage water recharge. It would greatly damage property value	GlobalTopic_1		I- 1077 -1
Baggett	Norman		Phone	5/31/19 1:00 AM AT	Hello, I like for somebody that's not in this study to call me. My name is Norman Bagget and my cell phone number is XXX-XXX-XXXX. Thank you.	Called Norman and answered questions he had regarding the Tier 1 EIS process.		I- 1646 -1
Bahr	Sandy	Sierra Club - Grand Canyon (Arizona) Chapter	Website	7/08/19 5:48 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 51 -1
Bahr	Sandy	Sierra Club - Grand Canyon Chapter	Email	7/08/19 1:00 AM AT	Please see attached. -- Sandy Bahr Chapter Director Sierra Club - Grand Canyon Chapter XXXXXXXXXXXXXXXX Phoenix, AZ 85003 Phone XXX-XXX-XXXX Mobile XXX-XXX-XXXX XXXXX@sierraclub.org http://www.sierraclub.org/arizona *Facebook*. Pronouns she, her, hers	GlobalTopic_4 and AC-9, LU-3	Bahr_SierraClubGC_O64	O- 64 -1
Bailey	Dee Jay		Website	4/25/19 5:17 PM AT	Please do not destroy the desert for a freeway. This will interrupt, and end a long established community. A community that has thrived, while cohabiting respectfully in our perfect surroundings. I can not imagine this is the best, and least impacting route to develop. The existing I-10 corridor is all ready established as a transportation corridor, the land is there and the properties are available for this purpose. DO NOT DESTROY OUR UNIQUE DESERT HABITAT IN ORDER TO BUILD THE I-11 CORRIDOR. IT MAKES ABSOLUTELY NO SENSE.	GlobalTopic_4		I- 285 -1
Bailey	Dee Jay		Website	4/26/19 6:23 PM AT	NO TO I-11 WEST OF TUCSON MNTS - YES TO IMPROVING/COMBINING I-10 NO TO DESTRUCTION OF HABITAT - YES TO USING ESTABLISHED CORRIDOR NO TO DESTROYING AN ECO SYSTEM PLANTS AND ANIMALS - YES TO STATE LAND ALL READY DESIGNATED TRANSPORT NO TO DEMOLISHING HOMES AND PROPERTIES - YES TO RESPECTING ARIZONA CITIZENS' VOICES NO TO UNNEEDED NEW CORRIDOR CONSTRUCTION- YES TO RESPECTING THIS UNIQUE ENVIRONMENT	GlobalTopic_1 and GlobalTopic_4		I- 295 -1
Bailey	Dee Jay		Website	5/15/19 11:39 AM AT	Building a corridor from MEXICO, north to LAS VEGAS, seems completely contradictory to securing our borders. This will provide a direct route for illegal immigrants, to enter, and easily travel into this country, for destinations deep within the interior of the United States. NO TO MORE AND CONTINUED ILLEGAL IMMIGRATION DO NOT MAKE IT EASIER	GlobalTopic_4		I- 916 -1
Bailey	Jonathan		Website	6/27/19 6:58 PM AT	The proposal for this project is horribly placed.	GlobalTopic_4		I- 2130 -1
BAILEY	ROBERT		Website	4/21/19 7:36 AM AT	The route should follow existing highways (ie Hwy 85, 18 and 110) wherever possible to lessen environmental impact.	GlobalTopic_4, AC-7		I- 204 -1
BAILEY	ROBERT		Website	4/21/19 7:36 AM AT	In particular any new sections should stay clear of existing agricultural areas which are already in short supply in southern Arizona.	G-1		I- 204 -2
Baker	Beryl		Website	7/08/19 9:46 AM AT	Attended the Tucson open house public comment sessions at the TCC with the informational room showing the layout of I-11 Avra Valley as well as I-11 north of there. Was appalled at how destructive it would be to Arizona. It appears insane to spend that much money and resources on a new freeway which: is environmentally destructive already have highways that will serve the same purpose appears to be adding travel distance will not really save that much time will cause economic hardship to the communities it bypasses will cause increased light pollution to Kitt Peak observatory will help create urban sprawl will impact the lives of people who have chosen to live outside the city will impact tourist attractions that bring millions of dollars into the community monies for this project would help fix our crumbling highway infrastructure As a taxpayer I-11 is a wasteful use of our monies. In summary, am against I-11. Beryl Baker Tucson, AZ	GlobalTopic_1, LU-3		I- 2922 -1
Baker	Jere		Email	6/19/19 1:00 AM AT	ADOT I know you will construct I-II across the Sonoran Desert wherever you choose and no amount of protest will alter that. Since you have all of the desert you want why invade Vista Royale?? Why not take the VR Green Alternative Route it's your land to use . . . its state land. My wife died two years ago, thank god she will never have to witness the invasion of our beautiful desert home here at Vista Royale. Yours truly . . . Jere Baker	GlobalTopic_4 and GlobalTopic_5		I- 2499 -1

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Baker	Laurelyn		Website	7/05/19 1:37 PM AT	It is extremely important that you do not create this interstate that will cut through the Avra valley. I lived in Arizona for many years, and currently live in Colorado. My family has spent years visiting Saguaro National Park and surrounding desert areas. It makes us heartsick to think about the proposed I 11 destructive road happening. There is not a reason posted on this site that is good enough to warrant the destruction that would occur to the beautiful desert environment/habitat in the area you are looking at. It would be one more sad loss in a time we are striving to hang on to the bit of nature that is left. It is terrible that we have to beg you to leave what belongs to all of humanity alone, but here I am, one more human begging you to leave this land alone. Laurelyn Baker	GlobalTopic_1		I- 2594 -1
Baker	Tina		Website	7/08/19 6:28 PM AT	Although a quick straight route for such a distance is appealing in ease of transportation, I feel the negatives outweigh the positives. I used to volunteer out at the Desert Museum. I would commute there every week and for a number of years I lived nearby. The impact that such a road would have on that area would be terrible. The noise and the pollution and the area that would need to be cleared would be devastating to businesses and homeowners. There is a lot of wildlife out in that area that would be negatively impacted as well. I saw deer, javelina, coyotes, seven species of snakes, five species of hawks, two species of owls and five lizard species in my yard alone. There is a lot at stake here. This proposal could cut off wildlife corridors for animals like mountain lions. Deer do not cross large interstates so this could break apart populations. There must be a better way to do this.	GlobalTopic_1, GlobalTopic_4		I- 3114 -1
Baker Gierlach	Marian		Website	7/08/19 9:44 PM AT	I do not support the "Recommended Alternative" route through Avra Valley and do support co-location with I-10 and I-19 in southern Arizona. The proposed interstate route through Avra Valley would seriously impact our ability to enjoy the solitude of Saguaro National Park and would have a profound impact on the native vegetation and wildlife in the area.	GlobalTopic_4 and GlobalTopic_1		I- 3173 -1
Bala	Don		Email	7/02/19 1:00 AM AT	My wife and I Sent from Mail for Windows 10	Partial comment. See Don Bala		I- 3360 -1
Bala	Don		Email	7/02/19 1:00 AM AT	From: Don Bala Sent: Tuesday, 2 July 2019 6:33 AM To: I-11ADOTStudy@hdrinc.com Subject: I-11 My wife and I have worked very hard all our life to enjoy retirement. We found the perfect place in Thunderbird Farms. The people of this community are great people with whom we have a great time every winter for 5 months. We feel the highway will change our quiet community dramatically. We heard they were going to build a highway but never thought it would be so close to us. For all the people in the community and me please do not destroy our retirement. Don Bala XXXXXXXXXXXXXX Maricopa AZ 85139 Sent from Mail for Windows 10	GlobalTopic_4		I- 3361 -1
Bala	Judy		Email	7/01/19 1:00 AM AT	My name is Judy Bala and I am a winter visitor from Canada. My husband and I own a property in Thunderbird farms on Quail run rd. We come for 5 months of the winter to enjoy the Arizona sun and the peace and quiet of our country community there. Your proposed route is going right through my front door. What happens to my neighbors across the street?? I am strongly opposed to this. (We are the second property off Warren rd.) Why not expand and upgrade the 8 ?? Please reconsider this route. Judy Bala, taxpayer. Sent from Yahoo Mail on Android	GlobalTopic_4		I- 3351 -1
Baldwin	Denise		Oral	5/08/19 1:00 AM AT	DENISE BALDWIN: Hello. My name is Denise Baldwin. I'm a Tucson Mountains Association board member, and we represent the interests of thousands of residents. I will limit my comments to a few points. First, the only acceptable route is a reduced footprint that allows I-10 through Tucson, or no option. Second, on this option that's presented to us today, I offer a resounding no. This route brings current and future risks to the entire Tucson Mountains and the four jewels of the area; the Tucson Mountain Park, Saguaro National Park, Ironwood National Monument and Kitt Peak National Observatory. Tucson Mountain Park receives over one million visitors a year. Pollution, noise and infill will harm the desert areas, and light pollution will impair the scientific discovery of Kitt Peak. Third, the May 6th, 2019 UN report from 500 experts in 50 countries taught by the Environmental Science Policy Platform and Biodiversity and Ecosystems Services, the IBPES, has guidance for us. Our footprint does not need to be extended, and our four jewels need protecting. This study found that reckless development and human decisions are pushing the natural world to the brink. The human footprint is so large that there's hardly any room for anything else. I-11 in Avra Valley is an example of unrecoverable, needless expansion of a footprint. I-11 in Avra Valley will be another human decision that pushes us and our jewels to the brink, specifically. The world's biodiversity is rapidly vanishing. The biggest threat to wildlife are habitat loss, climate change and pollution. Animals and plants are disappearing, and so is the land that they rely on for natural habitat. Habitat conversion drives biodiversity. Only 25 percent of land on Earth is free from the impacts of human activities. And this is projected to decline to just one-tenth by 2050. I-11 in Avra Valley cannot be a short-sighted decision. It harms our natural and societal future. Given a choice, we can be smarter. I ask you to protect the four jewels, as many of our state leaders over the past 100 years have done. They knew that the area was important enough to preserve and protect. The living world depends on your thoughtful consideration. No to I-11 in Avra Valley. Choose the orange route along I-10 or nothing at all.	GlobalTopic_1 and AC-6		I- 1385 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Baldwin	Denise		Website	5/08/19 1:04 AM AT	<p>I am a lifetime resident of the Tucson Mountains and board member of Tucson Mountains Association. This proposed project creates the most harm to the Tucson quality of life, economic tourism that relies on visits to the desert areas that will be impaired as well as many others. My comments will be limited to a few points.</p> <p>First, the only acceptable route is a reduced footprint that follows I-10 through Tucson or NO OPTION.</p> <p>Second, Due to lack of time, the present process demands educated opinions. I offer a resounding NO.</p> <p>This route brings current and future risks to the entire Tucson Mountains, and the Four Jewels of the area: Tucson Mountain Park, Saguaro National Park, Ironwood National Monument and Kitt Peak National Observatory. Pollution, noise and infill will harm the desert areas and light pollution will impair scientific discovery at Kitt Peak.</p> <p>Third, The May 6, 2019 UN report from 500 experts in 50 countries by the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) has guidance: our footprint does not need to be extended and our four jewels need to be protected.</p> <p>The study found that reckless development and human decisions are pushing the natural world to the brink. The human footprint is so large there is hardly room for anything else. I-11 in Avra Valley is an example of unrecoverable needless expansion of a footprint.</p> <p>Four IPBES findings ask whether I-11 in Avra Valley will be another human decision that pushes our society and our Four Jewels to the brink, specifically:</p> <ol style="list-style-type: none"> 1. The world's biodiversity is rapidly vanishing. 2. The biggest threats to wildlife are habitat loss, climate change and pollution. 3. Animals and plants are disappearing and so is the land they rely upon for natural habitat. 4. Habitat conversion drives biodiversity loss. Only a 25% of land on Earth is free of the impacts of human activities. This is projected to decline to just 1/10 by 2050. <p>I-11 in Avra Valley cannot be a shortsighted decision that harms our natural and societal future. Given the choice, we can be smarter. I ask: Protect the Four Jewels as many of our great leaders over the past 100 years have done. They knew the area was important enough preserve and protect. The living world depends on your thoughtful consideration.</p> <p>No to I-11 in Avra Valley. Choose the Orange Route along I-10, or nothing at all.</p>	GlobalTopic_4 and GlobalTopic_1	Baldwin_D_I632	I- 632 -1
Baldwin	Howard		Website	7/08/19 1:17 PM AT	<p>We own property adjacent to Tucson Mountain Park and have personal knowledge of how the wildlife will be adversely affected if the ADOT favored route is followed. The wildlife will be devastated and likely extinguished in the long run.</p> <p>Use of the route West of the Tucson Mountains will also bring noise, light and air pollution to the area and have an unmitigatable impact on both animal and human life and the science of astronomy.</p> <p>The route favored by ADOT is ill-conceived, lacks intelligent planning and is unnecessary. Modifications to I-10 is the most reasonable and cost effective way to handle the matter.</p>	GlobalTopic_1		I- 2976 -1
Baldwin	Howard		Website	5/07/19 12:36 PM AT	<p>There is insufficient time for a meaningful public comments period. The period should be extended to a period of at least 120 days because the impact of this wrong headed project will be devastating to wildlife and an alternate route is unnecessary because I-10 can handle or be modified to handle the anticipated traffic.</p>	GlobalTopic_9		I- 600 -1
Ball	Mary		Website	4/21/19 3:58 PM AT	<p>I would like to request that the government uses another option besides the one that is on Rainbow Valley Road. I live in the senior community Canta Mia and the traffic and Noise would be unacceptable. Thank you, Mary Ball</p>	GlobalTopic_2		I- 218 -1
Ballard	Brian		Website	6/30/19 11:05 AM AT	<p>I strongly oppose this new transportation corridor. It will destroy many miles of pristine Sonoran desert and wildlife habitat. There is an existing interstate that parallels this proposal. Thus it is extremely unnecessary. As a society we need to prioritize nature and polls do support this opinion. Please do the right thing and reconsider any impact to this area. If anything we can instead improve the areas that are already developed.</p>	GlobalTopic_4, PN-3		I- 2225 -1
Ballesteros	Ramon		Oral	5/11/19 1:00 AM AT	<p>RAMON BALLESTEROS: I've lived out here twenty-five years, and I believe that they need this so that people can funnel a lot of this area easier, because Sandario and Picture Rocks or Gates Pass are the only exits out of this area to go into Tucson.</p> <p>So it's, I think, it's a good idea to have another freeway to run through here so that it can have a faster exit out of here. This area wasn't built to handle the amount of people that are here to funnel them out into the highway. So I think it's a good idea.</p>	GlobalTopic_4		I- 1463 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bame	William		Email	4/16/19 3:26 PM AT	Hi, we will be out of town in the month of May and we'd like to get a "map" of I-11 via email or mail us at XXXXXXXX, Marana 85658 under the name of William Baim. We'd appreciate it very much to get this map with some stuff along from you. Thanks, Wm Sent from my iPad	Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS). A map with the recommended corridor, large-format roll plot maps and an aerial map atlas of the build corridor alternatives can be accessed on the project website at: http://i11study.com/Arizona/Map.asp . The detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/ . The blue alternative is the recommended alternative. To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission. There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.		I-421 -1
Bang	Edna		Website	7/03/19 1:54 PM AT	I oppose I-11 running through Hidden Valley and Thunderbird farms. I support running it on I-8 and hwy 85. This would use existing highways and not displace elderly residents. It would also save farmland. Please save our way of life and use existing highways.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I-2506 -1
Bang	Robert		Website	7/05/19 8:57 PM AT	I-11 should be routed from Casa Grande to Buckeye using existing highways. I-8 from Casa Grande to Gila Bend is under used, it is a good highway. Hwy 85 from Gila Bend is also a good highway. This would not only save tax dollars because the right of ways and highways exist but would not disrupt the lives and farms in Thunderbird Farms and Hidden Valley. Many of the homeowners that will be displaced are low income and elderly. The farms are vital to the dairies and feedlots. Thank you for your consideration on this request.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I-2618 -1
Banks	Dorothy		Oral	5/11/19 1:00 AM AT	MS. DOROTHY BANKS: My name is Dorothy Banks. I've been a resident of this area since 1971. My husband, Chris Banks, could not be here today. He is home ill, and I am speaking on his behalf. I strongly object to the I-11 highway going through Avra Valley. I do support the orange route by double decking I-10. I have attended many meetings regarding this issue over the past several years. I believe you have made up your mind to go this route long before any of these hearings. I believe you have been deceitful and underhanded and have presented half-truths, very carefully worded, to the media and the public about choosing of this route. I do not believe you have given enough study or thought to double decking the I-10 from Twin Peaks to the I-10/I-19 junction to go through Tucson, a route already in existence. The route through Avra Valley is just easier. Yes, the cost per mile is higher than Tucson, but the distance is far less. You are not listening to the many people and the many different entities objecting to this route and telling you why it is a bad idea. There's too many reasons for me to list in this short amount of time. To you, it doesn't matter what we say here. In the end, Washington isn't going to hear any of it anyway, only what you tell them. You certainly don't care about what happens in our beautiful desert, only what works on paper. I believe these meetings are nothing but a sham, something you are required to do, but you really don't care what we say. But in spite of that, thank you for allowing me my three minute's time.	GlobalTopic_4 and GlobalTopic_1		I-1425 -1
Barber	G.		Email	7/02/19 1:00 AM AT	I am a firm believer in the orange route, it is already mainly in existence, can easily be upgraded to extra lanes if required, it will be easier to maintain one corridor in the future, it is also easier to police/ patrol ...so ongoing maintenance costs will be reduced by having fewer high traffic corridors to maintain, and that is huge! Concentrating traffic and utilities into major corridors allows better long term management. It also stops the ongoing fragmentation and desecration of agricultural land, parkland and residential lands which is very future oriented. Sent from my iPad	GlobalTopic_4		I-3366 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Barber	Judith		Website	5/29/19 9:16 AM AT	<p>I join the many voices against the proposed I11 because of the impact on wildlife and the problems which will occur with more building of homes in those areas which would mar the beauty of that land by Picture Rocks and the Avra Valley.</p> <p>We have to stop the destruction of wildlife habitat. we need to start caring more about taking care of the earth and all the inhabitants of the earth instead of only thinking about commerce and the economy!</p> <p>We selfishly do such harm because we as humans think we have the power to do so....we are to be good stewards of the land and wildlife and we are paying the price with the extinction of a million a MILLION , species soon, because of our negligence as our thinking only of the human species.</p> <p>Unfortunately, I have no alternative plan, but that is your job! So do a good job of a new plan that will work.</p> <p>The majority of people oppose this plan, the Pima County Board of Supervisors passed a resolution against it, the City of Tucson don't like the thought of a freeway so near the city's water recharge basins, Az fish and game Commission oppose the plan and Natl. Park Service are concerned. Aren't these enough public opinions for you? LISTEN TO THE VOICE OF THE PEOPLE !,!</p> <p>SINCERELY, Judith H. Barber</p>	GlobalTopic_1		I- 1102 -1
Barber	Michael		Hand Written	5/11/19 1:00 AM AT	<p>We live 2 miles from the proposed route and are against it!!! The reason we moved to Avra Valley was for peace and quiet and not living close to neighbors. It will destroy the habitat that exists here and will exist here for another 1,000 years.</p>	GlobalTopic_1 and BR-1	Barber_M_I2391	I- 2391 -1
Barbour	Bob		Oral	4/29/19 1:00 AM AT	<p>MR. BOB BARBOUR: You got it right.</p> <p>MS. KRISTIN DARR: I got it right. Right on.</p> <p>MR. BOB BARBOUR: My name is Bob Barbour. I recently moved to Buckeye. When I first heard about this, I get some of my medical care at the VA Hospital. And when I go down I-10, man, it's just crazy sometimes depending on what time I go. And I thought that this project here would help alleviate some of the congestion.</p> <p>Now, I just took a look at the map and saw where this proposed highway was going to go, and it goes right out my front door.</p> <p>I live off Arlington, Rainbow Valley off Arlington. I'm 192nd South Avenue there. So now I have to reconsider about whether I want to go along with the proposal here for the blue, the blue proposal. The orange, or using the existing structure there, would make a lot more sense to me.</p> <p>But I, you know, when I considered, man, this thing is going to go right out my front door -- not that far away either -- well, then I've got some hesitation about that. Thank you.</p>	AC-1 and LU-1		I- 1185 -1
Barbour	Bob		Hand Written	4/29/19 1:00 AM AT	<p>I think the I-11 expressway/highway is a great idea. My one suggestion would be to fast track the construction of highway to help alleviate traffic congestion on I-10. Thanks for all your good work.</p>	GlobalTopic_4	Barbour_B_I2363	I- 2363 -1
Barger	Carole		Phone	5/06/19 2:08 PM AT	<p>Hi, I am totally against the I-11, so just submit that I am very much against it and my home will be taken if it comes through here in Picture Rocks so I vote no. No I-11. Thank you.</p>	GlobalTopic_1		I- 847 -1
Barker	David		Website	7/06/19 1:39 PM AT	<p>ADOT: The People are speaking; they don't want a bypass through Avra Valley. We don't need another ecosystem marginalized by stupid planning. It's such a bad idea on so many levels, that I'm not here going to waste my time outlining them. Please count me as another HUGE thumbs down. NO BYPASS</p>	GlobalTopic_1		I- 2646 -1
Barnard	Mark		Website	4/22/19 3:23 PM AT	<p>I appose the Avra Valley alternate route of I-11. This will jeopardize Tucson's greatest tourist attractions, Saguaro National Park and the Arizona Sonoran Desert Museum. This route will also jeopardize habitat of desert tortoises.</p> <p>Comments from the downtown Tucson community preferring an I-10 downtown route have been ignored and need to be reassessed.</p>	GlobalTopic_1		I- 239 -1
Barnett	Dan		Oral	5/11/19 1:00 AM AT	<p>DAN BARNETT: Yeah. For the record, my name is Dan Barnett. You said it was a chance to speak; but unfortunately, I don't see anybody taking notes, so I'm not real impressed by that. Regardless, this new corridor for I-11 -- I understand the need for I-11 to go from Mexico to Canada. Back in the early '70s, I lived in Arivaca Junction. Before I-19 went through all the way, it was supposed to be done in time for the '68 Olympics. It didn't get done for that. That area was seriously impacted by I-19's completion, and it wasn't beneficial to the people that lived there.</p> <p>The reason we all live out here in Picture Rocks is to get away from the city. And in essence, you're bringing it to us by putting I-11 on this side of the mountain, so that the freeway can bypass Tucson.</p> <p>I really believe they should follow the existing freeway. If you need to widen it, widen it. But to come on this side of the mountain and disrupt our lifestyle out here, which we, as we all know, came out here to get away from the city. Once you put I-11 through here, one thing not addressed in the proposal that I have read so far is the exits and where they're going to be.</p> <p>You did address that there won't be any where the CAP farms are. But you're going to have to have some out here in our area somewhere. And those are going to impact the few roads, Kinney, Picture Rocks, Twin Peaks, that go from the freeway to the city.</p> <p>I happen to have some of my properties right on Picture Rocks. So the traffic is going to multiply there on those roads which are not assigned to handle it. It wasn't even paved. It hadn't even been paved for 20, 25 years. It's a single lane, and then they're going to -- I mean, the natural park out here even complains about the amount of traffic on Picture Rocks road.</p> <p>I mean, you have exits out here to take the traffic from I-11 into the city. That's going to be another initial expense that you're not figuring in your planning that's going to have to be done. So I know it's cheaper to build I-11 through the city by expanding I-10. It's already cheaper to build it, but when you consider all the additional roads you will have to develop, Twin Peaks, Picture Rocks, the route by Old Tucson. Thank you.</p>	GlobalTopic_4 and LU-3		I- 1398 -1
Barr	Deborah		Website	6/21/19 3:20 PM AT	<p>This is the most ridiculous waste of taxpayer money! Use the existing highways I19 & I10 already in existence. There is no reason to build a parallel highway. Put the money into maintaining the existing highways in Arizona.</p>	GlobalTopic_1 and AC-7		I- 1907 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Barry	Doris		Hand Written	5/11/19 1:00 AM AT	I am against I-11. It will separate family and friends. We live in Picture Rocks near Sandario and Mile Wide. 35 years, 25 trees later with 4 generations and 3 homes within half a block from each other. We moved here to get away from freeways, city and noise. I-11 will bring it all in on top of I-19 and I-10. Have drive though trucks to drive at night. There are a lot of alternatives to I-11 instead of Avra Valley.	GlobalTopic_4 and GlobalTopic_1	Barry_D_I2385	I- 2385 -1
Barry	Olive		Oral	5/11/19 1:00 AM AT	OLIVE BARRY: My name is Olive Barry, B-A-R-R-Y. I would like to say I'm against this project. I live at 1551 North Sandario Road. And I see by the map that I was shown that I am right in the corridor that is probably the one that they would pick to use to bring this road through. And we've lived in our home for thirty-four years. We have five acres. We have five acres' worth of Saguaro cactus and all kinds of vegetation. I don't want to see it destroyed. I also don't want to see this road go right down in front of my property so that I would be living right next to a highway that would be much bigger than what I've got now which is a two-lane highway. I think it would also destroy any possibility of my selling my home. If I wanted to sell, I think nobody would want -- nobody would really want to buy my property. And I think it would be bad for the area. We already have this Central Arizona Project going through our area and that has destroyed a lot of the wildlife that we had before. We have the Saguaro National Park that would look down on this road and that wouldn't be good for people who come to the Saguaro National Park. We also have the desert museum. Anybody standing up at the desert museum would be looking down. They already now look down at the CAP, so this would just add to a distraction for our area. So, I'm against this whole project. And behind our area I think there's land that they could use where there's nobody back there that it wouldn't make any difference to. So that's basically it. I'm against the whole project, and I hope it doesn't go through in my lifetime.	GlobalTopic_1 and LU-1 and LU-3 and R-2		I- 1468 -1
Barry	Ron		Website	4/19/19 1:23 PM AT	There was an editorial in the April 17 Arizona Daily Star by William Thornton in which he cites several reasons for not routing I-11 as proposed. If, as he says, the route will adversely effect the Desert Museum and Saguaro National Park this routing is a bad idea. These are gems of Southern Arizona and to impact them in any way decreases their value and reduces the revenues each produces. As someone who visits the museum frequently, I don't like your proposed route through the Avra Valley. Widening I-10 sounds better.	GlobalTopic_1		I- 180 -1
Barta	Charles and Patricia		Website	7/08/19 8:45 AM AT	We do NOT want a freeway running through Avra Valley. It would negatively impact the environment. We do not think a bypass is even necessary.	GlobalTopic_1		I- 2914 -1
Barta	Jules		Website	6/23/19 1:20 PM AT	Thank you for providing this opportunity for people who live in southern Arizona to respond to your intention to construct a superhighway through Avra Valley. First, I question the need for an interstate expansion either around or through Tucson. If traffic growth assumptions are based on current usage, don't they fail to take into account a different future that includes climate change, more frequent and prolonged drought, possibly restricted water supply, and consequent diminished population growth? But even allowing that some need might be imminent, how does the chosen alternative through Avra Valley fulfill that need? All of these features should obviate the perceived necessity to add highway corridors and new lanes. In sum, keeping the interstate alignment as is would avoid permanent and, let's be realistic, unmitigable damage to both the Tucson downtown economy and the premier ecological landmark of Pima County that is the Avra Valley.	AQ-2 and GlobalTopic_1		I- 1982 -1
Barta	Jules		Website	6/23/19 1:20 PM AT	You state that both existing and emerging economic centers, as well as freight industry focus areas for year 2040 coincide with the existing I-10 and I-19 corridors. The Port of Tucson, Union Pacific Class I lines along both I-10 and I-19, and the railroad project at Red Rock are all on that alignment. I have to agree with the National Park Service in urging ADOT to use innovative means to co-locate I-11 with existing corridors. ADOT has already introduced impressive improvements with lengthy lane-additions north of Tucson as well as the underpasses complete at Ina and ongoing at Ruthrauff. More could be done to encourage local traffic to switch away from using I-10 for intra-urban trips. Make Aviation Highway into a longer and completed link, add collector-distributor roads at interchanges in the urban area, and encourage implementation of the Tucson-Phoenix passenger rail project (final tier 1 EIS and ROD finished). Finally, take into account the progress being made on platooning self-driving trucks. The technology is moving along, even locally, with the trucking company TuSimple teaming up with Pima Community College to initiate an automated truck driving course this coming September. The timescale for significance in their implementation is about synchronous with what would be the construction date for our local leg of I-11. Platooned trucks should save fuel, facilitate traffic flow, run 24/7 without tiring or becoming distracted, and increase highway safety.	GlobalTopic_1 and AC-3 and AC-9 and PN-2		I- 1982 -2
Barth	Robert		Website	7/06/19 8:52 PM AT	How about that cap canal? Already own the property and covering would help with evaporation of the water. I also think with autonomous trucks advancing the GPS would calculate the shorty route and this hwy would take them out of the way. Look at El paso and San Antonio where they keep truck traffic to the right lane. California use to have all trucks with trailers in the right lane. I know this is a scam to buy property off city of Tucson and you will probably destroy the last patch of desert around but that's progress	GlobalTopic_1, WR-1, AC-3 and AC-4		I- 2689 -1
Baskette	Mike		Website	5/01/19 8:53 AM AT	The Blue colored corridor makes the most sense from Buckeye going North towards Wickenburg. Second choice would be the Purple route. Although I live in Encinitas Ca. I am a land owner in Whispering Ranch so I have a stake in this. Thanks for all your hard work on this daunting project. Hope construction starts soon.	GlobalTopic_4		I- 368 -1
Basta	Irene		Phone	5/20/19 1:00 AM AT	Hi, yes, this is Irene Hill and I live in the Wickenburg area and I strongly oppose the town council's goal to locate I-11 anywhere near our town. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1134 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Basurto	Suzanne and Antonio		Email	5/22/19 1:00 AM AT	<p>I ran into my neighbor (1/2 mile away) at the grocery store today, and she told me she had been to a meeting about I-11 in Avra Valley. The proposed route (purple) was going to demolish her property. She informed me that there are new proposed routes that would affect our property.</p> <p>I had seen the two proposed routes through Avra Valley from September 2018, and December 2019. I didn't like the freeway due to the damage to the environment, wildlife, peace and quietness of the area. I thought it should go through Tucson.</p> <p>Now, after returning home from the grocery store, and looking on the interactive map, I see that the alternate green route through Avra Valley cuts our rammed earth home in two--slicing it from north to south. Wow!!! That got my attention fast!!! It took us 10 years to build our house. The "preferred" blue route wipes out both my neighbor's house, and his father's house next door. Either the blue route or the green route would change our life for the worse.</p> <p>We moved out here in 1979 and were surrounded by beautiful wilderness. We built a home, an organic garden, and left as much of our property natural and as wild as possible. We often observe rabbits, snakes, javelinas, coyotes, bobcats, barn owls, great horned owls, ravens, and various raptors enjoying the area alongside us. We are retired, and have invested our entire adult life in building a home on this property and creating a peaceful haven and retreat here.</p> <p>I am curious at what point in time the two routes through Avra Valley changed into the green and blue routes we now see on the interactive map. We think that there should be many more public meetings now that proposed routes have changed, and the people who NOW may be affected should have a chance to voice their objections as much as the people from the original route (along Sandario) were allowed to voice theirs. We assumed that the purple route along Sandario was set as a proposed route.</p> <p>Also, I noticed that AV5 which is what we call the local water well for the City of Tucson gets wiped out by the freeway. It is a gigantic water well storage and water pumping area.</p> <p>Thank you. Suzanne and Antonio Basurto</p>	GlobalTopic_1		I- 1273 -1
Basurto	Suzanne and Antonio		Email	5/24/19 1:00 AM AT	<p>I tried to reach you by telephone to discuss this, but it was only a recording.</p> <p>We and our neighbor only found out about I-11 changed "preferred routes" this week. The last Public Hearing was May 11th. Now that this directly affects us we have a right to have more hearings.</p> <p>I have several questions for you.</p> <ol style="list-style-type: none"> 1. When did the route down Sandario and to the West of Sandario get changed to East of Sandario? 2. This has not been advertised sufficiently in the media for the public to know about the hearings. How are you letting the people who may be affected know? 3. When are more Public Hearings going to be held before July 2019 so that people who are affected by the possible changed routes can find out information, and have a chance to object? 4. Why were the routes advertised in the maps in September 2018 and December 2018 changed? 5. Why did (a few years ago) the routes 1 through 3 (east of Tucson) get thrown out in favor of route 4 in Avra Valley? 6. Who decided the so called "preferred" blue route? 7. Would people in the corridor area be evicted through eminent domain? 8. How would these people be compensated, as an entire lifetime of building up a property cannot be recreated by retired people in today's markets, nor can their severely diminished quality of life be estimated? <p>I am glad that the Citizens of Picture Rocks are protesting this I-11. It is so environmentally unfriendly to our region. I am not happy though, if their complaining directly led to rerouting the new preferred route through my neighbor's home.</p> <p>This I-11 freeway does absolutely nothing for people in Tucson or in Avra Valley. Nothing positive that is. What I mean is that a north/south freeway which skirts around the mountains west of Tucson does not help Tucsonans get around, nor does it provide a way for people in Avra Valley to easily get into Tucson. In that way it does not benefit the local traffic in the Tucson metro area at all.</p> <p>We have lived out here 40 years, and built a heavenly place. It is so quiet. The other night I was out looking at the land to the north of us. It was pure darkness in the night sky--no house lights--no car lights. And pure and beautiful silence. Then I pictured a freeway directly north of us with trucks barreling down the freeway at 75 miles per hour with their noisy tires, spewing toxic fumes into the air settling on our organic vegetable garden. This freeway would curve around our property and then curve further to the south of us. We would almost be surrounded on 3 sides by a freeway. With one stroke of a pen, someone in an office somewhere changed our property from a heavenly place into a hellish place. We have a right to have more Public Hearings just as the people in Picture Rocks had many hearings.</p> <p>Thinking about I-11 going through Avra Valley makes me feel sick.</p>	GlobalTopic_1, CO-2, CO-3, AC-4, LU-1 Development of the CAP Design Option is discussed in Draft Tier 1 EIS Chapter 2.		I- 1277 -1
Basurto	Suzanne and Antonio		Email	5/24/19 1:00 AM AT	<p>I prefer the Do-Nothing alternative. If something must be done, a double decker through I-10 makes a lot more sense. I noticed on the lists that Manning House, and the Santa Cruz River Park are the only two things listed as cons with running the freeway through Tucson, yet many, many, many things are listed as cons with running it through Avra Valley. I-10 has already produced noise and pollution, so additional noise and pollution would not be noticed as much as going through a pristine desert area.</p>	AC-6		I- 1277 -2
Batie	Ronald		Website	6/29/19 9:34 AM AT	<p>The Draft EIS drastically underestimates the catastrophic long-term damage to life and the environment. There is no good reasons for the "recommended alternative" or "purple alternative" routes through the Sonoran Desert. I am looking out my window right now at I-19, and the continual flow of traffic north and south is never that heavy - the Border Patrol checkpoint north of here, however, significantly changes the flow of traffic negatively but still I-19 traffic is generally light north to Sahuarita. An I-11 corridor will not lessen the traffic at the I-19 / I-10 interchange which should have been fixed during the construction over the past 5 years - ADOT / FHWA mistakes like that won't be fixed by an additional "highway to nowhere."</p> <p>Anyway, the "recommended alternative" and the "purple alternative" are just plans to find a route through the desert, and both are really bad ideas... which means that's what you will end up doing, one or the other.</p>	GlobalTopic_4		I- 2200 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bauer	Walter		Website	4/29/19 6:58 PM AT	I support the orange alternative. It makes the most sense to me as it utilizes existing roads and right of ways. It takes advantage of existing environmental impact studies as these were done when the existing roads were being built. Also, these are already two lane divided roadways so the necessary construction can take place without closing these roads. It goes without saying that building in these existing corridors displaces the fewest people. The extra minutes that the orange alternative would add pales in comparison to the disruption of people lives, existing businesses, and the destruction of desert habitat. Thank you, Walter Daniel Bauer	GlobalTopic_4, PN-3, AC-7		I- 326 -1
Baumrind	MaryAnn		Website	6/27/19 12:52 PM AT	A road parallel to I10 makes more sense, is less expensive and is less destructive of our precious desert.	AC-1		I- 2098 -1
Bazinet	Karen		Website	6/21/19 2:28 PM AT	It is a complete waste of money to create an entirely new interstate bypassing Tucson. Use I 19 and I 10. The state already struggles to maintain the current interstates, why in the world would they choose to build another. The damage to the wildlife corridors and environment are not worth it.	AC-7, GlobalTopic_1 and BR-2		I- 1905 -1
Beacham	Laura		Oral	5/11/19 1:00 AM AT	MS. LAURA BEACHAM: My name is Laura Beacham. I have property at 7716 North Shadows Desert Trail. If I-11 goes through, I lose access to my property. I am in opposition of I-11 for many, many reasons, most of them what everybody else here has had to say today. You're going to have to buy out people's properties in order to get them to move. I already know what family and friends are going through over on Ina right now with a bike path going through, where they're going to lose their properties because a bike path went from one little section to a massive section, and all the government is doing is basically handing them pennies and saying, "Get out." And I know that's what DOT does, not just in Arizona. They'll do it in Arizona. They've done it in Alabama where I lived. They've done it all over the place. You're going to offer people, all these people, pennies on the dollar. Your EIS, I read it. There's a lot of falsities. I'm sorry. There's a lot of low-income people living out here. I'm one of them. Okay? There's a lot more animals and other wildlife species that will be affected by this. But most of all, you're going to affect your low-income families, the ones who live in mobile homes, the ones who live in RVs, like my neighbor, you know. They're growing their own food in order to provide for themselves and their families. By doing this, you're going to basically kick them out. They're going to have nowhere to go, hardly any money to restart their life. We have farmers out there. What are you going to do for the farmers? That's going to take a lot of money to buy all that farm land, plus the open range that's out there. I mean Trico alone, okay, on the dirt part where I drive at, that's open ranges for horses and cattle. Can you see what would happen if we ran an interstate through this open range area? I mean, I imagine the cows are going to run over the interstate if you don't figure something out, or are you going to take them with the farmers too? Today are we going to stand here and say screw the farmers who put food on our tables, screw the residents who help us, you know. We're all cogs in a wheel. We help each other by paying taxes, but you all are giving us nothing, and we're paying our tax dollars to you all. You get to live high off the hog, whereas we don't. We give you all taxes, and we get nothing back, other than to be stepped on and thrown in a mud puddle again and again. My time is up. I have a lot more to say, but I will go ahead and quit today. I look forward to arguing more and more on this, and if need be, we'll all drag out a lawyer and fight it even harder. Thank you.	GlobalTopic_4 and LU-1 and EJ-2 and G-1		I- 1462 -1
Beacham	Laura		Oral	5/11/19 1:00 AM AT	My biggest issue with it is that you cannot currently fix our existing infrastructure, our roadways, Trico, Amway. Parts of I-10 are still left undone. How can you justify putting in I-11? How can you justify doing any of this? I personally know Grant Road is being expanded right now to the tune of what I think is \$3 billion. I have heard that you could put I-11 in for three billion. How is that possible? I-11 is longer than the Grant Road expansion. Okay?	AC-7, PN-3 and E-3		I- 1462 -2
Beal	Deron		Website	4/15/19 4:03 PM AT	I am opposed to taking I-11 through Avra Valley in Tucson, Arizona. Keep it on I-10, please. Thank you, Deron Beal	GlobalTopic_1		I- 55 -1
Bear	Dinah		Oral	5/11/19 1:00 AM AT	MS. DINAH BEAR: My name is Dinah Bear, and I'm a resident of Tucson, Arizona. Prior to moving to Tucson, I spent 25 years overseeing implementation of the National Environmental Policy Act in the executive branch. I appreciate the opportunity to speak this afternoon. I agree that it makes sense to look at the additional south/north options for transportation in Arizona in relationship to trade and business and general travel. Having said that, I find the preferred alternative set forth in this draft EIS to be unacceptable for the numerous serious reasons identified by many of today's speakers. At the very least, the option of constructing a highway through the Avra Valley needs to be abandoned. I endorse the position and statement of the I-11 Joint Stakeholder Community Planning Group and its focus on redesign of portions of the existing highway system in ways that save taxpayers money and address some of the serious adverse impacts of the current highway system to Tucson's neighborhoods, including historic districts. In addition, I urge ADOT and other entities focused on south/north transportation alternatives in Arizona to move from the current configuration of alternatives to consideration of the full range of multimodal options for south to north corridors. There has been an impressive amount of work done in this regard, including the Intermountain West Corridor Study and the Arizona Passenger Rail Corridor Study, another Tier I EIS. Unfortunately, while the Tier I EIS before us references those documents, that analyses -- much of it quite recent -- is not integrated directly into the proposed alternatives for this EIS. I understand that a highway and rail have long been associated with different lead federal agencies and different funding streams. However, there is no legal bar to preparing an all-modes transportation EIS. In fact, provisions of MAP 21 and FAST Act, as well as the Council on Environmental Quality's NEPA regulations, facilitate a shared process. The one thing that seems to be standing in the way of pursuing such a proposal that would include a Tier 2 integrated highway passenger rail proposal is funding and the will to do it. I urge ADOT to aggressively pursue the needed funding, to hold off on proceeding to final with the EIS, and instead prepare a new draft EIS or possibly a supplemental draft EIS. That EIS should tier from the Rail Corridor EIS incorporates by reference other existing useful information, as well as additional needed studies to present a reasonable range of integrated, multimodal alternatives for south/north transportation corridors. Now is the time to be bold, cut through turf barriers, and advocate for funding for an EIS that will serve us well for a future transportation world that will look quite different than the people-driven single vehicle picture of the last century. Thank you.	GlobalTopic_1 and AC-9		I- 1442 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bear	Dinah		Website	7/08/19 10:05 PM AT	<p>[Text from Attachment]</p> <p>July 8, 2019</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, MD 126F Phoenix, Arizona 85007</p> <p>Dear Sir or Madam: Thank you for the opportunity to provide comments on the Tier 1 Draft Environmental Impact Statement (DEIS) for the Interstate 11 Nogales to Wickenburg proposal. I am resident of Tucson, Arizona, and am very concerned about the analysis in the EIS that supports the recommended alternative.</p> <p>I fully appreciate the need for the protections afforded by what is traditionally called the "4-F" Transportation Act provision. However, the implementation of any law can be mishandled if it is not interpreted with sensitivity in the light of public opinion and common sense. "Feasible and prudent" is not a single phrase; it is two separate criteria. In this case, the FEIS fails to appropriately analyze the prudence of the recommended alternative.</p> <p>At one of the public meetings that I attended, a consultant who was part of the EIS team told me that the recommended alternative was chosen because it resulted in the least amount of adverse impacts. Frankly, that person looked a bit embarrassed when saying that because it followed hours of public testimony in which virtually every speaker vehemently opposed the recommended alternative because of the high level of adverse impacts to the environmental, social, cultural and economic well being of the affected area. Both Pima County and the City of Tucson as well as our elected representatives have made the problems with the recommended alternative clear.</p> <p>While the recommended alternative may well be "feasible" from a technical, engineering perspective, I do not think it is "prudent". Indeed, I believe that the 4(f) analysis is significantly flawed in relationship to the analysis of whether the recommended alternative is "prudent". I understand that a mechanical application leads one to conclude that the most number of 4(f) properties that would be adversely affected among the alternatives presented would be the alternative that builds on I-19 and I-10. But 4(f) analysis is supposed to go deeper than counting properties and the quality of the 4(f) analysis here is open to serious challenge. Besides important technical issues about the analysis of the impacts on the properties on all of the alternatives, the 4(f) analysis in the DEIS fails to seriously analyze the question of prudence. As you know, an alternative is not prudent, under the applicable regulations, if, after reasonable mitigation, it still causes: severe social, economic, or environmental impacts; severe disruption to established communities; severe impacts to environmental resources protected under other Federal statutes; and if it causes other unique problems or involves other unusual factors – or – if it involves multiple factors involved above that while individually might be minor, cumulatively cause unique problems or impacts of extraordinary magnitude. This is pretty much a perfect description of what you have heard over and over from citizens and their elected representatives about the recommended alternative. The recommended alternative involves all of these unacceptable impacts, along with possible disproportionate impacts to low income populations in Avra Valley and much higher construction costs.</p>	<p>GlobalTopic_1 and AC-9</p> <p>Within the regulations of Section 4(f), feasible and prudent is a 2-part test that is used only when examining alternatives that would avoid a use (would not impact) of a Section 4(f) properties. In Section 4(f), feasible and prudent is not applied when comparing alternatives when those alternatives would use or impact Section 4(f) properties. Thus, the Draft Preliminary Section 4(f) Evaluation did not identify the Recommended Alternative on the basis of the prudent and feasible test.</p> <p>Rather, the identification of the Recommended Alternative in the Draft Preliminary Section 4(f) Evaluation was made in the Least Harm analysis. The Section 4(f) regulations require examination of the alternatives (that all have impacts to Section 4(f) properties) by considering Section 4(f) and non-Section 4(f) factors in order to identify the alternative with the least harm. At the Tier 1 level of analysis, conceptual mitigation strategies were identified and considered in the least harm analysis. Future Tier 2 analysis and the Tier 2 Section 4(f) Evaluation will examine and compare project level alignments within the Preferred Alternative corridor, and identify specific mitigation measures for each alignment, prior to determining the alignment with the least harm. Like the Tier 1 process, the Tier 2 process will include public outreach and agency engagement, the input from which will help ADOT make an informed decision as to the alternative with the least harm under Section 4(f).</p>	Bear_D_I3182	I-3182 -1
Bear	Dinah		Website	7/08/19 10:05 PM AT	<p>The Tucson and Avra Valley community has spoken loudly and clearly against the recommended alternative. It is neither prudent nor wise. Efforts to proceed with the recommended alternative to Tier 2 will be blocked at every possible point. I urge you to take the comments you are receiving seriously and to go back a step to do a supplemental EIS on the two alternatives that have the most popular support – either expansion of I-19 and I-10 or a rail alternative.</p> <p>Sincerely, s/Dinah Bear Dinah Bear</p>			I-3182 -1a
BEARDSLEY	WENDY		Website	7/05/19 6:37 AM AT	<p>Building the proposed alternative for Interstate-11 through the Altar and Avra valleys west of Tucson will cost \$3.4 billion more than any of the alternatives for I-11 through southern Arizona. The alternative route is unnecessary and a waste of money because of ongoing improvements being made to the existing Interstate-10 corridor between Tucson and Phoenix.</p> <p>The current project to widen I-10 between Tucson and Casa Grande is nearing completion, and motorists should be driving on three lanes both eastbound and westbound by the end of this summer. The project to complete the widening of I-10 between Casa Grande and Phoenix is on a fast track so it could be completed, or construction could be started, by 2023.</p> <p>If I-10 is widened to three lanes from Tucson to Phoenix within the next 5 years, there's no need for I-11 to be routed through the desert area west of Tucson. The widening of I-10 will handle the projected increase in traffic along the Tucson-to-Phoenix corridor, along with plans for a designated truck lane and incentives for trucks to drive primarily late at night.</p> <p>Considering the cost in both monetary and ecological terms, the best route for the proposed I-11 freeway would be co-locating it with I-19 and I-10 through Tucson.</p>	<p>GlobalTopic_4 and GlobalTopic_1</p>		I-2583 -1
BEARDSLEY	WENDY		Website	7/05/19 6:37 AM AT	<p>In addition to being too costly and unnecessary, the proposed I-11 route through the Altar and Avra valleys will do irreparable harm to the desert ecosystem. This route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra valleys. The freeway would sever critical wildlife corridors and this fragmentation would destroy the ability of desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The proposed I-11 would damage natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains like the Arizona-Sonora Desert Museum and Saguaro National Park. No mitigation could offset these negative impacts.</p>	<p>GlobalTopic_1, V-1, LU-3 and BR-2</p>		I-2583 -2
BEARDSLEY	WENDY		Website	5/07/19 9:50 AM AT	<p>The current comment period on this I-11 project is only 56 days. This short time frame should be extended by 120 days to September 28, 2019. An extension is necessary due to the large footprint of the preferred alternative route for I-11 and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. A comment period of less than two months is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	<p>GlobalTopic_9</p>		I-589 -1
Becchetti	Sondra		Website	6/04/19 2:14 PM AT	<p>Want to know the impact on my quality of life at Sun City Festival.</p>	<p>The Preferred Alternative is quite a distance from your community. Please see the I-11 project website, www.i11study.com, for the Preferred Alternative map and Chapter 6 of the Final Tier 1 EIS for more information.</p>		I-1262 -1
Becerra	Cassandra		Website	7/08/19 4:59 PM AT	<p>A freeway west of our beautiful Tucson Mountains would be a disaster for Saguaro National Park. It would affect the desert, the visitors and most of all the wildlife which we fight so diligently to protect. Tucson residents are not the only ones who love the fact that they don't have to drive far to enjoy the peacefulness and beauty of our public lands. Visitors come in from out of town just to visit our national parks and our desert landscape and to see deer and javelina and coyotes and so many other wildlife. We must not allow that to be jeopardized! This is not our land to build freeways on, it belongs to our native tribes who have shared this land with us. It must be preserved and protected.</p>	<p>GlobalTopic_1</p>		I-3078 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Becker	Cameron		Website	7/01/19 3:08 PM AT	<p>July 1, 2019</p> <p>Comment regarding: I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg</p> <p>To whom it may concern,</p> <p>I am opposed to the current Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. More particularly I am opposed in regards to the route alternative recommended for the 'South Section' between Casa Grande and Nogales. As a lifelong resident in this area I believe that the selection of this western bypass route (previously called the 'Green Alternative' using options A, D and F) will have significant impacts on our local economy, public lands and parks as well as to our environment as I describe in the following paragraphs. For these reasons I am in support of either; 1) use of the previously proposed alternative of co-locating this section of the I-11 along the existing I-10 and I-19 corridor (previously called the 'Orange Alternative' using options A, B and G); or 2) selection of the 'No Build' alternative.</p> <p>This recommended alternative would have many negative impacts on the public lands and open spaces that make the Tucson area so unique. In particular the areas negatively impacted would include; Saguaro National Park West, Ironwood Forest National Monument and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). The route comes within 1,300 feet of the Saguaro National Park West park boundary and within 400 feet of the Ironwood Forest National Monument boundaries in multiple locations. This would also negatively impact Pima Counties protected lands in the Tucson Mountain Park and open space properties which were purchased and protected under Pima County's renowned Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. This alternative also comes extremely close to and would impact Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.</p> <p>For all of the above reasons I oppose the currently proposed Recommended Alternative for the I-11. The previously proposed alternative of co-locating the I-11 along the existing I-10 and I-19 corridor (previously called the 'Orange Alternative' using options A, B and G) or the 'no build' alternatives would be significantly better options in regards to the projects impact on our local community, our public lands and parks and all of our desert ecosystem and environment. Thank you for your time reviewing my comments.</p> <p>Best regards, Cameron Becker Fourth generation Tucsonan</p>	GlobalTopic_1, GlobalTopic_13, and AC-6 and E-1 and R-2 and LU-3 and LU-5		I- 2276 -1
Becker	Cameron		Website	7/01/19 3:08 PM AT	<p>The currently recommended alternative would cost an estimated \$3.4 billion more than co-locating the route along the existing I-11 and I-19 corridor. This figure is estimated according to page 2-33 in Chapter 2 of the DEIS which shows that routes A/B/G of the Orange Route Alternative costing ~\$586 million and the routes A/D/F of the Green Route Alternative costing ~\$3.9 billion. In addition to this significant additional cost the route current proposed would have direct negative impacts on local economic drivers including but not limited to; Saguaro National Park, the Arizona-Sonoran Desert Museum, Kitt Peak observatory as well as diverting traffic away from the existing and growing business districts along Interstates 10 and 19. This alternative would also encroach on the property rights of thousands of private property owners along its entire north-south length, including lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas along this southern stretch. The Recommended Alternative route would also cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The increased night lighting west of the Tucson Mountains would also negatively impact scientific research at Kitt Peak Observatory and compromise the ability of scientists to conduct their research.</p>	AC-5 and GlobalTopic_1 and E-1 and LU-3 and N-1 and AQ-1 and V-1		I- 2276 -2
Becker	Cameron		Website	7/01/19 3:08 PM AT	<p>Lastly, the Recommended Alternative route would negatively impact our local environment and have detrimental impacts to wildlife habitat. The proposed route would sever critical wildlife corridors and this added fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include connectivity between the previously mentioned public lands and open spaces including mitigation lands for Pima County's Section 10 Habitat Conservation Plan (Which are a part of the nationally-recognized and lauded Sonoran Desert Conservation Plan). The City of Tucson has also voiced strong opposition to this route as it places a freeway adjacent to the City's major water supply and could threaten this supply. As mentioned previously this route would cause significant noise, air, and light pollution, which would also negatively impact wildlife and our sensitive desert ecosystem.</p>	GlobalTopic_1, BR-1, BR-2, LU-5, BR-9, WR-1, WR-2, N-1, AQ-1 and V-1		I- 2276 -3
Becker	Shauna		Website	7/06/19 7:19 PM AT	Do not build! Fix I10	GlobalTopic_4		I- 2682 -1
Beierle	Steven		Website	7/08/19 3:38 PM AT	The opinion of myself and immediate family are we would like to keep the I-11 corridor as far from our neighborhood as is possible. We support the orange or orange/green alternatives	GlobalTopic_1		I- 3027 -1
Beiler	Amos		Website	6/19/19 10:11 AM AT	Please keep this road off of Arizona farm land, there is plenty of desert to run it though, To run it through the middle of the largest tracts of farm land in the Phoenix area will probably be the quickest way to kill farming in the area with the development and high traffic that will follow and with all the horses in the Phoenix area their hay and feed will have to be trucked further resulting in higher costs	G-1		I- 1761 -1
Belk	Franco		Website	7/07/19 2:53 PM AT	Use the Orange route, bypasses existing wet lands	GlobalTopic_4		I- 2788 -1
Bell	Jan		Email	7/01/19 1:00 AM AT	<p>I am writing to express my very strong opposition to the proposed routing of I-11 through the Avra Valley.</p> <p>The future character of Southern Arizona is at stake. Such a major thoroughfare would bring all manner of commercial development and urban sprawl into an area that is still peacefully rural, that protects what is left of wild desert in Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. These wild landscapes and the plants and animals that live in them are a treasure that we humans can never duplicate?when they're gone, they're gone forever, after thousands of years of ecological balance and natural forces. A freeway is a freeway anywhere; this desert is unique and is what makes southern Arizona wonderful.</p> <p>Jan Bell XXXXXXXXXXXX Tucson AZ 85716</p>	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 3356 -1
Bell	Jan		Email	7/01/19 1:00 AM AT	Growth needs to be concentrated where urban communities already exist and leave alone what remains of our natural world. The unchecked sprawl of the 20th century must end, not be encouraged. I-11 can and should follow the existing route of I-10 through Tucson. It will be better for Tucson and better for the Sonoran Desert, and will still meet transportation needs just fine.	GlobalTopic_1, LU-3		I- 3356 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bell	Jenna		Email	6/26/19 1:00 AM AT	I live in Picture Rocks, less than three miles from the proposed route thru Avra Valley. I adamantly oppose any I-11 Route West of I-10. Since it has been determined that using the existing I-10 will be cheaper and cause less residential and environmental upheaval, this is the route to go with. Yes, this will inconvenience some commuters. But, losing your home and the natural desert surroundings you invested your life's savings in to enjoy is much more invasive than a few traffic delays for a finite period of time. Once you destroy the desert environment, there is no going back. Please consider the true ramifications of your decisions. Don't base the decision on money and influence from those you will profit from destroying Avra Valley, our home. NO I-11 THRU AVRA VALLEY Thank you for your consideration. Jenna Bell XXXXXXXXXXXX Tucson, AZ 85743 XXX-XXX-XXXX Sent from Mail for Windows 10	GlobalTopic_1		I-3313 -1
Bell	Jenna		Email	6/26/19 1:00 AM AT	I live less than three miles from the proposed route thru Avra Valley. I oppose any I-11 route West of I-10. Expanding I-10 has been determined to be cheaper and less invasive to the residents and natural, irreplaceable desert environment. Please consider inconveniencing a few commuters for a finite period of time instead of permanently destroying our beautiful homes and surroundings in Avra Valley. Thank you, Jenna Bell XXXXXXXXXXXX Tucson, AZ 85743 XXX-XXX-XXXX Sent from Mail for Windows 10	GlobalTopic_1		I-3314 -1
Bell	Joy		Website	5/06/19 9:22 AM AT	Please extend the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, this issue needs careful thought and study. What are the results of wildlife corridor studies? Will there be any? I implore you to consider the impact of I-19 and its impact on reducing unaltered large tracts of land. Patchwork of land harms wildlife migration and our beautiful scenic state. Thank you for considering my comment on this issue.	GlobalTopic_4 and GlobalTopic_9		I-551 -1
Bell	Melanie		Email	5/13/19 1:00 AM AT	I oppose the I 11 highway proposal through the avra valley. Too much noise, cuts off wildlife corridors, too expensive. Expand the carrying capacity for I-10 and i-19. Thanks Melanie Bell	GlobalTopic_1		I-959 -1
Bell	Patricia		Website	6/19/19 6:40 PM AT	NO SUPPORT FOR I-11. Please improve the roads we already have and save our National Park, Desert Museum, and environment from the damage this project would incur.	GlobalTopic_4 and AC-7 and R-2		I-1798 -1
Bell	Steve		Website	5/19/19 3:00 PM AT	Any funds spent on Interstate highways should be for existing highways. It would be far less expensive to improve existing systems including widening than to build a totally new highway. The negative impact to the ecology and the many displacements of people, animals and plants precludes continued consideration of I-11.	E-3 and AC-7		I-1024 -1
Bellais	Samuel		Website	6/22/19 9:54 AM AT	The proposal for the i-11 freeway/interstate corridor is a horrible idea. The impact on wildlife, local economy and residence will be unforgiving. Tucson, for decades, has struggled with state lawmakers regarding the interstate roadway infrastructure and how the public-elected state officials seem to INSIST on creating a substandard lifestyle for Southern Arizona residence in order to increase revenue for Phoenix and it's suburbs. As a transplant resident from the East Coast and a lover of Southern Arizona, I vehemently oppose the construction of i-11 as it is proposed in the draft presented to Tucson's city council.	GlobalTopic_1		I-1943 -1
Bellavia	Alexander		Website	6/27/19 9:25 AM AT	I am opposed to I-11 from Casa Grande to I-19. Your proposal will parallel I-10 in most cases not more than 10-15 miles for approximately 75 miles in length. Why not upgrade existing I-10? Not only the cost of a whole new freeway system will be spent, but the encroachment on Picacho Peak State Park, Ironwood National Monument, Saguaro National Park, Tucson Mountain Park, The Desert Museum and Sacred Native American Lands will have a negative and damaging impact on these natural treasures. It has been proven that upgrading I-10 would be economically feasible overall. Please consider that approach as the only alternative. Thank you. Gwct	GlobalTopic_1 and R-2		I-2092 -1
Beltran	Chujka		Website	6/23/19 9:16 AM AT	Please find other alternatives. I-11 through or near the monument is a no. It disrupts too much and is unnecessary.	GlobalTopic_4		I-1976 -1
Bencomo	Kristi		Website	4/29/19 7:57 PM AT	After reviewing these proposed routes, I support the Green Route which travels south of the Gila River but still cuts the diagonal from Casa Grande area to the I-10. I drive to Tucson regularly enough to use the I-8 alternative route, and I like the scenery and the speed of avoiding the metro area. It is a better location because the Gila River flood zone is farther away from the highway and reduces repair/damage costs if there were a 100 year flood. This is a needed freeway because the north-south direction of traffic to Tucson and Wickenburg is limited to local roads and a few highways that don't have multiple stop points. The Vulture Mine area is a beautiful area, so preserving that recreational area is important. Thank you for giving us this comment time period and presenting all the progress and ideas considered.	GlobalTopic_2 and GlobalTopic_4		I-333 -1
Benedict	Brett		Website	4/22/19 6:04 PM AT	Since I perceive it as the best balance between being close enough to populated areas to bring the most benefit with being far enough to minimize negative impacts, I am very supportive of the Recommended Alternative. The no-build option is truly not an option.	GlobalTopic_4		I-244 -1
Bengston	Peter		Oral	5/11/19 1:00 AM AT	PETER BENGSTON: Hello. My name is Pete Bengston, and I live in Tucson. Brief comments. I think you shouldn't build this at all. The no-build alternative is best, as far as I'm concerned. We don't need to destroy the Avra Valley. So thank you:	AC-6		I-1393 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bengtson	Peter		Website	5/13/19 4:29 PM AT	<p>I was a walk in speaker at the Public Comment area of the Marana meeting on May 9. My comment at that time was very brief – Not to build this bypass and not to mess up the Avra Valley. I'm taking advantage of the option to expand my comments.</p> <p>I've attached a copy of the I-11 Joint Stakeholder Community Planning Group report. I just became aware of that document. I support the conclusions of that report.</p> <p>My more critical objection comes from the recent reports on global warming. Recent studies have documented the significant adverse effects which will occur within the next 30 years. The situation is increasingly dire and has not been considered in your studies. The earth will be in a much more difficult position in 30 years. It appears to me that the recommendation to build this I 11 corridor is looking at growth under current environmental conditions, not as what the completely changed conditions will be.</p> <p>The money to be spent on building a new freeway should be spent on projects which will reduce carbon dioxide production and trying to reduce the adverse effects of global warming.</p>	GlobalTopic_1 and AQ-2	Bengtson_P_1882	I- 882 -1
Bengtson	Peter		Website	5/13/19 4:29 PM AT	<p>[Attachment Text]</p> <p>I-11 Joint Stakeholder Community Planning Group</p> <p>I-11 Position Statement</p> <p>At the invitation of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), representatives of several stakeholder organizations recently participated in a process to explore two alternative routes for the proposed Interstate 11 through Pima County. The stakeholders were convened in two separate groups, corresponding to the two alternatives being considered: (1) a new bypass freeway through Avra Valley and (2) expanding I-19 / I-10 through the city center. We appreciated being offered the opportunity to explore these routes and discuss the impacts and opportunities associated with each. As part of the federal NEPA Scoping Process, the two groups met separately in March and April, for a total of 9 hours for each group. However, after the scoping meetings ended, members of both groups concluded that more meaningful input could be provided to the federal and state agencies if they continued to meet as a joint group to evaluate impacts and opportunities of both corridor alternatives. As such, members of these two stakeholder groups are now working together, and we have arrived at several important conclusions, which we highlight here.</p> <p>The undersigned representatives of both groups of stakeholders agreed that of the two routes proposed for a future I-11 highway, the expansion and reconfiguration of the existing I-10 and I-19 corridor is the only acceptable route. A bypass through Avra Valley is not acceptable.</p> <p>Any further consideration of the Avra Valley option must take into account not only the input from both stakeholder groups but also the concerns of the Tohono O'odham Nation, whose land it impacts.</p> <p>There appear to be significant shortcomings associated with the federal review process that focuses on new highway construction. Nevertheless, we believe that there could be a significant opportunity to address some of the historic negative consequences that resulted from the construction of I-10, which physically divided our community and diminished the quality of life of our downtown and other neighborhoods along the highway.</p> <ul style="list-style-type: none"> • A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the project. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office. • Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River. • Social and economic equity impacts. <p>When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any build alternative.</p>	<p>This I-11 Joint Stakeholder Community Planning Group statement was received by the FHWA and ADOT during the development of the Draft Tier 1 EIS and considered as part of the decision-making process. The statement is located in the Draft Tier 1 EIS Errata Appendix and the Final Tier 1 EIS Appendix H.</p> <p>GlobalTopic_1, GlobalTopic_4 and GobaTopic_8</p>		I- 882 -2
Bengtson	Peter		Website	5/13/19 4:29 PM AT	<p>In the months to come, we will be reaching out to business and civic leaders to secure their involvement and support in these efforts. By working together, we can we make our community a better place to live, work, and trade.</p> <p>We appreciate the opportunity to have participated in the ADOT/FHWA stakeholder process, in order to provide valued input into this transportation proposal. Thank you.</p> <p>Carolyn Campbell and Christina McVie Coalition for Sonoran Desert Protection Robin Clark and Ross Maynard Avra Valley Coalition Demion Clinco Tucson Historical Preservation Foundation Gene Einfrank Menlo Park Neighborhood Association Kevin Dahl National Parks Conservation Association Helen Erickson Erickson Terrascape Nicole Gillett Tucson Audubon Society Tom Hannagan and Gene McCormick Friends of Ironwood Forest Joseph Juliano Drachman Institute Terry Majewski Statistical Research Fred Stula Friends of Saguaro National Park</p>			I- 882 -2a
Bengtson	Peter		Website	5/13/19 4:29 PM AT	<p>Instead of simply adding new lanes to our existing highway, we should consider redesigning portions of it—either going underground or suspended—so that we can reconnect our city. Moreover, focusing on new highway construction overlooks other less costly options that would encourage the free flow of goods. These include:</p> <ul style="list-style-type: none"> • Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs; • Technologies that improve traffic flows; I-11 Southern AZ Community Stakeholder Position Statement August 3, 2018 2 • Enhancements to our rail system, including light rail and intermodal transportation; • Other road improvements that will divert traffic from I-10. 	GlobalTopic_1 and AC-1 and AC-3 and AC-9		I- 882 -3
Bengtson	Peter		Website	5/13/19 4:29 PM AT	<p>Assessing the cumulative impacts of these options on congestion should be considered before contemplating either a bypass or an expanded I-10. In addition, the following studies must be completed, with the results communicated to community stakeholders and incorporated into the decision process early on.</p>	IC-1 and CO-4		I- 882 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Benites	Reyna		Website	5/04/19 8:42 AM AT	I oppose the reason is simple. I was born and raised in Buckeye and have always enjoyed its small town and that people are much caring. Bringing an interstate route through our small and gorgeously town will bring in more people and I do not mean I am against growth but I am against drunk and bad people that use the interstate at night. Why choose to make people lose their homes and farming areas that are much needed in our state in country, the impact will be outrageous and we will have children without the clean air the farm lands produce also the experience of seeing something grow in our desert environment. Why not use the I10 as it is and just simply make Mc 85 bigger.	GlobalTopic_2		I- 518 -1
Bennett	Andrew		Oral	5/08/19 1:00 AM AT	ANDREW BENNETT: Good evening, gentlemen, miss. My name is Andrew Bennett. I'm a Tucson citizen. And I'm not going to provide substantive comments tonight, because that's what we all get in the mail. But I do want to provide a personal story. First of all, I just want us all to start by asking ourselves this question: When is enough? When is the next giant parking lot enough? When is the next strip mall or sprawling development in the southwest enough? When is the next interstate highway enough? I'm not sure that we've really learned our lesson over the years with these things. And I can't support one in Avra Valley for all the reasons people have all mentioned today. But I'll share a personal story: I didn't grow up in Tucson. I moved here about ten years ago. And one of the first things I can remember is coming over Gates Pass with some family, and just witnessing -- I don't know if you guys have ever seen this before; if you're from Tucson or if you've ever been visiting and seen this. You come over Gates Pass on the city side, and Avra Valley just opens up in front of you. If you're there at sunset or sunrise, it's an amazing sight. It's a beautiful, glistening desert scene. And whenever everybody asks me, What do you do in Tucson? What do you see? I'll come and visit. Where do I want to go? I always recommend a number of things, but one is to just drive over Gates Pass. Be introduced to our desert. And I cannot imagine ever recommending that if there's an interstate out in the distance, bisecting and just cutting through that amazing valley. And there are so many other reasons that I'm sure people have mentioned today, with the wildlife and, you know, people who live out there and don't want an interstate in their backyard, and I could go on and on. But I just want to leave with that personal story. We're going to spoil that area, and we're not going to be able to undo it. So I think we should try to go back to the drawing board. We have this all-or-nothing proposal, which I think is a bad idea, because it's pitting us against them. And I think that's a really bad proposal. We should go back to the drawing board and figure out what are ways we can economically expand I-19, I-10, so it can be feasible? It might be more painful over the long-term, but we need to think about those alternatives. Those roads are already there. Those impacts are already there. It's not going to be a big deal to expand them over time. Thank you.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1383 -1
Bennett	Andrew		Oral	5/08/19 1:00 AM AT	And you know, there's so many economic, you know, circumstances tied up in that. There are so many economic consequences of building that highway out there. If we lose that, that area, as an economic driver, the long-term for all the different areas to come -- if it's Old Tucson, or if it's the Desert Museum, or if it's hiking in Saguaro National Park out there, or Ironwood National Monument -- people just want to see, basically, an undeveloped valley, for the most part. We're going to lose those economic benefits if we build that interstate out there.	GlobalTopic_1 and R-2		I- 1383 -2
Bennett	Gaylen and Barbara		Email	7/08/19 1:00 AM AT	We OPPOSE the I-11 going through our property on Twin Buttes Road! We have lived in our home for more than 50 years. We raised our two sons here. Our land was originally homesteaded by a single woman whose father served in the cavalry at Fort Huachuca while chasing Pancho Villa into Mexico. The woman was like a grandmother to my parents, my three brothers and me. Our land has been maintained, preserved, protected and cherished. Over the years we have challenged a chemical plant that came in as a rock quarry, a very tall television antenna, developers who wanted to build a dense housing area. We also brought water to our area. We have "fought" to protect our land. We have been good stewards of the land! Now, here again another entity wants to "take our land" for their purposes. We supported the incorporation of our town of Sahuarita in 1994 because Green Valley was moving their developments north towards Sahuarita. As Green Valley only allowed older residents, we decided that we wanted to remain family oriented. With between 2000 and 3000 we made our town official. Since that time, we have been inundated with new developments and many more people. We have increased our school facilities and personnel and that continues now. Our property taxes have risen. On a whole, we do not object to the explosion of development to date. Other people want the same living environment in which to raise their children. However, neither we nor they want anything bigger than I-19 coming through our town! We already get a lot of noise pollution from I-19 and the large tractor-trailers that haul constantly from Nogales and east I-10. We know that Mexico is an important trading partner, BUT that does not mean that the residents of Sahuarita are LESS IMPORTANT. Find a better route, use the railroad more, anything other than I-11. We are most impacted so we think our opinion is most important. Our mayor and council erred when they indicated that I-11 going through was a good idea. ADOT should have scheduled public information and resident comments and information. We find it difficult to believe that ADOT talked to outside areas, and not to us. BIGGER IS NOT BETTER! By the way, we own the mineral and mining rights to our property in addition to surface rights. If it matters to you, we also have pineapple cactus on our property.	GlobalTopic_1		I- 3423 -1
Benson	Craig and Nancy		Hand Written	4/29/19 1:00 AM AT	Before we moved to Goodyear, we stopped at the Goodyear City office to ask about highway extensions. The lady we talked to showed us on a map where the proposed highway would be. It was further away from our community of Santa Mia than the purple alternative. We would suggest the green alternative.	GlobalTopic_2 and GlobalTopic_4	Benson_CN_I2362	I- 2362 -1
Berdrow	Steve		Email	6/06/19 1:00 AM AT	I am in favor of the VR Green Alternative route around Vista Royale. I hope that you will give this alternative serious consideration.	GlobalTopic_5		I- 1710 -1
Beregi	James		Website	7/01/19 8:58 PM AT	The I-11 proposal is sensitive to the environment however its existence would impact the tranquility of the Sonoran desert, the desert museum, Saguaro National Park West, and the desert vistas. No major new road or highway should be built while major technological changes in transportation are occurring. Self-driving vehicles and intelligent highway systems may make existing highways much more efficient and allowing existing highways to carry much more traffic safely. Don't spend billions on new highways until we know we have to.	GlobalTopic_1 and LU-3 and R-2 and AC-3		I- 2296 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Beren	Rebecca		Website	5/10/19 3:29 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 722 -1
Beres	Linda		Email	11/21/16 3:21 PM AT	Why did you all pick a site that is basically closed 24 hours & all the time? That is Thunderbird Fire Station. It isn't even man, it's volunteers. I mentioned & so did the Public Works Director also mention Public Works Site in Hidden Valley. It's open M-F 8 to 4 . Do you get it & care? Did the Fire Station tell you there hours that they are open? Why don't you fix the problem before the damage is done? Why don't you actually respond to my issue with answers to solve this? Linda Beres XXXXXXXXXX Stanfield, Az. 85172 Ph: XXX-XXX-XXXX Email: XXXXX@yahoo.com	Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS). If you call the Thunderbird Fire Station at (520) 251-3122 you can set up an appointment to view the I-11 Draft Tier 1 EIS. It is also available online at http://i11study.com/Arizona/Documents.asp . To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission. There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.		I- 403 -1
Beres	Linda		Email	11/21/16 3:21 PM AT	Why did you all pick a site that is basically closed 24 hours & all the time? That is Thunderbird Fire Station. It isn't even man, it's volunteers. I mentioned & so did the Public Works Director also mention Public Works Site in Hidden Valley. It's open M-F 8 to 4 . Do you get it & care? Did the Fire Station tell you there hours that they are open? Why don't you fix the problem before the damage is done? Why don't you actually respond to my issue with answers to solve this? Linda Beres XXXXXXXXXXXXXXXXXX Stanfield, Az. 85172 Ph: XXX-XXX-XXXX Email: XXXXX@yahoo.com	CO-5 The Thunderbird Fire Station is not within the Preferred Alternative corridor.		I- 404 -1
Berg	Eugene A		Website	7/05/19 4:28 PM AT	As a resident of Picture Rocks I an very much against any development of an I11 corridor thru Avra Valley. The sensitivity of our watershed and that of Tucson should be a primary concern. The current I10 and I19 can handle all the traffic to Mexico for years. With the current administration relationship with Mexico, we might never need another freeway to Mexico. Please consider the environmental issues of Avra Valley water and wildlife in your this study.	GlobalTopic_4 and GlobalTopic_1		I- 2605 -1
Berg	Jolene		Website	7/05/19 9:52 AM AT	My biggest concern Is that this route goes over the Tucson water shed and the run off of oil will get into get into our drinking water! Also the negative impact to the wild life and the people who will lose their property. Please don't let this happen!	GlobalTopic_1 and WR-2		I- 2586 -1
Berger	Jane		Website	4/26/19 2:53 PM AT	I moved here from NYC I moved here to get away from car pollution and ugly highways. The Saguaro West national park is a treasure. I love riding my bike thru this part and surrounding communities. Kitt Peak is so pleasant and a sacred ground. I would hate to see it forever ruined by a highway (to hell) it is already sad to think the mining companies are pillaging the land but a highway would put the icing on the cake. Why not improve route 19 to Nogales. Tucson doesn't need any more highways.	GlobalTopic_1 and R-1		I- 289 -1
Berger	Leah		Website	7/08/19 8:19 AM AT	I am writing to submit my opposition to the alternative route for the proposed Highway 11 between Wickenburg and Nogales. This route will be damaging to people, property, wildlife, and the environment. The alternative is more costly and will affect people and their property rights in the surrounding areas due to encroachment, encourage development and urban sprawl in those areas, and pull people away from emerging economic development in downtown Tucson. The highway will cut through wildlife corridors for bighorn sheep and other wildlife, as well as coming dangerously close to our treasured natural areas such as Tucson Mountains and Saguaro National Park, impacting the attraction of tourists and wildlife in the area. In short, the Alternative is a costly endeavor with very little promise of return except noise and air pollution, development destroying our treasured desert, and moving goods to and from the border. Although I am not in favor of a highway 11, I would support the proposals that are less impacting than the above mentioned and is a green friendly version. Thank you, Leah Berger	GobalTopic_1 and LU-3 and BR-1 and LU-1 and IC-1		I- 2910 -1
Berman	Lila		Website	7/07/19 10:59 PM AT	I am opposed to the proposed Interstate 11 as it is dangerous for our wildlife. The residents in the area are also opposed to this new highway. It is an unnecessary addition to Arizona's roads and the money could be better spent elsewhere.	GlobalTopic_4, AC-7, AC-8		I- 2886 -1
Berman	Virginia		Website	5/11/19 5:00 PM AT	I find it appalling that there are people willing to destroy so many animals and humans lives in order to put in a completely unnecessary Highway.	GlobalTopic_4		I- 804 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bernard	J.		Email	5/28/19 1:00 AM AT	It is completely counter-intuitive to consider the disruption of building, using, and maintaining a new roadway when our current freeway infrastructure is in such poor state. I have yet to hear a good explanation for this expense and destruction. Impact on the land, air, animals and people is not justifiable. Please give serious consideration to expanding or restructuring the current interstate corridor for the projected increase in traffic. J. Bernard, Green Valley, AZ	GlobalTopic_4 and AC-7		I- 1289 -1
Bernauer	Dominique		Website	4/16/19 3:44 PM AT	I 11 will be next to my home. I moved to the country over 22 years ago. I love the quiet and the desert. There will be air pollution, light pollution and noise pollution. The wild life will be greatly affected by this corridor. The Indian reservations will be affected as well. I hope I'm dead before this takes place. I don't see the need for this corridor. I 10 does the job just fine.	GlobalTopic_4		I- 105 -1
Bernauer	Dominique		Website	7/07/19 2:11 PM AT	I am an Arizona native. I have lived in Avra Vally for 22 years. The obvious consequences of I11 are air, light and noise pollution. Plus the impact to the desert and wildlife. I know there a study's to verify these statements. Our desert can sustain so much growth without help such as CAP, our most precious resource. It will not sustain this kind of growth. There is personal impact as well. I am 62. I moved to the country to get away from humanity. Now I will be within 1 mile of I11. No more clean air. No more quiet. No more stars. I am on a fixed income. Moving will not be a option. My only hope is that this project takes years. At what price does progress come with? I am told this is a done deal. That saddens me.	GlobalTopic_1, V-1, N-1, AQ-1 and BR-1		I- 2779 -1
Bernauro	Dominique		Oral	5/11/19 1:00 AM AT	DOMINIQUE BERNAURO: My name is Dominique Bernaur. I'm going to speak about personal, because I know that most us feel this personally. And I believe that it comes down -- the first thing I thought of was how we are cutting off our wildlife and how we are eating into land that actually needs to be left as it is. Then it goes to the spot where it's air pollution, light pollution, noise pollution. And then I go to the point that with the one mile of freeway, the quality of life goes down in that area because they end up -- there's a lot of things that go on along the freeway, as you well know. And there's a lot of crime. And so we are all thinking about all of this, and I feel it's really important for you to know how it really hurts to know this. And one thing that I hope is it takes at least 15 years, because by that time, I'll be dead, and I won't be able to do anything about it. I feel this way already. We are outnumbered. The corporations are outnumbered. Do we really need to spend this money when we can use the roads that we already have. We don't need to make a new one, just to make a bigger problem. And I believe that pollution -- I can see it from where I live now, and that's terrible. And that's I really wanted to say. Thank you.	BR-1, N-1, AQ-1 and V-1		I- 1397 -1
Bernd	April		Website	5/02/19 5:04 PM AT	I oppose the blue corridor as it would be too close to our home. Our property value would plummet, the noise and pollution would be insane. I don't see why you can't stick with the orange route and not go through my neighbors homes.	GlobalTopic_4 and LU-1		I- 474 -1
Bernhardt	Larry		Website	7/07/19 2:59 PM AT	I am a frequent visitor to the Tucson area and wish to detail my concerns with the "Selected Alternative" and offer support for the "No Build Option". My concern with the "Selected Alternative" is the irreversible resulting degradation of the Saguaro National Park (Tucson Mountain District) due to a new interstate highway being placed in the Arva Valley. Visual, noise and air pollution will result and not be mitigated by the "no interchange" design criteria mentioned in the analysis or via any other controls proposed or offered by the analysis. Sincerely, Larry Bernhardt Livonia, MI	AC-6		I- 2792 -1
Bernhardt	Larry		Website	7/07/19 2:59 PM AT	Also, I believe that the impact of autonomous vehicles (both passenger vehicles and heavy trucks) has been ignored by the analysis for the 2030 and beyond time frame. The entire topic of autonomous vehicles includes scenarios where personal vehicle usage would be reduced via wide spread adoption of robo-taxis which subsequently reduces the demand for highways and other transportation infrastructure.	AC-3		I- 2792 -2
Besemer	Angela		Mail	4/03/19 1:00 AM AT	Come on Arizona! Instead of being schmoozed by rich men with personal gains interests why don't you show a measure of pride and good conservatorship? We have unique flora and fauna not seen anywhere else in this world. We have a diversity of strong people with long familial ties to our land. Our local and state government has got to wake up and make preservation its forefront goal when considering any construction -- especially in Tucson! We do not want to become another Phoenix! Moving interstate traffic away from our existing i-10 will have devastating effects on Tucson. We will lose business along the I-10 freeway as more people will consider a bypass route as being faster. The cost od building this bypass far exceeds any benefit Tucson will realize -- but the alternative of improving I-10 for bypass benefits not only preserves our precious desert, it costs us far less than the I-11 proposal. To me, there is no argument that makes I-11 sense.	AC-4 and E-1 and GlobalTopic_1	Besemer_A_I3222	I- 3222 -1
Besinaiz	Daniel		Website	6/20/19 12:40 PM AT	To start, an agreement: international commerce with Mexico is vital to the economy of Arizona. A more efficient infrastructure system in Arizona will help Arizona, the Arizona Sun Corridor, and the Southwestern states' economies. However, the I-11 recommended alternative is not the best option for several reasons. First, it will intensify Arizona's issues with sprawl. As a Department of Transportation, ADOT should be particularly concerned with issue because sprawl increases congestion and ADOT hears the complains when congestion becomes an issue. Second, every study in existence about freeway infrastructure shows that induced demand is a serious complication. We cannot continue to build freeway infrastructure with the belief that it will alleviate congestion. It won't. It's 2019 and ADOT needs to finally recognize this so that we can stop spending our money on projects that don't work (freeways) and start spending our money on projects that do work (BRT, LRT, etc.). Third, this I-11 project hurts Arizona's precious environment. According to Dr. Hayhoe at Texas Tech University, 97% of climate scientists agree that climate change is happening and that it's human-caused. When looking at these studies, we see that the Desert Southwest's climate is changing the fastest and that it will continue to change the fastest. The cities of Tucson, Phoenix, and a few others in Arizona, as well as governments on the county or regional-levels, have created climate action plans to fight this intense prediction of change. The I-11 proposed alternative will hurt many of their plans. As mentioned above, this project will increase sprawl, it will affect state and federally-protected natural environments, and will disrupt ecosystems along the corridor. Arizona has a wonderfully-maintained interstate system. The best option would really be the "No Build Alternative" so that the funds can be used for public transit and other ways for people to move about the region without ever needing an automobile. Once we find alternatives to driving on a freeway (or driving at all), international commerce should not have a difficult time moving through the state because freeways will not have congestion issues. Work smarter, not harder, ADOT.	GlobalTopic_4, LU-3, AC-2, LU-5 and AC-3, AC-6, AC-9		I- 1851 -1
Beson	Amy		Website	6/21/19 12:27 PM AT	This proposed I-11 would slice up the land even further, affecting animal movement, sensitive natural areas, and could possibly be detrimental to business along I-10. Further, I-10 is not congested enough to warrant another highway. As a Tucson resident of fifteen years, I oppose this alternate route.	GlobalTopic_1 and LU-3 and BR-1 and E-1		I- 1897 -1
Best	Kristina		Website	7/07/19 2:29 PM AT	This will not only impact the environment and the animals that call it home, it will also impact those who are losing their homes for something that is not needed.	GlobalTopic_4, BR-1 and LU-1		I- 2782 -1
Bethoney	Allison		Website	6/16/19 9:01 AM AT	Is it possible to just widen I-10 and I-19 in the Tucson/Nogales areas and then connecting I-10 to I-11 in Casa Grande? I love the idea of having an interstate connect Arizona to Las Vegas, but it just doesn't seem needed to build a new highway parallel to an existing highway.	GlobalTopic_1		I- 1573 -1
BEY	JUEL		Website	6/18/19 7:45 PM AT	i THINK THAT THE STUDY WAS DONE WITH MUCH FORE THOUGHT AND i AGREE WITH THE BUILD SELECTION. WE DROVE TO LAS VEGAS THIS PAST WEEKEND USING US93 AND I COULD OF REALLY APPRECIATED THIS NEW ROUTE FOR i11. THANK YOU.	GlobalTopic_4		I- 1744 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bianchi	David		Website	4/17/19 10:53 PM AT	The recommended route (blue route) through Estrella Mountain would come extremely close to our housing development. The alternate Green route appears to be a much better route with regard to the Estrella Mountain communities.	LU-2		I- 144 -1
Bianchi	Michelle		Website	7/08/19 4:07 PM AT	As. Resident of CantaMia, the proposed route concerns me. Noise and traffic will take away the peacefulness and beauty of the area, which is why we bought here. Moving the route further west, away from over 1500 homes, would be ideal. While we all want access to a freeway, we certainly don't want the freeway in our backyard! One of these proposals takes the road extremely close to CantaMia so we'd appreciate it being moved so a place where there is less noise impact on the neighborhood. Thanks.	GlobalTopic_2		I- 3045 -1
Bickel	Bettina		Website	7/01/19 4:12 PM AT	I strongly oppose the recommended alternative route recommended in the DEIS, and am very concerned about negative environmental and economic impacts of the proposed route. Iconic and treasured lands such as Saguaro National Park, Ironwood Forest National Monument, Avra Valley, Tucson Mountain Park, and other local conservation lands would be negatively impacted with noise, light, and air pollution as well as increased risk of fire in non-fire-adapted ecosystems. Critical wildlife linkages would be cut off at a time when human development has fragmented wildlife habitat, and climate change is making it more important than ever that wildlife be able to move. The proposed route would promote urban sprawl in undeveloped areas while diverting economic benefits from existing centers of business. I believe that the goals identified in the DEIS could be more successfully met by improving and/or expanding existing interstate highways and other roads, as well as by expanding rail service.	GlobalTopic_1, LU-3		I- 2280 -1
BICKEL	MARCELLA		Website	7/03/19 5:19 PM AT	I oppose the proposed I-11 route because it will damage much of Arizona's beautiful and iconic Sonoran Desert, including areas next to Saguaro National Park, Ironwood National Monument, riparian areas along the Gila River, and desert west of the White Tank Mountains. It will also destroy wildlife linkages between public lands. The proposal also will divert economic activity away from existing business areas in Tucson and Phoenix, and will promoting sprawl in undeveloped areas. Finally, the proposed route would be a huge waste of money. I support improving design, capacity, and traffic flow on roads that already exist such as I-19, I-10, and US 60. In particular, Grand Avenue in Phoenix and the west valley could be greatly improved with better design and technology to improve traffic flow. I also support improved and expanded rail between Phoenix and Tucson. Thank you for considering my comments.	GlobalTopic_1, LU-3		I- 2517 -1
Bickford	Alexandra		Website	7/08/19 7:32 PM AT	The noise pollution and visual pollution of the I11 is a huge concern for me. What infrastructure that's needed in Tucson should be focused on a highway through the east side of Tucson. Bypassing Tucson will create a huge cultural shift by picture rocks in the commerce and a negative impact on the environment in the area. The BLM and NPS land in that area should be treasured and protected from the impacts of this freeway. Don't alter what makes this area great	GlobalTopic_1		I- 3136 -1
Bicksler	Deborah and Jack		Email	6/12/19 1:00 AM AT	To whom it may concern: As residents of Tucson, Pima County, and the state of Arizona, we do not believe this DOT project is in the best interests of our city, county or state. We as environmentalists, naturalists and people who look to preserve the spaces we have for all to enjoy. The i-11 proposal is endangering sacred land and national and state sites. Secondly, The cost does not equal the proposed value to the state, counties or Arizonians. Using the Inner states that already exist, expanding them, etc. many dollars could be saved. Does DOT have so much federal money coming in that they get to predict how the state spends it? When the defence angle is thought of...Really is i-11 going to be transporting "troops" anytime soon? Thirdly, Who stands to financially benefit from this project? Are there some real estate developers in the wings waiting? This is not in the best interests of The general populous of Arizona. Please reconsider using the existing road systems to accomplish your goals at a far lesser cost. Sincerely, Deborah and Jack Bicksler XXXXXXXXXXXXXXXXXXXX Tucson, Arizona 85712	GlobalTopic_1		I- 2429 -1
Bidsman	Audrey		Hand Written	5/08/19 1:00 AM AT	For saving 1 hour of driving time, why waste the beautiful landscape? Living out in Avra Valley is peaceful, beautiful landscape, so we get more traffic, noise, accidents, crime, etc. This is a waste of tax payers money. Repair the roads we have. Lottery money, higher taxes were suppose to pay for our roads but every election you are asking for more funds for the roads. Where did the money go? Why not improve I-19 instead of ruining the desert. Everywhere you look more and more of the natural desert is being built up for homes, offices (that there are empty building already). Why destroy? Save our deserts, no more highways so the drug traffic can be spread faster to northern Arizona, Utah, Nevada, etc. Reconsider this highway I-11. We say NO. Keep our deserts. No highways!! Preserve what we have.	GlobalTopic_1 and LU-3 and AC-2	Bidsman_A_I2379	I- 2379 -1
Bielawski	Jill		Website	5/13/19 10:37 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 864 -1
Bierman	Kenneth		Website	6/16/19 3:38 PM AT	I am STRONGLY opposed to routing I-11 through Avra Valley. Since I moved to Tucson in 1975 Pima County residents have consistently supported laws, ordinances, etc. to protect the Sonoran Desert natural beauty for generations to come. Putting I-11 through Avra Valley flies in the face of this goal. The impact on wildlife and scenic beauty of such a highway will be massive. I feel very strongly about this and am willing to provide money to oppose your preferred route and riot in the streets if necessary.	GlobalTopic_4 and GlobalTopic_1		I- 1593 -1
Bierman	Kenneth		Website	6/16/19 3:38 PM AT	I strongly support expanding existing corridors even if they cost more money and encouraging trucks to travel at night.	AC-7		I- 1593 -2
Biery	Mark		Website	7/08/19 12:32 PM AT	Please DO NOT BUILD THIS west of Tucson. It will devastate the monuments west of the Tucson Mountains, and it is not needed. Thank you. Mark Biery	GlobalTopic_1		I- 2966 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Birch	Chandler		Website	6/27/19 4:26 PM AT	<p>The highway option should connect to downtown TUCSON based on 2 of the project's own goals: Connect major metropolitan areas and markets with Mexico and Canada Enhance access to the high-capacity transportation network to support economic vitality</p> <p>In addition, please do not ruin our beautiful national parks or disturb the fragile wildlife dependent on it by constructing the route through Saguaro National Park.</p>	<p>GlobalTopic_4 and GlobalTopic_1</p> <p>As a clarification, the Preferred Alternative does not go through the Saguaro National Park, but traverses a corridor west of the National Park. See Chapter 6 of the Final Tier 1 EIS for more information.</p>		I- 2110 -1
Bird	Paula		Website	7/04/19 7:39 AM AT	<p>The desert is a fragile ecosystem that would be disastrous for the wildlife and plant life. We must protect this area. The recommended alternative route would sever critical wildlife corridors.</p> <p>Additionally the recommended alternative route would cost \$3.4 billion more to build than collocating I-11 with I-19 and I-10 through Tucson.</p> <p>Downtown Tucson and economic powerhouses such as the Arizona Sonoran Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p> <p>The city of Tucson has voiced opposition to this plan as it places the freeway adjacent to the city's major water supply. We can not guard against toxic spills that would threaten Tucson's most vital resource.</p> <p>Thank you for your time. It is my hope that you will act in the best interest of all.</p>	GlobalTopic_1, E-1, WR-2, WR-3		I- 2533 -1
Bischoff	Derek		Website	6/27/19 8:13 PM AT	<p>I'd like to express my disapproval of the I-11 plan near Tucson.</p> <p>Firstly, this project would create a major highway through a mostly intact desert environment and would effectively isolate a national park from its surroundings.</p> <p>Additionally, Avra Valley is the go-to area for Tucson locals who need to go into empty public desert space to conduct certain activities. The Southern Arizona Rocketry Association has a launch site out there. There is a great model plane park right next to where the interstate would go. There are several aerospace companies with test stands or facilities out there, some of which I know are within a few hundred meters of the proposed route. The area is also fantastic for stargazing, which an interstate would ruin.</p> <p>All of these activities would be majorly disrupted and have to be moved, abandoning infrastructure built up over decades and opening up the project to lawsuits from these groups.</p>	GlobalTopic_1		I- 2140 -1
Blackford	Cheryl		Oral	5/08/19 1:00 AM AT	<p>CHERYL BLACKFORD: My name is Cheryl Blackford. Good evening. My husband and I own a home in the Tucson Estates on the edge of the Tucson Mountain Park. I am speaking today to register our opposition to the proposed I-11 corridor through Avra Valley.</p> <p>Being here isn't easy. Two weeks ago, I had a total knee replacement. But even that couldn't stop me from coming and registering my horror at this proposal.</p> <p>15 years ago, my husband and I visited a friend in Tucson and fell in love with the Sonoran Desert. Since then, we've built two homes here. We choose to live on the western side of Tucson because of its undeveloped natural areas, beautiful vistas across the open desert, easy access to hiking trails, fascinating wildlife, and popular attractions such as the Desert Museum and Saguaro National Park West.</p> <p>We are horrified to see that the proposed new highway may be as close as 1,300 feet to Saguaro National Park West and only two miles from the Desert Museum. We take all our out-of-town visitors to the museum so they can stand at the viewpoints and gaze out across the open desert. The environmental impact of the freeway in this location will be horrendous, adding noise, visual and air pollution to an otherwise peaceful spot.</p> <p>And it's not just the road itself, but the associated development it will bring. If local residents wanted concrete sprawl, they would live in Phoenix. This is a dark-sky area. Volunteers with the local astronomical society bring their telescopes out into the park to introduce residents and tourists to stargazing. But road traffic and associated development, along with the proposed freeway, are bound to affect the night sky regardless of low-impact lighting.</p> <p>How will researchers at Kitt Peak be impacted by this new light source? The EIS notes that a portion of Sandario Road will be permanently closed and there will be no access to I-11 for nine miles. How much traffic will this force onto Kinney Road, a narrow, scenic road through the park and one that is also the access to Tucson Estates and other nearby housing developments? How many local residents will be affected by this change? It also states that noise and visual impact combined would impact the visitor experience at Tucson Mountain Park.</p>	LU-3, GlobalTopic_1 and V-1		I- 1369 -1
Blackford	Cheryl		Oral	5/08/19 1:00 AM AT	<p>The Desert Museum is a gem, with 400,000 people visiting it yearly. Likewise, Saguaro National Park West has national and international visitors enthralled. Every evening, people gather at the top of Gates Pass for its uninterrupted view of the sunset. These are economic boons to Tucson. Why would you threaten their popularity with a road?</p> <p>The proposed road will fragment wildlife movement, forcing animals into islands of limited communities separated by man-made barriers. We fear the effect this road will have on the wildlife we see in Tucson Mountain Park.</p>	GlobalTopic_1, R-2 and BR-2		I- 1369 -2
Blackford	Cheryl		Oral	5/08/19 1:00 AM AT	<p>And what about the nearby residents? We, too, will suffer the noise and visual impacts. This freeway is proposed for the wrong place and the wrong time. It will ruin what makes the western side of Tucson so special to visitors and residents. In this time of rapid climate change, we should be focusing on alternative modes of transportation and not on fossil fuels. There are better ways to spend \$7 billion of taxpayers' money. We oppose the proposed I-11 freeway and support the no-build option. Thank you for your time.</p>	GlobalTopic_1, N-1, V-1, AQ-2 and AC-6		I- 1369 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Blackman	Jeffrey		Email	5/14/19 1:00 AM AT	<p>Good morning,</p> <p>I say "no" to I-11.</p> <p>Thank you, Jeffrey Blackman</p> <p>--</p> <p>Jeffrey Blackman Jeffrey Blackman, Ltd. XXXXXXXXXXXXXXXXXXXX Tucson, Arizona 85717 Telephone: XXX-XXX-XXXX Facsimile: XXX-XXX-XXXX XXXXX@gmail.com JBattorney.com</p>	GlobalTopic_3		I- 973 -1
Blair	Damon		Website	5/29/19 12:03 AM AT	<p>Why does the preferred corridor for I-11 in Pima County go through virgin desert whereas the rest of the route is on preexisting roadways? Putting in a highway near the Saguaro National Park (West Unit) would destroy both beautiful views of valleys and a fragile ecosystem. Native wildlife would be affected much worse than they are now, with migration corridors being bisected by the proposed roadway. What about the impact of this proposed freeway on the people currently living in Avra Valley? This would bring increased pollution, trash, and an increase in narcotic and human trafficking. Improving the I-10 and I-19 corridors would also be cheaper than creating an entirely new roadway. What about noise and trash from the proposed I-11? I enjoy beautiful views of a starry sky at night, something that would disappear with placing I-11 through Avra Valley. My property values will undoubtedly go down if the I-11 is built through Avra Valley.</p>	R-2, BR-1, BR-2, V-1, LU-1, AQ-1, N-1, LU-1, and GlobalTopic_1		I- 1099 -1
Blair	Damon		Website	7/08/19 9:20 PM AT	<p>I am against the proposed I-11 route through Pima County, unless it is co-located with the existing I-10 corridor. We moved out here to get away from the city's hustle, bustle, noise, and pollution (air and light). The preferred route would take I-11 within a mile of our house, will lower our property value, and create noise and light pollution in a quiet area of the valley. With Avra Valley Road a mile from our house, I can hear the early morning traffic - something that would increase to intolerable levels with I-11. We also enjoy the view of the stars at night, something else that I-11 would destroy. Add to that, the drug and illegal alien traffic that would come with the proposed I-11 corridor. I-10 is a mess of criminal activities and run-down properties along its corridor, and I-11 would quickly become the same sort of criminal and run-down areas that plague I-10.</p> <p>We are against the proposed I-11 corridor, and recommend either not building it or co-locating it with the present I-10 corridor.</p>	GlobalTopic_1		I- 3165 -1
Blair	Damon		Website	7/08/19 9:20 PM AT	<p>Another problem with the proposed I-11 corridor has to do with the West unit of Saguaro National Park. There are breathtaking views of Avra Valley from hiking trails in the park, something that would be destroyed by building a freeway within a few miles of said trails. Tourism would suffer as a result, with people not wanting to see a mass of concrete instead of a valley.</p>	R-2, E-2 and V-1		I- 3165 -2
Blair	Damon		Website	7/08/19 9:20 PM AT	<p>This proposal also does NOT take into account wildlife migration. You can't tell mountain lions to use only a few crossings to get from one area to another. Not to mention the amount of wildlife that would be killed on any freeway through the area.</p>	GlobalTopic_4, BR-1		I- 3165 -3
Blair	Matthew		Website	5/05/19 7:54 PM AT	<p>I live in the area known as Hidden Valley. I love the results of the study, I live about 3 minutes from the proposed route. I am extremely happy and welcoming of the interstate coming through the area.</p>	GlobalTopic_4		I- 545 -1
Blais	Brian		Website	7/07/19 4:25 PM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <p>In Brief:</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>TO ELABORATE,</p> <p>IN SUMMARY,</p> <p>I oppose the Recommended Alternative in favor of the No Build Alternative. Under the No Build Alternative, road widening at key places may solve congestion and transit improvements while omitting irreversible harm done via new highway (i.e., Recommended Alternative). The cascading effects from the aforementioned points would be far more costly than any gain by the Recommended Alternative. I stand with many residents, organizations, and stakeholders that oppose the Recommended Alternative for I-11.</p>	GlobalTopic_1, R-2, BR-1, E-3, AQ-1, WR-2, WR-3, LU-3		I- 2815 -1
Blais	Brian		Website	7/07/19 4:25 PM AT	<p>IMPACTS TO PUBLIC LANDS</p> <p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> • Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. • County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. • Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. 	GlobalTopic_1, GlobalTopic_13, R-2 and BR-9		I- 2815 -2

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Blais	Brian		Website	7/07/19 4:25 PM AT	<p>IMPACTS TO WILDLIFE CORRIDORS</p> <p>The Recommended Alternative route:</p> <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Herpetofauna in this area are vulnerable to increased development (Blais et al. 2019. Rural Road Usage by Herpetofauna of the Southern Sonoran Desert Ecoregion. Sonoran Herpetologist 32(1):9-12.) and vehicle-animal collisions may become more frequent. Other endangered species, and their habitats and corridors, exist where the Recommended Alternative would go (numerous literature). • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. Recent studies highlighting the sensitivity of these bighorn populations (Erwin et al 2019, https://peerj.com/articles/5978/?utm_source=TrendMD&utm_campaign=PeerJ_TrendMD_1&utm_medium=TrendMD; Gille et al 2019, https://wildlife.onlinelibrary.wiley.com/doi/full/10.1002/jwmg.21653) 	BR-2		I- 2815 -3
Blais	Brian		Website	7/07/19 4:25 PM AT	<p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION</p> <p>The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. 	GlobalTopic_1, N-1, V-1, LU-3 and AQ-1		I- 2815 -4
Blais	Brian		Website	7/07/19 4:25 PM AT	<p>IMPACTS TO THE ECONOMY</p> <p>The Recommended Alternative route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. 	GlobalTopic_1 and E-1, LU-3		I- 2815 -5
Blais	Brian		Website	7/07/19 4:25 PM AT	<p>IMPACTS TO PRIVATE PROPERTY</p> <p>The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 	LU-1 and LU-3		I- 2815 -6
Blanchard	Tina		Oral	5/01/19 1:00 AM AT	<p>MS. TINA BLANCHARD: Good evening. My name is Tina Blanchard. T-i-n-a, B-l-a-n-c-h-a-r-d. I moved out to Hidden Valley almost three years ago. While I may not be directly impacted, my neighbors are. The families who moved out move out to Hidden Valley, Thunderbird Farm enjoy a simpler way of life and we are the last of the wild, wild west and we take care of our own. This I-11 has caused undue stress on a lot of people so that they cannot even get up to talk.</p> <p>Before starting the I-11 corridor, fix 347 first. That road needs more attention than I-11 and, again, reiterating what Mary Eileen said, it brings in more cartel, more drugs, more illegals because it's a direct road. We don't need it. We don't want it. Thank you.</p>	GlobalTopic_4		I- 1037 -1
Blanchard	Tina		Website	7/04/19 11:47 AM AT	<p>My Husband and I are strongly against I11 coming out through Thunderbird Farms and Hidden Valley Estates. The Mayor of Maricopa has lied to you, he told you that all the residents of Maricopa are for I11, and this is not true. The people who live out here in Thunderbird Farms are all against this I11. My Husband and I moved to Hidden Valley Estates just South of Maricopa three years ago. We moved out here to enjoy peace and quiet. We are opposed to the I11 coming through our community. If I11 come out this way a lot of families are being directly impacted. A lot of them have been here and their property has been in their family for a long time. I11 will cause them to not only move themselves but move their livestock, their personal belongs and their livelihoods.</p> <p>In order to save money and peoples livelihood, use the current route 85 South to 8East to route to South. It's already established and ready to use. These routes go right to Buckeye, and is a direct route and it saves millions of dollars.</p>	GlobalTopic_4, LU-1, LU-3		I- 2553 -1
Blaski	Mindy		Phone	7/04/19 1:00 AM AT	<p>Please vote against the I-11 route. It is a terrible disaster for the Sonoran desert and will wreck the environment. Have many many natural sites that have been visited by many visitors and tourists. Please vote against the I-11 route.</p>	GlobalTopic_4, LU-3, R-2 and E-2		I- 3381 -1
Blattner	Simon J (Buddy)		Email	6/10/19 1:00 AM AT	<p>How do I get on an email distribution list for notices for meetings and such. We own a building right on one of the proposed routes and would like to keep informed.</p> <p>Thank you,</p> <p>BB XXXXX@parkerfasteners.com Simon J Blattner (Buddy) Parker Fasteners XXX-XXX-XXXX CELL XXX-XXX-XXXX FAX</p>	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>Your email address has been added to our distribution list and you will be included in future communications.</p> <p>To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.</p>		I- 2424 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bliss	John		Website	7/07/19 7:24 PM AT	I do believe I-11 is needed to help with routing through the state and beyond. The problem I have is obviously where to put the highway. I currently live in the hidden valley area of Maricopa and absolutely love the open area in the desert. My family is fully established here and do not plan on moving. Myself and others along the proposed highway have worked on and spent countless hours and dollars making this area our home. It seems to me the "orange" alternate route effects the least. Yes it is a longer route but it doesn't effect anyone. Once complete that route will be driven by thousands of people and probably more commercial activity. Seems like a win win to use the alternate route in the overall impact of peoples lives and transportation.	GlobalTopic_4		I- 2848 -1
Bliss	Shawna		Website	7/07/19 12:13 PM AT	The proposed route through the Hidden Valley and Thunderbird Farms communities and many others will negatively impact many lives. Many citizens, their live stock and wild life will be displaced. Financial impacts to some of the residents would be devastating. Please preserve our communities and beautiful desert life by choosing the proposed orange route instead! We love it here for good reason! It is our home!! It is our desert!!! Please leave us alone!!!	GlobalTopic_4 and G-1 and LU-3		I- 2753 -1
Blomquist	Nancy		Website	6/30/19 11:55 AM AT	I am highly opposed to the The recommended alternative route for Interstate 11. It would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. <ul style="list-style-type: none"> • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1, AC-2, LU-5, N-1, V-1, LU-3, WR-2		I- 2228 -1
Blomquist	Nancy		Website	6/30/19 11:55 AM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1		I- 2228 -2
Blonder	Benjamin		Website	6/30/19 2:38 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, this project should not proceed. It would be better to route along the existing I-10 corridor.	GlobalTopic_4 and PN-2		I- 2234 -1
Blonder	Benjamin		Website	5/07/19 5:30 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 615 -1
Bloom	Jeff		Email	7/08/19 1:00 AM AT	I do not find your plans to build I-11 to be at all workable. Arizona has some amazing land that is both of historical value and of incredible ecological value. Your proposal will destroy both of these, along with the uprooting of a large number of local residents. Jeff Bloom	GlobalTopic_4, BR-1, LU-1		I- 3428 -1
Bloom	Jeff		Email	7/08/19 1:00 AM AT	The first thing I thought of as I looked at the map of the proposed highway was that the obvious choice for handling increased traffic would be to widen and/or evaluate parts of I-10. Such approaches have been used elsewhere and decrease the damage to private property, historical sites, and sensitive ecosystems.	GlobalTopic_4, AC-7		I- 3428 -2
Blucher	Helge		Website	6/12/19 11:49 AM AT	The public comment period for this project should be extended to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1498 -1
Blucher	Helge		Website	6/15/19 1:10 PM AT	The attached graphic has been published in order to justify building I-11 around Tucson. The numbers shown are believed to be AADT (Average Annual Daily Traffic) but has no details about vehicles (trucks vs. cars). The ADOT website (https://www.azdot.gov/docs/default-source/planning/2018-aadt-interstates.pdf?sfvrsn=4) shows numbers that are much lower than what is indicated on this graphic. For example, traffic at Rutherford/Prince for 2018 is shown on ADOT as 127,263 (AADT) with 2040 estimate as 176,259. The truck traffic is about 10% of the total. Furthermore, using the graphic, the traffic count shows that a small percentage of traffic would use I-11 because traffic originates/ends in Tucson or travel further east on I-10. The suggested traffic on I-11 would be very small. The number of trucks coming from the north and heading for Nogales (the main reason for I-11 bypass) has not been shown anywhere, probably because it would not justify the project cost and damage to the environment. Also worth mentioning, the 2040 predicted traffic (AADT) for Pima Mine/Sahuarita at ADOT's website is half of what the graphic predicts for 2030. Someone really needs to watch for "fake data" about this project, published by companies, organizations and governments that benefit financially from the project without solving the problem itself.	Traffic study information and updated numbers can be found in the Final Tier 1 EIS Appendix E2, Traffic Forecasting Methods and Analysis Report.	Blucher_H_11554	I- 1554 -1
Blum	Corrine		Website	7/08/19 10:35 PM AT	No way! This hurts the environment, Tucson economy, and drastically alters the beautiful desert.	GlobalTopic_4, GlobalTopic_1, BR-1, E-1		I- 3193 -1
Bluto	Amy		Website	7/07/19 3:25 PM AT	Please do not destroy our desert. I believe the orange route that goes through Tucson on the existing I-10 will have the least impact on the environment and will be cheaper then building a whole new road that will greatly disturb the state's ecosystem as well as tourism. Tourist don't want to look out onto a giant road. They want to see the desert. The Blue route will cause nothing but damage and will kill the areas revenue. Not to mention the potential threat to our water supply as the route goes right by many water reservoirs and the C.A.P.	GlobalTopic_1, E-2, WR-2 and WR-3		I- 2800 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bluto	Tammy		Oral	5/11/19 1:00 AM AT	<p>TAMMY BLUTO: My name is Tammy Bluto, B-L-U-T-O. I am outright mad. I've lived in my place for, I don't know, thirty or forty years. I have broken my back on fixing my place up beautifully and now they're just going to take it away from me.</p> <p>I built a pond, huge big pond, beautiful trees. I have like a sanctuary out there. I mean, it's beautiful. I have coy fish and goldfish in the pond. That's been there for about twenty years I've had that fish pond. And they're not even going to give us the money that we owe on that -- I mean the money for that land.</p> <p>We're going to -- I'm about to retire, so now I'm going to think I'm not going to be able to retire because I have planned this retirement for years. I have saved money. Now I'm going to have to spend money on a place to stay. I had the place paid off.</p> <p>And now I have to go out and buy another place right when I'm about ready to retire. I had my retirement plan all set. Now you're just going to toss it all away. I'm going to -- I mean, I'm a server. I work hard. I can't sit there and work forever, but now I feel like I'm going to have to because there's no way I can live on Social Security and buy another house.</p> <p>I love my house. My house I've always gone out and sit outside by the pond and just enjoy my space. And it's going to be taken away from me. That just fucking sucks. And I never cuss. Never. Never.</p> <p>I am -- I didn't really realize that we're like right in the middle of so that they can take our land away from me. I don't know. This sucks. I'll probably end up killing myself because I can't take it. I cannot take it.</p> <p>I had my retirement planned. Now it's gone, gone, if they take away my land. I just love my land. My land is my sanctuary. That's why I live out there because it's peaceful, quiet. I have grandkids come and play on two and a half acres, raised my kids in that property. And now they want to take it away and put a stupid freeway. I live on 11851 West Calle Pima, C-A-L-L-E P-I-M-A.</p> <p>I don't know. I'm just so irate about it, so upset. I was already upset that they're building it there. And now I realize they're going to take my property away from me probably. I mean, I have a beautiful place. My daughter just bought a place and paid a lot more than I paid for that place and her place is like garbage, I mean, compared to my place. My place is -- I've spent a lot of money putting my property together, putting my beautiful space together.</p> <p>To move a trailer -- to move a double-wide it will probably fall apart because it's very old. It probably would just fall apart. And it would be very expensive. And plus, we took the whatever the thing is off to be able to move it, so I don't know if it can be moved.</p> <p>And I just love the spot that we're in. We have good neighbors, peaceful neighbors. My brother lived out in another area in that area and he had drug-dealer people neighbors, and I would hate to have to move into an area that is less than my property.</p>	LU-1		I- 1467 -1
Bluto	Tammy		Other	6/26/19 1:00 AM AT	<p>[I have lived on my property for 35 years and now have learned that I may be lose my beautiful and peaceful property It breaks my heart. I built a beautiful pond and have put a lot of work into my property . I am in the corridor of I11. If this goes through it will take several homes and will destroy our desert land and the wild life. Tucson has many visitors every year that comes to see our beautiful desert. Please help us stop it11 . Thank you Tammy Bluto"]</p>	GlobalTopic_1, LU-1, E-2, and BR-1		I- 2080 -1
BLUTO	TAMMY		Website	5/11/19 1:33 PM AT	<p>I do not want my property stolen away from me that's what you are doing to us out there. I have worked very hard on my property that I would never see again. I have a sanctuary on my property I have made a large pond that I thought I could sit by threw my retirement years. I was plaining on retiring soon but know lam sure I would have house payment again so I will be dirt poor or work at my hard working job forever my place is beautiful. I planed on living there till I die and meat jesus how can you still our land I will kill myself that's how much I love my land you all suck</p>	GlobalTopic_4		I- 777 -1
Bodine	Mary		Website	7/08/19 3:49 PM AT	<p>The amount of wildlife in and near Tucson is surely one of the great joys of living here. I've lived here nearly 25 years and have always been grateful that Tucson community and leaders value our exquisite desert plants and animals, and the pure quality of the air. To build this interstate in some of the most intact natural areas in and around Tucson is to invite devastation and hardship where there has been integration and balance. It would be a betrayal of Tucson's character!!! Please don't. Instead please protect our desert wildlife by co-locating I-11 with I-10 and I-19 and NOT building a brand new freeway through Altar and Avra Valleys.</p>	GlobalTopic_1, BR-1, and AQ-1		I- 3032 -1
Boerger	Rosemary		Phone	6/05/19 1:00 AM AT	<p>I'm responding to information regarding the proposed VR green alternative for I-11 bypassing Wickenburg. We're opposed to the others. We would prefer the proposed VR green alternative. If you would make note of that in responses received regarding this issue. Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 1704 -1
Bogart	Joe		Phone	7/06/19 1:00 AM AT	<p>My name is Joe Bogart and I'm calling from Tucson, Arizona I asked, well I want to submit an argument concerning the I-11 corridor. I cannot, your email will not accept my email to you, documents that I wish to send. It says that it must be, I forget what the term was but it's like I have to be preregistered in order to get the I-11ADOTStudy@hdrinc.com. So if you could get back to me at XXX-XXX-XXXX and either give me a code that I need or whatever is necessary. Again my name is Joe Bogart. Thank you.</p>	We apologize for your difficulties but the email address you were using was correct and there was no requirement to preregister in order to submit an email.		I- 3394 -1
Bogart	Joe		Phone	7/06/19 1:00 AM AT	<p>This is Joe Bogart again. I attempted to resend the document that I was sending before and I got a response again and it's kind of strange because it's in Czechoslovakian and I wonder whether your site has been compromised. You know we're down to the last day here and I am actually now, this was Saturday that I earlier sent it so please advise me how I can get it to you. My number is XXX-XXX-XXXX.</p>	The I-11 Team received the comment.		I- 3395 -1
Bogart	Joe		Phone	7/06/19 1:00 AM AT	<p>Again, this is Joe Bogart and what I'm exactly getting is it says "Delivery", let's see, "Message could not be received because delivery to this group is restricted to authenticated senders" and then the answer came from omnicrosoft.com and so I'm a little bit confused. Please get in touch. Thank you.</p>	The I-11 Team received the comment.		I- 3396 -1
Bogart	Joe		Phone	7/07/19 1:00 AM AT	<p>Hi, this is Joe Bogart again. I apologize for all the calls but I did figure out how to do it. It wasn't through the email actually it was stated on the recording, it's actually through this other website and then you can put in on an attachment. So anyway, I figured it out. No need to call me back I've got a confirmation of delivery. So I appreciate it. Thank you very much and have a great week. Bye bye.</p>	The I-11 Team received the comment.		I- 3398 -1
Bogden	Mary Jo		Website	7/08/19 6:17 AM AT	<p>We live in a 55 there is a reason we live at the end of Estrella Pkwy, it is quiet and serene we do not want this highway so close to our homes, there is plenty of desert to use but not close to our homes!</p>	GlobalTopic_2		I- 2900 -1
Boggs	Jim		Website	4/30/19 8:30 PM AT	<p>Please extend the public comment on this project. I am just hearing about it and I am sure others need more time as well.</p> <p>It is highly likely that this project would cause a negative environmental impact on Saguaro National Park as well as Tucson Mountain Park. Having a highway there would probably also create light pollution for Arizona's world-class observatories.</p> <p>Sincerely, Dr. Jim Boggs</p>	GlobalTopic_1 and GlobalTopic_9		I- 365 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bohman	Rich		Website	7/07/19 4:02 PM AT	I support the "green alternative" route which avoids the congested areas near Tucson and Phoenix, which will only be worst if and when this I-11 route gets funded and built. It is imperative that deviations from the existing I-19 and I-10 routes have as minimal as possible impact on the areas they traverse. ADOT must work in conjunction with environmental organizations, such as the "Coalition for Sonoran Desert Protection" to insure that sufficient and approved wildlife corridors are built in appropriate locations along new sections of any proposed route. Use of the existing I-19 route from Nogales to north of Sahuarita makes sense and probably will need to be widened to three lanes eventually. Currently, due to the increased truck traffic, the section of I-19 from south of Exit 34 to north near the Canoa exit, the highway needs immediate resurfacing and should be a priority item on ADOT's repair schedule. This section of road is currently dangerous to drive on!	GlobalTopic_1		I- 2811 -1
Boitano	Josef		Website	7/07/19 11:04 PM AT	I am opposed to the building of a highway that will neighbor family communities, be built atop water tables we depend on for survival, as well as splitting two national forests. I moved out here to get away from freeways and have a nice family oriented community close to outdoors with fresh air not to be next to a highway for transporting goods from Mexico to Canada. Freeways have been proven to adversely affect natural water tables they are built over because of wavy metals ending up in the water supply. A majority of family communities out here survive on water that comes out of the ground whether it be company maintained or personal wells. This will directly affect many people. Not only will people be affected but also all the wildlife that use this corridor to travel between the two national forests, saguaro national park and ironwood national. This will also cause an influx of illegal immigration by creating another access point at the border to enter Arizona when the border isn't even secure as it is. This highway will also be a half a mile from my house I didn't move out of the city to be by a freeway that will cause light and air pollution to all the families who will be forced to live in close proximity to a highway.	GlobalTopic_1, WR-2, R-2, BR-5, AQ-1 and V-1		I- 2887 -1
Bolding	betsyy		Website	6/30/19 10:09 PM AT	The I-11 corridor through Avra Valley as currently outlined is a horrible and destructive plan on many levels, most egregious, the double threat to the environmental treasures along the way, and to Tucson's water supply. ADOT officials have heard all these reasons that this plan is completely detrimental to the Pima County Desert Protection Plan, our tourism, our animals and our sacred spaces. But they seem not to listen. What I ask of you and the powers that be at ADOT is to listen to the public input from those who cherish our valley and our way of life and hold these many individuals -- the Public -- no less important than the business and economic voices whose support is short-sighted Our county cannot recover from the devastation of this route, whereas business interests can well thrive from alternative plans.	GlobalTopic_1, GlobalTopic_4, WR-2, BR-1, 9 and E-1		I- 2247 -1
Bolger	Katie		Oral	5/08/19 1:00 AM AT	KATIE BOLGER: Hi. I'm Katie Bolger, a 50-year resident of Tucson and Pima County. I was just reading a short article the other day about the fastest way to kill a downtown, and that is to build a bypass around it. And anyone who's been in this area knows about Rio Nuevo and all of our years of false-starts with taxpayer money. We're finally seeing the fruition of some really good projects here. We have a hotel that's going to be built right here in the parking lot coming up. This bypass in Avra Valley will destroy that. So the flip side of that economic development is the UN just released a report two days ago about biodiversity in peril. We have over one million species globally that are declining in an unprecedented rate. And one of the biggest reasons for that decline in biodiversity is urban sprawl and development. So we all know that we're living in unparalleled times at a critical juncture in human history, if we admit it or not. We need no new freeway in Avra Valley. If you have to do something, please co-locate it. Thank you.	E-1 and BR-1 and GlobalTopic_1, LU-3		I- 1360 -1
Bolton	Wayne		Website	7/07/19 9:04 AM AT	Take the ORANGE ROUTE. It will save money, will not impact wildlife as much and affect very few people. It's not right that the City of Maricopa is using their political power for their own selfish reasons. ORANGE ROUTE!!	GlobalTopic_4		I- 2720 -1
Bolza	Rosemary		Website	7/04/19 1:10 PM AT	I am opposed to the I-11 draft plan due to the destruction to the area it would go through. It uses old technologies that will be out of date before it is built. I would prefer upgrading rail infrastructure along existing highways.	GlobalTopic_4 and AC-3 and AC-9		I- 2561 -1
Bona	Debbie		Website	6/27/19 9:09 AM AT	No on I-11 through Avra Valley, AZ. The thought of a freeway going through our backyard is not appealing. We moved here for the quiet, clean air, non city life. This freeway would be infringing on People and their property, animal life and vegetation. Don't build or move it to the existing freeway I-10.	GlobalTopic_4 and GlobalTopic_1		I- 2090 -1
Bond	Ann		Website	7/01/19 6:51 PM AT	The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	GlobalTopic_1 and LU-5 and BR-2 and AC-5 and E-1 and E-2 and LU-3 and WR-2		I- 2291 -1
Bone	Emily		Website	6/25/19 1:14 PM AT	This interstate will only bring more crime from the border to our doorstep! It will also highly affect our wildlife! We have all chosen to live out of city limits to enjoy the wildlife, the quiet atmosphere and less light pollution. This will impact thousands of people and animals. I believe with thousands of others that this is a bad idea!! live here because I dont want city life and now you are going to force this on us, how would you feel if they built an interstate right next to your home!	GlobalTopic_4, BR-1, N-1, V-1		I- 2052 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Boogaart	Joe		Oral	5/11/19 1:00 AM AT	<p>MR. JOE BOOGAART: My name is Joe Boogaart, and I'm a resident in Marana. I have a little bit of a different perspective here. I oppose it, but for different reasons than most of these people that are here.</p> <p>First of all, only about 60 to 80 percent of all the land in Arizona is private, and I think by putting up a road, a limited access road highway between south of here and going up, especially the eastern part, just like the gentleman who spoke, I think is not the alternative. I'm realistic. I know it's going to happen, I used to live by there. So this is kind of the extension of that going all the way up to Canada.</p> <p>The problem I see is it has no economic value. 100 percent of the transportation on that highway is going to bypass Tucson. The ones that want to go to Tucson are going to continue on 19. So, to me, there is no economic value for our community. It's a limited access. And so the building that you're in right here obviously was done for planning into the future. You can see the limited amount of homes around here. I think that will be an obstruction to the progress of this community and the development of this community.</p> <p>I do favor -- and I'll show you in just a second -- a more westerly path. This is like a wall, putting a wall, because in order for this area to -- if you put it down on the eastern -- on the eastern area right here, if you put it down the center, the eastern path there, you're just -- you're actually almost setting it up as a wall. We're going to end up like the railroad tracks that are actually by I-10 there, where we're going to have to start spending millions and millions of dollars for overpasses across this.</p> <p>And so I think the most sensible plan is to move that east. Some people have suggested I-10. I was on the Orange County, Florida Planning & Building Commission, and I-20 was a panacea. It's not anymore. You'll see bypasses all over the place in central Florida.</p> <p>And so what I propose is a more -- is taking the alternative of the Amado exit that is shown on one of your -- not on this stick drawing right here, but on another one right here, take the Amado and go up to Three Points, like you've got here. You've got it going just west or east of Three Points. But then move it over, over and going up on the west side of Silverbell and Ina and taking it across there. You have to cross the Tohona O'odham Nation, but you had to anyway for that strip right there coming down here between Picture Rocks and Avra Valley here, and then taking it down to -- you can join back up with your original plan. But I think that will work a lot better. It would be less intrusive for the area right here, for whatever reasons.</p> <p>And that is my suggestion. And what I would like to do is submit this as -- I don't know how I would go ahead and submit it to the committee.</p> <p>THE MODERATOR: If you'd like to submit anything, you can make a comment in the --</p> <p>MR. JOSEPH BOOGAART: Okay. Thank you very much for your time.</p>	GlobalToic_4, GlobalTopic_13, and GlobalTopic_1		I- 1441 -1
Boogaart	Joe		Website	7/07/19 11:47 AM AT	<p>Dear Members:</p> <p>I have a number of concerns with the team's I-11 preferred and alternate corridor recommendation. Unable to fully express these reservations at the public hearing, I herein submit them for your consideration.</p> <p>The US is twenty-two trillion dollars in debt. There is no way to pay for this or any other infrastructure project, but through issuing more debt. I would on principle alone oppose I-11 construction until existing deficiencies are addressed and corrected.</p> <p>Acknowledging that addressing debt is not now, nor will it ever be a priority of a body of nationally elected officials, I respectfully submit my reservations and objections to the current recommendation of the M1 Tier 1, EIS Study Team and submit an alternative.</p> <p>I-11 METRO TUCSON BYPASS PLAN ALTAR AND AVRA VALLEYS CURRENT I-11 STUDY TEAM ALTERNATIVES</p> <p>PIMA COUNTY UNDERLYING FACTS ECONOMIC o Less than 10% of the land in Pima County is private, much of which has been developed. o Every alternative submitted by the I-11 study team uses private land (where available) as the preferred route.[13] o Revenue from property tax accounts for 40% of the total Pima County budget [9] o Removing land from the tax rolls in this way will shift the tax burden onto the remaining landowners. o Pima County currently has the highest property taxes in the state. [1] o By definition, I-11 is to be a restricted access commercial corridor between Mexico and major metropolitan areas to the north and west.</p> <p>ENVIRONMENTAL o Southern Arizona depends on the Altar and Avra Valleys as major resources for water. [6] o The upper alluvial stratus of Avra Valley is a major producer of water.[6] o The Avra Valley depth of the upper alluvial stratus ranges from Mto 1000 0 Proposed routes for I-11 pass directly over some of the most environmentally sensitive recharge areas and reserves in Pima County. [1][5] o The City of Tucson owns water rights [12] and the Town of Marana stores water in the valley aquafer. o The City of Tucson, Tucson Water, Arizona Game and Fish, National Park Service, The Avra Valley Coalition and other environmental groups have voiced concerns over the routes being proposed in the I-11 Draft Tier 1 Environmental Impact Statement and evaluation. "2" [[6]</p>	AC-1, AC-9, WR-1, WR-2, GlobalTopic_1, PN-3 and BR-1, GlobalTopic_13	Boogaart_J_I2745	I- 2745 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Boogaart	Joe		Website	7/07/19 11:47 AM AT	<p>RESULTS of placing I-11 through the Altar and Avra Valleys.</p> <p>ECONOMIC and ENVIRONMENTAL</p> <ul style="list-style-type: none"> o Hi will act as a barrier for the natural migration of wildlife between the east and west valley. o Restricted access will require costly overpasses, hindering well planned development. o East-West flow of traffic within the valley will be impeded, thus encouraging strip development on either side of the interstate. o Hi could create logistic problems for Green Valley, Sahuarita, City of Tucson, Town of Marana and Pima County in the movement of water to urban growth areas. o Having unrestricted commercial cargo haulers passing through the valley creates the possibility for accidental groundwater contamination. o The purpose of I-11 was to establish a bypass for trucks and passengers traveling from Mexico to San Diego, Phoenix, LA and other major northern metro areas [10]. Other than relieving congestion on I-10, such a bypass would only benefit northern and western major metro centers. The positive financial impact, if any, to Metro Tucson would be minimal. Thus, the economic and environmental negatives that will impact Tucson need to be the primary consideration for the placement of I-11 through northern Pima County. <p>ARGUMENTS IN SUPPORT OF A WESTERN REALIGNMENT OF I-11 FACTS AND OBSERVATIONS USED AS A BASIS FOR THE SUGGESTED ALTERNATIVE ROUTE.</p> <ol style="list-style-type: none"> 1. The I-11 placement through Pima County is not critical to its purpose, which is to serve as a connector between Mexico and major metropolitan areas and markets. <ul style="list-style-type: none"> o I-11 is to be a Tucson bypass to relieve future congestions on I-10. o Metro Tucson does not meet the definition of a major metropolitan area or market, which is 1,000,000 in population, as defined by 2012 U.S. Census Department. 2. The I-11 team study area varied from 10 miles to 25 miles wide [10.7] 3. Route alternatives were the choices of the study team, not a consequence of limitations and restrictions. <ul style="list-style-type: none"> o Tribes did not respond and were arbitrarily left out of the study. This statement implies that no additional effort was made to involve the tribes and garner their opinion/feedback. o State and federal lands were avoided where able. I-10 crosses both as well as tribal lands multiple times between Nogales and Phoenix. 4. Union Pacific is in the feasibility/ planning stages of placing a terminal "intermodal inland port" on state land north of Picacho Peak near Eloy. 5. A deep-water port is planned in Guaymas Mexico which will accommodate the super cargo ships. [14] 6. Super cargo ships are able to carry 18,500+ TEU's. (TEU = 1 20' container) 7. Efficient access will be needed from the Port of Guaymas to markets in the United States. <p>Environmental</p> <ol style="list-style-type: none"> 8. Buffelgrass is possibly the greatest threat to the southwestern high desert. It is an invasive species that crowds out native plant life and replaces sparse vegetation with a highly flammable carpet endangering unique wildlife and plant species. [5] 9. Ironwood Forest is: <ul style="list-style-type: none"> o a known transitory corridor for illegal migrants and drugs [4] 			I-2745 -1a
Boogaart	Joe		Website	7/07/19 11:47 AM AT	<p>THE ARGUMENT (See amended map)</p> <p>The following proposal fits well within point 2 above and has the potential to mitigate the problems described in 8 and 9. It also relieves the negative economic and environmental impacts as described on the previous page. The same bullet point headings that the study team uses as justification for a new highway are used here to state the case for moving the I-11 corridor to the west.</p> <p>A significant point not addressed and of little importance to the stated objectives of the study is the increased environmental risk to the Sonoran High Desert if I-11 passes through rather than around the Tucson Metro area. ?</p> <p>Population and employment growth</p> <ul style="list-style-type: none"> o Relocating I-11 west would improve the potential for both population growth and employment opportunities by eliminating the strong possibility of a restricted access barrier through both valleys. o Shifting I-11 over 14 miles to the west of Avra Valley will not affect the positive economic impact to temporary construction jobs. <p>? Congestion and travel time reliability</p> <ul style="list-style-type: none"> o This proposed corridor is more direct and accommodates a very restrictive access. It will prove to be more reliable, less congestive and safer. Total distance from Amado to I-8 would be 90 miles. o If a frontage road is required, then passing west of the greater Tucson metro area will eliminate shared use of the frontage road and many time consuming intersections, Thus, making I-11 more reliable in the long run and cut travel time in case of closures or national emergencies. o El Paso is the most westerly rail port willing and able to handle cargo coming from a Guaymas deep- water port. An intermodal inland port near the confluence of I-8, 10 and 11 would be a game changer. Southern Arizona will quickly become the 'port of entry' of choice. That will create an exponential increase in I-11 traffic. <p>? System linkages and regional interstate mobility</p> <ul style="list-style-type: none"> o Currently I-19 serves Tucson from Mexico. This will not change. There is no need for I-11 to serve Tucson, and by the committee's definition, Tucson is not a major metro area. Therefore, having I-11 passing through the metro area would only be an unnecessary intrusion. o When the Union Pacific Terminal "intermodal inland port" materializes, having the Marana exit moved to the Eloy area would enhance system linkage. Interconnectivity between rail and Interstate highways 8, 10 and 11 would have a huge economic impact on the region. <p>? Access to economic activity centers</p> <p>Moving I-11 to the west as shown on the amended map will have zero effect on access between the Mexican border and points north.</p> <p>? Homeland security and national defense.</p> <ul style="list-style-type: none"> o Both agencies would be better served by an expressway around future growth of a metro area when an interstate already exists along the edge of current metro area. o An interchange south of Eloy and near a Union Pacific intermodal facility would give full access to rail and truck service throughout the United States especially and most 			I-2745 -1b

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Boogaart	Joe		Website	7/07/19 11:47 AM AT	<p>? Sonoran High Desert Ecosystem</p> <ul style="list-style-type: none"> o As mentioned in 'Facts and Observations', the greatest danger to the Sonoran desert is Buffelgrass. Having I-11 pass along the edge and through a 3-mile neck of the Ironwood Forest would put the national monument under the surveillance of 1000s of truckers a day. A few signs stating: "SAVE OUR DESERT", "REPORT WILDFIRES AND ILLEGAL ACTIVITY" would help fill the void due to underfunding and understaffing and could possibly save Ironwood Forest itself from a disaster. o Disallowing ingress and egress along and through tribal and national monument land from highway 86 to Eloy would minimize damage to the environment and honor our Arizona heritage. o Strategic placement of 3-4 ft. culverts would allow east-west migration of wildlife while restricting access to off road vehicles of any kind. Six ft. culverts with restrictions would allow hikers, horse riders and non-motorized vehicles access. <p>In summation, there are ample reasons why an interstate should not pass through the Avra Valley and more reasons why moving it to the west is a smarter solution. At this point, as stated in the I-11 Draft Tier 1 Environmental Impact Statement and Evaluation, the process must go through additional tiers and reviews. Funding must be identified[15] before a decision is made whether to proceed or terminate the project. Rational thinking would dictate that it will be 10 or 20 years out before the 1st dirt is turned. In that time the valley's character will have changed. Moving I-11 to the west will remove it from the path of potential growth and minimize controversy in the future.</p>			I- 2745 -1c
Boon	Jane		Phone	6/19/19 1:00 AM AT	Yes, I am very much pro I-11. I think it's going to really make a huge impact on the amount of diesel trucks on I-10 and I think it's very much needed. Thank you. My name is Jane Boon, my phone number is 520-440-4331. Thank you.	GlobalTopic_4		I- 3262 -1
Borer	Raymond		Website	7/03/19 3:31 PM AT	<p>Interstate 8 is an existing Route; it is a four lane divide high the exact same road that the new proposed freeway is. I-8 from Casa Grande to Gila Bend and then go on to State Rote 85 to Buckeye. This route is more favorable then going through an established community. What is 16 minutes compared to a life time spent living in hidden Valley gone. How about the cost of this new built project, compared to all the homes, farms and business that will be destroyed in Thunderbird Farms,Hidden Valley and other small Arizona Community.</p> <p>There is a lot of confusion on why not just use Route I-8. I have been very informative on why they want to cut through a low to middle class, retired area. These people are helpless to fight back and ignored by the population and the city. They stay to them selves and do not frequent town on a daily bases.</p> <p>But that is not the main reason for this attack on a small poor community.</p> <p>IT'S WATER RIGHT!!</p> <p>See The Town of Maricopa has been trying for years to take these lands by annexation and have failed every time due to the push back of these people living out there. Maricopa Leaders have to push this route through; it could be there last chance to own the private water rights of these small land owners. This route is the best way for city console to finally own this rare commodity. On the tears of those who will lose what they struggled to have and keep.</p> <p>I know like many others will soon know is a lot of the Hidden Valley and Thunderbird Farms community have the largest underground lake in Arizona under our feet. I worked for years for the water department out here. I know there is a underground waterfall that drops a 1000 feet into this Arizona Great Lake on my property. That is why they are pushing for this route instead of the already existing and money saving route 8. The Town of Maricopa needs these privately owned water rights to sustain there under though and under prepared Town growth. No matter how many lives are destroyed in the name of greed.</p> <p>Before I was permitted to build anything on my property; bought in 1992. I had to pay \$2500 for a Habitation Tortoise route interruption fee/permit. We have seen on several occasion over the years a pair of tortoise taking the same route through my property to or from the mountains that sit be hind my home. Are these creatures not protected; like many families out here. It is not a good feeling not knowing when big business will be knocking on the door and tell you this is what were giving you; know leave.</p> <p>The maps you are using are over 25 years old and hard to read. Some of the street names are wrong or the road is just missing. How do you really know who lives out here if you don't have the correct information from the Town of Maricopa leaders; who just want more patriots at the casino 16 min quicker.</p> <p>If any one thinks it traffic congestion Maricopa is worried about or if the trucker has to spend another 16 minutes to get to their destination; should be the person to come out here and talk with us old timers; That can't get out of our home to attend these meetings.</p> <p>I'm available to entertain you in my home; if someone would like to be more informed about the decisions that are being made that directly effect me, my family and friends.</p>	GlobalTopic_2 and GlobalTopic_4 and EJ-2	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 2514 -1
Boreyko	Krystian		Website	5/11/19 7:15 AM AT	A new highway is unnecessary and will degrade areas that are both environmentally sensitive and have been recognized as protected lands. In addition to inherent harm of new roads, I-11 would also generate more vehicle miles traveled (induced demand for driving is a well researched and documented phenomenon that results from adding roadway capacity), which would cause further negative ecological impacts.	GlobalTopic_4, LU-5 and LU-3		I- 753 -1
Boreyko	Krystian		Website	5/11/19 7:15 AM AT	Moreover, the existing route between Nogales and Wickenburg (I-10 and I-19) is not significantly shorter than a new interstate connecting the two cities would be. I urge ADOT and FHWA to select the No Build Alternative.	AC-6		I- 753 -2
Borg	Carolyn		Website	6/29/19 3:14 PM AT	I vigorously oppose the Recommended Alternative route for I-11 because of its enormous potential adverse environmental, economic, social, recreational, and other impacts. For example, it would severely fragment important wildlife habitats and movement corridors, and harm the rural character of Avra Valley. Due to its proximity, and encouragement of nearby sprawl development, it would also greatly harm the scenery and natural character of Saguaro National Park, Ironwood Forest National Monument, and other significant public and tribal lands. In stark contrast, the alignment along or parallel with the existing freeway poses significantly less adverse impacts. Please support this obviously better and less-damaging alternative. Thanks for considering my comments.	GlobalTopic_1, LU-3		I- 2214 -1
Borge	Elizabeth		Website	4/21/19 10:36 AM AT	This new Interstate should follow the green alternative route to keep the road noise as far away from a populated area as possible. This would help to keep property values stable and not take all the value out of what had been higher priced homes.	GlobalTopic_4, LU-1		I- 208 -1

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Boronow	Eugene		Oral	5/08/19 1:00 AM AT	<p>EUGENE BORONOW:</p> <p>I'm Eugene Boronow. I have to wonder if there's a point to any of this. It seems farcical. And I know I don't have -- it's my belief that these meetings only exist because they're part of a required process. I don't know for sure, and I could be wrong, but it sure feels that way.</p> <p>And it seems like people now will always do whatever they have to do to push these kinds of projects through. And that we, as citizens, serve only two roles; as taxpayers and voters. Otherwise, we're pretty much dispensable. We have a room full of people who are -- as far as I can tell, are all against this.</p> <p>I'm guessing it's the same way in every meeting in every town. But somehow I have the feeling it doesn't make a difference. And it's a feeling of frustration I'm expressing to you, of feeling irrelevant. And not just me as an individual, but as citizens in these communities with real issues. I feel like we, and our democracy as well, just like these meetings, are just an inconvenience to the powers that be, and that for-profit projects like this go ahead full force regardless of what people want.</p> <p>That brings me to my next point, and that is projects like this are not truly public works. Though they're paid for with public money and the finished product is accessible to the public, primarily for profit, where costs are socialized, but profits are privatized. This is a big problem in our current society.</p> <p>Contracts for construction are given to private enterprises. That's a system that doesn't have to be, but that's the way it is. It's probably the only reason why this project is being proposed, because people stand to make a hell of a lot of money on this. It's a whole corridor of commerce. It probably wouldn't exist if these construction outfits were government-run instead for profit.</p> <p>But also, because of our lobbying system -- which is also called legalized bribery. It's another big problem, where politicians stand to gain enormous power from doling out contracts, where money and power go hand in hand. And that's what it seems like this whole project is, power and money. Big money, big power. So while most of us are discussing the detriments of this project -- and we have to, because it's all we have -- to me, the biggest issues are the false excuses for what's clearly a money-making scheme.</p> <p>But we're going to discuss this in the way it's been presented. There's a specific reason this project has been rejected outright. This entire project is a solution looking for a problem. We don't have fleets of trucks waiting at the border, saying, Where are our roads? There are plenty of roads. We already have many roads in all directions. My point is, no one needs this. Thank you.</p>	CO-3 and AC-4 and GlobalTopic_4		I- 1380 -1
Bosma	Kenneth		Website	4/07/19 10:40 AM AT	<p>I strongly disagree with the proposed route of I-11 passing so close to Tucson Mountain Park and Saguaro National Park West. These have been protected areas for decades and would undoubtedly suffer from more traffic.</p> <p>Using I-10 through Tucson is still the best option in my opinion.</p>	GlobalTopic_1 and R-1		I- 6 -1
Boston	Julie		Website	7/07/19 9:28 PM AT	<p>Please consider the future route for I-11 to be have the least impact on Arizona's wildlife. We are impacting the ecosystems that these animals depend on across the state in a detrimental way. ADOT future route I-11 needs to avoid marshland and sensitive wildlife areas.</p>	GlobalTopic_4, BR-1		I- 2871 -1
Boswell	Carl		Website	4/24/19 10:37 PM AT	<p>It is important that the time for public comments be extended to Sept. 28, 2019 to give all stakeholders time to provide appropriate and substantiated input.</p>	GlobalTopic_9		I- 283 -1
Boswell	Carl		Website	7/08/19 12:03 PM AT	<p>At first I was puzzled why ADOT would prefer an I-11 route through Avra Valley rather than building a second, less expensive tier along the current I-10 route. Then I discovered that numerous influential land owners have property out there that would vastly increase in value if a freeway was nearby. That totally explains why penny-pinching administrators and politicians would be willing to spend billions more of our tax dollars than is required to get the job done. Can you be more obvious?</p>	GlobalTopic_1, AC-4		I- 2956 -1
Bott, PhD	Suzanne		Website	7/08/19 10:55 PM AT	<p>I'm adamantly opposed to the I-11 corridor for bisecting the Sonoran Desert and indigenous lands and interrupting wildlife patterns. It is unnecessary and upgrades to the existing system should be pursued. Thank you, Suzanne E. Bott, PhD Human Dimensions of Resource Management</p>	GlobalTopic_1 and BR-2		I- 3199 -1
Bouchard	Polly		Website	6/25/19 7:45 PM AT	<p>The proposed route for I11 is going to cut very close to our residence. We have lived out here in Avra Valley for almost 32 years. We have enjoyed the solitude and the beautiful desert area and wildlife surrounding us. The proposed route is completely unnecessary and could easily be rectified by reconfiguring I10. The amount of destruction that will be done to Avra Valley is horrific. Please consider the alternative suggestions before destroying the Avra Valley area. Saguaro National Park and Ironwood National Forest are going to be adversely effected. Once this damage is done it can never be repaired. Either stacking I10 or widening I10 are viable options. Please consider these routes. Thank you.</p>	GobalTopic_4 and GlobalTopic_1		I- 2066 -1
Bourdette	Dennis		Website	4/20/19 8:31 PM AT	<p>Because of the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is less than 2 months, which does not give members of the public enough time to review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p> <p>Dennis Bourdette, MD</p>	GlobalTopic_9		I- 201 -1
Bourque	Jan		Website	6/30/19 10:35 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 2223 -1
Bouvier	Joseph		Website	5/01/19 5:15 PM AT	<p>Has not Arizona already destroyed enough desert? There are multiple species that will likely go extinct if this plan is implemented . . . one in particular, the Tucson Shovelnose snake (<i>Chionactis occipitalis klauberi</i>) which already extirpated from most of its traditional range like Avra Valley, Casa Grande area. Much of the proposed tracts will create a fragmentation of the remaining scattered populations and likely cause total extinction. This may not be a big issue to the Developers and Money Makers and bought and paid for Politicians but it matters to many of the people of this state. The generalized destruction of the Desert that I have witnessed over the last 20 years here in AZ is appalling! Is not the proposed plan also projected through the Sonoran National Park? Why not just take away more of our sacred lands! Why are parks created if development like this . . . what the political powers would call progress and I call regress, is allowed to continue? Arizona needs to protect more of its lands, not pave them over! We already look like California with the environmental destruction . . . should this continue or should we think about our overall future or we will end up like our environmentally, economically and physically endangered neighbor.</p>	BR-1 and BR-5 The I-11 Team is aware that there is new research (still in press at the time of the Draft Tier 1 EIS publication) refuting the Tucson shovel-nosed snake genetics and range information used by the US Fish and Wildlife Service (USFWS) to remove the snake as a candidate species under the Endangered Species Act. As this research was still in press and the USFWS has not changed the status of this species, it was treated as a sensitive species and included only in Appendix E14 Biological Resources Technical Memorandum. Further analysis of this species will be conducted during the Tier 2 NEPA studies.		I- 375 -1
Bow	Dylan		Website	6/27/19 8:40 PM AT	<p>I am in strong opposition to any plan or persons who would trade irreplaceable natural space for minor convenience.</p>	GlobalTopic_4, AC-2		I- 2143 -1

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Bowden	JoAnne		Website	7/05/19 12:45 PM AT	This proposition for the I-11 draft tier EIS must be stopped. Many residents homes will be affected and the wildlife environment will be disturbed. These residents have moved to these areas to secure peace and tranquility and should not be disturbed. The uprooting of wildlife is just as crucial and MUST BE PRESERVED! This highway can be placed elsewhere!	GlobalTopic_4 and LU-3 and BR-1		I- 2592 -1
Bower	Nancy		Website	6/17/19 2:55 PM AT	I oppose putting I11 through the area west of Tucson. Use the existing corridor for I10. Nancy Bower	GlobalTopic_1		I- 1632 -1
Bowman	Michael		Website	4/05/19 12:34 PM AT	A tremendous amount of work and thought have obviously gone into this project. Well done! The blue marked proposed route does a perfect job of blending public needs with private interest.	GlobalTopic_4		I- 1 -1
BOWMAN	STELLA		Website	6/23/19 12:35 PM AT	Work with Tucson to help us be a jewel in Arizona. We ar smart and can use our brains.	GlobalTopic_4		I- 1981 -1
Bowman	Stephanie		Website	6/07/19 11:00 AM AT	Please extend the comment period on this serious issue of I 11 alternate routes to 120 days so that more people are able to give their opinions which you claim to want.	GlobalTopic_9		I- 1300 -1
Bowman	Stephanie Jo		Email	5/05/17 7:58 PM AT	I am writing to express my absolute and steadfast opposition to any and all potential I-11 alternate routes via the Avra Valley. I am in approval of either the No Build option or any data-justified and thus warranted improvements to our existing I-10. Please let me know this official comment was received and recorded as I will not be able to attend the public comment meetings. Thank you. Stephanie Jo Bowman 10980 W. RudaSill Road, Tucson, AZ 85743 XXX-XXX-XXXX "Hell, there are no rules here. We're trying to accomplish something." Thomas A. Edison	GlobalTopic_1		I- 407 -1
Boyd	John		Website	7/08/19 9:43 PM AT	Please don't do this, there are other ways to get the traffic through. If this were your home you would be writing this right now. I moved here to be near the beauty of Arizona, now we will have a freeway going right past my property. Please don't! John Boyd	GlobalTopic_4, LU-1		I- 3172 -1
Boyd	Tristen		Website	7/08/19 9:55 PM AT	We are against I11 for many reasons! First being our beautiful desert should be left alone, no extra noise, pollution, destruction, construction and people coming here. Secondly, we love the peace, quiet, space, land, views and animals. This would cause us and others to move, more problems, more pollution, more illegals and a lot more negative interaction as a result.	GlobalTopic_4, N-1, AQ-1		I- 3180 -1
Boydston	Shelby		Website	5/04/19 8:20 AM AT	My family going all the way back to my great grand parents, in the 20's, have lived in Palo Verde. The proposed 'blue route' would go through my grandmas backyard and would force Her to leave the house that she lived in since the 50s. There are other families in Palo Verde that could say the same thing. The freeway would interrupt their way of life and for most of them, it's the only way they know. This route would also go through thousands of some of the best Farm ground in the southwest. I support the orange proposed route.	GlobalTopic_2		I- 517 -1
Brabham	Robert		Website	6/13/19 1:06 AM AT	I do not support building a interstate freeway so close to the Sonoran park, when just 8 miles to the east, is I 19. Improve the I10 and I19 corridors. If you're accommodating a private citizen who wants to develop, at the cost of Arizona taxpayers, shame on you. I understand the goals you're trying to achieve and the NIMBY mindset, but you already have two freeways and infrastructure in place; improve those!	R-2, GlobalTopic_1 and AC-4		I- 1517 -1
Brack	Jessica S.	Freeport-McMoRan Sierrita Inc	Email	7/03/19 1:00 AM AT	To Whom It May Concern This correspondence is concerning the request for public comments for the I-11 Draft Tier 1 Environmental Impact Statement and preliminary Section 4(f) Evaluation. Freeport-McMoRan Sierrita Inc., (Sierrita) operates an active open-pit copper and molybdenum mining complex west of Green Valley, Ariz. The company's holdings also include the Twin Buttes copper molybdenum mine east of the Sierrita mining operations, both of which are in the Pima Mining District. Currently, there is no active mining at the Twin Buttes site, but the company does operate a copper solvent extraction and electrowinning facility at that location. The combined total land holdings for the Sierrita and Twin Buttes properties is approximately 39,000 acres. Last year, Sierrita personnel attended three ADOT stakeholder meetings to provide input and hear other stakeholders' views for and against the I-11 project. During these stakeholder meetings, the route of most interest by ADOT was the corridor that ran west of the Sierrita pit. At that time, Sierrita expressed concerns about the proximity of this route to the Sierrita operations. In addition, Sierrita holds unpatented lode mining claims within and adjacent to the impacted route. The I-11 Draft Tier I EIS released earlier this year replaced the ADOT preferred route east of the Sierrita pit with a new route that lies north of the Twin Buttes property. The concern with this revised route is its impacts on the Twin Buttes Mine property. The area north of the Twin Buttes pit was acquired and is being held for mining-related purposes. Attached, is a map illustrating the two mine sites in relation to the Sierrita Twin Buttes property boundaries. In reviewing the two I-11 corridor options, Sierrita feels the proposed routes will have a direct negative economic impact on the Sierrita and Twin Buttes operations as well as a number of adjacent residential neighborhoods. Freeport-McMoRan Sierrita had more than 1,000 employees at the end of 2018 and generated an estimated \$205.9 million in economic benefits for Pima County and approximately \$290.1 million for Arizona in 2018 alone.	GlobalTopic_1	Brack_J_FreeporMcMoRan_B21	B- 21 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brack	Jessica S.	Freeport-McMoRan Sierra Inc	Email	7/03/19 1:00 AM AT	<p>Sierrita respectfully requests the west (purple line) and north (green and blue lines) I-11 options as depicted on the attached map be removed from consideration, and ADOT adopt the route that follows the existing I-19 corridor.</p> <p>Thank you in advance for your time and consideration.</p> <p>Jessica S. Brack Manager, Strategic Community Development Social Responsibility & Community Development Freeport-McMoRan Fax: XXX-XXX-XXXX Cell: XXX-XXX-XXXX Office: XXX-XXX-XXXX XXXXX@fmi.com</p> <p>Learn more about our Community Engagement programs at https://nam05.safelinks.protection.outlook.com/?url=www.FreeportInMyCommunity.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cebbd10b158be47e346ce08d6fff59dc6%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636977828284410715&sdata=72f4IRq3kJfThGB5aZ49%2F63p64BUlq1NWwOCDzQXt0%3D&reserved=0</p> <p>Check out our middle school e-learning site in partnership with Discovery Education! https://nam05.safelinks.protection.outlook.com/?url=www.DigIntoMining.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cebbd10b158be47e346ce08d6fff59dc6%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636977828284420715&sdata=dnPaRt1QaxLufBF6Z4KVeB3sseCnnPsyUviBsENUQak%3D&reserved=0</p> <p>Help us spread the word about our free women's entrepreneurship training program: https://nam05.safelinks.protection.outlook.com/?url=www.DreamBuilder.org&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cebbd10b158be47e346ce08d6fff59dc6%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636977828284420715&sdata=JPFiCIRnoaueaV%2BhySA4frOQkPidx1ynGkyMW51Ew%3D&reserved=0</p>			B-21 -1a
Bradley	Norman		Website	4/17/19 8:12 AM AT	This should be a great thing for our local community. With the highway in place, could open our area up to more industrial jobs.	GlobalTopic_4		I-117 -1
Brandel	Barbara		Email	6/26/19 1:00 AM AT	<p>Arizona Department of Transportation:</p> <p>Please abandon the plans for the I-11 Corridor.</p> <p>Tucson does not want to become another Los Angeles or Phoenix.</p> <p>The Tucson City Council has declared its disapproval of the I-11 Corridor.</p> <p>The destruction of the fragile desert environment to the West of Tucson by the expensive construction, future use, and inevitable sprawl that would follow would be beneficial to few. (Who would make money from this venture? Please explain.)</p> <p>The I-11 by-pass would not benefit Tucson's businesses in any way.</p> <p>The home-owners on the West side of Tucson do not want this freeway on their doorsteps.</p> <p>The natural environment of the West side, featuring Saguarao National Monument West, Arizona Sonora Desert Museum (world renown), Ironwood Forest National Monument, Tucson Mountain Park and other preserved sites would be forever damaged or marginalized.</p> <p>I-10 could be widened, creating truck-only lanes. The widening of I-10 would probably cost less than creating a by-pass freeway.</p> <p>Please do not put Tucson in a coffin and drive in the nails.</p> <p>Sincerely, Barbara Brandel Tucson resident since 1972</p>	GlobalTopic_1, AC-4, LU-3		I-3317 -1
Breault	Angel		Website	6/27/19 5:39 PM AT	<p>To whom it may concern,</p> <p>I spent almost every other weekend of my childhood out at the Arizona Sonoran Desert Museum. Every other weekend my mother would wake me up at 7am to drive over the Tucson Mountains, located just west of their namesake city, so that I could learn more about my home's rich cultural and natural identity. I remember early winter mornings driving over Gates Pass and witnessing the first beams of light hit the beautiful, open, and wild Sonoran Desert of Avra Valley. That image of saguaro studded peaks and that seemingly never-ending desert is now imprinted on my identity as it is the identities of many other Southern Arizonans. To permanently alter such an ecologically and culturally rich landscape to build the proposed Interstate 11, would be an irreversible and inconsolable crime against the community of Tucson and our nation's identity. To sacrifice the rich economic productivity, ecological vibrancy and cultural legacies of lands like Saguaro National Park, Tucson Mountain Park, and Ironwood National Monument, is to deprive Americans of their rights to public lands.</p> <p>Much of this destruction could be avoided too, simply by improving infrastructure along Interstate 19 and Interstate 10 so that they could appropriately handle current needs. Another suggestion though also not ideal would be to begin the proposed I-11 just north of the City of Marana. This would lead to an increase of economic traffic to the southern Arizonan cities of Marana, Oro Valley, and Catalina while better benefiting the city of Tucson and preserving natural land that is essential to telling the story of our state and to our nation.</p> <p>With all the hope in the world, I and many others ask you to reconsider the proposed I-11 route as well as the project in it's entirety. Instead we call our public services to better the existing infrastructure they already manage, and continue to improve our state for the better by investing in its economic, ecologic, and cultural futures.</p> <p>Thank you for your time, Angel Breault</p>	GlobalTopic_1, R-2, PN-3 and V-1		I-2120 -1
Brecke	Heather		Website	5/04/19 2:17 PM AT	Please use the orange route. The 85 from gila bend to i-10 already exists. Please use that route and preserve rainbow valley and south buckeye for residential and business as it's desperately needed in this area.	GlobalTopic_2		I-530 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Breen	Jacqueline		Oral	5/11/19 1:00 AM AT	JACQUELINE BREEN: I have a concern that there is a huge Kinder Morgan pipeline at the end of my property that is in the realm of possibility of the I-11 freeway coming through. This was put in -- this was enlarged about five years ago. And I haven't heard any word about what kind of impact it would have on this new I-11 freeway. It is a pipeline running from Texas to California. And I would have liked to hear what's going to happen to that, or has it been -- what's the word -- studied, I guess for want of a better word. So, I would like to know if that has been considered in all the preparations for this new freeway. I think that's basically my question or a concern I have.	TC-1		I- 1466 -1
Breen	Jacqueline		Mail	3/29/19 1:00 AM AT	It is with much skepticism that I am submitting this 1-11 input Information Form given out by ADOT, as I am quite certain it will never be read, paid any attention to, thought provoking to consider, or even see the light of day once it is in ADOT's hands except to fulfill the Govt's requirements that you 'reached out to the communities most involved in this tragic idea' of putting 1-11 through Avra Valley, and be able to check off that box in their study, but.... my conscience tells me that you ought to hear from those, whose lives are to be greatly impacted on, so I will state my opinions on behalf of my entire family, my neighbors and friends here in Avra Valley, as this has been my home for the last 32 years! I have raised my children, my grandchildren and my great grand children right here at 12250 West Calle Madero, the exact location you are planning to develop an Interstate straight thru my property! Your reason being: So a truck route to transport goods between Mexico and Canada!!!!!! Why here? Avra Valley is a wonderful quiet, secluded valley where no air, water, noise or light pollution exists, where our children hold dear and believe this to be a special place to visit often and just to get away from the big cities they now work in. Our parks, Saguaro National, Tucson Mountain Park with its designated hiking trails all along the Sonoran Desert, why would you even consider destroying all of this when there are so many other options available? Our wildlife would disappear, and in fact as of this writing I am watching a pair of hawks raising their young in a tree just across our dirt road, they have done this for the past 6 years! I can assure you the tourist attractions nearby, (Desert Museum, Old Tucson and the bike trails along the Tucson Mountains, namely the John McCain Loop), would all suffer from the pollution created by large semi trucks, doesn't this mean anything to you people at ADOT? There surely must be better options than this route, and have heard that double-decking an Interstate over 1-10 to allow truckers non-stop passage thru Tucson was an option and was, by far, so much less money to accomplish and implore you to once again consider this option and not destroy my home. Hopefully, somebody could give me a good reason why not. J.A. Breen	CO-3 and R-2 and R-1 and GlobalTopic_1	Breen_J_13221	I- 3221 -1
Breitenbach	Wes		Website	6/12/19 4:53 PM AT	The current proposed I-11 corridor as shown on this website, does not make logical sense. It is passing right through the middle of heavily populated (and growing) residential areas (Sahuarita and Green Valley). There are clearly more logical places for this project, and residential disruption should be heavily considered. Green Valley and Sahuarita should be totally bypassed, as they are a residential area, and a growing business center. Most highways across the rest of the country would have the interstate bypass an area like this, call that portion of 19 a business route, and not disrupt a growing residential and business district. A prior route seen was starting a bypass near Canoa Ranch, through non residential area, and connecting in Marana - this a WAY more logical route than the one currently proposed I ask that my position, as a long term Sahuarita resident, land owner, whom will be heavily impacted physically, mentally, and financially, be considered by people that are conducting this study Thanks for the consideration Respectfully Wes Breitenbach	LU-6 and E-4 and AC-1		I- 1509 -1
Brennan	Christopher		Website	7/04/19 11:19 AM AT	I am writing to express my disapproval of the tier 1 environmental study. Opening up a second Interstate transportation corridor adjacent to an existing interstate transportation corridor within the same valley is absolutely ludicrous and an extreme waste of tax payer funding. In addition, an equal incursion on behalf of government in the acquisition of private property via eminent domain. I plan on supporting the removal of ADOT leadership, and voting for representation willing to stop this outrageous misuse of power .	LU-1 and GlobalTopic_4		I- 2551 -1
Brennan	Elizabeth		Website	7/05/19 7:23 PM AT	The alternative route through the Agra Valley is not acceptable. We do not need to destroy any more desert, the environment is important.	GlobalTopic_1		I- 2616 -1
Brill	Emilie		Website	5/09/19 1:02 PM AT	I wholeheartedly oppose this project. This will fuel development in Avra Valley that we do not want, as well as cause people to lose their homes. Additionally, the air pollution will settle in CAP recharge ponds, threatening the safety of our aquifer water quality. It will negatively affect the natural character of the sensitive Sonoran desert ecosystem outside Tucson and result in decreased tourism revenues at the various public land entities on Tucson's West side, as well as at the Desert Museum. Putting a freeway in through this corridor will also disrupt wildlife linkages and threaten many species with extinction. This project is being pushed by developers with their own interests at heart: the Diamond Ventures Swan Southlands development being a notable one. The public overwhelmingly opposes this project. Please respect the will of the people over that of monied development interests.	GlobalTopic_1 and LU-3		I- 707 -1
brill	scott		Website	5/12/19 3:50 PM AT	I am opposed to any i-11 routes that go through Avra Valley because of the negative adverse impacts on the environment and the loss of commerce by the City of Tucson. Two major tourist attractions, Saguaro National Park and The Desert Museum would also be significantly affected. Avra Valley is also a major water storage area for the City of Tucson and i-11 could interfere with it. The Orange route would be a much better alternative and cost less.	GlobalTopic_4 and GlobalTopic_1		I- 854 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brim	R.L.		Oral	4/29/19 1:00 AM AT	<p>MR. R.L. BRIM: Good evening. My name is R.L. Brim. Thank you for letting me speak tonight. Listening to everybody -- first of all, I just want to say my community, I'm so proud of them. I pulled up this evening, and just the amount of vehicles that I saw pulling in here, I thought, okay. Good. There's not going to be five of us here. There's our whole community.</p> <p>So you can see how strong we are. This really seems like a no-brainer. You've heard a lot of really good statements tonight. And this makes so much sense using the infrastructure that's already set in place.</p> <p>The gentleman that took the time to actually run the numbers, I thank you for doing that. That really helped. What I would like to say -- and I'm all for taking it up 85, State Route 85, if we need it, tying in to I-8.</p> <p>But what I really would like to tell you guys tonight is, I just hope this isn't a formality for you. I hope this is something that you really think about, and you take back to the people that you work with and say, "Hey, look, this is what they said. This is what they feel, this is what they believe. Because we're going back generation after generation that you're hearing speak tonight and that means a lot.</p> <p>I'd also like to remind you your Arizona Department of Transportation, the federal agency, you provide a service for us. And I think you do a good job for the most part, but please remember that. You do provide a service for us.</p> <p>We're a little bit gun-shy because we see what government can do when we watch some of the federal government. We see some of the waste, but we just don't want it.</p> <p>So please go back and talk to the people that you work with. Continue to provide the good service that you do and, take this in an area that makes sense that has good infrastructure. Thanks for the time.</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 1175 -1
Brim	Robert		Website	4/24/19 12:49 PM AT	<p>Thank you for allowing the public to provide input on this matter. I strongly feel that it would make sense to connect I-11 with SR 85 to Gila Bend and ultimately connecting with I-8. The infrastructure is already in place and it would eliminate the need of causing people along Beloit Rd. in Buckeye, losing their land and homes (which would include my home). It also affects my business as a custom home builder. The majority of our projects are along the same residential corridor you are recommending for I-11 in the area between MC 85 and Beloit Rd.</p>	AC-7		I- 276 -1
Brin	Rosalyn		Phone	7/03/19 1:00 AM AT	<p>Hello, my name is Rosalyn Brin, I'm a longtime resident of Tucson and I live on the west side and I'm opposed to the construction of the I-11 as it presently is being formulated. That whole area to the west of Tucson contains so many iconic landmarks and not just that, I would also say that the impact of a great freeway on Kit Peak, it will be a polluting kind of effect there. It will make it very difficult for the astronomers to do the work that they need to be able to do up there on Kit Peak because of light pollution and dust pollution.</p>	GlobalTopic_1 and V-1		I- 3380 -1
Brin	Rosalyn		Phone	7/03/19 1:00 AM AT	<p>Very concerned about the animals that dwell in our area of the saguaro national monument, the desert museum, all these places that are not only extreme treasures for those of us who live here but attract hundreds of thousands of people every year to come here because of this environment that's so special it's absolutely unique part of the Sonoran desert. It should be protected and preserved and kept, if not pristine now, but kept in as pure a state as it can be. It's very important, very special for natural life, animal life for all of us who live here a well, for so many people and so many parts of the natural wildlife depend on this area for their livelihood and migration patterns, their lives, their food please think of an alternative such as doubling up or widening the existing I-10 freeway, but please do not cut into what remains of the most beautiful and valuable part of our Sonoran desert landscape. Thank you so much. I hope that you will get many calls like this and think again. Thank you, bye bye.</p>	GlobalTopic_1, R-2, BR-1, BR-2, and E-2		I- 3380 -2
Brindley	Jonathon		Website	4/16/19 9:02 PM AT	<p>Hello. It looks like the proposed Interstate 11 corridor would connect to interstate 10 somewhere near Tucson/marana. Where would it connect at? It's hard to tell on the map and the Marana corridor is already so busy with traffic.</p>	GlobalTopic_1		I- 113 -1
Brittain	Richard		Website	7/06/19 5:37 PM AT	<p>"No" regarding development of I-11. I spend significant time in Tucson Mountain Park and Saguaro National Park West for recharging my spirit. It is a special desert area and it's wild, natural character would be lost forever with this proposed highway development and resultant relentless noise and air pollution.</p> <p>The funds required to destroy more Sonoran desert to create another highway is irresponsible and environmentally unethical. It would be wiser to spend these funds for I-10 improvements through Tucson so it can address the needs of I-11.</p>	GlobalTopic_1, R-2, N-1, AQ-1		I- 2672 -1
Brittain	Wendy		Website	7/07/19 10:34 AM AT	<p>I DO NOT SUPPORT THE I-11 CORRIDOR PROPOSAL.</p> <p>The last thing we can afford to do is spend billions of dollars on yet another highway. This is just another scheme to make millions of dollars for a select few developers and people who have snapped up land that the proposed highway would traverse. We need to preserve our greatest resource in this state- our desert and the wildlife and plant life that live there. Bringing more people, more pollution, more water usage into the state is not the answer to anything. Let's put our money into sustaining what we have. Look at history: Greed gets you nothing in the end but destruction.</p>	AC-4 and GlobalTopic_4		I- 2734 -1
Britton	Mary Jo		Website	4/26/19 4:22 PM AT	<p>I am unclear as to why you are not using the most obvious route, which appears to be the Orange Alternative. This would allow usage of current highways, rather than the destruction of homes, businesses and agriculture.</p> <p>This is a classic case of paving paradise...</p>	GlobalTopic_4		I- 292 -1
Britton	Mary Jo		Website	4/26/19 4:22 PM AT	<p>What amount of money is allocated toward imminent domain, and is it notated in your financial statement?</p>	LU-1		I- 292 -2
Brockman	Sarah		Website	6/19/19 10:24 PM AT	<p>We do not need an I-11, the I-10 and I-19 need more expansion. Do not expand into sensitive desert area and ruin rural areas with more congestion and traffic.</p>	GlobalTopic_1		I- 1820 -1
Brokl	James		Website	7/05/19 6:59 PM AT	<p>I think this project will do nothing but change nice rural areas into overpopulated and overbuilt concrete jungles like Calif. I truly believe that!</p> <p>In a smaller scale I've seen this happen already in The City of Bullhead City. Powers that be built the Bullhead Bypass, which no one really wanted, nor used. Developers then came in and built 1000s of homes on that alternate route, and with that came all the people. Across the river in Laughlin, NV. similar housing projects took place. Now it is like Los Angeles, Calif., too many people, and too much traffic.</p> <p>I moved to AZ. from Calif to get away from all that, as well as others I know, we aren't all from the same places but the idea is the same, Rural Bliss.</p> <p>In conclusion, I'd like to say that I don't see a need for Population and Employment growth in this area!</p>	LU-3 and GlobalTopic_4		I- 2615 -1
Brooks	Julia	Wickenburg Chamber of Commerce	Website	6/21/19 12:00 PM AT	<p>The Wickenburg Chamber of Commerce Transportation Committee, Board of Directors and members support the rerouting of I-11 away from the existing residential homes of Vista Royale off of highway 93, and movement from existing residential homes of Black Mountain development. The discussion over the years has been not to disturb existing homes and to review flat terrain beyond the residential areas. In recent Town of Wickenburg Council action (6/17/19) action also supports going west of the residential developments, using flat terrain and not harming the existing residents or environment.</p> <p>The Wickenburg Chamber of Commerce meets monthly from Sept. - May with ADOT District officials on concerns relating to highways in and around our community. The Chamber is very active in transportation advocacy, and has a long history since 1931.</p> <p>The I-11 super highway should not impact our existing home owners, businesses or environment.</p> <p>If you should have any questions, please contact me at my office number XXX-XXX-XXXX.</p>	GlobalTopic_5		O- 31 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brosanders	Daryll		Website	7/04/19 10:55 PM AT	I am opposed to the proposed construction of a new I-11 corridor in the Avra Valley. The corridor is redundant, as it is parallel to the current I-10 corridor. Instead, ADOT should improve and expand the current I-10 roadway to 8 lanes between Tucson and Phoenix. Finally the new I-11 corridor will fragment important desert habitat adjacent to the Saguaro National Park.	GlobalTopic_4, GlobalTopic_1 and BR-5		I- 2579 -1
Brott	Emily		Website	7/08/19 9:14 PM AT	I appreciate the opportunity to comment. I do not support this route through the Avra Valley due to extreme cultural and environmental impacts. Far better for our community is the route through Tucson with subsequent and substantial upgrades to Interstate 10. This option takes advantage of existing infrastructure and mitigates impact in areas important to our tourism economy and national trust (Saguaro National Park West, Ironwood National Monument, among others).	GlobalTopic_4 and GlobalTopic_1		I- 3162 -1
BROUILLETTE	PAUL		Website	7/07/19 3:03 PM AT	I have been following news of the potential I-11 route through the Avra Valley for a number of years and would like to note my strong objections to that proposal. I own property west of the the Tucson Mountains and, along with other residents of the area, cherish the proximity to the Desert Museum, the open space, the quiet nights, and the desert beauty and wildlife. The neighboring Saguaro National Park would be affected by air pollution from I-11's traffic, causing problems for hikers and bird watchers and regular folk who want to commune with nature. The noise from cars and trucks would drive animals from the area, stripping the desert of its particular qualities and natural population. Run-off from the highway following rainstorms and monsoons would spread chemicals into the desert soil, causing additional decimation of animal life. I believe that Avra Valley constituents share my objections to this route, and I encourage you to propose an alternate route that will not compromise so much of what makes this part of Tucson so valuable to so many people. Sincerely, Paul Brouillette	GlobalTopic_1, LU-1, LU-2, R-2, N-1, BR-1 and AQ-1		I- 2795 -1
Brown	Amanda		Website	7/08/19 11:41 AM AT	I don't think it is right to build a highway and kick people out of there homes. I am against the building of the highway	GlobalTopic_4, LU-1		I- 2952 -1
Brown	Barbara		Website	7/08/19 3:30 PM AT	TO WHOM IT MAY CONCERN AT ADOT: Thank you for the opportunity to comment on I-11. I want to make sure that my voice is counted in the NO category along with the Tucson City Council, the Pima County Board of Supervisors, Rep. Grijalva, Friends of Saguaro National Park, staff/volunteers at the Arizona-Sonora Desert Museum, Friends of Ironwood Forest National Monument, Friends of Picture Rocks, various individuals who have written letters to the editor/Arizona Daily Star and their columnists/cartoonist, and the hundreds of people who turned out at the two public comment meetings, one held in Tucson, the other in Marana. 13 reasons why I-11 should NOT go through Avra Valley: 11) Avra Valley is known as a Valley Fever hot spot. Construction of any kind stirs up the spores in the soil, which are breathed in by people, pets and wild animals. The incidence of this severe respiratory disease could reach epidemic proportions. 12) The quality of life for the folks who chose to live in Avra Valley will be gone forever (views including the best sunsets anywhere; the peace and quiet; birds, bunnies, squirrel – and all of the other critters; unique plants; affordable housing; large lots; ability to own and care for farm animals not allowed in town, including some amazing rescue organizations) – all will be impacted.	GlobalTopic_1		I- 3024 -1
Brown	Barbara		Website	7/08/19 3:30 PM AT	1) Kitt Peak will be adversely affected by light pollution – some of the telescopes may even be rendered useless. 2) The view from the Arizona-Sonora Desert Museum will be marred by a freeway, and the peace will be shattered by the noise of trucks barreling by 24/7. Listed as the 10th private attraction in the state, this world-renowned local treasure boasted 377,000 visitors in 2017 and has a significant economic footprint. I-11 will change the experience forever.	GlobalTopic_1, V-1 and E-2		I- 3024 -2
Brown	Barbara		Website	7/08/19 3:30 PM AT	3) The 3rd most visited National Park in the state (behind Grand Canyon and the Petrified Forest), Saguaro National Park (SNP) drew 820,000 visitors in 2016. In March 2019, the store at SNP West sold more items than any other park in the Arizona! The noise pollution will adversely affect the ambience of the park, the air pollution will put precious petroglyphs at risk not to mention harming the iconic saguaro, and the view from many park locations will be marred – the visitor experience will deteriorate and result in fewer folks stopping by. 4) Ironwood Forest National Monument will feel the effects of air pollution, putting cultural treasures at risk along with it's namesake tree, the noise from 1,000s of trucks and cars travelling by will destroy the peace, drowning out bird calls and the sound of the wind through the trees.	GlobalTopic_4 and GlobalTopic_1		I- 3024 -3
Brown	Barbara		Website	7/08/19 3:30 PM AT	5) Habitat will be disturbed for plants and animals that will not be able to withstand the invasion. The desert is very fragile and there are many species that were listed in the Sonoran Desert Conservation Plan as "Priority Vulnerable Species" that won't survive: Tucson shovel-nosed snake, Western ground snake (valley form), Pima Pineapple Cactus (a federally-listed Endangered Species), and Cactus Ferruginous Pygmy Owl, among others. Desert iguanas, sidewinders, long-tailed brush lizards, javelina, mule deer, tarantulas, desert tortoises, jack rabbits, hummingbirds – plants and animals are dependent upon each other and I-11 will break the chain. 6) Wildlife corridors for big horn sheep, mule deer, mountain lions, coyotes and other critters will be disrupted, affecting their survival. 7) AZ is already at the bottom of the list in terms of receiving water from the Colorado River so we need to hang on to what we have. Imagine the devastation that will occur by cutting off washes, the pollution of ground water and the CAP discharge ponds (Tucson's source of water), and the demand on local wells by construction, subsequent traffic and the businesses that will spring up along the route.	LU-3 and LU-5 and BR-4 and BR-1 and WR-2		I- 3024 -4
Brown	Barbara		Website	7/08/19 3:30 PM AT	8) It is cheaper to use existing infrastructure (expand I-10) rather than build new in Avra Valley. Estimates indicated that the Avra Valley option adds \$3.4B to the cost of construction rather than the alternative. Rail should also be considered. 9) By-passing Tucson will have economic consequences for many businesses including, at a minimum, those that provide food, gas and overnight accommodations.	GlobalTopic_1 and E-1 and AC-9		I- 3024 -5
Brown	Barbara		Website	7/08/19 3:30 PM AT	10) Many homes and a lot of private property will be taken by eminent domain with no guarantee that owners will receive a fair price. Property values/taxes have been dropping, possibly in anticipation of potential buy-outs. 13) And, honestly, it's personal. Our home will be left standing, but 42 of our neighbors (of the 59 manufactured homes in our development) will be bought out and their homes leveled. Right next door and across the street will be freeway. As we contemplate retirement and whatever time we have left – well, we never imagined this.	LU-1		I- 3024 -6

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brown	Barbara		Email	6/29/19 1:00 AM AT	<p>TO WHOM IT MAY CONCERN AT ADOT:</p> <p>Thank you for the opportunity to comment on I-11. I want to make sure that my voice is counted in the NO category along with the Tucson City Council, the Pima County Board of Supervisors, Rep. Grijalva, Friends of Saguaro National Park, staff/volunteers at the Arizona-Sonora Desert Museum, Friends of Ironwood Forest National Monument, Friends of Picture Rocks, various individuals who have written letters to the editor/Arizona Daily Star and their columnists/cartoonist, and the hundreds of people who turned out at the two public comment meetings, one held in Tucson, the other in Marana.</p> <p>13 reasons why I-11 should NOT go through Avra Valley:</p> <p>1) Kitt Peak will be adversely affected by light pollution – some of the telescopes may even be rendered useless.</p> <p>2) The view from the Arizona-Sonora Desert Museum will be marred by a freeway, and the peace will be shattered by the noise of trucks barreling by 24/7. Listed as the 10th private attraction in the state, this world-renowned local treasure boasted 377,000 visitors in 2017 and has a significant economic footprint. I-11 will change the experience forever.</p> <p>3) The 3rd most visited National Park in the state (behind Grand Canyon and the Petrified Forest), Saguaro National Park (SNP) drew 820,000 visitors in 2016. In March 2019, the store at SNP West sold more items than any other park in the Arizona! The noise pollution will adversely affect the ambience of the park, the air pollution will put precious petroglyphs at risk not to mention harming the iconic saguaro, and the view from many park locations will be marred – the visitor experience will deteriorate and result in fewer folks stopping by.</p> <p>4) Ironwood Forest National Monument will feel the effects of air pollution, putting cultural treasures at risk along with it's namesake tree, the noise from 1,000s of trucks and cars travelling by will destroy the peace, drowning out bird calls and the sound of the wind through the trees.</p> <p>5) Habitat will be disturbed for plants and animals that will not be able to withstand the invasion. The desert is very fragile and there are many species that were listed in the Sonoran Desert Conservation Plan as "Priority Vulnerable Species" that won't survive: Tucson shovel-nosed snake, Western ground snake (valley form), Pima Pineapple Cactus (a federally-listed Endangered Species), and Cactus Ferruginous Pygmy Owl, among others. Desert iguanas, sidewinders, long-tailed brush lizards, javelina, mule deer, tarantulas, desert tortoises, jack rabbits, hummingbirds – plants and animals are dependent upon each other and I-11 will break the chain.</p> <p>6) Wildlife corridors for big horn sheep, mule deer, mountain lions, coyotes and other critters will be disrupted, affecting their survival.</p> <p>7) AZ is already at the bottom of the list in terms of receiving water from the Colorado River so we need to hang on to what we have. Imagine the devastation that will occur by cutting off washes, the pollution of ground water and the CAP discharge ponds (Tucson's source of water), and the demand on local wells by construction, subsequent traffic and the businesses that will spring up along the route.</p> <p>8) It is cheaper to use existing infrastructure (expand I-10) rather than build new in Avra Valley. Estimates indicated that the Avra Valley option adds \$3.4B to the cost of construction rather than the alternative. Rail should also be considered.</p> <p>9) By-passing Tucson will have economic consequences for many businesses including, at a minimum, those that provide food, gas and overnight accommodations.</p> <p>10) Many homes and a lot of private property will be taken by eminent domain with no guarantee that owners will receive a fair price. Property values/taxes have been dropping, possibly in anticipation of potential buy-outs.</p> <p>11) Avra Valley is known as a Valley Fever hot spot. Construction of any kind stirs up the spores in the soil, which are breathed in by people, pets and wild animals. The incidence of this severe respiratory disease could reach epidemic proportions.</p> <p>12) The quality of life for the folks who chose to live in Avra Valley will be gone forever (views including the best sunsets anywhere; the peace and quiet; birds, bunnies, squirrel – and all of the other critters; unique plants; affordable housing; large lots; ability to own and care for farm animals not allowed in town, including some amazing rescue</p>	GlobalTopic_1, V-1, R-2, N-2, AQ-1, E-2, R-1, LU-3, BR-2, BR-4, BR-9,WR-1, WR-2, WR-3, AC-5, E-1, and LU-1		I- 3346 -1
Brown	Barbara		Email	6/29/19 1:00 AM AT	<p>13) And, honestly, it's personal. Our home will be left standing, but 42 of our neighbors (of the 59 manufactured homes in our development) will be bought out and their homes leveled. Right next door and across the street will be freeway. As we contemplate retirement and whatever time we have left – well, we never imagined this.</p> <p>Sincerely, Barbara Brown, XXXXX@gmail.com, XXX-XXX-XXXX</p>			I- 3346 -1a
Brown	Carl		Mail	6/16/19 1:00 AM AT	<p>1-11 Tier 1 EIS STUDY TEAM c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007 RE: Comments for Proposed Alternative Route for Interstate 11</p> <p>Dear Sirs:</p> <p>We are adamantly against this proposed route. Our residence will be very adversely affected if not destroyed. The property value alone would be virtually destroyed. The effect on quality of life for both humans and wildlife would be ruined be noise/light/gas and air pollution from trucks and other vehicles. The rural atmosphere will be destroyed by noise and lower air quality.</p> <p>The wonderful atmosphere we love would also destroyed.</p> <p>This will make it necessary for us to relocate if we can afford to, to a more pleasant location (away from the Tucson area).</p> <p>Thank you for this opportunity to speak out.</p> <p>Carl J. Brown/Constance Case Residential Occupants</p>	GlobalTopic_1, LU-1	Brown_C_I3255	I- 3255 -1
Brown	Christine L.		Website	5/31/19 5:54 PM AT	<p>I am totally apposed to a freeway being constructed in our valley. This is a quiet area and mostly retired people. This freeway seems to go right in front of my house. This area is peaceful and we have much wildlife in the area. I have had owls and hawks leave their young in my eucalyptus trees. We have coyotes, javelina and so many types of birds. Besides that, my late husband and I decided to purchase in this area because it is remote, quiet, pollution free and the wildlife.</p>	GlobalTopic_4		I- 1236 -1
Brown	Christine L.		Website	5/31/19 5:54 PM AT	<p>This freeway should not even be considered, you have the options of updating I-10 and I-19 to go to Nogales. It not necessary to uproot our neighbours, decrease out property values and destroy our peaceful way of life. We also have the Desert Museum and the park to consider before you destroy our homes, area and peace and quiet that we value so much.</p>	GlobalTopic_1		I- 1236 -2
Brown	David		Oral	5/01/19 1:00 AM AT	<p>DAVID E. BROWN: I'm very familiar with the area in question. I've worked on studies there for over 50 years. I prefer Alternative Orange because it follows the existing corridors as much as possible. I don't like the Purple Alternative because it tears up all kinds of new country in the Santa Cruz Flats and in Avra Valley. I don't like the idea of the Purple Alternative because it all kinds of new country in and Avra Valley and Hidden Valley and the Santa Cruz Flats. And I think it would be more economical and just as efficient to use the existing corridors as outlined in Alternative Orange.</p>	GlobalTopic_4, GlobalTopic_6 and GlobalTopic_1		I- 1025 -1
Brown	David		Website	5/08/19 12:17 PM AT	<p>I attended the public hearing in Casa Grande and was disappointed with the "preferred alternative. I much prefer Alternative Orange as using existing corridors avoids most of the impacts to existing farmlands, rangelands and wildlife habitats that occur with the Green Alternative. I was also disappointed not to see any cost benefit comparisons and believe this to be a fatal flaw of the EIS. In addition to disturbing and eliminating important wildlife habitats, having two corridors (I-10 and I-11),presents additional maintenance problems and costs. The Preferred Alternative is not environmental friendly as it impacts the important birding areas found in the Santa Cruz Flats, along the Santa Cruz River and in Avra Valley. Alternative Orange avoids these areas, preserves open space, and is less disruptive. I suspect that it is also more cost efficient</p>	GlobalTopic_4		I- 640 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brown	Debbie and Michael		Email	4/27/19 12:43 AM AT	My name is Debbie Brown. My husband (Michael) and I live in Vista Royale subdivision in Wickenburg Az. We are very concerned where you are connecting the I-11 into hwy 93. We are very reasonable people... trying to understand how you have vast dessert acreage and A-DOT has chose to put the corridor right next to our subdivision. How would you feel if you lived in this subdivision??? Please move the highway as far away as possible!!! We have horses, ride all over that area. We hike, take our ATV out for amazing excursions!!! Debbie and Michael Brown Sent from my iPhone	GlobalTopic_5		I- 457 -1
Brown	Debbie and Michael		Email	4/27/19 12:43 AM AT	Then, let's talk about the environmental impact... How is this possible to ruin a beautiful dessert, wild life refuge. Please email me back and tell me that all of our letters are not for nothing. We should count!!! Unfortunately we head back to our home in Oregon and will not be able to attend any of the meetings.	GlobalTopic_1, BR-7 and BR-6		I- 457 -2
Brown	Janet		Website	7/06/19 9:47 AM AT	I fell in love with Tucson in 2009 after visiting the Arizona Sonora Desert Museum and seeing the Raptor demonstration. I have been a year round resident since 2015 and it is unconscionable that ADOT is proposing the Recommended Alternative Route which will run 1/2 mile from this Tucson treasure. Trip Advisor lists the Desert Museum as Tucson's #1 attraction and it is a world renowned zoo. It is heartbreaking to imagine approaching this sacred place and hearing highway noise instead of hawks and smelling diesel fumes instead of creosote in the Monsoon rain. No man made mitigation can adequately protect the rare unique beauty of our Sonoran Desert from the noise, air, light pollution and visual blight of this ill conceived proposal. A loud and clear NO TO I-11!	GlobalTopic_1, R-2		I- 2634 -1
Brown	Jay		Website	6/27/19 6:22 PM AT	I can see the need for maybe widening I-10 between Tucson/Nogales and Tucson/Phx to relieve commercial impacts on congestion, and an interstate bypass of Phx to Wickenburg. But a whole new interstate that bypasses Tucson altogether AND cuts right next to a National Park...for what? So trucks can get to Vegas slightly faster? Its not even like I-10 is ridiculously congested in the bypass corridor either. I would be more interest in fixing the odd southern entrance to the Phoenix bypass, widening the 10 between vail and marana or maran and phoenix	GlobalTopic_4 and R-2 and AC-1		I- 2124 -1
Brown	Jon/Jake		Website	7/06/19 2:12 PM AT	Do not ruin our desert rural area with noise/air pollution and destruction that would be caused by this i-11 of do not plow over 100 year old Saguaro Cactus oasis the only and best one in the world!	GlobalTopic_4		I- 2651 -1
Brown	Kathleen		Website	7/04/19 8:59 AM AT	The proposed route to the west of Tucson will have a disastrous effect on that area of the Sonoran Desert as it aligns with Saguaro National Forest, Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. There are transportation problems in the Tucson area but this is a poorly thought out solution with tremendous negative impact. Please don't allow this to be funded!	GlobalTopic_1		I- 2538 -1
Brown	Martha		Website	4/28/19 12:24 PM AT	The proposed I-11 recommended alternative route shows it routing all trucks and other vehicles north on I-19 directly through the middle of Green Valley, AZ. This appears to be the only residential area that it would directly impact. Green Valley is a retirement community with a lot of elderly drivers accessing the interstate for multiple reasons. It's never easy to drive in this community at any time, but to have all the semi's heading north and south and trying to avoid the multiple problems with large heavy trucks and small old drivers together creates a hazard. Along with the increase in traffic, the amount of noise and dust and difficulty trying to drive safely, the I-11 highway really should NOT be routed through Green Valley. The purple alternative shows a much better route, in that it avoids the necessity of the traffic moving directly through all communities (if the map shows it correctly). That really has to be the best solution. This would avoid the possibilities of accidents, and gives us a quieter, cleaner community to live out our days in.	LU-6		I- 306 -1
Brown	Olivia		Website	7/05/19 5:03 PM AT	Please do not build a highway this is planned to be less then 1 mile from my home that is in the saguaro park west full of nature desert over 100 year old saguaro cactus forest. If this happens the noise, air, and the environment will be ruined forever! Do not ruin the last part of our national parks by your man made destruction!	GlobalTopic_1, BR-1, R-2		I- 2610 -1
Brown	Olivia	Anonymous	Email	6/02/17 7:44 AM AT	Please provide me with a map of the exact location for this I-11 is going to be I see no cross streets at all on your online map. Provide cross streets on the map with Longitude and Latitude lines, and a date of when it is decided on the location if not already please advise. Thanks, Olivia Brown	GlobalTopic_8 and LU-2		I- 422 -1
Brown	Reverend Kenneth		Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		I- 1328 -1
Brown	Rick		Website	7/02/19 9:01 AM AT	Dear ADOT and FHWA: I oppose the recommended alternative of directing I-11 through the Avra Valley for many reasons, including, but not limited to the following: It would permanently harm the irreplaceable beauty and serenity, as well as the economic viability, of local, regional, state, native, and national landscapes like Saguaro National Park, Tucson Mountain Park, the Sonoran-Arizona Desert Museum, and Ironwood Forest National Monument; and It would destroy the natural habitat and movement corridors for countless wildlife species; and It is a costlier alternative than co-signing I-11 with and/or improving existing interstate corridors; and It would be detrimental to the residents of the area and the cultural integrity of sacred Native lands; and It would create an unbridled amount of pollution and congestion inducing sprawl - something Arizona already has enough of; and It would be a potential threat to the City of Tucson's water resources. Please abandon all consideration of the recommended alternative and reconsider the need for I-11 south of Gila Bend, other than possibly it being co-signed along existing interstate routes. Sincerely, Rick Brown, AICP Traverse City, Michigan	BR-1 and BR-2 and AC-5 and GlobalTopic_1 and AQ-1 and WR-2, LU-3		I- 2304 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brown	Rick		Website	4/15/19 9:58 AM AT	<p>Dear ADOT,</p> <p>The sheer volume of data provided in the technical reports is overwhelming. That being said, it is hard to summarize one's comments about the recommended alternative in a succinct manner without sounding too emotional.</p> <p>My wife and I have fallen in love with Tucson and Southern Arizona. We travel there each winter, not just to escape the weather here in Michigan, but because we feel both are inspired and enriched by the environmental, cultural, historic, and social beauty of the Tucson region. It is a place which is truly unique unto itself and words can hardly express the impact it has on one's very soul. Perhaps, if someone has grown up there or lived there for many years, the hypnotic aura of Tucson and Southern Arizona may be moderated, for I think if one lives any place long enough, they may start to take it for granted.</p> <p>Unfortunately, it is my belief the ADOT and the powers that be who support the recommended alternative for Interstate 11 may have lost their perspective on the sheer magnitude of the beauty that surrounds them. Why else would anyone support the idea of running a new freeway through the Avra Valley and destroying so many of the attributes that make Tucson and Southern Arizona so spectacular? Why would anyone ever consider running a freeway within the sight lines of Tucson Mountain Park, Saguaro National Park West, Ironwood Forest National Monument, or the Arizona-Sonoran Desert Museum? The sensory and visceral damages caused by thousands of cars and trucks a day is incalculable – certainly far more costly than any benefits that may be derived.</p> <p>While visiting Tucson in February 2019, we spent a day hiking Brown Mountain in Tucson Mountain Park. The weather, vistas, and overall experience were breathtaking. However, through much of the hike, we could hear radiating throughout the valley, the sound of nail guns hammering away on home construction projects to the south. If this sound was so clearly unmistakable, imagine the constant drone of cars and trucks on a freeway. Also imagine the magnitude of visual pollution created by seeing a concrete ribbon split the Avra Valley like a gaping wound amidst the serene beauty.</p> <p>Another concern with the recommended alternative is that it will pass right through the area that the far-sighted leaders of Tucson set aside many decades ago as the city's future water resources. Why in heaven's name would that become the place recommended to run a freeway with the constant threat of groundwater contamination from accidents and spills? That makes zero environmental or economic sense whatsoever.</p> <p>The litany of reports may be filled with data, but what they cannot articulate are the tragic hidden cost(s) of forever changing a place from being iconic to being mundane. Hasn't Arizona learned from the chaos of Phoenix that constant sprawl is not a solution, but a disease? The very fact that Tucson is not like Phoenix is one of the reasons so many people, like us, love Tucson so very much. Building Interstate 11 along the recommended route through the Avra Valley is just a repeat performance of the same short-sighted mistakes of the past. At what point will ADOT learn from repeating these same mistakes?</p>	GlobalTopic_1, LU-3		I- 53 -1
Brown	Rick		Website	4/15/19 9:58 AM AT	<p>Please do not take the beauty of Tucson and Southern Arizona for granted by desecrating the Avra Valley for yet another freeway. I oppose the recommended alternative of Interstate 11 and prefer to see other, more innovative options considered, particularly improving existing Interstate 10 in conjunction with adding high-frequency passenger rail services between Tucson and Phoenix. Thank you for considering my comments.</p> <p>Sincerely, Rick Brown Traverse City, Michigan</p>			I- 53 -1a
Brown	Sarah		Website	6/19/19 8:44 AM AT	I don't think this plan works for Tucson. Diverting traffic will impact the finances of the city provided by visitors traveling through Tucson.	GlobalTopic_1 and E-1		I- 1757 -1
Brown	Susan		Email	6/14/19 1:00 AM AT	<p>Please protect our neighborhood from the intrusion of the proposed I-11.</p> <p>This freeway will negatively impact our air quality, our wild life and the noise pollution of our development, as well as intersecting a neighbor's property.</p> <p>Please change the proposed routes from Draft Tier 1 and use the "VR Green Alternative". This freeway needs to be at least 1 mile away from Vista Royale.</p> <p>Thank You,</p> <p>Susan And William Brown Vista Royale Residents</p>	GlobalTopic_4 and GlobalTopic_5		I- 2412 -1
Brown	Susan		Mail	5/07/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>May 7, 2019</p> <p>I am a home owner in the Vista Royale subdivision. The current preferred 1-11 interchange skirts our development, and actually intersects a part of someone's property. There doesn't seem to be a NEED for this part of the freeway to come this close to our subdivision. We are one of the only homeowner's subdivision in this area. There is plenty of land that is beyond our boundaries. The noise alone would be a big problem preventing our full enjoyment of being in the country, and also the air pollution will increase causing more allergies and sickness for our residents and our animals.</p> <p>I am asking for you to move this freeway at least a mile from our property. At this stage of the planning please consider moving the route some greater distance from Vista Royale.</p> <p>Thank you very much,</p> <p>Susan Brown XXXXXXXXXXXXXXXXXX Wickenburg, Az. 85390</p>	GlobalTopic_4 and GlobalTopic_5	Brown_S_I3231	I- 3231 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Brown	Susan		Website	5/07/19 12:13 PM AT	I am a home owner in the Vista Royale subdivision. The current preferred I-11 interchange skirts our development, and actually intersects a part of someone's property. There doesn't seem to be a NEED for this part of the freeway to come this close to our subdivision. We are one of the only homeowners subdivision in this area. There is plenty of land that is beyond our boundaries. The noise alone would be a big problem, and also the air pollution will increase causing more allergies and sickness. I am asking for you to move this freeway at least a mile from our property. At this stage of the planning I hope you will consider moving the route some distance from Vista Royale. Thank You very much, Susan Brown	GlobalTopic_5, N-1, and AQ-1		I- 599 -1
Brown	Susan		Email	5/07/19 1:00 AM AT	I am a home owner in the Vista Royale subdivision. The current preferred I-11 interchange skirts our development, and actually intersects a part of someone's property. There doesn't seem to be a NEED for this part of the freeway to come this close to our subdivision. We are one of the only homeowners subdivision in this area. There is plenty of land that is beyond our boundaries. The noise alone would be a big problem preventing our full enjoyment of being in the country, and also the air pollution will increase causing more allergies and sickness for our residents and our animals. I am asking for you to move this freeway at least a mile from our property. At this stage of the planning please consider moving the route some greater distance from Vista Royale. Thank you very much, Susan Brown XXXXXXXXXXXXXXXXXX Wickenburg, Az. 85390	GlobalTopic_4 and GlobalTopic_5		I- 981 -1
Brucker	Melissa		Website	6/30/19 5:27 PM AT	The proposed highway is detrimental to flora, fauna, and astronomical observations. If more highway travel lanes are actually required (and not just presumed), ADOT should widen I-10 instead of building a nearby separate highway.	GlobalTopic_4, BR-1 and V-1		I- 2238 -1
Bruggeman	Gabrielle		Website	5/15/19 2:05 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 921 -1
Brumfield	Martha		Website	4/17/19 10:17 AM AT	I request that the public comment period for this project be extended substantially, for another four months. I make this request due to the significant impact this large roadway would have on our beloved lands. This proposed plan for I-11 will have destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. The length of the current comment period is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. I recognize there is a desire to create a network of highways from Canada to Mexico to enable business to thrive but I have to ask at what cost? Our federally protected lands are the greatest gift we have and that we can pass on to future generations. I believe this must take priority over any business needs. Thank you for the opportunity to comment	GlobalTopic_4 and GlobalTopic_9		I- 123 -1
Bruno	Matthew		Oral	5/08/19 1:00 AM AT	MATTHEW BRUNO: Good afternoon, ladies and gentlemen. I am Matthew Bruno, a resident of Picture Rocks, Arizona. In listening to the speeches given previously to mine, I'm not sure that there's much more that I could add, except to stress that I, too, am against this project completely for all of the damage that it could do, overshadowing what good it might possibly accomplish. I'm dreadfully concerned for our natural wildlife and plant life, the beauty that we have in this area of Picture Rocks and Avra Valley, the named parks, the Saguaro National Park, the Ironwood National Forest, lands owned by the county and state. I truly feel these would be compromised terribly, and it would be such a minus for an area that really represents one of the most beautiful places in the United States. And I have been coast to coast, I have to say. I worry also for the noise, air and the light pollution that the highway would bring, and that the urban sprawl the people speak of is very real. I've seen that happen in other cities around the United States, where a bypass caused a great detriment to the local environment, changed it irrevocably so that it was no longer the beautiful living area that it is now.	GlobalTopic_1, LU-3		I- 1370 -1
Bruno	Matthew		Oral	5/08/19 1:00 AM AT	I'm concerned also about the economic ramifications, how bypassing the City of Tucson could negatively impact their economy, and by building this highway, the cost to the taxpayers and those who will have to foot the bill would be insurmountable; clearly just not worth it. Probably the topic that I'm most concerned about, though, is the impact on private property. People who have invested, like my wife and myself, our entire life savings to position our home in this one particular area above all others around the U.S. We picked Picture Rocks, and the possibility that we could lose that -- and I'm more than aware of eminent domain proceedings. They do not benefit the property owners. They benefit the state. We do not need, especially at this later stage of our lives, that kind of detriment. I thank you for your time and wish you well.	E-1 and LU-1		I- 1370 -2
Bruno	Matthew		Website	7/04/19 1:06 AM AT	I am completely against the construction of this freeway through the Avra Valley/Picture Rocks area. It has not been sufficiently demonstrated that a highway is needed in the West Tucson vicinity, and considerable harm will be done to the environment as a result of the construction. In addition to the unnecessary expense involved with this project, many homeowners stand to lose their homes in a disgraceful encroachment on their private property rights. As an American, I am ashamed of those elected officials who would support this project, and I condemn ADOT officials who are minimizing the negative consequences of the I-11 study.	GlobalTopic_4 and GlobalTopic_1		I- 2532 -1
Brunt	Constance P		Website	6/19/19 2:30 PM AT	I am strongly opposed to the construction of the proposed I-11 because it will destroy pristine and endangered Sonoran Desert landscape and jeopardize one of the greatest assets Southern Arizona has. Huge numbers of people visit the Tucson area each year, drawn by the incredible beauty of our landscape and the abundant recreational opportunities it affords. These visitors contribute millions of dollars annually to our economy. The proposed route of this highway would destroy the value of Saguaro National Park and Tucson Mountain Park, and would provide no benefit to the residents of Pima County, who have no need for another highway for travel in this part of the county. Our beautiful state is being severely diminished by the proliferation of ugly highways. The Phoenix area is a prime example. Improvement to the existing I-19 and I-10 highways would minimize the impact on the environment and landscape and should be the preferred action to accomplish the goal of facilitating commercial transportation.	GlobalTopic_1, GlobalTopic_4, E-2 and R-2		I- 1784 -1
Bryant	Chayce		Website	4/16/19 8:36 AM AT	Palo Verde is its own, small community who's residents have been farming there since the late 1800's. These families, such as my own, rely on this land to survive. All options besides the ORANGE option drive right through the center of many farms. All but the ORANGE option literally drive right through the center of my family's farm. My grandparent's home sits directly in the center. Not only would it be forcibly displacing families, it may cripple businesses as well. You may be thinking, "These families will be paid for their land." However, many may not want to sell, forcing eminent domain on the land and FORCING these families to forfeit the land they and their ancestors have worked for many, many years. Eminent domain is absolutely wrong and has no place in modern America. Please, do not force my family off their land. Please do not effectively cut our land in half and kill our history and love for what he have been doing there for years. [graphic attached]	LU-1	Bryant_C_I84	I- 84 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Bryant	Lori		Website	5/03/19 2:25 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 486 -1
Buck	Martin		Email	7/01/19 1:00 AM AT	I strongly support the Recommended Alternative route described in the Tier 1 Draft Environmental Impact Statement for Interstate 11. I ask that you pursue building this new interstate as quickly as possible as Las Vegas and Phoenix are one of the very few major cities not yet linked by an interstate. Sincerely, Martin Buck XXXXXXXXXXXX Peoria, Az 85383 XXX-XXX-XXXX	GlobalTopic_4		I- 3355 -1
Bucky	Paul		Website	7/07/19 6:55 AM AT	As far as I can tell this will be devastating to area, wildlife and our beautiful parks in the close proximity. Please consider another route.	GlobalTopic_4, BR-1, R-2		I- 2708 -1
Buhr	Rachel		Website	7/08/19 5:47 PM AT	I'm against the proposed route for i11. Please dont destroy my home and way of life. Leave the country alone and expand i10.	GlobalTopic_4, LU-1		I- 3099 -1
Buhr	Rachel		Email	4/15/19 11:50 PM AT	I'm strongly against i11 as a picture rocks resident and so is the rest of my family and friends who love out here Rachel Buhr	GlobalTopic_1		I- 419 -1
Buhr	Robert		Website	7/08/19 5:47 PM AT	I'm against the proposed route for i11. Please dont destroy my home and way of life. Leave the country alone and expand i10.	GlobalTopic_4, LU-1		I- 3100 -1
Buntin	Simmons		Website	5/07/19 9:20 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 626 -1
Buongermino	Angela		Phone	6/13/19 1:00 AM AT	Hi, my name is Angela Buongermino and I'm kind of against this I-11. I think they should make the I-10 wider, I mean it's existing, it's already there, they should just make it wider because it would save us some money that way. Just wanted to put some input. I don't keep my phone on anymore so you can't get back to me but I just wanted to out my input, that is they should just make I-10 wider. Ok, thank you.	GlobalTopic_1		I- 2456 -1
Burdick	Katherine		Website	5/08/19 10:56 PM AT	NO NO NO - too close to national parks - takes business away from Tucson - give us a crosstown freeway and light rail to Phoenix instead. We do not need another freeway! Do a better job improving and upgrading the current infrastructure with regular bus and rail.	GlobalTopic_1, AC-9, E-1		I- 684 -1
Burgess	Jeffrey		Website	7/04/19 8:51 AM AT	This implementation of this project would be the perhaps the biggest boondoggle in the history of the U.S. Interstate system. Hundreds of thousands of residents of the Phoenix and Tucson metro areas suffer from horribly congested traffic everyday, resulting in enormous untold costs, and horrible air pollution. But instead of making a solution to this big problem, you are proposing to dedicate resources to a new freeway that we don't need. There's no reason the existing I-10 can't be expanded. It's blatantly obvious that your stated purpose for I-11 isn't the truth. Much of its proposed corridor crosses state land. In other words, this project is primarily for the promotion of real estate development - at the expense of the Arizona's existing residents. It won't solve any problems, just create more urban sprawl.	PN-3 and GlobalTopic_1 and AC-4		I- 2535 -1
Burgess	Kathryn		Website	5/01/19 7:33 PM AT	I-11 Corridor: I would like to request an extension of the public comment period from 90 days to 120 days, so that the deadline is extended to September 28, 2019. A late May and even a June deadline is insufficient for the Southern Arizona Community. Many community members are away in the summer. Families are finishing the end of the school year or heading on vacation. It is a time when all business slows. This is not a good time to reach community members for thoughtful comments. Wait for the rebirth and flush of new growth after the summer rains-- wait until September!	GlobalTopic_9		I- 378 -1
Burgess	Martha		Mail	6/24/19 1:00 AM AT	TO: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W Jackson Street, Mail Drop 126F Phoenix, AZ. 85007 To ADOT Communications Staff and others Whom it May Concern: I am writing to you in reasonable and vehement opposition to the so-called Recommended Alternative for Interstate 11 by-pass through rural Altar and Avra Valley. The nature of this desert valley cannot support or survive a freeway. I have worked in Avra Valley and Altar Valley for over 50 years, with Native Tohono O'odham harvesters, with local farmers, native plant growers, scientists, with Buenos Aires National Wildlife Refuge, Ironwood Forest, Saguaro National Park West since it was a National Monument, and on staff at the Arizona-Sonora Desert Museum, hence I speak with wisdom and care, from a deep perspective. The iconic desert plants of this wide valley system, and the rural, long-distance desert landscape of scattered farms and preserved natural areas, are part of our collective Arizona Heritage and should not be compromised. Since before statehood to the present, landowners have settled Avra Valley because it IS rural, because it does NOT have fast-moving traffic and vehicle noise and pollution. They deserve to have planners understand this and keep it rural. But far more important than economic benefit, rural lifestyle, popular recreation on public lands, or scientific value is the need to keep traditional Native American harvesting terrain intact. A freeway through the middle of traditional Tohono O'odham desert harvesting land is unethical, insupportable, racially discriminating, and socially and culturally destructive. The Valley must be left intact, undivided by the destructive slice of a freeway. The traditional Tohono O'odham still use this terrain not only for their ceremonial saguaro harvest, but also as a source of critical foods that they are using in increasing quantity for diabetes prevention-mesquite from mesquite woodlands, cholla, wild rhubarb, prickly pear cactus pads and fruits, wild chia, amaranth grain These wild-harvested, disease-preventing foods lie right in the path of the proposed freeway. Such traffic would not only prevent ingress and egress to harvest-land, it would pollute the foods themselves. The greater dual Valley area is a garden and pharmacy for Native Elders and an educational training ground for young Natives who are trying to stay healthy, physically and culturally.	GlobalTopic_1 and LU-3 and EJ-1 and CR-1 and IC-1, GlobalTopic_13	Burgess_M_13497	I- 3497 -1

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Burgess	Martha		Mail	6/24/19 1:00 AM AT	Please--No more disturbance of our natural, precious, valuable desert! The swath cut by a freeway corridor invites every form of unhealthy pollution-dust, emissions, noise, noxious and invasive species. Thank you for attending to these truths and for considering Nature, culture, and health in preser what we have! Sincerely, Martha A Burgess Ethnobotanist XXX-XXX-XXXX, XXXXX@aol.com			I- 3497 -1a
Burgess	Martha		Mail	6/24/19 1:00 AM AT	The area's economic importance for tourism alone - left as rural landscape-- should ring loud cash-register bells in the mind of any planner or economist. Tourists come here to Saguaro National Park, to the world-famous Desert Museum, to the remote Ironwood Forest, positively enhancing Arizona's economy; visitors and residents alike are blown away by the true unbroken, long-range views, the experience and feeling of expansive desert landscape. If you would put a value on a broad unbroken vista, find a direct indication in Tucson's tourism dollars.	E-2, GlobalTopic_1, R-2, R-1 and V-1		I- 3497 -2
Burgess	Martha		Mail	6/24/19 1:00 AM AT	Scientists continue long-term studies of Avra Valley's and Altar Valley's unique desert plants and animals. A freeway would harm the very habitat and corridors of their plant and animal subjects, interrupting natural movement. Their time-critical studies would be altered or destroyed.	BR-2		I- 3497 -3
Burgess	Martha		Mail	6/24/19 1:00 AM AT	Astronomers at Kitt Peak National Observatory depend on dark skies for their studies of deep space. A freeway with it's necessary lighting systems, traffic, and increased population would compromise the present low light levels of the Valley that make astronomy at Kitt Peak so successful.	V-1 and GlobalTopic_1		I- 3497 -4
Burgess	Martha		Mail	6/24/19 1:00 AM AT	Another route through an already-urbanized, already-disturbed space should be found for Interstate 11, such as the orange route shown on a recent map of alternatives. With advancing technology, the present corridor of 1-10 and 1-19 could be used far more efficiently with double deck or underground traffic.	GlobalTopic_1		I- 3497 -5
Burgess	Martha		Website	5/03/19 3:17 PM AT	Please give us more time to read and review the DEIS and to deal with this large amount of information! I think the public comment period for this project should be extended by 120 days through September, 2019. I would like to write a clear and well-informed comment and the time allotted does not allow me to do so. Thank you for considering this initial comment about the I-11 issue.	GlobalTopic_9		I- 491 -1
Burguiere	Julie		Website	7/08/19 11:47 PM AT	I am against this option. I want to see our desert environment preserved. Widen I 10 if you must and call it a day.	GlobalTopic_4, BR-1		I- 3203 -1
Burke	Kelly	Wild Arizona	Website	7/08/19 9:11 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 55 -1
Burke	Kevin		Website	6/12/19 7:15 PM AT	Move it to the west or east of Arizona city, there is plenty of land that is undeveloped that this could be relocated to rather than destroying someone's home or the last of the farmland that we rely on to live. We moved here and established our home and life and this will literally be in our front yard near lamb rd. We bought the land with nothing in front of us for a reason, no one would build to block our view, my mother dreamed of our home being perfect for her to heal and unfortunately passed away here, I will not lose that piece of her that is irreplaceable. Nor do we want the noise pollution of another highway in the area, many chose to live out here to get away from the noise and light pollution. Instead of building a new highway, fix the existing ones, widen them, make them better to travel, put in express lanes for better flow. Take the road elsewhere.	AC-1 and LU-3		I- 1512 -1
Burleigh	David		Website	7/08/19 7:20 PM AT	ADOT has determined that I11 through Avra Valley is the preferred route over the objections of thousands of individuals and organizations. ADOT Tier 1 Environmental Impact Statement Alternatives Selection Report; This document is relatively strait forward up to a crucial point, section 6. Previously options C & D (page 22) were shown as needing more study, then they are shown as recommended for advancement in Tier 1 study (page 36). The basis for ignoring the environmental concerns is accomplished by giving more weight to congestion and travel time over environmental and citizen concerns. My contention is that more weight needs to be placed on environment and public concerns than congestion. Summary: The result of the EIS demonstrates why the ADOT is the least credible agency to evaluate the actual impact on the environment especially in Avra Valley. It bodes ill for the appointment of ADOT as overseer of Final Application for Assumption of Federal Highway Administration National Environmental Policy Act Responsibilities. This document is written in bureaucratese to intentionally obfuscate the fact that a highway department focused on travel time, speed and congestion is the least qualified to judge impact on the environment. Given the 70 instances of impact on category 4f above and the designation of Option C as "Least meets criteria," it is clear that ADOT is least qualified to take the lead in any EIS capacity.	GlobalTopic_1		I- 3132 -1
Burleigh	David		Website	7/08/19 7:20 PM AT	Completing the I10 widening projects would address the travel time and congestion concerns without the environmental impact. From a purely practical view, I11 adds only 4 travel lanes at great cost where as widening I10 from 6 lanes to 8 or 10 travel lanes is relatively cheap. Much of the work is already done in fact. There are already portions of the Tucson corridor where 10 lanes can be laid out.	GlobalTopic_1, AC-7		I- 3132 -2
Burleigh	David		Website	7/08/19 7:20 PM AT	All of the Avra Valley area is a sensitive environmental area. Avra Valley is also the home of the aquifer that Tucson relies on for water. Building an interstate over an aquifer can not be mitigated by any adjustment to alignments. Table A-11 I-11 Alternatives Screening: Sensitive Environmental Resources (page 86): Corridor options C & D are evaluated as best meets criteria for the categories of, Critical Habitat, Special Designated Lands, Wetlands and Lakes, 100-Year Floodplains & Cultural Resources. However in the Section 4(f) Resources category, there are 70 areas impacted by Option C and 89 areas impacted by Option D. The content of this category is described as "Likelihood of impacts to publicly owned parts (parks), recreational areas, wildlife/waterfowl refuges, and historic sites that are afforded protection under Section 4(f)." In other words the actual environmental impacts are all lumped together at the end of the chart where we are not supposed to notice how sever they actually are.	GlobalTopic_1, AC-2		I- 3132 -3
Burnauer	Dominic		Phone	4/16/19 2:54 PM AT	Am I gonna lose my home? It sure looks like I could lose my home, by the way this is mapped out. My name is Dominic Burnauer XXX-XXX-XXXX	GlobalTopic_8, LU-1 and LU-2		I- 246 -1
Burnauer	Dominic		Phone	4/16/19 3:13 PM AT	My name is Dominic Burnauer XXXXXXXXXXXX Marana Arizona, 85853. I moved out to the country 20 years ago hoping I never have a freeway next door to me; I would have freeway south I can hear I 10 orm where I live when the wind is right and even when it's the still of night I can hear it this will be on top of my house iw ont be able to survive I wont be able to breathe this is terrible this is the worst thing you could do for this area; my name again is dominic burnauer, thank you I do not approve	GlobalTopic_1		I- 247 -1
Burnett	Alexandra		Website	7/08/19 9:44 PM AT	I am a citizen of Arizona and Sonoran desert biologist that deeply opposes construction of the I-11 highway as currently proposed through Avra Valley. I support further exploration of an option that redesigns I-10 to accommodate the goals of I-11. As a citizen in Tucson for several years that lives just a few minutes away from Saguaro National Park West and Tucson Moutain Park, the building of I-11 will have significant pushback from local citizens, including myself. The citizens of southeast Arizona have a deep concern for the ecological well-being of their home. Most citizens engage in recreational activities throughout the surrounding national parks and wilderness. These areas are appreciated by many as a vast wilderness that is still largely untouched by human development, offering a glimpse of beauty rarely seen in an increasingly urbanized landscape and inspiring photographers, outdoor enthusiasts, artists, and scientists alike. This project will be a devastating loss for native tribes, local citizens, world travelers, and Arizona's unique wildlife.	GlobalTopic_1, BR-7		I- 3174 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Burnett	Alexandra		Website	7/08/19 9:44 PM AT	It is clear to any biologist living in the Sonoran desert, myself included, that the construction of the proposed I-11 route through Avra Valley would be extremely damaging to the biodiversity, connectivity, and overall resilience of Sonoran wildlife. Habitat fragmentation and destruction is a major driver of extinction, and the Sonoran desert's numerous threatened and endangered species are a clear example of this. Further degradation and fragmentation due to the construction of I-11 and the inevitable development that follows highway development will destroy the ecological integrity of a far larger area than just the land currently under consideration. Construction will further pave the way for invasive species to colonize along highway corridors, as has been seen on I-10. Light and noise pollution, invasive species, and the formation of an impermeable barrier to wildlife movement will affect animal populations for tens or hundreds of miles on either side of the highway. Research shows that these fragmented populations have a reduced ability to respond adaptively to extreme weather events and are therefore less resilient to the severe changes predicted to take place in Arizona due to climate change. These effects would be exacerbated in Saguaro National Park West, which would be sandwiched between two interstate highways, isolating wildlife within the park and threatening the existence of these populations. Saguaro National Park is a jewel of Southeast Arizona that brings in nearly a million tourists annually and attracts worldwide admiration. The proposed route also borders Ironwood Forest National Monument, Tohono O'odham tribal lands, and countless other protected, sacred, and valued areas.	GlobalTopic_1, BR-7, LU-5		I-3174 -2
Burnett	Alexandra		Website	7/08/19 9:44 PM AT	ADOT recently spent several billion dollars expanding and improving I-10 infrastructure. As a Tucson resident that commutes daily using I-10 and I-19, I have benefited from the maintenance of I-19/I-10 and find that traffic flows quite well between Nogales and Phoenix. I am therefore quite puzzled as to why I-19 and I-10 cannot be used as a viable trade route, as it has recently upgraded infrastructure and relatively little traffic. Additionally, the necessary services (gas, food, service, etc) and tourist attractions (cities, national parks, recreational areas, etc) already existing off I-10 make it far more attractive as a transportation route while eliminating the need for further development. Spending an additional several billion dollars to build an additional highway that is almost exactly parallel to a high-capacity transportation system, particularly given the ecological impacts in an already threatened area, makes no logical sense. Further, all major cities in southeastern Arizona are west of I-10, meanwhile, the city of Tucson needs more efficient transportation throughout the city. Surely if anything, improving city transportation west of I-10 (i.e. redesigning freeways and highways to include underground tunnels for thru traffic) to lessen traffic strain on I-10 makes more sense than installing another highway even further west of southeastern Arizona's major cities. The proposed highway would be useless to anyone living in cities within southeastern Arizona. Destroying land, flora, and fauna in SE Arizona for transportation that does not actually benefit SE Arizona is frustrating, heartbreaking, and insulting.	GlobalTopic_1, GlobalTopic_4		I-3174 -3
Burnett	Connie		Website	7/08/19 9:01 AM AT	If at all possible, please avoid cutting through the farmland and watershed area in Buckeye. The orange or green routes would avoid disrupting that environment. It is home to migratory ducks and waterfowl and would maintain the farmland and potentially the livelihood of the farmers currently working the land there.	G-1 and WR-2		I-2917 -1
Burns	Karen		Website	5/08/19 5:58 PM AT	My name is Karen Burns. The proposed I-11 freeway will personally impact my husband and myself. We live on XXXXXXXX, 1/2 a mile south of Mile Wide Rd. and 1/2 a mile north San Joaquin Rd. The center of the freeway runs right through our property. Needless to say, this is unacceptable to us. We are in our 70's, retired, and living on a fixed income. That is just the tip of the iceberg. The impact to our precious Avra Valley is monumental: noise pollution, air pollution, light pollution, greater potential for illegal activity including drug trafficking and the influx of (more) illegal aliens! In addition, the destruction of the desert itself is incomprehensible!!! Our pristine valley will be ruined! This breaks my heart!! There is no other place on the face of the earth like our Avra Valley. This project is offensive on so many levels. How would you like it if they took your house and wrecked your neighborhood just so trucks can go faster? I beseech you, please do not build I-11 through our valley!!! Respectfully submitted, Karen Burns	GlobalTopic_1		I-668 -1
Burns	Kimberlie		Website	6/16/19 4:24 PM AT	I am writing to ask that the public comment period on the proposed A-11 route be extended through September 2019. Also, I would like to register my opposition to the alternative proposed routes running within 50 miles of a National Park, monument or Forest. I propose updating existing rail systems as an alternative to destroying plant and animal habitats by both a highway and the suburban sprawl that follows easy access to highways.	GlobalTopic_4, GlobalTopic_9, AC-9, LU-3		I-1599 -1
Burns	Michael		Oral	5/11/19 1:00 AM AT	MICHAEL BURNS: Morning. My name is Michael Burns. I'm 70 years old and on a fixed income. My wife went to the TCC this week, and she came home with an outline of where this highway is laid out for right now. Blue lines -- my house sits right in the middle of those blue lines. Right in the middle, otherwise in the median. I helped build highways for a long time. I worked for Grant Construction and I helped build highways. I know what it takes to build one. But to do this in Avra Valley and rip up what's here is absolutely appalling to me. I don't have enough money to move my home because I am on a fixed income. I can't do it. So I would lose my home, and I'm sure that I wouldn't get paid the amount that it's worth. Not only me, but everybody else is going to lose in this. Because if we move our homes, that means we have to move somewhere else, and you're not going to pay us what our homes are worth. You're not going to give us the money that our homes are worth. You're going to give us pennies on the dollar, if that much. I think it's a shame to put it through here. Not just because I have a house here, but this is Avra Valley. It's beautiful here. You're going to rip stuff apart. And I know that you've got more studying to do, and so on and so forth. But what's proposed right now -- possibly, where my house sits -- when she pulled it up on the map, we're a little square right in the middle of it. But everybody else around me that lives there, there's a lot of people that live close to me, the same area of road, and this puppy comes right straight down it almost. It's got a couple of curves. I'm upset, and I'm worried that this valley is going to be destroyed for money, for commerce. Do it on I-10 for crying out loud. It costs a lot less to add to or to build up I-10. The billions of dollars that it would cost to run this highway all the way down to Nogales? It's pennies compared to what it would take to undertake the expansion of I-10. Or if not, at least expanding it and doing something where a truck can come down and just go on down to Nogales. Expand Interstate 19. I'm concerned, and so is my wife. Because when it comes to money, we're lost. We don't know what to do right now. Thank you.	GlobalTopic_4 and GlobalTopic_1		I-1395 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Burton	Melissa		Website	6/27/19 10:14 PM AT	<p>Good evening,</p> <p>I am opposed to the I-11 alternative route. I honestly think it is an unnecessary highway that will impact the environment around it. I do not think we need it and that the money could be spent wisely somewhere else.</p> <p>Thank you for your time.</p> <p>Sincerely,</p> <p>Melissa Burton</p>	AC-6		I- 2151 -1
Bush	Doug		Oral	4/29/19 1:00 AM AT	<p>MR. DOUG BUSH: Hi. I'm Doug Bush. I'm new to Tohono, but lived in Wickenburg for awhile. I still got property there.</p> <p>One of the things I heard a gentleman say earlier was he talking about taxpayers and stuff like that. I think that's a great idea, you know, if there's a lot of taxpayers. There's also property taxes that they're paying. So you've got an impact on school, and you've got an impact on helping people pay, you know, pay for the -- for the area when you go cutting into taxes and stuff like that and wiping people out in the blue line.</p> <p>I've seen the orange line for a long time, but the blue line is a new one. And the impact that I see is the revenue lost on taxes. If you take the people away, you don't have taxes coming in. Just an idea. I mean, it helps with the schools and helps with the roadways to have those taxes there. If you don't have people, you don't have taxes.</p>	GlobalTopic_4		I- 1187 -1
Butcher	Jeffrey		Website	4/21/19 6:19 PM AT	<p>I prefer the Orange Option since it's the furthest from our 55 community. If not chosen, I would vote for the "Green" Option. The blue is definitely too close to several communities. As far as noise goes, we have enough to deal with with the jets from Lukes Air Force Base. It was already here when we moved in, the highway wasn't. Thank you for your consideration to go further out from the communities than the blue option would be. That's too close.</p>	GlobalTopic_4 and N1		I- 224 -1
Butcher	Susan		Website	4/21/19 6:13 PM AT	<p>We recently moved into CantaMia 55 community. One of the reasons we chose CM was because of the quietness of the area. Takes us 15-20 minutes to get "down the hill" to shopping and a little further to get to lots and lots of restaurants and more shopping. This was appealing to us to be far enough out to limit the noise factor. I understand the reason for this highway but prefer it be further away from our community than a couple of the alternatives shown. I'm not only concerned about the noise but also the impact it would have on our environment with the pollutants that would be given out. I've noticed, especially in this community a lot of older people reside and have many allergies to many things. Also many here have suffered with COPD. Having this highway so close would not help their situation & many would move, thus lowering our property values. It looks like the original plan might have been the one noted in "Orange". This would be my preference since it is the furthest away. If not, then, I guess, I would choose the option shown in "Green". Definitely not the blue. Thank you for the consideration.</p>	GlobalTopic_2		I- 222 -1
Butler	Mark		Website	5/11/19 1:42 PM AT	<p>So, the American dream: own a "piece of the rock". finally at 62 I do. 1 acre of desert with all the landscape. closed the deal on 2-19-19. beautiful. quiet. Dark. Perfect.</p> <p>My comment is totally selfish. I am wanting to finish my time here on earth with this chunk of earth.</p> <p>Please try to plan this project without uprooting real people with real dreams.</p> <p>Thank you.</p> <p>mark</p>	GlobalTopic_4		I- 779 -1
buyher	lb		Website	5/07/19 4:45 PM AT	<p>We are opposed to the Avra Valley route because of the negative environmental impact it will have on the Tucson Mountain District of Saguaro National Park. The proposed corridor would run adjacent to the Park and threaten the survival of native wildlife, disturb archaeological sites, impede washes, increase the spread of invasive plants, and degrade the visitor experience at Saguaro National Park. We are frequent visitors to the area and appreciate the respite this special part of Tucson provides.</p>	GlobalTopic_1		I- 612 -1
Byers	Russell		Website	7/04/19 11:16 AM AT	<p>As a resident of the rural community south of the city of Maricopa I will be positively affected by the Blue route. This route will provide immense possibilities for commerce in the West valley which until now may as well be in another state. Many of the city of Maricopa residents commute to the central and west valley via the 347 and this blue route will lessen that burden as well by providing another corridor to travel. Maricopa is already known as a shortcut route to San Diego due to its proximity to the I-8. With the addition of the I-11 we will have more efficient access to La and Las Vegas as well. I believe these are big considerations for future residents as well as industry considering our area for future plants. I believe the Blue route minimizes residential impact whilst maintaining an accessible, thus desirable alternative to the I-10 via 347 route currently used by west valley commuters.</p>	GlobalTopic_4		I- 2550 -1
Bylenok	Brian		Website	7/08/19 11:13 AM AT	<p>I feel I-11 would interfere with wildlife. It seems widening I-10 at least up to I-8 would be a better alternative.</p>	GlobalTopic_4, GlobalTopic_1		I- 2939 -1
Byrd	Robert		Website	7/09/19 1:17 AM AT	<p>As a resident that is new to the area but on behalf of my late mother who I have followed in her footsteps I strongly oppose the I-11 corridor being built anywhere near my home. I left the city life to get away from the noise, traffic, pollution and light, only to move here in hopes of living a more sustainable peaceful life to the possibility of an interstate being built s than 5 miles away? I would never live near an interstate in the city none the less in a direct sight of one in a pristine rural area. I strongly oppose I-11:</p> <ul style="list-style-type: none"> • We need to be limiting carbon dioxide emissions and oppose any new infrastructure that further promotes fossil fuels. This includes the shipping industry and transitioning into a more healthful and sustainable way of living which includes promoting local sustainable farming instead of importing food items • The protected wildlife areas that the I11 will cut through are already under strain from a growing human population and is losing critical habitat space for American glut and greed. This is part of a greater feedback loop of losing biodiversity. • The water infrastructure for Avra valley and part of Tucson would be interrupted and more likely than not tainted from run off. • The tarmac will increase local temperatures which are slightly lower than the surrounding areas. • The increased risk from an accidental fire being started from a cigarette ash or a vehicle accident would be catastrophic to the already stressed flora and fauna as well as local residents. • The increased light pollution will be harmful to the nocturnal pollinators many of which are already threatened or endangered animals. The light pollution also will create poor conditions for local astronomers and residents who enjoy a peaceful black sky at night. • It will change the local community and create a less communal based environment and promote a transient lifestyle. • The noise pollution just from Sandario is bad enough alone with-out an interstate. • It seems rather ridiculous that the current White house wants to build a wall to keep people out and in Mexico yet at the same time expedite trade for shipping from Mexico • There is no reason to build another interstate when the current I-10 desperately needs to be improved and easily could be altered accordingly. This seems like a huge waste of taxpayers money and not for local residents benefits in any way but for corporations elsewhere. I furthermore will not give up my mothers land and geodesic dome home for anyone or anything as her remains are resting in peace here. I strongly urge a no build option and I10 improvement/alteration. <p>Robert Byrd XXXXXXXXXXXX Tucson Az 85743 XXXXX@gmail.com XXX-XXX-XXXX</p>	N-1, AQ-1, V-1, AC-3, BR-1, BR-2, WR-2, WR-1, AQ-2, GlobalTopic_1 and AC-6		I- 3220 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
C	Davd		Website	7/08/19 5:47 PM AT	I Googled - 'self driving cars reduce car ownership'. Clearly self driving cars and trucks are in the future whether car ownership increases or not is difficult to predict. Clearly climate change is a concern and might lead to the switch to electric cars and trucks. Taking all these factors - self driving, climate change, maintenance costs, limited range of electric cars leads me to believe car ownership might not grow with population growth similar to the past. Once cars and trucks are self driving a freeway could have dedicated lanes for each vehicle destination. High speed lanes for long distance vehicles and slower speed lanes for vehicles exiting soon. Vehicles would move in an automated method, 3 or 4 feet apart, accelerate as a group and brake as a group. A split to allow new vehicles entering the dedicated lanes would all be automated. All vehicles would be tied to together with the incorporation of the 5G network. I believe this could allow for increased freeway capacity. Autos would be built for group transportation not individuals.	GlobalTopic_4, GlobalTopic_1, AC-3		I- 3098 -1
C	Davd		Website	7/08/19 5:47 PM AT	I'm having difficulty grasping the need for a new freeway. Since I live in the Tucson area I'm in favor of the 'orange alternative' or simply the expansion of the existing I-10 and I-19 freeways if needed. Thank you for allowing me to comment. DavidC	GlobalTopic_1		I- 3098 -2
C	David		Website	7/05/19 3:14 PM AT	I read section 3.9, Visual and Aesthetics with great interest and examined table 3.9-9. When I stand at Gates Pass in Tucson Mountain Park and look west the experience is similar to standing on the edge of the Grand Canyon; therefore, I would propose the 'Orange Alternative' as the solution through Tucson as having no visual impact on SNP or Tucson Mountain Park. Additionally I'm concerned that the 'Light Pollution' would adversely affect Kitt Peak Observatories; therefore, I still would propose the 'Orange Alternative' through Tucson. Thank you for allowing me to comment. DavidC	GlobalTopic_1 and V-1 and LU-3		I- 2604 -1
Caballero	Exnar		Website	7/06/19 8:47 PM AT	DO NOT BUILD PLEASE FIX I-10 INSTEAD	GlobalTopic_4		I- 2688 -1
Cage	Cheryl		Website	7/01/19 5:47 PM AT	Please do not proceed with the proposed I-11 corridor from Wickenburg to Nogales. We have but ONE desert, ONE Saguaro National Park. We must begin to understand that we must begin to think in terms of more global means of transportation...which means PUBLIC transportation. If we continue to do business the old way, building roads, damaging the environment in the process very soon we will discover we have destroyed, beyond repair, our natural environment. There ARE other solutions. Please don't take this drastic step before allowing creative people (in both the public and private sector) to develop some new transportation possibilities. NO, PLEASE NO to the I-11 corridor	GlobalTopic_4, R-2, and AC-3		I- 2287 -1
Cain	Barbara		Oral	5/08/19 1:00 AM AT	BARBARA M. CAIN: I'm Barbara M. Cain, C-a-i-n. I'm a retired teacher. And I come from a background of loving nature. And once when I was crazy I took 90 children camping in the Tucson mountains overnight. And I look back and think, why would I do that? But it was an experience for them to actually get in touch with night sounds in the desert and call of owls, all sorts of things that went on in the desert they were unaware of. And some of them I know now are teachers, doctors, various professions. But they still remember that overnight camping, the inconvenience, and the experience of it. They would never trade it. And so many people use that area that you want to spoil for recreation, for regenerating. And it makes me sad to think that it will be spoiled by a freeway. A recent study is showing that people who live near busy highways have more respiratory problems than other parts of the city or even out in the country. So I'm an anti-freeway person. I will let you know that. I've been coming to these things and going online. And my first question when I saw this as a possibility was, who owns the land along there? Whoever does is going to get very, very rich. And I think they must be pushing for this, because it would be so much cheaper, so much better for our taxpayers if we simply add additional lanes, truck-only lanes, if you want them, to I-10. It's already spoiled. It already has fast food. It already has places for people to stop and recreate and go to the bathroom, whatever. There is no real big reason for this. And as a member of Sierra Club, Tucson Audubon, Center for Biological Diversity, this is not a prudent, well-planned adventure on the part of ADOT. Thank you.	GlobalTopic_4, AQ-1 and GlobalTopic_1		I- 1330 -1
Cain	Barbara		Hand Written	5/08/19 1:00 AM AT	I hope an investigative reporter can find out who besides Don Diamond's 400 acre "holding" is waiting for I-11 to bring more people to buy luxury homes. (No big sign looking for the tired, the poor, etc. etc.) This poor choice will cost millions more than a simple addition of dedicated truck lanes out away from cities and towns. We have the Gila Bend Bypass that would work. We need light rail, fast passenger trains, and cut back on driving! Pollution, climate change, and health are on the line.	AC-4 and AC-9	Cain_B_12370	I- 2370 -1
Calabro	Richard		Website	5/16/19 9:54 PM AT	Given the location of the preferred alternative for this proposed I-11 project, where environmental destruction and harmful consequences to wildlife would inevitably occur on hundreds of thousands of acres of federally protected lands, and local open spaces, and private property, will you please extend the public comment period for this project to September 28, 2019? The members of the public require this additional time if they wish to review the Draft Environmental Impact Statement, and to write thoughtful, and well-informed comments which will be helpful to you in making a wise decision.	GlobalTopic_9		I- 936 -1
Calabro	Richard and Ingeborg		Email	5/30/19 1:00 AM AT	Dear I-11 Tier 1 EIS Study Team, Given the location of the preferred alternative for this proposed I-11 project, where environmental destruction and harmful consequences to wildlife would inevitably occur on hundreds of thousands of acres of federally protected lands, and local open spaces, and private property, when you make your decision, will you please reject the preferred alternative for this proposed I-11 project, and any other alternative west of the Tucson Mountains? Thank you very much, Richard and Ingeborg Calabro XXXXXXXXXXXXXXXXXXXX Green Valley, AZ 85622-3200	GlobalTopic_1		I- 1639 -1
Caldwell	Dennis		Website	4/16/19 10:49 AM AT	I'm requesting an extension of the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019.	GlobalTopic_9		I- 90 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Caldwell	Mary		Email	6/28/19 1:00 AM AT	I strongly oppose any construction of a new highway or route on the Sonoran Desert in the region of Avra Valley. This is a fragile area that deserves protection for natural, cultural and scenic values. Once destroyed, these values can never be replaced. It is most important that this area be protected and kept as natural as possible. The dangers already evidenced by climate crisis make this protection of natural lands even more imperative. Mary Caldwell	GlobalTopic_1		I- 3331 -1
CALDWELL	WAYNE		Website	6/12/19 9:28 AM AT	I oppose the I-11 project completely, I-19 and I-10 widening would be a more cost effective choice and have far less impact on the environment.	GlobalTopic_1		I- 1493 -1
Call	Daine		Website	7/02/19 11:38 AM AT	The information in AppendixE8 Lines 1-21 begin with this statement " Noise levels within existing corridors in all 2040 Build Scenarios are predominantly slightly lower or equal to those in 2040 No Build Scenarios..." . If it is trying to state that a 4lane or 6 lane interstate with primarily (supposedly) trucks going by night and day is only slightly more noise and negligible in terms of affecting the Saguaro National Park, or surrounding communities including communities of wild animals and plants seems completely inaccurate. How is that even possible? I live out in Avra Valley within a mile or so of the proposed Interstate and already I can hear cars simply going to work. Whatever the parameters are that are being used to measure what is significant noise levels is not real. It really seems like a way of throwing a whole bunch of pseudo scientific data to whitewash the reality that a 6 lane interstate, and all the unacknowledged or measured noise from the ensuing development off the Exits, would create significant noise in a quiet Valley. I object to the dishonest approach taken in this study.	GlobalTopic_1, N-1 and N-2		I- 2309 -1
Call	Diane		Oral	5/01/19 1:00 AM AT	MS. DIANE CALL: Diane Call, C-a-I. So I live in Aver Valley. This would come within a mile and a half of my house. I'm completely opposed to it. There's several layers of this that are problematic to me. One, the whole process that you set up feels like we have absolutely no say. Even my coming up here to comment appears to just be a way to pacify us and the reason I say that is they already had stakeholder meetings down in our area and nobody wanted it in Tucson and out there. So it just seems like it's just going to go through. I've heard that each of our comments, no matter how many comments you put in, it's going to count as one. One of your people told me that. The terms, you define the way that you measure harm. You define the whole narrative and it also appears nobody has notified people directly in the areas like my friend where her house is going to be taken away. So the whole process feels very hard to trust that we're really being taken seriously. If you put in a road like that, you're going to have developers, which we wonder if they're supporting and behind this politically, are going to want to build developments. The people that live out there need places where they can have lifestyles for horseback, all those types of things. We don't want city life, but it would bring city life out there in a place where there's not much water. So why would you want to encourage growth? As far as your study shows, it would only take away two minutes in our area in 40 years im improvement on our commuting time. I mean, that's just all of them and I know, also, for example, the way that the noise would impact us. It says it's only going to be within 500 yards or feet. I know that I can hear sound a couple miles away. So how -- how it's defined that the sound would harm or hurt and how that's mitigated, again, is all defined by the people on this side rather than any of us. I understand you have to have tools, you have to have something to measure things by, but it does seem skewed. Also, it's a dark sky designated area. You bring more people, you bring more cars, it's not going to be dark sky area. You have Kitt Peak that's an internationally known area designated dark sky district, so suddenly that's not important. Nobody out there wants it. Maybe one or two because it will make their lives more convenient. We need to know that our comments really count. Thank you.	GlobalTopic_1, CO-2, N-1 and V-1		I- 1035 -1
Call	Diane		Oral	5/01/19 1:00 AM AT	The other part is that as far as whether it's going to help our community -- we live in a desert. Water is already an issue and I've been trying to find the people over there saying, "Have you looked at how this would encourage growth in an area where water's scare already?" Lake Mead, Lake Powell, the Colorado River, all things we depend upon.	WR-2; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 1035 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Call	Diane		Oral	5/08/19 1:00 AM AT	<p>DIANE CALL: MS. CALL: Hi, I'm Diane Call. I've lived in Avra Valley for 15 years. I grew up in Tucson. I've watched Tucson develop, and I have to say not in a good way. I don't think it has enhanced the community, and it looks like this is the same idea.</p> <p>And first of all, I'd like to challenge the very premise. The very assumptions of this entire project, I believe, are a falsehood. One, that this type of economic growth, the growth economy idea is what is best. We live in a desert; water is already a problem. Now you want to create more economic vitality which is only defined in the way that these values are. There's other value systems out there.</p> <p>For example, in Avra valley is there an economy out there. We don't need to work at Raytheon. We don't need to work in the aerospace industry. The way it's defined in your document is it would be a trucking route, so that they can get their goods and services out to the world by using us as a stepping stone.</p> <p>The whole process has felt very disrespectful. I read through your document already in 2014. There was stakeholder meetings, comments were taken, they were all reported. Why are we doing this again? It doesn't build confidence that any of our comments are taken seriously, that it's just simply a process that you checkmark off and think that it's done. We have no reason to trust you at this very moment that this means anything but an illusion of respecting what everyone in this entire community has said on both sides of the mountain.</p> <p>We were not duly notified out there this was even going on. Maybe it was published on your website. But just a handful of us had to go out with signs and hold them up and say that -- and hand out fliers to people on the roadways. Maybe there's been one or two, maybe three people who said they're for it. Nobody is for it out there.</p> <p>It would create a Valley Fever nightmare. My neighbor almost died from this. There are things in your document that say the blast could disturb wildlife. Could. There's all kinds of language can that, like you can mitigate. You can't mitigate things once they're destroyed. There is no mitigation.</p> <p>You're pitting the people in Tucson against the people out there, saying that the mitigation would be worse on the historical sites in Tucson, less so there. The whole thing is absurd, because we don't need it. There's other ways to have economic vitality, other than this model that only serves a few people at the expense of the rest of everybody.</p> <p>We want to know who's really puppeting all this. Because if our comments didn't matter and we can't find anybody who is for it, who is pushing for this? We need those answers. And my time didn't go off. I don't know how much time I have.</p> <p>THE MODERATOR: You've got about 45 seconds.</p>	CO-3, CO-1, EJ-2 and GlobalTopic_1		I- 1349 -1
Call	Diane		Oral	5/08/19 1:00 AM AT	<p>MS. CALL: 45 seconds. It says in your document that there are no low-income and minority people out there, according to your demographic studies. This is so insanely ludicrous. I, myself make less than 15,000 a year, and my neighbor makes \$10 a year as a school bus driver out there. This goes on and on. Most of the people I know, it's a Tier I designation for the schools out there. I mean, these people are really low-income people. They live in pre-manufactured homes. They're really struggling. It would not be easy. So I'm completely against it.</p> <p>And I have a Bible, a constitution and some money here. I'm looking for somebody who will swear on this that our comments actually do matter. I don't mean to be disrespectful, but so far all our efforts don't seem to add up to much. We need to know at a different level that what we have to say really counts and that you're not pandering to some other interests. Thank you. I appreciate it.</p>			I- 1349 -1a
Call	Diane		Oral	5/11/19 1:00 AM AT	<p>MS. DIANE CALL: Hello. I'm Diane Call. I have the pleasure and great honor of speaking for Albert, Albert Lannon, who has done extensive work on this whole opposition.</p> <p>A careful review of the draft Tier I EIS shows it to be a 15 million dollar fraud based on misinformation, deception, and outright lying. With just three minutes, here are some of the highlights.</p> <p>One, the structure of these public meetings means that Jay Vaneco (phonetically) and Linda Douglas lied when they promised the standing room only citizens from the Picture Rocks meeting last August that these meetings would have open discussion from the floor with questions allowed and answers given.</p> <p>2. The statement that the Avra Valley and Picture Rocks communities do not contain low income or minority populations, unquote, they visibly lied. Most, in fact, are federally designated colonialists, low-income communities, quote, lacking sewers, wastewater removal, decent housing, or other basic services, unquote. The majority of the Picture Rocks Elementary school students qualify for Federal Title 1 assistance due to low incomes, and most of the community live in manufactured homes, as I do, but that does not make us trailer trash to be lied to. We are seniors, veterans and families, and we are 25,000 taxpayers who've paid you 15 million dollars not to lie about us.</p> <p>3. Saying that the Saguaro National Park and the Desert Museum could expect, quote, noise and visual impacts combined, would impact the visitor experience, dot, dot, dot, but would not be so severe as to substantially impair and diminish these attributes is utter BS, and you know it.</p> <p>4. Taking out a big chunk of Sandario Road, a major north/south artery in Avra Valley, and calling it, quote, net benefit, unquote, with no planned interchanges between Manville Road and Snyder Hill Roads will cost residents time and money.</p> <p>4. You never mentioned that this allows you to monitor yourselves on a critical host of environment issues for the Tier 2 EIS. The fox will run the chicken coop.</p> <p>5. Finally, you totally ignore I-11 creating a new and deadly Valley Fever corridor and drug smuggling route. With billions of dirty drug dollars being laundered in construction and real estate, one can only wonder where the 7.6 billion dollar I-11 construction road will come from. It is billions less expensive to improve I-10 and I-19 if you insist on attracting American companies to bring their jobs from China to lower wage Mexico at the expense of our communities and valley wildlife. Thank you very much.</p>	GlobalTopic_1 and CO-3 and EJ-2 and R-2 and CO-4 and E-3		I- 1422 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Call	Diane		Oral	5/11/19 1:00 AM AT	<p>MS. DIANE CALL: I am Diane Call, and I am a resident of Avra Valley. I know that everybody is giving you a lot of hell, and it must be difficult to sit here through this, but I'm here to invite you specifically as human beings that are actually sitting here to try to really hear what we're saying and maybe even consider moving on to our side. Really search within your own hearts. And I realize that you belong to a whole agenda and a whole way of looking at progress that defines -- as I see it, there's two things. There's a way that's for life and there's a way that actually ends up for death.</p> <p>And if you analyze the whole document, you can see signs of that all the way through. Anyway, I'm going to be specific. I tell you, this whole way of doing this feels like we're being corralled and neutered because when you have to comment on all these little sections, you don't get to see the whole picture. And then it feels like you pick a comment, you mitigate them, desecrate them, and then eliminate them. It's the whole style that's been going through how you view the environment, how you view our comments. We have nothing from you that looks like you're really taking this seriously, besides the fact that you're sitting there.</p> <p>So, for example, it feels like this whole document is unjustifiable and has no veracity. It has statements like this. Section 2.2.1, purpose of proposed action. Quote: While not part of the fundamental purpose for the proposed I-11 corridor, there are several desired outcomes for consideration. Support the protection of sensitive tourist sites in accordance with the applicable plans and policies; support the protection of the environment and cultural resources; support coordination with the federal and state agencies that maintain the integrity of the wildlife movement.</p> <p>It's this sort of a rolling thing that's happening where you say love is hate, war is peace. This highway is going to be a means by which we do these things. It's very insane. And I don't know if you see that. I don't know if you see it.</p> <p>This whole bureaucratic style eliminates a democratic process. We're not given a vote. We have to come up here and just trust that even though you went through the same process in 2016 -- and I can read the documentation of the comments then, which are the same -- but somehow the machinery keeps rolling forward. So I feel like I'm talking to a robot that says thank you very much, we've received your comments, and they will be duly recorded and eliminated as seen fit by our organization.</p> <p>So I feel like I've been to the county fair, like it was when I was a kid, that you're trying to sell a tech utopia to all of us. Oh, my God, my time is up. Anyway, I encourage you to not create something that will ram the vote out and destroy everything that is sacred.</p>	CO-3 and and GlobalTopic_4		I- 1439 -1
Call	Diane		Website	4/09/19 12:26 AM AT	<p>In the Purpose and Need section the foundational ideas that increased population in the Southwest triangle of Southern California, Arizona and Nevada coupled then with a need for more flow of goods and services completely disregards the studies done by Watershed management experts. From all scientific evidence there will be less water, drought, hotter temperatures and water rationing to manufacturing and industry . There won't be water to support the growth in population and economic manufacturing to justify an I-11 . Why was this enormously important factor not included in the projections for future growth???</p>	<p>Socioeconomic projections in the Arizona Model do not incorporate or ensure water availability for future development. The State Demographer builds the statewide projections on the future land uses included in local General or Comprehensive Plans, which are approved before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed residential development throughout the Study Area may not reflect the true availability of water, which in turn can impact travel patterns, capacity, and needs.</p>		I- 15 -1
Call	Diane		Website	4/09/19 12:38 AM AT	<p>I am asking that you extend the comment period to 120 days. I signed up to receive notice and updates from the ADOT study and did not receive any email notice of this tier one study release. We need more time. The documents are massive and many of us work. To read through and comment adequately takes enormous time. Plus, we aren't being paid to do it- like you. Doesn't that strike you as slightly unfair? Or will I just receive a form response ?</p>	GlobalTopic_9		I- 16 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Call	Diane		Website	4/09/19 1:15 AM AT	In Chapter 1 , Table 1-6 Purpose and Need Metric leaves out measuring OTHER needs than those defined by your agency. The whole metric is too narrow in its consideration. 1." Access to planned growth areas" Who planned the growth ? Where are these plans? And what if we don't want growth out here of that kind? . 2.Movement of people and goods "freely" . We don't have congestion out here. You would tear out my friends home to move other peoples goods "freely" ? Whose need is that? Whose purpose? 3. "Serves key economic centers" So is that who is being served? What about everyone else ? Not the Saguaro National Park, Ironwood Forest, the Tribes, or the people whose choice to live in the country without an interstate in thier backyard . 4.Provides alternate route to existing Interstate. These issues of homeland security are ironic. Essentially peoples homes they have sacrificed and worked for will be destroyed for the sake of protecting the country? For a projected scenario that may never come to pass? As though it's the only route available. It makes the government seem a worse threat than a few illegal migrants coming through. Weve seen dozens over the years and they never tried to take our home from us like this I-11 project would.	The growth areas were determined based on municipal general and county comprehensive plans, and supported by interviews with local planning and economic development staff. High-capacity, access-controlled facilities are needed to serve these high-growth areas. See Draft Tier 1 EIS Section 1.5.1 for more information. Existing travel demand levels on the interstate freeway facilities within the Study Area cause congestion that reduces travel time reliability during peak and non-peak periods. Other contributors include unpredictable freeway conditions that impede travel flows (e.g., road restrictions or closures due to crashes, work zones, oversized vehicles, and isolated weather events such as dust storms, flooding, and wildfires). Over the next 20 years, interstate congestion and travel time reliability are expected to worsen due to population and employment growth inside and outside the Study Area, the increase in truck traffic, and the growth of international trade. See Draft Tier 1 EIS Section 1.5.2 for more information on current and future congestion. An interstate freeway facility would provide improved access and connectivity to major employment areas, economic development opportunities, warehouse/distribution facilities, and airports, all of which depend upon freeway access to operate in a competitive economic market. A high-capacity transportation facility connecting Nogales, Wickenburg, and other destinations in between would make long-distance travel quicker, easier, and more direct. Destinations include recreation areas such as Saguaro National Park and Ironwood Forest National Monument		I- 17 -1
Call	Diane		Website	7/09/19 12:34 AM AT	I whole heartedly agree with the letter submitted by The Coalition for Sonoran Desert Protection	GlobalTopic_1		I- 3209 -1
Call	Diane		Website	7/09/19 12:53 AM AT	In Chapter 6 Recommended Alternative it states the projected growth is in Western Maricopa and Pinal County. Then it goes on to outline travel time between Nogales and Wickenburg with the recommended Alternative route as projected to reduce travel time by 54 to 60 minutes. In the table 6.1 this recommended alternative route serves the planned growth areas of western Maricopa county. So essentially Avra Valley and Tucson area will suffer the loss of our parks, the Dark Sky designation ,the Sonoran Desert Museum tourism, wildlife and rare plants obliterated into extinction , all for 60 minutes quicker route to Wickenburg to serve this " planned growth". The metrics used for this study lack several metrics to evaluate the real value of the treasures that exist already and that no mitigation efforts could mitigate the destruction to these treasures.	GlobalTopic_4 and GlobalTopic_1		I- 3213 -1
Calvert	Dale R		Website	7/08/19 4:08 PM AT	To be clear from the start I support the concept and need to create I-11. Also to be clear I do not now or have I ever lived in Avra Valley. However, I do have serious concerns about putting the highway through Avra Valley. The route through Avra Valley is relatively narrow and will need to work it's way through a very tight corridor. I respect the mitigation you have proposed on limiting interchanges on part of the highway and providing necessary structures to maintain wildlife corridors but what you cannot mitigate is the presence of the roadway that will be visible from the parks and no mitigations will restore the silence that ought to exist at those locations. I understand the power of sound walls but they cannot create silence. In summary I cannot support either of the routes through Avra Valley at this time. I understand the serious limitations on widening I-10 through Tucson and the serious issues that will need to be dealt with if you choose that option. However, as a community member I have to support the in town option with all of it's problems at this time.	GlobalTopic_4 and GlobalTopic_1		I- 3046 -1
Calvert	Dale R		Website	7/08/19 4:08 PM AT	I am also seriously concerned about the impact on Tucson's Water supply regarding the construction of a roadway through and/or over the major recharge basins operated by the City of Tucson that are the major source of water for this community. I would also point out that these recharge basins have been used by many communities including the City of Phoenix to recharge water. As someone who has owned and operated a private water utility and been involved in transportation projects as a community member I am not aware of any standards regarding the interaction of a roadway and a recharge basin or any mitigation procedures that you can apply. In reviewing the draft report (I admit I have not read every word) I was surprised that there is no mention of the potential issues even being discussed. The thought of an accident on or next to the recharge basins causing a serious chemical or oil spill into them needs to be reviewed and discussed in your study.	GlobalTopic_4, WR-1, WR-3		I- 3046 -2
Cammel	Ron		Website	7/08/19 4:03 PM AT	July 8, 2019 To ADOT and FHWA: Regarding the proposals, I strongly urge planners to use existing roadways for the I-11 route everywhere possible to minimize impacts on the environment, on construction costs, on maintenance costs, on policing/servicing costs and on the spread of noise and unsightliness. The excavating and paving of many acres of land in Arizona will not have a positive impact on the well-being of either the environment or the people living here, regardless of the effect on the expediency of travel. Disturbing farmland, ecosystems and open spaces will undermine the purpose of an I-11 corridor, which ultimately is to increase standards of living. Therefore, I urge the use of existing roadways. Thank you for your consideration, Ron Cammel Peoria, Arizona	GlobalTopic_4 and AC-1		I- 3044 -1
Cammel	Ron		Website	7/08/19 4:03 PM AT	Though I regularly read local newspapers and watch local TV news, I never became aware of the I-11 project proposals until July 7. Therefore, my first comment is to suggest a longer time for public comment, in case more concerned people have so easily missed news of the project. I also suggest planners consider publicizing the proposal more aggressively.	GlobalTopic_9 and CO-2		I- 3044 -2
Cammel	Ron		Website	7/08/19 4:03 PM AT	I am very concerned about the possible redundancy of roadways if a new I-11 corridor runs parallel to I-10 north of Tucson. I urge planners to consider using more of the existing I-10 roadway to complete the I-11 route. Again, such utilization could lower financial and environmental impacts significantly, while still fulfilling the goal of a corridor.	GlobalTopic_1		I- 3044 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Cammel	Ron		Website	7/08/19 4:03 PM AT	I also am very concerned about proposals for new roadways that cut through farmland and sensitive lands, such as wetlands. Farmland is vital to Arizona and extremely unlikely to be mitigated or replaced. Regardless of compensation to landowners, the loss of farmland certainly will mean less agriculture in Arizona. Likewise, lands that support various wildlife are unlikely to ever be truly mitigated. There will simply be a reduction in populations of many species which are vital to Arizona's ecosystem and to residents' enjoyment of this area. I urge you to heed the concerns expressed by Audubon Arizona, which has studied the proposals.	GlobalTopic_4 and G-1 and BR-2 and BR-4		I- 3044 -4
Campbell	Brenda		Website	6/29/19 1:58 AM AT	After reviewing the options recommended, my preference would be Green, then Purple, then Orange. And of course, having closer proximity to Maricopa is the most desirable,	GlobalTopic_4		I- 2195 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 14 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Website	4/15/19 8:15 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 2 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Oral	5/11/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 21 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection on behalf of 28 Arizona Based Organizations	Website	7/04/19 4:18 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 35 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>We appreciate the opportunity to provide comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement (DE/5), Nogales to Wickenburg. We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection and the undersigned organizations.</p> <p>Overview In summary, we are in strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS ("DEIS"). Our opposition is rooted in the major negative environmental and economic impacts that would inevitably occur if the Recommended Alternative route is successfully built and our belief that other transportation alternatives, including improving and expanding existing interstates, a focus on multi-modal solutions, and the inclusion of expanded rail service, could more effectively achieve the goals identified in the DEIS.</p> <p>The Recommended Alternative route would have grave and devastating impacts to Pima County that cannot be adequately mitigated. These include:</p> <p>We believe that these impacts cannot be adequately mitigated.</p> <p>Major Environmental Impacts from the Recommended Alternative Route</p> <p>Additional necessary studies The following studies must be completed prior to designating a Preferred Alternative, with the results communicated to the community and incorporated into the decision process early on: ? A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the Recommended Alternative route. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office. ? Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Brawley/Los Robles wash system and Santa Cruz River. ? Social and economic equity impacts.</p> <p>When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any Recommended Alternative route. Furthermore, we strongly encourage ADOT and FHWA to refer to the "I-11 Super Corridor Study" final document, which was submitted to ADOT in 2016, to draw inspiration on a comprehensive design. The Sustainable Cities Lab, hosted at the University of Arizona (UA) College of Architecture, Planning and Landscape Architecture, completed this transdisciplinary study on the I-11 corridor along with Arizona State University and the University of Nevada, Las Vegas. UA's study area focused on opportunities from Marana to south of downtown Tucson. Their outcomes incorporate many of our outlined points, including the addition of light and heavy rail, walking, cycling, new technology for controlling traffic as well as incorporating alternative forms of energy production and transportation. Using such studies and designs would help us reduce impacts in Tucson's downtown and surrounding areas should co-location be further considered.</p>	GlobalTopic_1, GlobalTopic_8 and AC-9	Campbell_C_CSDP_O56	O- 56 -1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>On May 18, 2019, Arizona District 3 Congressman Raúl Grijalva submitted comments on the DEIS voicing his opposition to the Recommended Alternative route. We have attached the Congressman's letter as well.</p> <p>Thank you for the opportunity to provide comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg. Given the far-reaching and devastating impacts that the Recommended Alternative route would have on the incredible portfolio of public conservation lands in and adjacent to Avra Valley, we express our strong opposition to the Recommended Alternative route and feel that should additional capacity be warranted, that reconfiguration of existing highways is the only acceptable Alternative. This DEIS is replete with inadequate analyses and is, in and of itself, a fatal flaw. We look forward to your analysis and assessment and to commenting further in future phases of the process. If we can be of any assistance, please do not hesitate to contact us.</p>			O- 56 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Purpose and Need</p> <p>First and foremost, we strongly believe that ADOT and FHWA have failed to clearly and thoroughly demonstrate the need for construction of an entirely new freeway, based on the best available science and data. ADOT and FHWA should analyze not only the most current transportation and growth models and current and projected traffic volumes, but also changing transportation modes. For example, if the Mariposa Point of Entry was fully staffed and operational 24 hours a day (which it currently is not), the currently required overnight parking would be reduced, spreading out traffic volumes throughout the day (and also decreasing air pollution since refrigerated trucks have to stay running all night long while they are parked), and negating the need for this proposal at all. Additionally, autonomous truck testing is currently occurring in southern Arizona, is expected to continue, and could safely accommodate truck traffic at night or in a designated lane. 1</p> <p>The following planned projects should be analyzed by ADOT and FHWA: ? Plans to continue widening Interstate 10. ? Elements of ADOT's 2017-2021 Five Year Plan to include, but not be limited to, State Route 189: Nogales to Interstate 19; Interstate 19: Ajo Way traffic interchange, and; Interstate 10: State Route 87 to Picacho, Earley Road to Interstate 8, Ina Road traffic interchange, Houghton Road traffic interchange, Ruthrauff Road traffic interchange, Kino Parkway traffic interchange, and Country Club Road traffic interchange. ? ADOT's 2011 "State Rail Plan," which was developed to address the needs of both freight and passengers.2</p> <p>Also, of note is Representative Ann Kirkpatrick's July 5, 2016 announcement of \$54 million secured in a highway grant for ADOT's I-10 Phoenix to Tucson Corridor Improvements Project, via the U.S. Department of Transportation's competitive FASTLANE program. Tucson Mayor Rothschild said, "Completing expansion of I-10 between Tucson and Phoenix, which now alternates between two and three lanes in each direction, will result in a safer, more efficient highway for people and freight, and that's very good news for Tucson, Phoenix and the state as a whole."3</p>	PN-3, GlobalTopic_4, AC-3 and AC-7		O-56-10
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Concerns with the overall NEPA process</p> <p>We have serious concerns about the larger NEPA process and the premature identification of a "Recommended Alternative" route without adequate scientific and economic analysis and environmental studies. We question the ability of the involved agencies to present thorough information to the public about the myriad impacts of the Recommended Alternative route, and other considered alternatives, given the inadequate analysis presented in the DEIS. We fully support and incorporate by reference the full comments on the I-11 DEIS submitted by the National Parks Conservation Association in July 2019, including a more detailed analysis on this issue.</p>	GlobalTopic_8		O-56-11
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to Federal and Local Protected Areas</p> <p>The Recommended Alternative route would have significant direct, indirect and cumulative impacts to a wide portfolio of federal and local protected areas and the significant biological and cultural resources they contain. The Recommended Alternative route would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and mitigation lands for Pima County's federal Incidental Take Permit (ITP) and Multi-Species Habitat Conservation Plan, which was finalized in October 2016. Pima County is now actively implementing this 30-year Multi-Species Conservation Plan and mitigation lands in Avra Valley are critical to its long-term success with special emphasis on riparian areas. The City of Tucson submitted their Avra Valley Habitat Conservation Plan to the FWS in November 2014, and this HCP is currently under review. Meanwhile, Tucson Water's operations in Avra Valley are planned and conducted as if the HCP is already in full effect. All of these protected lands are public investments in conservation.</p> <p>We strongly emphasize that we and many others have commented in the past that local conservation lands are as important to consider as federal conservation lands in Pima County. Unfortunately, impacts to local conservation lands have not been adequately addressed and analyzed in the documents related to this process, including the DEIS. This has become even more true since the EIS Scoping comment period in 2016. Since then, Pima County has received their federal Incidental Take Permit and is now actively implementing their 30-year Multi-Species Conservation Plan. The success of this plan depends on the health and integrity of Pima County's mitigation lands, many of which are in Avra Valley and directly in the path of the Recommended Alternative route. It is disappointing to see a total lack of acknowledgement of these important local conservation lands in the DEIS and in recent public presentations and materials - any review of environmental impacts should address impacts to local conservation lands in detail, particularly in light of the fact that these protections are a result of a federal Incidental Take Permit.</p>	GlobalTopic_1 and BR-9		O-56-12
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to Wildlife Linkages</p> <p>The Recommended Alternative route would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally recognized regional conservation plan developed and implemented over the last 19 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The Arizona Wildlife Linkages Workgroup, spearheaded by ADOT and AGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. More recently, AGFD's 2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. The Recommended Alternative route would also sever the Ironwood-Picacho wildlife linkage.4</p> <p>In general, severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they attempt to adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature, such as a new highway severing important movement areas, valley wide, for wildlife, cannot be adequately mitigated off-site. This is especially true in the Tucson Mountains, home to Saguaro National Park and Tucson Mountain Park. Scientists are becoming increasingly concerned about the isolation of this wildland block as development pressures increase from the east and north. The Recommended Alternative route would only further cement the total isolation of wildlife that live in the Tucson Mountains. This would result in devastating and irreversible consequences for wildlife diversity, wildlife genetic health, and overall ecosystem resilience in this area.</p> <p>Impacts to local wildlife linkages are not adequately addressed in the DEIS and adequate mitigation for impacts resulting from the Recommended Alternative route are not possible.</p>	GlobalTopic_1, BR-2, BR-9 and BR-10		O-56-13
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to Pima County's Conservation Lands System</p> <p>The Recommended Alternative route would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS). The CLS was first adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's required Comprehensive Land Use Plan. The County convened a Science Technical Advisory Team (STAT), comprised of members of the FWS, AGFD, National Park Service, professional biologists and natural resource academics. The CLS consists of a STAT-driven, scientifically based map and set of policy guidelines for Pima County's most biologically-rich lands. These lands include Important Riparian Areas (IRAs), Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request a rezoning or other discretionary action from the County.</p> <p>The CLS is a cornerstone of the SDCP and has guided land use and conservation decisions in Pima County since its adoption. We reiterate that implementation of the CLS is a foundational piece of Pima County's federal ITP under Section 10 of the Endangered Species Act. Impacts to Pima County's SDCP and the CLS are not adequately addressed in the DEIS. The Recommended Alternative route would damage CLS mitigation lands to such an extent that the integrity of Pima County's federal ITP permit would be compromised. Again, adequate mitigation for these impacts is not possible.5</p>	BR-9		O-56-14

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Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to Riparian Habitat</p> <p>The Recommended Alternative route would undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest region are dependent on riparian areas for at least part of their life cycle; over half of these cannot survive without access to riparian areas (Noss and Peters 1995).</p> <p>The Arizona Partners in Flight Bird Conservation Plan states:</p> <p>"Riparian woodlands comprise a very limited geographical area that is entirely disproportionate to their landscape importance... and immense biological interest (Lowe and Brown 1973). It has been estimated that only 1% of the western United States historically constituted this habitat type, and that 95% of the historic total has been altered or destroyed in the past 100 years (Krueper 1993, 1996). Riparian woodlands are among the most severely threatened habitats within Arizona. Maintenance of existing patches of this habitat, and restoration of mature riparian deciduous forests, should be among the top conservation priorities in the state."6</p> <p>Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Riparian habitat contains higher water availability, vegetation density, and biological productivity. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS's IRAs and other riparian systems. Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas. The CLS set aside guideline for IRAs is 95% of any given area of impact.</p> <p>The lack of consideration of the certainty of flooding in the Altar and Avra Valleys and the subsequent isolation of people and properties from public health and safety responders, not to mention the potential costly relocation of existing infrastructure for the CAP canal, Tucson Water, Marana Water and other regional water providers, numerous El Paso/Kinder Morgan boosting stations, and various electric utility substations is just one example of the flawed NEPA process. This woeful lack of analysis of social, cultural, scientific and economic impacts in the choice of an alternative without adequate due diligence is negligent and should be considered a fatal flaw. This DEIS puts the cart before the horse and would have dire consequences for the region.</p>	BR-1, BR-7, GlobalTopic_8 and GlobalTopic_1		O-56-15
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to at-risk species</p> <p>The Recommended Alternative route would negatively impact a range of specific wildlife species and especially those classified as federally "endangered" or "threatened," those identified by the state of Arizona HabiMap (www.habimap.org) as "species of conservation concern or species of economic and recreational importance," and those identified by Pima County and FWS as "vulnerable" under the SDCP and ITP. Some of these species include, but are not limited to:</p> <p>Aberts towhee Bell's vireo Western burrowing owl Cactus ferruginous pygmy-owl Western yellow-billed cuckoo Swainson's hawk Rufous-winged sparrow Giant spotted whiptail Tucson shovel-nosed snake Pima pineapple cactus Nichol turk's head cactus California leaf-nosed bat Mexican long-tailed bat Pale Townsend's big-eared bat Lesser long-nosed bat Merriam's mouse Jaguar Ocelot</p> <p>Specific impacts to the Tucson shovel-nosed snake</p> <p>The Tucson shovel-nosed snake (<i>Chionactis annulata klauberi</i>) is a small colubrid adapted to the sandy loams of the northeastern Sonoran Desert region of central and southeastern Arizona. It was petitioned for listing as "threatened" or "endangered" under the US Endangered Species Act (ESA) based on its habitat specialization in sandy desert flats subject to agricultural conversion and urban sprawl and its disappearance from the Tucson region (Center for Biological Diversity 2004). The subspecies was defined based on the strong infusion of black pigment on the red crossbands, which may enhance both coral snake mimicry and background- matching via flicker-fusion (Mahrtdt et al. 2001). Its geographic range was described by Klauber (1951) and Cross (1979) and additional genetic analysis by Wood et al. (2008, 2014) supported continued recognition of the subspecies but did not define its distributional limits.7</p>	BR-4 and BR-7		O-56-16
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>In 2014 the U.S. Fish and Wildlife Service rejected the snake for ESA listing based on an incorrect range map for the subspecies that included geographic areas within a sister taxon, <i>C. a. annulata</i> (USFWS; 2014). In 2018, Bradley and Rosen (in press) produced a more accurate distribution model for the species based on published genetic and distributional data (Figure 1).8 They found that 39% of its habitat has been lost to urban development and agriculture and the remaining habitat is in geographically isolated pockets with no genetic connectivity to each other.</p> <p>The I-11 Recommended Alternative route would have dire consequences for the remaining population of the Tucson shovel-nosed snake through road strikes and further habitat fragmentation. The highway would bisect some of the last intact habitat for the subspecies, including occupied territory within the Avra Valley. Another example of this is evident in the areas between Gila Bend and Maricopa, within and adjacent to the Sonoran Desert National Monument. This has been a reliable place to still see the snake and several individuals have been recorded along highway 238. The Recommended Alternative route would cut through this habitat block and this area would become a population sink as snakes and other wildlife, venturing outside of the monument, would be crushed by trucks and cars.</p> <p>Further analysis of impacts to the Tucson shovel-nosed snake needs to be completed by the agencies to adequately understand the impacts of corridor alternatives.</p> <p>Figure 1: Historic and remaining habitat for the Tucson shovel-nosed snake and the I-11 Recommended Alternative route.</p>			O-56-16a

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Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts from noise and light pollution</p> <p>The Recommended Alternative route would negatively impact resident and migratory wildlife and the wildlife habitats and corridors they use through noise and light pollution. The Recommended Alternative route would especially impact the integrity of the dark skies required for astronomical observatories such as the two reflective telescopes of the MDM Observatory, the Mount Lemmon Observatory, the Kitt Peak National Observatory, the Steward Observatory, the Fred Lawrence Whipple Observatory, and the Massive Monolithic Telescope, through light pollution, both from vehicle headlights, street lighting, and from reasonably foreseeable future commercial and residential development.</p>	BR-2 and V-1		O-56-17
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Impacts to the economy</p> <p>The Recommended Alternative route runs adjacent to some of southern Arizona's long-standing economic powerhouses, such as the Arizona-Sonora Desert Museum, Saguaro National Park West, and Old Tucson. It also comes perilously close to emerging economic engines such as Ironwood Forest National Monument.</p> <p>A May 28, 2019 press release directly from Saguaro National Park and the National Park Service stated that, "957,000 visitors to Saguaro National Park in 2018 spent \$62.1 million in communities near the park. That spending supported 866 jobs in the local area, \$31.3 million in labor income and had a cumulative benefit to the local economy of \$90.9 million dollars." The Recommended Alternative route is located within 1,300 feet of the boundary of Saguaro National Park and will have unmitigable impacts on the visitor experience, including increased noise, light, haze and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of viewsheds. None of these impacts can be adequately mitigated.</p> <p>The Recommended Alternative route is also located within 400 feet of the boundary of Ironwood Forest National Monument, an increasingly popular national monument supported by a robust and active group of volunteers and land managers. A new visitor kiosk was recently installed at IFNM at the Agua Blanca portal and the annual "Meet the Monument" event grows every year, with increasing numbers of participants every year. Building a freeway next to these protected public lands would cause irreparable harm to a place that is gaining momentum and actively investing in the visitor experience.</p> <p>On April 17, 2019, local newspaper the AZ Daily Star reported on a recent U.S. News and World Report article that identified the Arizona-Sonora Desert Museum as one of the best 30 zoos nationwide. The Recommended Alternative route is located within approximately a half-mile of the Arizona-Sonora Desert Museum. Construction of this route would cause increased noise, light, and air pollution, increased likelihood of the spread of invasive species such as buffelgrass, increased likelihood of wildfire starts, and decreased quality of the viewshed at the museum. None of these impacts can be adequately mitigated.</p> <p>The Recommended Alternative route would also drive traffic AWAY from Tucson's downtown and growing business districts that rely on traffic from I-19 and I-10 to survive. The City of Tucson resolution adopted unanimously by the Mayor and Council on June 19, 2019 clearly states opposition to the Recommended Alternative route and includes the following statements:</p> <p>"...Tucson believes in an urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods. ...Tucson seeks to protect its CAP water recharge facilities in Avra Valley, groundwater, surface water, and stormwater from contamination. ...In April 2012 the Mayor and Council passed a resolution to adopt the Downtown Gateway Redevelopment Area and central business district. ...Tucson seeks to capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics. ...Tucson supports the expansion of passenger and freight multi-modal transportation services to better connect Tucson to regional and international markets and destinations. ...[The] cost of building a new highway in Avra Valley would be enormous, would promote urban sprawl, and would divert cars and trucks away from existing businesses in Tucson. [The] state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and</p>	E-1, E-2, V-1, LU-3 and GlobalTopic_1		O-56-18
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>These are all economic arguments for either the No Build alternative or co-locating I-11 with I-19 and I-10 and demonstrate the grave economic consequences to the City of Tucson from the Recommended Alternative route. It is impossible to mitigate for these impacts to Tucson's economy and water supply.</p> <p>Last, the DEIS needs to improve its analysis of the far-reaching impacts to local governments from building a brand-new freeway in a currently rural area. The Recommended Alternative route would lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other infrastructure and services, the cost of which would likely be borne by local governments such as the City of Tucson, Town of Marana, and Pima County.</p>			O-56-18a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Cost of considered alternatives</p> <p>Our interpretation of the cost of considered alternatives in the DEIS indicates that the Recommended Alternative route would cost approximately \$3.4 billion MORE to construct than the Orange Alternative that co-locates I-11 with I-19 and I-10 in the Tucson region. This estimate is based on information in Table 2-8 on page 2-33 of the DEIS. For Section A-F2, the Green Build Alternative construction costs are estimated to be \$3,998,431,000 and the Orange Build Alternative construction costs are estimated to be \$585,899,000. This leads to the conclusion that it will cost approximately \$3.4 billion more to construct the Green Build Alternative. We are also unclear why the DEIS does not clearly outline the costs of the Recommended Alternative route (blue on maps), rather leaving it up to the reader to somehow interpret the costs from the other identified routes and where they overlap with the Recommended Alternative route. The public should be given clear information for comparison and not be left to make unsure inferences from the incomplete data presented.</p> <p>One other example of where the DEIS states the costs of considered alternatives in a confusing and incomplete way is in the following section:</p> <p>Errata 4.5.3 Tunneling - Placing portions of the proposed Project in a tunnel was considered in the property-specific avoidance analysis (Section 4.4.3) as a means to avoid potential impacts to clusters of properties and Historic Districts. FHWA determined that tunneling could result in a use of one or more Section 4(f) properties and, therefore, is not an avoidance alternative. However, even if a way of avoiding use of Section 4(f) properties were to be found, the cost estimate for placing I-11 in a tunnel in Downtown Tucson is approximately \$3.5 to \$5.1 billion, compared to \$240 million for the at-grade concept and \$1 billion for the elevated concept. The extraordinary cost for tunneling indicates that, while tunneling may be feasible, it is not prudent (Avoidance Analysis Factor 4). Elevated Structures – Elevating I-11 in Downtown Tucson to avoid impacting Section 4(f) properties was considered in the property-specific avoidance analysis (Section 4.4.3.2 and 4.4.3.3). Although the elevated lanes could avoid direct impacts on adjacent Section 4(f) properties, noise and visual impacts would result in adverse effects to historic buildings and structures. Deep excavations for the elevated structure foundations would impact archaeological resources. For these reasons, an elevated lanes alternative through Downtown Tucson is not an avoidance alternative. The elevated alternative also would impact businesses and residences that are not protected by Section 4(f) and would add \$1 billion to the overall capital cost of the Orange Alternative.</p> <p>It is unclear what specifically the "\$240 million" is referring to in terms of the specific section of highway considered for an at-grade concept. It should also be noted that even though \$1 billion was added to the Orange Alternative in order to elevate I-11 through downtown Tucson, the capital costs would still be \$2.4 billion LESS than the Recommended Alternative route.</p> <p>In general, we are disappointed with the presentation of the cost of considered alternatives - they are difficult to interpret and should be more clearly and conclusively discussed so compared costs of alternatives are clear to the reader. The examples highlighted above are not exhaustive by any means and we recommend a thorough overhauling of this entire section of the DEIS.</p>	E-3 Please see the Final Tier 1 EIS Section 6.6 for detailed cost information.		O-56-19
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<ul style="list-style-type: none"> o Impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor. o Impacts to local conservation lands such as Tucson Mountain Park and Pima County's Conservation Lands System. o Impacts to planned mitigation lands for Pima County's Incidental Take Permit and Multi-Species Habitat Conservation Plan, which was finalized in October 2016 and is now being actively implemented, along with planned mitigation lands for an Incidental Take Permit submitted by the City of Tucson to the U.S. Fish and Wildlife Service in 2014 (currently under review). 	R-1, R-2, BR-9 and BR-1		O-56-2
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	<p>Inadequate 4(F) analysis</p> <p>The comparison between impacts to the Tucson Mitigation Corridor (TMC) and impacts to the seven historic properties likely to be used if the Orange Alternative is chosen are inadequate as presented in the DEIS.</p> <p>Use of programmatic "net benefit" evaluation for TMC is inappropriate</p> <p>Conducting a "net benefit" programmatic evaluation of the proposed use of the TMC is completely inappropriate for this 4(f) property. First, the federal regulations that govern 4(f) evaluations make clear that the use of programmatic evaluations like the "net benefit" evaluation are to be used only "for certain minor uses of Section 4(f) property." (23 CFR 774.3(d)) Additionally, per agency guidance, the "net benefit" must be realized on the 4(f) property itself; promising off-site mitigation to offset impacts to a 4(f) property is not the same thing. According to FHWA guidance, a "net benefit" is achieved when the transportation use, the measures to minimize harm, and the mitigation incorporated into the project results in an overall enhancement of the Section 4(f) property... A project does not achieve a "net benefit" if it will result in a substantial diminishment of the function or value that made the property eligible for Section 4(f) protection."9</p> <p>There is simply no way to achieve a "net benefit" on this 4(f) property, as the use proposed here will, without a doubt, diminish - if not entirely undermine - the ability of the TMC to provide landscape connectivity for wildlife movement. This is especially true considering that this property is itself serving as mitigation for a previous linear project that impacted landscape connectivity in this same area. Regardless of the off-site mitigation promised, it is unlikely that this property will be able to continue to serve as mitigation for that previous project, should this proposed use be approved. For these reasons, the use of the "net benefit" evaluation for the TMC is simply indefensible. The agencies should conduct an individual evaluation on the TMC property and revise the entire Draft Preliminary Section 4(f) Evaluation to consider that individual evaluation.</p> <p>Assessment of 4(f) property uses relies on inconsistent information</p> <p>Because the agencies relied on the incorrect assumption that a "net benefit" would be achieved for the TMC 4(f) property, the DEIS provides no information whatsoever on the actual impacts that may be inflicted on the TMC. No baseline information on the TMC is provided and no information on potential impacts is provided. Without this information, there is no way for the reader to understand what a "net benefit" even means in this context; thus, it is inappropriate to leave this information out. However, because net benefit is inappropriate, it is imperative that the EIS provide actual information regarding potential impacts, such as what is provided for other potentially impacted 4(f) properties.</p> <p>For example, Google imagery does not provide adequate information for assessing historic integrity and architectural significance for numerous reasons, and there are other far more valid approaches to evaluating such properties that the agencies could have used instead. Acknowledging one of the many pitfalls of this approach, the DEIS admits that "many [properties] were classified as possibly eligible simply because the Google imagery did not provide a clear view."</p> <p>In addition, the DEIS is inconsistent in analyzing the costs and feasibility of tunneling through downtown Tucson but does not include a similar analysis of the costs and feasibility of tunneling under the entire 4(f) Tucson Mitigation Corridor.</p> <p>The DEIS is inconsistent in how it presents information related to the assessment of 4(f) properties. One example of this can be found in a comparison of how information regarding the TMC is represented versus how information regarding the downtown Tucson historic properties is represented. While it is technically true that 15% of the TMC</p>	GlobalTopic_1 and GlobalTopic_11		O-56-20

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Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	Least harm analysis Factor 6 Section 4(f) properties are defined in part as "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site)." The Ironwood Forest National Monument was designated by Presidential Proclamation in June of 2000, under a new protective classification of federal Bureau of Land Management lands. We disagree with the conclusion in the DEIS (Appendix F) that fails to recognize Ironwood Forest National Monument as a Section 4(f) property. Furthermore, the DEIS fails to consider the magnitude of adverse impacts on multiple properties not protected by Section 4(f). For example, for the Purple and Green Alternatives, this analysis must include the Ironwood Forest National Monument (see above), Tucson Mountain Wildlife Area, and Sonoran Desert National Monument. We believe these properties should be considered as 4(f) properties. However, even though these properties are not considered 4(f) properties, this does not mean there are no adverse impacts to them.			O-56-20a
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	Consideration of other transportation strategies The DEIS and the choice of the Recommended Alternative route overlooks other less costly options that would encourage the free flow of goods through our region. These include: ? Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs; ? Technologies that improve traffic flows; ? Enhancements to our rail system, including light rail and intermodal transportation; ? Other road improvements that will divert traffic from I-10. During the Scoping phase, we strongly recommended a more thorough analysis and consideration of these other transportation strategies that will also better equip our region to adapt to the growing impacts of climate change. Assessing the cumulative impacts of these options on congestion also needs to be more thoroughly considered in the DEIS. We reiterate our request for this more thorough analysis in future planning efforts and this analysis be completed and shared with the public prior to designating a Preferred Alternative.	AC-1, AC-3 and AC-9		O-56-21
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	? Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment (completed by a diverse group of statewide stakeholders) and the 2012 Pima County Wildlife Connectivity Assessment (conducted by the Arizona Game and Fish Department (AGFD)), including the Coyote-Ironwood-Tucson Wildlife Linkage and the Ironwood-Picacho Wildlife Linkage. ? Impacts to increasingly rare riparian habitat.	BR-2 and BR-10		O-56-3
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	? Impacts to an unknown number of rare archaeological sites.	CR-1		O-56-6
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	? Impacts to Tucson Water's CAP water recharge facilities in Avra Valley, groundwater, and surface water, including inevitable spills from trucks carrying gases, dangerous chemicals, petroleum products and other toxins that will contaminate the regional aquifer serving drinking water to a major metropolitan area, including water banked by Metro Water, Marana, Tucson, Oro Valley, and Phoenix.	WR-1 and WR-2		O-56-7
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	? Impacts to Tucson's businesses and economy and its position as an international port and center for commerce and logistics, including impacts to tourism powerhouses such as Saguaro National Park and the Arizona-Sonora Desert Museum.	E-1 and E-2		O-56-8
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Other	7/05/19 8:26 AM AT	? Impacts to established and long-standing rural communities and private property owners in Avra Valley and surrounding areas. ? Increasing the risk of devastating wildfires, given the extensive buffelgrass infestation present in Avra Valley.	LU-1 and GlobalTopic_1		O-56-9
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Email	7/04/19 1:00 AM AT	Please see attached comments; I have also provided them through your online link to ensure delivery, as initially the web comment form said "upload failed". Thank you, Carolyn Campbell -- Carolyn Campbell Executive Director Coalition for Sonoran Desert Protection XXXXXXXXXXXX Tucson, AZ 85705 XXX-XXX-XXXX (office) XXX-XXX-XXXX (cell) www.sonorandesert.org Pronouns: She, her, hers	GlobalTopic_1 and LU-5 and BR-2 and E-3 and E-1 and E-2 and AQ-1 and N-1 and V-1 and LU-3 and WR-2	Campbell_C_CSDP_O57	O-57-1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Oral	5/07/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O-62-1
Campbell	Carolyn	Coalition for Sonoran Desert Protection	Mail	7/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O-67-1
Campbell	Scott		Website	7/08/19 4:43 PM AT	I am opposed to the Tucson by-pass. The city doesn't want it and many folks like me on the west side are opposed. Once built you can't undo the loss of habitat. Please consider using the existing I-10 corridor. Build on what's there and stop the sprawl.	GlobalTopic_1		I-3063-1
Canaday	Jim		Website	6/20/19 5:56 AM AT	The proposed I-11 corridor through the Saguaro National Monument area, which was designated as such by President Bill Clinton, would be a huge detriment to the natural state that exists there today; the impact will be felt by both animals and plants and I truly believe that the air pollution, the noise and the habitat disruption will sooner rather than later change this place forever. I am asking you to reevaluate your plans and find a less destructive scenario next to the existing I-10 corridor, which unlike the Saguaro National Monument area is already highly impacted by human activity.	GlobalTopic_1 and R-2		I-1830-1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Canizo Schippers	Susanna		Website	7/07/19 6:14 PM AT	<p>Dear ADOT,</p> <p>The Draft Tier 1 EIS for the proposed Interstate 11 fails to meet the requirements of the National Environmental Policy Act (42 United States Code 4321–4347) and related regulations and agency guidance regarding establishing a purpose and need and identifying a reasonable range of alternatives for the portion of the Recommended Alternative in southern Arizona, which would be located west of Tucson in Avra Valley (Option D).</p> <p>I-11 has a well-established planning history, beginning with the concept of the CANAMEX corridor to facilitate trade and freight traffic and evolving into the currently proposed I-11. However, the Draft Tier 1 EIS fails to provide a convincing argument that building a new corridor west of Tucson is needed and fails to discuss a thorough consideration of all potential alternatives. Because of this, ADOT has inappropriately identified Option D as part of the Recommended Alternative.</p> <p>Considering the dire environmental impacts associated with a new highway alignment west of Tucson in Avra Valley, including habitat fragmentation, interruption of wildlife corridors, induced growth, harm to the character of the rural community in Avra Valley, and detrimental economic impacts on Tucson resulting from freight truck traffic bypassing the established community, ADOT should dismiss the corridor option west of Tucson (Option D) and instead identify the existing Interstate 19 and Interstate 10 (Option B) as part of the Recommended Alternative.</p> <p>My concerns regarding the lack of an adequate purpose and need, the lack of a robust alternatives development process, and the inappropriate dismissal of Option B are further discussed below.</p> <p>Lack of an Adequate Purpose and Need Population and Employment Growth. The Draft Tier 1 EIS states that population and employment growth are two of the main factors driving the need for the proposed I-11. While Table 1-1 shows extensive projected population and employment growth in Pinal and Maricopa Counties through 2040, in the study area in Santa Cruz and Pima Counties, the projected growth rates are modest (16 and 25 percent, respectively, for population, and 25 and 38 percent, respectively, for employment). Thus a compelling reason for building a new alignment west of Tucson (Option D) based on demographic factors is not provided.</p> <p>Traffic Growth. Similarly, the level of service (LOS) projections for 2040 shown in Figure 1-8 do not provide a strong argument for building the new alignment west of Tucson. While the LOS would be poor through the core area of Tucson, this type of peak-hour congestion is to be expected in a major metropolitan area and is the result of many factors—primarily commuter traffic—not simply the freight truck traffic that would originate at the border and travel north. By not providing a more detailed picture of how border traffic would affect LOS in the Tucson area, ADOT has failed to make a strong argument for building Option D west of Tucson to address traffic growth projections.</p> <p>Travel Time. As shown in Table 1-4, the travel time increase from 2015 to 2040 between Nogales and Tucson in the southbound direction would be 2 minutes. In the northbound direction, the travel time would remain the same. This lack of a dramatic increase in travel time does not support the massive expenditure of taxpayer dollars and the dramatic environmental impacts associated with building a new highway along Option D west of Tucson.</p> <p>System Linkages. The FHWA High Priority Corridors shown in Figure 1-10 indicate that the existing I-19 (from the Mexico border to I-10) and I-10 (from the New Mexico border to Interstate 8) are already designated as high-priority corridors. A high-priority corridor is not indicated west of Tucson. Thus, it appears that the existing I-19 and I-10 corridors are fulfilling FHWA's vision for system linkages in this portion of the western United States, and the construction a new highway along Option D west of Tucson is not supported by this stated need.</p> <p>Access to Economic Activity Centers. The economic centers shown in Figure 1-12 in Santa Cruz and Pima Counties are all adjacent to the existing I-19 and I-10. No such</p>	GlobalTopic_4 and PN-3 and AC-2 and AC-9		I- 2833 -1
Canizo Schippers	Susanna		Website	7/07/19 6:14 PM AT	<p>Thank you for considering my comments. I look forward to seeing a comprehensive response to my comments in the Final EIS.</p> <p>Regards, Susanna Cañizo Schippers Tucson resident</p> <p>P.S. I tried to send my comments by email to I-11ADOTStudy@hdrinc.com and the email did not go through. I got this message:</p> <p>Delivery has failed to these recipients or groups: I-11ADOTStudy@hdrinc.com Your message couldn't be delivered because delivery to this group is restricted to authenticated senders. If the problem continues, please contact your email admin.</p>			I- 2833 -1a
Canizo Schippers	Susanna		Website	7/07/19 6:14 PM AT	<p>Lack of Consideration of Improving Existing Routes to Alleviate I-10 Congestion in Tucson Area. Rather than pursuing construction of a new highway west of Tucson along Option D, ADOT should consider opportunities to improve operations on I-10 under Option B. Upgrades to existing parallel roadways such as State Route 77/Oracle Road, Mission Road, and Silverbell Road may be considered to address the poor LOS that is projected for I-10 in 2040. Such upgrades could include roadway widening, traffic signal upgrades, use of U-turns after intersections to manage turning movements, and intersection grade separations.</p>	AC-7		I- 2833 -2
Canizo Schippers	Susanna		Website	7/07/19 6:14 PM AT	<p>Inappropriate Dismissal of Option B Misleading Statements Regarding Option D. In Chapter 6 of the Draft Tier 1 DEIS, it is stated that Option D "provides an alternate regional route to facilitate efficient mobility for emergency evacuation and defense access compared to the congested I-19/I-10 corridor through Tucson." See my discussion above regarding out-of-direction travel on I-11 for military traffic originating from Davis-Monthan Air Force Base and the Arizona Air National Guard. In Chapter 6, it is also stated that Option D "will serve planned growth areas and key economic centers ..." See my discussion above regarding the lack of such growth areas or key economic centers along Option D; such growth areas and economic centers are actually located along the existing I-19 and I-10 (Option B).</p> <p>Myopic Dismissal of Option B. In Chapter 6 of the Draft Tier 1 DEIS, the dismissal of Option B is predicated on the idea that the only option for improving traffic conditions on I-10 is to widen the facility. As I noted above, other alternatives for improving the capacity of I-10 were not considered by ADOT, including increased rail freight traffic, expanded mass transit, and upgraded existing parallel roadways. ADOT has based its selection of Option B on a flawed and incomplete analysis of the situation.</p> <p>In addition to the concerns that I have shared above, I would encourage ADOT to consider public opinion regarding Option D, as expressed during the public hearing and the public comment period. Numerous editorials and letters opposing the proposed I-11 along Option D have been published in Tucson newspapers. Local organizations such as the Friends of Saguaro National Park have stated their opposition to Option D. ADOT should consider its obligation to consider public opinion when making a final decision regarding the proposed action.</p>	GlobalTopic_1		I- 2833 -3
Cannon	Deborah		Website	6/19/19 11:07 AM AT	<p>Please do not build this freeway through our beautiful and unique desert. We have live here for 25 years and are retired. If you build this in my backyard, literally, we will have to move before the construction even begins. You will destroy all of the reasons we love it here in the desert. We can go outside at night and enjoy darkness, quiet, listening to the coyotes, and looking at the beautiful sky with stars. This freeways not necessary and my suggestion is to widen and improve highway 10. You can not discount the beauty of our Sonoran desert and how much of an impact this new construction will have. Please do not start this project in our valley!</p>	V-1, N-1, BR-1 and GlobalTopic_4		I- 1775 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Cannon	Jerry		Mail	5/17/19 1:00 AM AT	<p>Arizona Dept. of Transportation % ADOT Communications 1655 W. Jackson Street, MD I 26F Phoenix, AZ 85007 RE: Intermountain West Corridor - Future Interstate 1-11 through Avra Valley</p> <p>Dear Sirs: After reviewing the proposed 1-11 Freeway route around Tucson through Avra Valley and connecting to 1-19, it just doesn't make sense and the whole concept of another freeway should be abandoned. What is needed is to widen I-10 to carry the increased traffic and to discourage the freeway use by trucks that increase accidents and the heavy loads cause the roads to deteriorate sooner.</p> <p>The proposed 1-11 freeway through Avra Valley and then connecting with 1-19 is just more of the same and I suggest that if more lanes are needed then widen the 1-10 freeway. That widening should begin in Phoenix and continue through southern Arizona. I strongly oppose the 1-11 freeway route through Avra Valley.</p> <p>Sincerely, Jerry A. Cannon, P.E., S.E. Civil Engineer</p>	GlobalTopic_1	Cannon_J_I3238	I- 3238 -1
Cannon	Jerry		Mail	5/17/19 1:00 AM AT	<p>The thinking of the 1950-1960s about more is better resulted in the building of more freeways which tends to destroy the communities and causes environmental damage. The truck lobby seems to be strong and well-funded in Arizona but another freeway in Pima County is not wanted or needed. We need to rely more on the railroads to transport goods and materials and less on trucks. Currently, there is only one train a day into Nogales so by using the railroads more and fewer trucks, we would be better off.</p>	AC-9 and PN-3		I- 3238 -2
Cannon	Robert		Website	6/06/19 8:28 AM AT	<p>I work at Palo Verde Nuclear Generating Station. How is it possible that the planners recommend a route through the emergency planning area for this nuclear plant and not even mention the fact in the documentation? And why wouldn't the "minimal impact" (brochure verbiage) route of following the 85 to the 110 before heading north to Wickenburg be the preferred option? Does the State of Arizona feel the need to pave yet more open land when the corridor already exists?</p> <p>This section of the proposed route should be addressed in the documentation of potential impacts and a new round of meetings should be held so that the public is aware of what the impacts truly are.</p>	GlobalTopic_2		I- 1269 -1
Cantlon	John		Website	7/06/19 9:13 PM AT	<p>Please move the I-11 segment near Santa Mia in southern Goodyear further west to avoid the 1,500 plus homes and the negative impact with increased road noise and pollutants to those folks. .</p>	GlobalTopic_2		I- 2690 -1
Cantu	Paco		Website	5/09/19 5:13 PM AT	<p>This is a god awful idea.</p>	GlobalTopic_3 and GlobalTopic_4		I- 714 -1
Capetta	Robert		Website	7/08/19 4:14 PM AT	<p>I am against the creation of I-11 and the damage that it would do to the environment of Saguaro National Park West, Ironwood National Monument, and the Tucson Mountains. These places should be treasured and preserved for what they are now. Running an interstate adjacent to them would only disrespect and negate their value to humans and to wildlife.</p> <p>Please scrap this project.</p>	GlobalTopic_1,R-2, and BR-1		I- 3048 -1
Caprina	Lisa		Website	6/23/19 11:57 AM AT	<p>I don't believe this highway is actually necessary. The negative environmental impact outweighs any economic or "homeland security" benefit. I strongly oppose this project.</p>	GlobalTopic_4 and PN-1		I- 1980 -1
Cardwell	Michael		Oral	5/11/19 1:00 AM AT	<p>MR. MICHAEL CARDWELL: Good afternoon. My name is Mike Cardwell. I spent most of my life in southern California, but as soon as I was old enough to drive, my friends and I would drive many Friday nights to spend a day exploring the Sonoran Desert, usually in and around the Desert Museum and Saguaro National Park.</p> <p>You fast forward 50 years, as my wife and I near retirement, we found our dream home in Gates Pass, and we bought it. Our journey to Tucson is not unique. Like many Tucsonans, we take visiting friends and family to the same places I fell in love with in the 1960s, and they too can't stop talking about the beauty and the serenity of hiking in the Tucson Mountains, visiting the Desert Museum, which is the jewel of Tucson, by the way, and watching the sunset from the top of Gates Pass.</p> <p>I remember as a youngster in LA, the promises made to the local home owners along the proposed route for Interstate 210. At least the home owners weren't losing their homes to make way for a freeway, but they would hardly know the freeway was there once it was built because of the big sound walls that would accompany the freeway. But, of course, once it was built, the gas stations, convenience stores and hotels sprang up along every off-ramp. That was soon followed by urban sprawl.</p> <p>It's no coincidence that generations of leaders of all levels of government over many decades have protected the Saguaro National Park, the Tucson Mountain Park, Ironwood Forest National Monument, and even the Sonoran Desert in general with Pima County's Sonoran Desert Conservation Plan. There's just no place else like this on the planet.</p> <p>Looking out across Avra Valley, in deafening silence, surrounded by thousands of saguaros, with the sun flickering off the domes of Kitt Peak way off in the distance is a magical experience, and it brings millions of tourists to Tucson with their dollars.</p> <p>But even if you ignore the disruption of wildlife borders, the other irreversible damage to the natural environment, including the destroying of the experience of the world famous Sonoran Desert Museum, which will soon be next to a noisy freeway instead of pristine desert, why are we planning to build a new freeway at all? We have a bad habit of trying to solve tomorrow's problems with yesterday's solutions. Why are we making preparations to accommodate more CO2-spewing cars and trucks for decades into the future when everyone else on the planet is trying to burn fewer fossil fuels?</p> <p>Following my 32-year career in law enforcement in southern California, I went back to school and finished a master's degree in ecology, evolution and conservation. Those that still deny the science of human-caused climate change are -- either they're ignorant, grossly greedy, or both. We should be planning ways to move goods and people more efficient, especially moving commerce from Mexico, maybe by rail, but certainly not by truck, and using a right-of-way that largely exists already around the I-10 and I-19 corridor. Thank you.</p>	GlobalTopic_1, R-2, BR-9, N-1, AC-3, LU-3, V-1, E-4 AQ-1 and AQ-2		I- 1457 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Cardwell	Michael		Website	7/01/19 11:48 AM AT	<p>Utilize the existing I-10/19 corridor, not the proposed AVRA Valley route!</p> <p>I spent most of my life in southern California. But as soon as I was old enough to drive, friends and I drove many Friday nights to spend a day and a half exploring the Sonoran Desert – usually in and around the Desert Museum and Saguaro National Park. Fast forward fifty years, and as my wife and I neared retirement, we found our dream home for sale in Gates Pass and we bought it.</p> <p>Our journey to Tucson is far from unique. And like many Tucsonians, we take visiting friends and family to the same places I came to love in the 1960s and they can't stop talking about the beauty and serenity of hiking in the Tucson Mountains, visiting the Desert Museum – the jewel of Tucson, and watching the sunset from the top of Gates Pass.</p> <p>I remember as a youngster in the L.A. Basin, the promises made to locals along the proposed route of Interstate 210 that those who did not lose their homes to make way for the freeway would hardly know it was there because of high sound walls would insulate nearby neighborhoods. But, of course, once the freeway was built, the gas stations, convenience stores, and hotels sprang up around every off-ramp, ahead of the inevitable urban sprawl that followed.</p> <p>It's no coincidence that generations of leaders at all levels of government over many decades have protected Saguaro National Park, Tucson Mountains Park, Ironwood Forest National Monument, and the Sonoran Desert in general with Pima County's Sonoran Desert Conservation Plan: there is no other place like this on Earth. Looking out across Avra Valley in deafening silence, surrounded by thousands of saguaros, with the sun glinting off of the domes on Kitt Peak way off in the distance, is a magical experience that brings millions of visitors – and their money – to Tucson every year.</p> <p>But even if you ignore the disrupted wildlife corridors and other irreversible damage to the natural environment, including destroying the experience at the world-famous Arizona-Sonora Desert Museum, which would soon be next to a noisy freeway instead of pristine desert, why are we planning a whole new freeway at all?</p> <p>We have a bad habit of trying to solve tomorrow's problems with yesterday's solutions. Why are we making preparations to accommodate more CO2-spewing cars and trucks for decades to come when everyone else on the planet is working toward burning less fossil fuel? Following my thirty-two-year law enforcement career in southern California, I went back to school and finished a master's degree in ecology, evolution and conservation. Those who still deny the science of human-caused climate change are either ignorant, incredibly greedy, or both. We should be planning ways to move goods and people more efficiently, especially moving commerce from Mexico – maybe by rail, but not by truck – and using the right-of-way that largely already exists along the I-10 and I-19 corridor.</p>	GlobalTopic_1, PN-3, LU-3		I- 2258 -1
Carichner	Joanna		Mail	7/08/19 1:00 AM AT	<p>I am reaching out to those of you in a position to make a real difference in the future of the magnificent beauty and wildness of Saguaro National Park. I am certain you have looked at this proposal from all angles, so I will not speak to the economic or environmental impacts. I am speaking as a lover of the desert around Tucson and a citizen of this magnificent city. When my husband and I decided to get married, we knew without a doubt that the place we wanted to celebrate our loving union was Saguaro West. This park is the heart of the Southwest. The spectacular majesty of the ancient saguaros, the peace and quiet of the desert, the abundant wildlife, the unparalleled natural beauty. These were the qualities we wanted to bring to our ceremony. This was the place we wanted our out-of-town relatives to experience and think of when they remember that day of love. The proposed Interstate 11 would greatly diminish that area, bring noise, disruption to wildlife, destruction of so many mighty saguaros. Generations to come deserve as many pristine, wild places as we can possibly save. Please think about the future of our beloved national monument and preserve it for future brides and grooms to celebrate loves.</p>	GlobalTopic_1	Carichner_J_13532	I- 3532 -1
Carlson	Arlene		Phone	7/08/19 1:00 AM AT	<p>My name is Arlene Carlson. I'm a resident for Arizona, I live in Tucson near Picture Rocks. I am opposed to the I-11 project going through this area out here at all. It's just unconscionable really in terms of the life of cactuses, the beauty of the desert, what brings people to Tucson to start with and you know a flagrant kind of use of water and other natural resources. It is just a big no from me. I've lived here 49 years and I vote a big, strong no. Thank you for listening and tallying my response. Bye.</p>	GlobalTopic_1, GlobalTopic_4, LU-3, and BR-1		I- 3440 -1
Carlson	Deborah		Phone	7/08/19 1:00 AM AT	<p>I vote no on the I-11 through Avra Valley. Again, I vote no on the I-11 through Avra Valley.</p>	GlobalTopic_1		I- 3446 -1
Carmen	Andrea		Oral	5/11/19 1:00 AM AT	<p>MS. ANDREA CARMEN: My name is Andrea Carmen. I am a member of the Yaqui Nation, and I also work for the International Indian Treaty Council. Our address is 12757 West Carolyn Lane, right off of Marstellar. The map of the proposed highway route that I received two days ago from someone here -- I thank you for sending it -- goes not by our house, but directly through it.</p> <p>We have a family farm. My husband and I are in our 60's. We have our own water supply, and that part of the valley there, I've been told, is the watershed for many of the mountains around there. The CAP recharges there as well.</p> <p>So we have our own water. We have our family farm. We have children and grandchildren. We grow food to supply Yaqui tribal members and the Senior Center, as well as our own family. And we are absolutely opposed to this destruction of the environment as well as our personal home.</p> <p>Today I went out to our garden and there was lizards; there were quail; there were honey bees. There are prairie dogs and many other forms of wildlife there. And for me, if there's going to be a need to expand freeways in this area to reach Las Vegas or whatever the plan is, they should be built in industrial areas. I-10 could easily be expanded rather than destroy a beautiful, natural, peaceful part of Tucson that is not only home to animals and many varieties of plants and insects and birds, but also home to people like ourselves that will not move, and we want to live there the rest of our lives.</p> <p>And I invite you out to the house to try out the water. It's beautiful, clean, pure water. We don't have to filter it. See the garden. Taste the food that we grow. And experience the peacefulness of that area as it is now. And we implore you not to destroy our lives and the natural pristine environment and the peaceful area that we live in to build another mega freeway that is not needed, in our view, especially not needed through that area. Please leave us alone and build the freeway somewhere else.</p>	GlobalTopic_1, GlobalTopic_13,		I- 1426 -1
Carmichael	Lonnie		Oral	4/29/19 1:00 AM AT	<p>MR. LONNIE CARMICHAEL: I'm Lonnie Carmichael. We've lived where we live about three eighths of a mile west of Rooner (phonetic) Road and about 500 feet north of Old U.S. 80. That goes through about 200 acres of our property. It would ruin it, because there's going to be a freeway through where the freeway is.</p> <p>There's going to be a water diversion, or flood channels and other places will be cut off from some of our property. We, our family, has been the unfortunate recipients of another roadway that went through a few years ago, and we got to go through condemnation proceedings and give what -- give a third of what should have been given to our family in the beginning to a condemnation attorney.</p> <p>The orange route clearly uses existing roadways or corridors, Highway 85 and I-10. And that would disrupt a lot fewer individuals than this proposed blue route that I think is intended to benefit a few individuals, and the collateral damage will impact hundreds of families. So I think the orange route is the only one that should be considered, and the blue one is very damaging and, I think, ridiculous.</p>	LU-2 and WR-3 and GlobalTopic_2		I- 1183 -1

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Caroline	Peter		Website	4/17/19 5:06 PM AT	Those of us who live alongside of the East Frontage Road in Desert Meadows III in Green Valley seriously need a noise barrier wall between our properties and the frontage road and highway. I bought my property in 1989, and the traffic and noise have increased substantially in that time period, and the current noise from the highway greatly affects our enjoyment of our patio and our property value. We have also had several vehicles, including an 18-wheeler, fly off the highway and into our neighborhood in years past. This is not acceptable!	LU-6		I- 138 -1
Caron	Michelle		Website	7/08/19 7:21 AM AT	I firmly believe that the proposed I11 plan as it sets going through hidden valley will cause more issues than assistance. As it currently stands, the wildlife in the area is desperately trying to stay alive. They have lost entire areas of habitat thanks to human development. Putting the roadway in will simply cause environmental problems even more so. A great amount of farm land will be lost to this project. To some, that is their livelihood. The area of Hidden Valley is also VERY prone to flooding. The residents of the area are not happy with the proposal either as they moved to the area to get away from the hustle of life the way this proposal will actually cause. Rather than make a pass through hidden valley, it is believed that perhaps the county should focus a bit more on making local roads already present actually passible. Most of our area roadways are dirt and not well maintained. Why not focus on what is already here rather than damage more of this lovely land and wildlife? I ask that you reconsider and do NOT build through the hidden valley area. Thank you for your consideration.	BR-1, WR-4, AC-7, G-1, GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2903 -1
Caron	Robert		Website	7/06/19 6:48 PM AT	Please don't put that in here you'll ruin our housing values in as me being a veteran I moved out here because I have PTSD and I just wanted to get away please don't take this away from us	LU-1 and GlobalTopic_4		I- 2677 -1
Carpenter	Roger		Mail	6/25/19 1:00 AM AT	On May 8th 2019 I attended the presentations by ADOT On the suggested route for a new freeway through avra Valley. I am writing to express my concern about two aspects of this program. First, I attended hoping to see presented and compared both possibilities - the freeway I-11 versus the no-build route Tucson. The later was simply dismissed. The rest of the material, including the video, the printed handouts, and discussion with ADOT employees was a blatant sales pitch! Adding to my disappointment was the lack of knowledge among what must have been at least 38. Employees there. It did not even know some of the material that I later found was in the handout they stated that the drive from Nogales to Wickenburg would be shortened. By how much I ask, no one, but in the handout, it said by 1 hour - In 2040! No one could tell me how this route would have backed eastbound truck traffic from Los Angeles nor westbound trucks from El Paso which make up a large fraction of truck traffic through Tucson to Phoenix. No one would offer any general estimate of the cost of this route, versus the no-build route through Tucson. For an event designed to inform citizens of the choices that should be before us, it failed miserably. Second regardless of the cost of the average Valley route, it should not be pursued. The immediate impact will be traffic near the arizona-sonora desert museum in Saguaro National Park West, both day and night! And construction of the road and subsequent will ruin the lives of people who are the freeway will now bring to their doors. Shouldn't there concerns be honored? And what will be the effect 5 years or less after the freeway is in operation? First, truck stops, and fast-food joints. Then motels, then houses for the people employed at these places. In effect, this will start a new smear of development through generally undisturbed in order to save an hour's time driving from Nogales to Kingman. lastly how does a. Justify the expense of 3.4 billion dollars over the cost of improvements to the no-build route through Tucson? The southern and western states are growing too rapidly as it is, as people moved from the Midwest and upper eastern states. Phoenix is now the fastest growing city in the United States. If you don't want to live in the congested mess that is Phoenix, let them but we should not encourage further suburban sprawl at the cost of our precious natural regions. Please listen to the concerns of the residents will be affected by this and to the voice of the Tucson city council, unanimously opposed. We asked this route never be built or approved. Find a less damaging way to get materials to Wickenburg or Nevada, please. thank you for your attention.	CO-1, AC-8, R-2, LU-3, AC-5 and GlobalTopic_1	Carpenter_R_I3500	I- 3500 -1
Carpenter	Roger		Website	5/06/19 12:46 PM AT	Please extend the period for review and public comments to 120 days (at last), this issue is too complicated, and too threatening to be rushed through. I cannot contemplate the devastation Avra Valley and Saguaro Nat. park that this road would cause. And it wold do nothing to east truck traffic from El Paso! We cannot got on destroying our environment just to make more bucks for more people. Why not double-deck the current I-10 though Tucson?? R. Carpenter	GlobalTopic_9		I- 557 -1
Carroll	Debra		Website	7/08/19 8:44 AM AT	I am apposed to the I11 freeway being located near Goodyear community on Rainbow Valley Road and Willis Blvd. Driving through the proposed areas it would seem more logical and economical to have I11 go by Buckeye to Gila Bend. Also I am concerned that governments/agencies/committees are not talking to each other and looking at big picture. There are 3 proposals for 3 different roads to go through Willis/Rainbow Valley: I11, 303, and City of Goodyear Parkway. Never good to appear that no one is talking and that's what it looks like here. Would be nice for a collaborative proposal.	GlobalTopic_4 and GlobalTopic_2		I- 2913 -1
Carroll	William		Website	6/21/19 12:12 PM AT	I oppose the proposed interstate 11 route through Avra Valley. There is absolutely no reason to build a second interstate highway parallel to an existing interstate. The environmental damage is already done in Tucson and rather than dig up more concrete materials and fragment more habitat it only makes sense to augment the existing infrastructure instead.	GlobalTopic_4 and GlobalTopic_1		I- 1896 -1
Carstens	Thomas		Website	6/23/19 6:44 AM AT	After having reviewed the proposed route for the I-11 freeway project, I am against it at this time for the following reasons: 1. Too close to water storage. In the 21st century we as a state need to improve the integrity of our environment and not degrade it further. We need 21st century solutions to our transportation requirements, not 20th century one's. More asphalt for more cars is shortsighted. We need people who are capable for designing systems to meet our needs in the world in which we live and not people who are still stuck in the 20th century mind set.	WR-1 and WR-3		I- 1974 -1
Carstens	Thomas		Website	6/23/19 6:44 AM AT	2) There will be a negative environmental impact to a major Arizona resource, Saguaro National Park West, as well as to the rural communities near there.	R-2 and LU-3		I- 1974 -2
Carstens	Thomas		Website	6/23/19 6:44 AM AT	3. The advantages for extending the project from Phoenix to Nogales when there are all ready two freeways covering that route has not been explained.	PN-3		I- 1974 -3
Carter	Deb		Website	5/10/19 5:01 PM AT	There are many who live south of Tucson that agree that the orange option would work best. It would bring more commerce to the city without disturbing our parks and wildlife. It currently is not viable to travel to central or north Tucson due to traffic and constant road work. Many times we stay home rather than spend 2 hours driving each way. Most of Arizonian's on the south of town have no need for daily travel to Phoenix, but many work in Tucson. Please consider the orange route straight through Tucson. Thank you	GlobalTopic_1		I- 739 -1
Carter	Neal		Website	5/01/19 6:31 PM AT	Hello. I'm very excited for this, thank you for your diligent work on getting I-11 in and done. However, I would like to be on record that widening I-10, from Casa Grande to Phoenix must be a priority regardless of I-11 plans either way. Adding at least one lane to I-10 for this span is highly necessary. Thank you, Neal K. Carter, Esq.	GlobalTopic_4		I- 377 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Carter	Noel	Buckeye Water Conservation & Drainage District	Website	7/08/19 5:52 PM AT	<p>[Text from Attachment]</p> <p>To whom it may concern, On behalf of the Buckeye Water Conservation & Drainage District, I Noel Carter, General Manager of the District, is submitting this letter to oppose ADOTS proposed alignment of I-11 and to support the City of Buckeye's proposed Palo Verde Route.</p> <p>I am opposed to the I-11 ADOT Recommended Alternative alignment for the following reasons.</p> <ul style="list-style-type: none"> • It will be located very close (.5 miles) to Palo Verde Elementary School. • It will cross the Districts main canal multiple times impacting irrigation delivery infrastructure. • It impacts two (2) different dairy farm operations. • It will be located within close proximity (less than ½ mile) to existing subdivisions. • It bisects multiple existing farms into two separate areas causing major impacts to farming operations. <p>I support the I-11 Alternative Route – Palo Verde Area for the following reasons.</p> <ul style="list-style-type: none"> • This alignment only crosses the Buckeye Canal once and will have minimal impacts on long standing regional irrigation facilities. • This route would continue to provide access to the planned industrial components in this portion of the city. • As it would be located on the north bank of the river and the southern portion of the agricultural farming in the area, the freeway will not bisect multiple existing farms into two separate areas preventing major impacts to farming operations. • It will provide flood protection for the adjacent properties allowing the land to become developable. • It will also have minimal impacts to existing communities, as there are fewer structures within the suggested study area. <p>Sincerely, Noel Carter General Manager, BWCDD</p>	GlobalTopic_2, WR-1, and G-1	Carter_N_BuckeyeWaterCD D_A2	A- 2 -1
Carter	Noel	Buckeye Irrigation Company	Website	7/08/19 5:53 PM AT	<p>[Text from Attachment]</p> <p>To whom it may concern, On behalf of the Buckeye Irrigation Company, I Noel Carter, Manager of the BIC, is submitting this letter to oppose ADOTS proposed alignment of I-11 and to support the City of Buckeye's proposed Palo Verde Route.</p> <p>I am opposed to the I-11 ADOT Recommended Alternative alignment for the following reasons.</p> <ul style="list-style-type: none"> • It will be located very close (.5 miles) to Palo Verde Elementary School. • It will cross the Buckeye Water Conservation & Drainage Districts main canal multiple times impacting irrigation delivery infrastructure. • It impacts two (2) different dairy farm operations. • It will be located within close proximity (less than ½ mile) to existing subdivisions. • It bisects multiple existing farms into two separate areas causing major impacts to farming operations. <p>Sincerely, Noel Carter Noel Carter Manager, Buckeye Irrigation Company</p>	GlobalTopic_2, GlobalTopic_4, WR-1 and G-1	Carter_N_BuckeyeIrrigation_B19	B- 19 -1
Carter	Noel	Buckeye Irrigation Company	Website	7/08/19 5:53 PM AT	<p>I support the I-11 Alternative Route – Palo Verde Area for the following reasons.</p> <ul style="list-style-type: none"> • This alignment only crosses the Buckeye Canal once and will have minimal impacts on long standing regional irrigation facilities. • This route would continue to provide access to the planned industrial components in this portion of the city. • As it would be located on the north bank of the river and the southern portion of the agricultural farming in the area, the freeway will not bisect multiple existing farms into two separate areas preventing major impacts to farming operations. • It will provide flood protection for the adjacent properties allowing the land to become developable. • It will also have minimal impacts to existing communities, as there are fewer structures within the suggested study area. 	GlobalTopic_2		B- 19 -2

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Carter	Tammy		Website	7/08/19 6:08 PM AT	<p>I am opposed to the "Recommended Alternative route" (purple OR green) described in the Tier 1 DEIS to build a new interstate (the I-11) through Avra Valley. Many constituencies, including UA scientists, home-owners, local governments, business owners, long-term ranchers, farmers and native peoples have provided highly detailed, fact-based responses to denounce this proposal. I agree with the points made by the Coalition for Sonoran Desert Protection in the two-page opposition paper they submitted to your team at the community meetings.</p> <p>In addition, I have further perspectives as a current Arizona Taxpayer, former procurement professional and former Californian who pays attention to demographics, as well as how population trends and technology change how humans do things...</p> <p>In summary, the proposal championed by the Interstate 11 Draft Tier 1 EIS is so HARMFUL, so ill-considered and so very negatively impacts everyone who appreciates and recognizes the unique value of these desert resources, I can't help but wonder how it rose to the top... I had a Political Science teacher in the 80s who said to always identify and follow the funding... That idea, combined with my utter disbelief in what is being represented by ADOT/FHWA as their leading alternative (after reviewing all the materials provided at your community meetings and additional research I've done since), has me very curious and interested to see that teacher's long-ago question answered for this project.</p> <p>I am passionately hoping, though, that the overwhelmingly "ABSOLUTELY NOT" feedback repeatedly demonstrated at those community meetings (I attended both the Tucson and the Marana sessions), the repeatedly consistent "NO" responses from different individuals writing to the AZ Daily Star "Letter to the Editor" section, the local government leaders and governing bodies who do NOT support this (purple or green) proposal along with the feedback from taxpayers, voters and residents here in the community (through this form on your website) will have your organization(s) rethinking WHICH alternative actually serves EVERYONE.</p> <p>Of course, I'm hoping that will be some sort of forward-thinking partnership (like California's 91) utilizing the I-10 & I-19 corridors (the Orange Alternative through Tucson). It's the fastest, most cost-effective and--given demographic changes already happening--the most pragmatic solution. If you are the staffer tasked to actually read this whole letter (I'm pleasantly surprised; thanks for getting this far), thank you, thank you, thank you for conveying how DEEPLY invested in and COMMITTED to HONORING and PRESERVING our desert lands and history this community clearly is. Your consideration is greatly appreciated.</p> <p>[Attachment: Coalition for Sonoran Desert Protection]</p>	GlobalTopic_1, AC-4	Carter_T_I3109	I- 3109 -1
Carter	Tammy		Website	7/08/19 6:08 PM AT	<p>First: When capacity needed increasing on California's 91 freeway, and expedited freight travel needed to be accommodated on same, California came up with a novel solution utilizing the existing 91 through the canyon and addressing the desired 'upgrades' through a public-private partnership to build fee-based express lanes (read more about that here: https://www.transportation.gov/policy-initiatives/build-america/sr-91-express-lanes-orange-county-ca). Based on that decades-plus proven track record (our family members regularly travel the 91 between Riverside and LA), THAT is a good solution, and I believe it would work well here on our own recently-widened I-10.</p> <p>If trucking companies need to shave an hour or so between points, taxpayers should not be forced to build them a new interstate at the extreme cost of our own irreplaceable desert habitats, natural resources, potentially significant contamination of our water lifelines and the death of our local economy along the I-10 corridor which has only started recovering from the recession! Such express lanes as those California added to the 91 can accomplish the EXACT same thing, and be supported fiscally by those choosing to utilize the expedited travel, WITHOUT sacrificing so much of what makes the southern half of Arizona exceptional... our IRREPLACEABLE natural desert habitats in the Avra Valley and along the Tucson Mountains.</p> <p>Secondly: I heard your planners (and read the printed materials) at the public meetings describing the increased traffic anticipated with growth... but their calculations did NOT include any mention or evaluation of the current downward trending for personal automobile purchases (damagingly decreasing, according to the manufacturers) and the mobility alternatives preferred by the upcoming demographics (millennials, Gen X, Gen Z, etc). POST-Baby-Boomer generations are forgoing a multi-car household (or skipping vehicle ownership altogether) and instead, place priorities on public transportation, cycling routes, and services like Uber, Lyft, shuttle services and even Grub-Hub and other similar providers). POST-Boomers want 'walkable' cities, and choose their locations accordingly. They will not be racing off to the interstate with their multiple cars (as their parents generations have).</p> <p>I expect trucking companies will see fewer and fewer cars/small vehicles competing for lanes on the main highways, and will ALSO benefit from increased travel efficiencies brought about by rapidly-developing technologies including intelligent, self-driving vehicles (cars and commercial trucks already testing with some already beginning deployment). This dramatic and unstoppable demographic, cultural and technological shift is coming faster than ANY new interstate could be built, making the brutal sacrifice in southern AZ of an</p>	LU-3, WR-2, E-1, AC-3, GlobalTopic_1 and GlobalTopic_4		I- 3109 -2
Carusona II	Christophehr		Website	5/09/19 9:29 AM AT	<p>*Please minimize impacts by following existing ROWs and/or disturbed areas. Replacing roads like N. Sandano Rd and N San Joaquin Rd will minimize ground surface disturbance and build infrastructure.</p> <p>*Please enforce construction time frames in Pima County to minimize impacts to traffic and residents. Pima County does not enforce road construction time frames and this impacts traffic and residents more than needed.</p> <p>*To help minimize impacts to traffic and residents, have the construction take place on weekends and/or during evening hours.</p> <p>*To obtain Tohono O'odham Nation tribal member consents for allotted lands, hold a community meeting at San Xavier District with refreshments and notaries to obtain signatures.</p>	GlobalTopic_1, GlobalTopic_13, and TC-1		I- 700 -1
Case			Phone	6/15/19 1:00 AM AT	<p>Hello, my husband and I live down in the area in question, or in study I should say, and we are adamantly against this whole thing. It's going to ruin our property. There is going to be noise, light pollution, dust, truck pollution, everything nasty that can happen with freeways and we know because we've lived by freeways up in Washington state. We know what it's going to be like and this is a horrible, horrible thing for Arizona to be doing to Avra Valley. Thank you very much. Goodbye.</p>	GlobalTopic_1, N-1, AQ-1 and V-1		I- 2482 -1
Casebolt	Dana		Email	5/25/19 1:00 AM AT	<p>We are very opposed to having this highway plunge and plunder through our neighborhood. We have lived here for more than 30 years and feel our town leaders are not concerned about our interests. Both this and the Sonoran Corridor completely ignore our concerns. This plan is not cost effective and is unnecessary. We have a highway going north already. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1281 -1
Casebolt	Dana		Website	6/16/19 3:17 PM AT	<p>We are very opposed to having this highway plunge through our neighborhood. We have lived here for 32 years and feel our town leaders are not defending us and this the original base of our town. We have a lovely rural setting that would be destroyed by this and the sonoran corridor highways. There is already a highway running north and south and see no practical reason for another. Let's try to maintain what we have. Thank you.</p>	LU-3 and GlobalTopic_4		I- 1591 -1
Casebolt	Dana		Website	7/08/19 4:21 PM AT	<p>This highway is a complete waste of money. There is 19 already in place and maintenance of almost parallel highways one to ten miles apart is ridiculous. This would destroy our neighborhood on El Toro in Sahuarita as well as everyone north and south of us. We can't afford this wasteful project. Thank you.</p>	GlobalTopic_4 and AC-7		I- 3054 -1

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Casey	Thomas		Website	4/12/19 6:02 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 37 -1
Casillas	Robyn		Website	4/29/19 6:02 PM AT	Orange is the best route to use. Why spend more money and move people when you can just expand what already exist. I am not only a home owner but also a land owner and any other route just does not make any sense.	GlobalTopic_4		I- 325 -1
Cassandra	Drew		Website	6/28/19 7:43 AM AT	I want to keep Tucson included in the economic exchange flowing between Las Vegas, Phoenix, and Mexico. I believe this bypass will have a devastating impact on the Tucson economy. In addition this bypass will disrupt wildlife and ruin hiking in Saguaro west as well as ruin the amazing sunset views from gatespass. Please reconsider this bypass.	GlobalTopic_1, E-1, E-2		I- 2158 -1
Cassin	Dennis		Website	7/07/19 12:46 PM AT	I would prefer the orange route as it protects wetland areas as well as the greatest use of existing roadways. This would also help upgrade the existing road between 10 and Gila Bend.	GlobalTopic_4		I- 2760 -1
Castalia	Patricia		Email	6/26/19 1:00 AM AT	<p>Hello,</p> <p>There are myriad reasons not to build another interstate highway through southern Arizona. First, it is short-sighted in this era of climate change to be increasing the capacity for fossil-fuel powered transportation. Second, the route planned through the Avra Valley will affect the sensitive Sonoran Desert region that has been preserved within Saguaro National Monument and Tucson Mountain Park as well as elsewhere. Third, the Avra Valley route will affect rich paleontological and archaeological resources that extend back thousands of years in the past.</p> <p>Please consider scaling back plans to expand the current highway system and look to promoting alternative means of transportation for people and goods that are more compatible with a sustainable future for our descendants. ADOT could be a leader in this effort.</p> <p>Thank you, Trish</p> <p>Patricia Castalia Operations Director/Projects Manager</p> <p>Desert Archaeology, Inc. XXXXXXXXXXXX. Tucson, AZ 85716 XXX-XXX-XXXX</p> <p>Desert Archaeology is a woman-owned small business Visit our new website: https://nam05.safelinks.protection.outlook.com/?url=www.desert.com&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C437792552244eda42fc08d6fa50b195%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636971621826290839&sdata=vfsrcbxszfz82t4aAUJTz0X0nHclKEZ9oanv7k6b5X0k%3D&reserved=0</p>	GlobalTopic_4 and GlobalTopic_1		I- 3312 -1
Castaneda	Celeste		Website	6/22/19 2:23 PM AT	An alternative I support is the orange route because the purple and green would destroy many homes (as well as business); and it would uproot many families and rip their homes from them, starting the long and difficult process of finding a new home and making it feel like home.	GlobalTopic_1 and LU-1		I- 1955 -1
Castillo Butler	Carolina		Phone	5/13/19 1:00 AM AT	<p>Mi nombre es Carolina Castillo Butler. Mi numero es XXX-XXX-XXXX. Y no, no, no, no queremos carretera entremedio de Wickenburg y Nogales. Va hacer mucho daño. De todos que no queremos. Es major ir por otro lado. Gracias.</p> <p>[Google Translate: My name is Carolina Castillo Butler. My number is XXX-XXX-XXXX. And no, no, no, we do not want a road between Wickenburg and Nogales. It will do a lot of damage. Of all we do not want. It is better to go elsewhere. Thank you.]</p>	GlobalTopic_4		I- 970 -1
Cather	Betty Jo		Phone	7/08/19 1:00 AM AT	Yes, I'm calling to just leave a message that I do not favor the present plan for the freeway as I feel it will have a negative on the Tucson Mountain Park. My name is Betty Jo Cather and I have phone number XXX-XXX-XXXX and I'm a registered democrat living in Tucson, well actually in the county at XXXXXX Tucson, Arizona 85750 and if you have any questions or you need any information, further information, please give me a call. Thank you very much.	GlobalTopic_1		I- 3437 -1
Cavert	Tillman		Website	5/12/19 8:18 AM AT	Please do not build Interstate 11. The environmental damage it would cause is not worth the economic benefit. I do not wish to see wildlife habitat fragmented or the urban sprawl that would accompany a new interstate. Please consider widening I-10 or a "no-build" option.	GlobalTopic_4 and AC-6, LU-3		I- 812 -1
Cellar	Leroy		Phone	6/14/19 1:00 AM AT	No. My name is Leroy Cellar and I live over here on Camino Altar. I'm not in favor of this I-11 whatsoever. I'm not sure exactly where it's going but I understand it's getting awful close to my property here on Camino Altar and I don't want to have anything to do with it. Thank you.	GlobalTopic_1, LU-1, LU-2		I- 2472 -1
Chalmers	Seth		Website	7/07/19 11:49 AM AT	<p>I believe any route that includes as many miles of existing highway should be favored over anyone that involves achieving new. I say this as I believe I-11 is more of a cherry pick that puts it ahead of more pressing priorities that are proximate cause of lane departure crashes on rural highways. By focusing on I-11 the door is open to be critical of the recently stated goal of the revision of the Strategic Highway Safety Plan that "all roads are safe" that implies drivers are more responsible for crashes that ADOT is. However, the big picture is ADOT only has a limited amount of resources. So the point is how is ADOT spending its resources on updating and preserving what it already has, let alone take on something new like I-11. The recent losses ADOT has suffered on I-10 cross over crashes on the Gila River Indian Community (tune of \$42 million for Humphrey's case and \$7.5 million on Glazer) is an indication of this.</p> <p>Therefore, the pressing priority that needs to be consider as an alternative to I-11 or within the I-11 alternative is improving rural routes (ADOT, County or other) that parallel or support the I-11 concept rather than looking at anything that involves a completely separate road or route.</p> <p>Also, this study needs to acknowledge the priority of improving I-10 between Phoenix and Casa Grande and I-17 between Black Canyon City and Cordes Junction as the state's top priorities for interstates. Updating the I-10 Deck Tunnel lighting also needs to be included in this.</p>	GlobalTopic_4 and AC-7		I- 2746 -1
Chambers	Alex		Website	6/27/19 4:53 PM AT	The no build option is simply unthinkable. Southern Arizona and all of Arizona desperately need the I-11 corridor. We need the jobs from this construction and we need the long term economic impact a new corridor will provide for generations.	GlobalTopic_4		I- 2116 -1
Chambers	John		Website	6/24/19 5:28 PM AT	I don not want to see an I11 segment running through the Avra Valley, thus avoiding Tucson. Not only would it harm Tucson's development and businesses, but it would do irreparable harm to The Desert Museum, the western segment of Saguaro National Park and Tucson Mountain Park. The museum and these parks are where they are for a reason: pristine desert and hills. Don't spoil these treasures. Thank you.	GlobalTopic_1, E-1, E-2		I- 2018 -1
Chanley	Jesse		Website	5/30/19 10:57 AM AT	I support the no-build option. We should prioritize public transportation, especially a rail system. We need alternatives to individual car travel.	AC-6 and AC-9		I- 1204 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Chaplick	Joan		Website	5/08/19 6:35 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.	GlobalTopic_9		I- 672 -1
Charbonneau	Steve		Website	6/16/19 2:33 PM AT	I propose an interstate quality loop roadway and truck route from I19 south of Tucson near mile marker 77 to the east continuing around the east edge of Tucson connecting to I10 on the north side of Tucson past or near Tangerine Road. Tucson has been needing a loop interstate on the east side for decades now. Additionally, this would divert a substantial volume of truck and automobile traffic off of both I10 and I19; reducing congestion on the city streets and I10.	GlobalTopic_1, AC-1		I- 1589 -1
Chartrand	David		Website	6/19/19 4:50 PM AT	Every so often, a story on the local news mentions the I-11 project. It's hard to determine just what the point of it is. Increasing ease of travel for commerce from Mexico to reach Las Vegas seems odd, given that the current (and possibly future) administration(s) are prepared to impose tariffs on Mexican goods or even "close the border" entirely. The other factor often mentioned is that the project is intended to "encourage development" in the region. In case it has been overlooked, the Arizona desert is headed for an inevitable crisis in the apportioning of available Colorado River water. Even at current population growth levels without "encouraging development," no one has a solution to this problem other than the assumption that they will die before they personally have to endure a water crisis themselves. The southern portion of I-11 appears to run parallel to I-10, in some cases within a stone's throw of it, and in others just far enough away to encroach on many private citizens and/or destroy that much more of our irreplaceable natural heritage. This is obviously a project that would take decades and cost tens- if not hundreds of billions of dollars--and for what: to bypass Tucson and Phoenix; irresponsibly "encourage development," and create a parallel route to I-10 that benefits primarily commercial traffic from Mexico? How much less would it cost, and how much less destructive would it be to use our brains. We already have a route from Nogales to Phoenix: it's called I-19 and I-10. The latter, north of Casa Grande, has only two lanes in each direction. How much less would it cost to change that? How many fewer lives would be adversely affected if we did that? We already have a route from Phoenix to Kingman: it's called I-17 and I-40. It already exists! Furthermore, Phoenix and Tucson businesses rely on the traffic that I-11 would take away. Have any studies addressed that? I'm not interested in helping pay for this greedy, gluttonous atrocity. Not that I really have a say in the matter, but my vote, if I had one, would be for the "no action" option. Just because it's someone else's money doesn't mean it should be spent unwisely.	GlobalTopic_4, GlobalTopic_1, and AC-6; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 1790 -1
Chase	Valori		Website	6/24/19 10:06 PM AT	I want to voice my concern about this project. I want you to know I am totally against this project and do not see the need to disrupt/destroy our wildlife in this region. It is a total waste of our tax dollars!	GlobalTopic_4 and BR-1		I- 2026 -1
Cheeseman	Rachel		Website	6/17/19 1:00 PM AT	I grow increasingly exhausted of proposed road/highway projects in Arizona. Evidence has shown that while they might apparently alleviate congestion, they actually encourage a higher number of trips and exacerbate issues of urban sprawl. Trip reduction and urbanisation should be priorities for Arizona's economic development. These are what have been demonstrated to catalyze economic growth. This highway, if constructed, will be a massive boondoggle that does nothing but disrupt natural habitats and serve as a relic of poor decision-making. I make fun of Phoenix and the monolithic garbage heap that is the Loop 303 to see something even more ridiculous and unnecessary constructed in southern Arizona.	GlobalTopic_4, LU-3 and PN-3		I- 1622 -1
Chernak	Candice		Email	6/04/19 1:00 AM AT	We bought property near the proposed highway construction with the intention of building our retirement home. The other two alternatives negatively impact our property. Sent from Mail for Windows 10	LU-1		I- 1678 -1
Cherry	Christopher		Website	6/24/19 8:04 PM AT	This is a waste of money to shave a few minutes of travel time. Arizona's roads are so bad why would we blow money on a parallel line.	GlobalTopic_4		I- 2024 -1
Chesson	Peter	Tucson Mountains Association	Website	4/15/19 4:18 PM AT	The public comment period is outrageously short. It needs to be extended to 120 days so that the full implications can be judged by the public. The Tucson Mountains Association strongly opposes the route through the Avra Valley. Should the highway be built it should instead be placed through Tucson along the I-10 route, which would be much less environmentally damaging, and cheaper also. The ADOT and FHWA assumptions involve a corridor through Tucson much broader than necessary for the highway, and as a result produce wrong conclusions about the costs, and the environment and historic damage with the respect to co-locating I-10 and I-11.	GlobalTopic_9, GlobalTopic_4, and GlobalTopic_1		O- 1 -1
Chesson	Peter	Tucson Mountains Association	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 12 -1
Chesson	Peter	The Tucson Mountains Association	Website	7/07/19 9:34 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 42 -1
Chester	Kristin		Email	6/17/19 1:00 AM AT	My family has lived at Mile Wide / Sandario since 1977. Raised children and grandchildren. Our plans were to be buried here in the end. But I will fight to my dying breath to save this beautiful land. WE OPPOSE INTERSTATE 11. Please consider other options. Schools, Firehouse's, ranches and farms will be destroyed, Tucson drinking water, and Tohono Odame sacred lands will be destroyed or displaced. There must be another way Thank you so much! Kristin Chester, Tucson Local Media XXX-XXX-XXXX XXXXX@tucsonlocalmedia.com	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13		I- 2486 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<p>[Text from Attachment]</p> <p>Felicia Chew Community Projects XXXXXXXXXXXX Tucson, AZ 85719 XXXXX@gmail.com www.feliciachew.com</p> <p>July 8, 2019</p> <p>To whom it may concern: With great power comes great responsibility.</p> <p>I am writing to oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway for many reasons, including the following:</p> <p>Thank you for taking my comments into consideration when making the decision regarding the construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 impacts public lands.</p> <p>In summary, my small business and I say "No thank you" to the offer for a freeway through Avra Valley.</p> <p>Respectfully, Felicia Chew Resident and Small Business Owner Felicia Chew Community Projects, Pima County, District 3</p>	GlobalTopic_4 and GlobalTopic_1	Chew_FeliciaChew_B17	B-17 -1
Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<ul style="list-style-type: none"> The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. <p>The construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 impacts wildlife corridors. The Recommended Alternative route:</p> <ul style="list-style-type: none"> Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. 	BR-1, R-2, and BR-6		B-17 -2
Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<p>Additionally, the construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 impacts public lands. The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. 	R-2 and BR-9, GlobalTopic_13		B-17 -3
Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<ul style="list-style-type: none"> The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. <p>The construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 negatively impacts our economy. The Recommended Alternative route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. 	AC-5 and GlobalTopic_1 and E-1 and E-2 and AC-4, LU-3		B-17 -4

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Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<p>• The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.</p> <p>The construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 also results in noise, air, and light pollution. The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. 	N-1, AQ-1, LU-3, V-1 and GlobalTopic_1		B-17 -5
Chew	Felicia	Felicia Chew Community Projects	Website	7/08/19 3:30 PM AT	<ul style="list-style-type: none"> • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>Furthermore, the construction of the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 negatively impacts private property. The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 	GlobalTopic_1, BR-1, BR-9, WR-2, LU-1 and LU-3		B-17 -6
Chew	Felicia		Website	5/08/19 10:32 PM AT	No no no!	GlobalTopic_3 and GlobalTopic_4		I- 681 -1
Chickman	Sue		Email	6/28/19 1:00 AM AT	<p>I'm writing to oppose the recommended alternative for Interstate 11. It comes too close to protected public lands and iconic tourist attractions. A freeway through this landscape will cause irreparable harm, damage natural resources, and violate the purpose for existing Bureau of Reclamation mitigation lands. Most importantly to me and to the health of natural ecosystems, it would sever critical wildlife corridors and fragment wildlife ranges.</p> <p>A better alternative would be to co-locate I-11 with I-19 and I-10 through Tucson.</p> <p>Thank you for allowing me to comment on this DEIS for Interstate 11. Sue Chickman Saddlebrooke, Tucson, AZ XXXXX@olypen.com</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_1, R-2, BR-2, BR-6		I- 3329 -1
Childers	Henry		Website	7/01/19 6:49 PM AT	I realize these are very difficult decisions to make. Every alternative has significant downside. But after consideration I favor the approach that provides a roadway alongside the I-10 corridor in southern Arizona. I believe this will have substantially less impact on the environment and less impact on the businesses already located near I-10. I oppose the current proposed route.	GlobalTopic_1		I- 2290 -1
Childs	Trevor		Website	4/26/19 6:59 PM AT	Please, for the love of all that is holy, make this happen ASAP. Too many people die or are severely injured on this stretch every day. 2 semi accidents in the last 2 days. Today was fatal. Yesterday was a rollover for the car. Not sure if it was fatal. But there have been, I think, about 10 semi accidents in the last couple weeks. Please do something.	GlobalTopic_4		I- 296 -1
Childs	Trevor		Website	5/07/19 9:06 AM AT	Please select the blue route.	GlobalTopic_4		I- 585 -1
Childs	Trevor		Website	5/07/19 9:06 AM AT	Please select the blue route.	GlobalTopic_4		I- 586 -1
Chilson	D.G.		Website	7/06/19 5:02 PM AT	<p>The proposed route for I-11 would be a disaster for Pima County in general as well as my neighborhood. It would destroy the desert that it intersects and the wildlife that travel from the pit mines west to the Sierrita Mountains. The deer and numerous other native species are already challenged in crossing the well traveled Helmet Peak/Sahuarita Road and Mission Road. They have had their domain reduced by the mining activity and the many subdivisions in the area. I often wonder how they survive as it is. Your proposed I-11 freeway would cut off many species from traversing needed habitat - habitat they need to survive.</p> <p>On another note - I have lived here since 1948 and can say that silence is still possible to enjoy in the desert outside my house. I-11 would make that a thing of the past. I-19 provides a deafening roar to all who live nearby, as well as deadly pollution from petrochemical fumes emitted from exhaust and tires: out-gassing from asphalt surfacing. I do not want that in my backyard.</p> <p>This route would make a mockery of all that the parks this route would border mean to us in Southern Arizona. Saguaro National Park West and the Ironwood Forest Preserve are places that wildlife are protected and that people can go to enjoy our heritage.</p> <p>I loudly protest what you are proposing in this route and suggest that you think again. This is a waste of taxpayer money and a travesty to the environment in the making.</p>	GlobalTopic_1 and LU-3 and BR-1 and BR-2 and N-1 and AQ-1 and R-2 and AC-5		I- 2668 -1
Choffey	Debbie		Phone	7/07/19 1:00 AM AT	Yes, this is Debbie Choffey, I live at XXXXXXXX in Wickenburg and we are looking and asking that you would reconsider your route for the I-11 to the VR green alternative route, it's north, it's west of Vista Royal and that's the community that we have bought in and we'd appreciate it if you'd consider that route as the best alternative, the least resistance. We appreciate it. My number is XXX-XXX-XXXX. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 3418 -1
Cholewa	Holly		Website	7/07/19 8:56 AM AT	I support the orange route for the new highway. I believe that utilizing existing roadways as much as possible and minimizing the impact as outlined by the Audubon Society is important.	GlobalTopic_4		I- 2719 -1

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Chondropoulos	Nick and Julia		Email	6/03/19 1:00 AM AT	<p>Greetings, I hope my email finds you well.</p> <p>I and my wife Julia live in the Vista Royale development located at the north end of Wickenburg AZ, or just outside Wickenburg depending on who you ask.</p> <p>We have been living here for just over a year and have found the peace we were looking for after living in California for 30 years. We looked at many small towns before finally deciding to retire in Wickenburg.</p> <p>The development Vista Royale offered the beautiful homes, larger lots and quiet atmosphere we were looking for in this "Hallmark Channel" small western town without the hustle and bustle of the big city we left behind. Our home on El Grande Trail is our full time forever home and we love it.</p> <p>We would like to voice our input to maybe affect the final decision in regards to the proximity of the new Interstate 11 to the Vista Royale development. The two routes from the Tier 1 Draft, Orange and Blue are close enough to the development to introduce "big city" effects. Noise pollution and air pollution will invariably become the day to day outcome. A alternate route, the VR Green Alternative, has been proposed by the community and we support this route in favor over the current routes. This proposed alternative route will preserve the community to a better degree.</p> <p>Please consider the needs of the residents of Vista Royale.</p> <p>Sincerely Nick and Julia Chondropoulos</p>	GlobalTopic_4 and GlobalTopic_5		I- 1669 -1
Christensen	Karen		Website	5/08/19 3:20 PM AT	<p>I am a property owner on Camino del Sapo and would be directly and adversely affected by the proposed I-11 routes. I urge you to consider other alternatives, including "double-decking" I-10 or a no-build option in light of the significant adverse impacts on the people, wildlife and cultural assets on the proposed routes.</p> <p>Given all the emerging technological advances, it seems that the proposed I-11 is an antiquated response to the question of how to advance trade corridors. Improved rail traffic, use of autonomous vehicles that use existing roads during off-peak hours and other creative solutions should be considered fully.</p> <p>Thank you for consideration of my opinions.</p>	GlobalTopic_1, AC-3, AC-9		I- 653 -1
Christensen	Karen		Website	5/08/19 3:20 PM AT	<p>I operated a vacation rental on land adjacent to my house for over 18 years and my guests uniformly comment on the solitude and quiet of the area. There are numerous B&B's and vacation rentals in the area due to the scenery and quiet. I-11 would destroy that quiet and adversely affect the operations of many small businesses that rely on our location in the heart of saguaro wilderness.</p> <p>We purchased our land with the understanding that the CAP would "protect" our property from development and that the Wildlife Mitigation Corridor to the south of our land would assure the deer, bobcats, coyotes, fox and other wildlife would have safe passage to our area and a secure habitat. Those creatures would be threatened by the proposed routes and the natural beauty and serenity of their (and my) habitat would be permanently disrupted.</p>	GlobalTopic_1, N-1, BR-2 and LU-5		I- 653 -2
Christensen	Karen		Website	5/08/19 3:20 PM AT	<p>The Arizona Sonora Desert Museum and Saguaro National Park West are two major tourist attractions for the Southwest, bringing literally hundreds of thousands of people to this location to enjoy the scenery and solitude. The economic impact of degrading these significant economic drivers should also be considered -- in my view, both the Museum and Park would lose visitors once they are surrounded by busy highways instead of natural beauty.</p>	GlobalTopic_4, GlobalTopic_1 and R-2		I- 653 -3
Christensen	Karen		Website	5/08/19 3:20 PM AT	<p>We love the view of Kitt Peak to the west (and the amazing sunsets year round), but the lights of cars on the proposed I-11 would be disruptive of astronomy on Kitt Peak, an important research facility.</p>	V-1		I- 653 -4
Christensen	Karen		Website	5/08/19 3:20 PM AT	<p>In addition, the City of Tucson Water Department has invested millions of taxpayer dollars in the recharge basin infrastructure that is west and south of us. The deleterious impact of vehicular traffic on the water supply of the city would be immense -- both in terms of pollution for the CAP as well as the recharge basins which store water for the entire area.</p>	GlobalTopic_1 and WR-1		I- 653 -5
Christian	Danica		Website	6/20/19 11:12 AM AT	<p>I would much prefer our current highways and main roads be fixed up and expanded in areas of high projected traffic and growth, than to build a completely new I11. Please don't pursue the wasteful I11 highway project.</p>	GlobalTopic_4 and AC-7		I- 1849 -1
christiansen	John		Website	6/25/19 1:23 PM AT	<p>I have concerns with the proposed interstate 11 route from Nogales to Wickenburg, Arizona...currently shown as the BLUE route. (www.i11study.com/arizona). I am a resident in the proposed impact area and have some serious concerns with this project. The ORANGE route is the most preferred by local citizens. This proposed BLUE route has many concerns for those of us living along the proposed route. There are 5 U.S. veterans living within 600 feet of one another that will be impacted by the proposed blue route. We represent all 5 branches of the U.S. Military.</p> <p>Proposed blue route: see attached powerpoint slides with more detail.</p> <ul style="list-style-type: none"> • High pressure gas line runs underneath proposed blue route. <ul style="list-style-type: none"> o This is an UNSAFE option • Environmental Impact Study does not seem to address impact to people, homes or impact to farming crop fields and the livelihood of the farmers impacted. <ul style="list-style-type: none"> o destroys significant crop production acreage needlessly o destroys a significant number of homes needlessly • disrupts current heavy monsoon water run off flow patterns <ul style="list-style-type: none"> o current path runs West to East parallel to Fulcar Road and across Table Top, Alegro etc. <p>Thank you for your time in reviewing this matter. I'm looking forward to hearing your response and intended actions.</p>	LU-1 and G-1 and WR-4	Christiansen_J_I2054	I- 2054 -1
Christy	Teresa		Website	7/07/19 10:36 PM AT	<p>The existing pictorial maps are from 20 years ago and do not reflect the current populations of the areas on pages 20 and 21. There are far more homes and development than is reflected on the maps you folks are using.</p>	LU-2		I- 2882 -1
Christy	Teresa		Website	7/07/19 10:36 PM AT	<p>I-19 loading into I-10 through Tucson to Picacho following the I-19 through I-10 route is the best option. You utilize existing roadways and lands that have already been disrupted for the existing frontage and interstate. You preserve existing natural areas, existing homes of low income persons, existing wildlife corridors which would be hugely disrupted if you take the proposed blue and green lines. Widen the existing I-19 and I-10 to more lanes or stack in areas you can not widen. Create a truck only lane. Do not re-create a route that goes 20 miles out of the way. The trucks still need to make deliveries in the Tucson area and will not use your proposed route.</p>	GlobalTopic_1		I- 2882 -2
Churchill	Nathan		Website	4/23/19 6:03 PM AT	<p>I am strongly against because for environmental reasons.</p>	GlobalTopic_4		I- 266 -1
Churchward	John		Website	4/12/19 9:21 AM AT	<p>I can see a benefit from this alignment with regard to traffic getting around the south side of Phoenix as it would give a parallel option to I10. This then prevents those with pollution issues from creating delays in the construction. I just hope the timeline is not drawn out too far</p>	GlobalTopic_4		I- 28 -1
CianiCebuhar	Diana		Website	7/08/19 2:18 PM AT	<p>I don't agree with the I-11 corridor coming through the Hidden Valley and Thunderbird Farms areas of Maricopa. Please don't disrupt our area with an Interstate that holds no benefit or value for our residents. It will have a negative impact on thousands of residents here.</p>	GlobalTopic_4		I- 2999 -1
Ciano	Andrew		Website	6/27/19 7:49 PM AT	<p>I do not support building I-11. We should not be building an interstate that goes right through a National Park. The interstate will not benefit Arizonans because it is to far out of the way for anyone from Tucson or Phoenix to use the interstate.</p>	GlobalTopic_4 and R-2		I- 2136 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Ciaramitaro	David		Website	7/04/19 12:07 PM AT	<p>This extra north-south route proposed as I-11 is an absolutely unnecessary waste of money and will serve only to add more pavement to what would otherwise be the kind of desert environment that makes our State such an attractive place to live. Saguaro cacti are very finicky about where they live, and many of them will be removed, and many more will be affected by the traffic, if this unnecessary extra freeway is constructed. If I-10 and I-19 cannot handle whatever extra traffic is deemed necessary for a putative trade route from Mexico to Canada (and the extent of this necessity is arguable, at best), it can better be effected by an extra lane in the I-10 and I-19 freeways, which already have rights-of-way that will minimize any further damage to the desert environment and disruption of the lifestyles of the nearby residents.</p> <p>Los Angeles heeded the siren song of "more freeways needed." Now, everything between Redlands and the coast is either paved, or enjoying the pollution, crowding, traffic and auto accidents that the "necessary" new roads have engendered. Places that were formerly bedroom communities, refuges from the megalopolis, are now incorporated into it, to their very real discontent. Doesn't anybody learn anything from other people's mistakes?</p> <p>No voters were ever asked if this road is needed or wanted. It seems to be the brain child of a small contingent of advocates in positions not answerable to Arizona voters. If these people need to spend money, it would be better spent by fixing and improving the extant roads, and doing it a lot faster than they are being fixed now. The entire Interstate system, minus the city parts, was pretty much finished in the Eisenhower Administration. Now a paving contractor can have a whole career fixing 15 miles of Valencia Rd, or two miles of improvement across the freeway on Ina Rd. Why not spend the money getting these improvements done faster and better, rather than wrecking more desert with more pavement that will need yet more maintenance in the future?</p> <p>This I-11 idea is Arizona's equivalent of California's High-Speed Rail (sic). A vast waste of money, an obvious failure even as a conception, and unwanted by anyone except arrogant politicians. Please do not inflict these kind of ideas and people on our state!</p>	GlobalTopic_1 and AC-7 and AC-9		I- 2554 -1
Ciarniello	Josh		Website	6/24/19 1:35 PM AT	This project seems completely unnecessary and would no doubt harm multitudes of wildlife in the area! Do not move forward with this!	AC-6 and GlobalTopic_4		I- 2013 -1
CIESLAK	EDWARD		Website	4/21/19 5:07 PM AT	<p>Now I've watch this happening for most of the time I've lived in the Marana zipcode. I am thankful that the 2016 election turned out the way it did or this fight would have come to a head sooner. F</p> <p>or my family we have already acquired property is Cochise County so I'll be OK but those who have to stay will still be abused as slaves of the city. Here is my position:</p> <p>STOP EXPLOITING AVRA VALLEY WATER- Over 20,000 acres for water for Tucson that Avra Valley won't get. These lands, along with the closing of recreational shooting in Ironwood, have also created a clear path for illegal immigration and drug smuggling. The latest tactic in that assault may have reduced the use of this path but it remains in place.</p> <p>LANDFILLS- The county has already given Avra Valley 2 of those.</p> <p>SOLAR POWER- TEP built a solar farm in Trico service area. This facility has increased the flooding of Avra Valley Road (easily documented by review of historical aerial photos).</p> <p>COMMERCE- No grocery store in Avra Valley. They ran off Curves from Picture Rocks and they let Family Dollar and Dollar General in. What officials benefited from that?</p> <p>WILDLIFE – The planners and purveyors of I-11 purposely ran off the birds of prey from the route they decided on years ago by cutting down the historic nesting sites that were not in any way a peril to public safety so the impact could be down played in the report.</p>	GlobalTopic_1	Cieslak_E_I220	I- 220 -1
Cissne	Julie		Website	4/29/19 7:51 PM AT	Go Orange area only, other wise you will wipe out Rainbow Valley, All new homes and old homes.	GlobalTopic_4, GlobalTopic_2		I- 331 -1
Clancy	Chad		Website	6/19/19 11:20 AM AT	Routing traffic around Tucson may have a negative economic impact on our community. An alternative should be found.	GlobalTopic_1 and E-1		I- 1777 -1
Clapp	Cindy		Website	5/14/19 2:35 PM AT	<p>I am commenting on the I-11 Draft Tier 1 Environmental Impact Statement for Tucson.</p> <p>Why this is a good idea, is way beyond me! Never mind ADOT would be regulating itself!</p> <p>The view from our beloved Arizona Sonoran Desert Museum will be destroyed. You will hear the traffic, see the cars, at night you will have the light pollution. Never mind gas station, hotels, fast-food restaurants & big box stores popping up in the horizon!!!</p> <p>People will be forced off of their property.</p> <p>Also, it will invite growth to Tucson, in an area that should be protected and already has a water shortage.</p> <p>Emissions will be settling into the Central Arizona Projects water basin, threatening the aquifer.</p> <p>By having the highway go around Tucson, it will economically impact the city; people will not be stopping in Tucson spending their monies.</p> <p>Phoenix, will become a larger & more powerful city, while destroying Tucson financially and environmentally, with by-passing the city.</p> <p>This is a horrible idea and should not be approved.</p>	GlobalTopic_1 and LU-3	Clapp_C_I908	I- 908 -1
Clapp	Cindy		Website	5/14/19 2:35 PM AT	This interstate will have a huge impact on our wildlife and protected areas. Wildlife corridors will be blocked. This also impacts noise levels, protected areas, and light pollution for Kitt Peak. The road will be adjacent to Tucson Mountain Park, within 1300 feet of our beautiful Saguaro National Park west, 500 feet from Ironwood National Monument!	BR-2 and BR-5		I- 908 -2
Clapp	Cindy		Website	5/14/19 2:35 PM AT	It would be an economic disaster for Tucson & Pima County, with lost revenue within the city, by having transportation going around our city. People will not stop off to eat, get gas, stay in our hotels, or visit our city.	GlobalTopic_1 and E-1		I- 908 -3
Clark	Amber		Website	6/16/19 9:40 AM AT	I'm opposed to the I-11 corridor coming through rural Avra Valley. Why? Because it will destroy the quiet, vegetation, wildlife, property values and most of all it will cause extreme hardships for the property owners in the area. A lot of the residents are living on Social Security, a lot are living near or close to poverty. Building this will make it really hard for people to find any type of comparable property that they will be losing. It all boils down to, that the ADOT bigwigs don't care if the peons are going to really suffer for this. It would be great if the corridor goes through YOUR houses.	GlobalTopic_1		I- 1575 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Clark	August		Website	4/28/19 7:50 PM AT	I grew up and live in Buckeye along the Blue "Alternative" corridor on Beloat Road/Irwin Ave. The blue recommended alternative will pass directly in front of where I live. I have concerns and am opposed to this route as it not only passes through residential areas where houses are still currently being sold and built, it passes along or through a school zone and the location of the Water and Waste Treatment Center for a large part of the City of Buckeye. When asked where I-11 was going to be placed, I was informed it was going to be further out of town on the other side of the Gila River to avoid these areas and that there was no reason to have any concern. After once again seeing the alternatives drawn out on a map I am concerned with it for many things, including air quality and noise pollution this close to a school and residential area as well as the areas listed above. I hope that whoever decides where to place it will pick someplace other than the blue alternative on Beloat and further out town or along a route like Interstate 8/the Orange alternate route which already connects this area as a route to Nogales. Thank you August Clark	GlobalTopic_2		I- 314 -1
Clark	Curtis		Website	7/06/19 11:09 AM AT	I strongly oppose the Recommended Alternative route through the Avra Valley west of Tucson that is identified in the I-11 Tier 1 DEIS ("DEIS"). Any route through the Avra Valley would result in major negative environmental and economic impacts to the Tucson region. Instead, I recommend that ADOT employ transportation alternatives, including improving and expanding existing Interstate 10 and Interstate 19 through Tucson, and request that ADOT focus on multi-modal solutions, and the inclusion of expanded rail service, all of which could more effectively achieve the goals identified in the DEIS. I fully support the detailed comments and alternatives suggested by the Coalition for Sonoran Desert Protection, and request that their comments be included along with mine. Thank you. [Attachment includes Letter from Coalition for Sonoran Desert Protection]	GlobalTopic_4, AC-9 and GlobalTopic_1 GlobalTopic_1 and LU-5 and BR-2 and E-3 and E-1 and E-2 and AQ-1 and N-1 and V-1 and LU-3 and WR-2	Clark_C_I2639	I- 2639 -1
Clark	Doug		Website	4/09/19 5:08 PM AT	Why in the world would ADOT even remotely consider building I-11 when they haven't been able to finish I-10 from Phoenix to Casa Grande after decades of all kinds of alibis and excuses of why it hasn't been finished. Absolutely have no interest what so ever in building I-11 until ADOT can prove that they can finish I-10.	GlobalTopic_4		I- 18 -1
Clark	Fiona		Website	4/30/19 8:34 PM AT	Please extend the public comment period on this project -- we just heard about it, and I'm sure that a lot of people who would be affected are currently unaware too. From what I understand thus far, this project would have severe negative impacts on Tucson Mountain Park, Saguaro NP West, Ironwood Forest National Monument, and the AZ-Sonora Desert Museum. I would expect that a freeway would cause light pollution that would negatively impact Kitt Peak Observatory (the most important observatory on the US mainland, and therefore a contributing factor to Tucson's status as a, perhaps the leading center for all things astro in the USA). Sincerely Fiona Clark, PhD	GlobalTopic_1 and GlobalTopic_9		I- 366 -1
Clark	Gerri		Website	7/02/19 9:02 PM AT	I have lived in AZ for over 30 years, and in 3 points for more then 15 years. I work on the rez 45 miles west of 3 points. I live in the desert for a reason. Please don't run an interstate thru our front yards, and Saguaro Monument West, Desert Museum, Tucson Mountain Park, Old Tucson, Tohono O'odham and Pasqui Yaki tribal lands. Double decker I - 10, cover with solar, light rail in between, fix that infrastructure, don't start a new mess. Please don't destroy Avra and Altar Valley. Respectfully, Gerri Clark	GlobalTopic_1, GlobalTopic_13, R-2, AC-9 and AC-7		I- 2341 -1
Clark	Harry		Email	6/11/19 1:00 AM AT	The entire point of my family moving from Tucson to Green Valley is to avoid the build up of roads, traffic, congestion, and sprawl that Tucson has in abundance. More roads, no matter the supposed good intentions, only leads to more traffic and congestion, it is always the case. I am greatly opposed to any and all development of this sort. Maintain I-19, perhaps develop some sort of light transit and/or more vans/buses to and fro our area and Tucson and stop trying to make GV a Tucson south. Please. Thanks, Harry Clark 520 609-8454	GlobalTopic_4, LU-3, AC-2, AC-3 and AC-9		I- 2425 -1
Clark	Jeff		Phone	6/25/19 1:00 AM AT	Yes, I am Jeff Clark calling. I was wondering if I could have you send me something in the mail so I could fill it out and mail it back into you if it's possible. I don't own a computer but I'd like to take part on this study if I could. I was wondering if you could send me some kind of a form that we send out to me that I could put my comments on and mail it back to you if it's possible. Again, my name is Jeff Clark, my number is XXX-XXX-XXXX. My mailing address is XXXXXXX, Tucson, Arizona 85735. Again my name is Jeff Clark my address is XXXXXX Tucson, Arizona 85735. Thank you very much and have a great day.	CO-2		I- 3307 -1
Clark	John		Website	6/27/19 6:18 PM AT	I have many concerns about the proposed route. First: Tucson will undoubtedly be negatively economically impacted by all but the "orange/downtown" route. It is extremely common to see Mexican shoppers throughout town and their revenue is welcome. Second: the park that is proposed to be cut through is a treasure and is often used when recruiting talent to the area. Third: why a land grab out west? Why not widen i10 through the area. Has the ownership of the land used for the new route been thoroughly examined to ensure it's not a cash grab by the know parties? A common tale through development is that knowledgeable parties pass on information to allow 3rd party associates to purchase land for pennies and then reap the benefits down the road(pun intended).	GlobalTopic_1, E-1, LU-5, AC-4		I- 2123 -1
Clark	Mary		Website	7/03/19 11:30 AM AT	This projected road would surround my community with highways, destroying the quiet and rural atmosphere that attracted me to my home. You would destroy that rural area and turn it into a highway not for Americans but for international profit. I oppose this unnecessary roadway and suggest you use the I10 corridor, which so closely parallels your proposal as to make all the expense and destruction of your plan unnecessary.	GlobalTopic_4, V-1, N-1, AC-4 and LU-3		I- 2353 -1
Clark	Paige		Website	4/14/19 6:14 PM AT	"This corridor includes a variety of urban areas, landscapes, biotic communities, and climate zones, which present a range of weather conditions applicable to much of Arizona" This not only do the landscapes and the wildlife are infected but the people who live there; In some of the communities people are 'Poor' and would not be able to afford a new house. Some people in the area have their homes already paid for an are retired which means that they do have much income. It should be the people who vote on what happens and they already have shown that they don't want this road to be built. This country is based on We the people have rights we are allowed to vote; It's not based on what ADot wants but everyone whats when we vote on something. Not allowing us to have a voice in the matter that is heard is a form of discrimination.	GlobalTopic_4, BR-1, EJ-1, LU-1 and CO-3		I- 51 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Clark	Robin and Curtis		Email	6/07/19 1:00 AM AT	<p>At the invitation of the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), I participated last year as one of the stakeholders (representing the Avra Valley Coalition) in a process to explore two alternative routes for the proposed Interstate 11 through Pima County. The stakeholders were convened in two separate groups, corresponding to the two alternatives being considered: (1) a new bypass freeway through Avra Valley (identified in the Draft Tier 1 EIS as the Purple and Green alternatives) and (2) expanding I-19 / I-10 through the city center (identified in the Draft Tier 1 EIS as the Orange alternative).</p> <p>After the stakeholder process ended, stakeholder participants including myself concluded that more meaningful input could be provided to the federal and state agencies if they continued to meet as a joint group to evaluate impacts and opportunities of both corridor alternatives. As a result, we arrived at several important conclusions, which I agree with and want to highlight here.</p> <p>The stakeholders agreed that of the two routes proposed for a future I-11 highway, the expansion and reconfiguration of the existing I-10 and I-19 corridor (the Orange alternative) is the only acceptable route. A bypass through Avra Valley (the Purple or Green alternative) is not acceptable.</p> <p>I believe that there could be a significant opportunity to address some of the historic negative consequences that resulted from the construction of I-10, which physically divided our community and diminished the quality of life of our downtown and other neighborhoods along the highway. Instead of simply adding new lanes to our existing highway, you should consider redesigning portions of it???either going underground or suspended???so that we can reconnect our city.</p> <p>Moreover, focusing on new highway construction overlooks other less costly options that would encourage the free flow of goods. These include: ??? Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs</p> <p>When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any build alternative.</p> <p>I strongly encourage ADOT and FHWA to refer to the I-11 Super Corridor study final document, which was submitted to ADOT in 2016, to draw inspiration on a comprehensive design. The Sustainable Cities Lab, hosted at the University of Arizona (UA) College of Architecture, Planning and Landscape Architecture, completed this transdisciplinary study on the I-11 corridor along with Arizona State University and University of Nevada, Las Vegas. UA's study area focused on opportunities from Marana to south of downtown Tucson. Their outcomes incorporate many of my outlined points, including the addition of light and heavy rail, walking, cycling, new technology for controlling traffic as well as incorporating alternative forms of energy production and transportation. Utilizing such studies and designs would help reduce impacts in our downtown and surrounding areas.</p> <p>I also believe that civic and business organizations should take the initiative to further explore these and other options available to us, including a congestion-relief study that would model realistic and less costly options to improve the flow of goods through town, a community design charette that illustrates how we might redesign I-10, and an economic benefits study focused on the facilitation of moving goods through the center of the city and the reconnection of downtown areas now divided by the existing freeway.</p> <p>Thank you</p>	GlobalTopic_1, CO-3, and AC-3		I- 2399 -1
Clark	Robin and Curtis		Email	6/07/19 1:00 AM AT	<p>??? Technologies that improve traffic flows</p> <p>??? Enhancements to our rail system, including light rail and intermodal transportation</p> <p>??? Other road improvements that will divert traffic from I-10.</p>	AC-3 and AC-9		I- 2399 -2
Clark	Robin and Curtis		Email	6/07/19 1:00 AM AT	<p>Assessing the cumulative impacts of these options on congestion should be considered before contemplating either a bypass or an expanded I-10. In addition, the following studies must be completed, with the results communicated to community stakeholders and incorporated into the decision process early on:</p> <p>??? A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the project. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office.</p> <p>??? Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River.</p> <p>??? Social and economic equity impacts.</p>	IC-1 and CR-1 and BR-3 and EJ-2		I- 2399 -3
Clark	Robin and Curtis		Email	6/07/19 1:00 AM AT	<p>I believe that our community stands to benefit economically from increased trade between the United States and Mexico, and our location means we have much to contribute to and benefit from a vibrant trade corridor. However, we must not let a failure of vision and a lack of attention to practical options limit how we respond to the potential economic opportunities associated with the Interstate 11 proposal(s).</p>	E-4		I- 2399 -4
Clark	Sanda		Website	6/11/19 6:09 AM AT	<p>PLEASE drop this unnecessary project. Stay out of Green Valley. This is a redundant job as it will be parallel to I-19. It will disrupt our area for wildlife, pollution, and unnecessary expansion of more trucks in our midst. STAY OUT OF MY NEIGHBORHOOD! Take the money and repair and maintain THE ROADS, BUY ELECTRIC BUSES, do something benefiting the residents for a change instead of lining the pockets of ADOT.</p>	GlobalTopic_4		I- 1315 -1
CLARKIN	LOUISE		Website	4/22/19 12:09 PM AT	<p>I understand that I-11 is necessary but to go through a National park is not a good plan. Our parks are one of our most valued assets as a country. Please think of another possible route</p>	GlobalTopic_4 and R-2		I- 233 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Clausen	Melanie		Oral	5/11/19 1:00 AM AT	<p>MS. MELANIE CLAUSEN: My name is Melanie Clausen, and to paraphrase the words of Dr. Suess's Lorax, I will speak for the saguaros, for the saguaros have no tongues. The saguaro is a tree cactus growing 25 to 30 feet tall, although some grow to 50. They can weigh several tons. A saguaro starts from a seed the size of a poppy seed.</p> <p>Of the 10,000 -- I'm sorry -- of the 100,000 that are pollinated, only one will survive the first year. In the beginning, they depend on nurse plants to protect them from the sun, the frost, and predators. Even so, most seedlings are eaten within the first eight years of their life when they're only about an inch tall. They are so small, they are hardly noticeable to man.</p> <p>It takes a saguaro 50 years or so before they're eight-foot tall to mature. Once they produce flowers, their growth slows to 50 percent. These flowers are pollinated by fruit bats, birds, and insects. The fruit is eaten by many animals, including humans. It's made into jams, jellies, syrups, and wine. The arms that form the plant are between 50 and 100 years old. So some of the giants that we see around here are about 200 years old. Flickers and woodpeckers make holes in the trunks and the arms, seeking insects. Once these holes scab over, they're used by other birds as nests.</p> <p>The Sonoran Desert, the area that we live in right here, is the only place this one-of-a-kind species thrive, although you might find one or two in some other areas. Your proposed highway will be a great impact on their habitat. Those that aren't destroyed during construction will be endangered by the increased pollution. Some mature plants will be moved by law, but their survival is sketchy. Even so, how many seedlings will be overlooked? Will any live to maturity? Or does it matter?</p> <p>It makes my heart hurt to think that even one of these saguaros will die because of your highway. And so I leave you with this poem. Saguaros, desert sisters, solitary sentinels, growing, guarding. Young ones growing in the shades of their nurses, old ones tall and thin, growing in clusters like goslings, maidens with crowns of mayflowers, matrixes with matching bouquets, arms extended, with heavy-scented fruits, enticing fruit bats and white wing doves. Entire lives spent in the hopes of one fertile seed, and then their skeletal remains returning to Mother Earth.</p>	GlobalTopic_4 and BR-1		I- 1445 -1
Clawson	Jeff		Website	6/06/19 8:35 PM AT	<p>The Inter-Mountain corridor is needed for the Phoenix, Casa Grande and Tucson megalopolis. Not to relieve local traffic needs or tourism as a higher priority, but allow a direct freight route and alleviate truck activity. Portions of the green and purple alternatives are well-planned and perhaps make a suitable projection of future needs vs. avoiding development and environmental impacts in the orange alternative. Piggybacking on existing Interstates 8, 10 and 19 should be done sparingly as these roads are already commercialized for freighters, tourists and local traffic and are reaching unsettling levels of congestion. A new corridor may not only redirect freight and trade routes, but also plan and anticipate an area's future development needs.</p> <p>Arizona has a history of stubbornly avoiding highway development dating back to the early days of the Eisenhower Interstate movement. The Phoenix Metro area had proposed beltways and inner-cut highways planned as early as the 60's. Residents defied this proposal fearing "becoming California." Flash forward to the 80's, and California came to Arizona with population spikes and congestion, causing a 1985 movement and tax increase to get local loop highways built. Construction costs increased due to rising real estate, and several opportunities such as the east-west AZ 50 route were lost. East-west traffic continues to remain difficult due to this lost opportunity in the city of Phoenix. Most recently, a 30-year battle to complete Loop 202 concluded, and is perhaps too late to relieve traffic for west-valley residents.</p> <p>In Tucson, north-south routing remains congested as well, as portions of the proposed 210 loop were shut down by adamant citizens who nixed the idea of another freeway. The results are difficult, dense traffic on the town's only interstate (I-10), and traffic backs up well into Marana during peak hours. No matter how many lanes are added to I-10, traffic will remain troubling. And next on the list of potentially affected cities is Casa Grande, a modest-sized metropolitan area relying on I-10 and I-8 with great growth potential. If new freeway development is nixed in this region, Casa Grande stands to gain the same traffic issues within 20 years.</p> <p>Opportunities to be gained from the Purple and Green Alternatives:</p> <ol style="list-style-type: none"> 1. A new freighter route with less commercialized traffic from existing Interstates used for tourism and local traffic. 2. A potential bypass around western Tucson to take the pressure off of I-10. 3. Economic development and local traffic relief for the Casa Grande metro area. 4. Greater relief for the Phoenix metro area, whose traffic flow is having issues with I-10 peak traffic spanning into Buckeye. 5. Economic development for Buckeye, a city groomed to be a new distribution center with ample incorporated mileage. 6. National funding taking the pressure off the state of Arizona in designating interstate standards vs. Arizona state highways. 7. Early planning will allow local citizens to direct routing and address needs proactively vs. reactively. 8. Undeveloped land which may attain wider right-of-way to allow new rail lines. <p>Local citizens tend to shy away from highway expansion as they desire not to have traffic in their areas. What they should learn from Phoenix and Tucson's missed opportunities in the 20th centuries is blocking a freeway being built does not guarantee blocking increased traffic in their region in the future. Arizona's population continues to increase at high rates, so why not get there first and proactively build roads to anticipate traffic vs. an emergency situation of building a road due to existing traffic problems? No one holds the power to stop people from moving to Arizona, but they do have the power to plan and anticipate.</p>	GlobalTopic_4		I- 1296 -1
Clawson	Jeff		Website	6/06/19 8:35 PM AT	<p>The orange alternative may be deemed "environmentally friendly," but the loss will come from the following:</p> <ol style="list-style-type: none"> 1. Increased congestion from the border spanning into the Tucson and Casa Grande metro areas. 2. Aggravating and never-ending construction projects on existing highways frequently widening I-10, I-8 and I-19 to accommodate reactive needs from increased traffic. 3. Little economic development in regions already established. 4. A loss of incentive for economic growth as industries will shy away from difficult traffic patterns. 5. An increase in traffic-related incidents due to increased freight traffic inter-mingling with local and tourist populations. 6. Little opportunity for rail upgrades to existing highways with minimal right-of way to spare, especially in the heart of Tucson. 	E-1 and AC-9		I- 1296 -2
Clawson	Jeff		Website	6/06/19 8:35 PM AT	<p>The purple and green alternatives not only allow a potential bypass alternative around the western Tucson region, but also an opportunity to service directly into the heart of Casa Grande. And most of the alignments recommended along these corridors reaching the western portions of Goodyear, Buckeye and Gila Bend are already designated as portions of state highways 303, 30 and 85. Why not upgrade the classification to Interstate and allow for new opportunities in funding and economic development?</p>	GlobalTopic_4		I- 1296 -3
Claybourn	Bradford		Website	5/31/19 12:22 PM AT	<p>The recommended corridor alternative does not address two glaring concerns I have for the safety and well-being of a residential community on that route. Another alternative does however by building the interchange south of Green Valley. Here is why I oppose the current recommendation. I'll put it in the form of two questions.</p> <ol style="list-style-type: none"> 1. Why would you subject the aging casual drivers of GV to the high capacity freeway with increased heavy freight traffic and other vehicle use? Bringing these two together is a perilous combination unnecessarily risking the safety of all motorists. The overview suggests bypassing existing residential communities as a guiding principle. Why not divert traffic around Green Valley? There are few if any commercial venues in this stretch of roadway. 	GlobalTopic_4		I- 1232 -1

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Claybourn	Bradford		Website	5/31/19 12:22 PM AT	2. Why would you not offer Green Valley the same 'Noise Abatement' benefits you provide Sahuarita? A high capacity interstate will increase noise levels into unacceptable levels. This could suppress property values and would definitely disturb essential qualities of the 'retirement lifestyle' presently enjoyed by many residents. In concept, this community probably never envisioned the load US 19 currently handles.	LU-6, N-1		I- 1232 -2
Clayton	John		Website	5/04/19 7:03 PM AT	As a future property owner near 83rd Ave and the 238 (We will have ownership of property next week), I support the route chosen through casa grande, hidden valley and west of Maricopa through the small community of Mobile. I believe this will greatly support future growth of the area especially around Mobile and through the rainbow valley area. Also, I believe the area is in desperate need of another route through the area to the Phoenix area. The only routes available for Maricopa is the 347 or to go through casa grande to the I-10. The 347 is already a dangerous route that needs upgraded. The I-11 route chosen will be a great alternative and will reduce traffic on the 347. Again, I support the chosen route due to future growth and transportation needs. Thank you.	GlobalTopic_4		I- 534 -1
CLAYTON	Thomas		Website	6/17/19 5:30 AM AT	I'm totally in favor of the proposed interstate 11. It brings new transportation options to the underserved area of Three Points. It also is the best use for what has become nothing but wasteland in recent decades.	GlobalTopic_4		I- 1605 -1
Clement	Sara		Website	5/07/19 5:38 PM AT	The proposed Avra Valley route west of Tucson will have a negative environmental impact on the Tucson Mountain District of Saguaro National Park. The proposed corridor would run adjacent to the Park and; threaten the survival of native wildlife, disturb archaeological sites, impede washes, increase the spread of invasive plants, degrade the visitor experience at Saguaro National Park. Why not simply widen the I-10 corridor through Tucson instead of tearing up the desert in Avra Valley for a new roadway.	GlobalTopic_4 and GlobalTopic_1		I- 617 -1
Clements	George		Website	7/08/19 10:40 PM AT	I am writing because of where two of the routes are running through the three points area and taking up people's properties and open range. This will affect the environmental of wildlife and will displace a lot of low income people. Plus we moved out here to get away from all the traffic and trouble that comes along with the interstate . The 3rd option your wanting to dismiss is expanding I-10 and I-19, and making more lane for going to Nogales, which was so post to do years ago for handling more traffic. That is the best option, there is plenty of area to widen I-10 and I-19. Thank you George	GlobalTopic_4		I- 3195 -1
Clifford	Gabe		Website	6/19/19 10:32 AM AT	This horrible project is going to displace hundreds of low income people like my mother living out in the desert who will have no where to live. These are their lifelong homes they have paid for.. How are they to start again? You are going to essentially put people out on the street. Their home and land values are no where close to enough to be able to buy a new and start over. Who ever decides this is an OK thing to do will be no friend of mine. I do not support this cause. Please stop.. Think and stop... Don't let some people who don't even live there make a buck off you while they displace thousands of people and get rich from it... Shame on Tucson council if the approve this.	GlobalTopic_4		I- 1769 -1
Clifford	Gabe		Email	6/19/19 1:00 AM AT	Sending you my thoughts this way since you link is bugged. This horrible project is going to displace hundreds of low income people like my mother living out in the desert who will have no where to live. These are their lifelong homes they have paid for.. How are they to start again? You are going to essentially put people out on the street. Their home and land values are no where close to enough to be able to buy a new and start over. Who ever decides this is an OK thing to do will be no friend of mine. I do not support this cause. Please stop.. Think and stop... Don't let some people who don't even live there make a buck off you while they displace thousands of people and get rich from it... Shame on Tucson council if the approve this.	GlobalTopic_1 and LU-1		I- 2490 -1
Clingerman	Judy		Website	7/07/19 2:37 PM AT	After reading some articles about the orange route using some existing infrastructure and does not interfere with swamp land and farm fields - I think the orange route is the best. The blue route goes thru swampland and fields that are important to wildlife, birds, and especially some endangered birds. It would be best to leave that alone, since the world needs wild life and birds , and the orange route doesn't particularly endanger them.	BR-1 and GlobalTopic_4		I- 2784 -1
Clossum	Melanie		Phone	4/22/19 3:52 PM AT	I would like to speak at the May 11 hearing at Marana High School. My name is Melanie [Clossum] XXX-XXX-XXXX. Thank you.	4/24/19 called Melanie Clossum, left a message for her to call back so that she could be helped to register to speak. She returned the call and she was signed up to speak.		I- 253 -1
Clower	Kimberly		Website	5/07/19 9:24 PM AT	I am opposed to the Avra Valley route because of the negative environmental impact it will have on the Tucson Mountain District of Saguaro National Park. The proposed corridor would run adjacent to the Park and threaten the survival of native wildlife, disturb archaeological sites, impede washes, increase the spread of invasive plants, and degrade the visitor experience at Saguaro National Park. Furthermore, I don't support the creation of another road that parallels I-10 so closely. I would rather expansions to I-10 occur than another route be created with its negative impacts to everything in its path.	GlobalTopic_4 and GlobalTopic_1		I- 627 -1
Clymer	Gregg		Website	7/06/19 6:41 PM AT	I would ask that the 'Orange Route' be the one chosen. I see no reason why Gila River marshland should be disturbed for a roadway when a slight push west would miss it altogether. There is little remaining marshland in AZ and that little bit should be preserved.	GlobalTopic_2		I- 2675 -1
Coast	Julie		Website	7/07/19 10:34 AM AT	I think it's vital that we take any and all REASONABLE steps to protect wildlife and bird habitats. After reading details of the plans, I request that you use the alternative ORANGE ROUTE, which would avoid harming these important spaces. I think having the direct route to Las Vegas will be a great benefit to our state, but we must protect these habitats. This is a reasonable step, and I urge you to take it.	BR-1 and GlobalTopic_4		I- 2735 -1
Coburn	Dana		Website	6/20/19 9:11 PM AT	NO BUILD!!!!	AC-6		I- 1864 -1
Coch	Frank		Oral	5/11/19 1:00 AM AT	Our existing roads are falling apart. Our government wants tax increases to fix our existing roads. Expanding I-10 instead of bypassing Tucson would cost three billion less taxpayer dollars. Imagine what three billion dollars could do fixing our existing roads in Tucson.	AC-7, GlobalTopic_1 and E-3		I- 1461 -2
Cochran	Jerry		Phone	6/14/19 1:00 AM AT	Yes, my name is Jerry Cochran. My address is XXXXXXXXXXX Marana, Arizona 85653. I'm just wondering, will this affect my land? And my other question is, if it does, when will the date be when it will be affected? That's it. Thank you. Bye.	LU-1		I- 2473 -1

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Coco	Keith		Website	7/08/19 5:52 PM AT	<p>As a homeowner who will be directly affected by the recommended corridor, I would like to express my displeasure at the disturbance of the Trust Land area off Phillips Rd.</p> <p>I believe the purple option is best as it uses existing roadways and disturbs the least amount of residents both indigenous and migratory.</p> <p>Please let me know the project timetable and send information going forward as I have not ever heard about this project until last week and was never informed of any meetings.</p>	<p>GlobalTopic_4, CO-1, CO-2, BR-1; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		I-3105-1
Coco	Virginia		Website	7/08/19 5:47 PM AT	<p>As a homeowner who will be directly affected by the recommended corridor, I would like to express my displeasure at the disturbance of the Trust Land area off Phillips Rd.</p> <p>I believe the purple option is best as it uses existing roadways and disturbs the least amount of residents both indigenous and migratory.</p> <p>Please let me know the project timetable and send information going forward as I have not ever heard about this project until last week and was never informed of any meetings.</p>	<p>GlobalTopic_4, CO-1, CO-2, BR-1; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		I-3097-1
Coghlan	Patricia		Website	6/30/19 1:30 PM AT	<p>As a wildlife rehabilitator, this project would have a very negative impact on our Sonoran desert creatures. Saguaro Park is a haven for wildlife and this proposed interstate would cause a tremendous amount of roadkills and habitat destruction. Not to mention the disruption of nocturnal animals from the lights and noise. This interstate has been poorly planned and is not environmentally sustainable.</p>	GlobalTopic_1, BR-1, R-2, N-1 and V-1		I-2233-1
Cohen	Mary		Website	7/07/19 1:51 PM AT	I like the proposed Orange Route. I agree with the Audubon Society. Let's protect the Birds. Thank you. Mary Anne Cohen	GlobalTopic_4, GlobalTopic_2 and BR-3		I-2773-1
Cohn	Scott		Website	6/21/19 6:50 PM AT	<p>I would prefer that AZ add 2 lanes each direction to I10 and I19 if needed rather than build I11 to parallel I10. That is a waste that consumes more than twice the open land and causes significant disruption to currently quiet land. If you build I11, have it start from I 8 and go north. Also, add a highway from I19 to I10 that only exits to the airport. Most airports have highway accessibility rather than 10 miles of streets with too many stoplights. I doubt traffic coming from Mexico to go East stops in Tucson. The same for traffic coming from the East to go to Mexico. The Airport Highway would allow that traffic to bypass the city, ease that congestion in downtown where I19 meets I10, and make airport access much better.</p>	GlobalTopic_1 and PN-3		I-1921-1

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Colbert	Marsha		Website	7/07/19 9:05 PM AT	<p>Comments on I-11, specifically in the South region near Tucson, Arizona:</p> <p>I only find two of your alternatives acceptable: the No Build Alternative and the Orange Alternative.</p> <p>The Purple and the Green Alternatives are absolutely unacceptable due to the impacts of building new corridors: C and D, respectively.</p> <p>My objections include economic impacts to Tucson with the loss of traffic on I-10 to and from Mexico and Phoenix, among other sources of visitation and revenue.</p> <p>Your own Environmental Impact Statement says: "The Orange Alternative provides the most access to economic activity centers . . ."</p> <p>The Orange Alternative, of the Build Alternatives, is the least costly (of course, the No Build Alternatives is the least costly overall): Capital costs for Purple \$ 2,371,714,000 for Option C Green \$ 2,082,061,000 for Option D Orange \$ 585,899,000 for Option B</p> <p>Secondly, there is little travel time difference between the Orange/No Build alternatives vs. the Purple or Green Alternatives: Nogales to Casa Grande: Orange or No Build: 133 min; Purple 117 min (16 min less); Green 121 min (12 min less).</p> <p>Thirdly, we know what the result of building I-40 was on towns that were by-passed by the interstate; if you haven't watched the movie "Cars" or visited some noted cities along Route 66 like Seligman, AZ, you should. The result is economic decline in the cities/communities by-passed. For the purple (preferred) and green alternatives, this includes Tucson.</p> <p>In conclusion, I am opposed to the preferred Alternative, as well as to the Purple and Green Alternatives and specifically to Options C and D which build new corridors adjacent to Saguaro National Park West, Tucson Mountain Park, and Native American sovereign lands.</p> <p>I only support the No Build Alternative or the Orange Alternative. These alternatives avoid a "western bypass" of Tucson and "minimize impacts to parks and water recharge areas." They will also lessen the economic impacts on Tucson of the preferred and other two alternatives (Purple and Green). Tucson was hit hard by the economic downturn beginning in 2008 and has not fully recovered from the economic challenges associated with that time including cost shifting from the state government to county and other local governments and cuts to vital services like K-12 education, community colleges, and universities.</p> <p><i>Thank you for your consideration! You have my contact information above.</i></p>	GlobalTopic_4, GlobalTopic_1, and E-1		I-2869 -1
Cole	Charles		Website	7/07/19 4:11 PM AT	<p>A massive environmentally destructive construction project does not belong in Avra Valley. The proposed interstate would separate and negatively impact the basically untouched Sonoran Desert around or between Ironwood National Monument, Saguaro National Park West, the Tucson Mountains, and the Arizona-Sonora Desert Museum. The destruction of pristine desert goes further in that an interstate would create a barrier to gene flow in native fauna of the area, including many threatened and endangered species. Our civilization must stop unnecessarily modifying and destroying large areas of the planet, as our actions in many cases are decaying our own quality of life. One of the largest human modifications in Avra Valley has been the formation of the very large settling ponds for water brought in by the Central Arizona Project, to provide necessary water for Tucson and other areas. The continued success of this important water providing system will also be threatened if the interstate is built in Avra Valley. And if the interstate were to be built in Avra Valley, the highway would be only the beginning of the destruction. Shortly after construction, other destructive developments would start to spring up all along the interstate, making things worse.</p>	GlobalTopic_1, LU-3, R-2, R-1, BR-4, BR-2, LU-3 and WR-1		I-2812 -1
Cole	Charles		Website	7/07/19 4:11 PM AT	<p>If we really need a new interstate in this part of southern Arizona, there is no question that the place to build it is in the I-10 corridor. This area has already been trashed out by I-10 so improving it would not be destructive with lasting negative consequences. Besides, part of I-10, especially between Tucson and Casa Grande are hazardous and need to be improved. One way to make the newly constructed portion through the Tucson area would be have the newly built lanes be express lanes that just go through Tucson without having on-ramps or off-ramps in the area of the city. Using the I-10 corridor is not only a preferred alternative to using Avra Valley, but it is the only viable alternative considering all others that have been discussed in the past. All other alternatives ignore the need for humanity to stop unnecessarily destroying the planet. It is time to get real and stop ignoring the consequences of our actions.</p>	GlobalTopic_1		I-2812 -2

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Cole	Dustin A.		Email	6/04/19 1:00 AM AT	<p>[https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.attorneysmasterclass.com%2Fglobal_pictures%2Fcoleemailheader.png&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cfd5cdf8ec3f649c105f808d6e8fa4d1c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C636952559071168173&sdata=jx7HlPXBkRi50EMRd4ScZmaE7a2jkcYcqBeYnktOxM%3D&reserved=0]</p> <p>06/04/19</p> <p>Dear Department of Transportation Officials:</p> <p>I am an owner of property in the Vista Royale development, whose property is threatened by the potential proximity of I-11. The proposed routes are arbitrary, seemingly made without full consideration of the impact on the quality of life and the damage to property values they will cause. This property is my single property investment for my retirement. Its devaluation will be damaging to my future. Please consider the alternative routes suggested by https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.protectourwickenburglifestyle.com%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cfd5cdf8ec3f649c105f808d6e8fa4d1c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636952559071168173&sdata=HHpnkM4sf0mseK%2Fz%2B3zNKPJlqbsxrQ2SIGAZ9Rq58%3D&reserved=0 which would seem to not cause any significant change in project costs, and would result in greater protection for the many aspects of Wickenburg lifestyle which have made it a mecca for retirees.</p> <p>Sincerely, Dustin A. Cole Attorneys Master Class Helping Attorneys Build More Profitable and Successful Businesses XXXXXXXXXXXXXXXX, Longwood, FL 32750 XXX-XXX-XXXX e-mail: XXXXX@attorneysmasterclass.com Dustin's law practice & marketing blog https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fresipsalawyer.com%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cfd5cdf8ec3f649c105f808d6e8fa4d1c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636952559071168173&sdata=lunKgZzmGpAKQwajC%2BmXjCKwkR2BZ9UkhQUhtvXjOel%3D&reserved=0 Website: https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.attorneysmasterclass.com%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cfd5cdf8ec3f649c105f808d6e8fa4d1c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636952559071168173&sdata=Vigy3UMFAl5ksunz5l%2BIQpSBnGiWS26seBnb0Ht3aw%3D&reserved=0 This e-mail is intended for the addressee only, and may contain confidential or privileged information. If you have received this communication in error, please notify the sender and delete this message.</p>	GlobalTopic_4 and GlobalTopic_5		I- 1683 -1
Cole	William		Website	5/29/19 8:28 PM AT	<p>The current plan brings I-11 too close to Vista Royale on Hwy-93 near Wickenburg Ranch. These two developments both desire a sound reduction. We are hoping that the route would join Hwy-93 near the junction of Hwy-71, instead of the current point designated on the map.</p> <p>Thanks</p>	GlobalTopic_4 and GlobalTopic_5		I- 1193 -1
Coleman	Jane		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: All right. Thank you. Jane Coleman.</p> <p>JANE COLEMAN: Well, I too live in Vista Royale. I really love the subdivision, and we decided, I think it was 11 years ago, to move out there because we have horses. We had lost a horse boarding it. We wanted to take care of our own animals. And, oh, boy, here it is, a horse facility we love, we can ride. And, you know, when I heard about the corridor -</p> <p>I think you should build the corridor, number one. But when you get up towards us, we don't have the choices you've got down south. You're all zooming in, all three options, right into Vista Royale. And I don't understand that. I think we should have a little better choice. Just move it a little bit further west. It's straight out there. Don't give up our tanks and our wildlife.</p> <p>We have 93 to the east of us. This is why I was excited about I-11. Oh, the traffic there is horrible. It's on the east side of Vista Royale because it's so busy. I know we're selfish, and I know it won't last forever, but I hope it's a long way away that you come that close and cut off our subdivision.</p> <p>Try to go up further west toward where 71 meets 93, not that much further, and all the trucks will love it. We don't need an interstate near town. We have 93, that's very busy coming up already with 60 and 93. So the city fathers, all they need is another road coming in from there, maybe 60.</p>	GlobalTopic_5 and GlobalTopic_4		I- 1005 -1
Coleman	Kathleen		Website	7/08/19 10:12 PM AT	<p>I disagree with the route through Avra Valley, the impact on the desert would be awful. It would be much cheaper and less of an impact on environment to widen I-10 through Pima County.</p>	GlobalTopic_1		I- 3184 -1
Coleman	Sue		Website	6/22/19 8:12 AM AT	<p>I am not opposed to this project but I would like the orange route. I do oppose the blue route due to noise and loss of homes for residents.</p>	GlobalTopic_1 and GlobalTopic_4		I- 1936 -1
Collazo	Debbie		Website	7/02/19 4:34 PM AT	<p>I support keeping the current I-10 corridor through the Tucson metropolitan area without building a new interstate highway in Avra Valley. State-of-the-art engineering and technology enhancements should afford solutions for increased traffic without the environmental damage that a new I-11 corridor will bring.</p> <p>Please enhance the existing I-10 corridor and increase the use of rail between Tucson and Phoenix rather than build a new interstate that will adversely affect treasured protected areas beloved by Tucsonans and visitors alike.</p>	GlobalTopic_1, AC-3, AC-9		I- 2328 -1
Collazo	Debbie		Website	7/02/19 4:34 PM AT	<p>My particular concerns are the loss of wildlife migration corridors and the loss of Sonoran Desert habitat. Saguaro National Park West, Ironwood Forest National Monument, Tucson Mountain Park and the Arizona-Sonora Desert Museum will all be negatively impacted by a new interstate highway in Avra Valley. Air pollution, light pollution, noise and impairment of views will come with a new corridor. The area should be kept rural.</p>	GlobalTopic_1, BR-2, BR-1, R-1, R-2, AQ-1, V-1, N-1 and LU-3		I- 2328 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Collett	Merrill		Oral	5/08/19 1:00 AM AT	<p>MERRILL COLLETT: My name is Merrill Collett. I'm a resident of Tucson permanently, and I'm speaking in opposition to the recommended corridor alternative.</p> <p>I am a docent at the Arizona Sonoran Desert Museum and speaking only for myself, not for the Desert Museum, but I think I do speak for the Desert Museum informally. I know they're in opposition to this. And I think I speak for my fellow volunteers. There are 500 of us in various capacities in the Desert Museum.</p> <p>I don't know if you folks have had an opportunity to visit the desert museum or if you know very much about it. It was settled in 1952 by two visionaries who brought to this community an essential idea integrating it into the surrounding environment, which has very clearly made a difference in Tucson, the way Tucson goes about relating to its environment.</p> <p>So the Desert Museum is a fundamental institution of this community.</p> <p>My actions as a docent are to take people from all around the world, because we get visitors from almost every country. Thousands and thousands of people come to the desert museum.</p> <p>And as a docent, I have been trained in natural studies in relation to the desert. I take them and show them what we have built, what we have protected, and what we believe in here in Tucson.</p> <p>One of the places that I take them is an overlook that looks directly over the Avra Valley, and I show them the sites where we deposit water into the aquifer. I point to Baboquivari, the sacred peak of the Tohono O'Odham people, and I show them the Avra Valley.</p> <p>And I'm very proud to show these folks who come from densely populated city centers in the East Coast of the United States or in Europe that we have preserved this space here in Tucson, that we represent something more than simply commercial values, that we care about this land around us.</p> <p>This is our message that when I show them this beautiful valley that we have learned how to live with, not restrictively, but cooperatively, where we have agriculture as well as residents, and we have the best open space.</p> <p>Now, you folks are proposing to run -- essentially run a freeway through our backyard.</p> <p>When people come to this overlook, I'm going to take someone here from Germany, and I'm going to point to that freeway, and I'm going to say, "This is what's wrong with political processes in the United States, that someone can think about running asphalt through the middle of something that is very obviously worth preserving and protecting from all the forces that destroy the environment in this world."</p>	GlobalTopic_1		I- 1329 -1
Collette	Jim		Website	5/13/19 10:34 AM AT	I am strongly opposed to any alternative that would include the construction of Interstate 11 in Arizona. It would completely destroy and isolate a linear portion of central and southern Arizona and to what purpose? Unmanaged growth in an era of diminishing resources, that's what. I recommend that you enhance and widen the existing I-10. You can start with the dangerous two-lane restrictions between Phoenix and Casa Grande. I-11 would create an isolated island of nature between it and I-10 and I-19, eliminating what little easement there is for wildlife in this area. It would utterly destroy the nature and attraction of Avra Valley and undeveloped portions of the Gila Indian reservation. Why would the state invest billions more in an unnecessary highway when existing corridors, such as highway 89 between Flagstaff and Page, are in dire need of improvement and vast sections of I-40 are a mess of potholes and unmaintained asphalt? I repeat---NO INTERSTATE 11!!!!	GlobalTopic_1		I- 863 -1
COLLINS	REGINA		Website	4/18/19 9:53 AM AT	The traffic noise and especially the truck traffic on I19 between Green Valley and Tucson is getting so bad that conversation in our own backyard is becoming difficult. Truck air brakes (Jake-brakes) can be heard throughout the night. Sound barriers should be put up to prevent the constant level of noise from this major HWY and truck route between Nogales and Tucson. Please return our community to the peace and quiet we moved here to enjoy.If you need samples of the noise, I will be happy to record a typical day and send to you. The nearest exit ramp to our home is Continental.	LU-6, N-1		I- 150 -1
Colodner	Debra	Arizona-Sonora Desert Museum	Phone	5/30/17 4:40 PM AT	Hi, this is Debbie Colodner at the Desert Museum, the Arizona Desert Museum in Tucson, and I was calling to find out about the public hearing speaker preregistration for the Tucson hearing for the I-11 Draft EIS and wondering what the speaker line up is going to be like and if we should preregister as speaker. My number is XXX-XXX-XXXX and it's Debbie at XXX-XXX-XXXX.	Commenter was contacted and confirmed she spoke at the Tucson public hearing.		I- 408 -1
Colodner	Debra		Website	4/15/19 10:34 PM AT	Please extend the public comment period to 120 days to allow for more thorough vetting of public concerns	GlobalTopic_9		I- 77 -1
Colodner	Debra	Arizona Sonoran Desert Museum	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 16 -1
Colodner	Debra	Arizona-Sonora Desert Museum	Website	6/17/19 2:41 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 30 -1
Colson	Candice		Website	6/20/19 9:21 PM AT	Please don't waste the time and money on this useless plan. Use the funds to rebuild Highway 10 and Highway 19 and leave the desert alone.	GlobalTopic_1		I- 1866 -1
Colvin	Margaret		Website	6/11/19 8:16 PM AT	I moved down here from Seattle wasington to the quiet and beautiful dessert of western Tucson. I purchased my forever home and will be watching the desert disappear and make a decision of selling and moving to another state with common sense. Use the freeway you have now and see how much damage this freeway will do. This will allow the people how brake into homes, cars and whatever an easy access to run. And the traffic would cause the wild life to fall victim to traffic, people will loose there homes and it will split the communities. I am a angry citizen.	LU-3 and GlobalTopic_1		I- 1487 -1
Colvin	Margaret		Website	6/16/19 1:37 PM AT	I had sent in a comment earlier but I wish to add. I am in agreement that to continue on 10 and 19 is the most responsible direction and use of money. Thank you Margaret	GlobalTopic_1		I- 1585 -1
Colvin	Michael		Website	4/16/19 8:01 PM AT	I don't understand how there is money to pay for this when the existing roads in Arizona are poorly maintained, where is the money going to come from to build and maintain this road?	AC-7		I- 112 -1
Colwell	Francis		Website	5/04/19 12:26 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 527 -1
Combs	Richard		Website	7/08/19 6:04 PM AT	I am against the construction of I-11 through Tucson. I am shocked that it is being considered so close the Saguaro National Park West and I am concerned about how it will affect the wildlife in the area. The point of the national parks is to preserve these lands and protect the natural ecosystems that are part of it. Please do not approve the I-11 construction through Tucson.	GlobalTopic_1, BR-7		I- 3107 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Combs	Sara		Website	7/02/19 12:07 PM AT	<p>When I first heard about this I-11 proposal and route, I was in tears. My husband and I recently came to the west side of Saguaro National Park to create our dream - a small inn bordering the park where people could reconnect to nature. While working on bringing this old inn back to life, we've been sharing the progress and have witnessed so many people fall in the love with the Sonoran desert—the plants, the animals, the stars, and the life changing sunrises and sunsets.</p> <p>To say that I oppose the I-11 proposal is an understatement. While I understand the need to connect cities and industries for trade and business reasons, it's unacceptable to take out a precious ecosystem in the process. Not to mention, if the concern is creating industry in the area, we have first hand seen the huge potential for a growing tourism industry here. One that is however not based on highways and malls, but enjoying the beauty of this natural landscape.</p> <p>Please consider widening I-10 as an alternate to this destructive and selfish proposal that would destroy these lands, displace wildlife, and have a serious negative impact on the business my husband and I have come here to create. This is not helping the local economy, but rather is a proposal to destroy it.</p> <p>Sara Combs @thejoshuatreehouse</p> <p>[Attachment: Domino Magazine tear sheet]</p>	R-2 and E-2 and GlobalTopic_1	Combs_S_I2314	I- 2314 -1
Conder	Ralph		Phone	6/03/19 1:00 AM AT	Please use the most logical, efficient, economical and feasible method to determine where the I-11 should be. These people in Vista Royal, don't listen to them at all. Please do exactly what I said, logical, efficient, economical and feasible path. That's the way to go. We've got to get rid of this problem on 93. Thank you very much.	GlobalTopic_4 and GlobalTopic_5		I- 1677 -1
Condes	Annmarie		Oral	5/11/19 1:00 AM AT	<p>MS. ANNMARIE CONDES: My name is AnnMarie Condes, and I'm a resident of Tucson. I actually lived over on San Joaquin as well.</p> <p>So the proposed routes, both of them, one of them goes right by my home; the second one, I would live apparently next to a freeway, which is not why I moved to where I moved. I did move and have lived there for eight years. Had I known this freeway was actually coming through, I would never have purchased my property.</p> <p>So, again, I don't think that there's a lot of communication between ADOT and the residents. I am totally against the Avra Valley route. The impact that the Avra Valley route has will have an impact not only on the Sonoran Desert landscape, but the environment, the biological systems that are within the Sonoran Desert and within the Tucson Monument Park, in addition the CAP and the Tucson water recharge pools, which are in my backyard, and not to forget, the residents that the proposed Avra Valley route would have an impact on.</p> <p>And I'm just going to also throw in there, I have horses and chickens and pigs, and I would like to know how I'm supposed to relocate all of that.</p> <p>In addition to that, we do have a railroad that could be used to transport most of the goods that the trucks bring from the south to the north, and vice versa.</p> <p>I believe that our Sonoran Desert should be preserved at all costs, as we don't have much untouched lands left in Arizona, let alone the United States. Thank you.</p>	GlobalTopic_1 and R-2 and WR-1 and LU-3 and AC-9		I- 1421 -1
Condes	Annmarie		Oral	5/11/19 1:00 AM AT	Anyway, so moving on to my -- the I-10/I-19 route should be the only route considered, as the infrastructure is already in place. The cost of the Avra Valley route is billions of dollars more than the I-10/I-19 option. This choice of an Avra Valley route is not an option, as it is an irresponsible use of funds. It is a waste of the environment that we have out in the Avra Valley and Tucson Mountain Park and the Sonoran Desert area. It is not a necessary roadway either, as there is the I-10/I-19 that can be widened.	GlobalTopic_1		I- 1421 -2
Connelly	Jennifer		Website	7/06/19 4:42 PM AT	I do NOT want this stretch of the proposed I-11 to go through my neighborhood, and I do NOT want my tax dollars wasted when there is already a useful route to Buckeye/Wickenburg via I-8. It is a waste of tax dollars and will disrupt too many homes and native animals.	GlobalTopic_4 and GlobalTopic_7		I- 2664 -1
Cono	Barbara		Phone	6/18/19 1:00 AM AT	Hi, I would like to ask people questions about the I-11 freeway. I cannot find a number to call. Please call me back so I can ask you questions. My phone number is XXX-XXX-XXXX. That's XXX-XXX-XXXX, my name is Barbara Cono. Thank you.	A message was left explaining how to comment.		I- 2497 -1
Cook	James		Website	5/08/19 5:59 PM AT	I oppose the proposed I-11 project. If implemented, it will encourage urban sprawl away from the core of Tucson and into an area that should not be compromised. It will ruin the quality of life for current residents and ruin the experience for visitors to the Arizona- Sonora Desert Museum and Saguaro National Park. The desert museum and the park are major attractions to our area and contribute significantly to our local economy. If implemented, it will harm our local economy, quality of life, encourage urban sprawl, and sensitive cultural and natural resources. This is a terrible idea!	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 669 -1
Cook	Jim		Oral	5/08/19 1:00 AM AT	<p>JIM COOK: Jim Cook. Good afternoon. I'm a resident of Tucson, Arizona, and I wanted to address the I-11 proposed recommended corridor.</p> <p>I am opposed to this recommendation, primarily because of the quality of life that will be impacted on particularly the area around Avra Valley.</p> <p>I'm very concerned about the impact also on the Saguaro National Park, the Arizona Sonoran Desert Museum, and the Ironwood National Monument.</p> <p>Particularly from a visitor experience perspective, if that corridor does happen, the visitation, the quality of the visitation, would be severely compromised.</p> <p>Beyond which, it is recognized that the Desert Museum and the Saguaro National Park are world-class destinations, and people come from all over the world. The economic impact from those visitors are significant for our community.</p> <p>So I'm very fearful that the corridor would negatively impact our economic vitality here in Tucson and in the region.</p> <p>So those are my primary concerns. Further, the quality of life and urban sprawl. If the corridor does go into Avra Valley, that opens up much more development well beyond what we can sustain here in Southern Arizona.</p> <p>And so quality of life, economic impact, visitor experience to these world-class institutions.</p> <p>So those are my comments. Thank you very much.</p>	GlobalTopic_1, E-2, R-2 and LU-3		I- 1337 -1
Cook	Susan		Website	7/08/19 3:41 PM AT	We are opposed to the road as it is too close to our home in Cantamia, prefer it be relocated as Goodyear is suggesting. Sue Cook	GlobalTopic_2		I- 3028 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Coon	Barbara		Oral	5/08/19 1:00 AM AT	<p>BARBARA COON: My name is Barbara Coon. We've lived in Tucson since 1972, a lot of the time being (undecipherable) sunshine, but I didn't care. We were here.</p> <p>We participated in the 1974 citizens bond -- the citizens past bond issue in order to buy and swap the land for Catalina State Park. So there's a long tradition of citizen activism in Tucson, with good results.</p> <p>So with that being said, I'm extremely disappointed to see that nobody has thought about putting up a rail alternative.</p> <p>We don't need to move entire individual trucks from one border to another. What we need to move is the stuff that they're hauling. Building a modern high-speed rail line would be so much more efficient and less polluting than allowing masses of separate trucks, each hauling a single trailer instead of stacking the trailers on railcars linked together with a couple of engines on each end.</p> <p>Given that this option has not been presented, the least harmful solution is to use the orange corridor from Nogales to west of Casa Grande and then link up with the green corridor into Buckeye, or whichever existing road would produce the fewest mile travel, because I understand that gold standard for truckers.</p>	GlobalTopic_4, AC-9, AC-1, and As detailed in Appendix E2 - Travel Forecasting Methods and Analysis Report, freight information was gleaned from the following reference: ADOT. 2017. Arizona State Freight Plan. Prepared by CPCS Transcom Inc. for the Arizona Department of Transportation. November 2017.		I- 1338 -1
Coon	Barbara		Oral	5/08/19 1:00 AM AT	Under no circumstances should so-called green alternative be chosen. There's nothing green about it. Thank you.	GlobalTopic_4		I- 1338 -2
Coonts	Beth		Website	5/10/19 8:54 PM AT	We are residence of Sahuarita. We live right where the route through shauarita which is twin buttes and el Toro rd. Reading all the material and going to your meeting your alternative for this route states that is no empact to the communitie. Well it will have a lot of impact to a lot of resdince in this area all they way up west of shauarita. It will not only displace us out of our family how it will do that to a lot of other as well. Dont see the need to put a highway way out in the middle of no where when I 19 and I 10 exist and can be improved to handle the traffic. The study and the the money for this I-11 is a big waist of money and could be used for the existing roads. Really upset ourselves that all of our blood sweat and tears can just be whipped out for an un needed road. We understand that there would be a buy out. But it doesn't replace the fact that we like our home and would be displaced when there are other routes that wouldn't impact us as well as every home you plan to take out. The route that will destroy one of the pretty deserts in the southwest. And what for a very unnecessary road. People better take this decision into great consideration of how much you will destroy. Sincerely Steve and Beth Coonts	GlobalTopic_4		I- 744 -1
Coonts	Steve		Website	6/26/19 9:51 AM AT	We are a resident of Sahuarita in the path of the I 11. It is heart breaking to think we could loose our house to something that we have worked very hard for. Bit putting that all aside. Putting a new freeway parallel to the existing I 10 is just stupid. When you have an existing I 10 that with improvements to I 19 would work and be a lot less expensive and alot less evasive to the sonoran desert that we are famous for. People from all over come to see and explore our area. Sahuarita was in the top three places to live for being an nice small town. Putting a freeway though the middle of it would ruin that effect and bring a lot of trash that comes with the big interstates. Avra Valley is in the same boat. Tucson city council would rather have it run through Tuscon as well. To destroy a desert and all the monuments along the way would be a big mistake The portion between wickengburg t8o Las Vegas is using existing routes with improvements to the roads. In closing use the existing I 19 to I 10 route leave the desert alone. Be smart use the roads we have.	LU-1 and GlobalTopic_1 and AC-7		I- 2070 -1
Cooper	Andrea		Website	7/03/19 12:39 PM AT	I oppose I-11 for many reasons. The proposed route will go straight through multiple neighborhoods. It will cause pollution and noise with no benefit to the communities that it is disrupting. I assume that some properties are directly in its path and will be seized regardless of whether the property owners want to move or not. We have a lot of seniors in our community and it will be a great hardship for them to be forced to relocate. Personally my husband and I have a business run from our home and it would be impossible for us to relocate. Initially the building of I-11 would create some jobs but once it is completed it would be very damaging to our economy since there are very few ramps on and off the freeway. People would bypass Tucson completely and our economy would suffer.	GlobalTopic_4, GlobalTopic_1, LU-1, E-1		I- 2501 -1
Cooper	Anna		Website	6/10/19 3:29 PM AT	As a Tucson resident I am absolutely opposed to the entire idea. It would be an environmental disaster to carve up our beautiful, currently almost-undeveloped local desert, as well as for our water supply (we already have issues with water contamination and this would multiply the risks of that). Please say no!	GlobalTopic_4 and GlobalTopic_1		I- 1312 -1
Cooper	Casey		Oral	5/11/19 1:00 AM AT	<p>MR. CASEY COOPER: My name is Casey Cooper. There are many things that come to mind in looking at the proposed I-11 plan. Many have been covered in the corridor trap. There are several concerns to express.</p> <p>The people in this area live here for the major reason of being away from the city and what comes with it, the silence, seclusion, mainly the lifestyle.</p> <p>I-11 in the Tucson area is just a redundancy for something that already exists and works, I-10. I-11 will cause several issues: Noise pollution; containment and constriction of wildlife; an individuals' issues with recreation, hunting; agricultural ranches and farms; ecosystems for the wildlife; the homesteads of our people; hiking trails; camping; adventuring; quadding; things of that nature.</p> <p>As a pilot, I see how beautiful this land -- this valley is on a weekly basis, and I-11 would be a severe scar and tender zone. I say scar because once it's here, we don't get what we lost back. It's easy for the people pushing for I-11 to think it's great when they have nothing to gain and nothing to lose like the individuals that this greatly affects.</p> <p>People I know will be involuntarily pushed into moving, and others have expressed voluntarily moving out. This area has some of the worst roads in the county, yet you suggest a new interstate. We've been begging for repairs to our roads with the tax dollars pouring into the economy, with no result. And don't forget about the damage to our vehicles. The roads we have are destroyed, and citizens want repairs. Why push for something the citizens don't want and not give us what we need?</p> <p>I speak for myself and many others when I say that I'm in support of the no-build alternative. Under the no-build alternative, the roads would be improved that already exist, including the I-10 and many other passageways for proficiency and productivity, which would benefit our local economy for its citizens, its travelers, such as the Gem Show, the Saguaro National Monument, things of that nature. I-10 is an accessible passage, one that works. Don't sidestep what we have.</p> <p>This country was made great by fixing what we have and not getting something new when we can make something better. Don't diminish our gifts.</p>	GlobalTopic_1 and N-1 and AC-7 and AC-6		I- 1431 -1
Cooper	Jacob		Website	4/17/19 10:49 PM AT	Please do not build this highway. We do not want to see more of our pristine desert destroyed, certainly not for a road that won't solve any problems. It's time we invest money into repairing and maintaining already built infrastructure, I-10/I-19 and more. Local Tucson business depend on the tourism and traffic that come in with the freeway and this road. It will only hurt us and feed into more urban sprawl. Let's keep our deserts safe and keep the Tucson economy fed. We can do better than this and we must do better than this. Please oppose this highway!	GlobalTopic_1 and LU-3		I- 143 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Cooper	Jason		Email	5/19/19 1:00 AM AT	To who it may concern I am looking to find out if my property is going to be affected by the eye 11 project. My address is XXXXXXXXXXXX, Tucson AZ 85743 Thank you Jason Cooper Sent from my iPhone	LU-1		I- 1130 -1
Cooper	John		Website	7/08/19 4:26 PM AT	I am a resident of Avra Valley and I oppose the potential construction of the I 11 corridor. My main concerns are the impact to the environment and wildlife, the noise and light pollution this highway will generate and to my way of life. I moved out here to get away from all the noise and city lights. Now you want to run a highway through my backyard. Stop destroying the land that we have left. You keep taking and taking more and you can't get it back. I ask that you please reconsider building any new highways and suggest you find improvements you can make to the existing highway infrastructure to achieve the goals you are looking for.	GlobalTopic_4 and GlobalTopic_1		I- 3057 -1
Cooper	Karen		Phone	5/17/19 1:00 AM AT	Hi, my name is Karen and I am quite surprised and aggravated that you would consider taking the I-11 so close to the town of Wickenburg and basically destroying two neighborhoods, Black Mountain and Vista Royal, when there is state trust land that you could easily go up to 71 and cut across 71. I will make sure that the town of Wickenburg understands that they have thrown these neighborhoods under the bus basically and are not being very good to the people who live in the community at all for their stupid ideas that people are going to jump off and come into Wickenburg and shop off I-11. But anyways, I hope you will seriously consider changing the route and not destroying these two neighborhoods. Thank you for your time. Bye.	GlobalTopic_4 and GlobalTopic_5		I- 1125 -1
Cooper	Logan		Website	7/03/19 9:36 PM AT	I oppose the proposed route adjacent to Saguaro National Park West. As a resident of Tucson, it's unclear as to why the I-11 corridor needs to run through Avra Valley at all. I-10 essentially services the same corridor, and for the cost, it makes no sense why I-10 cannot simply be expanded for additional commercial traffic rather than add a whole new section of freeway. Considering the significant impacts to wildlife, unique to the Sonoran desert, as well as aesthetic value, this freeway proposal makes no sense. Personally, I would support an effort to expand I-10 and I-19 from Nogales to Casa Grande, as well as an expansion of SR-86 from Gila Bend to Goodyear through to Wickenburg or another route along the Hassayampa.	GlobalTopic_1, GlobalTopic_4		I- 2527 -1
Cooper	Megan		Website	7/03/19 12:58 PM AT	The proposed I-11 corridor will seriously damage the communities it would run through if built. The construction and pollution will adversely affect both the people living in these neighborhoods, and the natural environment. Saguaro National Park and the Ironwood National Forest deserve preservation and protection, and this corridor will hurt many of the desert species that inhabit these areas. As for the affect on communities, the proposed route will force many people out of their homes. Avra Valley is home to many senior and low income families, as well as local businesses that would be hurt by relocation. Also, any jobs that this project creates are temporary, and will not benefit our community in the long run. The corridor will also hurt Tucson as a whole. If the city is completely bypassed, it will hurt our economy by lack of people passing through. Whatever benefit this corridor might bring, it is not for the people who live here.	GlobalTopic_1, E-1		I- 2503 -1
CORBETT	MARK		Website	6/22/19 9:52 AM AT	First, I live in California but my Son lives in Phoenix. I understand the need to build I-11 and strongly support it, but I don't understand why you want to build it to Nogales or thru the Avra Vally, which the residents there strongly oppose. May I suggest building I-11 to Lukeville, generally following AZ-85 Highway. Another option is Douglas. If you insist on building it to Nogales, then I-11 should follow U.S. 60 Highway thru Phoenix to Apache Junction, then south on AZ-77 and AZ-79 to connect to the north end of I-19 rather than following proposed I-10 route. Why go thru Casa Grande? That makes no sense unless you intend to go straight south from the I-10 / I-8 connection thru the Indian Reservation, and you know they won't want it to go there. Personally I think that I-17 should be built to Lukeville and I-11 should be built to Yuma or Douglas.	GlobalTopic_4 and GlobalTopic_1 and AC-1		I- 1942 -1
Corbin	Donna		Website	6/15/19 2:26 PM AT	As a near neighbor to the proposed section of I11 that skirts the Saguaro National Park West I am vehemently opposed to the road. Aside from the fact that is a completely unnecessary project (why not just widen I10), it would destroy the serenity and beauty of a magnificent natural area and the community of residents who presently live in harmony with it. We know full well that America's aging and in places dangerous infrastructure is in need of an influx of money, this would clearly be a wiser use of funding.	GlobalTopic_1, N-1, V-1 and R-2		I- 1556 -1
Corbo	Karl		Website	4/27/19 7:56 PM AT	Please build I-11 from Wickenburg to Interstate 10 first. This makes the most sense and will have a decent amount of use.	GlobalTopic_4		I- 301 -1
Corbo	Karl		Website	4/27/19 7:56 PM AT	It would be great to have a fully functioning interstate route between Las Vegas and Phoenix first before constructing the Southern Portions.	GlobalTopic_10		I- 301 -2
Cordery	Andrew		Website	6/21/19 5:05 PM AT	No I-11 bypass in Pima County! Our national park and other fantastic recreation areas would be forever damaged and a large chunk of our tourist industry would be wiped out taking jobs with it. We must protect this chunk of the Sonoran desert for future generations to enjoy.	GlobalTopic_4 and GlobalTopic_1		I- 1911 -1
Core	Andrew		Website	7/09/19 12:53 AM AT	I do not think ADOT should build another interstate roughly parallel to I-10 through Avra Valley and the area west of Picacho Peak. It would disrupt and destroy a sensitive area for birds and other wildlife; a significant portion of the state's Crested Caracaras and Mountain Plovers winter in this area. In fact it is the best place in the state to see these species, and many others as well. An interstate would bring a lot of development and traffic to this corridor, and for what benefit to Arizona? It seems like it would be mostly traffic from elsewhere, headed somewhere else. Many people come to our state to enjoy the scenery and wildlife. Please preserve it.	GlobalTopic_1 and BR-1 and LU-3		I- 3214 -1
Corey	Les		Website	7/08/19 1:28 PM AT	I strongly oppose the Recommended Alternative for Route I11 through Avra Valley. As a retired professional ecologist and conservation executive, I served for 12 years on Pima County's Conservation Acquisition Commission and assisted with the disbursement of over \$300 million in bond funds approved by the voters in Pima County to secure and permanently protect 10,000's of acres of high priority conservation land for the protection of rural agriculture, cultural and habitat resources. Many of these lands were in the Altar and Avra Valley regions and substantially more lands are identified there for future conservation action by Pima County's Section 10 Habitat Conservation Plan. There are numerous primary and secondary negative environmental, social and economic impacts on Tucson and Pima County that would be created by the construction of this highway in accordance with the proposed alternative. I implore the ADOT to work with the community to find creative 21st century ways to utilize and upgrade the current I-10 corridor, including a multi-level roadway, creative application of night-time utilization of the existing corridor with self-driving carriers including financial incentives, improved coordination and use of railroad corridors for commercial traffic, etc. Stop the sprawl from transforming the Tucson basin into a landscape and community that will not serve the future vision and plans of our residents and communities. Thank you for the opportunity to comment. Les and Bonnie Corey XXXXXXXXXXXX Tucson, AZ 85742	LU-3 and LU-5 and GlobalTopic_1 and AC-9		I- 2980 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Cote	Shawn	Southern Arizona Home Builders Association	Email	7/08/19 1:00 AM AT	<p>Attached, please find comments regarding the Environmental Impact Statement for I-11 for your consideration. Thank you.</p> <p>Shawn Cote Government Affairs Director Southern Arizona Home Builders Association XXXXXXXXXXXX Tucson, AZ 85716 XXX-XXX-XXXX XXX-XXX-XXXX fax XXXXX@sahba.org</p> <p>"A nation of homeowners is unconquerable."-- Franklin Delano Roosevelt Do Business with a Member! Browse our SAHBA Member Directory The information contained in this email transmission is privileged and confidential information intended only for the review and use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any unauthorized dissemination, distribution, use or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone. Thank you.</p> <p>[Text from Attachment]</p> <p>July 3, 2019 To whom it may concern, Thank you for the opportunity to comment on the proposed Draft Tier 1 Environmental Impact Statement for Interstate 11-Nogales to Wickenburg. After careful review of the options presented by the EIS, the Southern Arizona Home Builders Association supports the Recommended Corridor Alternative (RCA).</p> <p>We believe the RCA provides a true alternate corridor that will enhance north south traffic to and from Mexico while enhancing the region's ability to address regional emergencies and evacuations. Additionally, the RCA would provide much needed relief from truck traffic on I-10 which would significantly improve traffic flow while reducing the need to invest in widening I-10.</p> <p>The Southern Arizona Home Builders Association asks you to work in the best interest of our entire region by supporting the Recommended Corridor Alternative and strongly opposing the No Build Option. We also ask how the EIS will address the economic impacts of increased international trade.</p> <p>Thank you for your consideration,</p> <p>Shawn Cote</p>	GlobalTopic_4	Cote_S_SAHBA_O60	O-60 -1
Cote	Shawn	Southern Arizona Home Builders Association	Email	7/08/19 1:00 AM AT	<p>The plan to widen I-10 lacks the detail to understand the economic and environmental impact this restructuring will cause. According to ADOT, this project would require 40 miles rebuilt in urban areas, but does not present reliable cost estimates for the project. Additionally, there is no assessment of how an I-10 widening would impact the revenues of our local businesses. At a minimum, an I-10 widening would cost \$10 billion more than the RCA which would be better invested in other Southern Arizona regional transportation projects.</p> <p>In addition to our support of the RCA, we strongly oppose the No Build Option. As trade increases with Mexico, we need additional trade route capacity and a transportation plan which best enhances that trade relationship. Arizona cannot afford to lose the \$3 billion we receive in international trade with Mexico. Furthermore, according to a 2008 ADOT study Tucson cannot bring more traffic through downtown so a No Build Option is not a viable option.</p>	GlobalTopic_1, GlobalTopic_4 and E-1		O-60 -2
Cottrell	Michael		Website	5/09/19 8:25 AM AT	<p>The public comment period for this project should be extended by 120 days to September 28, 2019 due to the large footprint of the preferred alternative and the negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I-697 -1
Coury	Amanda		Oral	4/29/19 1:00 AM AT	<p>MS. AMANDA COURY: My name is Amanda Coury. I'm a new-ish resident to Tonopah. We bought our house in 2016. And December of '17 I had a baby in the house that we bought. I am also a first-time homeowner. So my goal with this house was that this little boy that's trying to grab the microphone would have a house to live in, or my daughter, who is back there, would have a house to live in once I was dead and gone.</p> <p>And this route that you're proposing takes that from us and takes that from him. And he was born in the house that we live in. And --</p> <p>MS. KRISTIN DARR: That looks like a fun baby.</p> <p>MS. AMANDA COURY: And you're -- and I understand it's proposed. And I understand in 15 years, this could change, and it could never happen. I understand in 15 years, he could hate me and never want to live near me ever again. But right now, that's his home, that's my daughter's home. That's what you're taking from us. That's what you're proposing to take from all of us who live in this community by going with this route that wasn't even in existence when we purchased our home and looked at everything, all the factors that, you know, would determine how long we would be there. This, this -- stop. This is hard to swallow is what it comes down to -- okay.</p> <p>There's sister who was going to live in that house. I don't know. We've got farm. We've got all these things that we've done, and we put together with the hopes that our children would have something when they're older. And now we're in limbo like somebody else said. Now what? Thank you.</p>	GlobalTopic_2 and GlobalTopic_4		I-1180 -1

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Cowan	Alan		Email	5/13/19 1:00 AM AT	<p>You can never un-make a highway. You can never restore the character of what few rural lands in Arizona remain. I-11 is a mistake, of unfathomable scale.</p> <p>With only a couple of exceptions, all of our major corridors have evolved based on the selection process of existing routes which were defined for the new 1925 Federal highway designations. The history of our state in the past hundred-fifty years is woven around those existing transportation veins.</p> <p>The areas where they are not, similarly, have evolved to be the areas where they are not. It would be playing God to change those; not anyone has any idea what the result would be, and anyone who espouses that they do has, in so doing, illustrated their absolute ignorance on the subject.</p> <p>Very, very evil proposal.</p> <p>Thank you for your consideration,</p> <p>Alan Cowan Arizona lifer, traveler, historian, and resident since 1958</p>	GlobalTopic_4		I- 957 -1
Cowan	Dena		Email	6/15/19 1:00 AM AT	<p>Interstate 11 should not be built through central and southern Arizona, or anywhere else. Climate Change must now be the foremost consideration in every action we take. By no means should we spend billions of dollars to accommodate more highway traffic, but instead invest in creating low-carbon modes of transportation, reducing greenhouse gas emissions and protecting life-sustaining ecosystems.</p> <p>The Federal Highway Administration and Arizona Department of Transportation's proposed location of the I-11 corridor is an insidious project that must be stopped.</p> <p>I support the No Build Alternative.</p> <p>Thank you for your careful consideration, Dena CowanNative Tucsonan</p>	GlobalTopic_1, GlobalTopic_7, GlobalTopic_4		I- 2467 -1
Cowan	Dena		Email	6/15/19 1:00 AM AT	<p>The agencies say that the "concept of a high-capacity, high-priority, north-south transportation facility that connects U.S. markets to Canada and Mexico through the western U.S. has been considered for more than 25 years." It was an outdated backward idea even 25 years ago, but it is now even more misguided to continue to build ever more highways to solve problems of traffic congestion. Instead, we should improve existing roads and highways (in this case I-10 and AZ 77), and especially railways, and at the same time find new ways to reduce carbon-emission-intensive transportation.</p> <p>With regard to this transport corridor from Nogales northward, a simple and inexpensive way to streamline trucking flow with existing infrastructure would be to open the Mariposa Port of Entry during the night and incentivize truckers to use the existing freeway then. The Port of Entry currently closes between 10 pm and 6 am, causing inconveniences to all cross-border highway travelers including truckers. This is an easy solution with no negative impacts and it could be implemented immediately.</p>	GlobalTopic_4, AC-7, AC-9 and AC-3		I- 2467 -2
Cowan	Dena		Email	6/15/19 1:00 AM AT	<p>In addition to the fact that no new interstate should be built at all, the route currently proposed by the agencies is the worst possible choice. It would forever destroy some of our most unique and cherished areas, including the Saguaro National Park, cause significant harm to critical wildlife and riparian habitats, create atrocious light, noise and air pollution, have abysmal visual impacts, further exacerbate nefarious urban sprawl, and decimate precious cultural resources, including archaeological and sacred sites. The FHWA and ADOT's promise that "mitigation strategies will be refined during the Tier 2 process" is outrageous and unacceptable. We cannot let this happen.</p>	GlobalTopic_4, GlobalTopic_1 and GlobalTopic_8, LU-3		I- 2467 -3
Cowan	Dena		Website	5/03/19 4:34 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 498 -1
Cowee	Elizabeth		Website	5/30/19 7:01 AM AT	<p>I believe that a roadway through the designated areas would be detrimental to the already threatened environment. A no build alternative would be the only way to preserve our public lands, like Saguaro National Park. I have seen consideration of a rail between Phoenix and Tucson and as long as that doesn't cut through public lands like national parks too, I believe this would be the better alternative.</p> <p>Please protect our National Parks. Do not harm the ecosystems by building a road.</p>	AC-6 and R-2 and AC-9		I- 1198 -1
Cowen	Sonia		Website	6/12/19 11:59 AM AT	<p>I live in what is apparently the preferred route, if I am reading all this correctly. I don't know why you would not just use Sandario Rd in a straight shot from Altar Valley Rd to Ajo Highway. Why would you want to veer all over when you have already got right of ways on Sandario Rd. My property looks like it is in the crosshairs of the proposed site. While not happy about the huge increase in traffic on Sandario, at least it would not take out the limited amount of publicly held land around here. I am against the route in "blue" that cuts across Marstellar and Cactus Ridge Dr Just north of Ajo Highway and west of Sandario.</p>	R-2, GlobalTopic_4 and GlobalTopic_1		I- 1499 -1
Cox	Ali		Website	6/24/19 4:17 PM AT	<p>Building a highway through the area around Tucson Mountain Park would be detrimental to the beauty of the desert. The noise pollution would be over the top for wildlife such as owls that live in the area. The desert tortoise habitat would be segmented by the roads that would be too dangerous to cross, along with the mule deer, coyotes, and jack rabbits. Tucson locals, such as myself, that regularly hike the area would be devastated. Please do not build an unnecessary highway.</p>	N-1 and BR-1 and BR-4 and R-1 and AC-6		I- 2015 -1
Cox	Bob		Website	5/11/19 6:22 AM AT	<p>ADOT, please route I-11 along existing highway routes, thus creating as little environmental impact as possible. Please do not select, then destroy, additional Arizona wildlands and private property. We must preserve our Sonoran Desert. Please use existing roadbeds for upgrade to I-11 status. Thank you.</p>	GlobalTopic_4		I- 752 -1
Cox	Bruce		Email	6/28/19 1:00 AM AT	<p>Short-cuts in life and in the management of this world are known to have disastrous results. Building the I-11 would have disastrous results. Man's desire for convenience in life since the industrial revolution has meant great economic development..... and..... has brought us to the current period of dire climate change. We can no longer base policy and action on a desire for convenience in a complex society and thereby continue to destroy the natural world. And ourselves.</p> <p>Bruce Cox XXXXXXXXXXXX Brevard, NC 28712 *BRUCE* *Freedom is an internal achievement, not an external adjustment.*</p>	GlobalTopic_4		I- 3340 -1
Cox	Leslie		Website	6/18/19 8:20 AM AT	<p>I oppose funding a highway that is a by-pass to Tucson that will damage the City economically, adversely impact the desert west of the Tucson Mountains, and crosses CAP water storage thereby threatening our water supply. I agree with Tucson Mayor and Council who oppose the by-pass plan.</p>	GlobalTopic_1, E-1, WR-2 and BR-1		I- 1724 -1
Cox	Leslie		Website	6/18/19 8:20 AM AT	<p>I also understand that there is an "Orange Build" plan (co-locating on existing highways and adding lanes to I-10 north of Ina). That seems a much better option because: (a) It is adjacent to and serves many more freight/ employment centers, (b) it will use existing roadways and not cause new irreversible damage to important Avra Valley desert areas (water recharge, agriculture, scenic/ tourism, &c), and (c) it costs far less to build (by billions of dollars).</p>	GlobalTopic_1 and E-3		I- 1724 -2

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Cox	Sharon		Website	7/03/19 10:32 AM AT	The Avra Valley option is destructive to the environment and our beloved Sonoran Desert. This rural area should remain a quiet refuge for animal corridors and the iconic saguaro. There are a variety of organizations opposed to this option; their diversity should prove that this is a bad idea. People visit our region to enjoy the peaceful Sonoran Desert and view (without the noise and pollution of a highway) and our saguaro. Tourism is important; people pull over to take pictures of the vast view. They will not come nor will they be willing to take pictures of a freeway. NO, NO, NO to I-11 in Avra Valley. I will stand in front of the bulldozers if necessary.	GlobalTopic_1		I- 2349 -1
Cox	Wylie		Website	5/03/19 2:06 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 482 -1
Craft	Anonymous21		Phone	5/20/19 1:00 AM AT	I live in the Wickenburg area and I oppose I-11 coming so close to the residential area of vista royal. It will have a dramatic negative affect on that neighborhood for people who have worked so hard all their lives to build a home and now have a highway put right next to it in their backyard. It is definitely a negative effect. I do oppose this. This needs to be moved several miles out on the state trust land if not to 71. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1133 -1
Craft	Anonymous22		Phone	5/20/19 1:00 AM AT	I don't have a message other than just I am all for this new I-11. It would bring a lot of transportation going into Tucson and around Phoenix. It'd be great. I am all for it. Bye.	GlobalTopic_4		I- 1135 -1
Craft	Anonymous23		Phone	5/20/19 1:00 AM AT	Hi, I live in Vista Royal residential development in the Wickenburg area and I oppose I-11 coming so close to this residential area of Vista Royal. You are planning on coming directly besides homes and that's far too close. It will be a huge negative impact on our area and I oppose that. I would recommend that you move out past, way past our neighborhood, closer to 71, route 71, where you had a route proposed in the past, the T route, or at least several miles from this neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1136 -1
Craft	Codi		Phone	5/21/19 1:00 AM AT	Hi, I'm calling about the I-11 corridor. The pamphlet that you handed out at the meeting said that the deadline was on the 30th but your recordings and online it says July 8. Could you please give me a call and let me know which is correct? My name is Codi Craft. C-R-A-F-T and my number is XXX-XXX-XXXX. Thanks. Bye.	GlobalTopic_9		I- 1140 -1
Craft	Codi		Phone	5/21/19 1:00 AM AT	Hi I left a message earlier but the background noise was so loud, I don't know if you heard me but on the I-11 corridor at the meeting your pamphlet said that comments were due by Many 31st on the inside and then on the outside it said July 8th and I am trying to determine which date is right because that is a huge disparity. My name is Codi Craft. My number is XXX-XXX-XXXX and I'd for you to call me back. Thanks. Bye.	GlobalTopic_9		I- 1141 -1
Craft	Mackie		Website	6/19/19 10:37 AM AT	I think it would be a costly mistake to upset the lives of those who live in the rural areas near the proposed route. From where I live at, the new freeway would be less than 5 miles away. I work in Tucson near the I-10 freeway and Congress. Can't wait for end of shift. Costly because of the price to build and it may not supply the expected usage result. Negative result locally would be displacement of people, farms, current quite usable roadway, less traffic congestion not to mention the continuous ongoing construction projects going on day after day and night after night. As it is now, the traffic is light by freeway standards and I have driven some of the proposed corridor on the current roads already available. I think that location serves no useful purpose as their are already roads available for a good part of that kind of detour from I-10 & I-19 if a person should choose that route. Besides that, I think it can bring more off road crime into the area because of fast paced drive thru traffic capability even if it was successful. Then again, there is the environmental effect too. I'm not too familiar with that necessarily but it only stands to reason what that would do. Financially, quite a number in the area are retired and the land tax, gas tax and other taxes may put quite a dent to those on fixed incomes which I am nearing and that looks likely to be a small amount of fixed income. I zoomed in on the proposed route on the provided site map as close as possible on the satellite image and all I see for the foreseeable future would be destruction and more construction and less privacy, less rural and more urban. Just my opinion, but realistically; from my point of view I stand to have a freeway in my backyard or maybe in my front yard so to speak. Thanks and thats my take on the matter.	GlobalTopic_1, GlobalTopic_4, E-3, LU-3 and LU-2		I- 1771 -1
Craig	Rob		Website	7/04/19 10:51 PM AT	Let us please put to sleep the notion of building a freeway to the west around Tucson. Nothing degrades wilderness more than noise and a noisy desert is not truly a desert at all. If the officials in charge choose to deprecate the value of wilderness, they should at least consider that constraints on greenhouse gas emissions will require alternatives to rubber-tired vehicles for hauling freight and a new freeway would be a wasted investment. Please recommend against building I-11. Thank you. Rob Craig Tucson	GlobalTopic_4, GlobalTopic_1 and AQ-2		I- 2578 -1
Crandell	Joseph		Website	6/22/19 11:13 AM AT	It is a great plan!! We need to keep moving forward.	GlobalTopic_4		I- 1947 -1
Creamer	Will		Website	5/03/19 5:22 PM AT	This plan to go through Avra is a very poorly thought out. Please leave this area alone and concentrate highways and population together. Thank you	GlobalTopic_1		I- 500 -1
Creeger	Randall		Website	5/06/19 7:25 PM AT	I'm concerned that a Interstate Hwy running so near Tucson Mtn. Park, The Desert Museum and Saguaro West National Park will do irreparable damage to these three Tucson treasures that draw Millions of tourist dollars each year and more importantly provide natural areas for native wild life. Can you find a route further west around Tucson.	R-1, R-2 and GlobalTopic_1		I- 572 -1

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Crerand	Rusty Crerand		Email	6/12/19 1:00 AM AT	<p>6/12/2019 2:09:08 PM</p> <p>On behalf of our school board:</p> <p>June 11, 2019</p> <p>Dear Mr. Halikowski:</p> <p>As the educational board of Palo Verde Elementary School District, a school district that could be directly impacted by the construction of Interstate 11, we are voicing our strong objections to the Arizona Department of Transportation's and the Federal Highway Administration's preferred Blue corridor. We are concerned with the negative consequences that our school, students, and community would sustain if this route is designated, and we feel an alternative route would be more economically sound and safer for our children.</p> <p>The preferred Blue route is shown to cut directly through thousands of acres of farmland and family homes. Besides dramatically decreasing our state's agricultural production, this route, then, has the potential to displace thousands of families and students in our community and in other rural communities near us.</p> <p>The Blue route also shows the Interstate passing directly north of Palo Verde School. This raises serious concerns about the health and safety of our students. The EPA states that all those who live, work, or attend school near a major roadway – but especially children – have an increased risk of serious conditions such as asthma, impaired lung development, cardiovascular disease, childhood leukemia, and even premature death. Choosing the Blue route, especially when other potential routes are available, would put our children at undue risk of great harm.</p> <p>Recently, several studies have also been cited showing that students who move to areas higher in pollution exhibit a decline in test scores and an increase in both behavior problems and absenteeism. 2, 3, 4 In the case of the Blue route currently preferred by the Department of Transportation, students would not be moving toward pollution; we would be moving the pollution to them! The majority of our students already qualify for free or reduced lunch – a criteria used by the Department of Education to flag at-risk students – yet both they and our staff work tirelessly to meet state standards and outperform schools with similar low-income populations. When better options are available, why would the state choose to put our students at an even greater academic risk?</p> <p>The proposed Blue route for the new Interstate 11 freeway would cost our community and our state too much economically. More importantly, it could cost our families, and especially our children, both physically and academically. In place of the Blue route, the alternative Orange route would save money, jobs, and stability, and it would ensure better health for our children and our community. The Orange route proposes that Interstate 11 follow existing freeways and highways instead of building new ones from scratch. Because the state would not have to build brand-new infrastructure, this has the potential to save millions of taxpayer dollars. Using the existing roadways indicated by the Orange route would also save countless family homes, eliminating the need for thousands to move and rebuild due to displacement. It would also prevent loss of income for family farmers and their workers, both of whom would lose homes and jobs were the proposed Blue route to be chosen. Finally, the alternative Orange route would stay many miles from our school campus, keeping our children safe and free from the potentially debilitating effects of roadway pollution. This will not happen with the Blue route.</p>	GlobalTopic_2		I-2402 -1
Crerand	Rusty Crerand		Email	6/12/19 1:00 AM AT	<p>We urge you to no longer consider the Blue route for Interstate 11 as a viable option. It is too costly and too damaging to our community and our children. Instead, please consider the Orange route as the preferred route.</p> <p>Most sincerely,</p> <p>_____</p> <p>Todd Hall</p> <p>_____</p> <p>Harriett Johnson</p> <p>_____</p> <p>Curtis Harris</p> <p>_____</p> <p>Bill McLaughlin</p> <p>_____</p> <p>Cutter Holt</p> <p>_____</p> <p>1 https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.epa.gov%2Fmobile-source-pollution%2Fhow-mobile-source-pollution-affects-your-health&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C916223b7e73d43cb073f08d6ef8066ea%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636959732100064318&sdata=2ziWZA%2FEiScXdwXoaenZskN5ttwTAC8EP7PCJR4qxZs%3D&reserved=0</p> <p>2 https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.citylab.com%2Fenvironment%2F2019%2F02%2F2Fair-pollution-kids-health-data-school-academic-test-scores%2F581929%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C916223b7e73d43cb073f08d6ef8066ea%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636959732100064318&sdata=K44rX8keYrB%2B4naVtedLDG3f7aad%2Bq3RYgqXH3xN4IM%3D&reserved=0</p> <p>3 https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.npr.org%2F2018%2F08%2F27%2F642321572%2Fscienists-link-air-pollution-exposure-to-cognitive-decline&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C916223b7e73d43cb073f08d6ef8066ea%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636959732100064318&sdata=CNvj4px#56OMIQ9xsKIPyW7hXkyoMkZZyGpSoG%2FRtI%3D&reserved=0</p> <p>4 https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.chalkbeat.org%2Fposts%2Fus%2F2019%2F02%2F25%2Fpollution-harm-schools-research%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C916223b7e73d43cb073f08d6ef8066ea%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636959732100064318&sdata=eNTEK2Ln29RiCXiv%2Bq7%2FxdVbZnJi1A0H45SYhOLRa0%3D&reserved=0</p>			I-2402 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Creswell	Geoff		Website	7/09/19 12:35 AM AT	<p>We moved to the Avra Valley a little over year ago and last October found out about the proposed I11 route that will run directly over the top of our acre.</p> <p>We still cannot understand why anyone would consider such a ridiculously expensive and environmentally destructive waste of land, construction resources and money. Acting on it is arrogant and dishonest. It only saves two minutes of travel time and the majority of the residents are against it and none of the First Nations are on board. This reeks of a heavy handed effort to start a money pit construction project and open the Avra Valley up to unwanted development that will degrade natural beauty of the National and county parks and BLM forest, interfere with existing businesses to the east of the Tucson mountains and displace the current residents of the Avra Valley. It will destroy the history, character and scenery that makes Avra Valley what it is and turn it into another suburban eyesore, inhospitable to people and deadly for wildlife.</p> <p>That couldn't be further from the truth. I10 already exists and already needs improvement and that corridor already has plenty of space for extra lanes. Already. It needs widening just to keep up with Tucson's growth.</p> <p>Western Tucson needs physical and economic investment. Avra Valley needs to be left alone without the noise pollution, air pollution, light pollution and destruction the highway would bring. We need to preserve wild places and even those that are just wild around the edges. We don't another greedy insult to the land.</p> <p>I11 is unnecessary and was a bad idea from the onset. The only thing worse would be to try and force it to become reality.</p> <p>I would feel the same way about this even if you were not talking about destroying our home, the trees we planted and the hopes we had.</p>	GlobalTopic_1 and LU-1 and LU-3 and AC-8		I- 3210 -1
Creswell	Geoff		Website	7/09/19 12:35 AM AT	<p>We went to the sham town hall meetings and found noone who had real answers but found plenty of opinions by people profiting off of this project. Our neighborhood is a wildlife corridor granted 'in perpetuity'. We were told that is subject to change. We have endangered lesser longnosed bats that use our hummingbird feeders-- that were conveniently delisted to 'threatened' last fall. An ADOT representative announced "Thank god we don't have to deal with that." Every step of the way the literature and the ADOT staff presented the proposal as a done deal with no feasible alternative.</p>	AC-4 and BR-4		I- 3210 -2
Creswell	Geoff		Website	7/09/19 12:35 AM AT	<p>What we do need is a better I10. Nobody wants I11 except the people who stand to profit from its construction and from the destruction of habitat and neighborhoods in its idiotically convoluted path through federal, state, county, CAP and First Nation's boundaries.</p>	GlobalTopic_1 and GlobalTopic_4		I- 3210 -3
Creswell	Valerie		Website	7/07/19 2:23 PM AT	<p>My brother and his wife live in this beautiful area. It is redundant to build another highway which will compromise this fragile ecosystem and would be detrimental to wildlife and the scenic vistas. Please reconsider your options as this land is too environmentally precious to destroy.</p> <p>Thanks for your attention, Val Creswell MD</p>	GlobalTopic_4, BR-1, R-2		I- 2781 -1
Criswell	Keeley		Website	6/28/19 1:18 PM AT	<p>Adding I-11 will, at the very least, disrupt the wildlife and natural landscape near Tucson. Adding a second freeway is extraneous, unnecessary, and harmful. Animals rely on the Tucson mountains, and the land surrounding them for their habitat. Animals traverse from the Tucson mountains to other mountains in the area, and adding an additional freeway will make their passage more dangerous and less straightforward.</p> <p>In addition, adding a Tucson bypass will keep traffic from traveling near Tucson, thus removing traffic from Tucson businesses and hotels.</p> <p>It makes much more sense to widen the 10 to at least three lanes the entire distance between Phoenix and Tucson and expand the 10 near Tucson to ease the flow of traffic.</p>	BR-1, BR-5, BR-2, E-1 and GlobalTopic_1		I- 2177 -1
Critchlow	Bill & Linda		Mail	6/25/19 1:00 AM AT	<p>To the FHWA/ADOT officials. The FHA and the AZ Dept of Transportation are recommending that the future I-11 corridor should be build right on the edge of Rancho Buena Vista (between Twin Buttes and El Toro Roads.) As a RBV homeowner, I object to the negative impact this project would cause to wildlife, noise, air quality, and light pollution as well as to the local economy and private property. Thank you for considering what we believe to be serious negative impacts that this project would bring to our area!</p>	GlobalTopic_1	Critchlow_BL_I3501	I- 3501 -1
Crook	Victoria		Website	6/09/19 4:15 PM AT	<p>PLEASE stop ignoring that nobody in SOAZ wants this project. EVERY YEAR it comes up and every year we vote it down. Expand the I-10 and stop screwing over Tucson!</p>	AC-6		I- 1309 -1

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Crook	Victoria		Oral	5/08/19 1:00 AM AT	<p>VICTORIA CROOK: Good afternoon. My name is Victoria Crook. I'm a public educator for Tucson Unified School district, and I am also the proud owner of one of the houses that you plan on leveling if this project goes forward. So my issue is like everybody else. It isn't so much about my house, but it's about the community that I live in. It's about the extensive wildlife that wanders through my front yard. It's about the cap water facility that literally sits 500 feet from my front door. It's about the concern of robbing our Tucson Mountains of the million dollars that they bring into our economy every year. And it's about displacing the retired members of my community -- from, what I understand, were brushed off as, well, they're going to die soon anyway, was a comment made by one of the ADOT members at a community meeting in Avra Valley earlier this year.</p> <p>Over the last few years, I have had the opportunity to talk to some of my more knowledgeable neighbors. Since I'm still relatively new to the area, I don't know all the ins and outs of your reports, of your meetings. Since I was left off the e-mail list that I requested to be on no less than three time over the last three years, I'm a little ignorant of the intricacies of your project.</p> <p>After talking to my neighbors, it seems that a lot of things are being looked over and a lot of things are being misrepresented. I would never go so far as to say that this proposal is based on manufactured truths, but I don't feel that it is based on actual truth. There are too many things that have been overlooked and there are too many casual comments to the future of not only the residents, but also of the entire community.</p> <p>We asked you 10 years ago for an extension of the freeway, the I-10, and you gave us a lane each way. Our population continues to grow every year. And since the freeway was finished 10 years ago, we have not had any expansion conversations come forth through Tucson.</p> <p>I personally care -- and I'm sure a lot of other people in this room feel the same way -- that this new project would not only steal our wildlife corridor, it would not only put our water in danger, but it is, in fact, taking money from the I-10 corridor businesses, which I don't think is in Tucson's best economic future, I guess is the best way to word it.</p> <p>Honesty and transparency, to me, are important, as a public educator, and think that that the proposal really lacks both. I think the lack of communication with the members of Avra Valley community, as well as the laissez faire attitude of what is going to happen to us, is dangerous for not only our community, but it sets a dangerous precedent for forward moving projects in Tucson.</p> <p>To me, these are statements that need to be repeated loudly and need to be repeated often. And I think that is something -- it's conversation that needs to continue, and it is not the right way to move forward.</p>	GlobalTopic_1		I- 1363 -1
Crook	Victoria		Oral	5/11/19 1:00 AM AT	<p>MS. VICTORIA CROOK: Good afternoon, ladies and gentlemen. My name is Victoria Crook. And I was here on Wednesday. And I'm a teacher with Tucson Unified School District. I'm also one of the lucky homeowners whose property you hope to demolish if this project moves forward.</p> <p>Actually, I have a lot of things on here that I wanted to say, but I've been listening to these stories, and I've been talking with these homeowners, and I know that everybody has been saying the same thing to you. This is not what we want. This is not a solution that Tucson is behind. And it doesn't seem to have a big impact on the project managers that we just don't want this in any way.</p> <p>And so I thought to myself, here I am, a teacher going off for vacation for two months in just ten more days, and I decided, gentlemen, I am going to make it my mission to bring national attention not only to this project, but also the human interest story behind it.</p> <p>The idea that you call a bunch of people living in mobile homes growing their own food and raising livestock affluent shows just how pathetic you are towards the people in this community, and since the Tucson Mountains brings substantial income to Tucson from global visitors, we could very well regain traction overseas.</p> <p>Piers Morgan, Diane Sawyer, David Muir, these guys love a good human interest story, and we already have a contact at New York Times who supports us. We will be getting in touch with him. At the very least -- and some of these people may not be familiar with these guys, but Courtney Kardashian is a former student of the University of Arizona. Maybe we can get her to Tweet about this project and even get just a smidgeon of her supporters to support us. We have other celebrities who have not only gone to the University of Arizona, but were also born here or lived here and love our legendary sunsets.</p> <p>My point is, gentlemen, I am not going to allow this to continue without pushing back as much as possible. It's come to my understanding that you've been somehow required by Pima County to raise property taxes on these home owners, as well as myself, by also devaluing our homes. The value of my home has gone down \$28,000 in the three years that I've owned it, and I don't -- I can't understand why you'd think that would be a hit that I would be willing to take or why my neighbors would also be willing to take that hit.</p> <p>We have made a very strong suggestion that if this project moves forward as building or continuing on the existing infrastructure that we have in Tucson, we need the I-10 expanded. We need the interchanges updated. If you we to not need a free fee thank you per that /TPHEPBT any /TKEUS /STPAOEUFPL /TAOFPLT the Coke no /STPHEFPL and contaminate our water supply, which is already bad enough. We will not let you turn us into Flint 2.0. And we will not stand here while you try to laugh off the very really concerns of the people who not only fund your salary, but whose tax dollars pay for your projects.</p> <p>Displacing elderly communities and low-income neighborhoods is one of the most reprehensible things you can do, and while I'm not surprised that is your intent, I am disgusted. If you're still bent on keeping Tucson a rinky-dink freeway system, then put in a train line. It's much less intrusive and it's also better for the environment.</p> <p>Since I'm out of time, I just wanted to close this and say, I have nothing better to do this summer, and as a teacher, I actually know how to get things done. Thank you.</p>	LU-1 and LU-3 and G-1 and GlobalTopic_1 and EJ-1		I- 1458 -1
Crook	Victoria		Website	6/14/19 5:18 PM AT	Expand the I-10 corridor and leave Avra Valley alone.	GlobalTopic_1		I- 1541 -1

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Crook	Victoria		Email	6/14/19 1:00 AM AT	Expand the I-10 and please stop trying to screw over Tucson. Denying us an expanded freeway is an abomination and your all full of crap that it can't be done. 5 MILLION dollars and all you could come up with was messing up our economy and destroying pristine desert? REALLY? What degrees do these HDR engineers hold that this is the best they could do? Pathetic. Gordley Group - Relocate to Phoenix, you do not belong in Tucson, we don't like your backstabbing self serving type. We're made of better stuff and you don't cut it. Get out, we already voted this down.	GlobalTopic_1 and AC-5		I- 2464 -1
Crook	Victoria		Website	4/23/19 10:23 PM AT	This freeway project does not belong in Avra Valley. 1. Kitt Peak will be adversely affected by light pollution - Telescopes will likely be rendered useless. 2. The View from the Arizona-Sonora Desert Museum will be marred by a freeway and the peace will shattered by the noise of trucks barreling by 24/7. Listed as the 10th private attraction in the state, this world renowned local treasure boasted 377,000 visitors in 2017 and has a significant economic impact. 3. The 3rd most visited National Park in the state (behind the Grand Canyon and the Petrified Forest), Saguaro National Park drew 820,000 visitors in 2016. In March 2019, the store at SNP West sold more items than any other park in Arizona! The noise pollution will adversely affect the ambience of the park, the pollution will put precious petroglyphs at risk, not to mention harming the iconic saguaro, and the view from many park locations will be marred - the visitor experience will deteriorate and the result is fewer folks will stop by. 4. Ironwood National Monument will feel the effects of air pollution, putting cultural treasures at risk along with it's namesake tree, the noise of 1,000s of trucks and cars traveling by will destroy the peace, drowning out bird calls and the sound of the wind through the trees. 5. Habitat will be disturbed for plants and animals that will not be able to withstand the invasion. The desert is very fragile and there are many species that were listed in the Sonoran Desert Conservation Plan as "Priority Vulnerable Species" that won't survive. 6. Wildlife Corridors for big horn sheep, mule deer, mountain lions, coyotes and other critters will be disrupted, affecting their survival. 7. AZ is already at the bottom of the list in terms of receiving water from the Colorado River so we need to hang on to what we have. Imagine the devastation that will occur by cutting off washes, the pollution of groundwater and the CAP discharge ponds (Tucson's source of water), and the demand on local wells by construction, subsequent traffic and the businesses that will spring up along the route. 8. It is cheaper to use existing infrastructure (expand I-10) rather than build new in Avra Valley . Estimates indicated that the Avra Valley options adds over \$2B to the cost of construction rather than the alternative. 9. By-passing Tucson will have economic consequences for many businesses including, at a minimum, those that provide food, fast and overnight accommodations. 10. Many homes and a lot of property will be taken by eminent domain with no guarantee that the owners will receive a fair price. Property values/taxes have been dropping, possibly in anticipation of possible buy-outs. 11. Avra Valley is known as a Valley Fever hot spot. Construction of any kind stirs up the spores in the soil, which are breathed in by people, pets and wild animals. The incidence of this severe respiratory disease could reach epic proportions.	GlobalTopic_1		I- 272 -1
Crook	Victoria		Website	4/23/19 10:23 PM AT	12. The quality of life for the folks who chose to live in Avra Valley will be gone forever (views including the BEST sunset anywhere; the peace and quiet; birds, bunnies, squirrels and all of the other critters; unique plants; affordable housing; large lots; ability to own and care for farm animals not allowed in town, including some amazing rescue organizations...) all will be impacted. 13. Honestly, it's personal. My home and that of 41 others in my community (of 59) will be bought out and leveled. For those left, they will now have the privilege of losing not only their quality of life but also the value of their homes as. As many of us contemplate retirement and whatever time we have left, we are now burdened with the prospect of one of our greatest assets being completely devalued. As any financial planner will tell you, this is a very big loss and one that some will never recover from. All this for a freeway that does not serve the community of Tucson.			I- 272 -1a
Crookston	Christopher		Oral	5/08/19 1:00 AM AT	CHRISTOPHER CROOKSTON: My primary interest in the interstate project is to -- is through the planned alternative connection that one of the routes goes through, primarily because I have family in the area. And any major construction in the area will have a big impact on the community, as well as families. And I'm curious to see how that develops and how it impacts the people, the community there. My name is Christopher Crookston.	LU-1		I- 1345 -1
Croteau	Kathleen		Email	5/27/16 5:27 PM AT	What is this another plot to infiltrate illegals from central america into the USA? I dont think it should be built at all!!!!	GlobalTopic_3		I- 394 -1
Croteau	Kathleen		Email	5/27/16 5:27 PM AT	How about we take the money from this project and build the border wall or are you in favor of shipping all the illegal aliens from central american to nevada by bus? This is ridiculous! MAGA without more and more illegals!!! BUILD THE DAMN WALL WILL YOU!!!!	GlobalTopic_3 and GlobalTopic_4		I- 395 -1
Crow	Laramie		Website	5/07/19 5:55 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 618 -1
Crowder-Torrez	Janice		Website	6/19/19 10:20 AM AT	As a property owner living in the Gates Pass Area, I have seen an increased number of cars, trucks and accidents occurring on Gates Pass Road. The I-11 corridor would only add to this, increasing congestion on a route never intended to carry this traffic load. In addition the Sonoran Desert West would suffer irreparable harm to both its wildlife and vegetation which is indigenous to the area and sought out by many as a place of beauty and refuge away from the hustle and bustle of increased traffic flow and construction. I agree with Tucson City Councilman Paul Cunningham, there are better ways for the money to be spent, (and less of it) to improve the I-10 corridor and several connected routes already in place. I think it rather odd the ADOT planning dept. does not have fair representation from Tucson. I strongly believe the majority of Tucsonans who have experienced the tranquil environment of the Sonoran Desert West would agree a large part of Tucson's attraction is the beauty of it's protected desert wildlife environment. Think you will find the I-11 construction to be an expensive mistake for both our environment and our economy.	GlobalTopic_1 and LU-3 and E-1		I- 1767 -1

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Crowell	Caryl		Website	6/17/19 12:11 PM AT	<p>I live at the bottom of the western facing slopes of the Tucson Mountains, less than a mile from the southern entrance to Tucson Mountain Park. Our decision to purchase a home here was based on the proximity to undisturbed desert landscapes, the wildlife corridors in our neighborhood, and the dark, desert skies thanks to the way the Tucson Mountains block out considerable light from the city. In the years I've lived here, I have hiked the trails in the park, taken my inner-city elementary class on field trips to Saguaro National Park, and visited Kitt Peak for nighttime viewing experiences.</p> <p>I am also a docent at the Arizona-Sonora Desert Museum. One of the things visitors like best about their museum experience is the incredible panoramic view of a relatively undisturbed valley and the mountains beyond. As docents, we share about the importance of maintaining wildlife corridors through the valley as a way of insuring genetic diversity of animal and plant life, and the importance of dark skies for plant and animal life, including humans.</p> <p>All of this will be destroyed if I-11 is built along the current suggested route. It will cut through the heart of Avra Valley, interrupting animal migration patterns and bringing development to places that Tucson area and Pima county residents have expressly said they do not want it. At every exit ramp, development will sprout, wiping out the plant and animal life that is already there. The Sonoran Desert Conservation Plan was voted upon by residents and funded through our taxes. It has set aside considerable land to assure future residents that the desert landscapes and wildlife we value will be maintained in a sustainable way. The current proposed route will also disrupt science at Kitt Peak, bringing light into areas that are now dark. I don't imagine we will be able to convince drivers to turn off their lights as they enter the valley.</p> <p>Tourism and astronomy are economic drivers in the region. Although I-11 might move trucks more quickly from the border to a store, it will discourage the very things we depend on for economic growth, and destroy what brings those visitors and scientists here. We would be better served, environmentally and economically, by finishing the widening of I-10 all the way to Phoenix, and by potentially double-decking I-10 through the city of Tucson. It would cost less and be less destructive than the route currently planned.</p> <p>Caryl Crowell Tucson resident</p>	GlobalTopic_1, BR-5, BR-9, V-1, and E-2		I- 1620 -1
Crowley	David		Website	5/04/19 8:44 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 519 -1
Crowley	David		Website	5/04/19 8:49 AM AT	<p>I understand that a Preferred Alternative for the I-11 route has been identified through Avra Valley. This destructive proposal would not only create a new highway in relatively undisturbed Avra Valley, but it would isolate Saguaro National Park West and Tucson Mountain Park from surrounding deserts by busy highways. This proposal would be a disaster for wildlife in our Sky Islands.</p> <p>I do not believe I-11 needs to be built at all. I strongly support enhancing the current rail and I-19 and I-10 infrastructure.</p> <p>Thank you, David Crowley</p>	GlobalTopic_1 and AC-9		I- 520 -1
Crown	Elizabeth		Website	6/26/19 12:14 PM AT	<p>I object to the I-11 project. It will be only EIGHT(8) MILES from the WELL ESTABLISHED I-10. I live in a rural area for the peace and quiet. I do not want to live within 5 miles of a highway. I enjoy the wildlife that frequent my back acres. I own a residential water well. Are you going to pay for hookups to Tucson City water in recompense? I know what will happen to the water table, it will go for construction needs! I would like to know where you will find the MULTI millions of dollars to pay for access through Native American reservations, National Parks and private landowners. Arizona will also have to "refurbish" and/or expand the port of entry at Nogales for the trucking industry. You will spend millions on lawsuits to prove "right of eminent domain". That will be hard to prove as there is a system that runs from Nogales to Tucson to Phoenix to I-8 to California and east I-10 and I-40. It would be more cost effective to 4 lane the current system and then MAINTAIN it!! It will be far cheaper to do that than have to pay millions to private/public/commercial owners, who may or not stay here. Loss of all sorts of taxes that this state needs for all sorts of other programs.</p>	GlobalTopic_1 and LU-3 and BR-1 ad WR-2 and R-2 and LU-1 ad AC-7		I- 2073 -1
Crum	Jennette		Website	4/18/19 12:26 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. I also do not want an interstate running right next to my property, putting the health of my animals and children at risk.</p>	GlobalTopic_4 and GlobalTopic_9		I- 145 -1
Crum	Nathan		Website	4/18/19 8:23 AM AT	<p>This is a destructive and unnecessary project and should not be pursued.</p>	GlobalTopic_4		I- 149 -1
Cude	Joe and Leona		Email	4/30/19 4:46 AM AT	<p>Regardless of all the whining and complaining at the hearing tonight in Buckeye, we believe it's the revive that AZ needs. Honestly I heard folks complain about heirloom (non historical) properties being disturbed which is ridiculous. Apparently we are in its path and okay with project. Many people out here will settle down as time passes. Fair compensation is all we ask for so that we can move forward sooner than later. We have a 7203 sf metal building that we use for our business and two homes on two 4 acre lots. Everyone of my neighbors are fine with the I-11 progressing through Tonopah and our properties.</p> <p>Joe and Leona Cude XXX-XXX-XXXX</p> <p>Sent from my iPhone</p>	GlobalTopic_2 and LU-1		I- 469 -1
Cullinane	James		Website	6/29/19 8:51 AM AT	<p>This proposal will negatively impact the economy of the downtown Tucson area, and cause irreparable damage to the ecosystem in and around the surrounding of the proposed route. It is also a huge waste of billions of dollars.</p>	GlobalTopic_1, E-1, E-3		I- 2199 -1
Cummings	Joe		Website	6/03/19 12:36 PM AT	<p>We dont need no freeway thru our homes in Altar Valley. it will be noisy, loud, and will bring more illegals into AMERICA! Drugs will cum with them to. no freeway in my backyard!</p>	GlobalTopic_4 and GlobalTopic_1		I- 1250 -1
Cummings	Suzy		Website	5/14/19 4:39 PM AT	<p>We should NOT have a interstate going thru Avra Vally. Lots of mexicans will come in on the trucks and we dont need no more illeegls in AMERICA. i vote no to interstate 11 in the dessert.</p>	GlobalTopic_1		I- 911 -1
Cummins	Jody		Website	5/08/19 9:42 PM AT	<p>I am a resident of west tucson. I believe that this proposed route degrades the beautiful wilderness west of tucson, ruining the peace and beauty of our region. With the recent widening of I 10 this seems a wasteful use of resources.</p>	GlobalTopic_1		I- 679 -1
Cummins	Jody		Website	5/08/19 9:42 PM AT	<p>If we need to move more nafta goods, another highway is not the right solution. Build us the high speed train we have been begging for!!! Let the commuters take the train and let the trucks use the i 10 corridor.</p>	AC-9 and AC-6		I- 679 -2
Cunningham	Alisa		Website	6/18/19 4:30 PM AT	<p>This is a very poor alignment if you are from Tucson. No one who lives in Tucson should support this.</p>	GlobalTopic_1		I- 1740 -1

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Cunningham	Kristie		Website	6/15/19 3:49 PM AT	<p>I oppose the building of this bypass on environmental and Tucson economic grounds. Allow me to quote from my city councilmember, who has so eloquently parsed the problems: "We have a newly vibrant downtown (paid for by Rio Nuevo sales tax money) and are we are in the middle of a recovery. This bypass would pull traffic (as well as development) far from the city's core. That means economic activity will be drawn away from our city and we'll lose out on spending and tax revenue.</p> <p>...We lose out on state revenue sharing because of the amount of development outside of incorporated areas. The freeway will encourage more of that development, all of which will be more of a demand on county services we aren't getting compensated for and will be paid for by city residents.</p> <p>The highway will be perilously close to such natural treasures as the Ironwood Forest National Monument and the Tucson Mountain District of Saguaro National Park, destroying wildlife habitat and making them less desirable places to visit. The county already limits development near those two reserves, but those will not be considered as this highway will go as close to 400 feet from them. It also will cut through now-rural areas and displacing homeowners in places such as the Avra and Altar valleys, as well as the lands of the Tohono O'Odham and Pascua Yaqui.</p> <p>This means noise, traffic and pollution in areas of our county that are still relatively wild and natural. The freeway will also cause light pollution which will spoil observations at Kitt Peak, about twenty miles away.</p> <p>...Central Arizona Project canal cut across some wildlife corridors between the Tucson Mountains, what is now the Ironwood Forest National Monument and Waterman Mountains. There were concerns brought up by conservationists; to mitigate those impacts the federal government set aside land to be a wildlife corridor. The freeway will cut across that corridor, negating any benefit from any mitigation from the set aside.</p> <p>If the idea is to get more traffic going between Phoenix and Nogales or El Paso, improvements can be made to I-10 and I-19. In fact, "co-locating" I-11 with these existing freeways will save at least \$3.4 billion and provide much needed upgrades to I-19 and I-10. Also some policy changes at Nogales's Mariposa Port of Entry (Such as extending hours or increasing staffing levels) would do a lot to help out with truck traffic up and down the corridor."</p> <p>Sincerely, Kristie Cunningham</p>	GlobalTopic_1, GlobalTopic_4, GlobalTopic_13, E-1, BR-1, LU-1, R-2, N-1 and BR-6		I- 1563 -1
Cunningham	Paul Arthur		Website	6/18/19 4:38 PM AT	Please review the work that was done on this....I don't feel this the best choice. The Orange Alignments from Marana to Nogales makes the most sense by far. There already a bypass road. The city has interests in Water infrastructure, natural parks, natural resources. This does not serve in the interest of national Security nor does it assist Davis Monthan AFB and the Border Patrol. The land acquisition will save money as well as augmentation of traffic in Tucson, If any thing a bypass could go East, but this version of the alignment doesn't make a lot of sense for Tucson, In fact, it is actually detrimental to quality of life, sustainability as and economic vitality of the region,	GlobalTopic_1, WR-1, R-2, LU-3 and E-1		I- 1741 -1
Cunningham	Paul		Website	6/18/19 4:06 PM AT	HELL NO....DISGUSTING....WORST ROUTE EVER. COMPLETELY IGNORES TUCSON. WHAT AN AWFUL WAY TO TREAT A COMMUNITY of 1 Million people. You should be ashamed of yourselves	GlobalTopic_1		I- 1738 -1
D	B		Website	6/21/19 6:46 PM AT	Please rethink the routing of this tier through Hidden Valley/Maricopa area. This area is some of the most beautiful desert near the Phoenix valley.	GlobalTopic_4		I- 1919 -1
D	Patricia		Website	4/17/19 10:17 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 124 -1
D	Rusty		Website	7/04/19 12:54 PM AT	My preference is to build a new route wherever possible, rather than just improve existing routes. This serves several purposes: 1. Prevents years of disruptive construction on existing routes such as I-10. 2. Provides alternative routes in case of accidents, weather conditions, etc. 3. Moves commercial trucks off of busy routes like I-10. 4. Provides freeway access to more communities.	GlobalTopic_4		I- 2558 -1
D'Abella	Gina		Website	7/08/19 2:09 PM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11, which would create a new transportation corridor. I prefer the Orange route alternative along existing transportation infrastructure.</p> <p>Why I oppose the Recommended Alternative route:</p> <ul style="list-style-type: none"> • The Recommended Alternative route, which would require the construction of a new transportation corridor, will cause irreparable harm to natural and biological resources. • The Recommended Alternative route would negatively impact sensitive riparian areas and sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the communities it imposes. • The Recommended Alternative route negatively impacts private property by encroaching on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of the lands. • Although the Recommended Alternative route provides an alternate regional route, reduces travel time for long-distance traffic between Nogales and Wickenburg, provides access to planned growth areas, and serves key economic activity centers – the use of existing I-8 and SR 85 (Orange Alternative e.g. Options H, K, and Q) would minimize disturbance to environmental resources. Your traffic analysis indicates this route is underutilized now, but would be more utilized if expanded/marketed as the I-11 Corridor. 	GlobalTopic-1 and LU-3 and R-2 and R-1 and AQ-1 and N-1 and V-1 and LU-1 and GlobalTopic_2 and GlobalTopic_4	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 2995 -1
Dagley	Steve		Website	6/17/19 2:52 PM AT	Looks great !!! Proceed quickly.	GlobalTopic_4		I- 1631 -1
Dahl	Kevin	National Parks Conservation Association	Email	5/27/16 5:27 PM AT	<p>Please see attached file.</p> <p>-Kevin</p> <p>[cid:image001.jpg@01D4F5E9.FBB8E2D0]</p> <p>Kevin Dahl Arizona Senior Program Manager National Parks Conservation Association P: XXX-XXX-XXXX C: XXX-XXX-XXXX XXXXX@npca.org npca.org Your parks. Your turn.</p>	The file was not attached, but Mr. Kevin Dahl's comments are included and responded to in this appendix.	No Attachment submitted	I- 434 -1
Dahl	Kevin	National Parks Conversation Association	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 11 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dahl	Kevin	National Parks & Conservation Association	Oral	5/11/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 20 -1
Dahl	Kevin	National Parks Conservation Association	Website	4/18/19 2:26 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 4 -1
Dahl	Kevin	National Parks Conservation Association	Website	7/08/19 5:28 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 49 -1
Dahl	Kevin	National Parks Conservation Association	Email	7/08/19 1:00 AM AT	<p>Please accept the attached letter as NCPA's comments. These are the same as the ones entered in the online comment form and also attached as a file to that comment submission.</p> <p>Not trying to send in three comments - just want to make sure that this one comment letter gets to you.</p> <p>Thanks,</p> <p>Kevin</p> <p>[cid:image001.jpg@01D535AA.76A31790]</p> <p>Kevin Dahl</p> <p>Arizona Senior Program Manager National Parks Conservation Association</p> <p>P: XXX-XXX-XXXX C: XXX-XXX-XXXX XXXXX@npca.org</p>	<p>R-2, GlobalTopic_1, GlobalTopic_8, GlobalTopic_11, BR-1, BR-4, BR-5, BR-6, BR-10, WR-1, WR-4, V-1, N-2, AQ-1, AQ-2, AQ-3, LU-3, E-1, E-2, AC-3, and GlobalTopic_3</p> <p>The I-11 Joint Stakeholder Community Planning Group position statement was located in the Appendix of the Draft Tier 1 EIS Errata and is in the Final Tier 1 EIS Appendix H.</p> <p>The publicly owned portions of this property, which are managed by BLM, are accessible to the public. The property was designated in 2000 by Presidential Proclamation 7320 for the protection and management of "historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest." This formal designation serves as the definition of the primary purpose of the property as a whole. Within the BLM's Ironwood Forest National Monument, Record of Decision and Approved Resource Management Plan (BLM 2013), the agency states that other, secondary uses (recreation, timbering, and rangeland, for example) may be allowed under specific criteria so that the primary purpose of the property is supported. However, these other, secondary uses are not relevant to the Section 4(f) test of primary purpose.</p> <p>As explained in FHWA's 2012 Section 4(f) Policy Paper, Question 1A, to be protected under Section 4(f), land must be formally designated as a park, recreation area, wildlife and waterfowl refuge, or historic site (23 CFR 774.17). FHWA interprets formal designation as meaning that the land has been identified through an official process, such as a Presidential or legislative action, or is included in an adopted master plan by the official with jurisdiction over</p>	Dahl_K_NPCA_O61	O- 61 -1
Dahl	Kevin	National Parks Conservation Association	Email	7/08/19 1:00 AM AT	<p>Please accept the attached letter as NCPA's comments. These are the same as the ones entered in the online comment form and also attached as a file to that comment submission.</p> <p>Not trying to send in three comments - just want to make sure that this one comment letter gets to you.</p> <p>Thanks,</p> <p>Kevin</p> <p>[cid:image001.jpg@01D535AA.76A31790]</p> <p>Kevin Dahl</p> <p>Arizona Senior Program Manager National Parks Conservation Association</p> <p>P: XXX-XXX-XXXX C: XXX-XXX-XXXX XXXXX@npca.org npca.org Your parks. Your turn.</p>	The I-11 Project Team received the comments from NPCA.	No Attachment submitted	O- 63 -1
Dahl	Pat		Oral	5/11/19 1:00 AM AT	<p>PAT DAHL:</p> <p>Hi. My name is Pat Dahl. Marana is where I am concerned about most. However, let's look at this. Picture Rocks, you should be ashamed of yourself. You want the other -- in Avra Valley, and that's wrong. Going through national parks, you're not just hurting us, the property owners right there, but it's the nation.</p> <p>You spent untold money to get the tourists to come here to the beautiful land that's unspoiled. And you want to wreck it. Now, knowing that this is going to happen, one way or another, the only alternative is over I-10. That's it. Like I said, you really should be ashamed of yourselves. Thank you.</p>	GlobalTopic_1		I- 1392 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dahl	Pat		Website	7/07/19 1:53 PM AT	<p>July 1, 2019</p> <p>Dear Sirs and Madams,</p> <p>We are endeavoring to debunk the destruction of private and government property:</p> <p>Our home will become noisy, dirty, polluted, our wildlife murdered, indigenous native plant life eradicated, privacy and seclusion eliminated, gangs and graffiti, Jake-brake ridden, irreparably damaged open spaces, distasteful 'medium density' housing, devalued property, spoiled retirement, and ugly!;</p> <p>My husband is Viet Nam veteran suffering from post-traumatic disorder and Agent Orange, of which, his problems have not only improved, but, have brought my man back to being a human, after moving to this wonderful valley;</p> <p>We love sitting outdoors and listen to the sounds of the desert - not the annoying sounds found in Tucson, Marana, or any city; what would you rather have?;</p> <p>We have worked hard for a stress-free retirement home. How would you like a freeway running through your backyard?</p> <p>I-11 Bypass will irrevocably change and destroy: The Tucson Mountain Park, Saguaro National Park W., and The Ironwood National Monument Will be destroying wildlife, and their habitat; for everything that flies, walks, burrows, or grows, Will destroy the habitat that makes the Desert Museum possible.</p> <p>I-11 Bypass will irrevocably change and destroy: A major portion, right in the center, of the Sonoran Desert.</p> <p>Of those who are pushing for the I-11 bypass, are forgetting that the parks and monuments are not just for a chosen few. Parks are for all in this great nation. One of Arizona's main incomes are tourists.</p>	GlobalTopic_1 and LU-3 and R-2		I- 2776 -1
Dahl	Pat		Website	7/07/19 1:53 PM AT	<p>I know that this bypass will be built. The planning was started more than 25 years ago.</p> <p>Fine.</p> <p>BUT GET OUT OF MY BACKYARD!</p> <p>Sincerely, Pat Dahl - Retired Allan Miller, Retired XXXXXXXXXXXXXXXXXXXXX Marana, Arizona 85653-9669</p>			I- 2776 -1a
Dahl	Pat		Website	7/07/19 1:53 PM AT	Why aren't you doing the I-11 bypass as a double-decker on I-10. It is less expensive!	GlobalTopic_1		I- 2776 -2
Dai	Mike		Website	5/08/19 6:10 PM AT	<p>I am not opposed to this hwy because of environmental concerns. I am opposed because the money could be used to make hwy 10 wider and complete 303. I currently use 8 to 85 to 10E to 303 then to 95 north. I use this route to avoid Phoenix and would use 303 if it ever was completed. Complete what you started before going on to other hways and see what happens with the flow and speed.</p> <p>Thanks.....mike</p>	GlobalTopic_4		I- 671 -1
Daigle	Elizabeth		Website	7/04/19 12:58 PM AT	<p>I am against the proposed I-11 freeway bypass through the Avra Valley. The area that the highway would traverse is critical Sonoran desert habitat. This proposed highway would destroy wildlife habitat and connected open spaces. The I-11 bypass will harm Saguaro National Park West, Tucson Mountain Park, and Ironwood Forest National Monument. Additionally, the route as proposed will disrupt the serenity of these locations, and will introduce air, light and noise pollution.</p> <p>I believe that an alternative exists which is to modify the existing I-10 to add traffic capacity as well as connect downtown and make it more accessible. Other cities have created elevated avenues for pedestrians with shops, restaurants, and green space for the community. This would allow keeping the current footprint of I-10 through Tucson, but would provide ways to connect the communities that are currently separated by the highway.</p> <p>My belief is that everyone in this area of Arizona is responsible for preserving the natural treasures that make this region unique! These "wild" areas need to be here for the future generations to enjoy. We are responsible for being good stewards of our natural environment, which is the Sonoran Desert.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2559 -1
Daigneau	Benjamin		Website	5/08/19 10:41 PM AT	The I-11 corridor is a terrible idea. The environmental impact is too high for the proposed benefits.	GlobalTopic_4		I- 683 -1
Daley	Julia		Mail	7/08/19 1:00 AM AT	I am writing in opposition to the proposed I-11 plan. As a city planner who has studied the impact of global transport networks there is no concrete evidence this corridor will have the intended economic impact nor reduction in traffic, but there is ample evidence of the negative ecological impact. I hope that you can extend some creative problem solving to the portoped issues and find sustainable solutions to stimulate the economy in a genuin and impactful way. Please do not be lazy - we cannot afford it.	GlobalTopic_4	Daley_J_13540	I- 3540 -1
D'Alonzo	Joan		Website	4/16/19 5:55 PM AT	I am a property owner in the Picture Rocks area and am very concerned about this proposed highway through our community. This project will have a significant negative effect on public lands, natural desert areas, and private property.	GlobalTopic_1		I- 107 -1
D'Alonzo	Joan		Website	4/16/19 5:55 PM AT	In order to allow members of the public adequate time to review the Draft Environmental Impact Statement and comment on it, I would respectfully request that the comment period be extended by 120 days to September 19, 2019. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 107 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
D'Alonzo	Joan		Website	6/29/19 7:34 PM AT	I am expanding on comments previously submitted, after having had time to review the draft EIS for the proposed I-11 highway. My concerns are with the portion of the highway that would go through Avra Valley. First of all, reading the EIS and ADOT's justification for this highway has failed to convince me of its necessity. The preferred alternative would cost billions of dollars and would provide little or no benefit to most residents of Tucson and Pima County, but would simply allow trucks to get to Mexico faster. In addition, this route would significantly harm the environment in this area. It would negatively impact public lands such as Saguaro National Park, Ironwood Forest National Monument, and Tucson Mountain Park due to its close proximity to those areas. It would disrupt important wildlife corridors for species such as bighorn sheep, and would cross directly through already existing mitigation lands for the Central Arizona Project canal. It would cause noise, air, and light pollution. None of this is in keeping with the existing Sonoran Desert Conservation Plan, supported by Pima County. Finally, on a personal level, I am a property owner and soon to be a full-time resident of Picture Rocks. Like many residents of Avra Valley and Picture Rocks, I chose this area for its quiet rural character, and this will be destroyed by this proposed highway. While it does not appear that my property will be encroached upon, this is not true for many of my neighbors in the area. Private property will be seized from property owners, property values will be lowered, all for a highway that there appears to be little local support for, at least judging by the comments made at recent meetings and the numerous letters to the editor in the local newspaper. Thank you for allowing me to comment on this important matter.	GlobalTopic_4 and GlobalTopic_1		I- 2218 -1
Dargis	Andre		Website	5/13/19 3:01 PM AT	Dear members of the ADOT commission studying the I-11 corridor project. Please give your best consideration to the idea of creating an all-electric rail line between Phoenix and Tucson. Other industrially advanced countries already invest in such speedy and environmentally clean transportation. Arizona can lead our country by example and smart initiative. Thank you.	GlobalTopic_4 and AC-9		I- 875 -1
DARRAH	MICHAEL		Website	6/17/19 9:18 AM AT	I dont think they should put i 11 out here because its make get go town and marana and it will hurt the people who work out here and who live out here to and it will hurt the fire department avra valley fire and will hurt the farmers out here to	GlobalTopic_4 and GlobalTopic_1		I- 1614 -1
Daugherty	Edward		Website	5/06/19 8:56 AM AT	I ams strongly opposed to the use of the Rainbow Valley Road. We live in the 55 community of CantaMia, which is directly adjacent to Rainbow Valley Road. The addition of I-11 will bring excessive noise, dust, and traffic to our area. We chose this area for retirement because it provides the environment we need. I-11 provides no access that is of benefit to us. This route is completely unacceptable.	GlobalTopic_2		I- 550 -1
Davenport	Edwin		Phone	6/22/19 1:00 AM AT	Hello, my name is Edwin Davenport. I live in Picture Rocks, Arizona. I am vehemently opposed to the I-11 destruction of the desert to the west of me and there's no question in my mind that that would be much much cheaper to either build another level on the interstate or build just a larger interstate. In any case please consider the ecology of the situation, it's just absurd. Thank you very much.	GlobalTopic_1		I- 3283 -1
David	Michael		Oral	5/11/19 1:00 AM AT	MICHAEL DAVID: My name is Michael David. I've lived out here for about 25 years. And first, I'd like to start with a couple of statements. And I'm not directing this at anybody in particular here, but who's the brain-dead moron that came up with these routes? Now, if we're talking about doing something feasible, let's don't dig a highway zigzag all around the mountains when we have 35 extra miles of actual road asphalt. Let's go up west to the state line. It's flat, it's open, it's beautiful road -- or beautiful property to build a road. It's going to end up going that far west anyhow. So let's start by putting it out there if they're going to do it. Secondly, our government is going deeper and deeper in debt, so let's save the money building a new road and improve our existing structures. It has to be done. An even better way of doing it, let's put in a rail. I can almost guarantee the traffic already exists from Nogales to multiple points in Canada, and it's a lot more cost effective and a lot less harmful to the environment. I mean, like I said, there is a brain-dead moron somewhere that came up with this, and I know it's none of you guys. If it is, I apologize. But like I said -- and I'll emphasize. The federal deficit, part of it is from building highways that there's no need for. Can anybody give me a reason why we need it? I'll save my last minute. Thank you all.	GlobalTopic_4 and E-3 and AC-9		I- 1399 -1
David	Paul R.	Graham County Supervisor	Website	6/25/19 2:44 PM AT	I'm writing to support the no-build alternative for the I-11 freeway from Nogales to Wickenburg for the following reasons: 1. ADOT is currently unable to maintain the existing infrastructure in Arizona. Outside of metropolitan Phoenix and Tucson there are no new capacity projects, only maintenance. ADOT is resorting to more short term surface treatment projects such as slurry and chip seals rather than mill and replace paving projects. These surface patches do not replace worn out pavement sections. 2. The current and previous governors and legislature have not increased the gasoline tax for decades, in fact they've siphoned nearly 2 billion dollars of Highway User Revenue Funds over the last 10 years to operate the Department Of Public Safety. With existing current and anticipated future inadequate funding, the construction of the I-11 project will only exacerbate the funding crisis. If Congress appropriated all the funds for the I-11 project, ADOT would still have a \$24,000 per lane mile maintenance cost (in perpetuity) which will further dilute pavement maintenance funds. 3. The environmental impacts of a new corridor are enormous. Wildlife takes and corridor segmentation, visual, noise and pollution impacts will be enormous. The loss of farmland, ranch land, and recreational areas as well as the displacement of home owners (many who are low income) will be considerable. Grubbing and clearing for construction will destroy at least 2000 acres of vegetation. Additionally, a new freeway in a desert setting will experience wind blown dust storms. 4. Even with widely spaced interchanges, I-11 will create population growth in the area as well as an incremental demand and finally congestion. The cost and construction delays of the traffic interchange connections to existing freeways and highways as I-11 marches North will be very high. 5. Constructing a major South to North international transportation system to primarily meet existing and future freight and commerce demands without including an integral transcontinental rail system along the corridor is inefficient, short sighted and too costly.	GlobalTopic_4, CO-4, AC-7, BR-2, V-1, N-1 and AC-9		E- -5 -1
Davis	Candice		Phone	7/08/19 1:00 AM AT	Yes, I live here in the north west of Tucson and I think that the I-11 is a very shortsighted proposal. Our natural desert environment is what attracts both tourists and new residents to the area and the area here that you're proposing to go through is some of our most precious because it is Ironwood Saguaro combination which is absolutely unique to our area so I would like to say that I oppose the project. Candice Davis is my name. I live on XXXXXXXX. Thank you.	GlobalTopic_1 and R-2		I- 3443 -1
Davis	Dan		Website	6/12/19 7:48 PM AT	Please extend the public comment period for the I-11 Preferred Alternative Route. It would be nice to have at least 120 day extension and maybe more. I was not aware of this proposal and I would think many others were not either. It is a big project and there are many aspects of it to consider. Thank you for your time.	GlobalTopic_9		I- 1513 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Davis	Deborah		Website	7/09/19 12:57 AM AT	<p>To Whom It May Concern: July 8, 2019 Re: Opposition to I-11 alternative routes in Marana (Avra Valley) and Picture Rocks, Az</p> <p>I vehemently oppose I-11 Interstate being developed in the beautiful Sonoran Desert in Marana/Picture Rocks. I have visited and stayed in this area for 40 years, since my early 20's. I own 2 parcels there and I am in the process of planning my retirement home there with my fiance. We go there regularly now for a respite, excited about leaving California and what has happened to this once beautiful state and looking forward to embracing Picture Rocks and its beauty continually. As a native of San Francisco, I remember loving being brought up there and enjoying its beauty and culture, but much has changed and parts of the city are unbelievably compromised. Beyond sad. I am opposed to the alternative routes of I-11 and how it will affect the environment. I remember in early 2000 not being sure if my intended purchase of my second potential 5 acre parcel in Picture Rocks was possible because of the impact on the pygmy owl. I was in support of its survival. I also loved that across the street, the National Saguaro Monument was visible in all its glory and serenity. I am not interested in depriving people nor animals of what they love and especially interrupting their home life, nor an animal's habitat, respectfully.</p> <p>I just retired from a 38 career in the health care field and I find Picture Rocks to be a place of refuge and joy. My mother moved there in the seventies and I have been visiting this particular area for one purpose only....I love its beauty, the mountains, its history, the solace I experience, the wildlife, the people, the petroglyphs and so much more. When I was at the Desert Museum 6 months ago, I actually stood at a particular place overlooking the valley and I thought to myself, "I can't fathom a highway being built in this beautiful area. I am for co-locating all routes and linking and expanding I-10. In the famous words of Thoreau, "The winds which passed over my dwelling were such as sweep over the ridges of mountains, bearing the broken strains, or celestial parts only, of terrestrial music. The morning wind forever blows, the poem of creation is uninterrupted, but few are the ears that hear it." Walden by Henry David Thoreau. If you beat to a different drum, that is fine, but please do not impose your beat on our beautiful land. We plan on passing this land to our beneficiaries for their enjoyment. My children are young adults who work extremely hard and contribute to society. I want to leave them with memories of being there as children and giving them an opportunity to steward their legacy. Thank you, in advance, for listening and taking my concerns into serious consideration as well as all those who have submitted their thoughts.</p> <p>Sincerely, Deborah Davis (XXXXX@yahoo.com) A proponent of Nimby and re-locating/expanding to I-10 and linking to I-19 Thank you.</p>	GlobalTopic_1 and LU-3		I-3215 -1
Davis	Deborah		Website	7/09/19 12:57 AM AT	<p>I implore you to co-ordinate and listen to the Coalition for the Sonoran Desert Protection Organization and Others about how much wildlife is already threatened and/or extinct. They do much for the natural wildlife and are trying to insure their survival as well as promote the vegetation. Additionally other organizations want to protect the beautiful monument for those who live there and for those who visit as tourists. There are very important issues here at stake. People move to Marana (Avra Valley) and Picture Rocks I believe for numerous reasons, but one thing it provides is serenity in a chaotic world, away from the hustle of city life. I do not need to hear, nor desire to see an Interstate being built on such beautiful land. It deeply saddens me to think of such a project so close to majestic beauty and the profound interference associated with the enormous task of developing an interstate and the impact it will have on the environment and seeing urban sprawl developing as opposed to leaving the area untouched and pristine as possible. The thought of the wildlife being threatened, the noise factor, pollution factor, the dimming of the beautiful nights which are so much a part of rural life will affect the current environment immensely. The routes I have seen thus far and the proximity to the Saguaro National Park, Ironwood Forest I find profoundly disturbing and interfering with one's solace. People losing their property values, let alone their property, and the joy of living there, watching the sunsets and enjoying the beautiful nights are problematic features for so many, as well as the tourist industry. People come to see beauty from all over the world..many who I have met who love the Saguaros and desert vegetation.</p>	GlobalTopic_1, BR-4, BR-2, BR-1, E-2, LU-3, N-1, AQ-1, V1, R-2 and LU-1		I-3215 -2
Davis	Kay		Oral	5/08/19 1:00 AM AT	<p>KAY E. DAVIS: Hello. I'm opposed to the bypass through Avra Valley. The only acceptable alternative, if you don't go with solar barges or solar something, is to expand or reconfigure the existing I-10, I-19 corridor. There are valid environmental and economic issues.</p> <p>The environment issues include the proximity to federal lands. The Saguaro National Park West, a protected wilderness area, Ironwood Forest National Monument. It also crosses the Tucson mitigation corridor, which was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona project.</p> <p>Economic issues include costing \$3.4 billion more than expanding the existing I-19 corridor. If we wish to risk a catastrophe by placing a freeway adjacent to the city's major water supply, it negatively impacts scientific research at Kitt Peak observatory by increasing the night-lighting affecting the ability of researchers to conduct their research and it causes economic loss to the city of Tucson by diverting traffic around the perimeter.</p> <p>I have no doubt that each of you, as a civil servant, will do your best to protect the environment. But I am concerned that in this political environment of less regulation in favor of large corporations and industries who benefit by a bypass through Avra Valley, that the federal protective regulations will be put aside if ADOT is granted it's request to take over the federal environmental process. And if that is true, it will be a great travesty to everyone. Thank you for letting me speak.</p>	GlobalTopic_1		I-1361 -1
Davis	Kay		Website	7/06/19 10:20 PM AT	<p>I oppose the proposed Draft I Tier IES for the Interstate 11 Corridor through Avra Valley. Particularly troubling is the proximity of the proposed bypass to the City of Tucson's \$250 million (2000-2004 dollars) CAP water recharge facilities, known as the Central Avra Valley Storage and Recovery Project and Southern Avra Valley Storage and Recovery Project (CAVSARP and SAVSARP). These facilities recharge CAP water into our aquifer and provide water resources to our entire region. The reason for the location of the CAVSARP/SAVSARP is the excellent permeable soil that allows the water to percolate in the aquifer.</p> <p>The recharge basins would have to be moved. But ADOT hasn't done the soil geology work necessary to know whether they can be moved. They're working very well in their present locations. Moving them creates a risk of decreased performance or that they won't work at all.</p> <p>One of the reasons CAVSARP & SAVSARP work so well is that the soil is porous, making infiltration to the aquifer relatively rapid. If a tanker truck carrying hazardous chemicals tips over, we would be hard pressed to prevent contamination of the aquifer from which we pump our drinking water.</p>	GlobalTopic_1, WR-1, WR-2 and WR-3		I-2693 -1
Davis	Laura		Website	7/01/19 10:07 AM AT	<p>I oppose the I-11 Recommended Alternative Route. Given the complexity of the proposed alternative route, I also request that the public comment period be extended to 120 days (September 28, 2019) to allow sufficient time for public review of and comment on the Draft EIS.</p> <p>My opposition is based on the following negative impacts:</p> <ol style="list-style-type: none"> 1. Excessive Cost. The Recommended Alternative route is projected to cost \$3.4 BILLION MORE to build than co-locating I-11 with I-19 and I-10 through Tucson. 2. Increased Pollution. The Recommended Alternative route would cause significant noise, air, and light pollution along the route. 3. Urban Sprawl. The Recommended Alternative route would encourage urban sprawl, creating a whole new need for east-west transportation options and other services. 4. Wildlife Impacts. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. 5. Water Supply Vulnerability. The Recommended Alternative route is adjacent to the Tucson's major water supply, making it vulnerable to uncontrollable toxic spills. 6. Mitigation Land Impacts. The Recommended Alternative route would impact lands and wildlife habitat that are included as mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. <p>Thank you for considering my comments on this issue.</p>	GlobalTopic_9, GlobalTopic_1, LU-3		I-2252 -1
Davis	Mary		Website	7/08/19 12:38 PM AT	<p>I am absolutely OPPOSED to this development an it's alternative. Our natural resources should be nowhere near any development. Thank You! Mary Davis</p>	GlobalTopic_4		I-2968 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Davis	Robin		Website	7/07/19 2:08 AM AT	<p>I am writing in support of the Orange Route of Interstate 11.</p> <p>Financially it does not make sense to cut through pristine desert, buy out dairies, farms and home just to push through a road that is not there. It makes more sense to utilize Interstate 8 to Hwy 85 that already exist and are underused. The time difference is a mere 15 minutes to go around Hidden Valley than push through and destroy dairies, farms, homes, wildlife and natural desert habitat.</p> <p>Also, other areas of the desert have been closed to any vehicular traffic for less than this. Yet an interstate is being pushed through pristine desert that will certainly destroy habitat and animal life that closed other areas of the desert? Why is one area closed yet another area is going to be destroyed? This does not make sense.</p> <p>I don't for one minute believe that anything but the Orange Route is viable. I smell a rat. And I am sure if I follow the money, there is some funny business going on here.</p> <p>This is not a NIMBY issue for me as my property is about 2 miles away. It has to do with unneeded cost, the destruction of pristine desert areas and the disruption to farm and dairy livelihood and people's hopes and dreams of living in a rural area.</p>	<p>GlobalTopic_4, GlobalTopic_2, BR-1 and AC-4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2702 -1
Davis	Robin		Website	5/09/19 7:09 PM AT	<p>I oppose the new proposed highway that would ruin the Avra Valley, bring air, water and noise pollution to its 25,000 residents, threaten Tucson's water supply, hurt existing I-10 businesses, open a deadly new Valley Fever Corridor, increase drug and human smuggling, harm wildlife, and COST TAXPAYERS \$7.6 BILLION DOLLARS!</p> <p>I agree with the Coalition for Sonoran Desert Protection that this highway has not been proven to be needed and it will only encourage MORE urban sprawl. This damaging proposal is too close to Saguaro National Park West as well as the Desert Museum. It will have significant negative impacts to the environment & wildlife in this area that cannot be mitigated.</p> <p>As an Arizona & Pima County taxpayer I do not support this. It is NOT needed.</p>	GlobalTopic_1, LU-3		I- 717 -1
Davis	Sharon		Website	6/19/19 10:37 PM AT	<p>I oppose the construction of an interstate or any major highway west of the Tucson Mountains. Our city is known for its beautiful desert views, and people come from all over to view our sunsets. A highway there would disrupt the views, especially those of Babquivari Peak. It would also bring noise and traffic to a rural area where people have intentionally moved to escape from the city. In addition, it is not good business to spend more money on a new roadway that will cause travelers to skip Tucson and not spend their money in town.</p>	GlobalTopic_1, R-2, V-1, N-1 and E-1		I- 1822 -1
Davis	Shirley		Website	7/08/19 4:16 PM AT	<p>If you are counting for & against mark me down as against.</p> <p>I am sure that you have received large numbers of detailed comments and mine have undoubtedly been covered. However, I will briefly state some of them.</p> <p>The recommended route would cause air and light pollution (very important to our optical activities), create new urban sprawl thus ending the rural character of Altar & Avra Valleys.</p> <p>As far as Tucson and other cities and municipalities along the proposed route are concerned there are extreme economic downsides which I am sure have been covered in detail by others.</p> <p>Additionally there would be disruption, encroachment and loss of property value for thousands of property owners.</p> <p>Thank you for considering my comments. Please do not proceed with this Recommended Alternative Route (I-11).</p>	GlobalTopic_1 and LU-3		I- 3049 -1
Davis	Shirley		Website	7/08/19 4:16 PM AT	<p>I would prefer that rather than a new route (Recommended Alternative route) improvements be made in I-19 & I-10 including consideration of lowering and elevating portions of the roadway. This method would also be much cheaper than the current proposal.</p>	GlobalTopic_1		I- 3049 -2
Davis	Shirley		Website	7/08/19 4:16 PM AT	<p>Your projected roadways would fragment wildlife territories & corridors. Moreover our nationally known Parks and other Federal lands would suffer as would Tribal Lands. As the City of Tucson has pointed out it places a freeway next to the City's major water supply which is the source of a possible toxic contamination.</p>	BR-1 and BR-2 and R-1 and WR-2		I- 3049 -3
Davis III	Leslie		Oral	5/08/19 1:00 AM AT	<p>LESLIE BUZZ W. DAVIS III: Hello, I'm Buzz Davis. I'm a former Army officer. I trained as an infantry officer during the Vietnam era. The future wars are going to be wars over water, war over liveable land. They're already over oil. We want to get diesel fuel for every penny, keep it cheap, and do exactly what the DOT is proposing, subsidize the heavy transportation of our trucks for cheap goods shipped from other countries that are non-union, nonliving-wage-paying jobs, just so that a few can richer than they already are.</p> <p>So we have -- for example, we can move heavy trucks, tonnage, one ton per mile. One gallon of diesel fuel pushes a ton about 155 miles. If you put that 100 on a train, one gallon of diesel fuel will move it about 413 miles. If we put it on a barge, one gallon of diesel fuel will push it about 576 miles.</p> <p>So I propose we take the Colorado river, turn it into great big barge traffic, so that we can move everything and very cheaply.</p> <p>So if we do what is proposed here, which I propose we do not do, when we talk about killing people, we can kill them very nicely with bullets, it's fast kills. Cancer is slow kills. But with kids, it's horrible kills. So we do not need to have more and more diesel fuel pollutants spread all over this area, and right near all of our central cities in Arizona. We've got to think smarter than what we are.</p> <p>And the cost for this project is going to be paid for by the tax payers, not by the one-percenters who are the trucking industry, or who are going to get revenue dollars for carrying the haul. So big trucks do about 90 percent or more of the road wear in United the States, busting the bridges, busting our roads. Cars are not even counted by the federal DOT in the travel mileage. Trucks pay 30 percent into the highway transportation fund and cars pay all the rest. So it's a very lopsided subsidy. We've been subsidizing it already. All the BS that this will decrease traffic around Phoenix and around everything else, is baloney.</p> <p>For those of us that have been in the business of highway transportation, we know if we build a beautiful new interstate that goes around the cities, within 20 years, they're just as clogged as the streets were before. Because the developers are making one pile of money as you build the interstates.</p> <p>Anyway, you should vote this down and start thinking about transporting goods in the United States in the best way we can, using solar-powered trains or barges, or whatever it may be. But this project is not a good project. Thank you.</p>	GlobalTopic_4 and As detailed in Appendix E2 - Travel Forecasting Methods and Analysis Report, freight information was gleaned from the following reference: ADOT. 2017. Arizona State Freight Plan. Prepared by CPCS Transcom Inc. for the Arizona Department of Transportation. November 2017.		I- 1359 -1
Dawson	Jennifer		Website	6/24/19 6:14 PM AT	<p>It is appalling to think that someone wants to run a totally unnecessary bypass through our magnificent, irreplaceable desert when improving I-10 would have the same effect and save millions of \$\$\$. This bypass does nothing for Tucson its surrounding communities, the wildlife and environment, and will even affect the scientific studies of the Mt. Kitt observatory, because of the extra light from excess traffic.</p> <p>This project is a total boondoggle, a massive waste of time and money with incredibly destructive results. Absolutely NO on the bypass through the desert. Thank you.</p>	GlobalTopic_1 and AC-5		I- 2020 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Day	David		Mail	6/10/19 1:00 AM AT	1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ. 85007 RE: RECOMMENDED ALTERNATIVE ROUTE FOR INTERSTATE 11 We are in absolute opposition to the Interstate 11 Recommended Alternative route to be located west of Tucson through the rural Altar and Avra Valleys. Please listen to those who oppose such a destructive plan. Barbara Little David Day	GlobalTopic_1	Day_D_I3251	I- 3251 -1
Day	Rainy		Website	7/09/19 12:58 AM AT	I was still able to submit a comment at the ADOT link provided just now. Here's what I wrote in case anyone is looking for a letter template: As a resident of Tucson, Arizona, for 20 years and a Tucson homeowner for 10 years, I am writing to oppose the destructive proposal known as the Draft Environmental Impact Statement (DEIS) for Interstate 11 released on April 5, 2019. The Recommended Alternative route in the DEIS in Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. I am strongly AGAINST the costly plan to build a freeway through Avra Valley because I-11 would be a disaster for the Sonoran Desert, for Saguaro National Park, for Ironwood National Monument, and for all the wild animals and plants who live in between — as well as for Tucson's water supply, tourism industry, and economy. The I-11 Recommended Alternative route has to "thread the needle" between Saguaro National Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts: I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Instead, I support healthy, wild desert lands, skies dark and starlit, public and Native lands protected, Tucson's water supply safe and clear, \$3.4 billion saved, and all our desert plants and animals flourishing!	GlobalTopic_1 and R-2 and BR-2		I- 3216 -1
Day	Rainy		Website	7/09/19 12:58 AM AT	<ul style="list-style-type: none"> • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1, LU-5, BR-6, BR-2 and BR-9		I- 3216 -2
Day	Rainy		Website	7/09/19 12:58 AM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1 and E-1		I- 3216 -3
Day	Rainy		Website	7/09/19 12:58 AM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. 	GlobalTopic_1, LU-3		I- 3216 -4
Day	Rainy		Website	7/09/19 12:58 AM AT	<ul style="list-style-type: none"> • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1, WR-1 and WR-2		I- 3216 -5
Dazell	C A		Website	5/16/19 4:33 PM AT	Arizona schools need this money much more than we need another interstate. If you need to expend Interstate 10 with additional lanes,so be it. But to create an entirely new freeway bisecting beautiful areas of the desert, when there are so many other needs in this state; that is completely unacceptable!	GlobalTopic_1		I- 933 -1
De Los Angeles	Perla		Website	7/07/19 8:00 PM AT	What's not being considered is the economic impact on DownTown Tucson. Don't do this.	GlobalTopic_1 and E-1		I- 2858 -1
Dean	David		Website	5/02/19 4:50 AM AT	I like the proposed blue route through Arlington/Tonopah. We residents here would love to be able to have access to the i11 via an on/off ramp somewhere nearby. Love the proposed route, lets build it!!	GlobalTopic_4		I- 381 -1
DeAngeli	Carole		Website	5/09/19 3:48 PM AT	I am opposed to the proposed I-11 corridor through Avra Valley due to the negative environmental impacts to the residents, the public lands, the wildlife corridors, the Saguaro National Park, the Ironwood Forest National Monument and the Arizona-Sonora Desert Museum. Not only do freeways create noise and light pollution, but also encourage sprawl in the form of fast-food restaurants, gas stations, convenience stores, etc. I would like to see the state and federal governments explore more environmentally friendly alternatives.	GlobalTopic_1, LU-3		I- 712 -1
DeArmond	Sue		Website	7/04/19 10:31 AM AT	My comments are not based on any environmental impact studies. I am a life long resident of Tucson who has hiked and camped the desert many years. From my observations, a highway is equal to a wall for wildlife movement. Also, the noise factor is another unending impediment to animals and humans. Please register my comments as a NO vote for continuing the study of I 11 route through Avra Valley. Thanks, Sue DeArmond	BR-2, N-1 and GlobalTopic_1		I- 2543 -1
Deck	Tara		Website	7/07/19 2:08 PM AT	Please build the proposed alternative route, which planning documents refer to as the " Orange Route". Please stay away from the Gila river's marshland that is habitat for birds like the endangered Yuma Ridgway's Rail. Thank you.	GlobalTopic_2 and GlobalTopic_4		I- 2778 -1
Dee	Anthony		Website	7/08/19 8:05 PM AT	Redundant and unnecessary. NO.	GlobalTopic_4		I- 3147 -1
Deely	Erin		Phone	6/29/19 1:00 AM AT	Hello my name is Erin Deely, I'm a registered voter and resident of Tucson, Arizona and I'm calling to express my strong opposition to the proposed alternative interstate 11. I've lived in Tucson and have worked here for 30 years, visited for many more and the key reasons I live in this area is the beauty of the Sonoran desert and obviously tourism is huge for our economy. I'm an avid hiker and love being outdoors and know that the area that's being proposed to have the highway run through would be devastating to Saguaro west as well as that whole mountain range and valley and I can't even understand why this is being proposed. It doesn't really create significant access for any significant population. It actually, I don't even understand the rationale behind it. It's economically, environmentally, culturally and natural resource wise, a horrible idea. I am opposed if you didn't get that. Thanks.	GlobalTopic_1, LU-3, R-2 and E-2		I- 3347 -1
Deen	Billie	Double D Farms Partnership	Website	4/16/19 4:39 PM AT	Hello, my name is Billie Deen. My husband and I operate a farming business located at XXXXXXXX, Marana, AZ. Our farming operation and livelihood has been located here since 1990. We strongly oppose the blue recommended corridor route as it goes right through our farm. We would support the orange and purple alternatives. There is plenty of open land surrounding our farming operation that could be used for the I-11 corridor.	GlobalTopic_4, GlobalTopic_8 and LU-1		B- 1 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dees	Jan		Website	6/30/19 7:00 AM AT	I have lived out here in Avra Valley for 22 years... it's beautiful. The land is pristine, and you can see for miles. I love it. However, I feel with this Interstate coming through this area will literally destroy what is so beautiful out here. I have watched Avra Valley grow in these past 22 years, and it has been a slow process, but a pleasant one. I feel with this I-11 going through this area, will introduce many issues. Issues like crime, drug trafficking, and destruction to our pristine landscape. I feel very strongly about this, and if my comments will help deter this endeavour, then please consider NOT creating this negative issue for Avra Valley. Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 2221 -1
Defender	Sonoran Desert		Website	7/02/19 10:49 AM AT	How do we oppose the I-11 route through Avra Valley? - Let me count the ways: 1) the water supply of the 2nd largest city in Arizona, 2) the water quality in the 2nd largest city in Arizona, 3) the only national park and the only national monument near the 2nd largest city in Arizona, 4) climate change, that will end for good the enterprise of fracturing the landscape with all the superhighways that can be built near the 2nd largest city in Arizona, 5) one of the few remaining quiet rural communities near the 2nd largest city in Arizona, 6) wildlife migrations in roadless areas near the 2nd largest city in Arizona, 7) the economy of the 2nd largest city in Arizona, 8) the people of the 2nd largest city in Arizona, who don't want our unique city to resemble in any way the 1st largest city in Arizona.	GlobalTopic_1, GlobalTopic_4, WR-2, R-2, AQ-2, LU-3, BR-2 and E-1		I- 2307 -1
Defeo	Nancy		Email	6/24/19 1:00 AM AT	Please do not build a bypass highway. A train for commerce to get large trucks off I-10 would be a better idea. Regards, Nancy DeFeo XXXXX@gmail.com	GlobalTopic_4 and AC-9		I- 3299 -1
DeGroot	David		Website	5/11/19 12:57 PM AT	I am in favor of "No Build." As a long-time resident of Northwest Tucson, I am concerned about four integral parts of our area - that are part of who we are as a community: the Arizona-Sonora Desert Museum, Saguaro National Park West, the famous light restrictions that encourage astronomy, and the re-established Bighorn Sheep. The Desert Museum has earned worldwide respect and is a substantial economic base for Tucson. I join the Desert Museum in favoring "No Build." The new corridor and nearby development would hurt this unique and wonderful natural attraction. Likewise, Saguaro National Park West is an economic and natural treasure. It is fragile. The new corridor would certainly impact the wildlife. For many animals, SNPW is a last-refuge. Long-time Tucsonans are proud of support for astronomy, which is a tradition going back to the 1950s. A new freeway would bring vast amounts of ambient light, which in turn would take away Tucson's heritage of being astronomy-friendly. The bighorn sheep disappeared from the northern Tucson area in the mid-1990s and have been re-established with great effort by AZ Game and Fish in the last three or four years. Many of us were thrilled to hear that the sheep are making their way from the Catalina Mountains down to Ragged-Top Mountain in Ironwood National Monument, and now into the Silverbell Mountains. This is an amazing recovery for these animals, and the new corridor idea runs through the middle of the area where they are re-establishing themselves. I fear that this high-capacity, high-priority, north-south transportation system will irrevocably destroy many of the things that make Tucson what it is today.	GlobalTopic_4, GlobalTopic_1 and BR-2		I- 769 -1
Deierling	Rachel		Website	5/06/19 8:23 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 573 -1
DellaPenta	Cathy		Website	5/30/19 5:00 PM AT	The proposed I-11 corridor would cause noise and air pollution to very sensitive areas that have been preserved to protect flora and fauna. It would negatively impact Ironwood National Monument, The Desert Museum, and Saguaro National Park West. It would encourage development growth (gas stations, stores, hotels, etc.) along the corridor as well. A recent UN report has noted that "the biomass of all wild mammals on Earth has declined by 82%. So why would we be proposing transportation routes that would push this decline further? The Avra Valley as well would be negatively impacted. In addition, the city of Tucson would be negatively impacted by a freeway near the city's water-recharge basins. An I-11 freeway would also harm all of Tucson's residents' water quality.	GlobalTopic_1		I- 1221 -1
DellaPenta	Cathy		Website	5/30/19 5:00 PM AT	Alternatives include widening the section of the I-10 that goes through Tucson, or building a railroad path parallel to the current railroads that travel between Tucson and metropolitan Phoenix. If the County Board of Supervisors, the National Park Service, and Arizona Fish and Game are already against this proposal, why would you continue with it? Thank you for your time and consideration in this matter.	GlobalTopic_1 and AC-9		I- 1221 -2
DellaPenta	Cathy		Website	4/16/19 12:38 AM AT	Please extend the comment period on the proposed "Preferred Alternative" for the Interstate 11 from 56 days to 120 days, to end on Sept. 28, 2019. It is a complex situation with far too many issues and ramifications in the proposal. It needs more input from the public.	GlobalTopic_9		I- 78 -1
DeMuth	Lynn		Email	4/30/19 10:27 PM AT	To Whom It May Concern, I oppose the I-11 corridor from Wickenburg to Nogales and ask that ADOT choose the no build alternative. The proposed corridor would fragment wildlife habitat, including protected public lands, and increase carbon and other pollution. ADOT resources would be better spent on considering passenger rail between Phoenix and Tucson. This idea has merit and has been considered for many years; it's time to implement it. Thank you. Lynn DeMuth Chandler, AZ	AC-6 and AC-9		I- 829 -1
Denis	Jackie		Website	5/06/19 8:43 PM AT	Greatly opposed to Interstate 11. I believe it would be catastrophic to the desert, vegetation, wildlife and our rural neighborhoods which we all cherish and want desperately to protect. We must not sacrifice our environment to allow semi trucks a faster route north.	GlobalTopic_4 and BR-1		I- 575 -1
Denny	William		Website	7/07/19 7:18 PM AT	There is already an interstate, I-10, along with I-19 that runs north from Nogales. If those two thoroughfares are inadequate to support projected traffic, then they should be upgraded and/or widened. There is no need to cut a new interstate through a rural area, thus ruining the peace and quiet of those who choose to live away from urban noise, sprawl and traffic. Not to mention the environmental damage this proposed "cut-off" would do to Saguaro National Park and the Ironwood Forest. As I write this, I notice some thumbnail pictures to the left side of the screen saying "Welcome to Historic Wickenburg". One of the pictures even shows a pristine desert scene. This is an example of what will be lost if this plan goes through.	GlobalTopic_1 and LU-3		I- 2846 -1
DENTON	Ben		Website	6/27/19 4:44 PM AT	Hurry up and get this complete, it is very much needed	GlobalTopic_4		I- 2114 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
D'Eustachio	Roni L.		Email	6/28/19 1:00 AM AT	Original Message--- From: roniomi To: 1-11ADOTStudy Sent: Fri, Jun 28, 2019 11:45 am Subject: I-11 Corridor My name is; Roni L. D'Eustachio XXX-XXX-XXXX I hope my email is in time for a possible change in the plan, as I was just made aware of this plan!! I reside at XXXXXXXXXXXX in La Canada Norte II subdivision in Sahuarita 85629. This subdivision has one half acre lots and next to us are one acre lots in Rancho Buena Vista. We consist of upscale designer homes. I have resided here for 22 years, relocating from California. We are all proud of our down home family lifestyle living in this community and do not want a new freeway coming through our area. A new freeway (I-11) would bring an element of undesirable making; crime, more drug trafficking, homelessness, human trafficking, etc. All of which I do not want to be so near my home! I would prefer to offer ideas for 2 different routes for this I-11..... one would be to keep it on the I-19 through Tucson/Marina, using the potential I-10 Interconnection where it shows F on the map titled "Recommendations for further study in tier 1 EIS"! second would be to start at the Pima and Santa Cruz County line, below Green Valley, at Amado, Aravaca Rd continuing up behind all the residential areas! The least expensive plan would be to stay on I-19, adding additional lanes to accommodate the increased traffic! Please reconsider the plan as it now shows!!!!	GlobalTopic_4		I- 3335 -1
Devereaux	Joanne		Website	7/08/19 3:41 PM AT	Please consider widening the existing highway before building a new one. I-11 will be devastating to the wildlife. Must we pave over more and more of the state? The I-10 corridor exists already. Can we consider adding "truck only" lanes to it? The wildlife and their habitats have no one to speak for them. Please protect them.	GlobalTopic_1		I- 3029 -1
Devine	David		Website	5/02/19 11:41 AM AT	Imagine in 1919 a study being done to predict new wagon and horse drawn carriage trails needed by Arizona farmers and ranchers. It would have been a waste of time and money due to changing technology. Now imagine a 2019 study being done to predict the path of a proposed central Arizona highway to possibly be built sometime in the distant future. It also is a waste of time and money because with technological changes, by the time it was built it would be obsolete. Who knows what ground transportation will be like in 20 or more years, but it is safe to assume it won't be like it is today. So the no-build alternative is the only reasonable option.	AC-3 and AC-6 and AC-9		I- 388 -1
Devine	Jeanne		Website	5/18/19 7:50 PM AT	Please do not approve the I-11 corridor. It will further degrade the land, fragment habitat including in beautiful Saguaro National Park and contribute to carbon emissions. It is imperative that we act now to prevent more climate change. The only viable transportation must be free of fossil fuels. We must keep climate change in focus on all such decisions.	GlobalTopic_4, GlobalTopic_1 and BR-5		I- 1018 -1
Dewey	Janice		Website	6/21/19 1:49 PM AT	Tucson will not buy into this and one wonders who's really pushing ADOT, who's really going to gain. Not the southern regional corridor.	GlobalTopic_1, AC-4		I- 1900 -1
Dezina	Patricia		Website	6/28/19 4:55 PM AT	I am against building Interstate 11. I have lived in the Tucson area off and on for 40 years. I went to high school and college here and came back to retire here, because it has a small community feel instead of Phoenix's big city vibe with all of it's highways. I can't see how we need another highway running parallel to Interstate 10, when we can just expand it to 3 lanes all of the way across Arizona. Adding Interstate 11 will jeopardize wildlife and recreations reas as well as destroying unique flora and fauna. It seems like the only ones to gain from this would be the construction companies and the people looking to sell land. I haven't seen any details that show that it will make our town better without exposing it to higher crime rates, needs for more extensive olcing and more land and sky pollution. Sincerely Patricia Dezinap	GlobalTopic_4, GlobalTopic_1		I- 2186 -1
Dhruv	Eric		Website	7/07/19 10:42 PM AT	[Text from Attachment] 7/1/2019 Dear Review committee, Thank you for reading my comments. I hope that my comments, and those of my fellow citizens, will be considered objectively, before decisions regarding the I-11 corridor are made. I would like to be on the record stating my profound and unequivocal opposition to the I-11 Corridor, in its current proposal or any proposed alternatives that result in the establishment of a potentially 1 to 2 football field wide, high speed, parallel road that essentially mirrors I-19 and I-10 vehicular and railway corridor. The I-11 Corridor comes across as a dull-minded, uncreative relic of 19th and 20th century porkbarrel thinking, harkening back to the days when our natural heritage of plants and dwindling wildlife, Native and rural peoples, and cultural sites were nothing more than an economic externality to be ignored and under the auspice of economic growth which in historic and contemporary times leverages financial and political benefits for select people. Today throwing in "homeland security" is another overused, politically cynical ploy to expedite projects. Climate change requires connected ecological systems to maintain the integrity of systems that humans and other Earthlings require. A recent UN report states that 1 million species are at risk of extinction in 20 years attributed to factors such as habitat fragmentation and degradation which this project will do. Volume 232, April 2019, Pages 8-27 in the Journal of Biological Conservation demonstrates a 40% decline in global insect populations. This region is exceptional for its biodiversity but that does not mean that we have high populations of any one species. All our species are vulnerable and unfathomably integral. Please look to the future and not the fossil fuel solutions of the past. What the Sonoran Desert Region region needs is exactly what our Nation the and world requires- inspired, creative approaches to ecological, social, cultural and economic systems. We need resiliency instead of the degradation of our ecosystems, our health, and our souls. Respectfully, Eric Dhruv XXXXXXXXXXXX Tucson, AZ 85745	GlobalTopic_1 and AC-3 and BR-1 and BR-4 and AC-9	Dhruv_E_I2885	I- 2885 -1
Dhruv	Eric		Website	7/07/19 10:42 PM AT	We must understand that just because an idea is proposed by a group (FAST Act) whose specific job it is to provide transportation proposals, does not necessarily make a proposal worthy of consideration, which is clearly the case for this project. FAST Act must consider safety as a criterion, but this project is not safe for people or other species. The I-11 corridor will fragment, isolate and result in the death of hundreds of thousands of plants and animals ranging from migrating insects, amphibians, reptiles, birds, and mammals during the construction, the maintenance, and each and every year along the entire corridor via collisions (see, Effects of Roads and Traffic on Wildlife Populations and Landscape, Journal of Ecology and Society http://www.ecologyandsociety.org/vol16/iss1/art48/).	BR-1 and BR-2 and PN-3		I- 2885 -2

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Dhruv	Eric		Website	7/07/19 10:42 PM AT	The project is not safe for people as it will result in the injury and death of more humans via high speed traffic accidents According to the 2018 ADOT report on vehicular accidents on AZ roads 1,010 people were killed and 53,376 suffered injuries in 2018. The project is not safe as the industrialization of our western landscapes has fragmented and decimated the integrity of ecological systems to provide services such as clean air, surface and ground water, soundscapes. The air quality of Tucson will be impacted by the development, on-going maintenance, traffic, corresponding land use changes and sprawl development. Runoff, erosion and flood control measures will alter the quality of water in the Avra Valley watershed which is a source of drinking water for Tucson.	GlobalTopic_1, BR-1, AQ-1, LU-3 and WR-2		I- 2885 -3
Dhruv	Eric		Website	7/07/19 10:42 PM AT	I-19 and I-10 already provides high-priority, access-controlled, north-south transportation corridor. Putting tax dollars into improving the already existing infrastructure, including railroads, which already run parallel to I-19 and I-10 for much of the distance, is an idea worth exploring in detail. This can be done without impacting the already highly fragmented and fragile Sonoran Desert Ecosystem, cultural sites, and our western rural heritage. I-19 and I-10 already provides regional mobility for people, goods, and homeland security. Investing the current infrastructure will increase the mobility of people, goods and even continue to support the increasing militarization of our region, if desired. Again, this can be done without impacting the already highly fragmented and fragile Sonoran Desert Ecosystem, cultural sites, and our western rural heritage. Yet again, I-19 and I-10 connects major metropolitan areas and markets with Mexico and Canada and access to the high-capacity transportation network to support economic vitality. Yet again, investing the current infrastructure will increase and enhance connectivity without impacting the already highly fragmented and fragile Sonoran Desert Ecosystem, cultural sites, and our western rural heritage.	GlobalTopic_1		I- 2885 -4
Dhruv	Eric		Website	4/15/19 5:46 PM AT	Dear Friends, due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. Eric Dhruv	GlobalTopic_9		I- 63 -1
Dhruv	Suzanne		Website	7/01/19 10:49 AM AT	I am adamantly opposed to this highway from Nogales to Wickenburg. I am a native Tucsonan, current resident of Pima County and advocate of the protection and conservation of our vital natural and cultural resources of our Sonoran Desert Region. This highway is unnecessary and highly destructive to the natural and cultural resources existing in this area as well as to our public health and future resiliency. If ADOT and FHWA want to use their monetary funds, then direct funds to the current highway systems and make improvements. DO NOT create a new barrier and destructive structure that will detrimentally affect the water resources, wildlife, and flora of this critical and important environment. Adamantly Opposed, Suzanne Dhruv XXX-XXX-XXXX	GlobalTopic_4, WR-2, BR-1 and AC-7		I- 2254 -1
Di Cenzi	Tracy		Website	6/21/19 6:29 PM AT	I do not believe this interstate would be beneficial to the tax payers or the people who moved to get away from noise pollution and city life. I believe the impact on the environment is not worth the traffic not freeing up 347	GlobalTopic_4, N-1 and E-3		I- 1915 -1
Di Cenzi	Tracy		Website	6/30/19 11:33 AM AT	Thank believe the Orange route that ADOT already owns would be best suited for the Bypass if you must build it. I also would like to know how this would impact the Purposed Regional Park 4 and Open Space ?? By not building this by pass you are saving Dairies, other businesses, and homes. I understand stand that change is inevitable it shouldn't cost us the tax papers billions of dollars. These billions of dollars we the tax payers will not benefit our way of life here in Hidden Valley.	GlobalTopic_2, G-1, and AC-5		I- 2227 -1
Diaz	Melissa		Website	7/08/19 8:16 AM AT	Please please please! I cannot stress enough how important it is to keep the environmental impact of this expansion to a minimum. Interrupting, disturbing, and damaging habitats of endangered animals is the exact reason we now are seeing the very serious potential extinction of animals across the globe, such as the giraffe. We need to respect our environment and that includes looking out for the interest of not just commercial and human objectives. It means we need to be good stewards of this beautiful state we call Arizona (and home). I will again sincerely request that environmental considerations are taken into account in the most serious of manners as this project continues to develop. Thank you, Melissa Diaz	GlobalTopic_4 and LU-3 and BR-4		I- 2909 -1
DiDonato	Tonia		Website	7/09/19 12:37 AM AT	To whom it may concern, I would like to voice my opposition to the i11 highway from Casa Grande to Buckeye. I live on Table Top Rd. I love the condition I will I live, the dark quiet nights the lack of traffic in my area. I understand the need for more highways but not when homeowners have to give up their homes. I am sure there alternatives. Please leave our neighbor hood as is. I pick the orange route and no build route from Casa Grande to Buckeye. Please don't force my family to leave our home. Thank you for your time. Tonia DiDonato	GlobalTopic_4		I- 3211 -1

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Diehl	Patrick		Oral	5/08/19 1:00 AM AT	<p>PATRICK DIEHL: Patrick Diehl, Tucson resident. The I-11 EIS holds that population growth in Arizona demands more high-speed roads, particularly I-11. According to page 19, its projections are quote, Based on data from the state's metropolitan planning organizations, close quote, and the state demographer's office.</p> <p>The socioeconomic projections of the planning organization for the Maricopa County area, MAG, the Maricopa Association of Governments, rests in turn, quote, on the member agencies' land use plans, close quotes. In short, local municipalities, which are notorious for boosterism, get to forecast ever more growth, and their forecasts get passed on up the line until they appear, for instance, in Draft EISes.</p> <p>Take the West Valley in Maricopa County. Draft EIS, page 19, puts growth there at a staggering 259 percent by 2040. As the last note in MAG's socioeconomic projections says, such quote, projections should be used with caution. They are subject to change as a result of fluctuation in economic and development conditions, local development policies, and updated data.</p> <p>True, but what about fluctuation in environmental conditions which the scientific community says will get steadily worse in Arizona, including more and more unbearable summer temperatures, especially in the Phoenix area, and less and less water? The Draft EIS is silent about the likely effects of this future on whether people will want to live and work in Arizona, or specifically in the West Valley.</p> <p>The growth protections in the EIS are one problem. Another is that the EIS treats them as a need that has to be met by building I-11. In fact, it's quite clear that those who would profit hugely by runaway development in the West Valley need I-11 to help fuel that development. I-10 is not enough. As a recent Arizona Republic, Valley 101 podcast 4/8/2019 states, citing Scott Wilkins, MAG spokesperson, Growth in the West Valley is being driven by quote, high-tech manufacturing and advanced distribution, close quote. And indeed, Figure 1-11, Draft EIS, page 124, shows high-tech manufacturing in Phoenix and Vegas, but not Tucson, linked via I-19 to assembly maquiladores in Mexico.</p> <p>It seems the grand scheme is to cut Tucson out of the loop by bypassing it to the west, with Buckeye etc., as the hub of advanced distribution in southern California and Vegas. The proposed routing of freight traffic through Avra Valley will therefore inflict a double wound on Tucson. You've already heard about the environmental wound, notably Ironwood Forest National Monument and West Saguaro National Park. But as the trucks rumble through Avra Valley within 0.3 miles of West Saguaro, there would also be an economic wound, no doubt intentional to Tucson. What can one say? Phoenix rules and Tucson gets it in the neck. Thank you.</p>	GlobalTopic_4, GlobalTopic_1, E-4, LU-4, AC-4, E-1 Updates to population, employment, and traffic projection data used to support the Purpose and Need for I-11 are addressed in Final Tier 1 EIS.		I- 1366 -1
Difazio	Fran		Website	6/12/19 9:00 AM AT	<p>We moved from Long Island, NY to Sahuarita to escape the noise and fumes of the I-495 running east and west, dissecting the island. We treasure the peace and wildlife that exists on our 8 acres!</p> <p>We see no congestion on the existing corridor of I-19 from Tubac to Sahuarita and traffic moves very well throughout the area even with the checkpoint. If a problem exists with traffic coming into Tucson, I would hope a better solution could be found at less expense to taxpayers and avoid the horror of an interstate running through our properties! Why spend so much on a new highway when the existing interstate serves us just fine?</p> <p>We also have a railway line running from Mexico through Green Valley to move goods and feel that option can be expanded to meet any future expansion needs of commerce through this area.</p>	GlobalTopic_1 and LU-3 and AC-9		I- 1491 -1
Dillmore	David		Website	5/24/19 4:15 PM AT	<p>All proposed routes cross the I-10 at about W. 363 Avenue in Tonopah. This route appears reasonable because the routes are lightly inhabited. However this means laying new asphalt across miles of virgin desert and an unnecessary cost to the taxpayers of hundreds of millions (possible billions) of dollars more than an alternative route I suggest.</p> <p>A much more cost effective route would be to run I-11 down the Vulture Mine road, swing east and connect it to the northern end of Sun Valley Parkway, connect it to the MC85 going south and finally joining it to your Green Proposal or the I-8. Sun Valley Parkway and M-85 are under used and wide enough to accommodate frontage roads and on/off ramps.</p> <p>The currently proposed routes all pass close to the Palo Verde Nuclear power plant. I remember Three Mile Island. If the power plant ever leaks then we may be forced to shut down the road for years, possible a decade. The risk of a radio active leak may be miniscule but over time a miniscule possibility becomes an inevitability. My proposed route mitigates this risk.</p> <p>A final note, the people of Tonopah are much like the people of Wickenburg, we don't want the I-11 either. We don't want development that the intersection of I-10 and I-11 might bring. It is better to steer the development towards Buckeye where development is underway and welcome.</p> <p>I up load a map in JPEG format of my suggested route marked in black.</p>	GlobalTopic_4 and GlobalTopic_2	Dillmore_D_11083	I- 1083 -1
Dillmore	David		Oral	5/11/19 1:00 AM AT	<p>MR. DAVID DILLMORE: My name is David Dillmore. I live in Tonopah. I want to thank you guys for being punching bags. I'd also like to propose routes on I-10 at one particular location. That's 363rd Avenue. It seems like a good location. It's sparsely populated. There are few homes to purchase in that route. But, still, you have to lay fresh asphalt across virgin desert for quite some time.</p> <p>I think a less expensive route would be around the I-10 down to Vulture Mine Road and connect it to the north side of the Sun Valley Parkway, then connect the Sun Valley Parkway to the 85. These two later roads are little used. There's a lot of space there for frontage roads, on and off ramps. I think it would save the taxpayers hundreds of millions of dollars, and it would probably hasten the completion of the project by a couple of years.</p> <p>There's another point too. The proposed routes come very close to the Palo Verde nuclear power plant. Now, I remember Three Mile Island. Many of you may not. But if that plant ever leaked radiation, you may have to shut a road down for years, possibly even a decade. The further you get that road away from that plant, the less radiation that might happen to occur. It's called risk mitigation.</p> <p>And one last point. The people in Tonopah are very much like the people in Wickenburg. We don't want the road through our area either. We don't want the economic development. We moved there to get away from the city traffic. Thank you for your time.</p>	AC-1		I- 1451 -1
Dinner- Hagen	Nadia		Website	5/26/19 8:03 PM AT	<p>I strongly oppose the construction of I 11- I would like to see resources allocated to improving the roadways we already have and not put towards destruction of precious desert lands.</p>	GlobalTopic_4 and AC-7		I- 1088 -1
Dionne	Peggy		Website	5/15/19 6:14 PM AT	<p>I prefer the orange route or no build. I do not see the need for so much new construction that will probably take many years and be very expensive. The orange route is half the lane miles.</p>	GlobalTopic_4		I- 930 -1

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DiRienzo	Nicholas		Website	6/28/19 5:39 PM AT	I DO NOT want this project to go through. Focus on improving the existing infrastructure rather than gashing a new path through pristine wilderness. It's hard to see what if any benefit this has to your average AZ taxpayer.	GlobalTopic_4, AC-7 and E-3		I- 2188 -1
Do	Zengene		Website	7/05/19 2:07 PM AT	I present here an alternative that will save money and change congestion on I-19,I-10. 20 miles from the border create a staging area for all trucks traveling north on I-19. This area should have complete accommodations, IE restaurant, sleeping shower facilities fuel etc. This should be at a reduced price for the truckers and controlled by the state. The purpose is to hold the trucks traveling north until latter at night about 10pm when traffic is less going through Arizona. The same process can be done going south above Phoenix to Nogales.	GlobalTopic_4		I- 2600 -1
Dobson	CLIFFORD		Website	7/02/19 12:40 AM AT	Wickenburg-Nogales freeway - Please choose the no-build option. Does any of your Environmental Studies address the increased dollar costs to society to pay for medical treatment to account for an increase in respiratory diseases? The Phoenix area already suffers from too many ozone alert days right now. Does your environmental studies account for the new technology of electric cars and trucks? Any of the current build alternates will negatively effect wildlife migrations and negatively effect wildlife reserves with unacceptable fragmentation of existing public lands. Any of the current build alternates will contribute to urban sprawl and the creation of a mega-city stretching from Wickenburg to Nogales resulting in the spiraling out-of-control poisoning of the land and water including an increase in air pollution. The only sensible alternate build is a high speed passenger rail line between Phoenix and Tucson. The rail line can be financed by an increase in gas taxes, carbon taxes, and a wealth tax on high income Arizonans. Interstate 11 can piggyback on existing highways from Wickenburg to Nogales utilizing reversible commuter lanes in the center of existing freeways.	GlobalTopic_4 and AC-6 and AQ-1 and AC-3 and BR-1 and AC-9, LU-3		I- 2299 -1
Dobson	Matt		Website	6/17/19 2:26 PM AT	While I do not live in Maricopa, I do work full time in the city. The only complaint that seems to be common is the traffic getting out of town in the morning, and coming back in the evening. I strongly believe this corridor going through the proposed area would not only benefit those with a commute into and out of the city, but draw many commercial entities to provide services along the route. Everyone wins. Especially if my commute can be a little easier getting into a city I enjoy working in. Thank you	GlobalTopic_4		I- 1630 -1
Dodson	Dorian		Website	5/21/19 5:54 PM AT	Even after attending both public hearings, listening to Mr. Van Echo's presentation in Green Valley and reading all of the materials provided I am still unable to find sufficient and valid reasons to justify the permanent and devastating damage the proposed route would cause to one of the most sensational and important natural wildernesses in our country. Please reconsider your logic and reasoning and come up with a better solution. This is not it. Thank you. Dorian Dodson	GlobalTopic_4, PN-2 and BR-1		I- 1055 -1
Dodson	Dorian		Website	6/11/19 10:44 AM AT	I have spoken to literally dozens of people, and that is just in my immediate circle, who come to Arizona frequently to visit the Arizona Sonoran Desert Museum, Saguaro National Monument and Ironwood National Forest. They are all flabbergasted by the proposed route. They cannot believe (and you will be hearing from many of them too) that anyone would develop and implement a plan that would effectively destroy--despite all of the mitigation factors you have proposed--one of the most beautiful national treasures in North America. They and many others will never come back if the plan goes through. They would not want to see the devastation, and will boycott a state that has such little regard for the natural world. Instead of one of the most sought after destinations in the US this will become the laughing stock, or the Love Canal, of the tourist trade.	GlobalTopic_4 and GlobalTopic_1		I- 1318 -1
Dodson	Dorian		Oral	5/08/19 1:00 AM AT	DORIAN DODSON: My name is Dorian Dodson. And full disclosure, I am here for two reasons. One, the proposed route goes right through my neighborhood in Sahuarita. So that's one. But even if that were not true, I would be here because of the impact that I think it will have on other things. And, first of all, I want to give kudos on the presentation on the friendliness and helpfulness of the staff. Excellent. Just excellent. And some of us, including me, have been on the other side of the table. I've sat where you sit for many different things. So I understand what you are going through and the fact that you're giving -- making eye contact after all this time, and being very open is remarkable. But I also know that you face many factors, some of which we know about and some of which we don't, that result in your decision making. And so I know what that's like. It's a lot to balance. But for something so precious and important and -- the decisions that you make are going to be irreversible. This is not a regulation that can be undone if it turns out to be bad. This is like the Mona Lisa of the natural world. And it is incumbent upon all of us, you and us, to protect this extraordinary area that is unique in the entire world. So if the best and most balanced decision is something that it must be built, and, frankly, not all of us are convinced of that, but if it must be, then, like the physicians, we would say first, do no harm. And your videos and materials demonstrate many impacts that must be mitigated in this final decision that you have come up with that have benefit to the public. National forests and monuments, even though you are going to go through and around them with the best of intentions, they will be irreversibly impacted. This can't be undone. And the route that you have chosen actually seems, frankly, the most torturous. It calls -- it looks as though you're going the route that is the most difficult. And so one wonders, also, how is that going to help ease of transportation? How is that going to help access or, god forbid, defense? It's the most torturous route. And so I would just say that if you must build, please consider that maybe you don't have to, but if you do, please go with the earlier proposal that takes advantage of existing roadways, the straightest roadways, and that you won't have the least amount of factors to mitigate	GlobalTopic_4 and GlobalTopic_1		I- 1336 -1

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Dodson	Dorian		Oral	5/08/19 1:00 AM AT	<p>The damage that is already done by roadways is pretty much there. Yes, there will be some additional, but nothing like what will happen if you go thread your way through national forests.</p> <p>And so I would just say that when we destroy these resources, they're gone. You can't undo it. So I would ask you to consider that.</p> <p>And I have a kind of a -- kind of an almost cheeky-cheesy thing to say, that you don't need to spray paint the Mona Lisa, just maybe change out her frame or leave her alone, because that's what you're dealing with, the Mona Lisa of the natural forest.</p> <p>Thank you. And, again, I do want to compliment you. I've sat on the other side of the table, and I've never seen such a good presentation or speakers who are as -- people on your side of the table who are as polished as you are. Take care. Thank you.</p>			I- 1336 -1a
Dodson	Dorian		Website	7/07/19 5:20 PM AT	<p>The Recommended Route for the I-11 Corridor remains, after much discussion and analysis, the worst possible alternative. As so many have stated, the environmental, economic, social and cultural impacts, which cannot be mitigated despite all assertions to the contrary, are devastating and can never be undone. And while there are expert opinions regarding this for every segment of this corridor, this is particularly true for the plan to go through Sahuarita and then through some of the most beautiful scenery, landscape and ecosystems in the West.</p> <p>The best option is to do nothing. It is not needed. Improving the existing roadways would carry us well into the foreseeable future and beyond. The only other remotely acceptable option is to stick with and expand existing roadways.</p>	GlobalTopic_4 and AC-6 and AC-7		I- 2824 -1
Dodson	Dorian		Website	5/06/19 7:15 PM AT	The first comment I would have is that this is such a massive project with such severe ramifications that it is essential to give us, the public, more time to study, understand, and comment on it. Please extend the comment period to at least the end of September. Thank you. Dorian Dodson	GlobalTopic_9		I- 571 -1
Doerflin	Carol		Website	5/07/19 4:28 PM AT	This letter is in response to the the Draft Tier 1 Environmental Impact Statement has been released by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHA) for the I-11 corridor from Nogales to Wickenburg, which includes a recommendation to build a new highway through the Avra Valley.	GlobalTopic_4 and GlobalTopic_1		I- 610 -1
Doerflin	Carol		Website	5/07/19 4:28 PM AT	<p>Although I live in Vermont, I have been a supporter of Saguaro National Park for over 20 years. Like many Americans, I consider all of America to belong to all of its people: as Woody Guthrie sang, "This land is your land, this land is my land, from California to the New York Island." I STRONGLY OPPOSE this draft proposal, which will thoughtlessly and needlessly degrade thousands of acres of protected public lands and sever critical wildlife corridors, blocking all animal migration from the Tucson Mountains west.</p> <p>This proposal is one of the most damaging, indeed devastating, ones I have ever seen from the federal government and it needs to be rescinded. Wildlife all over our country is already seriously threatened by climate change, over-development of fragile lands, and anti-environmental policies that benefit the few rather than the many. I urge you to drop this plan and instead to focus on the No-Build Alternative, put forward by environmentally responsible organizations, in which transportation would remain on I-10 and I-19.</p> <p>This makes the most sense for the American people, ensuring that they will be able to retain very special places like this that are part of our American heritage. We face unprecedented changes that are likely to degrade the quality of life for every living being in our country. This is a crisis. We must work together as hard as possible to spare our world so that we might hand down intact to future generations. It is time to conserve, rather than to destroy.</p>	GlobalTopic_4, GlobalTopic_1 and BR-7		I- 610 -2
doherty	Vickie		Website	5/27/19 9:17 PM AT	<p>Upon careful review of the Draft Tier 1 Environmental impact statement I have to say that I am vehemently opposed to the current path that is being recommended for I-11. Not only will this path go directly through my neighborhood I see it as a colossal waste of money. I-10 is a perfectly good option between Tucson and Casa Grande and then following Highway 8 to Chuichu or Montgomery Road or even to Gila Bend. I also find it very 'convenient' that the most common sense solution is not even being addressed. You can be sure that I will be addressing my concerns with my local and state officials.</p> <p>Thank you for the opportunity to express my opinion.</p> <p>Vickie and Bill Doherty</p>	GlobalTopic_1, E-3, GlobalTopic_2 and GlobalTopic_4		I- 1095 -1
Doherty	Vickie		Email	5/29/19 1:00 AM AT	<p>How can I get copies of the roll maps? They are not displaying clearly on my computer screen.</p> <p>Sent from my iPhone</p>	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>A detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/. The blue alternative is the recommended alternative.</p> <p>To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>		I- 1292 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Doherty	Vickie		Email	5/29/19 1:00 AM AT	<p>How can we get a speaker to come to Arizona City to inform the residents of the I11 plans? They are going to be impacted the most by the current recommendations.</p> <p>I will be glad to work with your representative and arrange the location.</p> <p>Thank you Vickie Doherty</p> <p>Sent from my iPhone</p>	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>The I-11 Draft Tier 1 EIS is available to view on the study website at http://i11study.com/arizona/Documents.asp and at a number of repository locations. A list of the repository locations can be found at http://i11study.com/arizona/Meetings.asp.</p> <p>To make comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>		I- 1293 -1
Doherty	Vickie		Phone	5/31/19 1:00 AM AT	<p>Hello, my name is Vickie Doherty I left an email and I have not received a response about getting someone to come out to Arizona City and give some information to the Arizona City residents about I-11. This community was completely neglected during the first, during the other options and would like somebody out there if possible. I would also like to find out how I can get myself a map of the, the roll map of Marana to, oh I can't remember where it goes next, that middle section, I need to get a map of that so if that could be made available to our local residents. Please call me at XXX-XXX-XXXX. I would love to work with you on this. I certainly do have connections to be able to get a forum in a location or an information session which is what we really need. Again, my name is Vickie Doherty, XXX-XXX-XXXX. Thank you, bye.</p>	CO-1 and CO-5		I- 1647 -1
Doherty	Vickie		Email	6/03/19 1:00 AM AT	<p>Hi - I would like to find out how I can get a copy of the Large-format roll Plot map for the #2 section , Marana to Buckeye. This map will be placed in the Arizona City Chamber of Commerce office or the Arizona City library.</p> <p>I am also requesting a speaker to come out to Arizona City to speak to the residents concerning the I-11 project. I will be glad to arrange a location and will assist with publicity for this event.</p> <p>The residents of Arizona City deserve to be informed about this project.</p> <p>Please contact as soon as possible as we know that the deadline for public comments is coming up soon.</p> <p>Thank you for your consideration, Vickie Doherty Concerned Citizen of AZ City</p>	CO-1, CO-2 and CO-5		I- 1664 -1
Doherty	Vickie		Phone	6/03/19 1:00 AM AT	<p>Hi, my name is Vickie Doherty. My number is XXX-XXX-XXXX. I would like to find out how I can get a copy of the roll map, the number 2 roll map of the route from Marana up to Buckeye so I can get this displayed at the Arizona City Chamber of Commerce. If someone could please call me at XXX-XXX-XXXX, I would greatly appreciate it. Thank you.</p>	<p>The I-11 project maps are available on the project website - www.i11study.com.</p>		I- 1672 -1
Doherty	Victoria		Website	7/08/19 4:36 PM AT	<p>I am very strongly against the current 'recommended' route that you are looking at and believe that a combination of a couple of the other routes makes much more fiscal and environmental sense. The current recommended route will have a significant impact on the desert environment south of Arizona City by ruining not only the wildlife (coyotes, long horn sheep, ground owls, etc.) but also by causing a huge amount of noise and light pollution. This area is currently one of the few areas left where you can do some star gazing and see authentic southwestern wildlife in their natural habitat. The cost of building another freeway that is less than 8 miles from a current freeway, that has just been enhanced, is simply a waste of money. The economic impact for those towns that have the current highway, I-10, already running through them may increase but the I-11 will not have any type of positive impact on the unincorporated towns such as Arizona City. Those towns will not see 1 cent of any increased volume of funds because they are unincorporated and will end up being an eye sore squished between 2 freeways. To me the most common sense and fiscally responsible route would be a combination of the orange and purple routes. The city of Gila Bend is incorporated and could greatly benefit economically by having the extra traffic and amenities that could be developed. This combination route also utilizes the current infrastructure that has just been updated and expanded. I don't want to have to pay for any more freeways that are not going to greatly enhance ALL of the surrounding area. Lastly, the recommended route comes less than 1/2 mile from the front door of my house! I moved out to this area and pay my taxes to be able to enjoy God's creation with out the noise and lights of a city. Thank you for the opportunity to provide comments regarding the Draft Tier 1 EIS study for the I-11 project.</p>	GlobalTopic_4, GlobalTopic_7, BR-1, E-3		I- 3061 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
doherty	william		Website	7/08/19 2:12 PM AT	<p>I respectfully submit these comments on I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg.</p> <p>I oppose the recommended route because for the following reasons:</p> <p>Quality of Life: The recommended route will affect not only myself but everyone who lives within its area of impact. I-11 will bring light pollution, noise pollution, destruction of wildlife habitats and the destruction of the rural Arizona way of life. most of us live out here for a REASON!</p> <p>Based on these reasons, and my love for the desert area where i live, i strongly recommend AGAINST using the recommended route of I-11.</p> <p>Stop making Arizona a drive-thru state that is simply a section of freeway that is used to get from Mexico to anywhere else in the US!</p> <p>Don't take our small towns away, and burn through our desert simply to make it easier for a trucker to get OUT of Arizona - Think ahead and plan for there to be towns, businesses and transportation that will encourage all to visit, do business, and live IN Arizona.</p>	GlobalTopic_4 and LU-3		I- 2998 -1
doherty	william		Website	7/08/19 2:12 PM AT	<p>Poor Economic Track Record: Virtually every single project for new companies, industries, and economic growth has fallen thru after years of touting proposed local benefits. Building a highway to 'encourage' more development is a folly with the given track record of any type of economic projects. Also, we in the Arizona City area will simply be bypassed and become another dead town that traffic and opportunity passes by. Like the old towns when the railroad came through, we will simply cease to exist. Given the expanse of Tucson and the recent boom in Maricopa, we can see that these type of towns, with their own infrastructure, housing and quality of life are needed outside the major metro areas! We must keep these bedroom communities or risk having to destroy them just to rebuild them.</p>	GlobalTopic_4		I- 2998 -2
doherty	william		Website	7/08/19 2:12 PM AT	<p>Aquifer Contamination: The recommended route runs directly along the area where Brookside Farms gets its water - and this water has been shown to contain very high levels of arsenic. The building of a major freeway through this area, will increase the risk of that arsenic contaminating the nearby aquifer that feeds the entire Tucson area (not to mention all the wells in the immediate vicinity!)</p>	WR-2		I- 2998 -3
doherty	william		Website	7/08/19 2:12 PM AT	<p>Saguaro Forest Endangerment: As one of the only places on earth where the saguaro cactus grow and thrive, placing I-11 in its recommended route will contribute to the demise of the environment where these giants of the desert live and need to thrive.</p>	R-2 and GlobalTopic_1		I- 2998 -4
Doll	Chelsea		Website	6/25/19 10:15 AM AT	<p>Not only are there major concerns for the environmental impact that this will create in our state's already diminishing ecosystem, but I believe our money, time, and effort would be better spent repairing the roads/freeways that we already have and increasing our public transportation in our major metropolitan areas.</p>	AC-7		I- 2037 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dolter	Paul		Mail	5/08/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>May 8, 2019 Re: Comments on 1-11 Draft EIS in Wickenburg area</p> <p>Prepared by: Paul Dolter, PE (California and Arizona) XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 Tel: XXX-XXX-XXXX XXXXX@gmail.com</p> <p>EIS Preparers: It was a pleasure to read the parts of the superbly written Draft Tier 1 EIS, 1-11 Corridor that pertain to us here in Vista Royale. Congratulations to the writers and document managers. The exercise brought back many fond memories of when I participated in the writing of the massive EIS for the MX Missile, Multiple Protective Shelter Program in the early 1980's. The document also reminded me of the numerous Environmental Impact Reports we wrote in conjunction with our water facility construction program at the East Valley Water District in southern California.</p> <p>As I perused the document, I notice a lack of acknowledgement that the subdivision called Vista Royale existed. I can only assume that the Town of Wickenburg (TOW), Yavapai County and our local residents (including myself) did not respond to the Scoping Process held in July 2016. Or, the preparers chose to almost totally ignore our unique community. A common misconception among our government agencies is; Vista Royale, with having a Wickenburg Zip Code, is in the City of Wickenburg. This not the case as we are not in the TOW, but we are development tucked away in a remote part of Yavapai County just to the south of the Purple and Orange alignment alternatives near MP 189 on US 93.</p>	GlobalTopic_4 and GlobalTopic_5	Dolter_P_I3233	I- 3233 -1
Dolter	Paul		Mail	5/08/19 1:00 AM AT	<p>Included is comment letter written by Dale Keiser (a fellow engineer) which superlatively addresses our specific concerns and suggestions. I thoroughly concur with his brilliant observations and professional recommendations. It appears that his suggestions can be inserted into in Final EIS without much difficulty and likely be consistent with the overall scope of the draft EIS and with the environmental documentation written for the previously constructed improvements to US 93 (to accommodate the future 1-11), northwesterly of MP 189.</p> <p>Thank you for your candor and professionalism.</p> <p>Paul Dolter</p> <p>Atch: Dale Keiser letter RE: Comments on 1-11 study in Wickenburg Area</p>			I- 3233 -1a
Don Carlos	Michelle		Oral	5/08/19 1:00 AM AT	<p>MICHELLE DON CARLOS: Thank you, Committee. My name is Michelle Don Carlos. I would like to give a few personal and moral reasons. I know you all have had the studies and have the science, you know about conservation and our beautiful Saguaro National Park.</p> <p>I'm a 43-year-old woman who is a resident of Pima County. I actually live out in Picture Rocks. And I specifically chose where I am because my father suffered a heart attack, and I was going to take care of him. I needed a sanctuary. And of all Tucson, I was induced and actually did purchase this property that is aligned against the Saguaro National Park West. There's also state land that's south of me.</p> <p>I'm out there, and very much have enjoyed the 13 years. And I could not have children of my own, so I started two nonprofit foundations, as well as neighbor who has a rescue sanctuary. So I have animals that are rescued. I'm very proud to do this work, and align also with a wildlife sanctuary out here and with others.</p> <p>We volunteer and supply and rehabilitate animals for the Desert Sonoran Museum. I'm asking you today to please consider whatever routes you are thinking of, to please, please think about not just yes, the animals that are there, the unique flora and fauna of this region region, but I also -- the way that I fund my nonprofits is that I'm actually a lawyer. And I hoped to try to get utilities, clean water, electricity and things like that. That's what I do. And I love my work.</p> <p>It does very much make me think, though, from the tribal perspective, as I'm from the tribe as well. We think about what this means to us on a spiritual, moral level. And some people can say, Oh, we understand you're speaking because you weren't able to have children. So all these rescue animals are your children, and the plants out there.</p> <p>Yes, they are, but they're also yours, is what I'm proposing. We need to think about this more on other levels, not just what we see under a microscope, but also what we realize is good for future generations as well. This is a healthy refuge. There are reasons why they make this the Sonoran Desert Museum. There's reasons why they make this the Federal National Monument. There's reasons. And I'm begging of you, please, whatever route you're considering, please think about staying far and clear away from any of this.</p> <p>Now, I understand the mentality of Nimbies, as we called them in law school, which are the not-in-my-backyard people. I understand that, that everybody doesn't want something like noisy traffic and pollution in their backyard. But there's a reason why we have the Sonoran Desert, why we the have the museum, why we have the state-protected lands. There are many reasons.</p> <p>Please, whatever route you're considering, please, please stay far, far away. We have bought homes out there and have refuge for the animals and for the people who need that in their last days. Thank you very much.</p>	GlobalTopic_1, GlobalTopic_13, and LU-3 and R-2		I- 1356 -1
Donahue	Daniel		Website	6/16/19 3:49 PM AT	I would much rather see I-10 enhanced than a new freeway through virgin desert land. I-10 expansions should be first choice here.	GlobalTopic_1		I- 1596 -1
Donchess	Mary		Other	6/24/19 1:00 AM AT	["Please vote against anything that would bring I-11 anywhere through our beautiful Arizona. Thank you!"]	GlobalTopic_4		I- 2078 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Donnelly	Heather		Website	7/08/19 4:25 PM AT	<p>The proposed orange route does not interfere with bird habitat such as the Gila River's marshlands and nearby agricultural land used by birds such as the federally endangered Yuma Ridgeway's Rail. This route also utilizes infrastructure that is already in place reducing the cost of the project and potential impact on private land. This will still support the expanded infrastructure with a route that brings economic gains, but in a way that minimizes the impacts to birds and habitat. I am referencing the Audubon Study which supports the orange route.</p> <p>I support the orange route.</p> <p>Heather Donnelly</p>	GlobalTopic_2, BR-8		I- 3056 -1
Donovan-Popa	Mary		Email	5/28/19 1:00 AM AT	<p>05/28/2019</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, MD 126F Phoenix, AZ 85007</p> <p>Dear ADOT and FHWA,</p> <p>We have attended a few meetings re: i-11 and read your informational booklet. We understand AZ would benefit from an additional interstate now and the future.</p> <p>After reading all your material several times and attempting to balance the benefits versus the damage to our beautiful natural landscapes, interruptions to our wildlife's natural corridors and the danger to many of the top tourist attractions, we have come to the following conclusions:</p> <ol style="list-style-type: none"> 1. Don't build i-11; that would pose the least threat. 1. Build a "double-decker" over I-10 and I-19. We have ridden over I-35 through Austin, TX and I-70 in the Rocky Mountain many times. We had no problem with it; never heard objections to it from the local people. 1. That would pose much less adverse effect on everything. 1. It would be much less costly!!! 1. Please, DONOT build through Avra Valley. Building through Avra Valley would cause too many problems for Wildlife, Federal Parks, County Parks and Native Animal Preserves, and the Arizona-Sonora Desert Museum. An interstate in Avra Valley would negatively impact our appeal to the Tourists from our Country, and, from all over the world. Tourism is extremely important to the State of Arizona. <p>Please consider our remarks,</p> <p>Respectfully, Mary Donovan-Popa and Warren Popa XXXXXXXXXXXX Tucson, AZ 85735 XXX-XXX-XXXX XXX-XXX-XXXX</p>	AC-6 and GlobalTopic_1 and E-3 and R-2		I- 1290 -1

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Donovan-Popa	Mary		Mail	5/28/19 1:00 AM AT	<p>05/28/2019</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, MD 126F Phoenix, AZ 85007</p> <p>Dear ADOT and FHWA,</p> <p>We have attended a few meetings re: i-11 and read your informational booklet. We understand AZ would benefit from an additional interstate now and the future.</p> <p>After reading all your material several times and attempting to balance the benefits versus the damage to our beautiful natural landscapes, interruptions to our wildlife's natural corridors and the danger to many of the top tourist attractions, we have come to the following conclusions:</p> <p>1) Don't build i-11; that would pose the least threat.</p> <p>3) That would pose much less adverse effect on everything.</p> <p>4) That would be much less costly!!!</p> <p>5) Please, DONOT build through Avra Valley. Building through Avra Valley would cause too many problems for Wildlife, Federal Parks, County Parks and Native Animal Preserves, and the Arizona-Sonora Desert Museum. An interstate in Avra Valley would negatively impact our appeal to the Tourists from our Country, and, from all over the world. Tourism is extremely important to the State of Arizona.</p> <p>Please consider our remarks,</p> <p>Respectfully, Mary Donovan-Popa and Warren Popa , XXXXXXXXXXXXX Tucson, AZ 85735 XXX-XXX-XXXX XXX.XXX.XXXX</p>	GlobalTopic_1 and GlobalTopic_4	DonovanPopa_M_I3243	I- 3243 -1
Donovan-Popa	Mary		Mail	5/28/19 1:00 AM AT	<p>2) Build a "double-decker" over 1-10 and 1-19. We have ridden over 1-35 through Austin, TX and 1-70 in the Rocky Mountain many times. We had no problem with it; never heard objections to it from the local people.</p>	GlobalTopic_1		I- 3243 -2
Doom	Andrew		Website	4/29/19 9:42 PM AT	<p>I really don't like the idea of a new freeway going through pristine wilderness, much of it beloved hunting ground between I-10 and State Highway 71. But if it must be done, I would be in favor of the orange alignment mainly because it uses I-10 partially and then goes through areas that are not mountainous. It also aligns with Vulture Mine Road partially and then continues through the desert on open land. The less impact on the desert wilderness the better.</p>	GlobalTopic_4		I- 341 -1
Dotson	Breydan		Website	7/02/19 11:38 AM AT	<p>The proposed highway cuts through many important environmental areas in Arizona. These are protected public lands as well as tourist attractions that will be irreparably harmed by a nearby freeway. We cannot afford to sacrifice Saguaro National Park, Sonoran Desert National Monument, and the many state and local protected public lands that would be affected negatively by this proposed freeway corridor.</p> <p>Thank you for considering my comments.</p>	R-1, R-2 and LU-5		I- 2310 -1
Dotson	Breydan		Website	7/02/19 11:38 AM AT	<p>Please abandon the I-11 freeway corridor proposal and, instead, focus on rail and upgrades to existing systems.</p>	GlobalTopic_4, AC-7, AC-9		I- 2310 -2
Dougherty	Daniel		Website	6/27/19 4:41 PM AT	<p>It seems this proposed project benefits Nevada and Mexico, while taking away income and destroying desert for something that doesn't benefit our own state. If you build a road around Tucson and Phoenix, people traveling through will not stop to spend money in the cities. It's like if your neighbor built a sidewalk through your yard. It benefits them because they can get to their front door quicker, but it ruins your yard and affects your property value. Don't do it.</p>	GlobalTopic_4, E-1		I- 2112 -1
Douglas	Christine		Website	7/08/19 10:28 AM AT	<p>I believe the Orange Route through segment 4 would be the best alternative available. It would avoid the wetlands and resolve the City of Goodyear's concerns. Thank you.</p>	GlobalTopic_1		I- 2928 -1
Dow	Patricia		Website	7/08/19 5:04 PM AT	<p>I vehemently oppose the I-11 proposal. Many residents who chose to live in the affected area would likely lose their homes or be stuck with constant interstate noise which is antithetical to wildlife and to peace and quiet. Furthermore there are petroglyphs and other archaeological treasures which would be compromised.</p> <p>Putting in an interstate highway in the Avra Valley area is a deplorable idea.</p>	GlobalTopic_1		I- 3079 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dowdy	Ian		Website	7/08/19 4:47 PM AT	I-11 Project Team, Having changed organizations in October, I will provide general comments that I believe will help provide continuity in my engagement on the I-11 project. My comments are as follows: The following should be the characteristics of the I-11 corridor: Mitigation framework: Any project will have impacts, yet it should be clear that the I-11 is attempting to utilize all aspects of the mitigation framework: Avoid, minimize, and mitigate any impact. In certain circumstances, it appears that the project avoids impacts, like the CAP Design option in Avra Valley and the use of the utility corridor in the Vulture Mountain area, yet context-sensitive design would help to minimize impacts in many areas, while also mitigation commitments need to be more explicitly stated. It may be helpful if there were a more specific commitment within the document to a process that would identify and proceed to commit to a more complete suite of mitigation activities. Phasing: Many organizations are advocating for the orange alternative due to its use of existing infrastructure. Recognizing that this alternative has higher long term O&M costs, and will result in more time lost to commuters, it may be an adequate interim condition for the I-11. Perhaps the document can identify triggers whereby segments should be phased into planning and service. Is it number of vehicles? Levels of congestion? This could help to provide justification for how the corridor can occur on a lower impact alignment until such time as a more expanded route is needed. Hopefully these general comments are useful. Please feel free to reach out if you have further questions. Ian	GlobalTopic_4 and GlobalTopic_8		I- 3068 -1
Dowdy	Ian		Website	7/08/19 4:47 PM AT	1. The CAP Design Option in the Avra Valley appears to provide significant reduction to concerns that have been voiced on the impacts of the I-11 on fragmentation of habitat. If crossings over and/or under the I-11 highway can be accommodated at the points where siphons exist over the CAP canal, along with additional crossings over both as mitigation, it is possible that the corridor could actually improve connectivity for many terrestrial species over the existing conditions.	BR-1 and BR-2		I- 3068 -2
Dowdy	Ian		Website	7/08/19 4:47 PM AT	2. It is important to note that any linear infrastructure project, whether transmission lines, highways, pipelines, canals, or even mass transit, in the vicinity of Tucson, has few options for a low impact corridor. It could be argued that there are no good choices, especially if the sensitive environment is to be prioritized over other needs. Under this circumstance, it seems that identifying one corridor where impacts can be isolated, and in which several infrastructures can be colocated, would be advisable. The I-11 could be this location and, it is reasonable to assume that in the long term, the cumulative impacts of a corridor that meets these guidelines could actually be of lower impact than if infrastructure planning continues as it is currently occurring in a piecemeal fashion.	GlobalTopic_1		I- 3068 -3
Dowdy	Ian		Website	7/08/19 4:47 PM AT	Multimodal-enabling: While the primary purpose remains centered around the I-11 as a vehicle highway, the ability of future infrastructure to tier under this EIS is a significant benefit that should save time and encourage future colocation. This should be further elevated as a benefit of this process and awareness needs to be made that this tiering is an option for future projects.	GlobalTopic_4		I- 3068 -4
Dowery	Loren		Mail	7/08/19 1:00 AM AT	The proposed alternative route - Tier 1 for Interstate 11 would do irreparable harm to federal lands, Saguaro National Park, Ironwood Forest. Citizens & tourists who frequent these places as well as people who make their homes in the area will be deprived of these special places, as they will never be the same. The City of Tucson has voiced opposition since it would be next to critical water supply, also it would drive people away from the city center with all the painstaking way it has been built up over the past years. A freeway violates the purpose for the Bureau of Reclamation Land were set aside. It would bring pollution and damage to wildlife in the areas as well. Air quality will go down, noise will grow. The benefits do not justify destroying rural lands. Tucson does not want this. This plan must be changed. There is no turning back. Save Tucson. No freeways.	GlobalTopic_1, R-2, E-2, LU-5, WR-2, BR-1, AQ-1 and N-1	Dowery_LJ3531	I- 3531 -1
Dowling	Janice		Website	7/03/19 4:14 PM AT	I am opposed to the location of Interstate 11 through Avra Valley because of the detrimental effect it would have on existing tourism attractions such as Saguaro National Park & the Arizona Sonora Desert Museum. These attractions have a positive economic influence on both the City of Tucson & PimaCounty. Please refrain for building the Interstate in Avra Valley. Thank you, J. Dowling	GlobalTopic_1, LU-5, E-2		I- 2515 -1
Dowling	Janice		Website	5/07/19 4:36 PM AT	I am against Interstate 11 because of the damage it will do to Saguaro Park West, Desert Museum & to the dark skies needed for our observatories. I would be very much in favor of improvements to Interstate 10 & 19. Sincerely, Janice Dowling Tucson	GlobalTopic_1 and R-2 and V-1		I- 611 -1
Downey	Sandra		Website	7/06/19 8:58 AM AT	I believe the orange route for the proposed I-11 is the best route. It makes the best use of already existing surfaces, thereby, hopefully, reducing costs. It also is the route that leaves the smallest environmental footprint which is important.	GlobalTopic_1		I- 2630 -1
Downing	Bruce		Website	7/02/19 9:26 AM AT	I live on a 4.3 acre parcel in a home we have spent alot of money customizing, for the last 24 plus years. We planned to live here for the rest of our lives and leave it to our children. The neighborhood consists of many similar properties with most owned by longtime Sahuarita residents. I think it is wrong to destroy this nice neighborhood and the lives of to build a new highway.	GlobalTopic_1 and GlobalTopic_4		I- 2306 -1
Downing	Bruce		Website	7/03/19 5:58 PM AT	The alternate route with a departure from I 19 at Sahuarita seems to be a very costly option. You already need to expand I 19 from Nogales to Sahuarita why wouldn't you continue expanding I 19 to I 10. The property is already to expand at least 1 lane in each direction. You would not need to disrupt beautiful properties in Sahuarita at a very high cost and disrupt many families lives. Than you have to construct a roadway from scratch instead of expanding something already there. This would be much more costly and a huge waste of taxpayer dollars.	AC-7		I- 2518 -1
Downing	Bruce		Website	7/06/19 4:17 PM AT	I want to state my opposition to your proposed I 11 route. To take the the traffic from I 19 destroy beautiful Sahuarita family neighborhoods, to route the traffic away from Tucson, makes no sense. The logical solution to increase traffic flow is expand the existing roads, I 19 and I 10, much easier, way less expensive almost no disruption of residents lives and bringing the traffic through Tucson, that has spent millions trying to revitalize. Please do the right thing for the citizens of Arizona, expand the existing roadways, save the taxpayers millions and don't disrupt our family neighborhoods.	GlobalTopic_4, GlobalTopic_1 and E-1		I- 2661 -1
Downing	Marcia		Website	6/28/19 2:21 PM AT	I live right within the potentially proposed I-11 corridor I highly disagree with the I 11 proposed route going through my residential area between El Toro and Twin Buttes. We have lived at our residence for 25 years raised our family planned to spend the rest of our lives here on our little over 4 acres. Yes there is an emotional attachment but more than that this is not the area to be putting a superhighway through it should be further west and connecting with I 10. This super Highway would effect us negatively, decrease the property value Most likely force us to move, increase freeway traffic noise, block the natural beauty of the desert, change the face of this awesome town and not for the good.(that is not progress).The bottom line there are better routes then this one this is a costly one. I hope you reconsider and choose an alternate route west. Thank you!	GlobalTopic_4, LU-1, N-1, V-1 and LU-3		I- 2178 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Downing	Marcia		Website	7/02/19 9:10 PM AT	I live on a property in the path of the proposed I 11 connection to I 19. I have lived here for almost twenty five years and planned To spend the rest of my life here and leave our family home to our children. Many of our neighbors are in the same situation. We have worked hard spent lots of money and time to have this our part of the American dream. This would change our lives drastically. It would change our community. This is a small town where people move to live in a rural town with the focus on good family environment. Not a place for industry and commercial commerce. The better solution is to go farther west and connect with I -10 . The cost to this our would be devastating in many ways. Please consider an alternative route .	GlobalTopic_1, GlobalTopic_4, LU-3, and AC-1		I- 2342 -1
Downing	Marcia		Website	7/06/19 1:14 PM AT	I am opposed to the Proposed alternate route of I-11 coming off of I-19 and running between El Toro road and Twin Buttes road. As a Resident of the town of Sahuarita, Arizona I believed this route would affect our town negatively.The quality of life here in this bedroom community (I would say most residents are here for that environment not for a commercial high traffic.) If this route goes through our Community It will negatively impact us with such environmental issues as commercial truck emissions as well as vehicle emissions polluting the air, light pollution and noise pollution. Property values will go down and the quality of life would be much worse.It would better serve this community if the proposed project where to expand existing I -10 and I-19 by using Existing please infrastructure. I think that it would be a better choice economically as well as Economic boost for the city of Tucson. I know there are many other voices such as mine please listen to the people who live and love this Unique and special Community!!	GlobalTopic_4, GlobalTopic_1, LU-1 and AQ-1		I- 2645 -1
Downing	Marcia		Website	7/06/19 2:51 PM AT	I am opposed to the alternate route of I-11 coming off of I-19 and running between El Toro road and Twin Buttes road . As a resident of the town of Sahuarita , Arizona I believe this route would have an adverse affect on our community. Quality of life in this bedroom community would be drastically changed I would say most residents are here for that environment and not the one that promotes commercial high traffic. Environmentally it will cause pollution from commercial trucks and vehicle emissions , light pollution and noise pollution. Property values will go down and the quality of life become much worse. It would better serve the community if the proposed project were to expand the existing I-10 and I-19 By using the existing infrastructure. This would be a more economical route also.The city of Tucson would also be able to benefit from the Expansion of existing infrastructure. Please listen to the people who live and love this unique and special community.	GlobalTopic_4, GlobalTopic_1, AQ-1, and LU-1		I- 2654 -1
Drake	Patricia		Website	5/15/19 1:57 PM AT	Don't waste taxpayer money putting the I11 out in Picture Rocks where it is not wanted. You are supposed to be mindful of spending taxpayer dollars which are to go with the additional construction on the I10. You need to be responsible for wildlife and people's way of life. Listen to all of the people who do not want this out there. Do something respectful for once in your lives.	GlobalTopic_1		I- 919 -1
Drake	Robert		Website	5/16/19 12:40 PM AT	To whom it may concern; As a property owner in the close vicinity of this I-11 corridor I am interested to know if any speculation of future property values has been determined at this time? Thank you Mr Drake	LU-1		I- 929 -1
Drawdy	Joshua		Website	6/19/19 6:07 PM AT	I think it's a great idea to end the nightmare that is I-10 traffic congestion. An expansion of the current system cannot do what a total diversion of pass through traffic would do.	GlobalTopic_4		I- 1795 -1
Drew	John		Oral	4/29/19 1:00 AM AT	MR. JOHN DREW: I'm waiting to get in. MR. JOHN DREW: Thank you very much. My name is John Drew. I live out in Palo Verde. 29743 West Canyon Lane. Now, I've lived in the Buckeye area. My -- matter of fact, my great, great grandparents settled town of Buckeye. And I can tell you I've seen tons of changes over the years. Some have been good. Some not so good. But one of the things you should certainly consider when you're looking at final placement of this roadway is, what's its impact on the character of the community? My understanding is that's typically one of the first things you want to look at. And if it is, I guess I've got to wonder, how did we come up with that preferred route running -- basically splitting the small community like Palo Verde in half. And it's just -- it doesn't like seem to make sense. I'm probably going to end up saying some of the same things that everybody else here has said or is going to say. But the things is: This is not -- this is a decision whose time has not come. It doesn't make sense. It's not in the right place. Certainly one of the things that should be looked at and -- which has already been mentioned -- take a look at what we have existing property already. The existing right-of-ways and all of that. That's got to be just a huge amount of money that would typically be spent for the roadway. And it doesn't seem to make sense to do it right through the community. When you look at the properties, where the blue preferred goes through, you just got to shake your head and say, "What are they trying to do? Split everything up?" So I don't know. That's pretty much all I've got. So thank you very much.	GlobalTopic_2 and AC-7		I- 1162 -1
Drew	Kathryn		Website	7/08/19 3:13 PM AT	For economic efficiency, environmental consideration and in the interest of preserving existing neighborhoods it would seem that the best route would be one that capitalizes on existing roadways. These all have easements (85 and I-10) which would provide ample room to expand the capacity of the roadway without infringing on existing neighborhoods and riparian areas. This is particularly true in the proposed route through Palo Verde which cuts the town in two and impacts the conflux of two rivers which support a large waterbird habitat. Financially, it seems wasteful to purchase and build the infrastructure required for a large highway to transverse private land when there are existing roadways already owned which actually provide a shorter route.	GlobalTopic_4, GlobalTopic_2, BR-8		I- 3019 -1
Drew	Kimberlyn		Website	4/18/19 2:13 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 159 -1
Drew	Kimberlyn		Website	4/18/19 2:13 PM AT	I am from the LA area, so I know freeways. Freeways are hot, dirty corridors and their blight on the land should be minimized to the greatest extent possible. Adding an unnecessary and expensive new freeway to Southern Arizona is a terrible idea. I-10 should be expanded and improved to accommodate all the necessary traffic. Avra Valley has many important areas for birds and other wildlife, along with Saguaro National Park West, the AZ-Sonora Desert Museum and Ironwood National Forest, all of which must be protected and all of which deserve a buffer from traffic, pollution and development. I am also a taxpayer and I see this as a huge waste of taxpayer money. Thank you for considering this comment as well.	GlobalTopic_1 and GlobalTopic_4		I- 159 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Ducey	Douglas	Governor Douglas Ducey	Other	7/09/19 1:00 AM AT	<p>June 24, 2019</p> <p>The Honorable Elaine L. Chao Secretary, US. Department of Transportation Attn: Jannine Miller, Sr. Advisor to the Secretary XXXX XXX XXXXXX XXXXX XX Washington, DC 20590</p> <p>Dear Secretary Chao,</p> <p>The State of Arizona is committed to the full development of Interstate 11, America's newest Interstate, traveling 450 miles north from our border with Mexico to the Colorado River and our border with Nevada.</p> <p>Interstate 11 will be a significant improvement to Arizona's system of high-priority, high-capacity, access-controlled transportation corridors traversing our state. It will connect major economic centers, relieve congestion in downtown Phoenix and along Interstate 5 in California, stimulate economic development and improve trade and commerce connectivity with Mexico and throughout the Intermountain West. It truly is an Interstate of state, national and international importance.</p> <p>A 20-mile segment of Interstate 11 is already open for travelers in Nevada and, working with the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) is well along in the National Environmental Policy Act (NEPA) Tier One process for identifying the potential route for Interstate 11 from Wickenburg, Arizona to the Mexican border. A Recommended Alternative has been determined, public hearings have been held throughout the state and the public comment period is set to close on July 8, 2019.</p> <p>After another 18 months of consideration of the public and community input received throughout this process, we anticipate FHWA will issue a Final Record of Decision (ROD) in early 2021. This will enable all of us to focus our attention on the next step, a Tier Two evaluation, when the deeper environmental analysis and review occurs and an actual 300/400-foot-wide, on-ground alignment can be determined.</p> <p>I'm writing to seek your assistance on two fronts:</p> <ol style="list-style-type: none"> 1. We must keep the Tier One process moving forward and in compliance with Federal regulations. Once the Tier One Study is completed, we need your support in immediately moving forward to the Tier Two evaluation for any "segments of independent utility" that have been included in a local Transportation Improvement Program and are ready for further evaluation, planning, and actual construction. If there are ways to speed up the Tier One process for any segments of independent utility, we would like to work with FHWA to move those segments forward more rapidly through the NEPA process to reach a ROD sooner than 18 months from now. 2. Federal funding support will be needed going forward. The \$15 million spent to conduct the Tier One Study and all other costs incurred to date, have been borne by the State. 	Thank you for your input and interest in the I-11 Corridor Tier 1 EIS. FHWA and ADOT value the feedback on the Draft Tier 1 EIS provided by your office. GlobalTopic_4	Ducey_Governor_E7	E-7 -1
Duckworth	Renee		Website	5/15/19 12:23 PM AT	<p>I am against this project, particularly the portion that would run from parallel to I-10 next to Saguaro National Park and Ironwood Forest National Monument. Construction of a new highway here is a bad idea for several reasons.</p> <p>First, it is a poster child for government waste akin to the "Bridge to Nowhere" type of infrastructure project. If you look at a map of interstate highways across the United States, nowhere do you see two major interstates running parallel to each other in such close proximity. The southern portion of the I-11 corridor would be redundant with the current I-10 corridor. It's makes more sense to update existing infrastructure of I-10 than to duplicate that infrastructure just a few miles away.</p> <p>Third, this would introduce noise, air and light pollution to the rural desert environment, negatively impacting farmers, residents and wildlife.</p> <p>Finally, this project would needlessly change the character of the Avra Valley, a rural farm community that would be forever sundered by such a division running through it. Not to mention the direct impacts on individuals that would have to give up land to make way for this project.</p>	GlobalTopic_4 and GlobalTopic_1		I-918 -1
Duckworth	Renee		Website	5/15/19 12:23 PM AT	<p>Second, this would create a barrier to wildlife flow among the unique National Park and National Forest ecosystems.</p>	BR-2 and BR-5		I-918 -2
Dudas	Ashley		Website	4/29/19 8:16 PM AT	<p>How do you justify the cost to the taxpayers to purchase almost all private property along the preferred route, as opposed to the already taxpayer owned corridors that are slowly being eliminated from consideration?</p> <p>Ashley Dudas</p>	LU-1 and GlobalTopic_4		I-336 -1
Dudley	Eileen		Website	6/26/19 8:51 AM AT	<p>NO on I-11. I do not want more of the Sonoran Desert bladed over for a highway. Doing so will cause irreparable harm to Avra Valley, Picture Rocks and Saguaro National Park, among others. We need these natural areas for human health, both physical and mental, more than a route to deliver more stuff back and forth across the state. Improve I-10 instead.</p>	LU-3 and GlobalTopic_1		I-2068 -1
Dudzik	Daniel		Website	7/08/19 2:38 PM AT	<p>I would like to see the use of existing roadways. The ORANGE route would meet that objective. Less money spent on new construction. Transfer new construction funds to updating existing highways and roadway preservation. The blue route with the green segment would be my second choice.</p>	GlobalTopic_4, AC-7		I-3011 -1
Duerr	Dylon		Website	6/21/19 11:15 AM AT	<p>I believe that building this highway according to the current plans would be devastating to the Tucson economy and potential hazardous for the environment. I absolutely condemn the current plan and demand that ADOT work with the mayor and city council to determine alternate routes</p>	GlobalTopic_1, AC-1		I-1892 -1
Dufault	Brian		Website	7/08/19 2:22 PM AT	<p>I support the No build alternative.</p>	AC-6		I-3002 -1
Dufault	Sirena		Website	7/06/19 6:45 PM AT	<p>I oppose Interstate 11 and believe that the effort and funds should be put toward improving existing infrastructure. Putting Interstate 11 at the doorstep of Saguaro National Park, the Arizona Sonora Desert Museum and the community of Picture Rocks is detrimental to the plants, animals and community members of the area.</p> <p>The only way to preserve the desert and communities of the area is a No Build decision.</p>	GlobalTopic_1 and AC_7 and R-2 and AC-6		I-2676 -1
Dufault	Sirena		Website	7/06/19 6:45 PM AT	<p>The proposed corridor also disrupts recreation in the Picture Rocks/Saguaro NP area. Recreation is a major economic driver in Tucson and Pima County and this would completely change the experience and most likely drive people away from the affected areas.</p>	R-2 and E-2		I-2676 -2
Duffey	April		Website	4/23/19 9:25 PM AT	<p>I would love to see AZ preserve some of its natural lands and not build the proposed I 11. However, if it is a necessity I would rather that less "new" road be added. Therefore, building the orange proposal would be less invasive, less expensive and would not invade as many established communities. Thank you.</p>	GlobalTopic_4		I-271 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Dugan	Lee		Website	5/27/19 4:11 PM AT	<p>EVERY SINGLE ONE:Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region</p> <p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.</p> <p>The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.</p> <p>Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.</p> <p>The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <p>Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations.</p> <p>County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.</p> <p>Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.</p> <p><i>Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest</i></p>	GlobalTopic_1, GlobalTopic_13, and LU-3 and WR-2		I- 1093 -1
Dugan	Lee		Website	5/27/19 4:11 PM AT	<p>Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.</p> <p>Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others.</p> <p>Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.</p> <p>Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p>			I- 1093 -1a
Dugan	Lee		Website	5/27/19 4:11 PM AT	<p>Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.</p>	LU-5		I- 1093 -2
Dugan	Lee		Website	5/27/19 4:11 PM AT	<p>The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p> <p>Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.</p> <p>The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p> <p>In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.</p>	GlobalTopic_4 and BR-2 and LU-5 and R-2		I- 1093 -3
Dugan	Lee		Website	5/27/19 4:11 PM AT	<p>The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p> <p>The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p>	GlobalTopic_1 and R-2 and E-3		I- 1093 -4
Dugan	Linda		Website	6/16/19 11:10 AM AT	<p>I am adamantly opposed to I-11 for obvious and various reasons. The negative impact on the desert environment and wildlife, the 3.4 billion dollars to build the highway and the noise, pollution and human impact on the area are among many reasons I oppose it. I-11 was rejected back in the 80's and there is still no good reason that the interstate should be built. I oppose it and encourage more development and improvements to our popular already -constructed-and-maintained I10 interstate. Thank you.</p>	GlobalTopic_4 and LU-3 and BR-1 and E-3		I- 1576 -1
duncan	cynthia		Website	5/12/19 2:02 PM AT	<p>We need more trains, less car/trucks. No way do we need this thing!</p>	GlobalTopic_4 and AC-9		I- 824 -1
Dunn	Elizabeth		Website	5/13/19 6:20 AM AT	<p>As a regular visitor to Arizona to see my son and daughter-in-law, I am writing to ask you to please consider alternatives to the Interstate 11 project. Please consider using existing roads and do not encroach on the protected lands and wildlife of the Arizona deserts and mountains.</p>	GlobalTopic_4		I- 861 -1

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Dunn	Elizabeth		Website	5/13/19 6:20 AM AT	The beauty and serenity of these deserts and mountains is the very essence of the attraction of Arizona and the millions like me who come to visit. Please honor the land and protection laws that are in place. Do not destroy for alleviating a temporary or inconvenient traffic problem. Encourage those who are already on the highways to stop and enjoy the beauty around them by offering more access to attractions while they are traveling to Mexico or Canada. Preserve the American Dream for the thousands of families who are making Arizona their home. They are the ones who should have a say in how their state is planned not those who are just passing through. Thanks in advance for your consideration to keep Arizona the way it has been!	GlobalTopic_4 and R-2		I- 861 -2
Dunn	Jon		Website	7/06/19 9:30 AM AT	This is the first time I have seen the maps for the proposed routes for I-11. Looking at the section from Nogales to Phoenix, the I=11 section mirrors the existing I-19 and I-10 corridors too closely to be cost effective, that section, as proposed would be a colossal waste of money and not save drivers, especially those that carry freight, any money, in fact, on the surface, it appears it would cost them the same or maybe a little more. A Interstate highway directly, the 152 miles, from Nogales to Gila Bend, then to where the orange route connects with I-10. turning the section if highway 85 into a county road, then continuing north to and through Wickenburg connecting with the existing 4 lane road there would make the most economic sense. This would save time and money with all the products crossing the border at Nogales going to Las Vegas and north and toward Salt Lake City from there. I haven't done the calculations but by just eyeballing the route, it would cut off 3-5 hours. I'm sorry, I will not be in favor of any new proposed Interstate highway route that mirrors an existing Interstate route if it comes within 75 miles of the existing route in a parallel fashion, it is a waste of money and time, and all 3 of the State's proposals do just that. Thank You for allowing my comment.	GlobalTopic_4 and AC-1		I- 2633 -1
Duran	Cathleen		Email	7/09/19 1:00 AM AT	No on this project running through Arizona City, we purchased this property so we could enjoy nature. Sent from my iPhone	GlobalTopic_4		I- 3472 -1
Duran	Christopher		Website	4/13/19 1:00 PM AT	So this proposed route goes right thru my home and I have to find out about it on FB, this was not disclosed during recent home purchases. There is BLM land behind our homes. What is the estimated time and process. we oppose this freeway being built	GlobalTopic_4 and LU-1		I- 47 -1
Durham	Marion		Website	7/08/19 9:50 AM AT	I am not a member of either Audubon Society or Sierra Club --- but I am an environmentally conscious, & concerned, Arizona citizen. I am supporting the proposed "Orange" route for the I-11 corridor highway. Arizona's future will hinge on our water --- and if we do not protect ALL the water sites in the state from infringement, development, degradation or interruption, the future of the state's population will be adversely affected. Do not put I-11 across the riparian areas, but instead take a route where infrastructure is already in place and where water resources will not be adversely affected.	GlobalTopic_4, GlobalTopic_1, WR-1, WR-2		I- 2923 -1
Durnell	Tim		Email	6/28/19 1:00 AM AT	Dear Sir or Madam: The Recommended Alternative route or I-11 would build a NEW freeway through Avra Valley right on the doorstep of the Arizona-Sonora Desert Museum, Saguaro National Park, and Ironwood Forest National Monument. The proposed route is a disaster for the Sonoran Desert. The Desert Museum and the surrounding Saguaro National Park is our favorite place to visit when we come to AZ. Please come up with an alternative route and don't despoil this precious piece of habitat. Thank you! Tim Durnell XXXXXXXXXXXX, Rice, WA 99167	GlobalTopic_1 and R-2		I- 3334 -1
Duval	Christopher		Website	5/02/19 7:19 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 382 -1
Dyer	Ann		Website	5/30/19 5:11 PM AT	The I-19 noise level is extremely high in the Green Valley area. Noise barriers to counter the high level of semi noise should be considered a must for this area. Green Valley/Sahuarita is a fast growing area and housing is close to the proposed i11 route.	LU-6, N-1		I- 1222 -1
Dyess	Deborah		Website	4/19/19 11:16 AM AT	I have visited that area including old Tucson and it is beautiful old Tucson rose from the ashes of the original and it has a lot of history keep highway out leave area as is	GlobalTopic_1		I- 177 -1
Early	Christina		Website	7/07/19 4:00 PM AT	Please do not construct I11 through Avar Valley west of green Valley/Tucson. Use the "orange route " through Tucson. Why spend all that money on updating I10 ten years ago then spend all that money building a new interstate that pretty much runs parallel to I10 that will destroy our desert!	GlobalTopic_1 and AC-5		I- 2809 -1
Eastman	Todd		Website	5/08/19 5:47 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 665 -1
Eavenson	Stephen		Website	5/13/19 3:31 PM AT	build it we need this hwy and i cant wait to see it done.	GlobalTopic_4		I- 879 -1
Eccles	Anne		Email	7/03/19 1:00 AM AT	Dear ADOT - Theproposed I-11 freeway will forever change the desert in the Avra Valley. Iconicplaces like Saguaro National Park West, Tucson Mountain Park, Ironwood Forest NationalMonument, and the Arizona-Sonora Desert Museum would be negatively affected. Now, natives and visitors alike are attracted bythe area's scenic beauty and the opportunities for outdoor activities like hiking,running and rock climbing. In these quiet places, you can observe wildlife,listen to birdsong, and breathe in clean fresh air: activities which renewpeople mentally and spiritually. The Central Arizona Project's TucsonMitigation Corridor allows for necessary migration of animals between protectedareas. Afreeway slicing through the valley would trade all this for urban sprawl, air, noiseand light pollution, and would threaten wildlife and the unique Saguaro cacti andother special desert trees and plants. Jonimitchell, in a late sixties song of environmental concern, lamented that youdon't know what you've got till it's gone. Let'snot let that happen to the Avra Valley! Sincerely, Anne Eccles	GlobalTopic_1 and R-2		I- 3374 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Eccles	Anne		Mail	7/03/19 1:00 AM AT	<p>July 3, 2019</p> <p>1-11 Tier I EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>To Whom It May Concern:</p> <p>The proposed 1-11 freeway will forever change the desert in the Avra Valley.</p> <p>A freeway slicing through the valley would trade all this for urban sprawl, air, noise and light pollution, and would threaten wildlife and the unique Saguaro cacti and other special desert trees and plants.</p> <p>Joni Mitchell, in a late sixties song of environmental concern, lamented that you don't know what you've got till it's gone.</p> <p>Let's not let that happen to the Avra Valley!</p> <p>Sincerely, Anne M. Eccles</p>	GlobalTopic_1	Eccles_A_I3505	I- 3505 -1
Eccles	Anne		Mail	7/03/19 1:00 AM AT	<p>Iconic places like Saguaro National Park West, Tucson Mountain Park, Ironwood Forest National Monument, and the Arizona-Sonora Desert Museum would be negatively affected. Now, natives and visitors alike are attracted by the area's scenic beauty and the opportunities for outdoor activities like hiking, running and rock climbing. In these quiet places, you can observe wildlife, listen to birdsong, and breathe in clean fresh air: activities which renew people mentally and spiritually. The Central Arizona Project's Tucson Mitigation Corridor allows for necessary migration of animals between protected areas.</p>	GlobalTopic_1, R-2 and BR-6		I- 3505 -2
Eckel	David		Phone	7/02/19 1:00 AM AT	<p>Hi, my name is David Eckel. I live in the Picture Rocks area of Tucson on Bobcat Lane. I'm calling to voice my opposition to the Interstate 11. This proposed interstate has no real good function and its potential impact on the ecology here is and the environment is probably devastating. I've talk to many of my neighbors. No one I've talked to is in favor of this. Everyone seems to agree that it can only be a disaster for the environment. The increased pollution and the destruction of wildlife habitat is just not worth any possible utility that this could have which seems minimal. Once again my name is David Eckel and I'm voicing my strong opposition to Interstate 11. Thank you, bye.</p>	GlobalTopic_1, GlobalTopic_4, and BR-1		I- 3371 -1
Eckert	Becka		Website	6/27/19 10:21 PM AT	<p>My family is very against the addition of I-11. It seems to be an unnecessary expense with devastating ecological effects. It would be much more beneficial to spend the money on widening interstate and state roads throughout Tucson and Arizona. If there is any option to not build this, please come through and protect our beautiful state. We do not need an additional highway cutting right next to a national park. Thank you for considering these comments.</p>	GlobalTopic_04 and LU-3 and A-6		I- 2152 -1
Edelman	Dawn		Website	7/06/19 4:58 PM AT	<p>This is devastating to my house hold. I have live stock and spent the last 5 years making my place good for all my animals. I have put long hours building their pens. I have planned this to be my last house that will be paid off for retirement. I cant possible find a place now that will provide for my animals and I will be able to afford. It will post pone retirement, and i cant afford a higher payment. This will be economic disaster and for my live stock. You need to consider that people live here because they can afford it you take away the affordable housing and it is just wrong. Its wrong people put their sweat and money into making a good place to live for the state/government to just take away please reconsider</p>	LU-1		I- 2667 -1
edelsky	carole		Website	5/09/19 12:05 PM AT	<p>Do NOT put a highway through the Tucson Mountains or near the Desert Museum or Avra Valley. We MUST preserve whatever bit of untouched land is left in the Tucson area.</p>	GlobalTopic_1		I- 705 -1
Edmondson	Aura Leaf		Website	6/25/19 12:33 PM AT	<p>Re: 1-11 proposed route</p> <p>As a native Arizonan and resident of West Tucson, I strongly oppose the current preferred route proposed for 1-11. The reasons are many:</p> <ol style="list-style-type: none"> 1. Destruction of natural habitat and Sonoran Desert in by interrupting wildlife corridors, increased traffic, pollution through pristine wilderness. 2. Negative impact on my personal property values and quality of life which are based upon living in the natural desert surroundings. 3. Damage to Tucson Mountain Park, Saguaro National Monument West, Arizona Sonoran Desert Museum, and Old Tucson. By placing an interstate in close proximity to these areas they will be damaged if not destroyed. Not only would harm to these entities be destructive from an environmental and preservation standpoint, but the draw of these areas in terms of both tourism and attracting new residents would be damaging to our city and state economy. 4. Traffic will be routed away from Tucson's revitalized downtown, resulting in negative economic consequences for the city and business owners. <p>The proposed route through the Tucson Mountain corridor is opposed by the Tucson City council, environmental groups, residents of West Tucson and surrounding communities. I implore you to put an end to this destructive proposal immediately.</p> <p>Sincerely Aura Leaf Kaila Edmondson</p>	GlobalTopic_1 and LU-3 and AQ-1 and LU-1 and E1 and E-2		I- 2050 -1
Edmondson	Aura Leaf		Website	5/08/19 5:49 PM AT	<p>As an Arizona native, voter, and citizen, I am asking ADOT/FHWA to extend the comment period for the I-11 project by 120 days to September 28, 2019. The breadth and impact of this project on Arizona's natural resources and quality of life demand due time for scrutiny by the residents of Southern Arizona.</p> <p>Thank you for your consideration</p> <p>Aura Leaf Kaila Edmondson</p>	GlobalTopic_9		I- 666 -1
Edwards	Amy		Website	6/28/19 1:04 PM AT	<p>Please extend the period for public comment. I am a Tucson resident and only recently heard about this new Interstate they are wanting to build. I ask friends and co-workers if they are aware and they all say "no". There is too much at stake here and not enough time for people to review the information and make their opinions heard. Please extend the comment period to September 28, 2019. Thank you for your consideration.</p>	GlobalTopic_9		I- 2175 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Edwards	Anne		Oral	5/08/19 1:00 AM AT	<p>ANNE EDWARDS: My name is Anne Edwards. And I can't understand why this particular route was chosen. There are dozens and dozens of reasons why this route is wrong. But I am only going to highlight three I feel are very, very important.</p> <p>One is the cost. \$3.4 billion more to build this than co-locating it with I-19 and I-10 just doesn't make sense. What a waste of tax payers' money.</p> <p>And the third reason is people have moved to the Altar and Avra Valley to escape urban sprawl. In many cases, their homes are going to be taken from them to build this interstate.</p> <p>And the residents who are left will be faced with noise and air pollution and light pollution. And it will completely destroy the rural atmosphere by encouraging more development. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1323 -1
Edwards	Anne		Oral	5/08/19 1:00 AM AT	<p>For that money. We could build a commuter train that's urgently needed between Tucson and Phoenix. And that would get a lot of cars off the road. There's a perfectly good railroad that runs from Nogales to Phoenix. And that could be utilized more. We don't need another interstate.</p>	AC-9 and GlobalTopic_4		I- 1323 -2
Edwards	Anne		Oral	5/08/19 1:00 AM AT	<p>The second reason is, it's going to destroy more of our beautiful Sonoran desert. This route goes along some of the most scenic areas in Pima County, along Ironwood National Monument, Saguaro National Park, and Tucson Mountain Park is very near the jewel of the Desert Museum.</p> <p>These are areas where residents and visitors come to enjoy nature, plants, and animals. A major interstate will completely ruin this tranquil experience.</p>	GlobalTopic_1 and R-2		I- 1323 -3
Edwards	Kathleen		Website	5/09/19 3:37 PM AT	<p>I'm AGAINST IT... IT would damage both natural resources and degrade the visitor experience at a wide array of public lands, MY LANDS! It would cause significant noise, air, and light pollution, and encourage urban sprawl. Lands and wildlife habitat would be severely impacted, especially migration/wildlife corridors. And it would have negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park, and the City of Tucson.</p>	GlobalTopic_1 and E-2, LU-3		I- 711 -1
Edwards	Taylor		Website	4/15/19 4:26 PM AT	<p>In my review of the proposed alternative actions for the Interstate 11 Corridor, I am strongly against the Preferred Alternative route for the proposed Interstate 11, as released in the Tier 1 DEIS in April 2019. Avra Valley, this is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located between Pima County's Tucson Mountain Park and Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through or adjacent to these protected lands would be devastating and irreversible. Please see the attached letter for additional details</p> <p>Dr. Taylor Edwards, MSc PhD Tucson, AZ</p> <p>[15 April 2019</p> <p>To: Arizona Department of Transportation Re: Interstate 11 (I-11) Environmental Impact Statement public comments</p> <p>Dear Interstate 11 Final Tier 1 EIS Review Team,</p> <p>As previously submitted in my May 2017 comments on the Tier 1 study, I am a conservation biologist who has lived and worked in Tucson for 25 years. For the last 20 years my research has focused on the population genetics of desert tortoise and other, local reptiles and I share my comments with you from the perspective of someone who has an intimate knowledge of landscape connectivity across the desert southwest.</p> <p>In my review of the proposed alternative actions for the Interstate 11 Corridor, I am strongly against the Preferred Alternative route for the proposed Interstate 11, as released in the Tier 1 DEIS in April 2019. The large footprint of the preferred alternative will have destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. Specifically, this option will negatively impact Saguaro National Park and Ironwood Forest National Monument. While I favor options that co-locate with existing transportation facilities, in the Northern Section, although there is an existing roadway along highways 60 and 93, these already bisect an environmentally sensitive area and would require new infrastructure which bring with them new development, branching roads, and more traffic.</p> <p>While an important part of our nation's infrastructure, roads unfortunately have a number of negative impacts on our environment; sound pollution, light pollution, air pollution, scenic views and of course direct and indirect impacts on wildlife. In addition to direct mortality, roads result in habitat fragmentation which impacts the long-term sustainability of wildlife populations. Many of the reptile species that I work most closely with, such as desert tortoise (<i>Gopherus morafkai</i>), Gila Monster (<i>Heloderma suspectum</i>) and chuckwalla (<i>Sauromalus atar</i>) are distributed across the landscape in small, disjunct patches and for which the immigration of individuals among populations is critical for the long-term maintenance of populations (through "gene flow"; the movement of individuals, and/or the genetic material they carry, from one population to another). In my population genetic study of desert tortoises in southern Arizona that was published in the journal of Conservation Genetics in 2004, I observed that anthropogenic barriers obstruct movements of tortoises between populations and disturb patterns of gene flow. Out of the nine populations included in my study, all but two population pairs currently have human barriers that</p>	GlobalTopic_1, BR-10 and R-2	Edwards_T_I59	I- 59 -1
Edwards	Taylor		Website	4/15/19 4:26 PM AT	<p>Habitat fragmentation through the construction of roads results in smaller populations with limited to no gene flow. Smaller populations are then more susceptible to other habitat disturbances and are negatively affected genetically through increased inbreeding and a reduction in heterozygosity, each of which can result in further reductions in population size. This negative feedback loop is referred to as an "extinction vortex". Each new road that causes further habitat fragmentation and degradation is another step toward this negative cycle. In a recent study I contributed to on Gila Monsters, we observed that the robust population of this species that remains protected in Saguaro National Park benefits from landscape connectivity without major impacts from roads.</p> <p>I purposefully focus here on the smaller fauna of the desert, although it is well documented that Puma, Bighorn Sheep, Pronghorn and other mega fauna are equally as impacted by habitat fragmentation and roads. The fact that so many species face the same issues is an indication that the negative effect of roads impacts the entire ecosystem. Where roads already exist we can document this impact. Where roads do not exist or are less traveled, we should try to preserve wildlife corridors and connectivity throughout landscape. In the context of the preferred corridor through Avra Valley, this is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located between Pima County's Tucson Mountain Park and Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through or adjacent to these protected lands would be devastating and irreversible.</p> <p>If there is a proven need for expanded capacity of highway traffic, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona. All transportation options also need to be investigated, including an expanded rail corridor between Tucson and Phoenix and multi-modal transportation solutions generally.</p> <p>Please feel free to contact me for any follow-up questions.]</p>			I- 59 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Egel	Carol and Donald		Phone	6/28/19 1:00 AM AT	This is Carol and Donald Egel who live in Tucson and we are calling to voice our objection to the planned route for a freeway through the Avra Valley. We think this is a terrible decision to make and we hope that there will be a change in the route that will avoid using that path through the beautiful Avra Valley. Thank you for your attention. We preregister our objection to this route. Carol and Donald Egel. Thank you.	GlobalTopic_1		I- 3342 -1
Eggers	Kortney		Website	6/12/19 7:01 AM AT	I am very excited for the new highway! I believe it will benefit a lot of people that live out here in Marana especially when it's a 20 minute drive to the nearest highway. Will bring in more businesses and more to do!!! Let's start it!!!! Can't wait! 100% all for it!!!!!!	GlobalTopic_4		I- 1489 -1
Eisenhauer	Emalee		Website	7/02/19 5:40 PM AT	I am opposed to the proposed interstate 11, particularly the Tucson by-pass, and support the no build option. I-11 would be costly and destructive to Arizona's beautiful natural resources. 1. I live near the proposed secondary route exiting near Amado, and have seen it suggested that the added infrastructure would benefit us, but I see no benefit in increased noise, pollution, light pollution, and crime (as commonly increases near truck stops and commercial areas). This area has beautiful night skies and a classic Arizonan spirit of independence, there is a reason it has historically resisted certain kinds of commercial development. If we wanted a major commercial truck stop, there would have been one built for the existing highway in the mid-nineties. 4. We also should not be splitting funding for maintenance to said perfectly acceptable existing highway. It already takes 5 years to get potholes on the off ramps fixed. Or 30 years for bridge maintenance and clean outs to prevent flooding.	GlobalTopic_4, GlobalTopic_1, N-1, AQ-1, V-1 and AC-7		I- 2334 -1
Eisenhauer	Emalee		Website	7/02/19 5:40 PM AT	2. Wildlife corridors are as important as protected areas. Building between the Ironwood Forest National Monument and the Saguaro National Park will isolate wider ranging animal populations. A highway, especially such an unnecessarily placed one, could lead to increased mortality, decreased gene flow, and a reduction of genetic diversity. Reducing a species diversity reduces its chance to respond to/survive environment changes or illness.	BR-2, BR-5, and R-2		I- 2334 -2
Eisenhauer	Emalee		Website	7/02/19 5:40 PM AT	3. There is already a perfectly suitable route. I-19 to I-10. With improvements to the Ajo exit, this route has already improved in efficiency and once those improvements are completed it will be even less risk of delay. I have been on this route thousands of times in the last 25 years, and while traffic has gone up from 1 to 2 cars visible to steady traffic since I was a child, it is by no stretch a trial. Tucson is not Dallas or Phoenix, it is not 3 hours daily at a crawl. Most non-incident related traffic delays come from the highway junction/Ajo section and that is already well invested into improvements. We should not be wasting millions in taxpayer money to destroy hundreds of miles of desert so that truckers can avoid a 5-10 minute delay.	GlobalTopic_1 and AC-2 and AC-8		I- 2334 -3
Eisenhauer	Emalee		Website	7/02/19 5:40 PM AT	5. A much longer public comment period should be extended for this project, and possibly impacted residents should be specifically notified prior to community meetings.	GlobalTopic_9 and CO-2		I- 2334 -4
Elam	Robert Troy		Website	7/07/19 8:05 PM AT	When one has to consider the magnitude of the I-11 project pros and cons must be weighed. When an honest evaluation is done the cons far outweigh the pros, especially since there is a functioning freeway and network already in place. The largest of the projected problems will be the negative impact on the delicate Sonoran Desert habitat and wildlife. Regardless of what route is considered it will affect not only the common vegetation but also different endangered species, which include, but are not limited to, the Pima Pineapple Cactus and the Hedgehog Cactus.	GlobalTopic_1 and BR-4 and BR-1		I- 2859 -1
Elam	Robert Troy		Website	7/07/19 8:05 PM AT	Not only will the freeway provide a significant increase in traffic and people but will impact the night skies, which are invaluable to the various telescopes in operation in southern Arizona. The ambient lights from traffic and interstate lighting will negatively impact astronomer's ability to continue research.	GlobalTopic_1 and V-1		I- 2859 -2
Elam	Robert Troy		Website	7/07/19 8:05 PM AT	With all the budget cuts from areas that are in dire need in Arizona, it is inconceivable that millions of dollars would be put into a freeway system when there's already functioning networks of interstates in existence that fit our needs. These systems can be improved or modified to bypass large metropolitan areas to increase flow of traffic and improve the transportation of goods. It is not in the best interest of the state or federal government to pay to build this interstate and fund its future maintenance.	GlobalTopic_4 and AC-5		I- 2859 -3
Elam	Robert Troy		Website	7/07/19 8:05 PM AT	I-11 will drive property values down and negatively alter the landscape that attracted thousands of homeowners to begin with. The proposed interstate will uproot thousands of families, some of which have been on their land since the mid 1800's. The area where our family is located has decades of heritage running through the history of the land. My family homesteaded this area, and many generations later, my extended family is still seeking to remain on the land because of the solitude and isolation of the area. The land is invaluable, more than anything monetary. One of the proposed pathways of I-11 brings it into our yard, disrupting the solitude and isolation that makes this land valuable. It takes the pearl of raising our children away from the busyness of city life and makes it extinct. There is no amount of money that can replace what this land offers us and our future generations.	LU-1 and LU-3		I- 2859 -4
Elder	Dana		Website	6/20/19 9:13 AM AT	Please do not build the purple option that crosses Emigh Road by Marana High School. We recently moved into the neighborhood past the high school and are enjoying the peace and quiet. If this option is approved, we would hear highway noises from our house and completely destroy the tranquility that we have come to love.	GlobalTopic_1 and LU-1 and N-1		I- 1841 -1
Elder	Steve		Website	5/18/19 3:33 PM AT	I am supportive of I-11, but not the purple alternative route (at least through Picture Rocks). The purple alternative is just feet away from our neighborhood (see attached file), would create excessive noise, and would be detrimental to property values. Please don't build the purple alternative route in Picture Rocks. We moved here for peace and quiet and the purple route would destroy that for our neighborhood. Thank you.	GlobalTopic_1	Elder_S_I1016	I- 1016 -1
elia	wayne		Website	4/27/19 10:49 AM AT	It was bad enough for Green Valley to have I-19 cut right thru town. But to even think about the alternate blue route for I-11 to run right thru Green Valley again now 5 houses from the house we just put \$ 75,0000 into is maddening. The noise alone will be unbearable not to mention the impact on displaced senior citizens of Green Valley. I strongly suggest to use the far west route on the other side of the mines. The blue route will be a death notice for the property value or even resale of homes in the Green Valley area. Most older folks here have there life savings in there homes ! Pennies on the dollar sales i bet...	LU-1, LU-6 and N-1		I- 299 -1
Elledge	Heather		Website	7/07/19 3:09 PM AT	It would be a waste if time and money to build I-11. It would endanger thousands of plant and animals and even cost people their homes. The already underway improvements of the I-10 should provide whatever traffic issues may come in the near future. Don't scar the beautiful habitat with a highway that is not needed and don't waste tax dollars when the can be used to fix already existing roads. Please do not build I-11. Thank you for your time.	GlobalTopic_4, BR-1		I- 2796 -1
Ellett	William and Kathleen		Email	6/24/19 1:00 AM AT	Dear Sirs, I want to urge you to abandon the current plans for I-11. The route proposed on the west side of the Tucson Mountains is a terrible idea due to the environmental destruction it would cause in that largely undeveloped part of Pima County. It will severely impact the Tucson Mountain Park, Saguaro West National Park, and the Desert Museum. Rather than building I-11 we should transfer most of the freight to trains and greatly reduce the number of trucks on our highways. Sincerely, William and Kathleen Ellett Tucson, AZ	GlobalTopic_1, AC-9		I- 3297 -1
Elmer	Melanie		Website	5/03/19 11:15 PM AT	I oppose the blue proposed route as it would impact my neighborhood and quality of life as well as home value. Please choose an alternative route that doesn't impact generations of family farms and homes.	GlobalTopic_4 and LU-1		I- 511 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Elmer	Michael		Website	6/27/19 1:13 AM AT	I support the alternative that brings the I-11 corridor through Tucson along I-19 and I-10. Maximizing the connections between metropolitan areas and minimizing environmental impacts means running the corridor in such a way that it is accessible to Tucsonans and preserves the peaceful desert wilderness near Saguaro National Park West and Tucson Mountains Park. The recommended alternative will short-change Tucson by bypassing it, and will sacrifice the peace and beauty of a National Park. If the recommended alternative were modified to follow the orange alternative from the Sahuarita to Marana, this would also be acceptable. Improving Tucson's access to the greater transportation network would be great, and bypassing our city would be a greatly missed opportunity for a million residents.	GlobalTopic_1 and R-2 and E-1		I- 2089 -1
Elowson	Maria		Website	7/03/19 4:20 PM AT	The Arizona Sonoran Desert is too precious to allow any more of it to be paved over for unnecessary roadways. The current roadways are enough. See more than greed. See a beautiful desert in the future not black tar and concrete.	GlobalTopic_1		I- 2516 -1
Embury	Ann		Website	7/02/19 6:51 AM AT	Rather than destroy hundreds more miles of land with yet another asphalt tentacle called Highway I 11, why not use existing infrastructure along I 10 to construct a high speed rail line, either above the existing highway or alongside it? We need environmentally CLEAN and EFFICIENT mass transit here in AZ and throughout the country. Let's reduce the need for ever more individual fossil fuel guzzling and polluting vehicles and greatly reduce travel times between cities at the same time. Almost every other developed country in the world EXCEPT the US has high speed rail or bullet trains in use, and China has had 29,000 K of high speed rail in use for over a decade. We can't afford NOT to invest in this long overdue modern high speed mass transit system for the movement of people and goods!	GlobalTopic_4, AC-9		I- 2302 -1
Emme	David		Website	6/12/19 8:07 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1490 -1
Emme	David		Email	5/06/19 8:14 PM AT	This proposal goes against every reason I moved to Picture Rocks. I love the rural life, clean air, noise free environment, the wildlife, and starry skies. I moved out here to get away from freeway culture and city life. Building a freeway thru Avra Valley will ruin this beautiful desert area forever. The City of Tucson, Arizona Game and Fish, US Bureau of Land Management, National Park Service, US Bureau of Reclamation and the Environmental Protection Agency have all expressed grave reservations about routing I-11 through the Avra Valley. Please reject the option to build a freeway thru Avra Valley. Thank you, David Emme XXXXXXXXXXXX Tucson, AZ 85743	GlobalTopic_1		I- 849 -1
Empert	Irene		Website	6/18/19 10:51 AM AT	I do not want a new highway built in the desert. I am in favor of improving I10 and I19.	GlobalTopic_1		I- 1732 -1
Engelberg	Lisa		Website	7/08/19 10:58 AM AT	No to this dreadful highway that will have devastating effects on the natural habitat that make the Sonoran desert their home! Please instead focus on a light rail from Tucson to Phoenix... following the existing highway!	AC-6 and AC-9		I- 2935 -1
Ennist	Fred		Oral	4/30/19 1:00 AM AT	MS. DARR: Fred Ennist. FRED ENNIST: I'm kind of the same way as this gentleman that just spoke and the mayor with that deal. We border the west side of Vista Royale, so I can ride out my back gate and go to that desert, and I can ride almost probably 10, 11 miles before you hit an old fence. There's a few gates to get back in over there by Four Ponds (phonetic), but I've rode almost that whole country over there horseback. But from being in a lot of construction, or whatever, that dirt and that ground over there that a person can move at the foot of that mountain over there, and you're almost going to be 7, 8 miles from 93 over there. And I think -- and like I said, and still tie into 71, where if you tied into that off ramp right there on 71, to me, for construction-wise, cost-wise, and everything, all is you got to do is put a -- you've already got the overhead there or whatever coming from 71. You're going to have to make that bridge wider probably for your four lane. And another thing, I've traveled 4 million miles driving a cattle truck and hauling off the border of New Mexico, to California, to all over, Texas, to wherever, driving truck, and it makes a lot of sense to me, bypass that truck traffic here. Like the mayor also said, too, we still would like to keep the local people from starving to death. My wife and I, we own a business here, and in the summertime, it gets pretty dry around here. Business gets pretty slow. If I was still driving a truck, I would like to see it go in rather than winding around, and straight a shot as you could coming out of Nogales up to here, especially when you're coming off from 10 up here, that would make it really nice because time is money, I guess, when you're driving one of those things. Thank you guys for being here.	GlobalTopic_5		I- 1008 -1
Ennist	Fred		Oral	4/30/19 1:00 AM AT	And I don't know if they've flown that when they did their routes, or if anybody's even been through there. But if you go through there horseback, from the railroad tracks, if you come in back behind Black Canyon or whatever, it's going to tie into 60. But if you go from the railroad tracks and stay to the west of that major -- there's a water tank out there, reservoir. Like they said, there's a lot of hog hunters. And there's a lot of ranchers that, I mean, they turn out 2,000 head of sheep out there, usually this time of year or earlier. And then earlier, they have cattle out there. And that takes in two or three of the major reservoirs there. There is a reservoir on the other side of that wash, which is only probably four miles, three miles from the house, not even that far. But I know if you go up there along that mountain range that you guys are talking about, that mountain range at the foot of that, and they said -- somebody made a comment to me that there was kind of a floodplain or something over there.	GlobalTopic_5		I- 1008 -2
Epperson	Leslie		Website	5/03/19 6:28 PM AT	This destructive proposal would not only create a new highway in relatively un-disturbed Avra Valley, but it would isolate Saguaro National Park West and Tucson Mountain Park from surrounding deserts by busy highways. We strongly support co-locating the proposed highway along the I-19 and I-10 corridor from Nogales to Casa Grande. Our desert is fragile and beautiful. Building a highway through the magnificent Avra Valley is a terrible idea. Thank you, Leslie A Epperson	GlobalTopic_1		I- 503 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Epstein, MD	Norman		Website	7/01/19 12:57 PM AT	I am strongly opposed to the proposed new I-11 Interstate. The Sonoran Desert it will disrupt is really precious; the noise and traffic is widely opposed by those who live nearby, there will be negative wildlife impact, and destruction of desert vegetation is irreversible. The beauty of the desert is a reason I moved here from New York 45 years ago, and once destroyed it is not replaceable. Put the resources into a better I-10 as needed, but do not place another freeway in Southern AZ.	LU-3 and N-1 and BR-1 and GlobalTopic_1		I- 2267 -1
Erickson	Dr. Dan		Website	6/21/19 10:42 AM AT	While I support the effort to build a corridor from Nogales to Wickenburg, I strongly am opposed to the proposal to add an additional road on the west side of Tucson. There are far too many natural resources that would be disrupted including water and vegetation, not to mention the many other negative impacts that have been addressed in forums and meetings held with ADOT representatives in Tucson. Ultimately there is no reason why this corridor should not simply connect with existing roads (and funds used to expand and better those roads) while going through Tucson. Why build a parallel road that will destroy so much and cost so much when the existing road just a few miles east would suffice? Other than that portion of the road that would go from Sahuarita to Picacho Peak, I support the proposed routes. This is an important project, but one that needs serious reconsideration for the portion going through Tucson.	GlobalTopic_1 and LU-3		I- 1889 -1
Erickson	Helen		Website	7/08/19 4:29 PM AT	I would like to register my opposition to the choice of the Recommended Alternative route identified in the I-11 Tier 1 DEIS. I feel that this decision fails to take into account a wider view of alternatives, including no-build (a distinct possibility since self-driving trucks are potentially being released by Ford within two years) along with traffic scheduling to avoid rush hour issues, or putting the elevated section of I-10 through Tucson underground, thereby mitigating the past error of building a wall down the center of the city. I am especially disturbed that there appears to be no sunset clause or pause button noted in the evaluation, when it is clear that we are undergoing a major change in transportation practices. Was the goal to create a reproduction road rooted in the 1980s? Surely any decision to implement past procedures in the face of new technologies seems premature at best.	AC-3 and GlobalTopic_1		I- 3059 -1
Erickson	Helen		Website	7/08/19 4:29 PM AT	And, if the I-11 project is intended only as a short-term approach, why is not attention not focused on improving I-10 between Tucson and Phoenix, which is a dangerous collection of two and three lane links at the present time. As a dedicated historic preservationist, I would obviously oppose a 2000' wall through the center of Tucson's historic districts, but, if other cities have found creative solutions to rerouting downtown circulation, surely it can be accomplished here. Why was there no consideration of the cost of putting I-10 through Tucson underground?	GlobalTopic_1		I- 3059 -2
Erickson	Helen		Website	7/08/19 4:29 PM AT	My other concern is the failure of the public process. As someone involved in the outreach sessions, I can testify that the meetings were more focused on explaining the pre-determined route rather than on seeking an open discussion of alternatives. Those of us who attended made it clear that there were multiple issues to be considered, but our input and concerns were omitted from the report.	CO-3		I- 3059 -3
Erickson	Kathleen		Website	7/07/19 1:51 PM AT	[Text from Attachment] July 7, 2019 Dear Interstate-11 Tier 1 EIS Study Team, I last submitted comments during the scoping process for this project in May, 2017. As a resident of Avra Valley, I have closely followed the introduction of various infrastructure proposals through this beautiful, fragile, and beleaguered land with mounting dismay. The extensive and thorough responses from all the entities and stakeholders concerned with conservation of wildlife and the environment continue to underline one essential point: all the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and Sonoran Desert National Monument. Who are the stakeholders who want this? If the answer is "developers", then I would question the viability of providing the ever-shrinking water resources of Tucson and Pima County to support such development. Vehicle emissions, light and noise pollution, soil and water degradation, and the spread of dangerous, e.g. fire-inducive, invasive plant species, all would contribute to a greatly diminished habitat for animals and people. Other concerns include: the effect of locating the current proposed route near the CAP waterway, thereby placing Tucson's water supply in jeopardy; the deleterious impact to the iconic viewshed and experience of the Arizona-Sonora Desert Museum and Saguaro National Park visitors; and the hugely negative impact of a freeway relative to the goals of the award-winning Sonoran Desert Conservation Plan. I therefore urge the Study Team to revisit the I-10/I-19 option utilizing the Sonoran Desert Conservation Plan as a long-term guide. Thank you for reading my comments. Kathleen Erickson	GlobalTopic_4 and GlobalTopic_1	Erickson_K_I2774	I- 2774 -1
Erickson	Kathleen		Website	7/07/19 1:51 PM AT	No amount of mitigation would be able to eliminate these impacts. I am surprised and disappointed that the Bureau of Reclamation, having established the wildlife corridor as mitigation for the CAP, has shifted from its position (opposition to routes through the Avra Valley which bisect the wildlife mitigation corridor) to which it held steadfastly over many years. The idea that additional mitigations to the original legally required mitigation could responsibly serve the impacted wildlife corridors and wild connectivity seems flawed.	BR-1, BR-6, LU-5 and GlobalTopic_1		I- 2774 -2
Erickson	Kathleen		Website	7/07/19 1:51 PM AT	It has been repeatedly demonstrated that, if additional highway development is in fact needed to serve the commercial traffic between Arizona and Mexico, a far more economic and dramatically less impactful option is the one that already exists via I-10 and I-19. Given the widespread opposition by, not only the people who live in the Avra and Altar Valleys, but also the voters of Pima County, the city of Tucson, the Sonoran-Desert Museum, and many organizations which work to support the historic, archaeological, and environmental values inherent to this region, the fact that this unpopular proposal continues to surface on a regular basis seems unwarranted and suspect.	GlobalTopic_1		I- 2774 -3
escobar	rita		Website	7/08/19 1:35 PM AT	I do not think that this is good plan; when we first moved out here 32 years ago (appx 20 miles out of metro Tucson) my daughter stated "Look mom there are stars out here". With all of the light traffic that it will create we will not be able to see the stars. Nor will we have the pleasure of seeing the javelina, quail, deer or the coatimundi. The both routes that are being proposed are going to hurt our environment. It will make no difference which route is used our homes will be destroyed. The homes that we have worked very hard to make/keep in our families for our children and grandchildren. For these reason I ask that you NOT build the I11. Thank you, Rita Escobar	GlobalTopic_1, V-1, BR-1, LU-1 and AC-6		I- 2982 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Espana	Jose		Website	6/17/19 9:39 AM AT	No I do not want a freeway put in at avra valley road	GlobalTopic_1		I- 1615 -1
Esparza	Debra		Website	6/20/19 7:54 AM AT	No,no and no!	GlobalTopic_4		I- 1835 -1
Estela	Gloria		Email	6/23/19 1:00 AM AT	No Freeway AVRA VALEY. The people y first Gloria Estela	GlobalTopic_1		I- 3286 -1
Estes	Patricia		Website	6/27/19 3:54 PM AT	The economic importance of natural areas in the Tucson area cannot be emphasized enough. Travelers come from all over the nation and the world to hike our mountains, photograph our saguaros, and watch our Roadrunners, Gila Monsters, and Desert Bighorn Sheep. Tucson Mountain Park, Arizona-Sonoran Desert Museum, Saguaro National Park, and Ironwood National Monument are the lifeblood of our tourist industry and are at the heart of our homeland. I-11 from Green Valley to Marana can only permanently damage the values of these public lands for residents and visitors alike. These values include recreation, solitude, views, wildlife, clean air, and quiet. Tucson has a history of rejecting the expansion of local freeway systems for this reason. We already have a major interstate system to funnel goods northward. Both I-19 and I-10 have long been neglected in terms of capacity and modernization. Many upgrades are being made now decades after they were needed. Apparently, money has been lacking to accomplish these changes. This system could be further improved to render a new freeway unnecessary and at reduced expense. Indeed, future trends in transportation may lessen needs for huge roadways as we adopt the technologies of more advanced countries. In this way, we can redirect funds to more pressing needs or lower our tax burden. We need the will to choose to preserve what is left of our environment to spur the kind of creativity that this country used to be famous for. Continuing with antiquated solutions to modern problems should not be our way forward.	GlobalTopic_1, E-2, AC-3, AC-7		I- 2106 -1
Estes III	William		Email	7/03/19 1:00 AM AT	I very much support I-11 as a limited access commercial bypass of the Tucson Metro area. I also support LIMITED on/off exits for the initial construction as a way to appease the NYMBYs. William Estes III	GlobalTopic_4		I- 3372 -1
Eustis	Jennifer		Website	7/08/19 4:00 PM AT	It would be a shame to ruin some of the few scenic rural areas we have left. And impact already existing places like the desert museum. I also feel that the city of Tucson itself would lose economically from having industry divert around the city; warehouses, gas stations, etc.	GlobalTopic_1, V-1, LU-3, R-2 and E-1		I- 3040 -1
evans	ben		Website	5/03/19 4:10 PM AT	ADOT and FHWA: Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.	GlobalTopic_9 and GlobalTopic_1		I- 495 -1
evans	ben		Website	5/03/19 4:10 PM AT	Also, please let me remind your agencies that the federal government and many independent groups have long ago identified Southern Arizona as one of the most biologically diverse areas on earth. (See: https://www.fs.fed.us/rm/pubs_rm/rm_gtr264.pdf) The species variety of flora and fauna here is on par with the kind of biodiversity seen in the Amazon basin, and to allow the area to thrive we must preserve large expanses of undisturbed ground... specifically, spaces between mountain ranges which the proposed I-11 route will bisect (Again, see above document). Rerouting the planned interstate to or near areas that are already disturbed is an obvious and essential decision that must be made to preserve the public spaces and natural expanses that make Southern Arizona a highly desirable place to live, play, work and conduct business. Thank you for observing my comment on this issue.	GlobalTopic_1 A comprehensive assessment of impacts to the natural and biological environment along the various alternatives considered for the future I-11 corridor and the detailed analysis of affected environment and environmental consequences are documented in Chapter 3 of the I-11 Draft and Final Tier 1 EIS.		I- 495 -2
evans	c		Website	6/18/19 2:20 PM AT	[I oppose the recommended I-11 alternative that routes the freeway thru Avra Valley. Please see attached for explanation of my opposition. [I oppose the I-11 recommended alternative route thru Avra Valley for the following reasons: 1. The natural landscape in the area is a cherished community resource. Locating a freeway there will cause unnecessary damage to the area. It will also foster and facilitate higher density growth adjacent to the new roadway, which is inappropriate for the area and will significantly damage and undermine the natural character of the natural resources (Saguaro National Park, Tucson Mountain Park, etc.) in the area. 2. Tucson as a community has long sought to limit the impact of growth on its natural resources, which are a primary economic driver for the area. This will undermine those efforts to be perceived as a premier and distinctive tourist destination for its natural resources. 3. Private property rights: Thousands of property owners, who purchased property in a low-density area, will be adversely affected by this new freeway. People who purchased in Avra Valley could have reasonably assumed that no such freeway would be built in the area and had hoped to have a more rural living environment. 4. Self-determination: In a situation where a freeway is being installed in a community for the benefit of entities outside the community, the community should at least have the right to determine for itself how best to accommodate that new freeway. The community has resolutely responded that the I-11 should be routed concurrent with I-19 and I-10. 5. Cost: The proposed route thru Avra Valley will cost BILLIONS more; it is a gross waste of public money. 6. Transportation infrastructure planning is typically based on a range of assumptions that produce hypothetical traffic volumes for load demands 30, 40 and 50 years in the future. History has shown that these traffic volumes are often wildly inaccurate, largely because of the assumptions that are made at the beginning of the process. Examples in the area include the Broadway Corridor and the Eastern Arizona studies completed by ADOT. If the estimates prove to be overstated, as is quite possible, then the costs and impacts would be best mitigated by locating the new I-11 freeway adjacent to the existing freeway routes. The benefit of this kind of cost-benefit analysis cannot be overstated for projects that rely on assumptions about the future. Thank you, C. Evans 18 June 2019]	GlobalTopic_4, GlobalTopic_1, BR-1, R-2, and E-2	Evans_C_11736	I- 1736 -1
Evans	Elizabeth		Website	5/19/19 2:44 PM AT	I attended the forum at TCC at which community members made statements about the I-11 proposal. Not one of the statements I heard in the almost three hours I spent listening was positive. All were well-reasoned and powerful. It was a stirring event. Interestingly enough, the ADOT people my husband and I spoke to upon entering the hall acted as if she did not know there was a public meeting in process. When we probed a bit further, he said, rather dismissively, well, yes, there was a room where people were making statements. Yup, that was where we wanted to go. We consider ourselves good citizens (we get--and read--the local paper and listen to the news). We did not learn about the horrible I-11 proposal until recently--and that was from a national publication we receive as members of National Parks Conservation! I have since become more educated on the matter--recently read the official 2007 statement that opposed the I-11, for excellent reasons. What has become clear to me and to those who I've spoken to about that matter: this is a project that takes no interest in Tucson's citizens, apart from the big developers who look forward to building a new town in Avra Valley. This project is about \$\$\$ for a handful of Big Guys, and to heck with the rest of the citizens and our natural resources. As one fellow pointed out at the meeting, the development of Avra Valley that I-11 would bring would soon enough require another road--and, of course, that would mean even more destruction of our beautiful desert and further erosion of our town. Tucson does not want to be Phoenix. We are a rare and special place (birding in Southern Arizona brings in a billion dollars each year). This desert cannot be replaced. How about representing the wishes of the people? Sincerely, Elizabeth Evans	GlobalTopic_1 and LU-3		I- 1021 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Evans	Jane		Website	6/19/19 5:12 PM AT	As a native Tucson it is distressing to think that 3 places on the West side of Tucson are so expendable. First The Tohono O'odham land, second Saguaro Nation Park West and third the Arizona Sonora Desert Museum. These 3 entities are icons of our Sonoran Desert. Anyone who has spent any time in the desert knows the tranquility of Saguaro West. I have attended wedding ceremonies at Saguaro West, memorial services and general recreation there. To have this beautiful desert disrupted by the sound of trucks on a freeway is unbelievable. Likewise the Desert Museum has created more memories of beautiful desert life than one can imagine. To have this interrupted by a freeway in the near view shed is criminal to me. Lastly the Tohono O'odham have suffered enough by 'white man's rule'. When will we as a society honor native peoples land and their traditions and let them have quiet isolation free from our growth demands. Our environment is on the brink of ruin. We need to encourage less traffic not more. There is nothing wrong with I 10 as it stands now. We must strive to save our environment not push it faster into the abyss of disaster. We must be strong enough to stand up now and save what natural places we have for the sake of generations of people much younger than I. DO NOT PUT IN I 11 we don't need it or want it! Jane Evans	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, N-2 and R-2		I- 1793 -1
Evans	Linda		Website	6/13/19 2:40 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. Reasons I believe this is important:	GlobalTopic_1 and GlobalTopic_9		I- 1526 -1
Evans	Linda		Website	6/13/19 2:40 PM AT	- The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. - The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	GlobalTopic-1 and LU-5 and BR-2		I- 1526 -2
Evans	Linda		Website	6/13/19 2:40 PM AT	- The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. - Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. - The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	E-3, GlobalTopic_1, R-2, E-2, N-1, AQ-1, V-1 and LU-3		I- 1526 -3
Evanson	Greg		Website	6/19/19 7:14 AM AT	Not sure why you would even consider taking out my home and many others, as well as a new water treatment plant in buckeye. Wouldn't it be more feasible to utilize the sun valley parkway or the existing 85 to go north to south through buckeye? We are a pet rescue with many dogs that have been saved, and it would be extremely difficult to relocate. My wife and I saved our entire lives to buy our dream home in buckeye. Please consider the route that does not take out our home. Thank you, Gregory j Evanson	GlobalTopic_2 and GlobalTopic_5		I- 1750 -1
Evanson	Greg		Website	6/30/19 12:07 PM AT	Please do not use the blue route. It destroys neighborhoods and Arlington. Please use 85 and the I-10	GlobalTopic_2		I- 2230 -1
Evanson	Gregory		Website	6/23/19 11:54 AM AT	It appears the route that would take mine, and many more houses moves east to west taking out all of hazen road. Wouldn't it be more cost effective to utilize existing roads and just widen them? The I-10 which is only 3 miles north of hazen road needs to be widened anyway because of the growth of buckeye. Adding more lanes to the 85 would get you north to south and pick up interstate 8 in Gilabend,(which no one uses)to get into Tucson. Please let me know why you would rather buy out all the homeowners and ruin their lives than looking at the idea I presented.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1979 -1
Evanson	Gregory		Website	7/07/19 11:00 AM AT	Please select orange route with existing roads. Do not destroy my home!	GlobalTopic_4 and LU-1		I- 2739 -1
evanson	lydia		Website	6/29/19 2:58 PM AT	The blue route goes right through my community and my house. Why on earth are you not using the existing highways 85 and I-10???	LU-1, AC-1 and GlobalTopic_4		I- 2213 -1
Evanson	Lydia		Website	5/06/19 5:08 PM AT	Why do you want to bulldoze an entire community? My neighborhood will fight this with everything we have.	GlobalTopic_2		I- 567 -1
Ewoldt	Allison		Website	7/08/19 9:24 PM AT	This route goes right through my neighborhood. Why don't you put the road north of Hazen where there are no communities? This affects dozens of families. I am in strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS ("DEIS"). Major negative environmental and economic impacts would inevitably occur if the Recommended Alternative route is successfully built- unnecessary harm, because other transportation alternatives, including improving and expanding existing interstates, a focus on multi-modal solutions, and the inclusion of expanded rail service, could more effectively achieve the goals identified in the DEIS. Conserve our priceless Sonoran Desert environment and the economy by saying NO to this proposal and implementing smarter alternatives. Allison Ewoldt XXXXXXXXXXXX Tucson, AZ 85711 Coalitions of Mutual Endeavor https://www.comeweb.org	GlobalTopic_4, GlobalTopic_1, AC-9		I- 3167 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Ewton	Andra		Website	7/08/19 2:35 PM AT	I oppose the Recommended Alternative route through Avra Valley and instead support co-location with I-10 and I-19 in southern Arizona. Our community is strongly committed to the conservation of our Sonoran Desert and wildlife habitat corridors. The recommended alternative is not in alignment with our values. As a healer, artist, and nature-lover, I greatly appreciate and value the undisturbed natural areas in and around Tucson. In addition to supporting wildlife, they serve as natural oases to the soul. Thank you in advance for your consideration. Best Regards, Andra S. Ewton	GlobalTopic_4 and GlobalTopic_1		I- 3008 -1
Ezzes	Lee		Website	6/18/19 1:32 PM AT	I strongly oppose any effort to construct additional interstate highway capacity such as the proposed I-11 highway. Arizona is vast, in a geographical sense, but compressed in terms of the location of the majority of its population, and there would be no means to monetize this route without destroying the surrounding environment and the economic activity (which has increased the use of I-10) that the road seeks to by-pass. Improving our ports-of-entry, especially at Nogales and Douglas, utilizing the existing railroad tracking, and, potentially, co-locating I-11 with I-10 and I-19 are all, taken together, a much better solution.	GlobalTopic_1 and AC-9		I- 1733 -1
Factor	Phyllis		Email	6/25/19 1:00 AM AT	Your plan is a total waste of money and an ecological nightmare. Use some common sense and listen to people who really know the area. Phyllis Factor Tucson	GlobalTopic_4, GlobalTopic_1, PN-3		I- 3301 -1
Factor	Phyllis		Website	5/11/19 4:47 PM AT	I see this as a waste of money and detrimental to the environment along with a disastrous effect on the economy of the City of Tucson. It will draw traffic away resulting in fewer tourist dollars. It is shown as going through pristine desert which will affect wildlife. It's also ridiculously expensive. It would make more sense to upgrade I-10 than to build new.	GlobalTopic_1		I- 800 -1
Fair	Scott		Website	5/08/19 9:35 PM AT	This is a terrible idea. While lightly populated, the Avra Valley area is important. The Ironwood National Monument is an important wildlife area, where we have been seeing Bighorn sheep recently. Your proposed roadway serves no benefit to anyone except the produce haulers. Instead, you should improve the existing roadways.	GlobalTopic_4, GlobalTopic_1 and AC-7		I- 678 -1
Falcon	Jenn		Email	5/06/19 12:37 AM AT	Hello,As a former resident of Arizona I urge you to avoid creating a highway that would divide the beautiful desert there, and to extend the comment period. (It took me a while to open up the email about this.)Thank you,Jenn Falcon	GlobalTopic_4 and GlobalTopic_9		I- 844 -1
Farley	Steve		Website	7/08/19 11:28 AM AT	I strongly oppose the I-11 alignment through Avra Valley for a number of reasons -- from economic, environmental, and transportation perspectives. In short, improve the infrastructure where we already have invested. Don't risk our economy and our environment making a poor transportation decision to waste scarce funds on a new highway that does not help any of us while potentially harming us all.	GlobalTopic_1, BR-7		I- 2944 -1
Farley	Steve		Website	7/08/19 11:28 AM AT	Economic: Anyone who has ever driven along the "old highway" on a road trip - a federal route that was bypassed by an interstate - has often seen the economic devastation wrought upon bypassed communities. Our built economic infrastructure is along the I-10/I-19 corridor, and to move thousands of vehicles many miles to the west would be extremely detrimental, especially given that around a third of our retail activity each day comes from Mexican visitors to our shops, resorts, and restaurants.	E-1		I- 2944 -2
Farley	Steve		Website	7/08/19 11:28 AM AT	Environmental: The Avra Valley is home to the Arizona Sonora Desert Museum and Saguaro National Park West, along with sensitive Tohono O'Odham lands and prime habitat for key flora and fauna of the Sonoran Desert. It is also home to the recharge basins for the Colorado River water that we in the City of Tucson depend on for our future water supply. The noise and air pollution and risk of hazardous spills that would come with an interstate could spell disaster for this sensitive location.	GlobalTopic_1, BR-1 and WR-1		I- 2944 -3
Farley	Steve		Website	7/08/19 11:28 AM AT	Transportation: We already have an interstate servicing that route that needs upgrades - I-10/I-19. If we were able to come up with the money to improve transportation in our region that would help our country as well, improving I-10/I-19 and dual-signing it as I-11 would be a much better use of funds. As we discovered when the overpasses at Prince and Ina were rebuilt, up to 12 lanes of traffic can be routed in the current profile without double-decking, many more than would be needed for decades to come, if ever.	AC-7		I- 2944 -4
Farley	Steve		Website	7/08/19 11:28 AM AT	Transportation: We already have an interstate servicing that route that needs upgrades - I-10/I-19. If we were able to come up with the money to improve transportation in our region that would help our country as well, improving I-10/I-19 and dual-signing it as I-11 would be a much better use of funds. As we discovered when the overpasses at Prince and Ina were rebuilt, up to 12 lanes of traffic can be routed in the current profile without double-decking, many more than would be needed for decades to come, if ever.	AC-7		I- 2944 -5
Farley	Steve		Website	7/08/19 11:28 AM AT	Transportation: We already have an interstate servicing that route that needs upgrades - I-10/I-19. If we were able to come up with the money to improve transportation in our region that would help our country as well, improving I-10/I-19 and dual-signing it as I-11 would be a much better use of funds. As we discovered when the overpasses at Prince and Ina were rebuilt, up to 12 lanes of traffic can be routed in the current profile without double-decking, many more than would be needed for decades to come, if ever.	GlobalTopic_1		I- 2944 -6

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>I write in opposition to the proposed I-11 corridors through the Avra Valley. From its junction with Ajo Way (Arizona 86) in the south to West Marana Road in the north, Sandario Road provides access to several residential communities. Although there are pockets of relative affluence, for the most part these are low-income communities. Mobile homes are more prevalent than site-built homes, and valuations are considerably lower than average. The Picture Rocks community, centered on the intersection of North Sandario Road and West Picture Rocks Road, is the highest density area, but even so residential lots are large and the community is spread out. This area has a strong sense of community, with its own community center, schools, and fire department.</p> <p>In the area of Sandario Road from San Joaquin Road to West Mile Wide Road it seems inevitable that a significant number of residences will simply be obliterated by highway construction and the livability of others reduced by noise and air pollution. Areas further to the north are more difficult to judge because of the lack of named streets on the maps, but it seems highly likely that significant parts of the Picture Rocks community will be adversely affected. Homes will be separated from schools, previously quiet neighborhoods will be subject to traffic noises, and air quality will be degraded by diesel exhaust. These impacts will disproportionately and unfairly affect the lives of those whose voices are typically ignored by highway advocates, who never propose highways through affluent communities and for whom the poor are nearly invisible.</p> <p>In short, the Avra Valley has suffered a series of environmental insults that have reduced its serenity and visual appeal, but it has somehow managed to retain something of its former beauty and sense of isolation from the nearby metropolis. The construction of a highway through this area will be the last environmental straw, not only bringing more insults by way of air and visual pollution, but by opening the valley to forms of development it has not previously seen. It is obvious from the history of the Interstate Highway System in the United States that development follows the construction of highways. The proposed I-11 through Avra Valley will constitute an environmental tipping point from which there will be no recovery. It will destroy the valley as we now know it.</p> <p>Clearly an interstate highway through this area will impact the movement of wildlife.</p> <p>Moreover, the corridors proposed follow Sandario Road through an area that is too narrow for the passage of an interstate highway. Sandario Road, for two miles, separates the Tucson Mitigation Corridor to the east and the Garcia Strip portion of the Tohono O'odham reservation. The highway corridor does not have sufficient width to contain a 400-foot-wide interstate highway right of way. Unless the Tohono grant permission to build on the Garcia Strip, or the Bureau of Reclamation violates its agreement with respect to the Tucson Mitigation Corridor, the highway cannot be built. Neither of these developments seems likely.</p>	GlobalTopic_4, V-1, AQ-1, GlobalTopic_11 and GlobalTopic_1		I- 2606 -1
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>In closing, I believe that all proposed corridors for Interstate 11 that pass through the Avra Valley should be removed from further consideration. In addition, because I believe that the need for an Interstate 11 project from the Mexican border to Phoenix has not been demonstrated There is no call for this. If subsequent experience should indicate the need for greater highway transportation capacity, the existing Interstates 19 and 10 can be expanded and improved along their current rights of way sufficiently to meet such need.</p> <p>Sincerely,</p> <p>Mike Fascetta XXXXXXXXXXXXXXXXXXd Tucson Az 85736-1838 XXXXX@quixnet.net</p>			I- 2606 -1a
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>The Avra Valley has been impacted by development for many years. Much of the area has been farmed extensively, with ongoing activity in the northern and southern portions. In the central portion, previously farmed land has been acquired by Tucson Water to protect the valley aquifer and to support its banking of Central Arizona Project water both north and south of the Garcia Strip portion of the Tohono O'odham Nation, which extends from west to east across the valley up to Sandario Road. Water is banked via several large ponds on the surface, from which CAP water infuses into the underlying aquifer. These ponds are visible from any elevated portion of Saguaro National Park and Tucson Mountain Park. The Central Arizona Project canal itself traverses the valley from north to south, with a power line and service roads along the full length of the canal. Likewise, these are visible from the parks. Sandario Road is not only an important highway serving residential, commercial, and emergency responders, but a major thoroughfare for drug trafficking.</p>	GlobalTopic_1		I- 2606 -2
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>Although it is, again, difficult to judge their routes precisely, it is evident that the proposed highway corridor will pass near and more likely over, Tucson Water properties in Avra Valley. Thus, the potential exists for spills that find their way into the aquifer on which Tucsonans depend for their drinking water. Moreover, the Brawley Wash traverses the valley from south to north, ending at the Santa Cruz River. Hence, a spill that occurs in one location could, if rainfall causes the wash to run, be easily carried downstream from one place to another. There can be no justification for selecting a highway route that jeopardizes the water supply of a large metropolitan area.</p> <p>When the Central Arizona Project was constructed, the Bureau of Reclamation undertook several mitigation efforts to make sure that the CAP canal did not interfere with the movement of wildlife across the Avra Valley between the Tucson Mountains on the east and various ranges to the west. In addition to providing land bridges that enabled bighorn sheep, deer, javalina, mountain lions, and other wildlife to move back and forth across the canal, the Bureau was required to acquire a 4.25 square-mile tract of land extending from the Tucson Mountain Park in the east to Sandario Road in the west. This Tucson Mitigation Corridor is subject to an agreement between Pima County, Arizona Game and Fish, and the Bureau of Reclamation that it will be subject to no further development that does not contribute to the purpose for which the Corridor was created.</p>	GlobalTopic_1 and WR-2		I- 2606 -3
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>Tourism is a significant part of the economy of Tucson and Pima County, and Saguaro National Park, Tucson Mountain Park, and the Arizona-Sonora Desert Museum are key attractions for people visiting the area. Any development or the building of an interstate highway will destroy the views and feel of the desert.</p> <p>Finally, Saguaro National Park is of national and not merely local importance. Environmental impact studies often look only to local interests and concerns as they examine the potential impacts of proposals such as highway or power line construction. But a thriving Saguaro National Park, with abundant wildlife, typical native vegetation such as the saguaro cactus, and iconic views, are treasures to those of us who live in Tucson, the Avra Valley, or elsewhere in Pima County. Saguaro National Park is a national treasure.</p>	GlobalTopic_1, E-2 and R-2		I- 2606 -4
Fascetta	Mike		Website	7/05/19 4:31 PM AT	<p>Kitt Peak already is affected by the threat of light pollution from residential and commercial development in the valley. An interstate highway will make the problem worse. Direct impacts are likely because traffic and the lighting associated with freeway interchanges will immediately make the skies less dark. Indirectly, a highway through the valley will encourage further commercial and residential development and hence also create undesirable lighting. Pima County has an enlightened set of zoning regulations designed to foster "dark skies," but there are limits to the extent to which lighting can be reduced by such means</p>	GlobalTopic_1 and V-1		I- 2606 -5
Fastiggi	Clare		Website	5/07/19 2:09 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p> <p>This is a a critical habitat that needs to be protected.</p>	GlobalTopic_9		I- 604 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Fastiggi	Mary		Website	5/07/19 11:22 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 596 -1
Fazzi	Roy		Email	5/16/19 1:00 AM AT	I recently attended 2 ADOT meetings in the West Valley: a meeting in Buckeye, Az. on I11 and a meeting in Avondale, AZ on 303 extension and Hwy30. After attending both meeting I have come away with the following: When I asked the presenters what consideration or plans were to make these roads work into a master plan utilizing the I8, MC85, I10, 85 and other existing highway roads the answer was the same. That is another group working on that project. Is there not some place in the ADOT organization that over sees all of these projects and can make longer, smarter long range decisions? Both the I8 and 85 have open land on both side that could be used for expansion. I do not understand why it necessary to create new freeways rather than upgrade or tie into existing roads. I understand that disruption is caused by any construction project, but upgrading existing roads is better than being boxed in by major highways on all sides. Why do we have to impact existing farm lands, housing developments natural Sonoran areas, just to create a new road rather than upgrade existing road systems? With better planning a potential bottle neck like the 101 and the I10 coming together to tie into the new 202 and the I10 interchange could potential be averted. Thank you for listening and consideration of my thoughts, Roy Fazzi XXXXX@cox.net mailto:XXXXX@cox.net	GlobalTopic_4		I- 1117 -1
Fazzi	Suzanne		Email	5/15/19 1:00 AM AT	Are you people insane!?!? Stop I-11!!!! WE don't want it , need it and will never submit to it because. . The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. . Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. Stop all plans for I-11!!! We vote and we'll vote out anyone who supports it and dog you in court FOREVER!!! Suzanne Hesh Voter and citizen in Tucson	GlobalTopic_4, GlobalTopic_1 and R-2		I- 1112 -1
Fazzi	Suzanne		Email	5/15/19 1:00 AM AT	. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. . The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. . Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	BR-2, BR-9 and GlobalTopic_1, LU-3		I- 1112 -2
Fazzi	Suzanne		Email	5/15/19 1:00 AM AT	. The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.	GlobalTopic_1 and AC-5		I- 1112 -3
Fazzi	Suzanne		Email	5/15/19 1:00 AM AT	. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1, E-2 and R-2		I- 1112 -4
Fazzi	Suzanne		Email	5/15/19 1:00 AM AT	. The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	WR-2		I- 1112 -5
Fedder	Walter and Janet		Email	6/04/19 1:00 AM AT	We attended the I-11 Work Group meeting with the Town of Wickenburg on May 30. We were very happy to hear that the Work Group will recommend that the new I-11 will connect to Highway 93 "at least five miles from the borderline of the development of Vista Royale". We are 12 year residents of Vista Royale and are very comfortable and happy with our environment of desert landscapes and wildlife. If the I-11 were to connect any closer to our development, as some of the Tier 1 alternatives show, it would destroy our reasons for living here. The prospect of the I-11 skirting our development has already brought down our property values and construction has not yet even started. It would be pleasing to the residents of Vista Royale if ADOT would resurrect its "Black" alternative from previous discussions. That alternative connects the I-11 to Highway 93 at the already existing intersection of Highway 93 to Highway 71, about 6 miles northwest of the Vista Royale boundary line. It would also be more economical for ADOT and for taxpayers to intersect at this location because it would require construction of only ONE freeway interchange. If located closer to Vista Royale, a SECOND freeway interchange would be required and raise the cost of the project. The pathway for the freeway through the desert landscape should, of course, be decided by on-site observance of the topography and natural wildlife habitat. We believe the Town of Wickenburg prefers to locate the interchange close to Vista Royale because the Town intends to annex the interchange location to collect the taxes that would be generated by potential commercial development at the interchange. And, in the Town's sweep to annex, they would also annex our development, which we, and most other Vista Royale residents, vehemently oppose. Thank you for resurrecting the "Black" alternative to locate the I-11 / Highway 93 interchange at the Highway 71 location. This location would also facilitate the traffic going on to Congress and Prescott. Jay and Janet Fedder XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXX-XXX-XXXX	GlobalTopic_4 and GlobalTopic_5		I- 1688 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Fedder	Walter and Janet		Email	5/03/19 1:00 AM AT	We are residents of the development Vista Royale, near Wickenburg. The location of your preferred alternative to connect I-11 to Hwy 93 is located too close to the northwest boundary of our subdivision. Not only will that proposed location affect the values of our properties, but you will be adversely affecting the vast array of wildlife that make that area their home. That location is their home because of the existence of tanks which provide water almost year-round to many species of wildlife and fowl. It would make much more sense to connect I-11 to Hwy 93 at the location of Hwy 93's intersection with State Route 71. There are already facilities at that location, and it's location is not that much farther from the Town of Wickenburg. As you know, there will be much development occurring at any major interchange, and your proposed preferred alternative would put that noise and activity on our back step and adversely affect the enjoyment of our location and connection to our desert environment. We ask you to please relocate your proposed interchange farther to the northwest, not only for our sake but for the sake of our wildlife. Walter and Janet Fedder XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXX-XXX-XXXX	GlobalTopic_5 and LU-1 and BR-1		I- 841 -1
Feingold	Carol		Website	5/12/19 9:07 AM AT	My husband and I have lived in Tucson for 45 years, we love this city and we do not believe this proposed freeway would bring added value to this city, a combined road using current freeways seems to better serve the people of our area. In addition, in the state of AZ we seem to have terrible problems maintaining our roads and hi ways, at least in southern arizona, I for one do not support a new freeway when we cannot maintain the roads we have. Take care of basics first. Thank you. Carol Feingold and Norman Feingold	GlobalTopic_1 and AC-7		I- 815 -1
Feldhausen	Jil		Website	6/21/19 11:10 AM AT	I'm almost reluctant to comment on the something so obvious. Why would we build a whole new interstate that destroys the environment in untouched important areas when the existing route of I19 and I10 is almost exactly the same distance and even more importantly goes through Tucson? Or maybe "the elephant in the room" and is the fact that it bypasses Tucson and winds its way around ending up primarily in Phoenix. The cost of improving I19 and I10 would be far less expense, and create much less impact on the environment. Who is driving this clearly misguided boondoggle!?	GlobalTopic_1, PN-3		I- 1891 -1
Feliciano	Alfredo		Oral	5/11/19 1:00 AM AT	ALFREDO FELICIANO: My name is Alfredo Feliciano. I'm an Americorps Vista volunteer. That stands for Volunteers who Service for America. I was trained as a crime fighter in New York City, and the rest is history. But I'm here to speak against this I-11 highway that's going to destroy this area, because I live out in the desert, right there by Trico Road. And I'm here to protect the environment, and I'm here to protect every citizen; children, four-legged animals, everybody. And this is my main objective, is to create awareness of the environmental destruction that is about to happen should this highway go into effect. So I'm here to protect you, bottom line. Anything else? That's it. Thank you.	LU-3		I- 1409 -1
Feliciano	Alfredo		Hand Written	5/11/19 1:00 AM AT	I am an AmeriCorps (Vista); Volunteers in Service to America. I am TOTALLY OPPOSED to the I-11 highway! This "project" will cause mass destruction of this wonderful grand desert. It will kill the wild animals and destroy the environment in which they live. It will pollute the Avra Valley and the water resources of Tucson and Picture Rocks. This "project" is indeed an onslaught on the people living in this area and the wildlife it contains. I will stand against it. This is unfair and it will NOT STAND, as far as I'm concerned, NO to I-11 highway!!	GlobalTopic_4, GlobalTopic_1 and BR-1	Feliciano_A_I2395	I- 2395 -1
Fellows	Andrew		Website	6/22/19 11:31 AM AT	I oppose the building of this highway as it will destroy pristine desert environment while not providing any services that are already provided. The I-11 should just stop at Phoenix.	GlobalTopic_4 and PN-3		I- 1949 -1
Felzien	Rachelle		Website	7/05/19 1:52 PM AT	As a long-term resident of Avra Valley, I entirely OPPOSE this initiative. I vote with my voice for the NO-BUILD option. Tucson does not need a bypass; our north-south commuter traffic does not merit it. We do not need a truck traffic route that bulldozes its way through this unique and sensitive desert habitat. It will be of no economic benefit to anyone except logistics corporations and the lobbyists that work to influence agencies like ADOT.	GlobalTopic_4 and GlobalTopic_1		I- 2598 -1
Felzien	Rachelle	Sacred Earth Neighborhood Association	Website	6/11/19 5:26 PM AT	This is an absolutely horrible proposal. Every single person I have spoken to about it in the Three Points area is highly opposed. There is no need whatsoever for a full bypass around Tucson at this time. If traffic patterns indicate that higher freeway capacity will become necessary in the future, then consider expansion designs for 10 and 19. Environmentally, this will be devastating to the fragile riparian habitat and unspoiled desert vistas. Thousands of rural residents will be displaced by this effort, most of whom are either low-income, or who have worked years to create a homestead in the desert. Homes, families, and livelihoods are at stake. If the project is approved, there will be protests. ADOT and its contractors will not know a day of peace. There will be angry people all over the place organizing to make it impossible to continue on this deeply stupid and destructive plan. You can surely count on myself and my neighbors being among them. Scrap this proposal and for all.	GlobalTopic_4 and GlobalTopic_1		O- 9 -1
Fenner	Gloria		Website	7/06/19 2:10 PM AT	NO, NO, NO, NO, NO!!! It is a stupid waste of money, time, land, etc. Just widen I-10 & I-19.	GlobalTopic_4 and GlobalTopic_1		I- 2650 -1
Ferguson	Peter		Website	7/07/19 4:38 PM AT	My overall impression is opposed to the proposition. First is water. There's predicted not to be enough for anticipated population growth without some drastic changes on how and for we use water. I understand national security and transportation needs but suggesting this region can support growth predictions is irresponsible. Secondly paving over pristine desert and putting a freeway near many a backyard is particularly disruptive for not only noise and value concerns but the damn dust. If we have so much money to spend I'd spend it on improving I19 and I10 say 6 lanes all the way Phoenix to Nogales, including passenger rail service. While I admire the ambitious nature of the proposal please spend resources wisely on improving existing infrastructure. Thank you for the opportunity for input.	GlobalTopic_1, GlobalTopic_4, WR-2, N-1, LU-1, AC-5 and AC-9; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 2817 -1
Fero	Jonathan		Website	6/19/19 11:03 PM AT	I think this would greatly reduce the traffic passing thru and ultimately help lower traffic accidents on interstate 10 through Tucson and Phoenix. It will also help streamline commercial traffic and reduce emissions and fuel use caused from stop and go traffic at peak times. I say proposed I-11 is a go for me.	GlobalTopic_4		I- 1824 -1
Fessenden	Keegan		Website	6/22/19 4:30 PM AT	This project is a horrible idea. It will damage some of America's invaluable natural environment. It only benefits private interests; average people do not benefit from the construction of this road. America does not need more highways. We have plenty of existing interstates that may be improved. DO NOT BUILD THAT GOD-DAMNED ROAD!!!	GlobalTopic_4		I- 1960 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Feuz	Pete		Email	5/03/19 3:50 AM AT	<p>To Whom It May Concern,</p> <p>I'm a part time resident of the Vista Royale subdivision near Wickenburg, Az. I own a home at XXXXXXXX. My wife and I have been part time residents at this address for 4-6 months a year since 2008 and have owned this property since 2000. I bought in this area because it was an opportunity to own horse property in a clean, safe neighborhood. An added attraction was the fact I could go out on the desert and ride for miles. As I'm sure you are aware currently this desert is home to cattle and sheep most of the year and is home to a variety of other wildlife and is an environmental gem.</p> <p>About a year ago an acquaintance of mine placed a residence under contract in Vista Royale which bordered Az.state property. Before this property was to close his real estate agent informed him of the proposed I-11 construction. Needless to say this sale was not completed. At that time I had received no notification from either the Town of Wickenburg, Yavapai County, or the State of Arizona of any proposed construction. It was not until early 2019 that we received any official notification of this project.</p> <p>Not only does the lack of notification cause me concern I have other issues as well. Noise pollution, my property will be approximately a quarter mile or less from the proposed highway and I'm guessing the exit into the town of Wickenburg as well. Not only will there be road noise but engine brake noise 24 hours a day (yes you can post signs indicating engine brake use is illegal but as someone who has driven over a million miles, I can testify these are ignored!) Living this close to a major highway personal safety is of concern as well. It is my opinion our properties will be subject to an increase in crime and no doubt a significant decrease in property value.</p> <p>As you are well aware State Rt. 71 is a short distance to the west and is equipped with on and off ramps and I'm of the opinion this route provides one lane of highway which is already constructed and could be brought up to Interstate standards with much less expense. Some upgrades to this existing highway and the addition of the additional travel lane would result in a significant cost savings.</p> <p>It is my hope that you will consider the concerns of the residents of Vista Royale as well of the concerns of the Black Mountain subdivision as well and consider an alternate route for the proposed I-11.</p> <p>Regards, Pete Feuz</p> <p>Pete Feuz XXX-XXX-XXXX XXXXX@yahoo.com</p>	GlobalTopic_5, GlobalTopic_4 and N-1		I- 840 -1
Fidler	Michelle		Website	5/08/19 11:15 PM AT	<p>I am writing to express my firm opposition to the suggested Interstate 11 corridor through the Avra Valley, and call upon the Arizona Department of Transportation to drop all further consideration of this route.</p> <p>Saguaro National Park was established in 1933 to protect the giant saguaro cactus, and preserve superb examples of the Sonoran Desert ecosystem, while affording unique recreational opportunities for visitors. Today, Saguaro National Park is the number one tourist destination in Southern Arizona, providing an economic impact of approximately \$75 million per year to the Tucson community;</p> <p>This suggested corridor would negatively impact thousands of acres of protected public lands, including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Central Arizona Project's Tucson Mitigation Corridor.</p> <p>This suggested corridor would cut through sensitive habitat recommended for protection by Pima County's landmark Sonoran Desert Conservation Plan, sever critical wildlife movement corridors, and effectively block all animal migration from the Tucson Mountains to the west, disturb an unknown number of important archeological sites, impede washes and negatively impact surface water flows, and aggravate the spread of invasive plants.</p> <p>This suggested corridor would degrade the visitor experience at Saguaro National Park by eliminating the natural quiet, destroying the scenic viewsheds, threatening the survival of native wildlife species, and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964.</p> <p>This suggested corridor would bi-sect the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation – nullifying the purpose for which it was preserved – and would be contrary to management guidelines that explicitly prohibit any development on these lands.</p> <p>This suggested corridor would be contrary to Pima County's long-established, consistent public policies to preserve open space, protect native wildlife habitat and movement corridors, and conserve the Sonoran Desert ecosystem.</p> <p>This suggested corridor would be contrary to the purposes for which the Tucson Mountain District of Saguaro National Park was established in 1961 – to protect these lands "unimpeded" for future generations to enjoy.</p> <p>Not only do I not support the proposed location, I question the need for any new southern Arizona corridor between the Mexican border and Phoenix. Funds would be better spent elsewhere maintaining out existing roads and bike paths.</p>	GlobalTopic_4, GlobalTopic_1 and AC-7		I- 685 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Fidler	Michelle		Website	5/08/19 11:22 PM AT	<p>I am writing to express my firm opposition to the suggested Interstate 11 corridor through the Avra Valley, and call upon the Arizona Department of Transportation to drop all further consideration of this route.</p> <p>Saguaro National Park was established in 1933 to protect the giant saguaro cactus, and preserve superb examples of the Sonoran Desert ecosystem, while affording unique recreational opportunities for visitors. Today, Saguaro National Park is the number one tourist destination in Southern Arizona, providing an economic impact of approximately \$75 million per year to the Tucson community;</p> <p>This suggested corridor would negatively impact thousands of acres of protected public lands, including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Central Arizona Project's Tucson Mitigation Corridor.</p> <p>This suggested corridor would cut through sensitive habitat recommended for protection by Pima County's landmark Sonoran Desert Conservation Plan, sever critical wildlife movement corridors, and effectively block all animal migration from the Tucson Mountains to the west, disturb an unknown number of important archeological sites, impede washes and negatively impact surface water flows, and aggravate the spread of invasive plants.</p> <p>This suggested corridor would degrade the visitor experience at Saguaro National Park by eliminating the natural quiet, destroying the scenic viewsheds, threatening the survival of native wildlife species, and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964.</p> <p>This suggested corridor would bi-sect the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation – nullifying the purpose for which it was preserved – and would be contrary to management guidelines that explicitly prohibit any development on these lands.</p> <p>This suggested corridor would be contrary to Pima County's long-established, consistent public policies to preserve open space, protect native wildlife habitat and movement corridors, and conserve the Sonoran Desert ecosystem.</p> <p>This suggested corridor would be contrary to the purposes for which the Tucson Mountain District of Saguaro National Park was established in 1961 – to protect these lands "unimpeded" for future generations to enjoy.</p> <p>Not only do I not support the proposed location, I question the need for any new southern Arizona corridor between the Mexican border and Phoenix. Funds would be better spent elsewhere maintaining out existing roads and bike paths.</p>	GlobalTopic_1, BR-9, BR-10, R-2, E-2, and GlobalTopic_11		I- 686 -1
Fidler	Michelle		Email	5/09/19 1:00 AM AT	<p>I am writing to express my firm opposition to the suggested Interstate 11 corridor through the Avra Valley, and call upon the Arizona Department of Transportation to drop all further consideration of this route.</p> <p>Saguaro National Park was established in 1933 to protect the giant saguaro cactus, and preserve superb examples of the Sonoran Desert ecosystem, while affording unique recreational opportunities for visitors. Today, Saguaro National Park is the number one tourist destination in Southern Arizona, providing an economic impact of approximately \$75 million per year to the Tucson community;</p> <p>This suggested corridor would negatively impact thousands of acres of protected public lands, including Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Central Arizona Project's Tucson Mitigation Corridor.</p> <p>This suggested corridor would cut through sensitive habitat recommended for protection by Pima County's landmark Sonoran Desert Conservation Plan, sever critical wildlife movement corridors, and effectively block all animal migration from the Tucson Mountains to the west, disturb an unknown number of important archeological sites, impede washes and negatively impact surface water flows, and aggravate the spread of invasive plants.</p> <p>This suggested corridor would degrade the visitor experience at Saguaro National Park by eliminating the natural quiet, destroying the scenic viewsheds, threatening the survival of native wildlife species, and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964.</p> <p>This suggested corridor would bi-sect the 2,514-acre Tucson Mitigation Corridor of the Bureau of Reclamation – nullifying the purpose for which it was preserved – and would be contrary to management guidelines that explicitly prohibit any development on these lands.</p> <p>This suggested corridor would be contrary to Pima County's long-established, consistent public policies to preserve open space, protect native wildlife habitat and movement corridors, and conserve the Sonoran Desert ecosystem.</p> <p>This suggested corridor would be contrary to the purposes for which the Tucson Mountain District of Saguaro National Park was established in 1961 – to protect these lands "unimpeded" for future generations to enjoy.</p> <p>No only do I not support the proposed location, I question the need for any new southern Arizona corridor between the Mexican border and Phoenix. Funds would be better spent elsewhere maintaining our existing roads.</p> <p>Michelle Fidler Tucson, AZ 85747</p>	GlobalTopic_1, E-2, BR-9, R-2 and AC-7		I- 988 -1
Filer	Parker		Mail	7/08/19 1:00 AM AT	<p>No one can predict the future, but we all can learn from the past. The proposed interstate 11 plan through avra Valley will be environmentally an aesthetically disruptive on a scale that will far outweigh the benefits (mainly economic and only enjoyed by a few) that may be accrued. Ecological concerns for our fragile desert landscape and ecosystem aside, this proposed plan will invite a Litany of other threats to our region including potential contamination of vital water recharge basins. I Join my City of Tucson Council members in opposing the plan and urge you to reconsider or better yet abandon this effort. Our limited State resources would be much better spent on education or Alternative Energy.</p>	GlobalTopic_1	Filer_P_13524	I- 3524 -1
Fine	Theresa		Website	4/22/19 8:59 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 256 -1
Finger	Thomas		Website	6/24/19 1:26 PM AT	<p>Please focus your attention and money on the very dangerous stretches of I-17 (between black canyon city and camp verde) and I-10 (four lanes from Phoenix to Tucson) before you build a completely new and probably unneeded interstate through ecological sensitive areas.</p>	AC-7		I- 2012 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Finkelstein	David		Oral	5/08/19 1:00 AM AT	<p>DAVID FINKELSTEIN: Hi. My name is Finkelstein. I'm here speaking with my daughter, Phoebe. We live in Tucson and I appreciate your holding this hearing today. I was born and raised in Phoenix. I now live in Tucson, so I've had a chance to see the development of the freeway system in our state.</p> <p>I remember when I was a child, the freeway from Flagstaff to Tucson was the only freeway, and I remember all the changes that have occurred since the system was changed. In the case of this proposal, I'm strongly in favor of expanding the existing corridor we have along the freeway.</p> <p>The areas that would be affected by the proposed route, the preferred route, are rural areas that are part of the reason I live in Arizona. The idea of spreading the freeway corridors into new areas just seems to me to be the exact wrong approach. I see a lot of potential in using our existing corridors. I hope that is what happens in the end.</p> <p>Again, I appreciate this opportunity to testify on behalf of myself and my daughter. Thank you.</p>	GlobalTopic_1		I- 1374 -1
Finley	Tammy		Website	7/01/19 2:54 PM AT	<p>I live in the rural area of Maricopa in Thunderbird Farms. Plain and simple, I do not want this I-11 going through my property area. I think this project is best to improve the highways that are already going that direction. I-8 and the 85 are not well traveled in this area and could use the improvements. Having the I-11 go through this area would not be beneficial financially to Maricopa. Not to mention take away farm land and people's homes as this projected route is proposed. I do not want this type of problem near my property. I chose to live out here for a reason and you are trying to take that away.</p>	GlobalTopic_4, G-1, and LU-1		I- 2275 -1
Finstrom	Holly		Website	5/02/19 11:41 PM AT	Please extend the public comment period	GlobalTopic_9		I- 479 -1
Fisher	George L		Website	7/07/19 2:22 PM AT	<p>Why is it necessary to impact all of the families who have lived in and around the Buckeye area or near Beloit Road, who have their lives, homes, and families invested in the community and have no desire to have to re-locate themselves from their lifelong family homes? The I11 route should run to Gila Bend and then north from there, using the already built freeway systems in place and build on that. The proposal to run thru Rainbow Valley and then through south Buckeye is a very bad proposal that would impact too many of the good people from Buckeye! I wish they would have advertised the open forums to the public better before letting the city fathers determine what is best for the Citizens of the Buckeye area and not the bottom line for the businesses of Buckeye! This is my Hometown and I wished the powers to be would have taken all of our thoughts and rights into consideration before proposing their route choices with their inputs before doing what they think is best for us!</p>	GlobalTopic_2, GlobalTopic_4, and LU-1		I- 2780 -1
Fisher	Sarah		Website	7/04/19 12:33 PM AT	<p>I am commenting as an occasional visitor to Arizona and to the corridor between northern Tucson and Sahuarita/Green Valley area where I have family. Being from Maine, and being a person who has traveled much internationally, I deplore what I have heard about the route of the proposed I-11 corridor in that Tucson-Green Valley area. I so love the beauty of that part of Arizona and wonder if the route proposers know how rare and special a piece of the world they are stewards of. I understand that the corridor would go right between the Saguaro Nat'l Monument and Ironwood Forest and border the Arizona Sonoran Desert Museum, one of the greatest botanical/biological parks anywhere. The ecology of the area is fascinating and as a wildlife habitat and location of fragile, rare and interesting species of flora and fauna nonexistent elsewhere, the area is unusual and must be preserved. To destroy so much of it when existing routes could be used to create the new corridor is completely irresponsible. I'm afraid I can't be more precise with constructive suggestions because I don't know Arizona well enough but I urge you to please preserve the special places you have.</p>	GlobalTopic_4, GlobalTopic_1, LU-5, LU-6		I- 2556 -1
Fitch	Melodie		Website	6/24/19 5:19 PM AT	<p>I am NOT in favor of this highway. I moved out to Avra Valley because of the quiet, the ability to have horses on my property and so my daughter and I could live "out in the country " so to speak. We see all sorts of wildlife, enjoy the beautiful scenery, be close to riding and hiking trails. I-11 would take all that away. It would be noisy, ugly, take away from the beautiful country out here and not be good for anyone or anything. I am adamantly opposed to the I-11 highway! Thank you!</p>	GlobalTopic_1 and LU-3		I- 2017 -1
Fitzgerald	Ben		Oral	5/08/19 1:00 AM AT	<p>BEN FITZGERALD: So my name is Ben Fitzgerald. I live in Picture Rocks. You know, I've pretty much traveled everywhere in the United States since I was a kid. When I was 19, I moved to Alaska, and I lived in the hills outside of Fairbanks for 15 years. I then moved to Santa Barbara and was there for 25 years. I've been a cook for 40 years. And I finally moved to Picture Rocks. And the reason I tell you that is because Picture Rocks, for me, is the most beautiful place I've ever lived, and I've seen everywhere there is in America; Alaska, Mexico. I feel so blessed and so lucky to live in my home in Picture Rocks. And if you were to come on -- and I'm going to invite -- I asked the fellow out there whether I could invite you up there, and anybody is welcome. And I will leave my name and number. But if you could sit on my porch, and I look 30 miles out to the mountains, and there is not a thing between me and the mountains out where Silver Bell Mine is. And anybody who comes to my home, sits down on my porch, and marvels at how quiet it is and how beautiful it is and how peaceful it is. And if that road were to go in where it's proposed, for the rest of my life I would hear nothing but the sound of trucks and traffic, where now I have none of that. And I'm not alone. I'm down here. I have friends that are going to go to the meeting on May 11th at Marana. I know I speak for all my neighbors and everyone in Picture Rocks. This would totally change the way we live and the quality of our life in a very negative way. Nobody wants to listen to freeway noise. The majority of us that moved up there, we didn't have the money to live in Continental Ranch or Dove Mountain or Sabino Canyon or up in Starr Pass or any of the beautiful communities. There are a lot of people that live there that are poor. And -- but we've sacrificed a lot of things to live there because of the peacefulness and the quiet that we have in our neighborhood. And to take that away from us, well, it would kill me. I thought I finally found a home that I'd never have to move again. And I would hate to ever have to move. And I would hate for this road to go through there. Thank you for your time. What if I wanted to leave my number and invite somebody to come up? Can I do that or -- how would I do that, if any of you guys wanted to see what I'm taking about? Okay. Okay. Thank you very much for listening.</p>	GlobalTopic_1		I- 1321 -1
Fitzgerald	Ben		Oral	5/08/19 1:00 AM AT	<p>And if that road were to go in where it's proposed, for the rest of my life I would hear nothing but the sound of trucks and traffic, where now I have none of that. And I'm not alone. I'm down here. I have friends that are going to go to the meeting on May 11th at Marana. I know I speak for all my neighbors and everyone in Picture Rocks. This would totally change the way we live and the quality of our life in a very negative way. Nobody wants to listen to freeway noise.</p>	GlobalTopic_1 and N-1		I- 1321 -2

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Fitzgerald	Ben		Website	5/08/19 4:35 PM AT	<p>I'm wondering why we're having this discussion. I don't really see this huge traffic problem. I don't see this large convoy of trucks coming out of Mexico that needs to save 20 minutes getting around Tucson.</p> <p>Are we possible incentivising employers to close their factories in America, go to Mexico, and then we tell them we'll build them great roads to bring their goods back.</p> <p>After they've decimated communities by laying off American workers?</p> <p>Maybe a roadblock to slow down their trucks is a better answer. Maybe if we made it harder to get their goods back they wouldn't go south and our workers would be better off.</p> <p>Is anyone looking at the big picture of what roads like this one ultimately costs our country. If you really think we're going to need this road it will mean a lot more of American companies are laying off their workers and heading south. Then, I guess you're right. We would need a bigger road.</p> <p>How about we keep our jobs here and the traffic stays the same. Just saying</p>	GlobalTopic_4		I- 659 -1
Fitzgerald	Jo Ellen		Website	4/18/19 2:01 PM AT	<p>Since the Wickenburg Ranch community has just been built, residents would very much like you to take noise issues into considerations. From your satellite view I cannot exactly pinpoint the route projected, but know it will be close to the Ranch. Right now State Route 93 is very near and projects extreme amounts of truck/traffic noise. It looks like the projected route will be located further west which should help with this problem. I am hoping so. My comment would be to angle sooner from 93 south and take I11 as far west as possible. This would help all of Wickenburg with the possibility of noise. Any noise reduction plans you could consider would be greatly appreciated. Right now I wake up every morning to the sounds of trucks down shifting and traffic speeding by with cars accelerating and motorcycles switching gears. Anything to help with this situation would help with the environment and the living conditions in this area. Know it is a long way off until this happens, but PLEASE consider noise levels and ramifications from traffic.</p>	GlobalTopic_5 and N-1		I- 158 -1
Fitzgerald	Jo Ellen		Email	6/28/19 1:00 AM AT	<p>Please move I-11 as far west as possible. Not only does it impact Vista Royale, but also Wickenburg Ranch. The further west the interstate can go, the better for all involved. There is no need to have access to Wickenburg at the point ADOT is currently recommending. The interstate would best serve the community by having the interstate connect further north, not in Wickenburg.</p>	GlobalTopic_4 and GlobalTopic_5		I- 3337 -1
Fitzgerald	Robert "Fitz"		Email	4/10/18 5:35 PM AT	<p>You do understand that from downtown Highway 93 north up to 89 split is a busy mess now in afternoon.</p> <p>There are 3200 more homes being built or going to be built along this route close to the split going from off 93 close next to 89.</p> <p>The common sense way thinking about future is taking road around 71 by congress down as direct as possible to I-10.</p> <p>Has anyone driven this north side Wickenburg area in afternoon? The proposed roundabouts along 93 to 89 will slow everything down to a crawl in afternoon.</p> <p>Who is designing these roads anyway? 6200 more people with cars are moving into this north Wickenburg planned area?</p> <p>FITZ</p>	GlobalTopic_4		I- 392 -1
Fitzpatrick	Kimberly		Website	6/19/19 10:16 AM AT	<p>Thank you for the opportunity to voice my concerns about the I-11 proposal. I am strongly opposed to this project. I live in Tucson and cherish its natural beauty, including the surrounding desert which has remained relatively pristine particularly on the west side of town. This project would disrupt that entirely by encroaching on protected areas and impacting our ability to enjoy those areas, as well as negatively impacting the plants and animals now thriving there. Mainly, however, I am dismayed at yet another push to expand the domain of cars and trucks on our landscape and our lives. Surely, the recent expansion of I-10 to 3 lanes in each direction between Tucson and Phoenix is helping to alleviate traffic congestion. And if not, then why does it seem reasonable to expect that creating a new freeway will do so? Perhaps a better answer is to find alternative, more sustainable ways to move freight and people such as via existing railways. I know many people, including myself, are also in favor of a solar-powered high-speed rail system between Tucson and Phoenix. Building more roads just encourages more traffic, pollution, noise and disruption of natural spaces. We should instead be focusing on forward-thinking solutions that minimize environmental impacts and preserve our quality of life by taking advantage of existing travel corridors and infrastructure, as well as the unlimited sunshine in our state to incorporate solar power options.</p>	GlobalTopic_1, AC-3, AC-9		I- 1765 -1
Fitzpatrick	Nan		Oral	5/07/19 1:00 AM AT	<p>NAN FITZPATRICK: My name is Nan Fitzpatrick, and I'm from Tubac. I have a whole series of questions, and I admit some of them have been answered in the previous room. But I'm interested in finding out how the funding for the variations of this proposal are being approached; what the time phrase is and where the funding is going to come from, as far as a mix of state and federal funding.</p> <p>And there's always going to be the "not in my backyard" concern of noise abatement, environmental impacts, whether new lanes are needed and how people can get information about that specific to their community. For example, from Nogales to Tubac, we already have a boondoggle with Border Control on I-19, just north of Chavez Siding Road. Traffic is already slowed down there. If we have increased traffic along that corridor; if that border checkpoint stays in place, would that not exacerbate the situation?</p> <p>And I guess that's all for now. I'll probably send in more questions on-line. Thank you very much for your time.</p>	<p>PN-1</p> <p>Following the public review period for this Final Tier 1 EIS, FHWA and ADOT will publish a Record of Decision (ROD) that contains a Selected Alternative. If FHWA and ADOT select a Build Corridor Alternative in the ROD, the build alternative would be implemented in segments as funding is available. If the No Build Alternative is selected, no project would occur.</p> <p>At this time, no funding has been identified to construct I-11. The implementation of the corridor could entail federal, state, or local funding; tolling; or private-public partnerships. From the perspective of federal funding, the 2015 Fixing America's Surface Transportation Act, or "FAST Act," authorizes money each year for all the state highway programs combined. That amount is divided among the states, and then each state's allocation is divided among different regions of the state. For more information, please see Final Tier 1 EIS Section 6.8.3.</p>		I- 1109 -1
Fitzpatrick	Nan		Oral	5/07/19 1:00 AM AT	<p>Also, the studies on the traffic impact are projected through -- I believe it's 2040. I would like information on how those traffic studies are conducted; you know, how projections can be made, factoring in residential development that's going on along all of that corridor as well.</p>	Traffic study information can be found in the Final Tier 1 EIS Appendix E2, Travel Forecasting Methods and Analysis Report.		I- 1109 -2
Fitzpatrick	Nan		Oral	5/07/19 1:00 AM AT	<p>The economic benefits to the state and dollar number would be very useful to the citizens in all the communities, and also the estimated cost projections for the project would be really useful. We're not through this yet, and we've got three different -- four different variations, but it would be useful to know.</p>	E-3		I- 1109 -3

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Fitzpatrick	Nancy	Santa Cruz Valley Citizens Council	Website	7/04/19 5:00 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 36 -1
Fix	Garry		Website	6/19/19 10:49 AM AT	This road should not be built. The possible route is a sensitive environment and would be negatively impacted by such a new road. Please upgrade I19 and I10 as required to handle the traffic. DO NOT BUILD THIS ROAD.	GlobalTopic_1		I- 1772 -1
Fizell	George		Website	6/07/19 11:22 AM AT	I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11: 1) The environmental impact would be devastating to Tucson Mountain Park, Saguaro National Park, and the Desert Museum. No mitigation could offset these negative impacts. 2) Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside severing critical wildlife corridors. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. 5) The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys and displace residents from their homes.	GlobalTopic_4, GlobalTopic_1 and LU-3		I- 1302 -1
Fizell	George		Website	6/07/19 11:22 AM AT	3) The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson - a huge waste of money.	GlobalTopic_1 and E-3		I- 1302 -2
Fizell	George		Website	6/07/19 11:22 AM AT	4) The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply.	WR-2		I- 1302 -3
Fizell	Sandra		Website	6/07/19 11:06 AM AT	I am opposed to the proposed I-11 interstate slated for the Avra Valley corridor: 1) The environmental impact would be devastating to Tucson Mountain Park, Saguaro National Park, and the Desert Museum 2) Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside severing critical wildlife corridors 5) I feel that this project is being rammed through by private concerns with their own monetary interests in mind and I question whether the need is actually sufficient for this interstate in the first place.	GlobalTopic_4, and GlobalTopic_1		I- 1301 -1
Fizell	Sandra		Website	6/07/19 11:06 AM AT	3) The billions of dollars it will cost is a monumental waste of money when it could be aligned with I-10.	E-3		I- 1301 -2
Fizell	Sandra		Website	6/07/19 11:06 AM AT	4) The City of Tucson has opposed this route from the beginning citing the threat to our water supply.	WR-2		I- 1301 -3
Flanagan	Mary		Oral	5/01/19 1:00 AM AT	MS. MARY EILEEN FLANIGAN: Thank you. My name is Mary Eileen Flanagan. M-a-r-y, E-i-l-e-e-n. Flanagan is F-l-a-n-a-g-a-n. I am addressing the section of I-11 near the Town of Maricopa. Our politicians may tell you that people are excited and enthusiastic. That's a ball-faced lie. My neighbors and I are furious and adamantly oppose I-11 going through Hidden Valley, Thunderbird Farms or anywhere near the Town of Maricopa. The purported reasons for I-11 is to cut time. The no build option that uses Interstate 8 to Highway 85 cost an additional 16 minutes of drive time, but saves millions, maybe billions of dollars in environmental impact studies, road construction, eminent domain, the destruction of an entire community and their way of life. Waste like that is unconscionable. Another reason for I-11 is to provide access to planned growth areas. Well, the only ones planning growth to our area in Maricopa are the local politicians, the same politicians who are currently furious with us because we repeatedly rebuff their tips in excess. Long before addressing one more aspect of the I-11, we should address the myriad issues of the 347. That highway, one of the most dangerous in the state, if not the nation, needs to be turned into a freeway. I-11 will bring noise, pollution, congestion, crime, more drug cartel, more illegal immigrants and more drugs directly into our community. Does your environmental impact study consider these negative issues? We are a tight-knit rural community and I-11 will create a huge artificial barrier through the exact middle of our little village. I invite you to come visit our area. Put real boots on the ground. Don't just do aerial flyovers and drones. Knock on people's doors and ask them how the freeway would impact their world. That's a real environmental impact study. Please, for the section of I-11 from Casa Grande to Buckeye, don't just consider it, choose do not build.	GlobalTopic_4 and AC-7		I- 1036 -1
Flanagan	Maryeileen		Oral	5/11/19 1:00 AM AT	MARYEILEEN FLANAGAN: My name is MaryEileen Flanagan. I have lived in the Hidden Valley area, near the city of Maricopa, since 1995. My neighbors and I all favor the do-not build, or the orange route from Casa Grande to Buckeye. The I-11 study states that this freeway should be built where it would have a very positive economic impact to the area. The proposed new alignments would do no such thing. Instead, it would cause property values to plummet, as the value of isolated rural aspects of our local communities are destroyed. The alignments are a great big giant gift to the Mexican cartels, bringing drugs and human trafficking right to our doors. The adjacent community, Maricopa, whose politicians are excited about the freeway, might benefit. However, they too will probably see increased flight from the freeway. Local politicians have no interest in or concern for the citizens actually impacted. After all, we do not elect them. We have resoundingly resisted annexation attempts in the past. Word on the street is that the proposed freeways actually are political payback for this rejection. If the city of Maricopa really wanted such a freeway, wouldn't the proposed alignments be closer to town, where people are likely to use it? We, the rural residents, believe it's because we're without a voice and not politically dangerous to these individuals. Many people have told me certain politicians believe this freeway will help bring a hospital to the city of Maricopa. This may be true. However, if a hospital is an ulterior motive, it seems like taxpayers are being manipulated to finance something that should be the job of the city. Asking the citizens of Arizona and America to bankroll such a scheme is pretty devious and clever. Asking rural residents to endure losses and lower property values, higher crime rates, lost communities and a lost way of life is also underhanded. Maybe it speaks to the values of these politicians more than it speaks to all of their concerns for all citizens of the area around the city of Maricopa. This is something people who listen to these individuals should bear in mind when hearing them speak. We, the people directly affected by the currently proposed new alignments, do not want them and they are not needed. For the section of Interstate 11 from Casa Grande to Buckeye, choose the do-not-build option, and use Interstate 8 and Highway 85, the already existing, perfectly viable and currently underutilized section of roadway that already exists. Do not allow yourselves to be misled and manipulated. Be a hero. Save taxpayers money. Speak for the people who have no voice. Vote do not build from Casa Grande to Buckeye. Thank you.	GlobalTopic_2 and LU-1 and LU-3 and AC-4		I- 1410 -1

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Flanagan	Maryeileen		Oral	5/11/19 1:00 AM AT	For the section of Interstate 11 from Casa Grande to Buckeye, choose the do-not-build option, and use Interstate 8 and Highway 85, the already existing, perfectly viable and currently underutilized section of roadway that already exists. Do not allow yourselves to be misled and manipulated. Be a hero.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1410 -2
Flanagan	Maryeileen		Website	5/08/19 9:53 PM AT	<p>This comment is about the I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) between Casa Grande and Buckeye. Primarily it is to dispute and refute the idea of sections 12 and L, but particularly section 12 of the green and purple proposed alignments. I STRONGLY favor the orange route in this area or even a Do Not Build option.</p> <p>The green and purple routes, according to the document, would save approximately 16 minutes of travel time, but would cost billions of dollars. That is a horrendous trade-off in time and money for a miniscule amount of time saved.</p> <p>For years politicians who do not represent the people directly affected have worked quietly behind the scenes claiming to know our hearts and minds about this project. In fact, my neighbors and I are angry, frustrated and scared. We moved to the country for an isolated, rural experience. We have repeatedly rebuffed annexation efforts. We WISH to be isolated and off the beaten path. The City of Maricopa and the County of Pinal have taken it upon themselves to decide that someday we will change our minds. We are part of the Maricopa Planning Area, but we have never been consulted about what WE might want. Frankly, we want Maricopa to leave us the heck alone.</p> <p>Having a freeway through our back yard is NOT in the best interest of property holders (no one wants a rural property that is near a freeway!). Property values will plummet, especially for those nearest the freeway, dark skies will be effected (this is according to the study), homes will be lost, and the freeway will create an artificial barrier through areas where we are now able to ride our horses or four wheelers at will. This will, again, denigrate and destroy the rural character we value in our community.</p> <p>Here is an example of the "stealth" manner in which this project has been expanded and handled. The City of Maricopa published a Strategic Plan which states: "Continue to advance the Interstate 11 project and its future alignment through the Maricopa planning area." That is OUR area, not theirs and they have no business planning development for OUR homes and rural environment. There is a huge disconnect between what we want and what city leaders think is good for us. WE ARE ADULTS, NOT CHILDREN. We chose to move to the country, with its unpaved streets (though now many are chip sealed), washes that run when it rains, undeveloped infrastructure, and for many of us hauling water to our farms and ranches. When the City of Maricopa's leaders tell politicians that we are thrilled with the idea of Interstate 11, they are talking about themselves and a select few of their cronies. They do not, and never have, spoken for us.</p> <p>By and large, the citizens of the City of Maricopa have no idea that I-11 is even on the table. The freeway would run about 15 miles from what is now the city center, so it is unlikely that citizens of Maricopa will even utilize it if it is built. As Maricopa grows, much of its growth is slated to be eastward, toward the new City Hall and Police Station, leaving this area (as we wish) outside city boundaries. People are not likely to drive to this area to use a freeway that goes to Buckeye, when they wish to go to the East Valley.</p> <p>Currently, there is a road slated to be built from Goodyear to Mobile. Those passenger cars from the City of Maricopa who wish to go to the West Valley will use SR 238 to this road, not the I-11. The I-11 is being built largely as a trucking route to move goods and items from Nogales to Las Vegas quickly and efficiently. It is being built to take some of the pressure off the I-10 through Tucson and Phoenix. Currently we have a perfectly good freeway that is highly underutilized: Interstate 8. I-8 connects to Buckeye via SR 85, which is also a four lane highway that is virtually unused.</p>	GlobalTopic_2, GlobalTopic_4, GlobalTopic_7, LU-1, V-1, LU-3; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 680 -1
Flanagan	Maryeileen		Website	5/08/19 9:53 PM AT	<p>My contention is that this route, the orange route on the plan, would be a better route than one which is currently non-existent and would also be under utilized if built. Taxpayers would save billions of dollars and, if necessary, I-8 could be widened to three lanes. The right of way is already purchased, and the grading is partially done. It would save untold grief, money and time to use this existing route.</p> <p>Please, consider the people who are directly affected by this proposed freeway. Do not listen to politicians who do not speak for us and never have. Hear our voices! Choose the Orange Route, or Do Not Build between Casa Grande and Buckeye. We aren't saying don't do your project, we're just asking that you skip doing it in our back yards!</p>			I- 680 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>This comment is regarding the proposed section of I-11 between Casa Grande and Buckeye. I favor the Orange Route (or Do Not Build) for this section of I-11. It is the route with the least environmental impact and which best meets the criteria of the study.</p> <p>According to Figure ES-7, the freeway will bring no population growth to this area, particularly section 12 of the Purple and Green Routes. Since the purpose of the freeway is to increase population growth, this negates this stretch as viably useful.</p> <p>Prior Studies: Many, many negative comments were submitted in the prior study. It would appear that these comments were ignored. Study writers seem to have listened to the politicians (who do NOT represent the people effected) and not the common man. This is sad to see in the USA.</p> <p>Study says, "[I-11] effectively attracts/diverts traffic from existing roadways." This is garbage! The new road from Goodyear to Mobile will be greatly favored over the I-11 because it is closer to town, easier to reach and goes to the same place. It will, as discussed above, have no effect on the current mess that is the 347.</p> <p>In 2015, along the orange route (I-8 and SR 85) ALL segments are considered "good" for congestion. There is one small segment of SR 85 that is "fair." Take the monies for this section and fix that small problem, don't throw the baby out with the bath water just to alleviate one "fair" spot.</p> <p>In 2040, it is anticipated that the Orange Route (I-8 and SR 85) will STILL BE "GOOD" with the one small "fair" exception near Phoenix. This proves that my contention that the I-8 and SR 85 are currently under utilized and to build another under utilized freeway is a colossal waste of tax payers' money and is, ultimately, grossly irresponsible.</p> <p>The mayor of the City of Maricopa is "our" representative on the I-11 Commission. How does he represent us when he's never bothered to drive out to this area, knock on doors and ask us for a vote of confidence or anything else? The answer again, HE DOES NOT. Why are there not members of our ACTUAL community on the I-11 Commission? Answer: Because we would oppose the idea and not be a part of the cronyism that has created this colossal waste of time, money and manpower. Congratulations. You tricked me into voicing my opinion, so you can steam roll right over it. I hope you can sleep well at night knowing you're ruining people's lives and livelihoods. I also hope God has a special place in Hell for people who do such things.</p> <p>In Figure 2-4, Option J, also favored by the people of this area, was refused due to the Palo Verde Regional Park. A park the people of this area fought tooth and nail and also lost having much say in. The City of Maricopa forced it through, along with county leaders who were former mayors of Maricopa.</p> <p>Just a side note: Pinal County Supervisor Anthony Smith does NOT adequately represent rural areas of Western Pinal County at all. He originally would not take a directly unpopular stand on this freeway, but now openly admits he favors it, like Palo Verde Park (for its value to the CITY of Maricopa). He has repeatedly ignored our objections to both projects despite repeated and vociferous objections.</p> <p><i>There is only a nine mile difference between the Purple and Orange route and only a 12 mile difference between the Green and Orange route, yet there are how many billions of</i></p>	AC-6 and GlobalTopic_4 and AC-3		I- 745 -1
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>According to Figure 2- 13 2040 Travel Times in Minutes for City Pairs (Afternoon Peak Period), There would be an 88 minute ride time on the Orange (similar to No Build route) route. For the Purple route the time is cut to 71 minutes, a mere 17 minute savings in time and for the Purple route it would be 72 minutes or 16 minutes in saved time. How much is a quarter hour worth in taxpayer dollars and grief to citizens? Using the orange route would save \$233,464,000 in capital costs ALONE. Add in all the other costs, and we're close to a BILLION dollars in savings.</p> <p>According to 2.5.5, a solar roadway is being considered. Hallelujah. If we have to build this monstrosity, let's at least let it soak up the sun for the benefit of the communities around it. This is the FIRST sensible thing I've heard about this entire project and I support it greatly!</p> <p>Section 12 looks at the density of low income individuals along different parts of the proposed routes. It does not mention that along the Purple and Green alignment from Casa Grande to Buckeye, the route passes almost entirely through low income communities. There are also many non-English speakers who have not been engaged in the process because they have no internet and the news isn't covering this. The vast majority of the people affected by this proposed route will be minority and poor. Again, something that reeks of not caring about the actual people affected.</p> <p>There are NO elected officials who are actually neutral on this project. One elected official for western Pinal is on record as supporting the Purple and Green routes. He is not interested in reaching out to those who do not support it and hearing their concerns. He brushes these concerns aside as unimportant. Also, given the large Hispanic population in area 12 of the purple and green alternatives, there is a large block of people who do not vote for various reasons. That makes these people of no value to this individual. Because much of our rural area is unable or unwilling to vote, we have NO VOICE. This is not fair. Inclusion of area residents in non-incorporated areas is vital. Residents will speak from their hearts and listen to their neighbors.</p> <p>The study does not address light pollution and how the freeway will affect our current night sky for section 12 and L but it would clearly impact us substantially from vehicles along the freeway to lighted intersections to lights on freeway signage. Our night dark sky is one of the attractive features of this area. Table 3.9-8 says the impact would be "high" for many stretches of the proposed routes.</p> <p>What this study shows is that there have been very incomplete analysis of the Environmental Impact on those currently living along the proposed route from Casa Grande to Buckeye. Part of this is due to the county keeping incomplete and inaccurate data, and part is because no one ventured out of their offices to actually assess the impact on those personally impacted. There is a high enclave of Limited English Proficiency individuals who have no idea this freeway is coming right through their bedroom walls. There are people living inside the proposed corridors who are not on social media and don't know this freeway will be coming into their living room if they don't take action. The people who "represented" the affected residents, actually do not speak for them or to them. The Purple and Green routes have been pushed by politicians who have their own agenda. The only just and acceptable route from Casa Grande to Buckeye is the ORANGE ROUTE or a DO NOT BUILD alternative.</p>			I- 745 -1a

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Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Figure 3.3-1 Existing Land Use. Domiciles are not covered as "County does not maintain data." Doesn't this suggest there is an issue that needs further exploration, especially in an environmental impact study? What of all the agricultural land that will be lost to this project? Currently Pinal County is in the top 2% national for agricultural producing counties. How will this project impact that as ag land is divided so farmers can no longer get machinery from one field to the other easily? There is a lot here that hasn't been considered.</p> <p>Tables 3.3.1 and 3.3.3 are both WRONG for section 12! They show zero areas of agriculture along the proposed routes, but the route actually cuts through several areas currently under cultivation. The same is true about water bodies. There may be no lakes along the proposed route, but there are several washes and watersheds, including the Santa Rosa Wash, Green's Wash and the Vekol Wash. And again, the charts are WRONG about BLM land. The land around the Palo Verde Regional Park that was left open for the I-11 (now wasn't that convenient? ? sarcasm!) is on BLM land. I'm sure there is more BLM land as one moves west from that area into section L.</p> <p>Figure 3.3-10 is WRONG. Area along section 12 is mixed agricultural and residential.</p> <p>Table 3.3-4 is WRONG. It says zero BLM land, but 12 DOES include BLM land.</p>	G-1 and G-2 and GlobalTopic_8		I- 745 -10
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Figure 3.5-2 is also WRONG for section 12.</p> <ul style="list-style-type: none"> • Does not identify multiple places of worship, including a temple very close to the proposed route and important churches in Stanfield. • Does not identify schools along the route • Does not identify Post Offices <p>There have been significant changes since the census. Figure 3.5-5 does not show the English Language non-proficient groups near Barnes and Anderson which is within the actual boundaries of the proposed Purple and Green routes. It also does not show the other areas of English Language non-proficient groups scattered along section 12.</p> <p>Figure 3.5-8 does NOT SHOW low income areas all along section 12, particularly at Barnes and Anderson which is within the proposed routes for both purple and green.</p> <p>Figure 3.5-11 finally shows the high amount of Limited English Proficiency groups affected, yet the study shows no sources for these people to help them grasp what is going on in their areas and how, if they don't take part in this process, they could lose EVERYTHING.</p>	EJ-1 and GlobalTopic_8		I- 745 -11
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>In 3.3.6, there is concern about tourists and their recreation, but there is no consideration in this study of the local recreational interests of residents and how the freeway will affect that.</p> <ul style="list-style-type: none"> • Increased traffic is dangerous to horses and four-wheelers • Decreased ability to ride from one part of the community to another due to an artificial barrier that can not be safely crossed • Loss of open spaces and pristine desert 	R-1 and E-2		I- 745 -12
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Table 3.6.9 Indirect and Cumulative Economic Effects • The orange route, or no build from Casa Grande to Buckeye has no effect.</p> <ul style="list-style-type: none"> • Tax revenues will DROP for the county due to the drop in surrounding property values. (No one moves to the country to live by a freeway.) • There are no issues on I-8 and SR 85 with congestion clear into 2040. <p>This makes the ORANGE ROUTE (or no build route) again, superior.</p>	AC-6 and LU-1		I- 745 -13
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Table 3.7-1 We may be in the City of Maricopa Planning Area, but they do NOT REPRESENT US, no matter what their leaders might think or say. The residents of the area who are directly affected, are NOT REPRESENTED. There is no "board" or city council for us as we are unincorporated. We are just pawns on a political chess board and when we are injured or hurt, we are ignored and told our concerns are unwarranted.</p> <p>Table 3.7-2 Archeological Sites and Structures. Only 20% of the area along the Purple and Green routes has been surveyed. This is an appallingly little amount! Even so, there are 59 sites and structures in section 12 that are known and 29 in section L bringing the total close to 90. TWO of those structures are eligible for the NRHP. This area also includes a significant archeological site that is yet to be precisely located. There are ZERO structures in the Orange Route or Do Not Build Route. Again, time and money that can be saved by using the existing roads.</p> <p>Table 3.7-8 Impact on Architectural and Historical Sites</p> <ul style="list-style-type: none"> • Section 12 has 18.6 miles that affect one of these sites • Section L has 15.1 miles that affect these sites • ORANGE Route has ZERO miles that affect these sites <p>Figure 3.7-1 shows that the Purple and Green routes have significant and moderate impact on historical sites in their sections, but the Orange Route or NO BUILD has ZERO.</p>	<p>Pinal County is a participating agency for the I-11 Tier 1 EIS and represents unincorporated county land.</p> <p>The extent and results of prior cultural resources survey presented in Table 3.7-2 of the Draft Tier 1 EIS was used to characterize the types and total numbers of archaeological sites and historic structures within each Build Corridor Alternative. The assessment of the how many of those resources might be affected considered (1) not all of those resources would be eligible for the National Register of Historic Places (NRHP) and warrant further consideration, (2) only about 20 percent of the resources in the 2,000-foot-corridors are likely to be in a specific right-of-way selected within the corridors, and (3) some options (segments) of each alternative would not require additional lanes or new right-of-way. The analysis estimated that approximately 70 NRHP-eligible archaeological sites and historic structures could be affected in the Purple Alternative, 100 in the Green Alternative, and 60 in the Orange Alternative (Table 3.7-9 of the Draft Tier 1 EIS). Those estimates were considered along with many other factors in identifying the Recommended Alternative. Tier 2 studies will include more detailed inventory and analysis of cultural resources in accordance with a Programmatic Agreement for I-11 (see Final Tier 1 EIS Appendix E7).</p>		I- 745 -14
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>NOISE LEVELS Currently at Johnson and Teel the noise level is 48 or Serene (Table 3.8-2). Table 3.8-3 shows that abatement will be needed once the freeway is built in the Purple or Green alignments. There would be ZERO abatement needed in the ORANGE or DO NOT BUILD sections.</p>	N-1 and AC-6		I- 745 -15

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Travel time from Casa Grande to Buckeye would be improved by 16 minutes over current travel time. Total cost is not discussed in this report, but people currently working on the project, in leadership positions, agree it would be a savings of Billions of Dollars to use the existing routes: I-8 and SR 85. This is a substantial amount of money and tax payers across the state and nation would be better served by such a savings. System Linkage and Mobility already exist in this section, according to the charts and tables.</p> <p>Access to Economic Centers: The proposed routes are about 15 miles outside the current City Center for the City of Maricopa. Currently Maricopa is growing to the East, not the West, as it seeks to fill in land around the new City Hall and Police Department. Attempts to annex this area have been repeatedly rebuffed and there is NO interest at this time from residents in the area of the proposed Purple and Green routes in becoming part of the City of Maricopa. Also, the Purple and Green routes would completely isolate Gila Bend.</p> <p>Homeland Security needs alternate routes. A new route is currently approved and being built from Buckeye/Goodyear to Mobile. It is not included in this study. This new route serves the purpose of an alternate route and does not disrupt the lives and community of current residents.</p> <p>Population Growth needs to be served. This area is intent on staying isolated and rural. We like our unpaved streets, washes that run when it rains and cut us off, and our water haul properties. According to your study, this area is unlikely to see substantial growth even by 2040. We do not need additional infrastructure beyond what is already here. The proposed routes are too far south and west of the City of Maricopa to be likely to be utilized by residents. Also, a poll of most residents would show that they use the 347 because they are commuting to the SouthEAST Valley where they work and frequent. There is no great need to get to Buckeye from the City of Maricopa. (And where there is, see notes about new road going in to provide this.)</p> <p>I-11 is to provide relief of arteries between already connected areas. We are not already connected to the west Valley; also Gila Bend loses connectivity if the route is deviated from I-8 and SR 85. Rather than positively impacting the economic vitality of the area, a freeway negatively impacts this area. People do not move to remote country locations to live near a freeway. People have chosen this remote community specifically because it is NOT near any major arteries.</p> <p>Route Redundancy: I-8 to SR 85 is already in existence. When the road to Mobile from Buckeye is complete, there will be even more route redundancy making the need for an interstate in this area of Arizona even more pointless.</p>	AC-8 and AC-1 and E-1 and E-3 and E-4 and LU-3and PN 2		I- 745 -2
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Tech. Analysis: How many houses need to be destroyed before it's not a good route? Robots and algorithms don't care. What is the tradeoff in time saved by the Purple and Green Routes in terms of taxpayer dollars? Most taxpayers would say use the existing (Orange) route and drive a few more miles.</p>	GlobalTopic_4 and AC-2		I- 745 -3
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Study also says, "Consistent with local and county level plans." Here is the HUGE disconnect: County and local plans call for our neighborhood to be demolished and turned into light industrial lots. We, the people who live here were never consulted on this plan and don't agree with it. We have bought our ranchettes and small acreages with the intent of retiring here and living out our lives in this area. Our children, for the most part, want to live in the area as well. We do not want or intend to sell and move or live in a setting that is light industrial. We like the sparse population and open spaces. We do not mind hauling our water in to our homes and animals. We like dirt roads. Local plans include subdivisions in this area which we will also fight tooth and nail unless they reflect our rural lifestyle. We don't want shopping centers and malls out here. We want wide open vistas and unincorporated land. The City of Maricopa and County of Pinal can plan all they want for this area, but unless they ask the opinion of those living there, their plans shouldn't be worth the paper on which they are written.</p>	LU-3, GlobalTopic_4; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 745 -4
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Environmental Impact should include the effects on humans as well as the habitat of wildlife! This freeway would destroy homes and dreams. It will destroy the rural way of life out here. It will artificially rip a community in half. It impacts current residents in terms of:</p> <ul style="list-style-type: none"> • Destroys dark skys • Destroys our isolation and removal from "city" life. • Brings crimes and drugs to our doorsteps. • Brings human trafficking right through the middle of our community. • Is located almost 15 miles from the City of Maricopa center, making it too far away to be used as an alternative to other roads. • Does not go the same direction as the 347 which is the main artery in and out of Maricopa at this time. • Creates no new access to the EAST Valley where the majority of Maricopa residents work and go for leisure. 	GlobalTopic_4 and LU-3 and V-1		I- 745 -5
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>? The I-11 is supposed to bring (unwanted) population growth along its corridor. The study shows this growth in Casa Grande, not in the RURAL areas that the Purple and Green alignments would follow. This is partially because homes in these areas are on 3.3 acres or more.</p> <p>? IF I-8 and SR 85 would actually see more traffic, use some of the tax dollars for this project to improve them. It would still be a huge net savings.</p> <p>? Saying I-11 will alleviate some of the stress on the 347 is FALSE DATA. It will not alleviate traffic one iota! Look at the survey results and you will see that the vast majority of people in and around the City of Maricopa work in the EAST Valley. I-11 will only take those people striving to reach the FAR WEST Valley off the 347. This is a very small percentage of the traffic on 347—probably less than 1%.</p>	GlobalTopic_4 and AC-7		I- 745 -6
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>Using the NO BUILD option is a tad longer, true, BUT according to the study the average mph on it is currently 66 mph. In 2040, that speed will drop to 51 or 50 BOTH DIRECTIONS, still making it the best, most open route. This is why the Orange Route/NO BUILD is the best option.</p> <p>For emergencies, there will already be a redundant, safe second route and that will be from 238 along the soon to be constructed Goodyear to Mobile Road.</p>	AC-6		I- 745 -7
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>According to the study, there are NO manufacturing, industrial or other infrastructure benefits by 2040 of taking I-11 along the Purple and Green routes. We remain homes and ranchettes with property values decreased due to the proximity of I-11. This will hurt the county's tax base.</p>	GlobalTopic_4 and LU-1		I- 745 -8
Flanagan	Maryeileen		Website	5/10/19 8:55 PM AT	<p>The Pinal Regional Transportation Plan which was used as a basis for this study showed NO ONE living in our area according to this study. In fact, we have over 1000 homes in the area, all of which will be impacted. This is a HUGE fallacy and flaw in the study.</p> <p>A great deal of planning and proposed routes through our neighborhoods seem to have been considered and discussed, yet not ONCE have those who live in our residential areas been invited to work on said plans. It is interesting to see that the City of Maricopa, which does not have any influence or control in this area, is consulted and invited to work on this plan but not once have the actual residents of the area been contacted to contribute their thoughts and opinions. As a neighborhood, we have never once been told of these plans which have obviously been in the works for decades. This is sneaky, underhanded, and reeks of fear and the understanding that we would NOT welcome such a project. When do the REAL stakeholders get a voice? Answer: NEVER. Our comments on this phase will again go unheard and unanswered. It is pretty clear this process of commenting is just so the city, county, state and even federal governments can say, "Oh but you DID have a part in this."</p>	GlobalTopic_4 and CO-1 and CO-3		I- 745 -9
Flanagan	Randall		Phone	6/03/19 1:00 AM AT	<p>Yeah, my name is Randall Flanagan. I am a home owner off of Nine Irons Ranch Road and I think the VR green alternative for the I-11 is the way to go. It needs to be way west of Vista Royal. It's kind of ridiculous to put it right on Vista Royal. Thank you. XXX-XXX-XXXX.</p>	GlobalTopic_5		I- 1674 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Flavin	Sheila		Website	7/06/19 5:13 PM AT	Please reconsider hooking up I11 with I10 thru Tucson so we can protect the West Saguaro National Park. An East and West Saguaro National Park means we have already put a city in the middle of this landscape that exists only here and no where else on the planet. PLEASE do not ruin this landscape with a new cluster of fossil fueled landscapes and climate changing plans. We should be spending this money on plans to deal with the impact of fossil fuels not foolishly continuing to throw money at highways and the buildings that follow supporting an industry that is destroying landscapes. This project will be obsolete before it is old. Save money hook I11 to I10 and IMPROVE Nogales hwy. Let's work with what already exists and save the ARIZONA landscape. This landscape doesn't exist anywhere else! Let's not destroy it with concrete and exhaust fumes! Thank you for taking my thoughts into consideration.	GlobalTopic_1 and LU-3		I- 2669 -1
flavin	sheila		Website	7/06/19 5:21 PM AT	Did you receive my comment?	Yes, the I-11 Team received your comment.		I- 2670 -1
Fleck	Doyle & Jerrilee		Email	6/06/19 1:00 AM AT	We highly oppose the I-11 proposed corridor route through Sahuarita that would impact our home on Twin Buttes Road! We built this home long before the Rancho Sahuarita development project because we wanted away from Tucson and that type of subdivision, in an area with acre space between one another to enable us to truly enjoy the Arizona desert. We have been so thankful for firsthand views of our desert wildlife - bobcats, mountain lion, deer, javalina, quail and numerous other species of birds - since building here 24 years ago. We had lived our whole lives never encountering gila monsters outside of the Desert Museum; now there are those who reside on and around our property (see photos attached). With so much vacant land north of Sahuarita, we don't feel you should disturb the homes and desert habitat in our treasured community. Sincerely, Doyle & Jerrilee Fleck	GlobalTopic_1, GlobalTopic_4, and BR-1	No Attachment submitted	I- 1709 -1
Fleck	Jerri		Phone	6/06/19 1:00 AM AT	Hi, my name is Jerri Fleck and I wanted to voice my opposition to the I-11 corridor route through Rancho Buena Vista homeowners development. We live directly on West...Road so it appears that one of the alternative routes would go right through our home and our property so we moved here 24 years ago, bought this house 24 years ago, so that we were away from development and enjoy the desert and wildlife habitat which would be destroyed by this horrendous invasion by this corridor so we strongly oppose it and hope you'll consider other areas for it to be put that don't impact so many homeowners.	GlobalTopic_4 and BR-1		I- 2432 -1
Fleck	Jerrilee		Website	6/06/19 10:43 AM AT	We highly oppose the I-11 proposed corridor route through Sahuarita that would impact our home on Twin Buttes Road! We built this home long before the Rancho Sahuarita development project because we wanted away from Tucson and that type of subdivision, in an area with acre space between one another to enable us to truly enjoy the Arizona desert. We have been so thankful for firsthand views of our desert wildlife - bobcats, mountain lion, deer, javalina, quail and numerous other species of birds - since building here 24 years ago. We had lived our whole lives never encountering gila monsters outside of the Desert Museum; now there are those who reside on and around our property (see photos attached). With so much vacant land north of Sahuarita, we don't feel you should disturb the homes and desert habitat in our treasured community. [Attached wildlife photos]	GlobalTopic_1, GlobalTopic_4, and BR-1	Fleck_J_I1271	I- 1271 -1
Fleming	Ron	Global Water Resources, Inc.	Website	5/16/19 2:27 PM AT	Please see the attached letter regarding alignment of the I-11 corridor in a portion of Pinal County, Arizona. Global Water Resources, Inc. fully supports the development of I-11; however, it opposes the proposed alignment through the Terrazo subdivision and supports an alternate route. [Text from Attachment] May 15,2019 Mr. John Halikowski, Director Arizona Department of Transportation 206 s 17th Ave Room 125 Mail Drop 100A Phoenix, Arizona 85007 Re: Proposed Alignment of Interstate-II in Pinal County Dear Mr. Halikowski: Global Water Resources, Inc. is one of Arizona's largest water and wastewater utility companies with significant service areas in Pinal County and Western Maricopa County. These certificated service areas include the Belmont Planned Area Development, Hassayampa Ranch Planned Area Development, all land within the City of Maricopa Municipal Planning Boundary, the western portion of the City of Casa Grande's municipal planning boundary, and additional areas along the planning corridor, including Red Rock. We fully support the development of the Interstate-I I and Intermountain West Corridor. Currently, our utilities provide water, wastewater, and recycled water utility service to the City of Maricopa. The Company has also planned, designed and built the primary water and wastewater infrastructure that will serve the area located to the west of Maricopa and to the south of the Maricopa Ak Chin Reservation. Constructed infrastructure includes a full wastewater reclamation facility and a water distribution campus, a total of over \$32 million in investment by our Company. The existing water and wastewater infrastructure was planned and sized to serve the area surrounding the planned I-I Corridor, including the Terrazo subdivision. In reviewing Environmental Impact Statement and Interactive Map of the corridor, we have identified that the Arizona Department of Transportation's (ADOT) preferred alignment bisects the Terrazo subdivision and specifically includes in the corridor the water distribution campus which was sized and constructed to serve this region.	GlobalTopic_4 and WR-1	Fleming_R_GlobalWaterResources_B5	B- 5 -1
Fleming	Ron	Global Water Resources, Inc.	Website	5/16/19 2:27 PM AT	The water distribution campus is located generally in the northwest corner of the intersection of North White Road and West Louis Johnson Drive. The water distribution campus includes a well, significant distribution infrastructure, and a 3.5 million gallon storage tank. Exhibit A shows the water distribution campus in relation to ADOT's preferred alignment in this area. The water distribution campus cannot be moved. It is sized and constructed for the planned density of Terrazo and other communities to the north. Given the significant investment in this facility and the fact that it is essential to providing regional water utility service in this area, we oppose the proposed alignment of Interstate-I 1 through the Terrazo subdivision. The alternative alignment shown in yellow on Exhibit B is more appropriate. This alternative alignment preserves the water distribution campus and the significant investment in the regional water utility infrastructure to serve this area. Additionally, the alternative will preserve the planned density in Terrazo and the surrounding region, which was specifically considered in the design and sizing of the regional water and wastewater infrastructure. Sincerely Ron L. Fleming Chairman, President and CEO Global Water Resources, Inc.			B- 5 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Fleming	Ron	Global Water Resources, Inc.	Email	4/23/19 10:23 PM AT	<p>ADOT Study Committee,</p> <p>Global Water is one of Arizona's largest investor owned utility companies. Further, we have the majority of the certificated service area that encompasses the proposed I-11 Corridor recommended alternative through western Maricopa County and western and central Pinal County (for example, we are the planned service provider to Belmont and Hassayampa Ranch just west of the City of Buckeye in Maricopa County, and in Pinal County we are the provider to the entire City of Maricopa municipal planning boundary, the western portion of City of Casa Grande's municipal planning boundary, and additional unincorporated areas along the corridor including Red Rock). These existing certificated service areas and the utility master-planning that has already occurred will allow us to provide regional, integrated water, wastewater, and recycled water services to all planned development in these areas as it occurs along the recommended corridor alternative.</p> <p>For over a decade we have already worked with the other key stakeholders to build the foundation for a reliable and sustainable water supply and advanced wastewater management, allowing for optimal use of the region's water supplies while we also allow for the important economic development that will occur. Because of this, we strongly support the recommended corridor alternative and firmly oppose the no-build option.</p> <p>Very respectfully,</p> <p>Ron Fleming</p> <p>Global Water Resources, Inc. Ron Fleming Chairman, President, & CEO Global Water Resources, Inc. XXXXX@gwresources.com P: XXX-XXX-XXXX M: XXX-XXX-XXXX https://nam05.safelinks.protection.outlook.com/?url=www.gwresources.com&data=02%7C01%7C11ADOTStudy%40hdinc.com%7C0aafb92e3eaa4b99449408d6c831ef34%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636916514131668186&sdata=254j62gTzITXvs6xceY7uBg%2FrT%2BCstM%2BpGoKqMF%2FTM%3D&reserved=0</p>	GlobalTopic_4		I- 450 -1
Fleming	Yuval		Website	6/19/19 2:42 PM AT	This has to be the worst idea ever. No one wants this in Southern Arizona what a waste of money. Even it was free to build which of course it's not this would be a terrible idea. Stop the sprawl and highway construction. Destroying the environment and killing motorist every mile.	GlobalTopic_1, PN-3 and LU-3		I- 1785 -1
Flessa	Karl		Website	7/08/19 3:23 PM AT	I write to object to the proposed routing of Interstate 11 through Avra Valley, west of Tucson. The proposed routing would be harmful to Sonoran Desert habitats and wildlife, promote sprawl and unregulated development, and harm economically valuable tourism to the Desert Museum, Saguaro National Park and Tucson Mountain Park. Overall, the proposed routing through Avra Valley would harm the natural landscapes and values that residents of southern Arizona cherish. Don't do it.	GlobalTopic_1, LU-3		I- 3020 -1
Flick	Tiffany		Website	7/07/19 1:00 AM AT	I object to this highway. You are tearing up that belongs to not only animals but families!!! Families that have lived here for GENERATIONS!! Their blood sweat tears love and devotion have been poured into this land! I beg you please do not proceed with this project	GlobalTopic_4, LU-1		I- 2700 -1
Florchak	David		Website	6/19/19 10:26 PM AT	I'm very opposed to the suggested route through Sahuarita and through the deserts west of Tucson. There are so many other options that make better sense and don't destroy wildlife corridors, family homes, increased disruption of sensitive desert areas. Need to look into better options.	GlobalTopic_1		I- 1821 -1
Florchak	David		Website	5/06/19 9:10 PM AT	As someone who could be directly affected by the proposed route of I11, I have to say I'm surprised by the twin buttes route. If Sahuarita is the proposed break off from I-19, I assume twin buttes was chosen because Bob Sharp used his influence to steer it away from Sahuarita Rd and the property he has plans to develop. If the twin buttes route is chosen, I would like someone from ADOT or Federal Highway deviation to explain why other routes were not chosen. Shame on both departments if money swayed a good option (Sahuarita Rd) vs a bad option (twin buttes) and a neighborhood of 30 years and the only wildlife corridor for 10 miles in either direction north or south. Our yard of 1.5 acres is visited frequently by mountain lions, bobcats, ocelots, horned owls, migrating birds of all types and various desert frogs, toads the elusive Gil's monster. So I assume on your EIS review you observed the effect on these animals and judged that they can be dismissed. Funny how if a new mine is proposed, the EIS is very thorough and wildlife observations as the one mentioned above would stop any progress for 5 to 10 plus years. And because of this double standard, I propose the review also be delayed so the best route that effects the least people is chosen.	GlobalTopic_1		I- 577 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>July 4, 2019 ADOT I-11 Tier 1 Study Team, c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007</p> <p>RE: I-11 corridor location and Vista Royale concerns</p> <p>To whom it concerns;</p> <p>This letter is being presented in opposition to planned routes for the proposed Interstate 11 (I-11) freeway where it exits US 93 northwest of Wickenburg and intersects US 60 another 10 miles south near the Town's western boundary.</p> <p>In addition to the annoyingly close proximity of I-11 to Vista Royale, there are several other concerns I would like to share as well:</p> <p>6.) For those of us living in Vista Royale, having a freeway set down so close to our community will most likely decrease our property values, as well as the livability of our neighborhood. At this moment the crime rate is extremely low. That could change to one degree or more if you decide to locate the freeway next to our community. Whoever thought out the corridors for I-11 on our stretch of the plan didn't.</p> <p>I think we all realize that Interstate 11 will eventually become a reality. I am not tilting at that windmill. What I am asking is that the corridor be moved westward where the original Yellow Alternative was first sited.</p> <p>The good of the many outweigh the needs of the few. In this case the many include us homeowners in Vista Royale, the commercial truckers who will use I-11 for their livelihood, the traveling public who are simply trying to get to the next destination as fast as possible and those who will come here after us.</p> <p>Thank you for your time and consideration,</p> <p>Best regards, Tony Flynn XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p>	GlobalTopic_5, LU-1		I-2607 -1
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>A freeway's main purpose is to support the transportation of interstate commerce, typically aboard tractor-trailer semi trucks. Freeways also serve the general traveling public in getting from point A to point B quicker and more efficiently than on rural roads or using surface street alternatives. To this purpose, I would submit that those who have been planning the I-11 corridor from Wickenburg, south, have tossed out the most logical and straightest route, noted as the Yellow Alternative in your original list of options, in favor of a more politically pleasing option that would have this major traffic route brush right up against the Vista Royale housing subdivision, where 158 homeowners reside.</p> <p>The original Yellow Alternative submitted in your first series of introductory routes began approximately 10 miles west of Wickenburg and continued directly south through the desert in a straight line until it met Interstate 10, near Tonopah. This route perfectly served the purpose of an interstate freeway, providing a straight pathway for truckers to carry their cargo from one freeway to the second freeway. Then, for an undisclosed reason, when an updated map of option was revealed in a second round of public information, the Yellow Alternative was removed. Later you planners announced a "preferred option" route that would have the freeway actually going through the back yards of several of our neighbors in Vista Royale. It also slides around a set of small hills directly south of our community, then snakes slightly southwest and intersects with Highway 60 much nearer the Town of Wickenburg's western border than it would have with the Yellow Alternative.</p> <p>Why is the Yellow Alternative gone, political expediency? Did someone who owns land where the "preferred route" is to be steered going to benefit financially?</p>	GlobalTopic_4, GlobalTopic_5, AC-4		I-2607 -2
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>In the weeks since this latest map of alternatives was released the community of Vista Royale has mounted a unified protest of the plan. At the same time the Wickenburg Town Council has also revised an earlier suggestion for where it wanted the freeway to go and has now submitted a proposal that it intersect with US 93 five miles further west of our Vista Royale community. While this would save property owners in the western side of our subdivision from having a freeway in their yard, the plan still calls for I-11 to cross the desert within a mile of our community and to what end? A winding freeway doesn't benefit commercial truckers looking to get from one place to another as safely and quickly as possible, and there really isn't any reason for someone driving on the freeway to particularly want to get off it to see what's in Wickenburg; we already have many thousands of travelers each day pass within 500 feet of Old Town (on US 93), plus many hundred more using US 60 who actually drive through the heart of the town, and guess what? Most of them never stop – they're going from Phoenix to Vegas and only a gasoline pit stop will get them to get off the roadway. It will be the same for those driving I-11 between US 93 and Interstate 10, so why not get them there on a straight road, like the Yellow Alternative you first suggested in your initial presentation? It would probably be cheaper too.</p>	GlobalTopic_4 and GlobalTopic_5		I-2607 -3
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>1.) By adding a freeway you are introducing a new source of wildfire danger for our community. About 85 percent of the year the prevailing wind comes from the southwest of Vista Royale, right where you want to put I-11. A flipped cigarette, a crash that results in a burning vehicle or any other such incident would light up the desert quickly, as most of the shrubs growing in this area are creosote bushes and mesquite trees. It would blow unchecked right onto our homes. Perhaps the state would consider adding a fire-break road parallel to the freeway to help alleviate this potentially devastating problem.</p>	GlobalTopic_5 and IC-1		I-2607 -4
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>2.) That same southwest wind brings with it whatever is in the air and with a busy new freeway that would mean much more air pollution, mostly Co2. I would expect increased health problems for those of us who will now have to breathe in those fumes.</p>	GlobalTopic_5, AQ-1, AQ-3		I-2607 -5
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>3.) Wildlife here includes the usual suspects such as coyotes, rabbits, deer, quail, doves and lots of lizards, but I have also photographed bobcats and desert tortoises and seen badgers and evidence of cougars here. It's a wilderness that will be forever changed if a freeway is introduced close by.</p>	GlobalTopic_5, BR-1		I-2607 -6
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>4.) Light pollution will ruin the dark night sky and freeway traffic noise sounding like a seashore will replace the quiet, still night we so love here.</p>	GlobalTopic_5, N-1		I-2607 -7
Flynn	Tony		Website	7/05/19 4:36 PM AT	<p>5.) The land on which you plan to put down your permanent asphalt ribbon is presently used by many of us who actually get out and enjoy the out-of-doors. We ride horses and run or hike on trails plus, we make use of the hundreds of miles of off road vehicle roadways through the desert lands.</p>	GlobalTopic_5, R-1		I-2607 -8

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Flynn	Tony		Other	11/08/19 12:00 AM AT	<p>July 4, 2019 ADOT 1-11 Tier I Study Team, c/o ADOT Communications 1655 W. Jackson St. Mail Drop I 26F Phoenix, AZ 85007 RE: I-11 corridor location and Vista Royale concerns To whom it concerns; This letter is being presented in opposition to planned routes for the proposed Interstate 11 (I-11) freeway where it exits US 93 northwest of Wickenburg and intersects US 60 another 10 miles south near the Towu's western boundary. A freeway's main purpose is to support the transportation of interstate commerce, typically aboard tractor-trailer semi trucks. Freeways also serve the general traveling public in getting from point A to point B quicker and more efficiently than on rural roads or using surface street alternatives. To this purpose, I would submit that those who have been planning the I-11 corridor from Wickenburg, south, have tossed out the most logical and straightest route, noted as the Yellow Alternative in your original list of options, in favor of a more politically pleasing option that would have this major traffic route brush right up against the Vista Royale housing subdivision, where 158 homeowners reside. The original Yellow Alternative submitted in your first series of introductory routes began approximately 10 miles west of Wickenburg and continued directly south through the desert in a straight line until it met Interstate 10, near Tonopah. This route perfectly served the purpose of an interstate freeway, providing a straight pathway for truckers to carry their cargo from one freeway to the second freeway. Then, for an undisclosed reason, when an updated map of option was revealed in a second round of public information, the Yellow Alternative was removed. Later you planners announced a "preferred option" route that would have the freeway actually going through the back yards of several of our neighbors in Vista Royale. It also slides around a set of small hills directly south of our community, then snakes slightly southwest and intersects with Highway 60 much nearer the Town of Wickenburg's western border than it would have with the Yellow Alternative. Why is the Yellow Alternative gone, political expediency? Did someone who owns land where the "preferred route" is to be steered going to benefit financially? In the weeks since this latest map of alternatives was released the community of Vista Royale has mounted a unified protest of the plan. At the same time the Wickenburg Town Council has also revised an earlier suggestion for where it wanted the freeway to go and has now submitted a proposal that it intersect with US 93 five miles further west of our Vista Royale community. While this would save property owners in the western side of our subdivision from having a freeway in their yard, the plan still calls for I-11 to cross the desert within a mile of our community and to what end? A winding freeway doesn't benefit commercial truckers looking to get from one place to another as safely and quickly as possible, and there really isn't any reason for someone driving on the freeway to particularly want to get off it to see what's in Wickenburg; we already have many thousands of travelers each day pass within 500 feet of Old Town (on US 93), plus many hundred more using US 60 who actually drive through the heart of the town, and guess what? Most of them never stop -they're going from Phoenix to Vegas and only a gasoline pit stop will get them to get off the roadway. It will be the same for those driving I-11 between US 93 and Interstate 10, so why not get them there on a straight road, like the Yellow Alternative you first suggested in your initial presentation? It would probably be cheaper too. In addition to the annoyingly close proximity of I-11 to Vista Royale, there are several other concerns I would like to share as well: 1.) By adding a freeway you are introducing a new source of wildfire danger for our community. About 85 percent of the year the prevailing wind comes from the southwest of Vista Royale, right where you want to put I-11. A flipped cigarette, a crash that results in a burning vehicle or any other such incident would light up the desert quickly, as most of the shrubs growing in this area are creosote bushes and mesquite trees. It would blow unchecked right onto our homes. Perhaps the state would consider adding a fire break</p>	GlobalTopic_4, GlobalTopic_5, AQ-1, BR-1, V-1, and LU-1	Flynn_J_I3544	I- 3544 -1
Flynn	Tony		Other	11/08/19 12:00 AM AT	<p>2.) That same southwest wind brings with it whatever is in the air and with a busy new freeway that would mean much more air pollution, mostly Co2. I would expect increased health problems for those of us who will now have to breathe in those fumes. 3.) Wildlife here includes the usual suspects such as coyotes, rabbits, deer, quail, doves and lots of lizards, but I have also photographed bobcats and desert tortoises and seen badgers and evidence of cougars here. It's a wilderness that will be forever changed if a freeway is introduced close by. 4.) Light pollution will ruin the dark night sky and freeway traffic noise sounding like a seashore will replace the quiet, still night we so love here. 5.) The land on which you plan to put down your permanent asphalt ribbon is presently used by many of us who actually get out and enjoy the out-of-doors. We ride horses and run or hike on trails plus, we make use of the hundreds of miles of off road vehicle roadways through the desert lands. 6.) For those of us living in Vista Royale, having a freeway set down so close to our community will most likely decrease our property values, as well as the livability of our neighborhood. At this moment the crime rate is extremely low. That could change to one degree or more if you decide to locate the freeway next to our community. Whoever thought out the corridors for I-11 on our stretch of the plan didn't. I think we all realize that Interstate 11 will eventually become a reality. I am not tilting at that windmill. What I am asking is that the corridor be moved westward where the original Yellow Alternative was first sited. The good of the many outweigh the needs of the few. In this case the many include us homeowners in Vista Royale, the commercial truckers who will use I-11 for their livelihood, the traveling public who are simply trying to get to the next destination as fast as possible and those who will come here after us. Thank you for your time and consideration, XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p>			I- 3544 -1a
Foltz	Brandon		Website	7/08/19 7:43 PM AT	<p>To whom it may concern, As someone who grew up in Picture Rocks and currently live near Tucson Mountain Park I strongly oppose the proposed I-11 route through Avra valley. This unnecessary waste of taxpayer dollars will permanently harm our fragile desert ecosystem, polluting the environment with emissions and light. It will cut off existing wildlife corridors harming species in the area. It will pollute the beautiful night sky with excessive light harming Kitt Peaks ability to observe. It will be noisy and intrude on Private and public lands that should be saved for future generations to appreciate. Sincerely, Brandon Foltz</p>	GlobalTopic_1		I- 3140 -1
Foltz	Tracy		Website	6/23/19 6:52 PM AT	No. There are so many reasons why not and no reasonable ones why for.	GlobalTopic_4 and PN-3		I- 1990 -1
Fontaine	Trip		Website	6/18/19 4:27 PM AT	What is this? The SCREW OVER TUCSON FREEWAY? Was anyone from Tucson get any say in this? What is our good for nothing City Council saying? Hopefully they recognize bovine excrement when they see it.....	GlobalTopic_1		I- 1739 -1

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Fontanilla	Joan		Oral	5/11/19 1:00 AM AT	<p>MS. JOAN FONTANILLA: My name is Joan Fontanilla. I live in Picture Rocks, which is part of Tucson. I do support, of course, the no build idea. I think that involving the railroad and other things could be studied. I don't know if you have already talked about special lanes for trucks. This exists in other states and countries, and it seems to work for them.</p> <p>As far as future growth, I think we need to think that more people will be working from their homes. There will be more artificial intelligence, whether we like it or not. There will be more drones, whether we like it or not. And a 30-year old friend said, "You're talking about 2040? Don't you think they're going to be flying cars by then?" Well, I don't know, and we don't know.</p> <p>But we do know that a lot of people use apps to get to places faster and more efficiently, and I think that that is something to be -- we don't have to consider that, but if we're saying that we will increase travel time from Nogales to Wickenburg by 25 minutes by doing nothing, what is 25 minutes in a period of from now until 2040?</p> <p>I think that maybe more young people should be involved in this study who have more out-of-the box thinking. I'm certainly not one of them. And they have a lot of ideas for conservation. And I don't say look to Europe, but they certainly are ahead of us.</p> <p>I think that's it. I just wanted to say those few little things. Thank you. And I know the study is wonderful, and you've done all of that. I certainly agree with everything that people have said, but I don't want to repeat all of that stuff.</p>	AC-6 and AC-9 and AC-3		I- 1444 -1
fontanilla	joan		Website	6/18/19 10:23 AM AT	Please CONSIDER all alternatives to I-11. Dedicated truck lanes, double decking on I-10, adding a lane to I-10, involving the railroad more intensely. Remember planning for the future based on past ideas needs to be thought through carefully. More drones, more people working from home, more I=A in all matters would most likely mitigate the "traffic" from Nogales. Please do not ruin forever the Avra Valley area with all its importance from indigenous artifacts to fragile flora and fauna. Many have already stated the case against the I-11 highway over and over, explicitly and well. I'm an ordinary citizen concerned about nature and our human future.	AC-9 and GlobalTopic_1 and AC-3		I- 1731 -1
Fookson	Jeffrey		Phone	7/08/19 1:00 AM AT	Yes, I'm calling, I'm a Tucson resident and I'm living in the foothills area and I'm calling to express my opposition to any freeway development in the area that 11 is being planned for. I think that it's far, far more important to maintain the Saguaro West and Ironwood and the impact on wild life, the economy would all be disastrous if the plans to build the road where to go through. My name is Jeffrey Fookson, phone number is XXX-XXX-XXXX. Thank you.	GlobalTopic_1, R-2, E-2 and BR-1		I- 3444 -1
Foote	Kevin		Website	7/08/19 8:55 PM AT	The idea to add this highway is a terrible idea. Tucson does not have a traffic problem. What it does have is beautiful surrounding landscapes that will be permanently ruined by the noise and environmental pollution that this highway will create, it will disrupt wildlife pathways and turn the treasure that is the Desert Museum into an industrial park.	GlobalTopic_1 and R-2		I- 3159 -1
Ford	Calvin		Website	6/19/19 1:53 PM AT	I support the purple alternative route between Phoenix and Tucson and feel that it will provide the most value with the least impact.	GlobalTopic_4		I- 1780 -1
Ford	Deseray		Website	4/19/19 12:51 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 179 -1
FORD	FRAN		Website	4/16/19 11:12 PM AT	This would be very sad if anything should disrupt &/or destroy this National Treasure! My folks would bring us (family of 5) here during Spring Break from Portland, OR starting in the 1950's. I have friends and family that live in AZ, and they take their kids hiking through this wonderful Park. It's just always been a very special place - very unique to say the least. Please save the Park for the many generations to come!!! Thank you. Fran	GlobalTopic_4 and R-2		I- 116 -1
Fordahl	Laura		Website	4/18/19 5:49 AM AT	I like the no build option. Sounds like a thru fare for the cartel to me.	GlobalTopic_4 and AC-6		I- 146 -1
Ford-Fyffe	Krystal		Website	5/11/19 1:15 PM AT	This is an awful idea it will destroy they beautiful serene desert and eventually cause more development along this highway destroying more of our beautiful desert that we need to protect. We already don't have enough water and more development make things worse which is what will follow if this i11 is built. Also it's totally unnecessary instead fix i10. Everyone complains about global warming well this doesn't help any adding more concrete makes it hotter. So no No and HELL NO! On i11 not like my opinion matters because greedy developers do as they please and have to money to buy politicians on both sides which is awful.	GlobalTopic_4 and LU-3		I- 774 -1
Foreman	Roger		Website	7/08/19 11:57 PM AT	<p>As someone who grew up in Tucson and has family living there still, I am deeply interested in seeing Arizona make wise choices for the future. The No-Build Alternative is the most responsible choice in this case, given that we already have more lane-miles than we can properly maintain. The funds in question could be directed toward any number of more pressing projects. Regardless, any future improvements should be made within the existing I-10 and I-19 rights of way. This strategy would enable future investments to benefit the largest number of residents while minimizing the damage to natural areas.</p> <p>Regarding the stated purpose of the I-11 project, building a brand new highway along a remote route is not the solution. Nearly all of the stated objectives can be better achieved either with no new construction or with investments along I-10 and I-19:</p> <p>Thank you for your time, and I hope these points will be taken seriously.</p>	AC-6 and and GlobalTopic_1		I- 3204 -1

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Foreman	Roger		Website	7/08/19 11:57 PM AT	<p>1. Provide a high-priority, high-capacity, access-controlled transportation corridor to serve population and employment growth</p> <p>This already exists within the study area, in the form of I-10 and I-19.</p> <p>2. Support improved regional mobility for people and goods to reduce congestion and improve travel efficiency</p> <p>This goal would be better served by expanding mass transit options, including higher-quality inter-city bus service (FlixBus has recently expanded into our market), shuttle service, and/or passenger rail. This would not only improve mobility and travel efficiency, but would also take cars off of the existing interstate—thereby reducing congestion. The "Preferred Alternative," because it bypasses Tucson, does not in fact serve as an alternative option for traffic between Tucson and Phoenix—thus rendering its ability to reduce this traffic negligible.</p> <p>3. Connect metropolitan areas and markets in the Intermountain West with Mexico and Canada through a continuous, high-capacity transportation corridor</p> <p>Again, this goal is accomplished by existing interstates from Nogales through Tucson and the Phoenix metropolitan area. The "Preferred Alternative" explicitly bypasses metropolitan areas and markets, rather than connecting them.</p> <p>4. Enhance access to the high-capacity transportation network to support economic vitality</p> <p>Economic vitality will be more effectively supported by investing in productive places, where those investments have the best chance of generating a return. Building a highway in the hope of spurring far-flung greenfield development ensures that the resulting development will be inefficient in its use of infrastructure. As a result, the cost of building and maintaining this infrastructure will sap a good portion of the economic vitality that could have otherwise accrued.</p> <p>5. Provide for alternate regional routes to facilitate efficient mobility for emergency evacuation and defense access</p> <p>This is the only purpose that the Preferred Alternative could actually address, but what sort of emergencies do we expect will require evacuation? Hurricanes? A nuclear meltdown? Are we anticipating a war with Mexico? Are any of these risks proportionate to the proposed investment, or might those resources be invested more effectively elsewhere—e.g., in maintaining the infrastructure we already depend on?</p>	GlobalTopic_1, GlobalTopic_4, AC-3, AC-9, E-1 and PN-1		I- 3204 -2
Foresight	James		Phone	6/14/19 1:00 AM AT	Hi this is James Foresight. I live in Marana, Arizona, actually in Avra Valley, Arizona and I'm calling about the I-11 study. I'm all for that. I hope you hurry up and get it through there, the sooner the better. If you have any questions, my phone number is area code XXX-XXX-XXXX. Thank you very much. Bye bye.	GlobalTopic_4		I- 2474 -1
Forsyth	James		Website	6/29/19 6:07 PM AT	I highly support the alternative route I-11 through Avra Valley. I-11 would spur development in Avra Valley and increase property values with no negative impact on the residence of Avra Valley. Thank you, Jim Forsyth resident of Avra Valley	GlobalTopic_4		I- 2217 -1
Fossum	Matt		Website	7/08/19 6:55 PM AT	Please do not build through Avra Valley! Use the existing ROW for I-10/I-19. Tucson will lose the economic benefits of vehicular traffic passing close to town and the environmental consequences will be too great.	GlobalTopic_4 and GlobalTopic_1		I- 3123 -1
Fossum	Matthew		Website	4/06/19 10:16 AM AT	Please do not build this through Avra Valley west of Tucson! Alternative orange through Tucson is the only viable option. The view west from Saguaro National park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park would be destroyed and replaced with the buzz of distant traffic. This is unacceptable. This is why people love Tucson. The wild deserts west of town. As you come west of town over Gates Pass that view is worth a billion dollars for generation after generation. All of that would be destroyed for an unneeded highway. The blue, purple, and green options (west of Tucson) are unacceptable. DO NOT BUILD THESE OPTIONS! You will meet fierce push back from Tucson residents. Absolutely unacceptable. Use the I-19 and I-10 ROW corridor that exists through Tucson. Please, for all the future.	GlobalTopic_1		I- 3 -1
Foster	Carol		Website	7/08/19 11:42 AM AT	The comment period is inadequate. I'm requesting that it be extended to the end of 2019. This project is too large and affects too many facets of our desert/transportation/environment to be rushed. I'm not convinced that enough study has been done, especially as demonstrated by the huge negative reaction by the public. We only get one desert area and once it's destroyed, can't be replaced.	GlobalTopic_4 and GlobalTopic_9		I- 2953 -1
Foster	Carol		Website	5/01/19 3:31 PM AT	<p>The following is a suggested comment. However, I must add my personal opinion as well: So many citizens of the affected area are out of town and travelling during the summer. MORE time must be allotted in order to give everyone a chance to comment.</p> <p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 371 -1
Fowler	Danielle		Website	7/05/19 1:53 PM AT	I own land close to the proposed interstate, and it would ruin my peace and quiet, with rd construction and increased traffic. And it would destroy the natural habitats for wildlife there.	LU-1, LU-3, N-1, BR-1		I- 2599 -1
Fowler	Lynn		Website	5/08/19 12:42 PM AT	I cannot understand why this is considered "preferred" - please reconsider the route. Also the comment period should be extended, so that community members have an opportunity to understand and weigh in on these plans.	GlobalTopic_1 and GlobalTopic_9		I- 641 -1
Fox	Joan		Website	7/08/19 11:17 AM AT	Please do not build a freeway over or near this beautiful pristine habitat God created and which is home to countless beautiful animals, birds, insects and plants as well as IRREPLACEABLE beauty and life. Honestly building here is one of the worst ideas, and I believe all of us would be better served by a route closer to areas that have already been built upon that are not pristine. We keep losing habitat, and the practice of destroying habitats is a short term sighted practice that is detrimental to all present and future lives. Thank you for reading my comment.	GlobalTopic_4 and LU-3 and BR-1		I- 2940 -1
Fox	Joan		Website	4/15/19 7:01 PM AT	Please delay the public hearing This proposed route through our most beautiful lands is a disaster	GlobalTopic_9		I- 68 -1
Fraijo	Angel		Phone	5/10/19 1:00 AM AT	I am calling to register as a speaker for the Saturday meeting at 11 a.m. until 4 p.m. in Marana in the Tucson Convention Center at from 3 to 8 p.m. Please put my name down. Call me at XXX-XXX-XXXX so I may be able to register. Thank you.	5/10/19 Called and spoke with Angel Fraijo. Registered him to speak at 11:11 a.m. in the Marana hearing.		I- 1000 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Frajo	Angel		Oral	5/11/19 1:00 AM AT	<p>MR. FRAJO: My name is Angel Frajo. I live in Picture Rocks. My address is XXXXXXXXXX, the intersection of Sandario and Mile Wide Road. I've lived there for 12 years. I see a lot of notations in the paper they gave me about why this should be here, but I don't see no references to the drug trafficking, the human trafficking, the bars and things that you're going to bring into my community by building this thing through here, because people with money are going to follow this, and you're going to develop a point to where we cannot sell our property because we have to tell the people that our property is under the jurisdiction for I-11. They won't buy it.</p> <p>I just mortgaged by home for \$100,000, building so my grandchildren could have something. I don't see why you people cannot circle through the cells just off the rez. There's a road there that has been used for years, and I as a young boy and a hunter would use that road to go out duck hunting. According to the map, it goes to I-10 and goes up into Wickenburg. Wickenburg, to me, is a place where there's nothing, nothing but a bunch of old farts like me trying to retire and die peacefully. Personally, I think Wickenburg is the one that's trying to get their land property values raised so that they can develop the land and start near Hidden Valley.</p> <p>People in Mexico that I know, I spoke to them. I was a contractor for 15 years. I got to know some wealthy people. I was down there and I talked to them. I said, what do you think about I-11, and he said -- they just laughed. They said I-11? Here we call it I-buey. I said, I-way? He goes, yeah, I-buey. I-way?</p> <p>No, I-buey, because the word buey in spanish means ox, an ignorant animal.</p> <p>You're spending millions of dollars on this research for something that I believe in my heart is not needed, and if it is, go to the state and get the land. Stay away from my small community. It's one of the few places left where you can live comfortably and not worry about crime, abduction, drugs, personal depression.</p> <p>Marriages are breaking up. Now you bring this into our lives? Why can't you reroute, like I said, through there? Why can't these people that are doing this research turn around and look for the land that's clear? If the rez don't let you get on it, then get it on state land. Just drive through there. You'll save millions.</p> <p>It just doesn't make any sense. Your highway right now, the blue runs through my property. Also, if you look into the fact that Alaska Gas has a pipeline that runs through there that's 36 inches around, 1,000 pounds per square inch, and the land that that pipeline comes through is no man's land -- they took a quarter of an acre of my property to put that pipeline through there. I didn't complain. I said if it has to be, it has to be, partly because I was working for over ten years. I hope you take this into consideration. I'm not leaving my home, people.</p>	GlobalTopic_1		I- 1418 -1
Fraker	Sara		Website	7/08/19 9:55 PM AT	I strongly OPPOSE the construction of this highway. It will disturb precious wilderness and habitat, which cannot be valued in dollar amounts or any other unit of economic production!! Protection of the Sonoran Desert, besides being necessary for tourism, is our environmental legacy and an obligation to future generations. Further fragmentation of this fragile ecosystem would be disastrous for our region!	GlobalTopic_4, BR-1 and E-2		I- 3179 -1
Frascella	Luigi		Website	5/21/19 8:34 PM AT	<p>I don't think anyone told the ADOT developers that there is a major aquifer recharge area in Avra Valley AZ., that is painfully close to the routes proposed for I-11 through Avra Valley.</p> <p>Also, there is a large housing development that one of the routes proposed cuts right across. What are the developers planning to do with the residents of the housing development?</p> <p>There are large portions of uninhabited land west of the proposed routes, what's the problem with planning a route away from peoples homes and fresh water?</p> <p>I understand that improvements to the existing highway system would be less of an impact, as well as be astronomically less expensive than plowing through peoples homes and destroying portions of our national parks.</p> <p>Therefore, I greatly oppose the routes through the Avra Valley area, please respect our way of life, our parks, and especially our health, the desert has very little decent water, this proposed highway route will destroy it!</p> <p>Ladies/gentlemen, please consider my thoughts on this issue, this is a horrible nightmare, my thoughts are my neighbors thoughts as well, Thank you very much!</p> <p>Luigi Frascella, Avra-west resident</p>	GlobalTopic_4 and GlobalTopic_1		I- 1058 -1
Fraser	Kathy		Email	6/02/19 1:00 AM AT	<p>I am emailing my opposition to the I-11 Corridor between Wickenburg and Nogales, instead of spending money to put more cars on the road, destroy habitat in a National Park we should be looking for ways to curb carbon emissions and offer alternatives to travel by car such as a rail system between Phoenix and Tucson. Arizona's environment is fragile let's protect it not destroy it.</p> <p>Thank you, Kathy Fraser Flagstaff</p>	GlobalTopic_4 and AQ-1 and AC-9 and LU-3		I- 1651 -1
Fraver	Jessica		Website	7/08/19 10:36 PM AT	The justification for I-11 is suspect at best. This project is more of the same in terms of an antiquated view of "progress", where few stand to make a lot of money from development of an area while most of us pay forever for the damage that is done to the environment plus the upkeep and security costs for infrastructure that we didn't want in the first place. The mitigation being proposed with the Preferred Alternative does not come close to making up for the permanent degradation to prime farmland, water supply and wildlife habit that will result from this project. What we really need in this area is an efficient, high speed public transportation option between Phoenix and Tucson. Please choose the No Build Alternative. Or bring back the Orange Alternative for consideration through the Avra Valley and Tucson area.	GlobalTopic_1, BR-1, WR-2, G-1, and AC-6		I- 3194 -1
Fraver	Jessica		Website	4/15/19 9:54 PM AT	Please extend the public comment period to 120 days.	GlobalTopic_9		I- 75 -1
Frazier	Pete & Yoshiko		Website	4/23/19 6:42 PM AT	My wife and I reside in the gated 55 community of CantaMia, a retirement community of over 1700 lots located at the southern end and west side of Estrella Parkway, between Estrella Parkway and Rainbow Valley Road, bounded at the North by Willis Road. One of the main proposed routes for I-11 runs along Rainbow Valley Road, less than 1/4 of a mile from the western boundary of our peaceful resort like residential community of single family homes, ranging in price from \$200,000 to \$400,000 2019 dollars. To have a major Federal Interstate Highway designed for substantial truck traffic from the Mexico border to Las Vegas, NV traversing right next to our community would be a great disservice to a large population of senior citizens. It would reduce our property values and resale or new sale potential tremendously and eliminate the intended resort style quiet, safe environment of this beautiful community. Since there are several other proposed routes for I-11 in much more secluded and less populated areas, that would have little to no impact on existing populations and communities, there is absolutely no reason to select this route. We urge ADOT and FHWA to eliminate the Rainbow Valley proposed route completely from consideration for the I-10 Freeway. Thank you.	GlobalTopic_2		I- 267 -1

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Freed	Jesse		Website	6/22/19 6:47 PM AT	<p>Under suspicion that a camel's nose or even a trojan horse is attempting to enter the Avra Valley, disguised among the abundant "mitigations" (i.e., false assurances) with which this document is jam-packed, I note with alarm these statements regarding the possibility (inevitability?) of a Class I (i.e., heavy freight) railroad, as well as a line of transmission pylons along the chosen Avra Valley route, which is referred to as "multimodal" throughout the document:</p> <p>1) "As I-11 is intended to extend from Mexico to Canada, highway, rail and utilities may be located in the same corridor. The analysis in this Draft Tier 1 EIS considers available space within an assumed typical cross-section—space that may be used for rail or utility co-location if this infrastructure is implemented in the future."</p> <p>2) Mention is made of meetings with utility providers, who "indicated that no long-range utility or energy plans currently exist, nor do utility or energy expansion needs exist." But immediately, ADOT ripostes with "However, long-term flexibility of a common or consolidated corridor should be considered."</p> <p>3) Mention is made of meetings with Class I railroads, who indicated that freight capacity is already well-established by recent rail expansions. Despite this, ADOT persists in its multimodal dream: "FHWA and ADOT will continue to coordinate with stakeholders to ensure that a multimodal facility (i.e., rail and utility) is allowable within the I-11 Corridor in the future, to the maximum extent feasible."</p> <p>The National Park Service seems to be similarly concerned about co-location of rail and utilities along the selected corridor: The NPS "Requests that an analysis of impacts from additional facilities, such as freight rail, passenger rail, and utilities be utilized as part of the current process in determining routes. Strongly prefer that I-11 utilize the existing I-10 corridor". Bottom line - if all the contortionist tricks in your magician's manual can barely thread a highway through this priceless area, how could any maneuver short of scorched earth squeeze in freight trains and power lines too? Please be reasonable - don't even start down this destructive path through Avra Valley.</p>	GlobalTopic_1 and AC-9		I- 1969 -1
Friez	Carol		Website	7/07/19 9:43 AM AT	If the members of City Council lived in Cantamia would they have voted for I-11 to come by here. I LIVE HERE and my husband has C.O.P.D. the trucks would be terrible for him. It's time the leaders in Goodyear stop thinking about money and start thinking about the people who live here.	GlobalTopic_4 and GlobalTopic_2		I- 2725 -1
Frischmann	Gail		Website	4/19/19 10:29 AM AT	Being a resident of CantaMia at Estrella Mountain Ranch I certainly do not wish to have a major highway running past my subdivision. There is enough dust coming from the Estrella Mountains without having all the noise, smell and litter from the traffic that will be using this route. The Blue alternative is definitely NOT wanted. I prefer the Orange alternative which keeps it further west and south of this residential area. One of the beauties of this area is the untouched wilderness of the Estrella Mountain. It is one thing to purchase near an airport and then complain, but to purchase because of the quiet and beauty and then have someone run a road through is just not right!	GlobalTopic_2		I- 176 -1
Frisella	Michele		Website	4/15/19 4:35 PM AT	I request an extension of the public comment period for this project, from 56 days to 120 days. Making the new deadline for comment, September 28, 2019.	GlobalTopic_9		I- 60 -1
Fritz	George		Website	5/09/19 7:37 PM AT	I am opposed to the construction of the i-11 at all. The planet is warming at an alarming rate and species diversity is plummeting. Building new freeways will only exacerbate this situation. We should be looking to alternative transportation modes and local economies, not more cars, more trucks, more roads.	GlobalTopic_4		I- 718 -1
Fritzche	Katya		Oral	5/11/19 1:00 AM AT	<p>MS. KATYA FRITZCHE: Hi. My name is Katya Fritzche. I am a resident of Tucson. I also am an accountant, so I look at numbers all day. I think about what -- the balance of money. When you invest in things, what is the outcome? And I feel that this bypass route that would change the route for 46 miles does not make sense from a conservative point of view. It has financially and environmentally a huge impact, and also a residential impact.</p> <p>The 46 miles would have a huge cost for CAP water, the easements through people's properties, and future degradation of the valley that is really quite untouched, besides small roads, and also mainly tourists.</p> <p>I just read in the New York Times' travel section a four-page layout for the Saguaro Desert that we have. That is a huge draw to Tucson. And by creating a highway through the National Park, it would create a degradation for the animals and for the environment. These things are not undone.</p> <p>The natural aspect of Tucson, Pima County, is what draws tourists. I live in Tucson. I live downtown. I meet people all the time. And it is because of nature that people come. The University of Arizona, the museum, everything else is secondary to the nature.</p> <p>That is what draws people to Canyon Ranch, Star Pass. And I think if we take that resource away, we are losing our resources, and with a highway, we would be degrading our resources.</p> <p>And I feel that we need to be able to conserve, as a consolation, what our resources are, and also financially, because this is a huge cost. The cost to getting easements for a huge amount of residents, from property owners, as well as the CAP water is huge. The aquifer -- all of the water that comes from Tucson is there. That is a huge financial burden.</p> <p>I drive I-10 all the time. I used to live in Seattle a long time ago. I-5 was the only way to get from Canada to California, and it literally went in two lanes to Seattle. So we have a much bigger stake here.</p>	GlobalTopic_1 and LU-3 and R-2 and WR-2		I- 1417 -1
Fritzsche	Katja		Phone	5/07/19 1:00 AM AT	Yes, I would like to speak at the May 11th meeting regarding I-11 study. This would be at the Marana High School May 11th 11 through 4 p.m. My name is Katja. My number is XXX-XXX-XXXX. Thank you.	5/10/19 Called and spoke with Katja Fritzsche. Registered her to speak at 11:03 a.m. in the Marana hearing.		I- 999 -1
Frost	Jenifer		Website	5/11/19 12:13 PM AT	I believe this proposed I-11 corridor is a complete waste of tax payers money it is not needed, will take revenue away from the city of Tucson, and take homes from many people and animals of our community. not to mention ruin the beautiful desert landscape that our great state is known for	GlobalTopic_1 and E-1		I- 761 -1
Fuchs	Amy		Website	7/08/19 4:47 PM AT	<p>Only a foolhardy government butchers the things that make it special. The residents of Avra Valley live lightly on the land, from the volume of paved area to the lights at night. We enjoy stargazing and watching the lifecycle of the animals and plants in a remarkably untouched oasis. The visitors come for the purity of the surroundings of the national park and Desert Museum. A highway would ruin the quiet, the safety, and the darkness. It would disrupt animal migration patterns. It would endanger the enjoyment of the national park and wreck the Desert Museum. It wouldn't bring economic improvement, since the whole point is to bypass all the businesses of Tucson.</p> <p>A highway would devastate the Avra Valley, for animals and humans alike.</p> <p>The untouched desert is rare and precious, and there are so many other places to stick a highway that are already disrupted. Don't wreck something so special.</p>	GlobalTopic_1, E-1, E-2, BR-7, V-1		I- 3069 -1

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Fuchs	Thomas		Website	5/20/19 11:51 AM AT	I oppose the suggested alternative that routes I-11 through Avra Valley and by Picture Rocks. This will create a tremendous negative impact on a near-pristine desert environment, one of the things that makes Tucson so special. It will be a huge mistake and can't be undone. It would be much better to: A) Move truck traffic to use rail instead	GlobalTopic_1 and AC-9		I- 1044 -1
Fuchs	Thomas		Website	5/20/19 11:51 AM AT	B) Extend the existing I-10 corridor to better serve the businesses that are in Tucson proper; there's literally nothing out in Avra Valley and Picture Rocks, so the road would only attract endless through traffic with no economic benefit. It's unfathomable that this beautiful valley should be destroyed by a hugely expensive highway that is simply not needed.	GlobalTopic_1		I- 1044 -2
Fuller	Judy		Hand Written	5/11/19 1:00 AM AT	I think they should study Europe and the way they value their land and animal life. I vote no because we have no values on land and wildlife. Try to fix the railroad system that we have and catch up with other countries. So I vote no to it!	GlobalTopic_4, BR-1 and AC-9	Fuller_J_I2397	I- 2397 -1
Fulton	Christine		Website	5/14/19 9:06 AM AT	Stop using roundabouts, they are too dangerous for high speed traffic! You have to project overpasses and offramps in the cost!	GlobalTopic_4		I- 899 -1
Funk	Roger		Website	5/05/19 2:12 PM AT	The Avra Valley alternative would be a disaster that could never be adequately mitigated. The negative impacts on wildlife, human communities, and major tourist attractions, in particular the Sonoran Desert Museum, would be enormous. It is heartbreaking to contemplate when one considers the relatively low cost and low impact of I-10 enhancements, including such zero cost options as inducing trucks to travel at night.	GlobalTopic_1		I- 539 -1
Furnier	Glenn		Website	5/23/19 5:03 PM AT	I am writing to support the NO BUILD option of the Interstate 11 Draft Tier 1 Environmental Impact Statement. I-11 is simply an unnecessary large expenditure of our tax dollars. I have driven between Tucson and Las Vegas many times and have not had difficulty with the existing routes, taking either I-10 and US-60 or the Phoenix bypass of I-10, I-8, AZ-85, I-10, Loop 303, and US 60. With the completion of the South Mountain Freeway and Loop 303 and the widening of I-10 between Tucson and Phoenix, we will have the even easier route of I-10, South Mountain Freeway, I-10, Loop 303, and US 60. The proposed I-11 duplicates this. Perhaps the new I-11 route would make this trip marginally quicker, but it is not worth the billions of dollars it will cost at a time when those resources are desperately needed elsewhere. We are not spending enough on maintenance of the highways we already have. This is no time to be constructing another highway that we will not have money to maintain. It would be better to dedicate our highway money to maintaining our existing system. The Avra Valley is a very sensitive area because of its proximity to Saguaro National Park and Ironwood Forest National Monument. Sonoran Desert National Monument is also a sensitive area. Wildlife travels outside these parks and monuments to migrate to other habitat. I-11 would be a lethal obstacle that a few wildlife crossings cannot surmount. The noise and light pollution generated by I-11 and the urban sprawl it fosters will also damage the quality of habitat in these parks and monuments. We should avoid placing any new highways near these resources. Part of the justification for I-11 is projections of increased traffic volume. These predictions are notoriously inaccurate. The 2008 recession showed the unreliability of ADOT's own predictions. In Tucson, we have experienced a similar situation with a project to widen Broadway Boulevard, which was justified based on traffic volume projections that history has now shown to be wildly inflated. Projected increasing truck traffic along a CANAMEX Corridor has been used to justify I-11. This assumes a steady increase in trade along this route. President Trump has recently acted to reduce trade with Mexico and Canada and instead promote production within the USA for domestic consumption. Rewriting NAFTA to reduce imports to the USA and applying tariffs to Mexican tomato imports are actions that will reduce, not increase, truck traffic along this corridor. Recent advances in automated long-haul trucking, such as the new trucks being tested by Tucson's TuSimple, will allow existing freeways to safely accommodate higher truck traffic volumes without increasing the amount of pavement. Thank you for considering my comments on the Interstate 11 Draft Tier 1 Environmental Impact Statement.	AC-6 and AC-7 and GlobalTopic_1, LU-3		I- 1078 -1
Furnier	Glenn		Website	5/23/19 5:03 PM AT	The proposed I-11 routes will also promote urban sprawl, creating commercial and residential development away from the centers of Phoenix and Tucson. It is more expensive to provide basic services to these new areas of sprawl than to infill development within our existing cities. This also results in much larger areas of pavement, exacerbating our existing urban heat island effect and spreading it over a much larger area. A hotter Arizona summer is not something we need. This sprawl will also destroy farmland and desert habitat. The proposed I-11 will be very costly to build and maintain, at a time when Arizona does not seem to be able to fund maintenance of our existing road infrastructure. I-11 will generate large amounts of economically and environmentally damaging urban sprawl. It will also threaten the ecological integrity of several national parks and monuments. In a state that prides itself on fiscal conservatism and responsibility, I-11 would be a big-government boondoggle. Given the great uncertainty of the need, the high economic cost, the great potential for environmental damage, the only sensible action is to choose the NO BUILD option.	GlobalTopic_4 and LU-3 and G-1 and AQ-2		I- 1078 -2
G	C		Mail	7/08/19 1:00 AM AT	The construction of I-11 would be devastating for Tucson for a number of reasons. 2) The majority of Tucsonans treasure open spaces, including Avra Valley. This would completely destroy specific parts of the environment. Getting rid of biodiversity end endangering the livelihood of animals who inhabit Avra Valley.	GlobalTopic_1	G_C_I3533	I- 3533 -1
G	C		Mail	7/08/19 1:00 AM AT	3) I-11 would be built right next to the aquifers that Tucson so desperately relies upon. An environmental disaster could potentially contaminate the water. This is the desert. Endangering our water supply isn't only dangerous but plain stupid.	GlobalTopic_1, WR-2		I- 3533 -2
G	C		Mail	7/08/19 1:00 AM AT	1) Traffic would no longer stop in Tucson to use our restaurants, gas stations, hotels, retail outlets, the growing downtown district, in addition to virtually all other sectors. If traffic completely bypasses Tucson it would likely be the economic decline of our city. 4) With I-19 and I-10 so close to Tucson it only makes sense to co-locate I-11 along these routes: keepings economic activity in Tucson. Additionally creating I-11 along the Avra Valley would cost \$3.4 Billion more. Money that could be used for education, infrastructure improvements, and other sensible public works projects.	GlobalTopic_1, E-1, and AC-7		I- 3533 -3
G	C		Mail	7/08/19 1:00 AM AT	5) The construction of I-11 would significantly reduce the effectiveness of Kitt Peak, a world renowned research institution. A research institution that has provided jobs for the astronomy industry (UA Optics Industry) and tourism.	V-1 and GlobalTopic_1		I- 3533 -4
G	Rob		Website	6/20/19 4:57 AM AT	TELL THE LIBERAL, SELF SERVING TUCSON CITY COUNCIL TO POUND SAND!!! BUILD IT!!!!!!!	GlobalTopic_4		I- 1829 -1

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Gabriele	Mary		Website	7/08/19 12:47 AM AT	NO NO NO TO IT THIS IS THE TRUTH DO NOT BE EVIL AND DESTROY THE EARTH AND JUST BE GREEDY EVIL CORPORATE AUTOMATONS "ADOT's preferred route, across great stretches of undeveloped land, would visit destruction on scores of thousands of acres of prime Sonoran Desert land. Much of the Tucson stretch lies adjacent to Saguaro National Park and Tucson Mountain Parks. Although the plan overlooks the fact, I-11 would also isolate Ironwood Forest National Monument, which at least some members of the Trump Department of Interior have made efforts to decommission, the better to privatize it and make some of that longed-for money. Says Kevin Dahl of the National Parks Conservation Association and a longtime environmental activist, "Improving I-19 and I-10 through Tucson would be so much more beneficial to our community's transportation needs than a new freeway in a location and direction that almost no one in Pima County needs to travel..."	GlobalTopic_1		I- 2896 -1
Gabrielson	Kent		Oral	4/29/19 1:00 AM AT	MR. KENT GABRIELSON: Good evening. I'm Kent Gabrielson. And I'm one of the new guys in the Buckeye area. I live out at 279th Avenue and Hazen. And my son also has a lot, will be building a house there right close to me. And when we bought those lots, we did our research, and we saw the orange and the existing routes, not this blue line. Okay? And all of a sudden we have this blue line. And what struck me is when I was sitting on there watching the presentation, it's like you decided to pinpoint the -- the criteria for the route. All right? To nail it right to the head. Because everything was trying to sell us that, oh, it does this, and it does this, and it does this. But the cost by not using the existing corridors is just prohibitive. And the impact on all of the houses that I just built with my own hands is too much to bear. So, please, go with the orange or the green line. Thank you.	GlobalTopic_2 and GlobalTopic_5		I- 1179 -1
Gage	Andrew		Website	6/16/19 1:21 PM AT	Wouldn't it be much better and money well spent to build the long awaited commuter railway between Phoenix and Tucson? Perhaps one that offers ferry cars for transporting riders' vehicles, as is being done elsewhere? Such a plan could expand on the existing railway right of way instead of having to acquire right of way permits and risk encroaching on wildlife corridors and refuges. THAT is what Southern Arizona needs, NOT another road for people to pile up on. And having a commuter rail will ease the burden for trucks on the I-10.	AC-9 and GlobalTopic_4		I- 1584 -1
Galipeau	Laura		Website	6/19/19 7:34 AM AT	The cost of this project from Nogales around the Tucson corridor is billions above the cost of widening and improving I-19 and I-10. Before any additional freeways are built the existing freeway system needs to be expanded and repaired. It is a colossal waste of the tax payers monies to do otherwise. The failure to address the overwhelming lack of support by the people is cause for concern and wondering who and what is really benefiting from this unnecessary project.	GlobalTopic_1, AC-4, AC-7		I- 1751 -1
Gallivan	Heather		Website	7/07/19 5:15 PM AT	The public comment period of 56 days for this project is way too short and should be extended by 120 days to September 28, 2019. The current allotted time (less than 2-months) gives members of the public neither sufficient time to learn about the existence of the project, nor to thoroughly review and evaluate the Draft Environmental Impact Statement in order to provide informed comments, including the "alternative or mitigation measures" and environmental impact analyses requested. This project will undoubtedly have negative consequences for hundreds of thousands of acres of federally protected lands, local open spaces, and private property, not to mention wildlife. In addition, it will negatively impact the long-term economic growth of the Tucson metropolitan area, given that the city's greatest asset in attracting newcomers is the very beauty and recreational utility of the mountain environs that this project will devastate.	GlobalTopic_1 and GlobalTopic_9 and E-1		I- 2821 -1
Gambone	Sandra		Website	5/08/19 9:00 PM AT	This project will have a major negative impact on the environment and way of living. Highway noise will be disturbing to wildlife, and will also negatively impact business at Old Tucson Studios, both tourist business, as well as filming business, and the Desert Museum. This will have a major negative impact on the Saguaro National Park. How can anyone think it is OK to destroy the environment like this?	GlobalTopic_1		I- 677 -1
GANS	chris		Website	5/13/19 9:44 AM AT	TEARING UP THE DESERT AND PEOPLES LIVES TO MOVE VEHICLES IS INAPPROPRIATE. THE COST TO OUR ENVIRONMENT IS IRREVERSIBLE. DOUBLE UP THE I 19 AND I 10 ROADWAYS AND STOP DESTROYING OUR FRAGILE NATURAL ENVIRONMENT. [Attachment: Press Release]	GlobalTopic_1	Gans_C_1862	I- 862 -1
Garcia	Cassandra		Website	5/06/19 10:56 AM AT	We have purchased land and have recently began the design process on what is supposed to be our "forever home" in the proposed area of I-11. The people and homes that would possibly be affected by this highway construction are in a different situation than most home owners. We would like ADOT and FHWA to understand that this area in Buckeye is not tract housing in which a large company quickly threw up the same repeated models in a given area. So much consideration goes into building a custom home. From picking the land itself, the layout of the floor plan and which way the home faces while considering sun exposure, to choosing materials such as windows and insulation with the thought of longevity and investment in mind. The homes here have been meticulously planned and constructed per every family's individual needs, and they could never leave and find a home on the market that would effectively replace that. Many have large animals such as horses and cows, which adds to the impossibility of finding another property suited for first a displaced family, but also livestock on top of that. The area continues to hold its value because of the aforementioned qualities, and that will be threatened if you choose to put a freeway in some of their backyards while others stand to be demolished. The proposed route that we feel would affect this specific area the least is the orange alternative, already using the I-10 and SR-85. We hope that ADOT and FHWA will make a fair decision that affects people and their homes the least while considering the entire length of I-11.	GlobalTopic_4 and LU-2		I- 556 -1
Garcia	Karen		Website	6/16/19 3:26 PM AT	Do not build, but find other options. Reasons against building I-11: the desert, it's wildlife, Arizona Sonoran Desert Museum, Kitt Peak. We don't want the traffic, the noise, the growth. We live our desert the way it is. We love the views. We cherish the wildlife here, as well as the dark night sky and stargazing.	GlobalTopic_4		I- 1592 -1
Garcia	Margot		Website	7/04/19 4:50 PM AT	I support using the existing corridor between Marana and Nogales. I oppose going through the Avra Valley, It would open up a new area to more intensive development. This would harm wildlife habitat, and impact the current residents' quality of life. It could threaten the water quality of the CAP canal water, especially since it is looking at a route that parallels the canal. It would dramatically change the views from both Saguaro National Park West and Sonoran-Desert Museum, both are economically important to the region. While it is important to have good transportation routes for the goods flowing from Mexico into the US and vice versa, I don't see large freeways as the transportation method of the future. The Eisenhower era of building freeways is over and we are living with the results of sprawl engendered by such highways. They had a purpose and were good for many years. I have driven on many of them, but I do not see it as the future of transportation, especially as we try to get a handle on climate change. Keep the corridor along the existing route in southern Arizona. Thank you. Margot Garcia, PhD, FAICP	GlobalTopic_1 and LU-3 and LU-5 and WR-1		I- 2569 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gardner	Brandon		Website	4/29/19 9:12 PM AT	The recommended alternative (blue) route affects our family directly. Our property is close enough to this route that it would affect our livelihood, our property value, and our standard of living. Also, existing businesses would be affected, as well as grandfathered family land in Buckeye and other towns would be affected. The compensation given would not offset the benefits to the route and the families affected. I suggest using the alternative orange route, or a combination of the orange and green route (orange utilizing I-10 and SR-85 and then utilizing the green portion for the southern half.) the least impactful route would be the orange route. I assume this is the best means to go by affecting the least amount of people and still providing the route needed. Furthermore, there should be other routes outside the blue recommended route that could be used and more beneficial, without impacting the amount of people that will be impacted. These should be looked into if this is the preferred direction. I am very against the recommended route as it affects the most amount of people, whereas other routes affect the least amount of people and environment. The orange route already has existing infrastructure that could be improved and would save money on the project.	GlobalTopic_2 and GlobalTopic_5		I- 340 -1
Gardner	Donna		Website	4/29/19 9:11 PM AT	The blue recommended alternative route affects several family businesses, agriculture businesses and households. This route will affect my family and I. My family and I are currently located 400 ft from the corridor, our home would not be acquired due to being outside of the corridor. My husband and I do not want to be located next to a freeway, this would affect several aspects of my family's life. This route would not be of benefit to several individuals that would be affected. Seeing that the orange alternative route is on an existing highway this has less of an impact on agriculture, businesses and households. In conclusion, I recommend the orange alternative route.	GlobalTopic_4, GlobalTopic_2, and AC-1		I- 339 -1
Gardner	Forest		Website	7/07/19 3:30 PM AT	Hello, I am a resident of Southwest Tucson and I would like to express my opposition to the Purple and Green alternatives presented by the Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation, as well as my support of the Orange alternative. I do not believe the statement adequately identifies the impact of the suburban population shift that the Purple and Green alternatives would encourage across the western part of Tucson. There can only be a subsequent decrease in the existing habitat and ecosystem from the resulting increased population to the area because of new accessibility afforded by the Purple and Green alternatives. To it's credit, the evaluation does mention some more immediate specific negative impacts caused by the Purple or Green alternatives. Examples include the substantial increase in noise, pollution, visual impact on protected areas like Saguaro National Park West, as well as the high impact on the Pima Pineapple Cactus. To my mind, however, the potential benefits do not in any way outweigh most of these impacts. Regardless, as far as I can tell, the evaluation fails to address the additional repercussions of the increased human population which is a necessary result of the corridor. Also, while the evaluation lists that it has impact upon low income minority groups, it fails to properly contextualize the exploitation of these households' inability to afford a significant legal challenge (funny how these corridors never seem to go through affluent areas isn't it?). These omissions are of particular concern to me. I do however recognize that with the incredible population growth happening west of Phoenix along I-10, that adequate avenues of commerce and security should be afforded to the people that do and will live there. I believe the Orange alternative is the best compromise between not addressing the needs of those people and not respecting the host of detrimental impacts the Purple or Green alternatives represent. Thank you, Forest Gardner	GlobalTopic_1 and LU-3 and BR-1 and N-1 and V-1 and R-2 and EJ-1		I- 2802 -1
Gardner	Helen		Website	4/12/19 10:26 AM AT	The placement of interstate 11 through Avra Valley is complete environmental destruction. It will create an island effect for Saguaro National Park west and Tucson Mountain Park which will eliminate their diversity and biological future. When the CAP was put in years ago miles were put underground to create wildlife corridors. If this unneeded plan goes forward many miles of wildlife crossing have to be put in. There has been a lot of work done on I 10 that will accommodate future travel. With the current administration's negative view on trade with Mexico there may be no future need for any new travel. The proposed route needs to be re-thought and moved out of Avra Valley.	GlobalTopic_1		I- 30 -1
Gardner	Tiffany		Email	6/24/19 1:00 AM AT	Hello, I am writing to provide comments on the proposed I-11 corridor. As a homeowner in SW Tucson, I am very concerned about the proximity of the (blue and purple) paths of the proposed interstate to Saguaro National Park West and Tucson Mountain Park. These parks are meant to be sanctuaries for flora and fauna and we are among the many people who enjoy hiking in the peace and quiet of these reserves. A highway or freeway hugging the Tucson Mountains will shatter that tranquility and the clean air will be infused with automotive exhaust, with a significant amount of diesel emissions from shipping trucks. Wildlife corridors will be rendered useless. The environmental impact is enormous and negative. This is not acceptable. Sincerely, Tiffany Gardner SW Tucson	GlobalTopic_1, R-2, BR-1, AQ-1, and BR-2		I- 3289 -1
Gardner	Tiffany		Email	6/24/19 1:00 AM AT	These same exhaust emissions will befool the clean air at our nearby home. I lived very close to a freeway for 17 years and was bothered by the noise and air pollution. After moving to Tucson and building my home that backs onto the desert, I appreciate every day how clean and clear the air is in our neighborhood. I compare it to the smog I see down in the valley as I head east toward Tucson and I'm glad that we traded convenience for healthier air and a quiet, peaceful setting. A new interstate at this higher elevation will create a new source of air pollution that will be hemmed in by the Tucson Mountains and will adversely affect all of the residents living in the area.	GlobalTopic_4, GlobalTopic_1 and AQ-1		I- 3289 -2
Gardner	Tiffany		Email	6/24/19 1:00 AM AT	We travel several days per week on I-19 to Green Valley for our business and rarely see an unreasonable amount of traffic (except due to road work delays); the drive is usually wide-open, smooth sailing. Let's be smart about this and instead of pouring millions (or even billions) of dollars into a new interstate, let's improve our existing highways to better accommodate projected traffic loads. Most or all of I-19 has a large natural median that could accommodate additional lanes if necessary, for a start. This new interstate will largely benefit companies who transport goods, whose trucks are passing through. It is the taxpayers and people who live in the western reaches of Tucson and Sahaurita who will suffer the negative effects and see no positives. Let's work with what we have instead of displacing and harming countless residents and decimating beloved natural parks and desert. My family and I stand with the Tucson City Council in supporting the "No-Build" option for I-11 in Southern Arizona.	GlobalTopic_1, AC-7, and PN-3		I- 3289 -3
Garmany	Catharine		Website	5/12/19 12:38 PM AT	As a private citizen, and scientist, I have great concern about the impact of the I11 project on biodiversity and its contribution to climate change. No matter what is said about mitigating the effect of this roadway, there will be growth associated with it, in an area that currently is still fairly wild. If as humans, we cannot see the danger we present to all life on earth, starting with our immediate surrounds, we are doomed to watch life on this planet suffer extinction. I oppose this construction project. Expand existing I 10 as an alternative.	GlobalTopic_4, GlobalTopic_1, BR-7 and AQ-2		I- 821 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Garmong	Rich		Oral	4/29/19 1:00 AM AT	<p>MR. RICH GARMONG: Well, thank you. Yes, my name is Rich Garmong. And I am a new resident in this community. I live in the Cantania area. I, unfortunately, came from an area in the Seattle area that has undergone much of this type of process, where overgrowth, overdevelopment and overexpansion by infrastructure, I think you would call it, has destroyed many of the rural communities, especially in the valleys that I grew up in, in the home of River Valley and down the valley.</p> <p>I hate to see this coming this direction, because it's doing exactly what has happened up there, creating that type of sprawl. Now, yes, I understand that I am a part of those who are expanding the community. But I came here for a reason, a reason for peace and quiet. That it's why I moved to the Cantania area where I was as far as away from the I-10 as I could get. It just now seems like it wants to follow me up the hill. And that's not exactly how I want to live my life.</p> <p>I spent 27 years in the military. And one of the things I see in your pamphlet is this discussion of national defense. I don't think that's a good argument. I know what the military does. I was in transportation and distribution for a long time. And they spend most of their time in the air getting ready to go. There's not going to be on routes on the ground. And if they do, they'll plan the routes using military, police, or the local law enforcement agencies.</p> <p>So that argument doesn't work for me. It never has. Bottom line is: You're choosing to go with the blue route versus using existing infrastructure is going to cost this community millions and millions of dollars. Individually, we could lose our properties. We could lose the cost of your value properties. And nothing more, we could lose our way of life and our peace of mind.</p> <p>I encourage you to use existing routes and expand on those routes to make them more functional and stop trying to put people out on the streets. So thank you for your time.</p>	GlobalTopic_4 and LU-3 and PN-1		I- 1176 -1
GARMONG	Richard		Website	4/24/19 2:26 PM AT	As a home owner in the Canta Mia Development of Estrella Mountain Ranch and one of the house that would be directly affected by the noise from a freeway that close to our property, I am not in favor of the Blue preferred route. Not only is it close to our home it also is the most destructive and disruptive route to all of the rainbow valley residents and farms. the optional Green route that parallels the BLM 800 does much less of that. while the need for improved transportation options and volume may be important so is the quality of life for those of us in the path of this project and constant traffic noise from a freeway less than a quarter of a mile from my back yard does not improve my quality of life.	GlobalTopic_2		I- 277 -1
Garrett	Meegan		Website	7/06/19 5:25 PM AT	Interstate-11 would have a devastating impact on Avra and Altar valley areas , destroying the flora and fauna in the Saguaro National Monument and In the Iron Wood National Monument. There are several species of animals and plants that live in the Saguaro and Iron Wood National Monuments that do not live anywhere else in the world. Interstate 11 would run right through small communities and disrupt a way of life that is peaceful, it would bring noises and air pollution, also the interstate would create rain water run off that could be polluted by vehicle fuel . We already have Interstate 10 that is more than adequate and this would keep people coming into Tucson and help the local economy. Instead of destroying the beautiful Saguaro National Monument and all of its inhabitants think about it! Would you want this Interstate in your backyard. M. G.	GobalTopic_1 and LU-3 and R-2 and BR-1		I- 2671 -1
Garrett	Susan		Website	7/02/19 3:52 PM AT	Absolutely do not want this project to proceed!! Devastating to home owners, wildlife and general environment. Not NEEDED!	GlobalTopic_4		I- 2325 -1
Gatz	Robert		Website	6/19/19 10:29 AM AT	Rather than add more expense and road maintenance we need to take care of what we already have. This along with the environmental impact should be enough to by-pass this pr0posed project	AC-7		I- 1768 -1
Gaude	Kelsey		Website	5/30/19 3:32 PM AT	<p>I have issues with this proposal because there is no future thinking or innovation in regards to alternative transportation for people and products.</p> <p>If there were more public transportation options from north to south travel there would be less single passenger cars on the road freeing the roads more for product movement. The only options are a few charter buses that offer such travel options (which are limited in locations services, times, etc). If there were more investment in improved transportation technology there wouldn't be a need for a corridor alternative.</p> <p>This plan incentives single passenger cars and will negatively impact the surrounding environment especially since the proposal goes right through Saguaro National Park. Saguaros are extremely unique to the American South West and especially AZ. It seems risky to put a road through a national treasure. Not only because of the land that will be subjugated but the long term impact of GOH on the surrounding park area.</p>	AC-9 and AC-3 and R-2		I- 1218 -1
Gebelle	Wyatt		Website	7/08/19 8:50 PM AT	It's destroying the Sonoran desert. It's not good for the entertainment. We don't have enough resources to support the amount of growth a new highway will bring.	GlobalTopic_4		I- 3157 -1
Geddes	Michael		Website	5/09/19 7:58 AM AT	<p>Please do not build I-11. Widen/enlarge I-19 & I-10 instead.</p> <p>Let's keep our rural areas rural (at least as much as is still possible): wide open, free from the noise & pollution of an interstate freeway, not hindering the flow of wildlife.</p> <p>I've lived in Tucson for 30 years now, having lived in Phx and LA—I much prefer the "Small-Big Town" feel that this town has. More interstate will only invite more sprawl west of the Tucson Mtns, bringing us one step closer to looking like the Phx area.</p>	GlobalTopic_1, LU-3		I- 695 -1
Geesey	Brenda		Website	6/30/19 4:36 PM AT	<p>As a Tucson resident living on the West Side of Tucson Mountain Park, I am particularly concerned about the Recommended Alternative's impacts to the scenic, wildlife, plant, and dark sky values in the Sahuarita to Marana section.</p> <p>While the Recommended Alternative technically avoids national parks and wilderness areas, there will still be impacts to Saguaro National Park, Tucson Mountain Park, and Ironwood Forest National Monument, including increased visitation to these parks. The EIS should provide more information on the potential impacts to these Parks for each alternative. In particular, the EIS should describe the impacts to the infrastructure of the parks (e.g., roads and trails) from increased visitation.</p> <p>I do not agree that the effects to scenery, wildlife, plants, and dark skies can be avoided or mitigated for the Recommended Alternative with Options C or D. The EIS should provide more detail about the effectiveness of proposed mitigation measures. Any impacts to the Tucson Mitigation Corridor are unacceptable.</p> <p>I support the No Build alternative because a new Interstate west of Tucson Mountain Park will permanently alter the quiet and wild character the residents here so highly value. Please keep me informed of future planning efforts. Thank you.</p>	GlobalTopic_1 and LU-3 and R-2 and LU-5 and AC-6		I- 2236 -1
Gefvert	Alan		Website	7/07/19 11:38 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2891 -1
Gehlen	Patricia		Website	6/22/19 3:30 PM AT	Instead of spending a lot of money to build I-11 and disrupt a lot of desert unnecessarily, please spend some money and improve I-10. This will allow Tucson's highway businesses to thrive and save the desert and the tax payers some money also	GlobalTopic_1 and E-1 and AC-7		I- 1964 -1
Gehring	Dale		Website	4/18/19 9:19 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 169 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Geiger	Holly		Oral	5/11/19 1:00 AM AT	<p>MS. HOLLY GEIGER: Good afternoon, gentlemen. My name is Holly Geiger. I also am a teacher for TUSD. I've owned four acres off of Sandario for the last 18 years. It was the peace and tranquility we were seeking to create for the sanctuary in the desert.</p> <p>For the following reasons, I implore you not to use the Avra Valley area for I-11. This plan destroys homes, many of them seniors that have served honorably in the Armed Forces for our country. It annihilates the ecosystems and the habitats of the countless wildlife and vegetation indigenous and unique to the Sonoran Desert, reeking havoc on the beauty of the Saguaro National Park West.</p> <p>It also devastates the skys and the lighting that help Kitt Peak make numerous astrological discoveries. Nonetheless, it would serve as another corridor for drug cartels and illegal entries into our state.</p> <p>Construction of this plan does not benefit Tucson financially or ecologically. Please set politics aside. I beseege you to find in your heart, not your greed, to use your professional creativity and innovative minds to design a plan using the current infrastructure, preserve the home tragic.</p>	GlobalTopic_1		I- 1459 -1
Geiger	Holly		Website	6/19/19 8:42 PM AT	Please use current infrastructure of 1-10 and don't destroy our current revenue structures of our beautiful unique desert.	GlobalTopic_1		I- 1807 -1
Geiger	Holly		Website	6/20/19 10:28 AM AT	I implore you use the current infrastructure on 1-10. Don't destroy the the Tucsonians treasured desert and unique environment.	GlobalTopic_4		I- 1845 -1
Geiger	Holly		Website	6/20/19 10:28 AM AT	I implore you to use the current infrastructure on 1-10. Don't destroy the the Tucsonians treasured desert and unique environment.	GlobalTopic_4		I- 1846 -1
Geiger	Holly		Website	4/24/19 7:59 PM AT	Please don't destroy Saguaro Nat'l Park West! This is what makes Southern AZ unique ! Nowhere else on Earth can you find this plant life. Phoenix don't destroy what Tucson has worked so hard to preserve. Build your own highways and leave us alone!	GlobalTopic_4, GlobalTopic_1 and R-2		I- 281 -1
Geivett	Tracy		Email	6/03/19 1:00 AM AT	<p>To whom it may concern, My husband and I stand with Vista Royale in that we would like the I-11 to be as far as possible from Wickenburg and consequently Vista Royale. We moved to Wickenburg to get away from the chaos of the city and everything this highway represents. With viable alternatives for this much needed bypass I fail to see why it should be so close to town and this particular neighborhood.</p> <p>Arguments for running it close to town do not hold water. For instance, one of the reasons I read for having it close was so people will get off the highway and shop. From personal experience this wouldn't be the case in my opinion. When we lived in Phoenix we always used the 93 to go to Las Vegas and we never once in 10 years of going to Las Vegas stopped in Wickenburg. People going to Las Vegas just want to get to Las Vegas. They don't want to stop in Wickenburg. They may have stopped at the McDonald's but they aren't venturing into Wickenburg proper. Having the highway so close to Wickenburg does nothing but create animosity among residents, lessens property value, and we will lose beautiful hiking, riding, and camping areas. With the desert disappearing so rapidly to over-development why would you want to add to that?</p> <p>With such a viable alternative as the VR Green Alternative why would you even consider the other options? The VR Green Alternative is win/win for everyone. Please consider this alternative for placement of the I-11.</p> <p>Thank you, Tracy Geivett Wickenburg resident since 2018</p>	GlobalTopic_4 and GlobalTopic_5		I- 1666 -1
Gelfand	JUDY		Website	4/20/19 10:37 PM AT	<p>I live in Sunrise Pointe, Green Valley, Arizona. This is a subdivision that backs up to the Frontage Road along I-19, and is between exits Continental Road and Canoa Road.</p> <p>The current highway noise level makes it all but impossible to sit in the backyard and enjoy anytime outdoors. I have a quite beautiful backyard that backs up to mesquite trees and wild oleanders, but it is unuseable because of the noise all day, every day. I am awakened at night by the increased noise of semi trucks bringing items up from Mexico. Many of my neighbors cannot sleep in the "back" masterbedrooms because of the noise--it keeps them awake. This is untenable...and now you all are projecting to widen that corridor and increase traffic.</p> <p>NO THANK YOU. I am aware of NIMBY and understand these highways need to be constructed in the most efficient and cost effective way possible. But please, we want to enjoy our homes that we have worked a lifetime to have to live in in our "old" age, and if you put in a larger highway, we won't be able to stay in them, yet alone do any entertaining or enjoying of our backyards. Our property values will totally tank, leaving us with no alternatives.</p> <p>Please consider this as if it were in YOUR backyard. Thank you for your consideration.</p>	N-1		I- 203 -1
Gentry	Blake		Email	5/08/19 1:00 AM AT	<p>There is limit to the position of the idea that more highways are needed to increase volumes of trade into and out of the US; the usual refrain is that they are absolutely necessary because free trade agreements demand more and more access. Or as is commonly expressed, "businesses" demand it.</p> <p>This type of highway that serves the profits of corporations, and not the general public, is a good reason to oppose the free trade agreements. We continue to receive tens of thousands of immigrants displaced from our "trading Partners " form CAFTA countries, while little to no investment in social and economical development is carried out there by any government which would allow them to remain.</p> <p>The political parties there and here state they are only doing what the public wants. I think we want less immigration and less narcotics coming in on trucks through the ports of entry. The CBP has publicly stated that 80%-90% of narcotics are coming in on commercial trucks. This will facilitate more trucks, and no improvement in inspections, meaning little interdiction.</p> <p>Th Desert provides an unparalleled attraction for tourism. Building that highway there will kill the only " industry" not already in the hands of out of state corporations. Basta ya!</p> <p>Blake Gentry, MPPM</p> <p>Blake Gentry AmaConsultants.orgLLC</p>	GlobalTopic_4		I- 987 -1
Gentry	Blake		Email	5/08/19 1:00 AM AT	Given the potential danger it poses to the CAP water reclamation area, the proximity to Ironwood and Saguaro National Park West, two mainstays of the tourist economy of Southern Arizona, I wholly oppose this alternative route.	GlobalTopic_4, GlobalTopic_1 and E-2		I- 987 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gentry	Blake		Email	5/08/19 1:00 AM AT	I think practically that the existing highway I-10 should be connected to the Barraza vis a vis the downtown Tucson corridor West of 6th Ave as previously planned and use that route to offset W West and East Bound traffic, and provide more North South access with its connection of I-19.	GlobalTopic_4 Please refer to the I-10 and SR 210 study on ADOT's website.		I- 987 -3
George	Gary		Website	6/15/19 3:11 PM AT	The recommended alternative route will cause tremendous increases of air pollution, noise pollution, and light pollution to anyone unlucky enough to live near it. Those of us who live in Altar Valley, Avra Valley, and adjoining foothills moved to this rural area to avoid these big-city ills. This highway will do great damage to the environment in a beautiful, scenic, unspoiled section of Tucson. A much better and billions less costly alternative is to simply improve and widen I-10 through downtown.	GlobalTopic_1		I- 1560 -1
George	Mary		Website	7/08/19 12:36 PM AT	As a tax payer and resident of the Hidden Valley area I have deep concerns over this proposed route. The environmental impact on this area is first and foremost. The displacement of wildlife and literally entire communities, including farm land to shave off drive time to Las Vegas or points north is deplorable. Especially when the I8 and SR85 are completely viable and established routes. This proposed I11 destroys, only to end up meeting at the SR85 & I10. Some of what I read in this Tier 1 phase has me wondering why? Why should BILLIONS of taxpayer monies be spent to displace so many when the "orange route" could be upgraded for far less. Let's try to save a billion by adding a new sign at the entrance to I8 by adding the words "Las Vegas". At SR85 a new sign directing drivers north that says "Las Vegas" . . . I'm sure Google Maps will pick this up as a designated new route. Easy peasy saving billions, and not kicking me and thousands of people out of their communities & homes.	GlobalTopic_2 nd GlobalTopic_4 and AC-8 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2967 -1
Georgia	Tiffany		Oral	5/11/19 1:00 AM AT	MS. TIFFANY GEORGIA: My name is Tiffany Georgia, and I am a nature-based therapist here in the Tucson community and also a homeowner who would be devastatingly impacted by the proposed Avra Valley portions of the I-11 corridor, as I live along Sandario Road. I want to begin by saying that I have experienced anxiety and depression from a young age, and it is through my holistic healing that I have become a community leader in nature-based healing today. For anyone who hasn't experienced these two conditions, let me tell you, it's a lot like there are two parts of yourself that are fighting one another, but nobody wins. One month you're having a cycle of urgent thoughts, emotions screaming at you to do something, and the next, your mind tells you not to bother because it doesn't matter anyway. And I'm sure many of us here today have felt these opposing forces when presented with the possible outcomes of the proposed I-11 corridors. I moved to Tucson 20 years ago finding a place I wanted to call home, and for the past 20 years, I have been escaping inner-city life to find healing in the untouched areas of nature that surround this place many of us do call home. Six months ago, I found my first home, becoming a first-time homeowner, and a caretaker of my very own piece of Mother Nature, with enough space to also step into the next phase of my career by sharing with others the holistic tools that have helped me to be able to, only to find out that my forever home and healing sanctuary is right along your path. Now, I know there have been very many other advocates for Mother Nature and her wildlife who have already stood in opposition, much bigger stakeholders than my own concern about my potential loss of my property and my small business, how it would be affected, such as the Arizona Sonoran Desert Museum, where I offer special yoga and mindfulness events, and both Saguaro National Park and Tucson Mountain Park, where I guide my clients out into the quietude of nature to find healing. In closing, I'd like to say my hope is that you will take these elements into your heart and really let them settle there deeply. Remove all Avra Valley options from your proposal, and don't contribute to more desecration of this earth and uproot current inhabitants. Don't uproot myself and others or our place we call home.	GlobalTopic_1		I- 1449 -1
Gerdes	Harold		Website	7/02/19 6:53 AM AT	Please reconsider route that would run interstate thru our community of thunderbird farms. We have purchased prop and invested money and love into our place, the planned route would destroy both. With all the bare land an alternative must be possible. Thank you for your consideration. Harold gerdes	GlobalTopic_4		I- 2303 -1
Gerdes	Susan		Website	7/02/19 6:46 AM AT	Please reconsider your location, this interstate would run a block and half from front of our property. We have recently added additional buildings to our property, an investment that would be for naught. Also u would be dividing our beautiful community in half. I understand progress is a necessity but lord w all the empty land an alternative seems possible. Thank you. Susan g.	GlobalTopic_4, LU-1		I- 2301 -1
Gerganoff	Doris		Phone	4/26/19 2:19 PM AT	This is Doris Gerganoff, a registered voter and I live in green valley Arizona. I would like to say that the I11 proposed route would be extremely destructive to an especially beautiful area. It would make more sense and be more cost effective to just expand existing roadways. You already have those in place and that is my comment. Thank you very much.	GlobalTopic_1		I- 453 -1
Geminaro	Anthony		Phone	6/21/19 1:00 AM AT	I am an Arizona resident and I would like the project to not go any further. We need to protect our deserts. This will be devastating. Thank you.	GlobalTopic_4, BR-1		I- 3275 -1
Gerovac	Lorraine		Website	5/11/19 1:58 PM AT	We live near the intersection of Emigh Rd. and Sanders Rd. One of the reasons we moved to this area was because it is so dark and very quiet. We cannot hear the traffic on I-10. We love that it is so quiet. My biggest concern with the addition of the I-11 corridor is that it would be noisy being so close to our Tierra Linda development. Perhaps I-11 could have a surface put on it, like parts of I-10 in parts of Phoenix.	N-1, GlobalTopic_1 and GlobalTopic_8		I- 782 -1
Gershweir	Alicia		Website	5/10/19 9:59 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 727 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gery	Ellen and Dan		Mail	10/09/19 1:00 AM AT	<p>URGENT! 2.5 Million Dollar Lawsuit will be in order.</p> <p>Regarding: Alternative Route 1-11 study on Riveria Road Tucson AZ</p> <p>To whom it may concern:</p> <p>We are requesting not to take 1-11 up Riveria Road in Tucson AZ.</p> <p>Our property, XXXXXXXXXXXXX, Tucson AZ, is located 330 feet west of Riveria Road. Therefore, according to your alternative route 1-11 study, this project will go through our existing home.</p> <p>We argue this decision.</p> <p>Our newly constructed a two story log cabin, 2400 square feet, deep water well, guest house, business art studio and recording studio, 12 foot X 26 foot pool, fenced in horse corral, hay shed, citrus fruit tree orchard, eight-thousand-gallon rain-water collection with controlled operating irrigation system and controlled operating gray water irrigation system, small miniature gulf field. This QU will have to be dismantled and re-erected on another property location.</p> <p>We urge you to select another alternative route on this huge South Sierrita Mountain Road area for this route 1-11 project.</p> <p>We, our two sons and six grandchildren, will take legal action against this project if Riveria Road is chosen for the alternative route for 1-11.</p> <p>Our US Constitution states that everyone in America has the right to succeed. This action violates our Constitutional Rights to succeed. To you it is just a house, to us it is our home, our livelihood that we worked hard to succeed in accomplishing to completion. You are harassing two seniors. One of which is a 100% disabled Vietnam veteran, who is facing more stress with this situation than anyone can bear. Therefore, this will cause legal action to be taken towards this project and costing this project additional 2.5 million dollars.</p> <p>Please, re-consider this chosen alternative route on Riveria Road, Tucson AZ for 1-11. There were other suggested routes to cut up South Sandario Road and go up along state land on South Sierrita Mountain Road by the power lines on Shane Road. Please do not go up Riveria Road.</p>	GlobalTopic_1, GlobalTopic_4 and LU-1	Gery_ED_I3542	I-3542 -1
Gettens	Michael		Website	4/30/19 4:21 PM AT	<p>Please extend the public comment period.</p> <p>I strongly oppose the proposal for the I-11. It would cut through vital pathways for wildlife movement and forever change the face of our Sky Islands. We don't need another highway, we need connected open space to sustain wildlife and our community.</p>	GlobalTopic_4 and GlobalTopic_9		I-355 -1
Gibeault	David		Website	6/28/19 5:44 PM AT	<p>As a long time resident of Southern Arizona, I cannot support building a new freeway parallel to Interstate 19 and Interstate 10 in southern Arizona. If more capacity is needed in this area it would make a lot more sense to expand the existing freeway structures as far as Interstate 8 and at that point consider new roadways from Interstate 8 to Wickenburg & Las Vegas. That would be much more economical and much less distractive of southern Arizona landscape. At the present time and in the foreseeable future over the next two decades, I do not see that there is going to be such a large demand for increased capacity on the other interstates that it would justify building a new highway of 4 to 6 lanes up through the desert. Previously there had been a lot of talk about the port of Guymas, Sonora bringing a large amount of cargo that would be shipped overland by truck up through Arizona but in fact very little has been done in Guymas to prepare for a port with that type of capacity.</p> <p>I would recommend that the idea of interstate 11 being built in southern Arizona be put on hold for the next two decades and then revisited.</p>	GlobalTopic_1		I-2189 -1
Gibson	George		Website	6/27/19 9:17 PM AT	<p>Having lived in one of the impacted areas proposed in this change (Sahuarita) and with family still there, I have a decent perspective on the area between there and Phoenix, where I live today. While I can understand the need for alternate and efficient routes, I don't see the justification for the creation of an entirely new route. Rather, I would recommend enlarging, enhancing, and utilizing existing routes. One of the beautiful things about Arizona is the vast amount of natural land. We should endeavor to retain that land as it stands today.</p> <p>This is all to say that the current proposal and it's variants are severely lacking in my opinion, and there should be much more effort put into exploring less disruptive options. Looking at the maps provided they show a multitude of existing routes that could be expanded, and it would seem there are a few unexplored options to manage traffic as a whole.</p>	AC-7		I-2144 -1
Gibson	George		Website	6/27/19 9:17 PM AT	<p>I would also wonder why high speed rail between the Phoenix and Tucson areas along the I-10 corridor has not been explored. Surely reducing passenger traffic on that route would free up lanes for the transportation of goods.</p>	AC-9		I-2144 -2
Gill	Donna		Email	6/28/19 1:00 AM AT	<p>To all it may concern:</p> <p>The proposed route would be economically, environmentally, and sociologically disastrous. Economically, it favors only the developers and speculators who knew what was coming and bought up land or already are building same-old same-old subdivisions or who will benefit from a chopped up landscape.</p> <p>I also doubt that it will save any time for truckers and others going around Tucson. It will just destroy natural wonders and environmental quality. This road creates no gain, only loss.</p> <p>There has to be a better way, if the road is needed at all.</p> <p>Donna Gill XXXXXXXXXX Oro Valley AZ 85737 XXXXX@gmail.com</p> <p>Sent from my iPad</p>	GlobalTopic_1 and AC-4		I-3333 -1
Gill	Donna		Email	6/28/19 1:00 AM AT	<p>Dividing Ironwood National Monument and The Tucson mountains would negatively impact animal migrations and populations and add to the decline of mountain lions and others. It also would destroy habitat, air quality, float and fauna, views, and peace and quiet at Saguaro National Park West, Arizona Sonora Desert Museum, and Tucson Mountain County Park -- three of the most visited and cherished icons in Tucson -- and a draw for tourists from around the world. And their wallets.</p>	GlobalTopic_1, BR-7		I-3333 -2

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Gill	Donna		Email	6/28/19 1:00 AM AT	These tourist facilities bring millions of dollars a year into Tucson, a community that already struggles economically. Hurt them, hurt Tucson and Arizona, which as a whole depends heavily on tourist trade. The economic impact also includes many of the wonderful residents, ranchers, and farmers who will be displaced from Picture Rocks and surrounding rural areas. Tucson is constantly seeking affordable housing. Where do you suggest the displaced people go? Many families have lived there for generations.	GlobalTopic_1, E-1, E-2, and LU-1		I- 3333 -3
Gill	Donna		Email	6/28/19 1:00 AM AT	The route also doesn't account for the water shortage that already exists in Avra Valley and other areas in and west of the Tucson Mountains. How will all those new housing developments furnish water for all those people. Some areas are meant to remain rural.	GlobalTopic_1, WR-1, WR-2, LU-3		I- 3333 -4
Gill	Donna		Email	6/28/19 1:00 AM AT	Instead, Why not turn I-10 into a double decker, with the top layer for through traffic only, north to south ends, perhaps Ajo to Twin Peaks or Red Rock? It would Easter and less disruptive.	GlobalTopic_4, GlobalTopic_4		I- 3333 -5
Gilles	Kimberly		Website	5/11/19 6:03 AM AT	I would like to see the new I-11 tie to existing interstates. I am concerned about urban sprawl and environment for plants/animals in the proposed areas especially west of Tucson and through the Phoenix area. ADOT should not build the freeway between sections 52-64 nor sections 26-33. In conclusion, the freeway should follow Highway 85 to I-8 to I-10. Thank you.	GlobalTopic_1, GlobalTopic_7, GlobalTopic_2, LU-3		I- 751 -1
Gillespie	Steven		Website	6/24/19 11:10 PM AT	Looking at the proposed routes and alternatives for I-11, it would be best to use the already existing I-19 up to I-10 route. (instead of cutting through Sahuarita) The Freeway is already present, it would cost less to use it. It would do less damage to the environment. It would also have less of an impact on already existing homes and neighborhoods.	GlobalTopic_1		I- 2031 -1
Gillett	Nicole	Tucson Audubon Society	Email	7/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 59 -1
Gilliam	Chad		Website	4/29/19 7:36 PM AT	I don't understand any of the proposed routes. The US60 to the Loop 303 uses existing and future improvements to get to the same I 8. That should be your primary option as it saves more financially than any other route.	GlobalTopic_4, AC-1		I- 329 -1
Gilliam	Chad		Website	4/29/19 7:36 PM AT	Not to mention that running a new Interstate thru the Vulture Mine mountains will disturb one of the largest desert mule deer herds in the state. Even using the I 10 to SR85 is better than your primary option, but it still cuts thru the Vulture Mine mountains. The loop 303 is plenty wide with room to widen if necessary.	GlobalTopic_4 and GlobalTopic_2 Potential impacts to wildlife include Species of Economic and Recreational Importance, such as mule deer, are analyzed in the Draft Tier 1 EIS. The Preferred Alternative alignment through the Vulture Mountains was chosen so that it would fall within the US Bureau of Land Management's utility easement to limit disturbance. Improvements to US Highway 60 would be constrained from a biological resources perspective due to potential impacts to the Hassayampa River which contains important and biologically diverse riparian habitat, including habitat for threatened and endangered species.		I- 329 -2
Gilliam	Chad		Email	5/02/19 12:06 AM AT	My sole residence is approximately 1300ft south of the proposed corridor for I 11. How close does a residence have to be to the actual roadway for my house to be bought? I don't want to live that close to an interstate. If I'm outside the range of being purchased, will a wall be built to block the road noise? I look forward to your reply Thank you,Chad Gilliam Sent from Yahoo Mail on Android	LU-1		I- 833 -1
Gillman	Duffy		Website	5/08/19 1:35 PM AT	The proposed I-11 corridor covers a wide area and threatens to disturb numerous protected, scenic, and tourist focused areas. The public needs more time to review this proposal and make thoughtful comments. This project should be extended by 120 days to September 28, 2019 to allow adequate time for our communities to respond.	GlobalTopic_1 and GlobalTopic_9		I- 645 -1
Gillman	Duffy		Website	5/08/19 1:35 PM AT	I am strongly against this route for I-11. It will destroy the habitat around the Sonora Desert Museum, the Saguaro National Park, and Tucson Mountain Park. It will destroy the scenic, natural setting that makes these areas prized destinations for tourists and locals alike. This is not just empty space to be filled with a highway. If this proposal comes to pass it will greatly devalue the experience of visitors to some of the most popular natural attractions near the Tucson basin.	GlobalTopic_1, R-2, and BR-5		I- 645 -2
Gilmore	Dale		Website	7/04/19 6:34 PM AT	I am opposed to the present plans for the I-11 project.now,why.It is a waste of tax payer monies to build another Interstate so close to the present I-10. Next,the environmental impact would be catastrophic.Third,the vast majority of citizens residing in the proposed path live out here for the peace and quiet.I-11 will destroy all of that entirely..Now,add in property tax increases,rise in crime,property devaluation,this is all a bad choice. My proposal is to run I-11 along I-19 to I-10 to I-8west and then branch off to the west side of Phoenix and continue to Las Vegas.This will be a far more effective use of monies and resources,access to roadways already present,and Federal Funding is still applied.These type of civil engineer actions are practiced in the east and midwest.Thankyou.	GlobalTopic_1 and LU-3 and N-1 and LU-1		I- 2577 -1
Girard	Wayne		Website	4/21/19 11:14 AM AT	I am opposed to the close proximity of the project to the Senior community "Canta Mia" off Estrella Parkway. Canta Mia is a fast growing senior community with many residents being disabled. The proposed route would be harmful to those residents due to the noise and pollution. Couple this with the proposed I-303 route on the other side of the community and Canta Mia will be bracketed by Interstates.	GlobalTopic_2		I- 209 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Girardi	Mary		Website	7/08/19 2:03 AM AT	<p>Referring to pages 8-9 of "Highlights of the I-11 Draft Tier 1 Environmental Impact statement and Preliminary Section 4(f) Evaluation Nogales to Wickenburg.</p> <p>Location 1: Your study says "no freeway expansion required minimal environmental impact." Since no change is required at this location where is the excess truck traffic coming from? According to an article from Nogales International by Nick Phillips, the port of entry at Nogales is understaffed and long wait times at that location are expected to increase. There is no reference in your plans to coordinate with the port agency to alleviate this problem. I'm wondering why the port of entry at Sonoyta, Mexico has not been a considered as an alternate route for I-11. It would open a whole new area for expansion with little disruption by using the current corridor from Sonoyta to Buckeye. Your study indicates that you are trying to meet the expansion plans of the counties. Since your study indicates that what is needed is by passes around the congested areas, it seems that plans that weave the I-11 back into areas that are already planned to be commercial and/or high density housing is counterproductive as they would quickly make I-11 congested in those areas. Of the corridors considered, the orange is the least invasive and the least expensive. I find the whole plan lacking in vision and scope. Four lanes for areas around cities is grossly inadequate for today's traffic, I see your projections are looking forward to the year 2040, do you expect traffic to decrease by then? By building I-11 away from the now mainstream, it would give time and space for the expansion that always comes with new inroads. Please consider the future rather than short sighted plans for expansion. Your project shouldn't be outdated before it is built.</p> <p>Location 2: It appears that any route you choose around Tucson is high impact. If the Sonoyta corridor could become an option, it may be possible to divert the truck traffic to that location and avoid the need at Tucson.</p> <p>Location 3: Again, "no freeway expansion required, minimal impacts" for both the orange and purple corridors. Why the expense and disruption of the green route? Is this another attempt to meet the county and local plans for expansion? The green corridor should have been shelved in that area. When I questioned your representatives at the Casa Grande open house on May 1, 2019, they admitted that no studies or inquiries had been addressed to flash flood water runoff. A big concern for any resident that has been flooded in present conditions. This is also an issue for location 4.</p> <p>Location 4: Again, we see that the least expensive and invasive is the orange corridor. The diversion of the green and purple corridors are an apparent attempt to satisfy the plans for expansion by counties and locals. Putting I-11 through an area that is already planned for commercial and high density housing development is counterproductive. The orange corridor would give the area time to mature without becoming a clog in the artery. A simple access route to I-11 would be all that is needed to fulfill the expansion plans.</p> <p>This area has long been one of the few areas with lower cost property and housing. It is a community of like-minded people who value a peaceful, quiet, low cost lifestyle with fewer environmental issues such as light and air pollution. A high percentage of our population is low income, minority, elderly and disabled. Guess estimate is that 80% are over the age of 40. There is approximately a 4:1 ratio of mobile homes over site built homes. Just the announcement that I-11 may come through here has jumped property values and new site built homes have increased. In Maricopa magazine reported single family residential building permits had increased to 106 in May, 2019 and in 2018 for May was only 88. Both Pinal County and Maricopa have not maintained the western side of the county. Highway 347 issues have never been addressed despite deaths and injuries. The propaganda that I-11 will alleviate congestion on 347 is deceitful. There is no way it can do anything to improve it as 95% of the commuters are going to Chandler and the surrounding areas. I-11 will increase truck traffic on both 347 and SR238 as it will be a route from the metro coming out of the southeast. Both the county and state of AZ should be looking at the problems they already have here: not inviting more</p>	AC-1, LU-2 and EJ-2		I-2898 -1
Girardi	Mary		Website	7/08/19 2:03 AM AT	<p>Flash flood runoff is an important issue for this area. Last year flood waters were so high that they were popping man holes covers off, blocking roads with water, mud and rocks. Areas that had not flooded in over 30 years were left standing in water and mud for weeks. We are told that some of the flooding was due to changes made to Vokel Wash by new constructions and additional water pushed to that wash by City of Maricopa. Where is run off from nearly one half mile wide and miles long of asphalt going to go?</p> <p>Location 5: Many of the concerns have already been addressed. An article in the AZ Central on July7, 2019, by Joshua Bowling addresses them again. No one wants to lose their home. Where do we go if we do lose them? We are primarily people who have carved out a space for ourselves that we can afford. Any monies coming from the construction of I-11 will never find us a similar place. The news has been keeping us on the lack of affordable housing, there is no low income housing available.</p> <p>The materials you handed out and presented at the Casa Grande open house are very nice and colorful but the plan sure leaves us with a lot of questions. Air quality? Flood water runoff? Economic impacts? Farm land loss? Vibration pollution? Cost to the taxpayer? Compensation to the disrupted?</p>			I-2898 -1a
Gladden	Dan and Sheri	Saddle Mountain Dairy, LLC	Website	4/29/19 8:15 PM AT	<p>We are land owners, dairymen and farmers, in Palo Verde. The proposed blue corridor affects both our business and our home. We are within the 2000 ft.swath. We understand the need for progress in the future, but we feel like the orange route meets the needs identified. The blue route will negatively affect acres and acres of valuable farm ground, as well as canal systems. We have to wonder if the need for that water that will no longer be used for agriculture may be a factor in this proposed route?</p> <p>We have lived and worked in Palo Verde for generations, we do not want the community, our business, and our home affected when there are other routes that make much more sense!</p>	GlobalTopic_4 and GlobalTopic_2		B-7 -1
Gladden	Daniel and Sheri		Website	6/27/19 3:58 PM AT	<p>Hello,</p> <p>We are submitting a letter from our West Valley community addressed to Gov. Ducey opposing the proposed blue corridor. We have signature pages with over 200 signatures supporting this letter.</p> <p>We have also requested a meeting with the ADOT Director, ADOT project manager, Sen. Sine Kerr, and stakeholders that will be adversely affected by this route. We look forward to a discussion on this decision.</p> <p>Dan and Sheri Gladden</p> <p>[Attachment: Letter only; Letter with petition signatures in I-2084 Anonymous Petition]</p>	GlobalTopic_4 and PN-3	Gladden_DS_I2107	I-2107 -1
Gladden	Daniel and Sheri		Website	7/02/19 5:25 PM AT	<p>We object to the "preferred blue route". Our business and our home lie in the midst of this route, as well as the community of Palo Verde where we have lived and worked for over 40 years.</p> <p>We submitted comments in the name of our business, Saddle Mountain Dairy/Gladden Farms, at the public meeting held in Buckeye. We have also uploaded a letter on behalf of our community, signed by over 200 people out here in the west valley.</p> <p>We are now commenting as residents, our home is in the path of your blue route. Palo Verde is a rural farming community and the blue route destroys this area. The farm land, the dairies, the school, the church and cemetery, and the BID canal system are all in jeopardy as you consider this route. We value our lifestyle, our farm ground, our rural community.</p> <p>We do understand that it could possibly be 20-30 years out, but if funding becomes available before that timeline, then it could be done much sooner. And, once this route is designated, our property values drop immediately. This directly and immediately affects all businesses and residents in this path.</p> <p>The orange route uses established roadways that could be improved to suit the I-11 needs, and we strongly urge you to consider it.</p> <p>We have requested a meeting with ADOT officials and stakeholders, as well as Sen. Sine Kerr, and we look forward to a discussion on this route choice.</p>	GlobalTopic_2 and LU-1 and G-1 and G-2 and E-4		I-2332 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Glatt	RJ		Oral	4/29/19 1:00 AM AT	MR. RJ GLATT: Yes. I have some comments to make also. I saw a map from 2015, '16 that was proposed one time that you guys go down to Hassayampa and come down through I-10 there. And now you're changing it to a lot of people's home. There's a lot of desert you could have gone through just like the lady just mentioned. There's plenty of desert around everybody's house. And for some reason you're choosing to go through all these houses. And I really wonder how some of this has it changed since Bill Gates bought that project at Belmont. Has that affected the route you're taking? Thank you.	AC-1 and AC-4		I- 1153 -1
Glattfelder	Randall		Website	7/08/19 6:16 PM AT	1. (No) on Adots 3 are intrusive huge IMPACT routes thru Tonopah, very little difference in the 3 rtes. You could avoid taking homes by using Barren land. Exp. barren land north of Indian school road at mile marker 15 to mile 16 on Indian school. 2) what happened to route from vulture rd. to east toward hassympa then south to I-10? No houses taken low IMPACT! 3) THE IMPACT is great on Tonopah citizens, most are old and crippled HANDICAPPED like myself(70 yrs old , 80, 90,) very hard to relocate and on social security no income!!! 4) NOISE IMPACT, AIR POLLUTION, 5) WHY DID YOU AVOID BILL GATES AND COLENVELO'S PROPERTY, WAS IT NOT ORIGINALLY planned for I-11 hiway? Well I talked with a Network investigator on subj and they want to interview me and are looking into the BILL GATES/COLANGELO DEAL MADE BY ADOT...	GlobalTopic_2 and GlobalTopic_4, N-1, AQ-1, LU-1, AC-4		I- 3110 -1
Glattfelder	Randall		Website	7/08/19 6:16 PM AT	6) I-10 NOT I-11, I-10 NEEDS THE MONEY, MONEY TO WIDEN AT LEAST 3 3 LANES WEST AND EAST FROM SUN VALLEY PARKWAY TO VERRADO WAY, AGAIN, SUN VALLEY PARKWAY TO VERRADO WAY. I KNOW HOW YOU PEOPLE DO NOT LISTEN THAT IS WHY I REPEAT MYSELF, THIS SAME THING HAPPEND UP NORTH. I-10 IS A NIGHTMARE!!!	GlobalTopic_4		I- 3110 -2
Gleeson	Erin		Website	4/23/19 1:29 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 259 -1
Glen	Niki		Website	6/24/19 1:10 AM AT	I believe that building I -11 on the west side of Tucson is wrong. It will cut right through the beautiful Sonoran desert and this should be saved and protected for tourists, future generations and its pristine beauty. It enhances the city in the same way Central Park helps New York City. It should not be destroyed with an interstate running through it. A corridor could go much further west like 100 miles away from Tucson or an underground tunnel could go under Tucson. Or the existing I-10 and highway 19 could have more highways near them. I am opposed to I-11 running anywhere near the Sonoran Desert and the Saguaro Nation Park. Thank you for your consideration in this important matter.	GlobalTopic_1 and LU-3 and R-2		I- 1999 -1
Goddard	Mark and Roberta		Website	4/22/19 9:22 AM AT	As residents in CantaMia - which will border the proposed route of the I-11; of course, we would like to see the highway move a few miles west of the neighborhood. With it running along Rainbow Valley road - and primarily being a semi-truck route - it would naturally result in more noise and pollution (i.e. truck exhaust and debris) for us. We would certainly appreciate not having yet another negative aspect to living here in Goodyear (e.g. flies, power lines, etc.). And this would negatively impact the value of our community and individual homes. Regards, Mark and Roberta Goddard	GlobalTopic_2		I- 231 -1
Goddard	Tom		Oral	5/11/19 1:00 AM AT	MR. TOM GODDARD: Good afternoon. My name is Tom Goddard. I first moved to Tucson in 1972, and I now live in Avra Valley. I'm here to speak about the issue of surgery. Surgery is very serious business, especially if it's major. If you know anything about surgery, you only undertake major surgery if it's absolutely necessary. The downsides of surgery, even if it's successful, can be serious and permanent. Not only are the areas in immediate proximity to the incision permanently scarred, but areas throughout the body can be impacted negatively, often permanently. Nobody who knows anything about major surgery chooses it as his or her first option. Rather, they try nonsurgical alternatives until you are certain that there is no nonsurgical alternative. You even have a way of spending more money, if necessary, on the nonsurgical alternatives than you might want to, simply because the consequences of major surgery could be so dire. I'm using this language because as modern science has made completely clear, our living planet is one living being. We can no longer reasonably consider life on earth to be segmented, deserts over here, rainforests over there, Great Plains up there, unconnected from each other. No, we living beings are not separate. My well being is inextricably linked with all of life. This linkage is not nearly local. I'm not only connected to the coyote, the hawk, and the rattlesnake, but I'm connected to the dolphin, the whale and the crocodile. This proposed highway would be major surgery on my body, your body, the body of all of life. You have heard and will continue to hear much testimony about the impact the proposed road would have on some abstraction known as the environment. The problem with that language is that it makes it sound as though we've got the environment out there and humans over here. That's a lie. We are nature. We are the environment. We are Avra Valley, whether we live here or in some distant land. So when you say you want to build a super highway through a valley, it sounds abstract, distant, limited. When you realize that this is not true, but that what is proposed is major surgery on my body, your body, the body of every living being, plant, animal or otherwise, you have an entirely different tale to tell. Our obligation as a people when we are considering major surgery is to ask the question, is this drastic step absolutely necessary? We must ask, are there less invasive alternatives to this proposed cut in our body? You see, we are one. All of life is simply one being. Let's be good physicians and take the less invasive approach for the good of the body that we are. Thank you.	GlobalTopic_1		I- 1435 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Goddard	Tom		Email	5/11/19 1:00 AM AT	<p>I'm grateful for the opportunity to speak today.</p> <p>My name is Tom Goddard. I first moved to Tucson in 1972, and now live in Avra Valley.</p> <p>I am here to speak to the issue of surgery.</p> <p>Surgery is very serious business, especially if it is major surgery. If you know anything about surgery, you only undertake major surgery if it is absolutely necessary. The downsides of surgery, even if it is successful, can be serious and permanent. Not only are the areas of the body in immediate proximity to the incisions permanently scarred, but areas throughout the body can be impacted negatively, often permanently.</p> <p>Nobody who knows anything about major surgery chooses it as his or her first option. Rather, you try non-surgical alternatives until you are certain that there is no non-surgical alternative. You even are willing to spend more money on the non-surgical alternatives than you might want to, simply because the consequences of major surgery can be so dire.</p> <p>I'm using this language because, as modern science has made completely clear, our living planet is one living being. We can no longer reasonably consider life on earth to be segmented, with deserts over here, rain forests over there, Great Plains over there, unconnected from each other. No, we living beings are not separate. My well-being is inextricably linked with all of life. This linkage is not merely local. I'm not only connected to the coyote, the hawk, and the rattlesnake, but I'm also connected to the elephant, the dolphin, and the crocodile.</p> <p>This proposed highway would be major surgery on my body, your body, the body of all of life. You have heard, and will continue to hear, much testimony about the impact the proposed road would have on some abstraction known as "the environment". The problem with that language is that it makes it sound as though we've got "the environment" out there, and "humans" over here.</p> <p>That's a lie. We are nature. We are the environment. We are Avra Valley, whether we live here or in some distant land.</p> <p>So when you say you want to build a superhighway through a valley, it sounds abstract, distant, limited. When you realize that this is not true, but that what is proposed is major surgery on my body, your body, the body of every living being, plant, animal, or otherwise, you have an entirely different tale to tell.</p> <p>Our obligation as a people, when we are considering major surgery, is to ask this question -- is this drastic step absolutely necessary? We must ask, are there less invasive alternatives to this proposed cut in our body?</p>	GlobalTopic_4 and GlobalTopic_1		I-952 -1
Goddard	Tom		Email	5/11/19 1:00 AM AT	<p>You see, we are one. All of life is simply one being.</p> <p>Let's be good physicians, and take the less-invasive approach.</p> <p>For the good of the Body that we are.</p> <p>-- Tom Goddard Tucson, Arizona XXX-XXX-XXXX XXXXX@gmail.com https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fintegralcompany.com&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C5a74c9bb8504bbeeb4408d6d6621969%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636932114164299180&sdata=Ocd601HT7LOaFh2J2X7fAxzK6FKdQlvqg29nuiFYnhg%3D&reserved=0</p>			I-952 -1a
Goetinck	Jean Firmin		Email	5/14/19 1:00 AM AT	<p>This proposed road will negatively affect both the environment and the lifestyle of the people in the area. The destruction of more native land is to be avoided. Instead existing roadways can be better served by supporting infrastructure and safety.</p> <p>Avoid building this proposed road.</p>	GlobalTopic_4		I-972 -1
Goff	Elizabeth		Website	7/08/19 10:28 AM AT	<p>The impacts of this proposed corridor are significantly harmful and cannot be mitigated. I request that Arizona pursue the no build alternative and to instead focus our transportation dollars on a much needed passenger rail line between Phoenix and Tucson, tracking the I-10 corridor.</p>	AC-6 and AC-9		I-2929 -1
Gogel	Raymond		Website	4/22/19 10:49 AM AT	<p>I would prefer the alternative route going to the west of Green valley. I do not want any unnecessary additional traffic going through Green Valley. We already have the I19.</p>	AC-7		I-232 -1
Gold	Robert		Website	5/21/19 2:00 PM AT	<p>I am opposed to the plan to create an I-11 highway west of Tucson. I moved to southeast Arizona a year ago because of the natural, unspoiled beauty and the wildlife. Establishing a new roadway in the proposed area will negatively impact both of these attractions. Such a routing would be a loss for the local inhabitants, not financially, but in life style and living environment. I support improving and widening the existing I-19 and I-10 from the border to north of Tucson. Green Valley is a beautiful area with many elderly residents. Bringing more truck traffic to I-19 without significant improvements to the highway will be a hardship on the residents here.</p> <p>With autonomous trucking soon to be here (surely before I-11 is completed), there will be significantly safer, more environmentally friendly, and less expensive ways to speed the transit of goods through the area.</p>	GlobalTopic_1 and AC-3		I-1052 -1
Goldsmith	Ken		Website	6/16/19 8:43 AM AT	<p>I strongly oppose the creation of a new I-11 corridor west of Tucson. Building such a corridor would be environmentally devastating and is completely unnecessary. The goals of the I-11 project can be easily met by widening and improving the existing interstate highways through Tucson, at a much lower cost. I suggest that you make this your recommended alternative.</p>	GlobalTopic_1		I-1571 -1
Gomez	Linda		Website	6/14/19 4:26 PM AT	<p>Good afternoon. I am a citizen of Pima County. I live out in the area where this I-11 Corridor is being discussed. I am not for this highway being constructed out by us. We have darn little undisturbed land out here as it is. We already have the Ajo Highway and it has a lot of traffic on it. While I'm grateful for the recent upgrades to Ajo in the area where I live, I would not like to see even more land taken away to incorporate this new I-11 freeway. I believe it would bring too much extra noise and vehicle pollution to our area. I believe that there are changes that could be made to our existing I-19 and I-10 highways that would suffice. I presently try to avoid I-10 as much as I can, because I hate the huge trucks that fly through Tucson, breaking the speed limit and scaring drivers like me in the process. If they could have their own travel lanes, that's something I could get behind. Let the trucks travel all together and leave the slower, more cautious drivers be. Thank you for giving us the opportunity to voice our opinions. May you all have clear heads and clear consciences in making the decisions that have to be made. Sincerely, Linda S. Gomez, Tucson, AZ.</p>	LU-3 and GlobalTopic_1		I-1539 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
GONZALES	GREGORY		Website	5/16/19 11:53 AM AT	An improved world is about connection. History shows us how connection creates a strong economy, and powerful nations. The printing press allowed us to become connected through common information, the telegraph and telephone allowed us to communicate instantly with people across the country and planet, and now the internet connects us to the entire planet in just a click or two. The same can be said for our interstates, the national transportation system that allows us to quickly travel city to city, state to state. However, economies and nations are not the only connections important for humanity to thrive. Those connections need to be balanced with the connections that make life itself possible, the connections we have with each and every ecosystem on the planet. That includes the air, water, plants, animals, and even microbes. And I don't know who's reading this, but I hope you know we're in the middle of a mass extinction event — as hundreds of thousands, millions, of species die out every year, more perish as a direct result, because life depends on life to survive. As humanity has spread like mold on a sandwich, it's done so without consideration of what happens to the sandwich: Eventually, there's nothing left to extract, and the only option is to find the next sandwich. Considering we don't really have a way off this damned rock, we either die or we slow the hell down. Building I-11 as proposed here would kill our connections to this desert environment, and take us another step closer to extinction, all in the name of growing an economy that is increasingly wasteful and unsustainable. We have other options, as others have explained, and I hope those who take their time to read these comments will weigh those more heavily, instead of taking yet another rash move to help wealthy individuals make what, for them, amounts to more pocket change. Instead, invest in repairing and expanding our current systems; restore the environment in Arizona that brings so many tourists and retirees who will be lost if our connections to that are corrupted and lost; invest in a cleaner future and transportation innovations (such as fast rail systems) that take the congestion off our roadways. If this country is good for anything, it's coming up with new solutions in a pinch — and at the precipice of our own demise, we're long overdue for better ideas than slapping down some pavement through precious habitats, and in the process removing people from their homes, and ruining the dreams of retirees and desert folk who want some peace and quiet in one of the few places left where that's possible. We have to get our heads out of corporate spreadsheets (and, frankly, out of executive asses) and look at the world around us. Some say the Earth is dying, but the Earth doesn't give a damn — once we kill ourselves off with pollution and over-consumption, it'll move on without us. Let's try to hold on for the ride.	GlobalTopic_4, BR-1, LU-3, AC-7, AC-3 and AC-9		I- 927 -1
Gonzales	Ulises		Oral	4/29/19 1:00 AM AT	MR. ULISES GONZALES: I have to say thank you for pronouncing my name right. Most people don't get it. MS. KRISTIN DARR: Well, I'm glad. MR. ULISES GONZALES: I actually am about a ten-year resident of the Palo Verde area. My wife and I built a home. We're neighbors of the Halls and maybe some of the other individuals that the blue line, we are smack-dab in the center of the blue line. And so you know my reason for not wanting that road there. Best case scenario on the freeway may be 600 feet to one side of my property. But that's very unlikely best guess. Some of the reason for the blue line to me makes -- just makes no sense. Some of the information that was being provided out there, indicated that right now, no one is using State Route 85 to bypass Phoenix going to Tucson. Well, I don't believe that a road 4 miles further west is going to alleviate that or all of a sudden create a great attraction. Again, I'm not bagging on Tucson or Nogales. But if there's a road there and no one is using it, it's because no one wants to go that way. Psychologically speaking, that's why you don't use a road. So a road 4 miles west of that is not all of a sudden going to create this traffic or funnel traffic that's not going that direction. So again, to me, the orange route, again, use of money, we already have an unpayable debt in this country. Let's not add to it. But again, it's unpayable, so let's just forget that rationality. It makes no sense to put that blue line in there. I mean, unless Buckeye were to grow in an exponential rate in the next ten years, but that's unlikely to happen. So again, even the psychologically behind it, I don't understand it, because it doesn't make any sense. The yellow line -- I'm sorry -- the orange line is the best route. It is already developed. Let's make it make sense. Thank you.	GlobalTopic_2		I- 1186 -1
GONZALEZ	ANA		Website	5/11/19 4:07 PM AT	I am opposed to the proposed I-11 corridor through Avra Valley due to the negative environmental impacts and quality of life not only to the residents of the area, but also to the flora and fauna of the area.	GlobalTopic_4 and GlobalTopic_1		I- 799 -1
GONZALEZ	ANA		Website	5/11/19 4:07 PM AT	Public lands, wildlife corridors, Saguaro National Park, Ironwood Forest National Monument and the Arizona-Sonora Desert Museum will all be negatively affected by the construction of I-11 and the resulting increase in pollution levels during and after construction. Not only do freeways create noise and light pollution, but they also encourage non-residential urban sprawl in the form of fast-food restaurants, gas stations, convenience stores, etc. I would like to see the state and federal governments explore more environmentally friendly and cost effective alternatives such as expanding I-10 to facilitate traffic moving through the area, and to take into account throughout the decision making process, the very real concerns of the area's residents.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 799 -2
Gonzalez	Ann		Website	6/27/19 9:09 AM AT	I oppose the preferred I-11 route through Avra Valley. Though I agree we will need additional room for traffic between Nogales and I-8, I believe the negatives outweigh the positives on this route. I recommend co-building along the I-19 and I-10 existing roadways. I urge you to drop Avra Valley as your preferred route and consider improving I-19 and I-10 instead.	GlobalTopic_4 and GlobalTopic_1		I- 2091 -1
Gonzalez	Ann		Website	6/27/19 9:09 AM AT	Diverting traffic away from Tucson is a fiscally poor choice. The businesses in Tucson will suffer if drivers no longer spend their money at the restaurants, gas stations, and stores that already exist. This, in turn, will reduce tax income for the city which would otherwise be used for projects within the city, including transportation improvements. The city cannot project future revenues while the Avra Valley route is being considered. In addition, the cost of constructing a completely new highway is significantly higher than improving the existing corridor. It is unacceptable to spend \$3.4 Billion more when that money could be used to repair/replace bridges that are failing, or to resurface highways that have been neglected. It could even be used to build wildlife crossings where existing highways have effected migration and dispersal routes. Two of the city's greatest tourism draws are the Arizona-Sonora Desert Museum and Saguaro National Park's Tucson Mountain District. A highway that can be seen and heard from both of these locations will ruin the experience for visitors, and I would predict that would cause a decrease in the number of visits to both of those locations.	E-1 and AC-7and R-2 and E-2		I- 2091 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gonzalez	Ann		Website	6/27/19 9:34 AM AT	<p>As a frequent visitor to Saguaro National Park's west district, I am adamantly opposed to the preferred I-11 route through Avra Valley.</p> <p>Like many residents of Pima County and Tucson, I use the Park as an escape from the stresses of everyday life. It is a place of refuge and peace, where we can easily find places to listen to the desert sounds of insects and birds, stargaze at night, and breathe relatively clean air away from the city.</p> <p>There are some locations where new visitors are often directed, especially when it is too hot to hike up to the ridge, or if they are physically unable to walk far, where they can see the vistas to the west. They are the Desert Discovery Trail, which is the only accessible trail, the Valley View Overlook Trail, and Signal Hill Picnic Area. All three of them, in addition to the visitor center itself, offer scenic views to the south and/or west. There is nowhere else to go for elevated views without going on a significant hike.</p> <p>The preferred route through Avra Valley will be right in the line-of-sight for every single one of those places. The noise will be heard from all but the most hidden-away spots deep in the park, most of which are not accessible to anyone due to the requirement to stay on the trail. The lights on the highway or from headlights will ruin that night-sky view of the Milkyway. The highway itself will ruin the chance for photographers to get that perfect sunset shot from the park. The noise will interfere with birders listening for that life-bird they have traveled from all over the world to find.</p> <p>Building a highway that runs so close to such a popular and necessary place would be tragic for Tucson, Pima County, and visitors from all over the world. I recommend, instead, that I-10 be improved and expanded to handle the projected additional traffic along the I-11 corridor, and leave Avra Valley the peaceful, biologically diverse place it is.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2093 -1
Gonzalez	Ann		Website	6/27/19 9:52 AM AT	<p>I am concerned that the preferred route for I-11 bisects the CAP Wildlife Mitigation Corridor. This was designated as a place that could never be developed to make up for the Central Arizona Project canal cutting through the Avra Valley. While I understand that plans for the highway include crossings, I cannot be convinced that a highway that cuts the corridor in half can be sufficiently mitigated.</p> <p>At a community meeting it was suggested to me that planners believe adding the highway will be better for the wildlife than leaving the corridor as it is. I would love to see the study that indicates that wildlife prefer to cross a loud, vibrating corridor than a quiet crossing through the CAP canal. I would also like to know the name of any biologist who would make such a claim.</p> <p>A highway going through a wildlife corridor will add toxins to the soil and air, and spread seeds of non-native, invasive plants such as buffelgrass. Few, if any, native animals eat buffelgrass, and it displaces habitat for many small and large animals, as well as native plants. All one has to do is drive I-10 or Ajo Highway to see what can happen when buffelgrass is introduced via traffic to an area. It becomes unmanageable.</p> <p>I urge you to reconsider disrupting migration and dispersal routes through the corridor. It could have terrible consequences to the biodiversity of the Tucson Mountain area. Instead, I recommend the co-build alternative on I-10, which would save money and protect wildlife movement between the mountain ranges bordering Avra Valley.</p>	GlobalTopic_1, BR-6, BR-7		I- 2094 -1
Gonzalez	Ann		Website	6/27/19 10:20 AM AT	<p>I am writing to oppose construction of a new highway through Avra Valley. It is a troublesome route for many reasons.</p> <p>Second, the Avra Valley route cuts through the saguaro forest between a National Park and a National Monument. There are historic and ancient artifacts and ruins in the area, not to mention all of the natural treasures of the Sonoran Desert Scrub habitat, including plants and animals.</p> <p>Third, it is opposed by a huge majority of people who live in S. Arizona, including the local governments. They know that it will affect revenue from tourists who come to see Saguaro National Park, the Arizona Sonora-Desert Museum, and Ironwood Forest National Monument. They know it will divert vehicles away from the city and businesses there will suffer.</p> <p>Fourth, it will destroy the character of the valley. It is a quiet, rural area with relatively dark skies, clean air, beautiful scenery, and plenty of wildlife. As an educator with a masters degree in environmental learning, I know that there is lots of research about the benefits of exposure to nature. It is good for individuals and for society to have these places, to the extent that doctors are writing prescriptions for patients to get out to places like this. The highway itself will ruin all of that, but it will also encourage urbanization, especially around the interchanges. The quiet lifestyles of the remaining residents will be no longer. The experiences of park visitors will be forever ruined by urbanization adjacent to the most visited part of the park on the west end.</p> <p>Last, many people will lose their homes. Many people who live in Avra Valley chose the area for all of the reasons listed above. Some have been there for generations. Picture Rocks is a tight-knit community that will be ripped apart if this highway goes through their neighborhood. There is a large population of low-income and minority residents in the area, and it is targeted for assistance. Displacing them is cruel.</p> <p>I urge you to reconsider your first choice for this highway. I would prefer that the \$3.4 billion be saved by improving and expanding the existing I-10 highway, and leave Avra Valley the beautiful respite it is.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2095 -1
Gonzalez	Ann		Website	6/27/19 10:20 AM AT	<p>First, it is expensive. It will cost billions more than it would to expand I-10 in the existing corridor. More land and homes would need to be taken through eminent domain for a new road than for improving an existing highway.</p>	AC-5 and LU-1		I- 2095 -2
Gonzalez	Camille		Website	6/28/19 4:25 PM AT	<p>Hello, I am commenting today to express my opposition to the proposed I-11 construction. Tucson, and Arizona as a whole, is a gem. A huge reason so many people love living here and travel here is because of the natural beauty of the state. Were the I-11 be erected, this beauty would be completely tainted. It would be an absolute eyesore. Not only that, but it would mean destroying the homes of so many animals who already suffer from the expansion of modern society.</p> <p>Let us think of other, more sustainable ways, to improve transportation across this state that don't require destroying our beautiful Arizona landscape. There are always better solutions.</p>	GlobalTopic_1, GlobalTopic_4, V-1, and BR-1		I- 2185 -1
Gonzalez	Thomas		Website	6/24/19 10:39 PM AT	<p>This project is financially, environmentally, and ethically irresponsible. It would do irreparable damage to Saguaro national park and the surrounding areas, not to mention cost the taxpayers exorbitant amounts of money. Kill this project and make sure another one like it never sees the light of day.</p>	R-2 and AC-5 and GlobalTopic_4		I- 2030 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gonzalez	Thomas		Website	5/11/19 4:51 PM AT	<p>This project is irresponsible to the economy and ecology of the great state of Arizona. It's a wasteful project that would destroy and forever alter the habitats of local wildlife, in addition to diverting funding from our already crumbling infrastructure to a vanity project that would serve little purpose other than to be an eyesore and line the pockets of developers.</p> <p>The ecological disaster that would inevitably follow this project unthinkable doesn't seem to be an issue for its proponents, so it's also worth mentioning how diverting traffic from a city whose major source of economic boon is tourism, while simultaneously destroying the wildlife that supports said tourism, is an exercise in self-defeat.</p> <p>The I-11 project is immoral, irresponsible, and would come at huge expense to the taxpayers whose beautiful environment would get destroyed in the process. This proposal must be defeated.</p>	GlobalTopic_4, AC-4, AC-7 and E-1		I- 801 -1
Gonzalez	Vanessa		Website	6/27/19 5:27 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 2119 -1
Gonzol	Patricia		Website	6/19/19 3:05 PM AT	<p>I moved to Three Points 20 years ago for the peace and tranquility. And to enjoy the desert and its wildlife. Now it's being threatened for the sake of trade between 3 countries and more tariffs will be imposed. and prices in the United States will continue to rise. If this plan is followed through, not only will it cause an imbalance in the desert and the wildlife it supports. But it will also displace the homeowners that have resided in harmony with respect of their surroundings. Please, I beg of you, do not let the i11 come through our precious desert.</p>	GlobalTopic_1		I- 1787 -1
Goodhart	Donna		Website	7/08/19 7:43 PM AT	<p>NOOOOOOOO! Bad Idea, not needed, too disruptive to land, wildlife, and residents. Improve I19 and I10 instead.</p>	GlobalTopic_1, GlobalTopic_4, and BR-1		I- 3139 -1
Goodman	Larry		Oral	4/29/19 1:00 AM AT	<p>MR. LARRY GOODMAN: Hi. I'm Larry Goodman. Six months ago we bought our home in -- brand new at Ranchers. And we bought that because we did our research, and we looked at Interstate 11 way to the east like another man said. The 303 was the only thing we thought we had to worry about. That's not going to be anywhere near us. But now you change the course of the Interstate 11.</p> <p>And it says it's an environmental impact statement. I'm so scared of that, I can't see straight. Because I'm from southern Oregon. In southern Oregon we had some folks with fake dreadlocks come up across the border and cut the wood because they spotted owls. You know, my town -- my home town decimated. They are basically resorting to panhandling to people coming in for tourism.</p> <p>That angers me because everybody came here, hopefully, we are looking at the damage and impact this route will have on the people in this group. It's not all just about the environment, although it is. I love the outdoors, but it's about people as well as.</p> <p>So please consider that. Please consider it maybe when someone raised the prospect of a new interesting process because there may be a new massive land owner in the area. And that may be the 800-pound gorilla in the room. But please, please take us into consideration as well, because we matter as well. Thank you.</p>	GlobalTopic_4		I- 1156 -1
Goodman	Tammy		Oral	4/29/19 1:00 AM AT	<p>MS. TAMMY GOODMAN: Hi. First off, I want to tell you that I think the blue route is the screw route. That's -- what it's doing to us as homeowners.</p> <p>I live in Grandview Ranches. Grandview Ranches will be completely taken out. On the other side, Grandview Manor most of that will be taken out. That's over 50 homes. The ones that are going to be remaining, will have highway views.</p> <p>And also, I wonder about the security. I saw that it goes about a mile, mile and a half from the nuclear plant. So it takes it pretty close to that. So my concern is safety there.</p> <p>So like I said, I don't think this is fair. I don't -- I don't know what the result. I know you can't tell us why. Is there a huge financial gains in making this decision in the future if you're going to destroy all these family's lives in the present?</p>	GlobalTopic-4 and LU-1		I- 1169 -1
Goodman	Tammy		Oral	4/29/19 1:00 AM AT	<p>So one of the things that concerns me is, I've been told, well, maybe it's just 20 years down the road, which will be fine for me because I moved into my house to die there. That's my final home. And I may not be alive by then. But between now and when that takes place, the property values are -- it's going to be difficult to sell your home.</p> <p>If you have to move, how are you going to sell your home? Who's going to buy a home that knows that it's going to be leveled in the future? So that affects that. It affects the future.</p>	LU-1		I- 1169 -2
Goodman	Tammy		Oral	4/29/19 1:00 AM AT	<p>And then another thing as far as notification, last week we received a little card in the mail with the blue line showing how it goes. Well, we couldn't really tell until we got to the computer and did our research.</p> <p>So we don't feel like people are being notified that this is happening. In fact, we asked our neighbors, "Do you realize this is happening?" And they were like, "No, we didn't know anything about it." So people aren't being informed that this is happening to them very well.</p>	CO-1		I- 1169 -3
Goodman	Vern		Website	5/21/19 7:37 PM AT	<p>I would like to see i11 connect to us93 farther west than proposed. I feel that it could head more westerly after crossing us60, maybe even to the us93 and state road71 intersection. The proximity to residential will create highway noise and possible problems associated with a major traffic corridor so close. Access to Wickenburg is easily attained at us60 i11 intersection. The proposed us93 connection is several miles north of town and most services. We live this far out of town to enjoy the quiet and peaceful atmosphere. Thank you for your consideration, Vern Goodman</p>	GlobalTopic_5		I- 1057 -1
Goodroad	Shareen		Website	7/06/19 2:51 PM AT	<p>I SUPPORT THE ORANGE ROUTE IN THAT IT PRIMARYLY USES EXISTING ROADWAYS AND IS THE MOST COST EFFECTIVE USE OF RESOURCES. IN ADDITION, ADOT SHOULD ENDEAVOR TO STAY AWAY FROM MARSH AND RIPARIAN AREAS IN THE PROSPED CORRIDOR TO PROTECT IMPORTANT AND SENSITIVE WILDLIFE HABITAT.</p>	GlobalTopic_4 and BR-1		I- 2655 -1
Goranowski	John		Website	5/11/19 1:43 PM AT	<p>Per my review of the options presented; it would be my preference that I10 be expanded between Marana to I19 with the addition of express and local lanes. This is currently being done in Orlando Florida on the I4. This would cut down on congestion separating thru and local traffic. This alternative would impact already developed areas in the Tucson region. The building of an interstate in the undeveloped desert is not advisable. The undeveloped desert in South Arizona is a finite resource that should not be disturbed.</p> <p>The argument that future transportation resources will be needed, in this age of climate change, are dubious. Before more desert is destroyed; ADOT and AZ should be required so show that water resources will actually be available to support such anticipated growth.</p>	GlobalTopic_1		I- 780 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gordon	Lynda		Website	4/23/19 8:55 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 262 -1
Gordon	Zach		Website	4/30/19 8:40 AM AT	I am concerned about the harm it was cause to nearby national parks, Saguaro National Park West, Ironwood Forest, etc...	R-1 and R-2		I- 344 -1
Gordon	Zach		Website	4/30/19 8:40 AM AT	If the construction of a transportation system is inevitable, then build a quality public transportation system like a high speed train that connects metropolitan areas and serves a lot of people in an efficient way.	AC-9		I- 344 -2
Gorji	Shazieh		Website	7/05/19 10:23 PM AT	Our desert is so very pristine and the flora and fauna so unique to this region. Living in the valley city and yet having such easy access to nature is a blessing. Let us preserve and cherish and protect these blessings for future generations so they may look back at us and give thanks too. For us, for them and for all creatures big and small, plant life and insect life. Another interstate today and then once it exhausts itself yet another one and another... stop now before it's too late.	GlobalTopic_4 and BR-1		I- 2622 -1
Grace	Ashley		Website	6/28/19 9:21 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2161 -1
GRACE	KATHLEEN		Website	7/05/19 2:15 PM AT	Hello...I hope that this letter will be read in its entirety, and not shoved into a folder somewhere to be ignored. I am writing this letter in regards to the I-11 project, that will affect my neighborhood. Myself and my family are TOTALLY AGAINST THIS PROJECT!!! Tucson and Marana are such diverse cities, with diverse landscapes, and people. The diversity of these cities is what draws people to them, not the congested urban sprawl. My husband and I bought our FIRST home in the Avra Valley area 16 years ago. I, growing up as a city girl all my life, had to adjust to the quietness of this area, the native vegetation, and native animals. Yes it was an adjustment, but, at this point in my life I wouldn't change it for the world. We don't need to be a copy of Phoenix- urban sprawl, congestion, construction, and pollution as far as the eye can see. The slower pace and peacefulness of Picture Rocks, Avra Valley, Marana, and it's surrounding areas is what is good for the city. Thank you for taking the time to read my letter. Kathleen Grace Avra Valley Resident for 16 years. XXX-XXX-XXXX- I can be reached any time at this number.	GlobalTopic_1 and LU-3 and LU-1		I- 2602 -1
GRACE	KATHLEEN		Website	7/05/19 2:15 PM AT	This area has 2nd, 3rd, and fourth generations of farmers which helps the economy by growing cotton, milo, hay, alfalfa, corn and other vegetations. Farming is all these families know. That's their livelihood. If you build this corridor, which isn't needed, what will these families do for a living? Farming is their life. They will become unemployed, and dependent on state resources. If you build this corridor, where will all these families live? They will be forced out of what drew them to this area in the first place. We don't need to force people out of their homes that they have lived in for generations.	G-1		I- 2602 -2
GRACE	KATHLEEN		Website	7/05/19 2:15 PM AT	There will be a major disruption of the native vegetation, and native animals. For what? To get people to Las Vegas faster by a few minutes? Why not take the millions of dollars that will be needed to build this corridor and repair the roads that we already have? That would be more of an incentive for people to want to live in these areas vs living amongst the urban sprawl. My family and I are TOTALLY AGAINST THIS PROJECT!! I would lose my first home, my daughter and son in law along with his family will lose their farm. Leave the desert alone. Leave the farms, vegetation, and animals alone. Let this area be the diverse and beautiful area that it is. We don't need the noise, pollution and added stress of this corridor. Do what's right for this area. Use the money to fix the roads, and let this area stay as beautiful as it is with the farm lands and history that it has. If you have any questions for me, I would be happy to answer them. I would be willing to speak to whomever regarding this issue.	GlobalTopic_4 and AC-8 and LU-3 and G-1		I- 2602 -3
Graeb	Tanya		Website	7/04/19 12:33 PM AT	We do not support this project coming through the Thunderbird Farms area of Maricopa. Most of us are here because we do not mind the drive to town across many roads and farm areas. With this freeway will come all the issues of city life that we all hoped to move away from! There are plenty of alternatives! There is no reason to disrupt our area with this unwanted stigma!	GlobalTopic_4 and G-1		I- 2557 -1
Graf	Charles		Website	7/03/19 1:26 PM AT	What a ridiculously conceived project and colossal waste of money! The environmental impacts are bad enough, but even setting that aside, it does nothing to actually benefit Tucson or the rest of Arizona. It will be great for subsidizing trucks moving through to onward destinations, but it will be worthless to most Arizona residents as an actual transportation alternative. We citizens will pay to build and maintain it, but it will be of no use to us. Not only that, but the project is a last century approach to a rapidly changing transportation world. There is no justification for this anachronism. I urge you to send the plan to the shredder and apply some modern thinking for solutions that will lead us into the future, not anchor us to the past. Sincerely, Charles Graf	GlobalTopic_1, GlobalTopic_4, E-3, and AC-7		I- 2504 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Graf	Mary M.		Email	7/08/19 1:00 AM AT	<p>July 8, 2019 From: Arizona/Tucson Resident: Mary M. Graf</p> <p>RE: Tier 1 Interstate 11 'recommended alternative' through rural Altar and Avra Valleys</p> <p>I write in STRONG OPPOSITION to this route, which would by pass Tucson and irreparably change and I believe harm unique and precious lands.</p> <p>As a lifelong Arizona resident, I believe that this is a terrible idea on many levels, including:</p> <p>*Building a freeway through BLM lands violates the purpose for which these lands were set aside initially!</p> <p>* Private property rights are valued by Arizona residents. The thousands of acres and PRIVATE lands and owners impacted by this would be costly. Not only for the building but by the resultant displacement of hundreds if not thousands of desert TAXPAYING residents.</p> <p>The current I-10 corridor, already impacted by decades of commercialization and transportation use, is the logical route to expand. With 21st century transportation modes coming into play, planning to crash I-11 through this special desert area is just plain unimaginative, destructive and irreparably harmful.</p> <p>This I-11 Altar/Avra Valley "recommended alternative" is a 20th century 'solution' (sarcasm intended) in a 21st century world.</p> <p>Mary M. Graf XXXXXXXXXXXXXXXXXX Tucson, AZ 85745-4120</p>	GlobalTopic_1		I- 3420 -1
Graf	Mary M.		Email	7/08/19 1:00 AM AT	* Critical wildlife corridors would be affected. . . wildlife cannot flourish with small plots of 'natural' area that are bisected by freeways, there is no way to mitigate for this.	GlobalTopic_1, BR-7		I- 3420 -2
Graf	Mary M.		Email	7/08/19 1:00 AM AT	<p>* The value of the area for tourism, which brings in BIG dollars, would decrease—the natural area as it exists now brings in DOLLARS and TOURISM.</p> <p>* Economic affects would be immense—by taking traffic and resultant business AWAY from the Tucson corridor, the potential to create massive sprawl on western desert lands looms large—with adequate WATER availability already an issue.</p>	GlobalTopic_1, E-2, E-1, LU-3; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 3420 -3
Graf	Mary M.		Email	7/08/19 1:00 AM AT	* Tribal lands with precious sacred sites exist throughout the area, building in this undisturbed land is akin to building through the Sistine Chapel.	GlobalTopic_13		I- 3420 -4
Graf	Mary M.		Email	7/08/19 1:00 AM AT	<p>* The " dark skies initiative", which Pima County should be justly proud of, would be dashed by the light pollution I-11 would introduce.</p> <p>* In addition to LIGHT POLLUTION, the NOISE and AIR POLLUTION created would adversely impact this unique Sonoran desert area.</p>	GlobalTopic_1, V-1		I- 3420 -5
Graffagnino	Dr.Mary Ann and Frank		Website	6/03/19 11:03 AM AT	<p>To WHOM IT May Concern,</p> <p>My husband and I are emailing you to express our STRONG opposition to the proposed I-11 Corridor from Wickenburg to Nogales. It will cut a swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution.</p> <p>FOR THE HEALTH AND WELL-BEING OF ALL CURRENT AND FUTURE GENERATIONS, WILDLIFE AND THE ENVIRONMENT, we ask ADOT to pursue the no build alternative and to instead focus on rail between Phoenix and Tucson. THIS IS THE RIGHT, FAIR, JUST, HUMANE AND HEALTHY ACTION TO TAKE!!!!!!!</p> <p>Sincerely yours, Mary Ann and Frank Graffagnino XXXXXXXXXXXXXXXXXX, Prescott, AZ 86301</p>	GlobalTopic_4 and BR-1		I- 1248 -1
Graffagnino	Mary Ann and Frank		Email	4/30/19 3:27 AM AT	<p>To Whom It May Concern:</p> <p>My husband and I are writing to express our strong OPPOSITION to the ADOT proposed I-11 Corridor from Wickenburg to Nogales. We oppose this because it will cut a swath across the state, fragmenting habitats, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution. RATHER, WE URGE ADOT to pursue the no build alternative and to instead focus on rail between Phoenix and Tucson.</p> <p>FOR THE HEALTH AND WELL-BEING OF ALL CURRENT AND FUTURE GENERATIONS, WILDLIFE AND THE ENVIRONMENT, OPPOSING THE I-11 CORRIDOR IS THE HEALTHY, RIGHT, FAIR, JUST, HUMANE ACTION TO TAKE!!!!!!!</p> <p>Sincerely yours, Mary Ann and Frank Graffagnino XXXXXXXXXXXXXXXXXX Prescott, AZ 86301</p>	GlobalTopic_4 and R-2 and AC-9		I- 468 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Graffagnino	Mary Ann and Frank		Email	5/13/19 1:00 AM AT	TO Whom It May Concern: My husband and I strongly oppose the proposed I-11 Corridor from Wickenburg to Nogales, cutting a swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution. FOR THE HEALTH AND WELL-BEING OF ALL CURRENT AND FUTURE GENERATIONS, WILDLIFE AND THE ENVIRONMENT, PLEASE TAKE THE RIGHT, FAIR, JUST, HEALTHY AND HUMANE ACTION AND pursue the no build alternative and to instead focus on rail between Phoenix and Tucson. Sincerely yours, Mary Ann and Frank Graffagnino XXXXXXXXXXXX, Prescott, AZ86301	GlobalTopic_4 and AC-9		I- 968 -1
Graham	Cheryl		Website	6/17/19 2:06 PM AT	I moved to Picture Rocks 5 years ago and am buying my home. I moved there to get out of the city and the noise. I oppose the government coming in and destroying our rural area. The I-11 is going to destroy our natural land and bring pollution that will destroy our beautiful desert area. I have already noticed how the Trust Land has been destroyed and everything has been killed in certain areas out in Picture Rocks. I looks very obvious what has been done to bring a highway through. I left California over 20 years ago to come to this beautiful state. I am all for progress but not progress that is going to destroy our peaceful area so Mexico ca get to Vegas quicker. Really?!? You want to destroy the only area that the Earth grows Saguaro's so people can gamble? I find this totally absurd. I bought my house to retire in and plan to leave it to my autistic grandson so he can grow up and live in a community of natural beauty. I know the citizens of Picture Rocks are not Beverly Hills wealthy which is why the Government doesn't give a shit about plowing through our community. If we were upscale and a wealthy community I bet we wouldn't have to worry about getting stomped on. Plow through someone else's area and leave our community alone. Or better yet, let Mexico continue to take the same route as we all do to Vegas.	GlobalTopic_1		I- 1627 -1
Graham	Jean		Website	7/02/19 8:01 PM AT	no donot put it out here combine it w/i/10 save the federal government money and protect the land and my home which have owned for 35 years	GlobalTopic_4 and LU-1		I- 2340 -1
Graham	Wendy		Phone	7/08/19 1:00 AM AT	Hi, this is Wendy Graham, I'm a Tucson resident and voter. My number is XXX-XXX-XXXX, I'm in zip code 85712 and my vote is absolutely no on I-11. There are alternatives that would be feasible. This will ruin wildlife, passageways and use up a lot of desert that doesn't need to be made into a road and my vote is no. Thank you.	GlobalTopic_1		I- 3459 -1
Grainger	Patricia & Jeffrey		Website	4/18/19 11:35 PM AT	The recommended route for I11 will put our primary residence right in between the Northbound and Southbound carriageways. We have spent the last few years building and improving this residence as our retirement home and do not have the funds or energy to start again in a new location. We strongly oppose this project which will totally ruin this quiet part of Tucson for all its residents and wildlife.	GlobalTopic_1 and GlobalTopic_4		I- 170 -1
Gramando	Allan		Website	7/08/19 3:29 PM AT	How come this interstate is cutting across our Sunland Ranches HOA properties? Corner of Lamb Rd and Phillips Rd.	GlobalTopic_4, GlobalTopic_8 and PN-3		I- 3023 -1
Gran	Cynthia		Website	7/08/19 12:17 PM AT	No thank you! No to I 11 interstate.	GlobalTopic_4		I- 2960 -1
Gran	Gary		Website	7/08/19 12:20 PM AT	No no no ! No to I 11 interstate	GlobalTopic_4		I- 2962 -1
Graves	Aaron		Website	6/11/19 7:53 PM AT	I received a flier in my mailbox saying my house was going to be affected by I-10. I'd like to start out by saying this flier is false propaganda. It states that it will lower my property value. That is not true. It provides no proof of this either, just an idea, or a thought, that someone has said, backed with zero factual evidence. It also states that it will destroy the rural character we treasure. Would that mean by bringing more businesses and developments? Those are both things that would increase my property value tremendously. As for the rural aspect, most people out here do not live out here because it is a rural area. They live out here because it's cheap. The flier also states that it will destroy the natural resources that we treasure. Which natural resources is the question. Flat and baron desert land composed of a few struggling trees and a few small shrubs? There are no water ways being interrupted. There are no national parks being destroyed. What I do think though, is that I-10 is over crowded. If we can revert traffic going to Phoenix from Mexico, and vice versa, then that would free up some space and ease the congestion. If we can redirect the traffic from Semi trucks as well, that would be an improvement. If we look at Tucson, it takes quite a bit of time to get from one side of town to the other with traffic. The reason for that is the lack on highways. Phoenix has Highway's all over. Tucson does not. Once avra valley expands, which it will, it's inevitable, we will be just like Tucson wishing we had more highways as well. If we wait until it's too late, we will be screwed just as Tucson is, with nowhere to put a highway.	GlobalTopic_4		I- 1486 -1
Gray	Don		Website	7/08/19 5:35 PM AT	Forcing I-11 through the Avra Valley is a terrible idea. There is no way to mitigate the damage it will do. Against clear opposition from relevant agencies, organizations and the general public, ADOT has chosen to: 1. Enable suburban blight right next to our world-class Saguaro National Park and Tucson Mountain Park. 2. Destroy the peace and beauty of the Sonoran Desert west of the Tucson Mountains, a vital tourist destination. 6. Continue to engage in deceit and manipulation to mis-characterize and deny the public's voice in choosing an I-11 Route. For example, in its "Errata" document, ADOT features a handwritten example of "how to write a comment" that is counted as "positive" toward I-11 through Avra Valley, when the author clearly states she or he has serious concerns about this route. 7. ADOT, apparently with FHWA's blessing, has chosen to oversee its own environmental impact studies, a serious conflict of interest.	GlobalTopic_1, R-2, and E-2		I- 3094 -1
Gray	Don		Website	7/08/19 5:35 PM AT	3. Trample through the Tucson Wildlife Protection Corridor which will not, as ADOT claims, be a "win" for wildlife. 4. Act shamelessly in opposition to U.S. Senate Bill 1499 – Wildlife Corridors Conservation Act of 2019.	GlobalTopic_1, BR-2, and BR-6		I- 3094 -2
Gray	Don		Website	7/08/19 5:35 PM AT	5. Encourage traffic to and from the entire southern tier of states to bypass Tucson entirely, shortchanging our economy and overwhelming any 4-lane interstate through Avra Valley.	GlobalTopic_1, E-1		I- 3094 -3
Gray	Don		Website	7/08/19 5:35 PM AT	8. And, ADOT has chosen to build a very expensive new roadway when more economical options are available. A better alternative to I-11 through Avra Valley is to enhance existing resources including I-10 and railways. And, credible, independent planners and environmental analysts are necessary to oversee ADOT's I-11 activities.	GlobalTopic_1		I- 3094 -4
Gray	Judith		Phone	6/25/19 1:00 AM AT	Hello, I would like to make a public comment by telephone. I received a notice that the EIS study team is recommending the alternative for interstate 11 as a bypass through Altar and Avra Valleys. I am, my name is Judith Gray, I live in Tucson. I am an 80 year resident of this area and I have been every month submitting a sum of my water bill to the city to conserve public land. A lot of public land has been conserved, especially in this area and now the ADOT group is apparently casting their eyes upon Avra and Altar Valleys, seeing this empty land there just ready for a freeway. I want to urge with my very strongest feelings that this should not be attempted through this valley. They should only use an interstate in lands that have already been spoiled by other means of transportation such as the railroads or the interstate 10 corridor and I think that decades of conservation has made this land available so it looks like it's just empty and nobody cares about it. We in Tucson care a great deal about this valley. We have our Saguaro Monument and our Ironwood Forest Monument. We have the southern Arizona desert museum, which is world famous and all these things would be terribly impacted if not destroyed by having an interstate going to the west of it and if there is anything more that we can do to present this, we would like to know and I thank you very much for allowing me to submit my opinion by phone. Goodbye.	GlobalTopic_1, LU-4 and R-2		I- 3306 -1
Gray	Marlesa		Website	7/08/19 2:58 PM AT	I am writing to strongly urge that the I-11 project be completely abandoned. It is ridiculous to have 2 parallel freeways between Phoenix and the Mexican border. Environmentally, the project impacts of a 2nd freeway will not be limited to the ROW, as there will be increased development in an area that is otherwise still pristine desert. Quite honestly, this project is extremely environmentally insensitive, and whoever thought it up should be ashamed!	GlobalTopic_1, AC-6, PN-3		I- 3015 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gray	Monica		Website	5/18/19 12:15 PM AT	I oppose the construction of I-11. The need for a new interstate is exaggerated by the ADOT. They have not explored alternative solutions to the ever-growing need to transport imported items from Mexico. This highway is a bandaaid, metaphorically speaking, to temporarily fix a problem. The problem must be solved by instating free reproductive care to women, educating women, and reducing the exponential population growth that is raises their children to think that public lands are entitlements to be trampled, exploited and commodified. We must cherish the ecosystems that are still visible in public land and protect the sources of clean water for generations to come. A new highway is excessive infrastructure that only encourages liquidation of resources, pollution of water and deterioration of already threatened ecosystems. Traditional ecological knowledge and sustainable water use must be instilled in our children. An alternative must be agreed upon, such as improvement of current highways and efficiency of vehicles (renewable energy sources.) The time is now to protect clean water and make changes as a people towards sustainability.	GlobalTopic_4		I- 1014 -1
Grecchi	Giulio		Website	6/30/19 5:37 PM AT	[Text from attachment] I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg These are my comments: I see no reasons to build a new Interstate to parallel I-10 from Casa Grande to Green Valley. The proposed route is going to disrupt sensitive and protected desert areas, where hardly any economic activities exist. So, why build a new road there? I would suggest that the money should rather go to enlarging and better equip I-10 and I-19, where necessary. These are roads connecting geographic areas of high-density economic activities, which can use a better infrastructure. At the same time, please leave our desert intact. The national parks and forests are what stimulates tourism in our area. Tourists like the remoteness and natural integrity of what they find here. Many thanks, Giulio Grecchi XXXXXXXXXX, Tucson, AZ 85711 XXX-XXX-XXXX XXXXX@aol.com	GlobalTopic_1, E-2 and R-2	Grecchi_G_I2240	I- 2240 -1
Grecchi	Tina		Website	5/07/19 8:19 PM AT	To whom it may concern: It is absolutely critical for wildlife and habitat that this proposed project has had the appropriate amount of time for a thorough review of impacts as well as public and expert comment. Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 624 -1
Gredig	Theresa		Website	6/28/19 8:39 AM AT	I travel I10 every day in the greater Tucson area. While there are times it is crowded, it is limited. I don't want to see another major artery cut through this beautiful desert. I don't want to have an unnecessary blight destroying wildlife habitat and my need for spiritual relief found in unspoiled places. Continued work on I10 will address the need (speaking of which, we can't even keep that road in good shape when recently refinished section get holes in them quickly.) If we cant maintain what we have, we don't need another taking away resources. Finally, I think most everyone can agree that fossil fuels are on the way out sooner than later. I also think most people in southern Arizona embrace our unique and beautiful surroundings. So let us start thinking and designing with the future in mind. Develop better mass transit and encourage tele commuting to reduce traffic. Let us encourage every community to be as self reliant as possible, requiring less to be brought in. And then finally, let every one of us stop buying junk. Instead, let us build businesses to repair things. This future allows for the beauty, uniqueness, and importance of our corner of the world to exist without another scar dividing the landscape. Think bigger, think better.	LU-3 and BR-1 and GlobalTopic_1		I- 2159 -1
Green	Gerald		Website	6/23/19 6:36 AM AT	This project must be stoped, ADOT go back yo the drawing boards and find another way	GlobalTopic_4		I- 1973 -1
Green	Marion		Website	7/08/19 1:24 PM AT	The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	GlobalTopic_1 and LU-5 and WR-2		I- 2977 -1
Green	Marion		Website	7/08/19 1:24 PM AT	• The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	BR-1 and BR-2		I- 2977 -2
Green	Marion		Website	7/08/19 1:24 PM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1 and E-1 and E-2		I- 2977 -3
Green	Marion		Website	7/08/19 1:24 PM AT	• The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	LU-3, and LU-1 and LU-4 and LU-5 and GlobalTopic_1		I- 2977 -4
Green	Michael		Website	6/16/19 8:53 AM AT	An I-11 bypass of Tucson creates an environmental and economic crisis. What moron thought it a good idea to make Saguaro National Park an island, landlocked by smog polluting interstates on all sides? Co-locate this bitch or don't do it at all	GlobalTopic_1, R-2, AQ-1 and AC-6		I- 1572 -1
Greene	Alyson		Mail	7/08/19 1:00 AM AT	Thank you for accepting public comments on Interstate 11 and the proposed routes. I urge you to please save 3.4 billion dollars and Route the freeway along the interstate 10 Interstate 19 corridor. ... Please route it with Interstate 10 and Interstate 19. And if it were to widen a specific area please stack that part of the freeway like they are doing in Phoenix.	GlobalTopic_1	Greene_A_I3520	I- 3520 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Greene	Alyson		Mail	7/08/19 1:00 AM AT	Please do not build a freeway through altar and avra Valleys for the following reasons: It would destroy many of the most beautiful and beloved areas in our state the quiet and wild nature of the Desert Inn and alongside many public lands, such as Saguaro National Park and Ironwood National Monument. It would destroy thousands of saguaros which science has shown cannot be successfully transplanted they almost always die within the first few years. Disrupt wildlife migrations and habitats significantly, a large and long north-south Interruption of migration routes cannot be sufficiently mitigated with just a couple bypass spots. Hydro / flows / water would be damaged. Many small washes and water flow areas would be blocked. The riparian vegetation far from the freeway (that depends on seasonal flows) would die, which would further impact the wildlife. The globally Significant scientific research at Kitt Peak would be harmed by the bright lights. The Royal quality of life of such a large area would be forever destroyed not only for the residents and tourists who feed our economy, but for those of us in Tucson who visit for rest and renewal. in summary please keep the freeway out of Altar and Avra valleys.	GlobalTopic_4 and GlobalTopic_1		I- 3520 -2
Greene	Alyson		Website	5/10/19 9:45 PM AT	Hello. I urge you to increase the public comment period to 120 days (to September 28). I have just learned about this proposal, and I — and many other citizens — need time to study the documents and proposal, so that we can give informed, intelligent, and helpful input. I urge you to please extend the deadline for public comments to September 28. July 8 is too short a deadline for a project of this magnitude. Thank you.	GlobalTopic_9		I- 748 -1
Greene	Linda		Oral	5/11/19 1:00 AM AT	MS. LINDA GREENE: My name is Linda Greene. I'm an 81-year-old grandmother. My 14-year-old grandson could not be here today because he's in school, and my 53-year-old daughter could not be here. I am also here for my deceased husband, John, who's also deceased and not able to be here. He worked for most of his career for Congressman Mo Udall. Mo Udall, of course, also cannot be here, but if he was, for those of you who know the power of that man, he would rise up from his grave, he would tell a few jokes, and then he would go after you tooth and nail, because he was a truth teller. And every single one of us that are here are truth tellers. We know this road is a mistake, a mistake that could not be fixed if you get to do what you are here for. You have not done your homework. You have done such a lousy job of environmental investigation. You should be ashamed that you are sitting there. If Mo Udall were alive, he would tell you that. Mo Udall won many battles for the beloved state of Arizona. He won many battles against economic boondoggles, against the travesty on something that you can never replace, the precious environment of the Sonoran Desert. I am one, but I am many. Look at you. Every single one of you in here has spoken better than me, more -- Chris, what you did was fantastic. Not a single one is here to support what you are doing. We can sue, and we will. We know how to make our voices heard. We have done it over and over again. All the alliances -- look how many women are here. Look what we just did two years ago. We will not quit. Our voices will get louder. We'll bring the attention of the national news here, because this is a fight going on all around the country. What are our rights as people who live here? You all have told your personal stories. We know that this is a mistake. It is a boondoggle. It costs enormous amounts of money that we need badly for real work for the state of Arizona. We can save this from happening. We can use the roads we have. We know that. There's plenty of evidence. We will not quit. We will not give up. And you must start recognizing that now.	GlobalTopic_4		I- 1430 -1
Greenwood	Kathleen		Website	6/24/19 8:29 PM AT	1. Light pollution at Kitt Peak 2. Too close to Tucson Mountain District of the Saguaro National Forest 3. Too close to Ironwood, another national forest	GlobalTopic_1, R-2 and V-1		I- 2025 -1
Greenwood	Kathleen		Website	6/24/19 8:29 PM AT	4. Divert traffic from downtown Tucson	E-1		I- 2025 -2
Greer	Kathleen		Website	7/08/19 10:33 AM AT	NO on i11 there are alternatives	GlobalTopic_4		I- 2930 -1
Gregonis	Linda		Website	7/02/19 1:16 PM AT	I opposed the proposed preferred I-11 corridor from Amado through the Avra Valley for the following reasons: First, and most important, Tucson's water supply now resides below the surface in Avra Valley. Running a highway down the middle of a water supply for nearly a million people will create unacceptable risks of contamination. Second, a highway will cause unacceptable levels of light pollution for Kitt Peak, which overlooks the proposed route. Third, the area between Amado and the Avra Valley is relatively undisturbed, natural habitat--damaging it violates the Sonoran Desert Plan that has been signed off on by all government entities. Fourth, the viewshed from Saguaro National Park and the Arizona-Sonora Desert Museum would be irrevocably damaged, not to mention air pollution from the highway. Fifth, the proposed route is much more expensive than the alternative route that would upgrade already existing right-of-way through Tucson. Sixth, where the proposed route rejoins I-10 (which makes no sense to me--why not take it all the way up to I-8 if you are going to destroy so much land), there is considerable ground subsidence and ground piping--putting a highway with heavy truck traffic over it would exacerbate that problem and will cause continual maintenance problems and possibly unpredictable, dangerous conditions on the road. Please use the existing rights-of-way and leave the Amado and Avra Valley Areas alone. The BEST alternative would be to revive the railroad segments that go from Tucson to the border. The rail line is well established and can handle much more traffic (including a passenger line if it is planned for) in a safer way than any highway. Again, I oppose the proposed alternative through the Avra Valley.	GlobalTopic_4, WR-2, V-1, AQ-3, AC-9 and GlobalTopic_1		I- 2319 -1
Gregory	Eric		Website	7/07/19 6:34 PM AT	The "preferred alternative" for I-11 through the Avra Valley would be a disaster, a waste of money, and a disruption to people and wildlife. Do NOT pursue this route. Thank you.	GlobalTopic_1		I- 2837 -1
Gregory	Eric		Website	5/01/19 12:19 PM AT	As a new owner of land in Arizona, right in the path of this alternative route, I strongly oppose construction of I-11 through the Avra Valley. I very recently purchased land near the proposed path of this massive road in hopes of utilizing it on a seasonal basis now and for many years to come. I-11 through the Avra valley will utterly destroy what makes this part of the world special, the wildlife, the quiet, the darkness. All of these things are what drew me to the area and what keeps me coming back. Please do not destroy this fragile location. Leave it intact and healthy for current and future generations to enjoy and explore. If you wreck this area, ultimately AZ will lose out. AZ will lose out on business, jobs, taxes, and an area of irreplaceable natural beauty. Please make the only good decision, do not build a road through the Avra Valley. Thank you for your time. Eric Gregory	GlobalTopic_1		I- 370 -1
Greve	Mary		Website	4/23/19 1:00 PM AT	I am opposed to I-11. I think it would be much better to widen the existing I-19 and also put up sound barriers in the Green Valley area. The noise from the interstate is already so loud that it is impossible to sit outside in the evenings and have windows and doors open at night. Money saved from widening rather than new construction would pay for the sound barriers.	GlobalTopic_1 and N-1		I- 264 -1

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Griffiths	Matt		Website	7/08/19 2:23 PM AT	To whom it may concern, I am opposed to the Recommended Alternative route through Avra Valley as I think it is an unnecessary intrusion into a valley filled with wildlife and natural attractions. The development that would surely follow the creation of a new highway will forever change Avra Valley and major attractions such as the Desert Museum and Saguaro NP—two of the biggest draws that Tucson has! I support the already-entered comments of the Tucson Audubon Society and the Coalition for Sonoran Desert Protection. Please do not contribute to more sprawl in the Tucson area! Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 3003 -1
Griffiths	Matt		Website	7/08/19 2:23 PM AT	I support co-location with I-10 and I-19 in southern Arizona where much infrastructure already exists and the impacts on natural areas is minimized.	GlobalTopic_1		I- 3003 -2
Griffiths	Matt		Website	4/16/19 10:09 AM AT	Please extend the deadline for comments to 120 days, so that the new deadline is September 28, 2019. The current time period does not allow organizations and the public enough time to properly evaluate this huge project. Thank you.	GlobalTopic_9		I- 88 -1
Grijalva	Justin		Website	7/08/19 12:58 AM AT	The proposed route as it stands is less than a mile from my residence. While I understand change is always inevitable for progress and economic development, I also do not want the quaint quality of life impacted with all that would come from this route. I am not against I-11, but would rather it use one of the alternative routes that utilize existing infrastructure (with expansion) and not the El Toro/Twin Buttes to the west option. Thank You	AC-7		I- 2897 -1
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	[See Attachment] Also emailed to: I-11 ADOTStidv@ldrinc.com Re: the 1—] 1 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(1) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg Dear Ms. Van Echo, I would like to take this opportunity to provide input during the public comment period on the Draft Tier 1 EIS referenced above.	Thank you for your input and interest in the I-11 Corridor Tier 1 EIS. FHWA and ADOT value the feedback on the Draft Tier 1 EIS provided by your office	Grijalva_E2	E- 2 -1
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	I am concerned that the current comment period is too short for a comprehensive review of this extremely large document (762 pages plus appendices). I request that the comment period be extended for a total of 120 days- which is common for projects of this magnitude and controversy- making the revised due date for comments August 3, 2019.	GlobalTopic_9.		E-2-2
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes. The City of Tucson and the metro region of Pima County would benefit most by enhancing existing infrastructure that already provides the connection: Interstate 10 and 19. or option "A" and "B" that have been included in your route studies. I am very concerned that a hybrid option of routes going through Altar and Avra Valley has instead been chosen for the preferred alternative in the Draft Tier I EIS. This route would necessitate building new interstate. This route would negatively impact rural communities in Avra Valley. Saguaro National Park. Tucson Mountain Park. Ironwood Forest National Monument. and other protected open spaces and wildlife corridors. I pointed this out during the scoping process in a June 1, 2017. letter to project manager Jan Van Echo. For the record I would like to repeat my concerns: This proposed route of the Interstate would bring in new development. roads. traffic. and have a negative impact on dark skies, wilderness values. and quality of life for residents of that community. Even a limited access roadway would still open this mainly undeveloped area to massive sprawl. Residents of my district affected by this option have called my office expressing these same concerns. Pima County voters have consistently opposed opening up the far western areas of Pima County to development via this transportation corridor. At some point, the Federal Highway Administration and the Arizona Department of Transportation must be responsive and support alternatives that provide economic opportunity in the existing metro region and not continue to promote routes that local voters have overwhelmingly opposed. Frankly. it troubles me that after two scoping periods and a stakeholder engagement process that resulted in widespread opposition to proceeding with any route through Avra Valley — and with serious concerns expressed all along by cooperating land and wildlife managing agencies — your study has determined that the much more costly alternative with greater negative impacts and fewer benefits for Pima County is the preferred alternative.	GlobalTopic_1		E-2-3
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	One explanation for this conclusion is that a Tier I analysis is not enough for a federal process to come up with the better route alternative. The tiering of the required environmental compliance means that the decision is not informed by the best information and that vague promises of future mitigation is enough to allow the incredible decision to bisect an important wildlife mitigation area with a major freeway. This calls into question the Department of Transportation's unusual practice of coming to a decision without the full environmental compliance that most other federal projects regularly require. A proposed MOU giving the state environmental compliance responsibilities for federal highway projects in Arizona, which would include the Tier 2 study further demonstrates the inappropriate fragmentation of planning and compliance this project will receive, especially compared to projects with this smt of impact on protected lands that our community would normally expect. Another issue of concern is the regularity with which this route keeps resurfacing. Voters overwhelmingly voted against a ½ cent sales tax that would have funded a similar project back in the mid-1980s. The Picture Rocks community along with many other Pima County residents and organizations have and continue to vocally oppose it, yet this route keeps being promoted as the preferred option.	GlobalTopic_8, GlobalTopic_1, and BR-6		E-2-4
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	Very little is being done to address alternatives to continuous freeway expansion, such as facilitating the expansion and use of intermodal shipping yards. facilitating the creation of public rail transportation lines as alternatives to continuously promoting freeway development—especially in pristine habitat corridor areas. I consistently remain opposed to any highway plan that opens up the Avra Valley to widespread environmental destruction.	GlobalTopic_1 and AC-9		E-2-5
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	The possible fast tracking of this project. despite information typically disseminated by the project's managers at public meetings that there is not current funding available. is concerning. While that may be currently true. this project is in conjunction with the Federal Highway Administration. I-11 and Intermountain West Corridor Study (IWCS) completed in 2014. With talk in Congress about developing an infrastructure spending package, the state appears to be attempting to remove all barriers to fast tracking this project once. and if. funding is available. If Congress is able to pass an infrastructure package. the voters will have no say. as planning will be completed. and routes will have been previously selected.	GlobalTopic_1, GlobalTopic_4, and GlobalTopic_8		E-2-6
Grijalva	R	Congressman Grijalva: U.S. Representative	Website	5/14/19 12:02 PM AT	If the project's purpose is to provide a high-priority north to south transportation corridor to connect to major metropolitan areas and markets with Mexico and Canada. then I believe that the best option is using Interstate 10 and 19. which already includes metropolitan Tucson and protects the environmentally sensitive area west of Tucson.	GlobalTopic_1		E-2-7

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Grimes	Mariah		Website	7/07/19 5:19 PM AT	<p>hearing about the proposed i11 project stopped me in my tracks. First off, it makes no sense physically, financially or environmentally the i11 will essentially run parallel to the already existing i10 which could simply be widened or given new exits where needed. Environmentally the proposed i11 will district and disrupt the delicate ecosystems and wildlife that take refuge in this area. It will border a national park & cause light and noise pollution along with many other factors and toxic disrupters.</p> <p>This land is sacred. This land is home to many critters and humans. This i11 would destroy hundreds of miles of raw, beautiful desert land & would have long-term negative impacts on the human, animal and plant life in the surrounding areas.</p> <p>I have yet to talk to a single person who thinks the proposed i11 project is a good idea.</p> <p>It would be wise to save money to enhance and improve already existing roads for those who frequently travel between the cities along the proposed i11 stretch rather than dumping unnecessary resources into a project that will so far more harm than good.</p> <p>(I've attached a photo of our home, just a couple miles away from where the i11 is expected to be built)</p> <p>[Attachment: Picture of landscape]</p>	GlobalTopic_1 and LU-3 and BR-1 and AC-5	Grimes_M_I2823	I- 2823 -1
Grimes	Mariah		Website	7/07/19 5:19 PM AT	Secondly, the people and the land that is here is beautiful and generally raw. Keeping this area quiet and protected is important to so many families who have lived here for decades & moved to the rural parts of west tucson to get away from the noise of the city limits.	LU-3 and N-1		I- 2823 -2
Grimm	Dorothy		Website	7/01/19 11:40 AM AT	No! Leverage existing roadways, minimize impact on environment and budget.	GlobalTopic_1		I- 2257 -1
Grindell	Beth		Website	7/08/19 3:55 PM AT	I am opposed to the construction of I-11 through the Avra Valley. It will simply destroy a large part of the wildlife, vegetation, and scenery that Arizonans consider important to Arizona. Expanding I-10 will be costly, disruptive, and, I suspect, a major engineering challenge, but at least it preserves the wilderness we prize.	GlobalTopic_1 and LU-3		I- 3036 -1
Grindell	Beth		Website	7/08/19 3:55 PM AT	I am concerned that no consideration appears to have been given to any mode of transportation other than internal combustion engines on asphalt. This study is being conducted by ADOT...that last word is TRANSPORTATION. What about rail? Air? Some combination of all of these? I fear we are looking at a 21st century problem through 20th century eyes. What are the transportation modes of the future?	AC-3 and AC-9		I- 3036 -2
Griswold	Philip		Website	5/13/19 6:13 PM AT	This is a bad idea: increases traffic; adds to more air pollution; inefficient use of fuel; jeopardizes habitat. Instead direct funds to mass transit and improvement of existing infrastructure.	GlobalTopic_4		I- 889 -1
Groch	Jackie		Website	7/07/19 5:17 PM AT	I strongly am AGAINST the ill corridor being located west of Tucson in the Tucson Mountains area. Moving the trucks etc.... from up north to Mexico will not be a benefit for all the residents who shall suffer such a negative impact. There would be a severe negative impact on the environment, the wildlife corridors, natural Sonoran Desert, the Saguaro National Monument, visitor opportunity to enjoy this beautiful area and provide horrible pollution to the area. Once it is gone - it is gone forever! Sandario Road is used by many local residents who do not want to go to Tucson and use i10 to go to north/ north west Tucson. Sandario Road is a wonderful road to drive going through this beautiful area there. There is just so much harm that will happen with this ill route through the rural Altar - Avra Valley. No mitigation will offset the negative impact the ill corridor will have in this location. This area that you want to put the ill corridor in is highly regarded as a natural beauty throughout the world! Aligning your ill with i10 & i19 would save \$3.5 billion dollars and a lot more if you just totally shred any idea of an ill. Who would really benefit from the ill corridor through Avra Valley? NOT the private property owners, the lifestyle, the wild life, the environment, the natural resources, the natural beauty. The ill Avra Valley route will encroach on the private property rights of thousands of private property owners along the entire north-south route. It boggles my mind that ADOT and FHWA even gave consideration to this route. No private large ownership investment of land by a FEW people in this area should influence what you decide. The City of Tucson, some Pima County Supervisors, Environmental Groups, and communities strongly declare that any Avra Valley Route for ill is NOT ACCEPTABLE. ADOT I hope that your determination is also that it is NOT AN ACCEPTABLE location for ill and that you convince FHWA to agree that it is NOT AN ACCEPTABLE ill route.	GlobalTopic_1 and LU-3 and AC-5		I- 2822 -1
Groch	Jason		Website	7/09/19 1:00 AM AT	I strongly oppose the Purple and Green alternatives. If I-11 is to be built, the Orange route is the better alternative. Frankly, the very idea that a freeway should be built to the west of the Tucson Mountains when a freeway already exists passing on the east side of the mountains is insane. The Purple and Green alternatives would ruin Saguaro National Park West and Tucson Mountain Park, tear up desert unnecessarily, and pass too close to the Desert Museum. Furthermore, those alternatives would cost far, far more money even by current estimates—which are undoubtedly underestimates to boot. I understand that the Orange alternative would have impacts in the stretch through Tucson, but the areas to be impacted are already currently impacted by the existing interstates, I-10 and I-19. Furthermore, the money saved by opting for the Orange alternative could be used to mitigate those impacts. Moreover, I and many other people live in Tucson due to the absence of freeways. If we wanted to live in a city with lots of freeways, we would move to Phoenix. Do not make Tucson into Phoenix.	GlobalTopic_1 and R-2 and R-1 and AC-5		I- 3217 -1
grohman	randall		Website	5/30/19 11:11 AM AT	I do NOT support the option to build a new freeway through the Avra Valley corridor. Many reasons well articulated by other opposing voices, but including that funds are better used to increase capacity of I-10 and incorporate ideas such as special truck lanes.	AC-6		I- 1205 -1
grohman	randall		Website	5/30/19 11:11 AM AT	Also, and especially, what a travesty to mess up the quiet darkness on the west side of the Tucson mountains and the Ironwood National Monument.	V-1		I- 1205 -2
Goose	Robin		Oral	5/11/19 1:00 AM AT	<p>MR. ROBIN GROOSE: I'm Robin Goose. I'm a resident of Marana. As a plant creator and plant geneticist, I am morally obligated to work to conserve all of Earth's plant diversity, thus I must oppose the Avra Valley Highway I-11.</p> <p>As a member of the agricultural community, I see no benefit to the farmers and ranchers of Avra Valley for I-11.</p> <p>As a citizen of Marana, I see damage to our economy and neglect of needed improvements to I-10. The back of I-10 could be designated I-11.</p> <p>What is the rationale for I-11? Ultimately its construction is to facilitate increased international trade via a Canamex Corridor, as per the North American Free Trade Agreement, NAFTA. But our current US president wants to build walls to the south, and to the north he has declared Canada a threat to our national security. Again, are we to build an Avra Valley I-11 to facilitate reduced international trade? Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1452 -1
Grostick	Sarah		Website	7/03/19 3:09 PM AT	<p>Dear I-11 Tier 1 EIS Study Team,</p> <p>Please give our remaining intact habitat a break! Birds need space and water, just like us humans.</p> <p>The currently proposed I-11 corridor (blue route) bisects Gila River area marshland and agricultural fields that birds, like the federally endangered Yuma Ridgway's Rail rely upon. The corridor would interrupt and further divert water and prevent some water from returning to the Gila River, a critical lifeline for Arizona's birds and other wildlife.</p> <p>According to the Draft EIS, the Orange Route that follows existing Highway 85, I-8, and I-10 has the least impact to wildlife and riparian areas. I agree and favor the Orange Route through the Gila River area. Please consider this plan.</p>	BR-4, GlobalTopic_2 and GlobalTopic_4		I- 2512 -1

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Grosvenor	Codi		Email	5/21/19 1:00 AM AT	Hello, I'm trying to get confirmation of the cutoff for comments on the I-11 corridor. The pamphlet at the meeting said comments were due by May 31st on the inside but July 8th on the outside. Could you please tell me the correct cutoff date for comments via email or mail is? Sincerely, Codi Craft	GlobalTopic_9		I- 1138 -1
Grosvenor	Mark		Website	4/13/19 1:40 PM AT	I am opposed to this project. There is no truly viable reason for routing a freeway through this area, so close to sensitive habitat, wildlife areas and a National Park. Opposition from the residents of the area has been consistent from day one, local government has registered its opposition as well. Listen to the people who live here. We DO NOT WANT THIS hiway!	GlobalTopic_4		I- 48 -1
Grosvenor	Nancy		Phone	5/21/19 1:00 AM AT	Hi, my name is Nancy Grosvenor and I am calling to express my opinion about the I-11 highway idea. I am totally completely against it. It would cause terrible harm to the area and it's a dumb idea. Anyway, thank you.	GlobalTopic_4		I- 1143 -1
Grosvenor	Nancy		Website	7/08/19 4:29 PM AT	I completely OPPOSE the idea for the proposed I-11 highway to go through Avra Valley. It would cause irreparable harm to the area. If you have to build it, put it on the existing I-10. Double deck it, build a tunnel, etc. Signed: Nancy Grosvenor	GlobalTopic_1		I- 3058 -1
Grosvenor	Nancy		Website	4/13/19 9:46 AM AT	I'm writing to express my opposition to any and all potential I-11 routes through Avra Valley and Picture Rocks. I'm in approval of either the No Build option, or using the existing I-10 route. I want the public comment period to be extended to 120 days! Sincerely, Nancy Grosvenor	GlobalTopic_1 and GlobalTopic_9		I- 45 -1
Grove	Della	Citizens for Picture Rocks	Oral	5/11/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 22 -1
Grove	Della	Citizens for Picture Rocks	Website	4/17/19 8:12 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 3 -1
Groves	Sharon and Ray		Website	6/17/19 10:02 AM AT	We vote NO on I-11 traversing through the area projected. An additional thru truck lane on I-10 seems a much better alternative.	GlobalTopic_4		I- 1617 -1
Gruel	Gary		Website	4/29/19 7:28 PM AT	I am not in favor of the recommended alternative. Use existing roads.	GlobalTopic_4		I- 327 -1
Grunkemeier	Brian		Website	7/07/19 6:32 PM AT	Why not open up the Mariposa Truck Route in Nogales at night and run the trucks during the night on I-10? Use the existing freeway that is there instead of destroying the Avra Valley. I am opposed to the freeway unless it is constructed next to, under, or over I-10.	GlobalTopic_1		I- 2835 -1
Guiley	Colin		Website	6/27/19 10:08 PM AT	As a lover of the desert the proposed route of I-11 west of Tucson worries me immensely. I spend a lot of time hiking, birdwatching, and botanizing in Tucson Mountain Park, Saguaro National Park West, and Ironwood Forest National Monument. I also am a member, frequent visitor, and volunteer at the Arizona-Sonora Desert Museum. I have a lot of great memories from these places and I plan to create more with my friends and family in the future, but all of these places will lose much of their magic and appeal with a big noisy interstate highway running nearby. These places were a big part of what drew me to Tucson and Arizona originally, and it would be extremely sad if they were ruined to save a few minutes of driving time for truckers and tourists. To me it is just too much loss for a small amount of benefit. Please don't go through with this proposal.	GlobalTopic_1 and R-2		I- 2150 -1
Guiley	Colin		Website	6/27/19 10:08 PM AT	I'm also concerned by how the proposed route bypasses Tucson from an economic standpoint.	E-1 and E-4		I- 2150 -2
Gulck	Mary		Website	7/07/19 11:23 AM AT	People move out of the city to enjoy the wildlife, the quiet, the observatory, the beautiful nature around us. I truly believe that those pushing for this to come thru Arva Valley have bought up real estate and will be making a big profit. There is so many artifacts that will be destroyed. It makes no sense to spend millions or more on this project when a new road on top of the existing one will save money and add more revenues for Tucson. You keep asking for our input but you really don't listen.	GlobalTopic_1, AC-4		I- 2743 -1
Gunckel	Kristin		Website	7/02/19 9:21 AM AT	I strongly oppose the construction of I-11 through the Avra Valley. This interstate will destroy essential Sonoran desert ecosystems, impacting rare and endangered plant and animal species. The route would block critical wildlife migration routes, block washes, and increase avenues for invasive plant species. The route would negatively impact the Saguaro National Park and Ironwood National Monument through increased noise, air, and water pollution. From an economic perspective, it makes more sense to route traffic through existing corridors along I-10. The proposed I-11 corridor through Avra Valley is not needed and spending any more money on this project is a waste of taxpayer money.	GlobalTopic_1 and LU-3 and BR-4 and R-2 and E-3		I- 2305 -1
Guthrie	Randi		Website	7/08/19 7:54 PM AT	I strongly appose the construction of another interstate highway when I-10 can take the traffic from Nogales to Wickenburg in about the same time. Why make more noise and air and light pollutions near the National Parks and destroy the natural habitat causing the wildlife to lose their homes, not to mention the people who will also have to leave. It is not worth it, leave the land and wildlife alone.	GlobalTopic_4, AC-7, N-1, V-1, R-2, BR-1		I- 3144 -1
Guthrie	Wm		Email	5/27/16 5:27 PM AT	Sent from Mail for Windows 10 Try accessing interstate 40 any week end. Traffic lights and interstate traffic makes for extreme congestion. Bypass would be obvious solution, local business would be upset.	I-40 is outside the study area of the I-11 Tier 1 EIS. ADOT has a existing project on I-40 called US 93, I-40 West Kingman Traffic Interchange project and information on the project is available at www.azdot.gov.		I- 465 -1
Gutt	Constance		Website	7/08/19 4:54 PM AT	Thank you for letting me comment. I am part of the Coalition for Sonoran Desert Protection and support the letters written by them. As for me, personally, I would get a freeway right over my house if the Avra Valley route is picked. I'm living here because I don't want to live in town, I want the quiet and the dark skies. I want the animals to be free to migrate in this area. I want it to stay rural and pristine. So many people come here to experience the desert, so many tourists. I support the ideas of improving the existing I10 and I19 freeways. Tucson businesses want the truckers business. There is already infrastructure existing in the current freeway areas. Stay out of the Avra Valley.	GlobalTopic_1, N-1, V-1, and BR-2		I- 3074 -1
Gutt	Gerald		Website	7/08/19 4:49 PM AT	I strongly oppose the idea of building a freeway through the heart of Avra Valley. Like hundreds of my neighbors I built my home here in order to enjoy the peace, beauty and serenity of the Sonoran Desert. Beyond that, a freeway here would be a blight on the view and quiet from Saguaro National park, Tucson Mountain Park and the world-famous Arizona Sonora Desert Museum. I cannot see any reasonable individual wanting to spoil this last publicly accessible stretch of natural Sonoran Desert by building a freeway that is clearly not needed, not to mention incredibly expensive.	GlobalTopic_1		I- 3070 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Gutt	Gerald		Website	7/08/19 4:49 PM AT	Arguments that this Tucson bypass is needed most assuredly do not consider the needs of Tucson, the residents of southern Arizona or, for that matter any American. It's hard to understand who benefits from this boondoggle. We have crumbling roads all over America, bridges that present a life and death hazard, and cities that are sinking into the ocean. Yet somehow we have money to waste on a destructive and useless road. Don't we have better, more important things to do with our puny infrastructure funding? Let's put this whole ill-conceived idea to bed and stop talking about it.	GlobalTopic_1 and PN-3		I- 3070 -2
Guy	Robert		Website	4/17/19 8:05 PM AT	As an Arizona homeowner near the proposed interstate, I have a few concerns in the Green Valley / Sahuarita area. Following the existing 19 Freeway from Nogales North to the Tucson area would likely be the cheapest alternative, but I see several alternative routes proposed on the map. First the Purple route would provide the least impact to the Green Valley/ Sahuarita/ Tucson area, but may be the most costly without providing and transportation benefits to the residents. Second, the Blue and Green Alternatives the depart the 19 freeway westward around El toro road would disrupt the local communities of Green Valley and Sahuarita in a most intrusive manner. Lastly, There is an existing project called the Sonoran Corridor(410) that will be a route from I-10 to the 19 freeway just a few miles North of the proposed Blue and Green alternatives. If the I-11 were to intersect with the proposed Sonoran Corridor (410) before turning west it would provide travel and commerce advantages not only for transportation going North, but also for goods going East, as the new Sonoran corridor will join up with Interstate 10 on the East side of Tucson. Thank you for allowing me the opportunity to provide my comments. Please take them in to consideration. Sonoran corridor attached. https://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=227411 https://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Economic Development/Sonoran Corridor/Sonoran Corridor Draft Land Use Concept Plan.pdf Robert Guy	LU-6, GlobalTopic_1 and GlobalTopic_4; For updated information on the Sonoran Corridor project Tier 1 EIS please go to the project website - https://azdot.gov/planning/transportation-studies/sonoran-corridor-tier-1-environmental-impact-statement .	No Attachment submitted	I- 141 -1
H	R		Website	5/07/19 10:57 PM AT	I live in Altar Valley, less than a mile from the proposed paths of I-11. The land is untouched out here, we are surrounded by every variety of plant and animal. Last summer my husband saw a Pygmy Owl on our property. Like most others who live in the Avra & Altar Valleys, we moved out here to be surrounded by nature. It is so beautiful, peaceful, and quiet. Constructing an interstate in these valleys would be a disaster. The impact it would have on me personally is unthinkable. But when it comes to this proposed project, I cannot just think only of myself. The Desert Museum, Kitt Peak Observatory, Saguaro National Park West, Old Tucson, and Tucson Mountain Park are all wonderful places to experience this beautiful desert. Interstate 11 would ruin the magic of these experiences. I am in strong opposition to construction of I-11 because the Altar and Avra Valleys need to be preserved. They are bursting with life and natural beauty--lets keep it that way. Improving current infrastructure (I-19 & I-10) is a MUCH more desirable and sustainable way to support increased traffic from Phoenix to Mexico.	GlobalTopic_1		I- 628 -1
Haber	Ann		Website	6/29/19 1:11 PM AT	I oppose building interstate 11. Once you bulldoze through the pristine Sonoran Desert, it will be gone forever. You will be destroying hundreds if not thousands of our state's iconic Saguaro as well as destroying wildlife and wildlife corridors. And why? So people can get to Las Vegas faster? There is not contest here. This is a national monument and an interstate should be nowhere near it. There is nothing wrong with using I 19 and I 10 to get to where you need to go in Arizona.	GlobalTopic_1, GlobalTopic_4, BR-1, BR-2 and R-2		I- 2209 -1
Hadley	Elisabeth		Website	6/28/19 8:24 PM AT	I am opposed to the I-11 Freeway going through the Avra Valley corridor due to the lack of oversight by the Feds, making sure runoff and drainage are done correctly in this fragile area, already prone to flooding. I am opposed to the building of I-11 due to the rural nature of the area. I expect much trash filling our deserts, more noise, more traffic, industrial complexes cropping up. All of that will impact the wildlife here. Where will it all go? I have watched Marana grow for 25 years. Raping the land of trees and paving paradise. Continental Ranch was in its infancy. Safeway wasn't built yet. Continental Reserve wasn't built either. Twin Peaks wasn't even paved all the way through. Now you want all that master planned community crap to come out here? Where's all the water going to come from? More wells? The Tucson area can barely sustain itself now! I think this is a very bad idea. People enjoy the quiet life out here. I can go out and hear a lot of nothing. No cars. Nobody talking/ fighting/ farting. I can see dark dark sky. That will change with a freeway. Are you going to stabilize the Brawley Wash? We were told long ago (1995) that it would be done. How is the flooding going to be impacted by this freeway? How will the course of the freeway impact my normal travel routes to town? I don't like it one bit. Is my/ our land value going to be artificially lowered so that the State can buy up land cheaply? I don't trust that wildlife will be just fine. We have an amazing amount of animals and plants living here that will suffer. I heard long ago that speculators bought land along the proposed route back then, to cash in on this one day. I can see the \$ signs in their eyes now. This is my home. I have nowhere else to go. I don't need it desecrated. I think that will happen when the first earth movers plow over this land. It'll never be the same. Where do you draw the line, and just go home saying this is a bad idea? We don't need a bypass. You're going to end up with an I-10 corridor with abandoned buildings and people going out of business in favor of life out here. We don't want you!	GlobalTopic_1, WR-4, LU-4, AQ-1, N-1, BR-1, V-1, AC-4 and WR-3		I- 2191 -1
Hadley	Elisabeth		Website	6/28/19 8:24 PM AT	I think expanding I-10 high or wide would be a much better idea. Whatever happened to the fast rail line between Tucson and Phoenix? Where'd all the money go for that? I really think a freeway from Nogales north will only attract more illegal trafficking & more crime out here along the route.	GlobalTopic_4, AC-9		I- 2191 -2
Haebler	Gregory		Website	7/06/19 6:50 PM AT	First off, I have not seen the argument for the need for this new road. What is the need? Second, I moved to the Picture Rocks area to be away from any major thoroughfare. And I do not intend to move again. This is my retirement home and I don't want an interstate or any other highway close to my home. How close do you ask? Within 10 miles is too close. And where is the funding coming from for this endeavor? There are a great many roads in the Tucson area that could use improvement before the construction of a road I deem as unnecessary.	PN-3 and GlobalTopic_1		I- 2678 -1

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Hafers	Fred		Website	6/17/19 1:34 PM AT	<p>On the total project: Any infrastructure project that will improve the economic relationship between the USA, Mexico, and Canada is a high priority project. This I-11 project appears to me to be a well planned, common sense way to improve transportation between the three countries.</p> <p>On the Avra valley portion: I am a property owner near Mile Wide Rd/Sandario Rd intersection adjacent the proposed project. I have lived here for over 25 years. I am FOR the project. In fact I have been FOR this "Tucson bypass" for the entire time I have lived here. This portion of the project is at least 30 years over due. I believe the effect on "property values, the rural character, and the natural resources" of Avra Valley will be minimal and easily mitigated. After all, there is already a pipeline, electric transmission lines, and the Central Arizona Project canal in place. Get it done!</p>	GlobalTopic_4		I- 1625 -1
Hagberg	Nancy		Website	7/06/19 4:52 PM AT	I-11 is not a needed highway. I-10 is good enough. Do not mess up people's homes and the historic environment by plowing through another unneeded highway.	GlobalTopic_4		I- 2666 -1
Hahn	Curt		Website	5/29/19 3:33 PM AT	<p>When will ADOT & FHWA realise "if you build it, they will come" (more drivers & more vehicles)...what you need to do is promote less "solo" driving of personal vehicles, and instead encourage walking, bicycling & use of public transportation...even more important is to promote less movement of "cargo & freight" on our highways, and encourage use of our existing "rail" system...we are "subsidizing" private transport companies with "public" money...let them build their own "trucking" highways if they must use "roadways"...the answer is "rail".</p> <p>The building of I-11 is a "bad" idea...it's a monstrosity and a waste of limited resources...available highway fund resources should be used to maintain, and upgrade our "existing" roadway infrastructure...the only way to get roadway users to select alternatives to "driving" is to let them figure out for themselves they are tired of "sitting" in traffic and start using public transportation, walking, or bicycling...let's not enable further escalation of "driving" by building destructive, expensive new roads...STOP THIS INSANITY NOW!..thank you.</p> <p>Sincerely, Curt Hahn</p>	GlobalTopic_4 and AC-9		I- 1191 -1
Hale	Jackie		Hand Written	5/08/19 1:00 AM AT	My husband and I have lived in Picture Rocks for 27 years. We enjoy the quiet and wild life. Watching a sunset during the monsoons, enjoying the clean air. The area there is mostly untouched and we are able to enjoy the outdoors without the noise and pollution. The route would come within a mile of our home. I worry about our grand children and their ability to enjoy the desert in pristine condition. We see no positives in the proposed route. Drive on Interstate 8 and you will see what I-11 will look like. Housing in that area is limited to at least one acre lots because we don't have sewers. Growth in this area will be limited.	GlobalTopic_1	HaleAllen_I2375	I- 2375 -1
Hale	Rick		Website	6/18/19 11:51 PM AT	The south spur around Tucson is just not necessary. The traffic on I19 from Mexico and Nogales barely supports that freeway. What is the news for a bypass from that direction? Most of the traffic clogging the I-10 in Tucson is coming from Texas. A Tucson bypass should be East of Tucson.	GlobalTopic_1 and AC-1		I- 1745 -1
Hall	Catalina		Oral	5/08/19 1:00 AM AT	<p>CATALINA HALL: My name is Catalina Hall. I'd like to read a letter.</p> <p>Let it be known that the members of Democrats For Picture Rocks absolutely and unequivocally oppose any high-speed roadway being built anywhere in Picture Rocks, Avra Valley, or any area west of the Tucson Mountains.</p> <p>We stand with our elected officials, representative to congress, Raul Grijalva, and supervisor for District 3 in Pima County, Sharon Bronson, who have recorded their opposition publicly.</p> <p>We're proud of our desert homes and protective of any incursion into the delicate ecosystem that surrounds us. We reject any argument that supports a road that will cover land in Saguaro National Park, the Tohono O'odham reservation, the Arizona Desert Museum, and the Pima County Mountain Park, or our neighborhoods.</p> <p>In fact, we have yet to hear any good argument for any road, especially one that will bypass the city of Tucson.</p> <p>We know we do not stand alone. For the past two years the Arizona Department of Transportation has had meetings and published preliminary findings.</p> <p>At every meeting there were representatives from allied groups, not just residents of Picture Rocks, who strongly oppose any freeway in the desert. Concerned citizens are working together to stop any route that will damage Tucson.</p> <p>We, the members and representatives of Democrats for Picture Rocks, want to publicly register our opposition.</p> <p>And it's not just about us. In our coalition we have people from all different areas who are as concerned about the impact this will have.</p> <p>And it's not just about me and my lawn or my backyard. I have children and grandchildren who live in Picture Rocks. And I cannot believe how glad I am that they do live there in this quiet neighborhood.</p> <p>And, yes, if you drive up and down Sandario, which is our major little street there, you may not see very much, and you may see some houses that you think they might fall down.</p> <p>That's not the point. We cover a huge area. We have huge numbers of people that live there quietly. And it's for them too that we do this.</p> <p>I thank you for coming out here. I thank you for your time. And I hope that you will urgently move this line on your map to outside our area. Thank you.</p>	GlobalTopic_1, GlobalTopic_13		I- 1322 -1

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Hall	Catalina		Oral	5/11/19 1:00 AM AT	<p>CATALINA HALL: My name is Catalina Hall. I'd like to read this to you: Let it be known that the members of the Democrats for Picture Rocks absolutely and unequivocally oppose any high-speed roadway being built anywhere in Picture Rocks, Avra Valley, or any area west of the Tucson Mountains. We stand with our elected officials, representative to congress Raul Grijalva and supervisor for District III, Sharon Bronson, who have recorded their opposition publicly.</p> <p>We are proud our desert homes and protective of any incursion into the delicate ecosystem that surrounds us. We reject any argument that supports a road that will cover land in Saguaro National Park, the Tohono O'odham Reservation, the Arizona Desert Museum, Pima County Mountain Park or our neighborhoods. In fact, we have yet to hear any good argument for any road, especially one that will bypass the city of Tucson.</p> <p>We know we do not stand alone. For the past two years, the Arizona Department of Transportation has had meetings and published preliminary findings.</p> <p>At every meeting there were representatives from allied groups who strongly opposed any freeway in the desert. Concerned citizens are working together to stop any route that will damage Tucson. We, the members and representatives of the Democrats for Picture Rocks, want to publicly register our opposition.</p> <p>And it's not just about us. Personally I have children and grandchildren who live right here in the area, not a mile from where we stand right now.</p> <p>And I would like to see that this area remain free of development and high-speed roads for eons. I don't -- personally, I don't think it's necessary.</p> <p>And I heard very much that people are worried about safety. I've never seen a road that was absolutely safe. I want to thank you for coming here today, and thank you for listening to all of us.</p>	LU-3 and R-2 and GlobalTopic_1, GlobalTopic_13		I- 1407 -1
Hall	Catalina		Oral	5/11/19 1:00 AM AT	<p>There are other options besides just no-build. You can widen I-10. Some people like the idea of double-decking. And one idea that I read in last week's paper was to charge more -- to charge for using the road at more populous times, so that you can get the semi-drivers -- who, by the way, say they're not going to go out of their way to take this I-11, are going straight through on I-10. But this way, you could make it more safe.</p>	GlobalTopic_1		I- 1407 -2
Hall	Catalina		Oral	5/11/19 1:00 AM AT	<p>CATALINA HALL: My name is Catalina Hall. I've lived in Picture Rocks now for six years. And we, my friends and I and everyone I know out here, oppose this high-speed freeway coming through anywhere west of the Tucson mountains.</p> <p>I've spoken about how it's a political issue. I've spoken about how it's an issue for our children and our children's children, but I don't know what else to say to the decision makers to get you to understand that there is no reason for this road. I don't know what it would take -- what power, what sway we would have.</p> <p>And it's so sad that the environment cannot speak. Little kids can't speak. People with only one like myself won't be listened to as much as I met a guy who informed me he has three thousand acres out here. I feel like he is going to be listened to far more than myself or anyone else. So I hope that the decision makers will please decide to go elsewhere. Thank you.</p>	GlobalTopic_1		I- 1474 -1
Hall	Catalina		Hand Written	5/08/19 1:00 AM AT	<p>Democrats for Picture Rocks Picture Rocks AZ XXX-XXX-XXXX WWW.democratsforpicturerocks.org</p> <p>February 12, 2019 Let it be known that the members of Democrats for Picture Rocks absolutely and unequivocally oppose any high-speed roadway being built anywhere in Picture Rocks, Avra Valley or any area west of the Tucson Mountains. We stand with our elected officials, Representative to Congress Raul Grijalva, and Supervisor for District Three Sharon Bronson, who have recorded their opposition publicly. We are proud of our desert homes and protective of any incursion into the delicate eco-system that surrounds us. We reject any argument that supports a road that will cover land in Saguaro National Park, the Tohono O'odham reservation, the Arizona Desert Museum, the Pima County Mountain Park or our neighborhoods. In fact, we have yet to hear any good argument for any road, especially one that will by-pass the city of Tucson. We know we do not stand alone. For the past two years the Arizona Department of Transportation has had meetings and published preliminary findings. At every meeting there were representatives from allied groups who strongly opposed any freeway in the desert. Concerned citizens are working together to stop any route that will damage Tucson. We, the members and representatives of Democrats for Picture Rocks, want to publicly register our opposition.</p> <p>Given to the panel in room 4 / Tucson from Catalina Hall / 2nd speaker</p>	GlobalTopic_1, GlobalTopic_13, and LU-3 and R-1	Hall_C_I2372	I- 2372 -1
Hall	Catalina		Hand Written	5/11/19 1:00 AM AT	<p>Democrats for Picture Rocks Picture Rocks AZ XXX-XXX-XXXX www.democratsforpicturerocks.org</p> <p>February 12, 2019 Let it be known that the members of Democrats for Picture Rocks absolutely and unequivocally oppose any high-speed roadway being built anywhere in Picture Rocks, A vra Valley or any area west of the Tucson Mountains. We stand with our elected officials, Representative to Congress Raul Grijalva, and Supervisor for District Three Sharon Bronson, who have recorded their opposition publicly. We are proud of our desert homes and protective of any incursion into the delicate eco-system that surrounds us. We reject any argument that supports a road that will cover land in Saguaro National Park, the Tohono O'odham reservation, the Arizona Desert Museum, the Pima County Mountain Park or our neighborhoods. In fact, we have yet to hear any good argument for any road, especially one that will by-pass the city of Tucson. We know we do not stand alone. For the past two years the Arizona Department of Transportation has had meetings and published preliminary findings. At every meeting there were representatives from allied groups who strongly opposed any freeway in the desert. Concerned citizens are working together to stop any route that will damage Tucson. We, the members and representatives of Democrats for Picture Rocks, want to publicly register our opposition.</p> <p>Given to listening panel in Marana by Catalina Hall, who read the statement in the walk in room.</p>	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, and R-2	Hall_C_I2387	I- 2387 -1
Hall	Crystal		Website	5/04/19 9:53 AM AT	<p>I oppose the selected blue route as it would affect my quality life and home value.</p>	AC-1		I- 524 -1

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Hall	Ed		Website	4/28/19 6:00 AM AT	Why is highway being recommended to run South of Buckeye instead of using pre existing highway 85? Seems like an unnecessary disruption to the people of Buckeye and is totally avoidable.	GlobalTopic_2		I- 303 -1
Hall	Janet		Website	7/08/19 7:49 PM AT	Just get on I 8 when you come to it from the north. No need to go so close to Arizona City when the traffic can merge with 8 then 10. Your plan takes the road through an active fissure area. Widen 10 to Tucson!	GlobalTopic_4, GlobalTopic_1		I- 3143 -1
Hall	Jennifer		Website	7/08/19 5:50 PM AT	I'm against the proposed route for i11	GlobalTopic_4		I- 3103 -1
Hall	Jennifer		Website	7/08/19 5:50 PM AT	I'm against the proposed route for i11	GlobalTopic_4		I- 3104 -1
hall	joan		Website	5/07/19 7:40 PM AT	No to the proposed freeway. Too close to fragile desert, public lands; it severs wildlife corridors. Puts a freeway next to a major water supply. Negatively impacts wildlife. I mean really? After the latest UN report about 1 million species facing extinction??	GlobalTopic_4 and BR-2		I- 622 -1
Hall	Justin		Website	6/25/19 11:34 AM AT	We do not want I-11.	GlobalTopic_4		I- 2046 -1
Hall	Justin		Website	4/15/19 4:48 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 61 -1
Hall	Kathleen		Website	6/25/19 10:26 AM AT	I live on Dogtown road. I moved out here because it's wild and you can hear all the sounds of the wild. I see wild animals, they live out here. If you put this I-11 through my back yard, you will not only destroy what I love most about my home, you will be killing the wild and beauty of this area. What about the animal? You would be forcing them back, there isn't much room for them as it is. There are no fences out here and that's the way it should stay. Folks say you can't hear the freeway from your place, if you move forward with this you take that away. I want to continue to live here this is my home, my wild quiet home. Kathleen Hall.	BR-1, BR-2, GlobalTopic_1 and N-1		I- 2041 -1
Hall	Matt		Website	6/16/19 12:36 PM AT	I find it absolutely disgusting that tucson city council and county representatives are willing to sell out the people who put them in power. All for buck. The corruption just never stops does it? You live here too, think about what your doing to our beautiful state. Stop this nonsense. Use I10 instead. Expand it, widen it. Add another level! But your greed and corruption is so obvious you can't hide it. Do what's right don't destroy the desert.	GlobalTopic_1		I- 1581 -1
Hall	Todd		Oral	4/29/19 1:00 AM AT	MR. TODD HALL: Hall, H-a-I-I. MS. KRISTIN DARR: I'm sorry about that. Go ahead. MR. TODD HALL: Thank you for listening to us here tonight. I'm in favor of the orange route. I probably stand the most to gain of anyone in this room. I own a couple sand and gravel pits that furnish construction aggregates. I'm a five generation native to Arizona. Been in Buckeye 12 years. And fell in love with the Palo Verde area. I own a home that the blue route goes right over the top of. And totally against it. As a taxpayer who all of us in this room are paying taxes, it makes no sense to put this infrastructure in when the infrastructure, the orange route, already exists. Let's improve that infrastructure and move forward in that direction. Thank you.	GlobalTopic_2 and AC-1		I- 1184 -1
Hall	Todd		Mail	6/11/19 1:00 AM AT	1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: 1-11 Objections to Blue Route Dear 1-11 Tier 1 EIS Study Team c/o ADOT Communications: As the educational board of Palo Verde Elementary School District, a school district that could be directly impacted by the construction of Interstate 11, we are voicing our strong objections to the Arizona Department of Transportation's and the Federal Highway Administration's preferred Blue corridor. We are concerned with the negative consequences that our school, students, and community would sustain if this route is designated, and we feel an alternative route would be more economically sound and safer for our children. We urge you to no longer consider the Blue route for Interstate 11 as a viable option. It is too costly and too damaging to our community and our children. Instead, please consider the Orange route as the preferred route. Most sincerely, Todd Hall Harriett Johnson Curtis Harris Bill McLaughlin Cutter Holt https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health https://www.citylab.com/environment/2019/02/air-pollution-kids-health-data-school-academic-test-scores/581929/ https://www.npr.org/2018/08/27/642321572/scientists-link-air-pollution-exposure-to-cognitive-decline https://www.chalkbeat.org/posts/us/2019/02/25/pollution-harm-schools-research/	GlobalTopic_2 and GlobalTopic_4	Hall_T_13252	I- 3252 -1
Hall	Todd		Mail	6/11/19 1:00 AM AT	The preferred Blue route is shown to cut directly through thousands of acres of farmland and family homes. Besides dramatically decreasing our state's agricultural production, this route, then, has the potential to displace thousands of families and students in our community and in other rural communities near us.	GlobalTopic_4, G-1, and LU-1		I- 3252 -2
Hall	Todd		Mail	6/11/19 1:00 AM AT	The Blue route also shows the Interstate passing directly north of Palo Verde School. This raises serious concerns about the health and safety of our students. The EPA states that all those who live, work, or attend school near a major roadway - but especially children -- have an increased risk of serious conditions such as asthma, impaired lung development, cardiovascular disease, childhood leukemia, and even premature death. Choosing the Blue route, especially when other potential routes are available, would put our children at undue risk of great harm. Recently, several studies have also been cited showing that students who move to areas higher in pollution exhibit a decline in test scores and an increase in both behavior problems and absenteeism. In the case of the Blue route currently preferred by the Department of Transportation, students would not be moving toward pollution; we would be moving the pollution to them! The majority of our students already qualify for free or reduced lunch - a criteria used by the Department of Education to flag at-risk students -- yet both they and our staff work tirelessly to meet state standards and outperform schools with similar low-income populations. When better options are available, why would the state choose to put our students at an even greater academic risk?	GlobalTopic_2 and AQ-1		I- 3252 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hall	Todd		Mail	6/11/19 1:00 AM AT	The proposed Blue route for the new Interstate 11 freeway would cost our community and our state too much economically. More importantly, it could cost our families, and especially our children, both physically and academically. In place of the Blue route, the alternative Orange route would save money, jobs, and stability, and it would ensure better health for our children and our community. The Orange route proposes that Interstate 11 follow existing freeways and highways instead of building new ones from scratch. Because the state would not have to build brand-new infrastructure, this has the potential to save millions of taxpayer dollars. Using the existing roadways indicated by the Orange route would also save countless family homes, eliminating the need for thousands to move and rebuild due to displacement. It would also prevent loss of income for family farmers and their workers, both of whom would lose homes and jobs were the proposed Blue route to be chosen. Finally, the alternative Orange route would stay many miles from our school campus, keeping our children safe and free from the potentially debilitating effects of roadway pollution. This will not happen with the Blue route.	GlobalTopic_4, E-3, G-1, and AQ-1		I- 3252 -4
Hall	William		Website	6/04/19 1:12 PM AT	<p>June 4, 2019</p> <p>Subject: I-11 Corridor for Superhighway through Sahuarita, Az residential area. Opposition to:</p> <p>This I-11 Superhighway through our Sahuarita residential area will greatly effect our Quality of Living in a Negative way. We are primarily a retirement community living on fixed income, trying to enjoy our retirement years. This Superhighway will effect us in a Negative way as follows;</p> <ol style="list-style-type: none"> 1.- Decrease greatly our home property value, the greatest asset we have. 2.- Possibly force us to move and receive a decreased payment for our homes. 3.- Greatly increase freeway traffic noise which will be constant. 4.- Cause unsightly views and block natural beauty of the desert. <p>We ask for your help, from your position of service and power, to have the ADOT move the Superhighway West, where it will not effect residential communities.</p> <p>Thank you, William Hall and Barbara Gurwitz-Hall XXXXXXXXXXXXXXXXXXXX Sahuarita, Arizona 85629 XXX-XXX-XXXX</p>	GlobalTopic_1, LU-1, LU-2 and N-1		I- 1261 -1
Hall	William		Mail	6/07/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team; c/o ADOT Communications</p> <p>Subject: 1-11 Opposition Corridor to: for Superhighway through Sahuarita, Az residential area. Opposition to:</p> <p>This I-11 Superhighway through our Sahuarita residential area will greatly affect our Quality of Living in a Negative way. We are primarily a retirement community living on fixed income, trying to enjoy our retirement years. This Superhighway will affect us in a Negative way as follows;</p> <ol style="list-style-type: none"> 1. Decrease greatly our home property value, the greatest asset we have. 2. Possibly force us to move and receive a decreased payment for our homes. 3. Greatly increase freeway traffic noise which will be constant. 4. Cause unsightly views and block natural beauty of the desert. <p>We ask for your help, from your position of service and power, to have the ADOT move the Superhighway West, where it will not affect residential communities.</p> <p>Thank you, William Hall and Barbara Gurwitz-Hall XXXXXXXXXXXXXXXXXXXX Sahuarita, AZ 85629 XXX-XXX-XXXX</p> <p>[Attachment contains signed letter of the same text]</p>	GlobalTopic_1, LU-1, LU-2 and N-1	Hall_WB_13250	I- 3250 -1
Hall	William		Website	5/06/19 5:19 PM AT	<p>Why don't you extend the corridor down Sahuarita/Helmut Peak Road instead of El Toro Road thus avoiding residential areas? Bill Hall</p>	AC-1		I- 568 -1
Hall plus others		Palo Verde Elementary School District 49	Other	6/27/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 24 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hall plus others		Palo Verde Elementary School	Other	6/28/19 1:00 AM AT	<p>June 11, 2019 Federal Highway Administration, Nichol R. Nason US Department of Transportation Federal Highway Administration 1200 NewJerseyAve, SE Washington, DC 20590 RE: I-11 Objections to Blue Route Dear Madam: As the educational board of Palo Verde Elementary School District, a school district that could be directly impacted by the construction of Interstate 11, we are voicing our strong objections to the Arizona Department of Transportation's and the Federal Highway Administration's preferred Blue corridor. We are concerned with the negative consequences that our school, students, and community would sustain if this route is designated, and we feel an alternative route would be more economically sound and safer for our children. The preferred Blue route is shown to cut directly through thousands of acres of farmland and family homes. Besides dramatically decreasing our state's agricultural production, this route, then, has the potential to displace thousands of families and students in our community and in other rural communities near us. The Blue route also shows the Interstate passing directly north of Palo Verde School. This raises serious concerns about the health and safety of our students. The EPA states that all those who live, work, or attend school near a major roadway- but especially children- have an increased risk of serious conditions such as asthma, impaired lung development, cardiovascular disease, childhood leukemia, and even premature death. Choosing the Blue route, especially when other potential routes are available, would put our children at undue risk of great harm. Recently, several studies have also been cited showing that students who move to areas higher in pollution exhibit a decline in test scores and an increase in both behavior problems and absenteeism. In the case of the Blue route currently preferred by the Department of Transportation, students would not be moving toward pollution; we would be moving the pollution to them! The majority of our students already qualify for free or reduced lunch - a criteria used by the Department of Education to flag at-risk students -- yet both they and our staff work tirelessly to meet state standards and outperform schools with similar low-income populations. When better options are available, why would the state choose to put our students at an even greater academic risk?</p> <p>We urge you to no longer consider the Blue route for Interstate 11 as a viable option. It is too costly and too damaging to our community and our children. Instead, please consider the Orange route as the preferred route.</p>	GlobalTopic_2	Hall_PVSD_O28	O- 28 -1
Hall plus others		Palo Verde Elementary School	Other	6/28/19 1:00 AM AT	<p>The proposed Blue route for the new Interstate 11 freeway would cost our community and our state too much economically. More importantly, it could cost our families, and especially our children, both physically and academically. In place of the Blue route, the alternative Orange route would save money, jobs, and stability, and it would ensure better health for our children and our community. The Orange route proposes that Interstate 11 follow existing freeways and highways instead of building new ones from scratch. Because the state would not have to build brand-new infrastructure, this has the potential to save millions of taxpayer dollars. Using the existing roadways indicated by the Orange route would also save countless family homes, eliminating the need for thousands to move and rebuild due to displacement. It would also prevent loss of income for family farmers and their workers, both of whom would lose homes and jobs were the proposed Blue route to be chosen. Finally, the alternative Orange route would stay many miles from our school campus, keeping our children safe and free from the potentially debilitating effects of roadway pollution. This will not happen with the Blue route.</p>	GlobalTopic_2		O- 28 -2
Halsey	Nicholas		Website	4/15/19 4:22 PM AT	<p>I am suggesting that the comment period be extended to 120 days, leaving the deadline for comments at Sept 28, 2019. This would give all parties a more adequate period of time to share and consider all concerns and suggestions related to this substantial public works project.</p>	GlobalTopic_9		I- 58 -1
Halvorsen	Chris		Website	6/18/19 9:54 AM AT	<p>I have serious concerns about this corridor's negative effects on wildlife in the Sonoran Desert.</p> <p>We should also not be building more stretches of highway when we are unable or unwilling to properly maintain our existing infrastructure.</p> <p>I oppose this plan.</p>	BR-7 and AC-7		I- 1728 -1
Hamilton	Bonnie		Hand Written	5/11/19 1:00 AM AT	<p>Vote No. Time to look and use trains for the environment. Pollution purposes. Transportation. Maturity. Etc., etc., etc.</p>	GlobalTopic_4 and AC-9	Hamilton_B_I2382	I- 2382 -1
Hamilton	Paul		Website	4/17/19 11:21 AM AT	<p>I request that the public comment period be extended to 120 days, until September 28, 2019.</p>	GlobalTopic_9		I- 126 -1
Hamilton	Paul		Website	7/08/19 9:31 AM AT	<p>I vehemently oppose any route for Interstate 11 that crosses through the Avra Valley, Picture Rocks, or Three Points communities.</p> <p>Nolite te Bastardes Carborundorum!</p>	GlobalTopic_1		I- 2921 -1
Hammond	Anonymous17		Phone	5/17/19 1:00 AM AT	<p>**Sounds like the message was not left intentionally** F-ing ADOT, man. I think they're run by the same people that run Palo Verde. They're a bunch of f-ing morons. So, the I-11 that comes down from Nogales to Wickenburg, so they have this route proposed, right. Once you get right here you go through like....you have to buy all these houses out, plus three down here on this route, instead of going this way where there's no shit there is nothing here. Just all farm land and horse shit. They have all these houses on Palms and everybody's shit right here. This is just desert. They could just come across here, that would be a problem, it'd pretty easy. But no. They want to go through all these homes right over my.....all these houses right here, they're about 700,000 and up. All these here about 400,000 and up. There is a big ass dairy farm right across from this ever shifting ever changing terrible piece of the Gila River and by all through this land. And you read the report, they make it sound like it's no big deal. Eh, that just a couple pieces of land, a couple parcels of farm land, blah, blah, blah. They wanna, this is the route that they're proposing, when they could just do this....This is the other alternate route....Are you sure? where's it at? Recommended corridor.</p>	GlobalTopic_4		I- 1124 -1
Hanby	Jeannette		Website	6/22/19 3:05 PM AT	<p>Comment on the proposed highway: Absolutely ill considered route through Avra valley. Too much money for this alleged connection Too much environmental damage if even part of such a road goes through the Avra valley Unnecessary expense in all these proposals and evaluations.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1957 -1
Hanby	Jeannette		Website	6/22/19 3:05 PM AT	<p>Please simplify and expand current highway or even put in an elevated road for trucks? Why not consider tracks and encouraging a train link?</p>	GlobalTopic_4 and AC-9		I- 1957 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hancock	Gary		Website	7/07/19 9:20 AM AT	<p>Hello,</p> <p>Overall, I'm highly in favor of the entire I-11 project.</p> <p>My concerns are for the environmental impact this project will have on the wildlife of the area.</p> <p>At all stages I would suggest that wildlife corridors be included in the planning and eventual building of the highway.</p> <p>At this stage of the planning I would like to support the Orange alternative, I-8 to 85, through the Gila Bend/Buckeye area, steering far to the west of the Sierra Estrella mountains and the Sonoran Desert NM. Of course, I see the distance that's added, however, I believe that going around plant, bird other wildlife habitat is worth that trade off. On the plus side, is the existing roadway infrastructure and rights of way.</p> <p>Thank you,</p> <p>Gary Hancock</p>	<p>GlobalTopic_4, GlobalTopic_2, and BR-2</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2721 -1
Hancock	Melissa and Jory		Phone	7/07/19 1:00 AM AT	<p>Yes, hello, our family is violently opposed to the proposed road that is going in as we understand it it would be very invasive to sites and historic preservation sites that our state has avowed over time so I think our family is wanting to reject the proposed road going through. Our name is Melissa and Jory Hancock and we can be reached via email at XXXXX@email.az.edu. We're submitting our special request via the phone system. As I understand that to be a viable means for tonight. Thank you so much.</p>	GlobalTopic_4		I- 3400 -1
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<p>We oppose the alternative routes for Interstate 11 through Picture Rocks and Avra Valley for the following reasons.</p> <p>On a personal note this will encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p> <p>We will personally be affected as you can see from the attached map. My wife and I purchased our property in 2001 with the intent of living outside the city of Tucson. I work for the Tucson Police Department as a Commander and intend to retire in 3.5 years living in the solitude of the desert away from the noise and pollution of the city. The quiet calm environment that we love will be changed forever if this route is built. We have done a lot of work to reduce the impact we have on the environment by installing solar panels and a tankless water system. The construction of this interstate so close to our residence would cause irreputable damage to the value of our home and property.</p> <p>Sincerely,</p> <p>Frank and Mona Hand XXXXXXXXXXXXX Tucson, AZ 85743 XXX-XXX-XXXX</p>	GlobalTopic_4 and GlobalTopic_1	Hand_FM_I3285	I- 3285 -1
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. · Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. · The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. 	GlobalTopic_1, BR-6, BR-2		I- 3285 -2
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. · Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1, E-1, E-2		I- 3285 -3
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. · Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1 and LU-4 and LU-5 and BR-1, LU-3		I- 3285 -4
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_4, WR-2		I- 3285 -5
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. · Directly crosses through the Tucson Wildlife Mitigation Corridor that *was created as mitigation *for impacts to wildlife corridors by the construction of the Central Arizona Project canal. · In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. 	GlobalTopic_1, BR-2, and BR-6		I- 3285 -6
Hand	Frank and Mona		Email	6/23/19 1:00 AM AT	<ul style="list-style-type: none"> · Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. · Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. · Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. 	GlobalTopic_1, N-1, AQ-1, V-1, R-2, and LU-3		I- 3285 -7
Hankins	Jean		Website	6/14/19 5:10 PM AT	<p>I-11 should intersect with Highway 93 further west than any of the proposed alternatives. Consider Mile Post 186 or further west. I-11 should NEVER cut through existing neighborhoods, as all of your proposed routes show with the Vista Royale neighborhood near Wickenburg. Move it west!</p>	GlobalTopic_4 and GlobalTopic_5	Hankins_J_I1540	I- 1540 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hanley	Jody		Website	7/07/19 8:41 AM AT	<p>I oppose the recommended alternative route described in the Tier 1 DEIS for Interstate 11. My son and I moved here from Las Vegas in 2015. We moved to our new home to live a happy peaceful existence here in the beautiful Sonoran Desert.</p> <p>In reviewing the documentation regarding the proposed freeway, it really makes no logical sense to route it as described. A few bullet points for your consideration:</p> <ul style="list-style-type: none"> • There is absolutely no good reason to route this freeway through National Parks and sensitive habitats when it can be run through Tucson. • The additional 3.4 billion in cost should make the decision easy by itself. Why spend the extra money to force the project through sensitive protected lands. • The City of Tucson already has the infrastructure in place to support the freeway by providing services that don't abundantly exist out here i.e. gas stations, vehicle repair stations and etc. • The current layout of the proposed route is ridiculous as it zigs and zags its way through public and private lands. It's pretty much a straight shot through Tucson and mitigates a plethora of impacts to the Avra and Altar valleys. <p>My recommendation would be to run it through Tucson for the proposed price tag of 586 million. The savings of 3.4 billion could and should be better spent elsewhere. The City of Tucson already has the infrastructure to support it and it costs significantly less to build it there. In addition, putting it in Tucson will help the economy which in turn helps the school system and vital services in the area.</p> <p>Respectfully, Jody R. Hanley</p>	GlobalTopic_1, LU-5		I- 2718 -1
Hannagan	Tom	Friends of Ironwood Forest	Website	4/21/19 3:25 PM AT	For a variety of reasons, not the least of which is summer travel patterns of area residents, we believe the comment period for the Draft Tier 1 EIS should extend through September 2019. Thank you.	GlobalTopic_9		O- 6 -1
Hannah	Molly		Website	7/02/19 3:22 PM AT	I urge you to choose the No Build Alternative with improvements to the existing highway systems. For the very small percentage of time gained for travelers of any of the alternatives, it is most certainly foolish to spend over \$7 billion, disrupt and tear up large areas that support and enhance already designated public lands, and ruin our rural communities. The I-19 and I-10 corridors have already done their disrupting, transforming miles of heretofore natural landscape into concrete. These should be enhanced and maintained as necessary to cope with increasing traffic. We taxpayers already do not keep up with existing road maintenance. What a terrible idea to build new roads instead. Furthermore, our water situation does not support active measures to increase population in Arizona. The No Build Alternative is the only sensible one to choose. Thank you.	AC-6 and AC-5 and GlobalTopic_1 and AC-7		I- 2323 -1
Hannon	Thomas		Website	6/13/19 2:18 PM AT	I am against your proposed I-11 route. the route will destroy wildlife and the environment will suffer with catastrophic consequences. No spin on this proposal will change the catastrophic effects on the land. I am hopeful you will cancel this proposed I-11 route thru Avra Valley. Thank You.	GlobalTopic_1		I- 1525 -1
Hannuksela	Adam		Website	5/14/19 11:45 AM AT	We don't need another interstate in the area. The EIS makes clear the irreversible damage the freeway will create. Please don't do this. Tucson is already a major metropolitan area without enough water or resources. I am an expert in the field, this is not a feasible project.	GlobalTopic_1 and GlobalTopic_4 and WR-1		I- 903 -1
HANSEL	Elysia		Website	5/02/19 9:08 PM AT	Please extend the time for community input on this matter of highway construction proposal for I-11.	GlobalTopic_9		I- 476 -1
Hansen	Cynthia		Website	7/07/19 1:24 AM AT	I live in the CantaMia community the city of Goodyear is concerned about the path of I-11 and I agree it needs to be moved away from our community. Also the number of homes at build out will be 1700 not 1500 . This highway is basically on top of us at this point the study area touches one corner of CantaMia on west side the noise alone would be awful if it does develop into a trade route you are hoping for with semi trucks at all hours of the day. Please shift the road west as the city of Goodyear is asking. Thanks , Cindy Hansen	GlobalTopic_2		I- 2701 -1
Hansen	Debra		Website	7/08/19 5:09 PM AT	<p>Thank you for reading this. I live a few miles away from the proposed I-11 track through Hidden Valley in rural Maricopa. I have several concerns regarding the freeway. Our way of life out here is quiet. We live here for the nature, fresh air, and peace and quiet. With the interstate running through our neighborhoods, we will be this into the same conditions we have chosen to avoid.</p> <p>Family farms, wildlife and humans alike will suffer if this route is chosen. We already have covered 20% of the United States with roadways. There is an existing route that would save taxpayers money, and if converted to freeway it would be much better utilized. I did notice the Hwy 85 appears to be slated for improvement anyway. Why not do it right? I have seen the impact report and noted the difference between the Hidden Valley route and the I-8 to 85 are not much different. In fact it is only 9 miles. Why are you wanting to destroy desert and people's lives for a meer 9 miles?</p> <p>Per another piece I pulled from the impact study is, the impact of this new road will effect more than just those in the direct path, but 3 miles on each side will feel the brunt of this carnage. I am within that range. I do know concrete and asphalt have a carryover to the surrounding lands. This change to the soil will be detrimental to man and wildlife.</p> <p>The proposed I-11 has many opponents. From what I understand Sheriff Lamb is also against it. He feels it will bring the wrong people to our slice of heaven. We already feel this. Illegals cross our lands daily as it is. We do not want this pipeline of drugs and human trafficking in our front or back yards! The interstate will only provide better opportunity for the illegal activity we are already fighting.</p> <p>In conclusion, the Hidden Valley route is a poor choice for all the reasons I have spelled out about, and more. Please use the orange route!</p> <p>[attachment:cell phone screen shots]</p>	GlobalTopic_2, GlobalTopic_4, AQ-1, and BR-1	Hansen_D_I3085	I- 3085 -1
Hanson	Brian		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: Thank you, sir. Brian Hanson.</p> <p>BRIAN HANSON: I also live in Vista Royale, and I agree with everything everyone else has said. If the shortest distance between two points is a straight line, it's much shorter to come straight across the 71 and drop down the 45 and come over. Just look at it on a map, and it doesn't make sense.</p> <p>I live about 400 yards off of 93, on Vista Royale Drive there. And we've got a tremendous amount of truck traffic there, especially at night when the sound carries. I was hoping when you put in Interstate II, you'd keep it out west of me where we didn't have to have all that, not to mention the air pollution that we have out there.</p> <p>Thank you for coming, and thanks for listening. I still can't understand why you came down like that. Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 1007 -1
Hanson	Jonathan		Website	4/28/19 6:55 PM AT	<p>As a native of Tucson, a registered Republican, and an environmentalist, I cannot stress enough how strongly I condemn the section of the route for I-11 that would bisect Avra Valley and create massive impact on both the residents there and the habitat and scenery. It is inexcusable to consider foisting off the problems of urban and freeway congestion on a peaceful rural area that also includes a national park and the Arizona-Sonoran Desert Museum.</p> <p>This section of I-11 MUST be routed to the east of the Tucson Mountains, where dense development already exists. I understand the issues with easements and widening of the I-19/I-10 corridor; nevertheless, this is where a new freeway belongs, not laid though relatively pristine desert. If a more expensive bi-level roadway is the only option for remaining within the existing freeway corridor, then that is the way it should be done.</p>	GlobalTopic_1		I- 313 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hanson	Wayne & Lauren		Email	6/05/19 1:00 AM AT	<p>We would like to voice our opinion concerning the proposed route for the I-11 north of Wickenburg. We have a home in the Vista Royale housing community and feel there is plenty of state ground available further west of our homes. The proposed route will completely destroy our current amenities, which includes a beautiful view and peace and tranquility. The fear of constant road noise is a huge worry for us, plus the decrease in home values will hurt the whole subdivision.</p> <p>Please note that we are in favor of the VR GreenAlternative route around Vista Royale. Thank you for listening.</p> <p>Wayne & Lauren Hanson XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p> <p>XXXXX@fairpoint.net</p> <p>Sent from my iPad.</p>	GlobalTopic_5		I- 1699 -1
Hanzlik	Thomas		Website	6/27/19 9:29 PM AT	As a Tucson resident I disagree strongly with the proposed bypass and am concerned it would hurt the local economy as well as have a negative impact on the local flora and fauna. Furthermore I do not perceive a clear benefit of this proposal to our community and as such cannot condone the use of limited resources for the construction thereof.	GlobalTopic_1, E-1 and BR-1		I- 2147 -1
Hardick	Gerald & Brenda		Website	4/30/19 7:16 AM AT	We completely oppose this because we live here and do not want to lose our home! We do not think this i11 is necessary!	GlobalTopic_4		I- 342 -1
Hardison	Carolyn		Website	4/17/19 2:58 PM AT	My comments are in regards to a portion of this proposed project that falls within the Recommended Corridor Alternative, - specifically the portion that cuts through the heart of the rural, stable agricultural community of Palo Verde, Arizona. Even a casual examination of the alternatives would show this to be the least preferable of the options proposed. Homes would be destroyed, precious farmland would be taken, canals and irrigation systems would be affected.... yet none of these issues hold a candle to the devastating effects on the lives of those citizens residing here. It is not an exaggeration to tell you that this community will absolutely rise up in opposition to this supposedly "recommended" corridor alternative. Recommended by whom? The aerial view shows what those of us who have lived in this area for years have long been aware of: follow the line of Highway 85 to connect to the Interstate 10 corridor! The purchase of all of that property has already taken place in anticipation of a freeway through there someday. It is a travesty to now come at this community of Palo Verde and indicate that you want to cut right through the middle of the fields and homes of its families for a road that so rightfully belongs elsewhere. I would love to hear the justification of the powers-that-be as to why this option is considered to be the best one. Upon examination anyone can see: it just makes no sense. There is much additional mileage, 280 miles, involved along this proposed Nogales-to-Wickenburg I-11 route, and I cannot speak to the logic or planning process regarding those other miles. But I can most assuredly tell you that this particular stretch of proposed freeway, intended to veer right across the lifestyle of a small, closeknit community, is unacceptable to those of us who live here, many who have lived here for decades. It is unwanted! and I am speaking for many others who agree that it is best for you to choose one of your other options. Thank you for reading this. Carolyn Hardison	GlobalTopic_2		I- 133 -1
Hardison	Carolyn		Mail	4/17/19 1:00 AM AT	<p>To Jay Van Echo. A copy of the email I sent 4/17/19.</p> <p>There is much additional mileage, 280 miles, involved along this proposed Nogales-to-Wickenburg 1-11 route, and I cannot speak to the logic or planning process regarding those other miles. But I can most assuredly tell you that this particular stretch of proposed freeway, intended to veer right across the lifestyle of a small, close knit community, is unacceptable to those of us who live here, many who have lived here for decades. It is unwanted! and I am speaking for many others who agree that it is best for you to choose one of your other options. Thank you for reading this. Carolyn Hardison</p> <p>Submitted -Public Comment Form Website: www.illstudy.com April 17, 2019 I hope to meet you at the hearing – Palo Verde Education Center – on April 29th. Carolyn Hardison</p>	GlobalTopic_2	Hardison_C_I3223	I- 3223 -1
Hardison	Carolyn		Mail	4/17/19 1:00 AM AT	My comments are in regards to a portion of this proposed project that falls within the Recommended Corridor Alternative, -specifically the portion that cuts through the heart of the rural, stable agricultural community of Palo Verde, Arizona. Even a casual examination of the alternatives would show this to be the least preferable of the options proposed. Homes would be destroyed, precious farmland would be taken, canals and irrigation systems would be affected yet none of these issues hold a candle to the devastating effects on the lives of those citizens residing here. It is not an exaggeration to tell you that this community will absolutely rise up in opposition to this supposedly "recommended" corridor alternative. Recommended by whom? The aerial view shows what those of us who have lived in this area for years have long been aware of: follow the line of Highway 85 to connect to the Interstate 10 corridor! The purchase of all of that property has already taken place in anticipation of a freeway through there someday. It is a travesty to now come at this community of Palo Verde and indicate that you want to cut right through the middle of the fields and homes of its families for a road that so rightfully belongs elsewhere. I would love to hear the justification of the powers-that-be as to why this option is considered to be the best one. Upon examination anyone can see: it just makes no sense.	GlobalTopic_2 and LU-1 and G-1 and G-2 and LU-3 and GlobalTopic_4	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 3223 -2
Hardison	Jason		Website	7/08/19 12:00 AM AT	<p>My name is Jason Hardison. My wife and I, along with our three kids live on the southeast corner of Carver and Bruner Road in Palo Verde AZ. I am the third generation living and working on a farm started by my Grandpa and currently have fifteen employees. I have been blessed to be able to grow up and work from a young age on a farm and have many fond memories from over the years. My Grandpa and Dad have taught me that farming requires hard work but it allows the opportunity to be your own boss and the privilege and freedom to own your own land. We have recently found out about the recommended route of Interstate 11 being planned to go about three quarters of a mile north of our house and also through our community of Palo Verde. There has also been talk of people thinking it would be good to put it south of Old US Hwy 80, which would put it through our farm and I feel that route would also be a very bad idea for lots of different reasons: Indian petroglyphs/ artifacts etc, way more costly due to flood plane issues, wildlife/environmental factors pertaining to the Gila River, and impacting farmland and businesses families have worked for generations for.</p> <p>I feel the best route would be in the already established Hwy 85 to I10 and then west. The next route I think is best is to go down Baseline Road alignment. Both of these routes are already prime commercial industrial land, close to the railroad, won't destroy any homes or cut through the middle of prime farmland, and won't impact any wildlife/environmental sensitive areas pertaining to the Gila River.</p> <p>Respectfully , Jason Hardison XXXXXXXXXXXXXXXXXX Palo Verde AZ 85343</p>	GlobalTopic_2		I- 2894 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
hardman	james		Website	7/02/19 4:13 PM AT	I am writing to voice my support of I-11 in extension of any kind in Pima County. Pima County continues to struggle in its economic efforts while Maricopa county keeps pulling farther and farther ahead. Maricopa County's continued investment in its infrastructure and transportation network has facilitated an economic expansion while Tucson's lack thereof has fostered a dismal economic expansion if not an economic regression. By taking advantage of the potential of being part of a major logistics corridor Tucson has the opportunity to participate in potential investment by logistic and manufacturing companies that would want to be near the Mexican border to take advantage of manufacturing and shipping of products using this new transportation corridor. If we as a community fight this economic development opportunity we will loose potential businesses which will likely locate into Maricopa County which will further enhance their economic advantage over Pima County for attracting new businesses.	GlobalTopic_4		I- 2327 -1
Hardman	James		Email	7/02/19 1:00 AM AT	I am writing to voice my support of I-11 in extension of any kind in Pima County. Pima County continues to struggle in its economic efforts while Maricopa county keeps pulling farther and farther ahead. Maricopa County's continued investment in its infrastructure and transportation network has facilitated an economic expansion while Tucson's lack thereof has fostered a dismal economic expansion if not an economic regression. [DSW Commercial] James Hardman, CCIM XXXXXXXXXXXX Tucson, AZ 85718 p. XXX-XXX-XXXX c. XXX-XXX-XXXX XXXXX@dswcommercial.com PLEASE NOTE MY EMAIL ADDRESS HAS CHANGED TO: XXXXX@dswcommercial.com Please update your records. Thank you.	GlobalTopic_4		I- 3368 -1
Hardman	James		Email	7/02/19 1:00 AM AT	By taking advantage of the potential of being part of a major logistics corridor Tucson has the opportunity to participate in potential investment by logistic and manufacturing companies that would want to be near the Mexican border to take advantage of manufacturing and shipping of products using this new transportation corridor. If we as a community fight this economic development opportunity we will loose potential businesses which will likely locate into Maricopa County which will further enhance their economic advantage over Pima County for attracting new businesses.	GlobalTopic_1		I- 3368 -2
Hargett	Danielle		Website	7/08/19 4:00 PM AT	I am writing to oppose the construction of I-11. After reviewing the proposed route of I-11, I am concerned that this development would do detrimental and irreversible harm to the natural landscape of the Avra Valley, Saguaro National Park, Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. I support the alternative option of instead funding improvements to existing I-10 and I-19. Please consider this more financially and environmentally sensible option. Thank you.	GlobalTopic_1, R-2		I- 3041 -1
Hargrove	Rebecca		Website	7/08/19 6:23 PM AT	As a frequent visitor (and possible future resident) of the Tucson area, I oppose the Recommended Alternative route through Avra Valley, and support co-location with I-10 and I-19 in southern Arizona.	GlobalTopic_4 and GlobalTopic_1		I- 3112 -1
Harkness	Michael		Website	6/21/19 9:55 AM AT	I oppose the proposed I-11 plan for a number of reasons. For one, it seems to be a poor use of funds when existing roads, including I-10, are in need of repair and improvements. Another reason is that the proposed route would not make use of existing highways, which will increase the environmental impact of I-11. If we are going to have an I-11, let's do it in a reasonable way.	AC-7 and GlobalTopic_4		I- 1885 -1
Harries	Linda		Website	6/24/19 7:51 AM AT	No, no, no!!! Please protect the environment k	GlobalTopic_4		I- 2000 -1
Harrigan	James		Website	6/12/19 9:52 AM AT	I am opposed to the i11 project , the government on every level does a poor job of maintenance on the existing roadways . Maybe we could keep up with what we already have before building more roads . Holes and deteriorating roads every where .	GlobalTopic_4 and AC-7		I- 1494 -1
Harrington	W B		Website	6/28/19 11:13 AM AT	Improve I-10 and do not waste money on a parallel interstate which would be damaging to public lands. And how does this benefit Arizona drivers? The City of Tucson is against this and so am I.	GlobalTopic_1		I- 2169 -1
Harrington	W B		Website	5/09/19 1:50 PM AT	I do not believe that we need another interstate here in Arizona. The route that has been designated comes way too close to the Saguaro NP, the Ironwood NM, and the Sonoran Desert Museum. Please register my opposition to this project.	GlobalTopic_1		I- 710 -1
Harris	Colleen		Website	5/03/19 11:23 PM AT	I oppose the blue line route. This would DEVASTATE our Palo Verde community and I stand to lose my home or face a huge depreciation of value. This proposed route would knock out generations of farming families. Please DO NOT use the blue line route. It's more cost effective to use highways already in place and less detrimental to families and surrounding land/property owners.	GlobalTopic_2		I- 512 -1
Harris	Joshua		Website	7/06/19 1:45 PM AT	I support the use of the "green alternative" route for I-11	GlobalTopic_4		I- 2649 -1
Harris	Sherri		Website	5/11/19 1:48 PM AT	This Federal Freeway needs to negotiate with the BLM and the Indian reservation and try to take this further away from the Avra Valley area and the Sandario area specifically the National Park. A diesel freeway would devastate the Desert Museum. diesel emissions is the worst on the planet. This freeway would start killing our saguaro's in less than 10 years!! Mexico Trucks spew a ton of bad emissions and are not regulated anything like US Trucks. Please Please reconsider being this to our valley.	GlobalTopic_1 and AQ-3, GlobalTopic_13		I- 781 -1
Harrison-McAbee	Jacqueline		Website	6/25/19 1:25 PM AT	I support the option to "do nothing" in regard to the I-11 corridor as it runs through the Green Valley to Marana area. I am one of many residents that will potentially be impacted by the construction of such a corridor, which is a proposed 1.2 miles from my home. Almost 15 years ago, my husband and I spent months searching for the perfect location to build our "forever home". We subsequently spent years of financial and sweat equity creating the perfect home for us, knowing all-the-while that we were not building equity by its uniqueness, but building a unique lifestyle based on our personal preference for nature and serenity in the Sonoran desert during our golden years. As a native Tucsonan, I know how hard it would be for us to try to replicate our home elsewhere, and that our home will be forever changed by the I-11 corridor. Not only can I not support the construction of this corridor due to its proximity to our home, but as a taxpayer, I simply do not see a need for it to be built with I-10 already in existence from Green Valley to Marana. Monies directed to this section of the corridor, especially when existing county/city roadways are in disrepair, will likely aggravate taxpayers who do not tend to differentiate between federal, state, city and county dollars. Our city, known for its charm as a snowbird retreat, and an amazing year-round vacation destination, could be forever changed. Dollars that currently come to Tucson from tourism and hospitality, may bypass our city completely. I do not normally speak out on matters of this nature, as I am traditionally in support of positive changes, growth, and commerce. However, I cannot support something that makes absolutely no sense to me and appears to be disrupting so many. I urge you to "do nothing" about the I-11 corridor between Green Valley and Marana.	AC-6 and LU-1 and GlobalTopic_1		I- 2055 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hart	Chris		Oral	4/29/19 1:00 AM AT	<p>MR. CHRIS HART: Hello. My name is Chris Hart. I'm born and raised here.</p> <p>MS. KRISTIN DARR: Give us just a second. I'm going to get that door shut. Thank you. We just want to make sure we can hear you.</p> <p>MR. CHRIS HART: Yeah. No problem.</p> <p>MS. KRISTIN DARR: Go ahead.</p> <p>MR. CHRIS HART: Okay. I was born and raised here. I've since raising kids. They're now raising kids here in the Valley, in the Buckeye Valley. I -- I don't understand the route that the proposed route that's being pushed out. And everybody is calling it the color of blue. I could care less what color it is. But why aren't we using existing roadways, existing infrastructure?</p> <p>And I know those answers are going to be out here, but I want to make sure that it's on the record. Driving down the road with my kids, and I'm wondering why are we -- houses are growing where the farms used to be. Why are we taking away and becoming more and more dependent on others instead of ourselves, where we always have been. And the culture that is here in this community is why we all live here.</p> <p>And that highway and what it takes away from us and from the culture that we want to be here and the reason why we live here, that's what's being taken away. And I don't agree with it. I just want it to be known for myself that I said something, and I don't agree with the fact that we can't just use existing infrastructure.</p> <p>Like others have said, I also travel I-8, Highway 85 multiple times a week. And I don't set my cruise control at 95, but 94 is close enough. And me and the three other guys that are on the road at that time, I don't think they mind. So thank you.</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 1173 -1
Hart	Chris		Website	7/07/19 6:34 PM AT	I do not support the proposed routes for the I11, if it must be put in, then can the existing infrastructure be used, following the orange option.	GlobalTopic_4		I- 2836 -1
Hart	Greg		Oral	5/08/19 1:00 AM AT	<p>GREG HART: Good afternoon. My name is Greg Hart. I live here in Central Tucson. I don't know if some of you may have read the news recently this week on the UN report on extinction where within the next two decades we're scheduled to lose a million species from the planet.</p> <p>And we see news like that all the time, which becomes almost overwhelming, the bad news regarding the environment, especially our fossil fuel driven habits that we've all benefited from.</p> <p>And I often struggle as an individual on what can I do as an individual. And most of the time I come up empty handed.</p> <p>Part of that report also indicated that the arctic ice is melting six times faster than originally anticipated, which will precipitate events that really are hard for us to even imagine.</p> <p>The momentum behind what we're doing here and the way we live is so tremendous that it's hard for us to take a moment and think beyond the way we've lived the last 70 or 80 years, last 100 years.</p> <p>But I think it's becoming increasingly clearer that the way we behave, and I count myself in that "we," is not sustainable and threatens the planet as we know it.</p> <p>So this very impressive hearing, impressive displays, the impressive work that ADOT has done looking at these alternatives and possibilities, is a function of that momentum and the expertise that we've gained in the way to do these things.</p> <p>But I think the fact is that decisions like this can't be made any longer in an economic or a transportation or a development framework.</p> <p>They really have to be made within an exponential framework. And by that I mean, when do we stop, when do we make a collective decision that recognizes that the way that we're behaving, the way that we've been living, the way that we've been doing business, as expert as we are, is destroying the planet and our own habitat.</p> <p>So I think that Interstate 11 should be considered within that framework. Thank you.</p>	GlobalTopic_4		I- 1326 -1
Hart	Matthew		Website	7/08/19 9:42 PM AT	<p>To ADOT,</p> <p>As a long time resident of Tucson I would like to voice my concern over the proposed highway additions/expansions. I recognize the importance of facilitating truck traffic through the area in question, but feel that, especially for the Tucson area, the surrounding mountains and natural landscape in general is the number one tourism draw. Any alternative which has a significant negative impact on these things should be disregarded, with special priority being placed on the protection of the national parks and monuments, and critical riparian habitat in the area (i.e. the Saguaro West, Ironwood National Monument, and the Santa Cruz river). The focus here is clearly on improving the trucking corridor, so my preference would be for the creation of segregated car/trucking lane(s) along the existing Hwy 10 route. The creation of one to two extra dedicated trucking lanes through metropolitan areas would greatly reduce concerns over rush hour traffic and preserve the peace and serenity of surrounding areas.</p> <p>If the insistence is on truly alternative routes, please prioritize those which steer as far as possible from the sensitive areas I mentioned earlier. For the benefit of all those who aren't involved in the trucking industry.</p> <p>Thank you, Matthew Hart</p>	GlobalTopic_1, AC-9		I- 3171 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hart	Sharlot		Oral	5/08/19 1:00 AM AT	<p>SHARLOT HART: My name is Sharlot Hart, spelled with an S, like Sam. Thank you for hearing comments today. I appreciate the time you've allotted.</p> <p>I urge ADOT and FWA to consider the noble alternative for two reasons. I love recreating on the west side of the Tucson mountains and do believe that it's a quiet area, and it's a natural area.</p> <p>But it also doesn't have a lot of -- with new construction, brings a lot of need for water and also all the environmental impacts that I know you've considered.</p> <p>I've also been around long enough to know that the noble alternative probably isn't actually going to happen.</p> <p>So in that instance I would highly recommend the orange corridor alternative, because it stays within existing routes and has the least amount of new-build.</p> <p>So between those two things, I would -- between my love of the quiet areas and areas that haven't been developed yet, and between -- and my experience, I would really highly recommend the noble alternative as my first option. Thank you.</p>	GlobalTopic_1, LU-3, WR-2, AC-5 and N-1		I- 1333 -1
Hart	Sharlot		Oral	5/08/19 1:00 AM AT	<p>And, then, as a corollary to that, I would really encourage ADOT to put a lot of time and effort into the high-speed rail that has also been talked about for 20 or 25 years between Tucson and Phoenix.</p> <p>I live in Tucson. I work in Tucson. My office is here. But most of my coworkers are in Phoenix. And if I had a light rail to go between the two, I would certainly use it and cut down on my own commuting time and footprint on the highways.</p>	AC-9 and GlobalTopic_4		I- 1333 -2
Harte	Vivian		Oral	5/08/19 1:00 AM AT	<p>VIVIAN HARTE: Hello. My name is Vivian Harte. I live at XXXXXXXXXXXXXXX. I live, I just found out, two and a little over a half miles from where this interstate would go.</p> <p>I have lived there for 34 years. And it's a rural area. Most of the time it's quiet. Someone put in a range to do shooting, so I hear pop, pop, pop, pop, pop, pop. I also hear some planes going overhead from Ryan Airfield. Pretty much it's quiet. And I love it out there.</p> <p>And I am mainly concerned about the noise. I do not want to hear (makes sound) 24/7. I meditate. That's going to really affect my meditation.</p> <p>What I -- if this has to go in, please make sure you have berms or some -- something that makes it so the noise doesn't come all the way over.</p> <p>I have neighbors all around me. We each have about an acre. And I am concerned about the noise.</p> <p>I'm also concerned about the wildlife being able to go where they may need to go. And I understand -- I talked with a gentleman today, and he was showing me where the wildlife will be able to cross, and that's very important.</p> <p>We have a capped water trough near us also, and that's hard for the wildlife. So make sure that that's taken care of.</p> <p>But the first thing that came to my mind when I heard about this interstate was, "Oh, my goodness, I'm never going to be able to meditate now, because I'm going to hear that noise all the time." And I am concerned about that.</p> <p>So I don't know what can be done. I don't know if you have those tall walls or if you can have like maybe even a wall that goes all the way around it, I don't know, on both sides, something to keep that noise in with those people who are using it. But I am very concerned about that. And those are my comments.</p> <p>I know also the City of Tucson is concerned, because you're going to be taking business away from businesses that now come downtown because of the interstate that goes near downtown. So I know that that's a concern, too.</p> <p>As far as my own personal thing, it's my property values and my ears. I'm a singer, and audio things are very important to me. So that's why I am concerned. Thank you very much.</p>	GlobalTopic_1, N-1, and E-1		I- 1339 -1
Harte	Vivian		Oral	5/08/19 1:00 AM AT	<p>And it's also going to affect my property values. So when I pass away and I pass my home on to my children, they're not going to be able to sell that home for as much as they would if that noise was not there.</p>	LU-1 and N-1		I- 1339 -2
Harte	Vivian		Email	6/19/19 1:00 AM AT	<p>I live at XXXXXXXXXXXXX, which is 2.7 miles away from the planned route of I-11. I don't want the constant noise, the low hum (or more likely LOUD hum), that this would bring to my ears 24/7. I bought my land in the desert 34 years ago to have peace and quiet, and this would ruin that peace and quiet for me and all my neighbors as well as the Desert Museum, which is right down the road from me.</p> <p>I am also opposed to the construction of I-11 because the animals need more space to travel. I know there are a couple small cut-outs to allow them to cross from one side to another. But how is a desert turtle supposed to find that? How are many animals supposed to find those very small spaces?</p> <p>This is a bad idea, especially because it's much more expensive than expanding I-10 and much more disruptive of the desert and our animals than expanding I-10. Why not take the cheaper and easier way?</p> <p>I know the City of Tucson just voted to oppose this project. Listen to them too! No one I've talked to likes this idea.</p> <p>My best, Vivian Harte XXXXXXXXXXXXX Tucson, AZ 85735 XXX-XXX-XXXX</p>	GlobalTopic_1		I- 3260 -1
Harter	James		Website	4/27/19 7:54 AM AT	<p>I do not support the proposed expansion of I-19 through Green Valley. The increased pollution, dust and noise is unacceptable through a retirement community.</p> <p>The purple alternative would encourage commercial and passenger through traffic to points north of Tucson to take that route.</p> <p>Traffic to Tucson and El Paso would continue to pass through Green Valley and improvements to this Interstate would also be necessary.</p>	GlobalTopic_4 and AQ-1		I- 298 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hartgraves	Paula		Website	5/01/19 11:52 AM AT	<p>To Whom It May Concern,</p> <p>I am writing to ask that you extend the public comment period for this project by 120 days to September 28, 2019.</p> <p>I oppose the routing of Interstate 11 west of the Tucson mountains. Your proposed preferred alternative through the Avra Valley will have terrible destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property.</p> <p>The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give people enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.</p> <p>I am a former resident of Picture Rocks and the I-11 freeway through this area will destroy the way of life in the area, not to mention the open spaces and wildlife corridors. Arizona doesn't need more freeways. It needs better public transportation and a more ecologically sound way to move goods between states and countries.</p> <p>Thank you for considering my comment on this issue.</p>	GlobalTopic_1 and GlobalTopic_9		I- 369 -1
Hartman	Shirley Ann and Phillip McD		Oral	5/01/19 1:00 AM AT	SHIRLEY ANN HARTMAN & PHILIP McD HARTMAN: Support the Preferred Route (Blue) through Pinal until Montgomery. At Montgomery, prefer Purple Alignment to I-8, then follow I-8 to Blue at Chuichu. Avoid impact to Casa Grande industrial areas.	GlobalTopic_4 and GlobalTopic_2		I- 1029 -1
Hartmann	Gayle		Website	4/18/19 11:14 AM AT	<p>I would like to ask that you extend the comment period to 28 Sept.; i.e., for 120 days.</p> <p>This is an issue that will have a huge effect on our region and people deserve more time to express their concerns.</p>	GlobalTopic_9		I- 153 -1
Harvey	Gabriel		Website	7/06/19 12:04 PM AT	I am supportive of the Green Alternative, which I think provides a most direct route to what the entire 11 freeway plan seeks to accomplish, which is a direct link to the Las Vegas Valley. This plan I feel avoids unnecessary shifts in route to give a more direct way north, without a lot of back-tracking. I'm sure with the right amount of planning, that a Green Alternative route can be both beneficiary to commerce, while preserving the nature of peaceful desert environments.	GlobalTopic_4		I- 2642 -1
Harvey	Lauren		Website	5/13/19 5:17 PM AT	<p>May 13, 2019</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>RE: I-11 Draft Environmental Impact Statement (DEIS) Recommended Alternative</p> <p>Interstate 11 Tier 1 EIS Study Team,</p> <p>Thank you for the opportunity to comment on the DEIS and the Recommended Alternative currently under consideration for I-11. The comments below specifically pertain to the proposed routes through the Avra Valley.</p> <p>Our home lies within the Recommended Alternative just north of the Tucson Mitigation Corridor. For many years I have provided written comments on various infrastructure proposals through the Avra Valley. Although we are personally impacted, our primary concern has been and will remain to ensure the viability of natural resources in this area, particularly wildlife movement through the Tucson Mitigation Corridor.</p> <p>I appreciate the full involvement of the Bureau of Reclamation, National Park Service, and the Arizona Game and Fish Department as Cooperating Agencies. I believe their guidance and the upcoming wildlife management studies prior to the Tier 2 EIS will inform the location of I-11 and the realignment of Sandario Road in relation to the existing Central Arizona Project (CAP) siphons.</p> <p>In concept the CAP, I-11, and Sandario Road will be co-located in parallel through the Tucson Mitigation Corridor and the right of way minimized to the extent possible. It may, or may not, be best to locate these three potential barriers close together. If it is determined that wildlife needs space between, the final recommendation should reflect this separation. Also, I understand future wildlife studies will include areas outside the Tucson Mitigation Corridor and all identified corridors should be addressed in the Tier 2 EIS for I-11.</p> <p>The question of whether co-locating infrastructure and aligning wildlife passages through the Tucson Mitigation Corridor will result in a net benefit to wildlife remains unanswered. I understand this to be the grounds upon which the involved agencies believe the Tucson Mitigation Corridor may be used for I-11. This is likely a legal issue since the 4.25 square mile Corridor was acquired by the Bureau of Reclamation as partial mitigation for construction of the Central Arizona Project. Managed by Pima County with Arizona</p>	BR-6, BR-7, GlobalTopic_1, GlobalTopic_4 and GlobalTopic_11	Harvey_L_1887	I- 887 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Harvey	Lauren		Website	5/13/19 5:17 PM AT	<p>Management of the Tucson Mitigation Corridor and any other wildlife movement corridors should be managed by an agency with the interest and resources to monitor and respond to the changing needs of wildlife.</p> <p>An item I believe should be addressed in the Final EIS is the possibility of other infrastructure projects in the Avra Valley. As I'm sure the EIS Study Team is aware, there have been proposals by the Public Service Company of New Mexico, Tucson Electric Power, and SunZia to locate high voltage electrical transmission lines within the Tucson Mitigation Corridor. I recall early information about I-11 referred to this project not only as a highway corridor but as an infrastructure corridor. The Final EIS must consider this possibility if wildlife movement is to be maintained in the Avra Valley.</p> <p>Also, the Final EIS should include the proposed multi-use trail along the Central Arizona Project. This has been part of trail planning documents in Pima County for many years.</p> <p>In closing, I remain opposed to the idea of sacrificing Avra Valley for the proposed I-11 when either a no build alternative or the existing I-10 corridor can be utilized at less cost and far less environmental impact.</p> <p>Sincerely, Lauren Harvey XXXXXXXXXXXX Tucson, AZ 85743 XXX-XXX-XXXX XXXXX@gmail.com</p>			I- 887 -1a
Harvey	Ruthie		Email	4/09/19 4:22 PM AT	<p>Hello! Can you tell me which alternative is recommended for the I-11 Corridor Study? I saw on the DEIS and meeting materials that the recommended alternative is a hybrid of a combination of green and purple, but I can't find anywhere that shows it. Please let me know if you can help, thank you!</p> <p>Ruthie Harvey XXXXX@gmail.com</p>	The Recommended Alternative is depicted on the map on the main page of the project website - http://i11study.com/Arizona/index.asp . It is also detailed in the Draft Tier 1 EIS in the Executive Summary Chapter available on the documents page of the project website.		I- 406 -1
Harvey	Ruthie		Email	4/09/19 4:22 PM AT	<p>Hi again, I am following up on my email that I sent on April 9th, I have not yet received a response.</p> <p>Ruthie Harvey XXXXX@gmail.com</p> <p>On Tue, Apr 9, 2019 at 10:21 AM Ruthie Harvey wrote: > > Hello! > > Can you tell me which alternative is recommended for the I-11 Corridor > Study? I saw on the DEIS and meeting materials that the recommended > alternative is a hybrid of a combination of green and purple, but I > can't find anywhere that shows it. Please let me know if you can help, > thank you! > > > Ruthie Harvey > XXXXX@gmail.com</p>	GlobalTopic_1 and CO-2		I- 426 -1
Harvey	Ruthie		Email	4/09/19 4:22 PM AT	<p>Please let me know if you are receiving my emails!</p> <p>Ruthie Harvey XXXXX@gmail.com</p> <p>On Wed, Apr 17, 2019 at 4:17 PM Ruthie Harvey wrote: > > Hi again, I am following up on my email that I sent on April 9th, I > have not yet received a response. > > Ruthie Harvey > XXXXX@gmail.com > > On Tue, Apr 9, 2019 at 10:21 AM Ruthie Harvey wrote: >> >> Hello! >> >> Can you tell me which alternative is recommended for the I-11 Corridor >> Study? I saw on the DEIS and meeting materials that the recommended >> alternative is a hybrid of a combination of green and purple, but I >> can't find anywhere that shows it. Please let me know if you can help, >> thank you! >> >> Ruthie Harvey >> XXXXX@gmail.com</p>	The Recommended Alternative is depicted on maps/figures on the project website, http://i11study.com/arizona/ , and described in detail in the Draft Tier 1 EIS posted on the website as well. The Preferred Alternative is depicted and described in the Final Tier 1 EIS, also available on the project website.		I- 439 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Harvey	Ruthie		Email	5/01/19 4:43 PM AT	<p>I am following up on this again</p> <p>Ruthie Harvey XXXXX@gmail.com</p> <p>On Mon, Apr 22, 2019 at 12:45 PM Ruthie Harvey wrote:</p> <p>Please let me know if you are receiving my emails!</p> <p>Ruthie Harvey XXXXX@gmail.com</p> <p>On Wed, Apr 17, 2019 at 4:17 PM Ruthie Harvey wrote:</p> <p>Hi again, I am following up on my email that I sent on April 9th, I have not yet received a response.</p> <p>Ruthie Harvey XXXXX@gmail.com</p> <p>On Tue, Apr 9, 2019 at 10:21 AM Ruthie Harvey wrote:</p> <p>Hello!</p> <p>Can you tell me which alternative is recommended for the I-11 Corridor Study? I saw on the DEIS and meeting materials that the recommended alternative is a hybrid of a combination of green and purple, but I can't find anywhere that shows it. Please let me know if you can help, thank you!</p> <p>Ruthie Harvey XXXXX@gmail.com</p>	CO-1		I- 832 -1
Harwell	Travis		Oral	5/08/19 1:00 AM AT	<p>TRAVIS HARWELL: My name is Travis Harwell, T-R-A-V-I-S, H-A-R-W-E-L-L. First comment is make sure they know that you're over here. So I would like to record that it's actually good to know there's a court reporter on premise to actually take comments and have it reported. So my comments in terms of the I-11, I'm opposed to it, but some of my concerns that have come up while reviewing some of the documentation I did have several questions and concerns that have come up while reviewing the presentations and asking ADOT officials.</p> <p>Two of my main concerns as far as the purple and green alternatives as they come through the Avra Valley district is their close proximity to the recharged water systems and CAP canals. I have been unable to get a clear answer on what risks will be done and plans to mitigate potential hazmat spills, segregation of pollutants and potential national security risks of the waterways associated with the CAP and water reclamation centers.</p> <p>Based on past experiences and views from other large metropolitan areas where roadways are close proximity to waterways this issue needs to be addressed and brought up especially considering once damage has been done to a water system it is generally unrepairable.</p> <p>My last concern is obviously light and noise pollution in the area, the environmental impact of something that we have tried to secure for so many years in the Tucson area and is one of the largest Tucson's tourist destination. We would be literally putting a freeway within hundreds of feet of that surrounding area of which once in place you will not be able to reclaim either the light pollution that's introduced, the actual air pollution introduced and the noise pollution that's introduced.</p> <p>So my last comment is concern from a national security standpoint. We're creating a large thoroughfare of a highway to connect a international country, Mexico namely, which we have had large trafficking ties to both drugs and human trafficking over the years.</p> <p>We're now creating a rural freeway away from mainstream Tucson which is concerning and has not been addressed in any of the findings so far about how that will be monitored by either Border Patrol or Homeland Security to assure that we're not increasing thoroughfare of both illegal drugs and people. A concern being that we're actually increasing and promoting the ability for high-volume transport illegally. Those are my main concerns.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1389 -1
Harwell	Travis		Oral	5/08/19 1:00 AM AT	<p>The second one is my concern for economic vitality in Tucson. From past experience in my company, we bring in large international customers of which we always showcase the Tucson area, primarily Saguaro National Monument. And it has actually allowed us to bring back those international customers and help bolster our business because of their willingness to return to Tucson being it not a large metropolitan area and their ability to still get away from the cities of which they generally travel from has allowed us to actually bring in more business as opposed to Phoenix where we originally looked at locating our business.</p>	GlobalTopic_1 and R-2 and E-1		I- 1389 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Harwell	Travis		Website	7/07/19 10:55 AM AT	<p>Over the last year I have closely followed the studies, hearings, and public press in regards to the I-11 expansion as it pertains to its path through the Tucson surrounding areas, namely through Avra Valley. After review from all sides I feel I must voice my opposition to the proposed corridor and put my vote for a "No Build" option at this time.</p> <p>Through review of the Tier Case Studies as well as attending the Public Hearings, I have found that although a multitude of effort was put into the studies, the minimal decrease in transportation times does not equate to economical funds required to fund said expansions. The return on investment to said expansion did not have supporting documentation, and multiple variable were omitted or speculated in the study, making the assessments debatable.</p> <p>Not only were the studies to broad in the financial aspects; but the key sections as to; environmental impacts, tourism impacts, national defense (namely close proximity to federal water ways), increased thoroughfare to a foreign country with strong contributions to illegal trafficking, residential displacement, and diminished business for local Tucson industries, were not adequately addressed. These concerns have been brought up by Tucson City Council, local businesses, and the general public and still have not been addressed and have been dismissed as "that has not been reviewed yet". Given the expenses already incurred to fund these studies thus far, this is not an acceptable response. As these topics could not adequately addressed, then a decision to proceed with further studies or commence construction reviews should not be continued.</p> <p>As an Arizona Resident and one of your constituents I urge ADOT to take the course of "No Build" through Avra Valley. Should you like to discuss further or have any questions for myself, please don't hesitate to contact me. I look forward to your efforts to meet the needs and will of your citizens.</p>	GlobalTopic_1 and AC-6 and CO-3	Harwell_T_12737	I- 2737 -1
Hatcher	Warren		Website	5/11/19 3:10 PM AT	<p>Not part of the I-11 project but related and affecting one of the I-11 interchanges is the bypass highway that avoids increasing traffic congestion in downtown Tucson. It has been proposed that a new bypass from I-10 to Nogales be built roughly aligning with Sahuarita Rd and connecting with I-19 at the same location proposed for the I-11 exit. This would facilitate increased commerce between Nogales and all of the eastern United States. It would also relieve traffic congestion from I-19 north of Sahuarita all the way to the point where the bypass highway connects with I-10 on the eastern end of the route (SH83 or east or west of Benson).The impact to I-11 is that the I-19 to I-11 interchange at Sahuarita should be built from the beginning to accommodate the addition of the bypass highway. Although this would increase the I-11 cost, it would greatly reduce the total cost and traffic disruption necessary to build the bypass at a later date.</p>	GlobalTopic_4		I- 792 -1
Hatcher	William		Mail	5/13/19 1:00 AM AT	<p>I am opposed to the proposed route of I-11 through the Avra Valley. A new interstate through the valley would impact adversely the peace and quiet of the valley. Wildlife corridors from the Tucson mountains to ranges to the north and west would be cut. The air, noise and light pollution from millions of cars and trucks a year streaming through the valley would be a terrible negative impact to residents, national park, museum situated along the proposed route. Tucson does not need it's priceless open space in the Tucson mountains and Saguaro National Park diminished by the proposed I-11 Avra Valley corridor. Instead upgrade the carry capacity of I-10 and I-19.</p>	GlobalTopic_4 and GlobalTopic_1	Hatcher_W_13234	I- 3234 -1
Hauer	Mike		Oral	4/29/19 1:00 AM AT	<p>MR. MIKE HAUER: Let me start off by saying thank you very much for having this open meeting for all of us to get together to be able to discuss this situation.</p> <p>I know you're not going to be able to come up with a plan that's going to please everybody. And I know we're trying hard to get things done right, and we really do need help the way the growth is coming out here.</p> <p>It's going so fast that you can't keep up with it in the first place. The infrastructure is way behind as this, and we do need roads to move people along and get them through in town and out this direction. We drive any time of day.</p> <p>I've lived here since 1975 and have seen a lot of changes. Some good, some not so good.</p> <p>But we can't argue with the way the progress is coming out here, because it has done a lot for these towns. And I want to say thank you for putting the effort to come out here with the freeways, such as you are planning.</p> <p>And I would like to say keep these meetings going, so these people can express their opinions of where they live and the arguments they have.</p> <p>Right now, you have, I believe it is, three different plans to come through this area. The blue one, to me, makes a lot of sense. I know there's a lot of people here, it doesn't. The orange one, would probably be second.</p> <p>But please consider people's lives and people's areas that have been there a long time and that are going to have to make changes. And I know you do provide and move them wherever you do.</p> <p>But please consider all these people's opinions and their needs when it comes to moving your freeways and putting them into town.</p> <p>Which I don't know if everyone agrees, but I mean, a lot of us drive into Phoenix to go to work and come back, and it's not a lot of fun. The 10 is at least 20 years behind where it should be.</p> <p>But thank you for taking in our considerations, please, and make sure it is a choice that benefit the majority. Thank you very much.</p>	GlobalTopic_4		I- 1188 -1
Have	Karin		Website	5/20/19 9:09 AM AT	<p>Add a dedicated truck lane from nogales to Phoenix. There is no need for a whole new freeway for that area. I would rather see light rail put in between Tucson and Phoenix.</p>	AC-6 and AC-9		I- 1041 -1
Havick	Diane		Website	4/17/19 10:36 AM AT	<p>As a new home owners in the Vista Royale development north of Wickenburg, We are very concerned about the proximity of the proposed corridor to Vista Royale. It appears to come within 1/4 mile of the homes on the west side, and has the interchange with 93 just north of us. This will certainly impact the quality of life and property values for the residents of Vista Royale, as well as the residents in the Wickenburg Ranch development and the Iron Horse Ranch area. Moving the corridor further west on the state land even just a mile would help alleviate both of these concerns.</p>	GlobalTopic_5		I- 125 -1
Havick	Diane		Email	6/07/19 1:00 AM AT	<p>I recommend the VR Green alternative route for the I-11 corridor north of Wickenburg. The route pushes I-11 as far as possible away from Vista Royale. The terrain for the VR Green alternative is very similar to the terrain for the Blue route so there should be minimal change to construction and engineering costs. The Hwy 93 connector point of MP 187-189 is very close to the Blue route. It also provides a reasonable alternative with minimal change to construction and engineering, while dramatically improving the economic impact to neighboring subdivisions, as well as salvaging popular hiking & riding trails and wildlife watering tanks.</p> <p>Diane Havick XXXXXXXXXX Wickenburg, AZ</p>	GlobalTopic_4 and GlobalTopic_5		I- 2419 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Havick	Diane		Phone	6/07/19 1:00 AM AT	Yes this is Diane Havick calling and I am calling to promote the VR green alternative in the Wickenburg area. We're a resident of the Vista Royal housing development and very concerned about the closeness that the blue and orange routes alternatives are coming to our community up there and would like to voice our support for the VR green alternative. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2420 -1
Havick	Paul		Email	6/07/19 1:00 AM AT	We are writing today in support of the VR Green Alternative for the I-11 corridor north of Wickenburg. After spending time in Arizona over the past two winters, we decided to purchase a property there and make it our permanent home. Coming from an Iowa farm, we were looking for a smaller community and wide open spaces. We found both of those in Wickenburg, and specifically Vista Royale. We are very concerned with the current proposals for I-11 and the impact they will have on property values and the quality of life in the Vista Royale neighborhood, as well as the recreational and wildlife areas surrounding Wickenburg. The orange corridor actually goes over the top of our new home. Often times the DOT has to make a decision between two neighborhoods when building new roads such as I-11, creating a win-lose situation. However in this case, it seems there would be no losers. If the DOT would move the corridor further to the west, popular riding and hiking trails would be preserved, wildlife tanks would be salvaged, and the quality of life and property values would be retained for residents in Vista Royale, as well as the Iron Horse Ranch and Wickenburg Ranch development. Sincerely, Paul & Diane Havick XXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXX-XXX-XXXX	GlobalTopic_4 and GlobalTopic_5		I- 2417 -1
Havick	Paul		Email	6/07/19 1:00 AM AT	I recommend the VR Green alternative route for the I-11 corridor north of Wickenburg. The route pushes I-11 as far as possible away from the existing housing development of Vista Royale. The terrain for the VR Green alternative is very similar to the terrain for the Blue route so there should be minimal change to construction and engineering costs. The Hwy 93 connector point of MP 187-189 is very close to the Blue route. It also provides a reasonable alternative with minimal change to construction and engineering, while dramatically improving the economic impact to neighboring subdivisions, as well as salvaging popular hiking & riding trails and wildlife watering tanks. Thank you. Paul Havick XXXXXXXXXXXX Wickenburg, AZ	GlobalTopic_4 and GlobalTopic_5		I- 2418 -1
Havird	Karen L		Email	6/20/19 1:00 AM AT	Please accept my attached letter as a protest to your current I-11 route in the Wickenburg Arizona area Thank you, Karen L Havird [Text from Attachment] June 20, 2019 Arizona Department of Transportation Interstate 11 Study Dear ADOT, I am writing to seek your reversal of your currently proposed route of Interstate 11 in the Wickenburg area. I live in the Vista Royale neighborhood, north of Wickenburg, and your current announced plan is to cut into both our neighborhood as well as the Black Mountain community west of Wickenburg. PLEASE seriously consider another route! We prefer the most westerly route possible – one that does the no damage to Black Mountain Ranch and Vista Royale subdivisions. It seems entirely lucrative to me that you would consider cutting into these subdivisions when there is state trust land/desert that can be used that would avoid these communities. I am encouraged that the Town of Wickenburg has revised their recommendation, and ask you to do the same. Thank you for your attention to this matter. Sincerely, Karen L Havird	GlobalTopic_4 and GlobalTopic_5	Havird_K_I3263	I- 3263 -1
Hawkinson	Elizabeth		Website	4/17/19 2:49 PM AT	Please consider the GREEN Alternative. The Blue and Purple routes are in the backyard of our community. Please put the highway in a rural area. Thank you, Elizabeth Power Hawkinson	GlobalTopic_4		I- 132 -1
Hayashi	Kim		Website	7/07/19 10:41 PM AT	As a resident of Tucson and Arizona I disapprove in every manner possible the I-11 corridor for a multitude of reasons. The environmental impact of construction will be devastating to the landscape and wildlife; the pollution created by construction vehicles and then eventual traffic will also be devastating to the environment. It is vital to preserve and protect the natural area and habitat as well as the water of the region this highway would dissect. I also feel that this highway is a superfluous addition and unnecessary with I-19 and I-10. I cannot state strongly enough my total objection to this project. Thank you for your consideration, submitted with all due respect, Kim Hayashi	GlobalTopic_1		I- 2884 -1
Hayes	Victoria		Website	5/05/19 10:56 PM AT	As a resident of Thunderbird Farms, I support the i11. I think it will bring more commerce and jobs to Maricopa. I'm excited to see the project begin.	GlobalTopic_4		I- 547 -1
Haynes	Diane		Website	5/11/19 12:33 PM AT	I think this is a huge waste of time, money and manpower. You're displacing people, animals, sensitive natural resources. Nothing good will come from this except making it easier for drugs to flow into the country. This is a horrible idea.	GlobalTopic_4		I- 764 -1
Haynes	Race		Website	6/12/19 6:48 PM AT	I feel very opposed to the i11 coming down sandario rd. Tucson, Az. 85735 as we bought in tucson west ranchettes so we could have a safe quite place to retire and have a peaceful place out in the country. Most of us on this route has built and put everything into their property, while thinking that they would always be able to live their lives out and hand it down to generations to come like our parents before us and how buying and owning meant it was always our choice to keep what we spent a lifetime to build, alot of us have livestock that would be greatly sacrificed to have a noisy environment where once they had peace. Besides property values would greatly be imposed. Not to mention it would bring alot of traffic and homeless out in to our once quiet peace of land. I personally feel there could be other areas that would work for all parties involved and yet far from homes and families. Please reconsider searching for another location and think of home owners and their families and pets. You will be uprooting lives. Thank you.	GlobalTopic_01 and LU-3 and G-1		I- 1511 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Haynes	Richard		Email	7/08/19 1:00 AM AT	Laura Douglas, I call earlier today and following up with this email. Buckeye is the fastest growing city in our Nation. North South Interstate would be a great and right move for Interstate i-11. My choice for that route i-11 would be the 271 mile long route that cuts into Maricopa, Buckeye and Wickenburg. Please consider my suggestion, Richard W. Haynes XXX-XXX-XXXX XXXXX@aol.com	GlobalTopic_4		I- 3462 -1
Haynes	Richard		Other	7/08/19 1:00 AM AT	Laura Douglas, I call earlier today and following up with this email. Buckeye is the fastest growing city in our Nation. North South Interstate would be a great and right move for Interstate i-11. My choice for that route i-11 would be the 271 mile long route that cuts into Maricopa, Buckeye and Wickenburg. Please consider my suggestion, Richard W. Haynes XXX-XXX-XXXX XXXXX@aol.com	GlobalTopic_4		I- 3487 -1
Hazard	Margaret Diane		Website	5/30/19 3:42 PM AT	I retired and moved to Hidden Valley about 3 years ago because I fell in love with the area ... the landscape; the lack of traffic; the wide open spaces; the feeling of community; the peace & quiet; and most of all the views. The views that do not include a freeway and the peace and quiet that will go away if the proposed freeway is put in through Hidden Valley & Thunderbird Farms. Property values will plummet and crime will go up. Please use the orange route ... the current I-8 and State Route 85 (orange route) connects nicely with Interstate-11 where it has already been completed and using those existing roads would literally save millions of dollars of taxpayer money. I am vehemently opposed to the blue and/or purple routes; both would destroy neighborhoods and both would cost more money than a time-saving of less than 20 minutes justifies.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1219 -1
Hearn	Carol		Website	5/08/19 9:16 AM AT	While another north-south freeway will certainly be necessary in the future, I cannot support the idea of a major freeway almost within sight of an existing one that goes through populated areas and destroys desert habitat. There are largely uninhabited areas 50 miles west and 75 miles east of the proposed routes that would seem to avoid disruption to tens of thousands of people and be far cheaper to build. I appreciate that there are innumerable interest groups to consider, but a project of this scale through urban areas seems doomed from the start.	GlobalTopic_4		I- 635 -1
Heathcock	Emily		Website	7/03/19 6:02 PM AT	This is a completely unnecessary and environmentally destructive plan that should NOT be allowed to come to fruition. The Sonoran desert is one of the most biologically diverse and crucial habitats for many wildlife species on this planet and should be protected for their benefit as well as ours. Without the diversity we now have we will not be able to continue living in this great place. As the land erodes and the animals leave our ability to live here diminishes. It also reduces tourism revenue if you take away everything they come here to see. I10 has been and continues to be vastly improved, there's no need to create another highway that will travel the same distance and get people to the same destinations.	GlobalTopic_1		I- 2519 -1
Heber	Karen		Website	7/06/19 11:08 PM AT	There is no way I want a freeway through my neighborhood. I am not in the way but my freedom of where I can live is in danger. I am a widow. My husband and I bought property here in 1996 and built in it in 2000. After he died in 2012 I moved her permanently. Because we loved it out here. Too much noise, traffic, lights if you are allowed here. We live right near a national park! We have all sorts of wildlife out here. And people who have lived here for generations, farming, growing food, living a life they chose. The Orange route would make so much more sense. The roads are there. It would cost so much less. Please use your heads and your hearts.	N-1 and R-1 and BR-1 and G-1 and GlobalTopic_4		I- 2697 -1
Heber	Karen		Website	5/05/19 6:47 PM AT	I do not want the I-11 or any other roads to come into Hidden Valley. We bought this property back in 1996. We built on it in 2000. We moved here because we wanted the peace that country living brings. Having to go 10 miles to get to town is how we want it. We do not want town to come out here, or the noise of nearby traffic. The sounds from the trains going by a mile away are nice. We don't want the sound of vehicles and ambulances and police cars out here to take away our solitude and quiet. I will never change my mind.	GlobalTopic_4		I- 543 -1
Hechanova	Lynn		Website	6/25/19 10:50 AM AT	I really like the preferred option. It has little impact on the national parks and environment, while providing an easy and new connection to the west side of the valley. Maricopa needs a new connection and I think this is a terrific option. I hope you can start really soon, it is badly needed and you have my strong support.	GlobalTopic_4		I- 2043 -1
Hechanova	Lynn		Website	7/08/19 1:48 PM AT	The I-11 will be so important to the development the City of Maricopa looking forward. So many residents ask for things like local employment centers and a hospital that I believe this important transportation plan will help the city achieve those goals. Currently the city of Maricopa is hindered by a lack of transportation routes requiring a dangerous trip on highway 347. There are almost 50k people living here and the energy savings that would be provided by having regional employment centers would allow those people to work where they live. Maricopa would have the advantage of an existing rail connection & stop making it ideal for many national businesses if it had adequate transportation solutions to enhance the rail connection. I strongly urge that the recommended alternative be adopted. There has been some objections from the Hidden Valley area, but there are very few homes that would be impacted by this solution. I think the route is in the interest of the greater public and the City of Maricopa and Pinal County.	GlobalTopic_4		I- 2988 -1
Hedgcock	Charles		Website	7/08/19 3:25 PM AT	I believe that our state, the Tucson community, and the Sonoran Desert environment will all be better served by having the proposed Interstate-11 freeway follow the existing I-10 and I-19 route. Following the existing highway corridor will save several billion dollars of our already stretched tax dollars. It would protect the natural desert areas such as Saguaro National Park West and Ironwood Forrest National Monument, as well as important wildlife corridors. Following the existing freeway route will also help to prevent further urban encroachment into the surrounding desert environs.	GlobalTopic_1		I- 3021 -1
Heiman	Elliott and Sandra		Phone	7/07/19 1:00 AM AT	Yes, my name is Elliott Heiman, I'm calling for my wife, Sandra Heiman and for me. We live in Tucson, AZ and our address is XXXXXX. Tucson, AZ 85719 both my wife and I would like to register that we are against the I-11 corridor as it goes past Tucson as written in the current documents. We urge you to stop this current plan. We say no to the current plan and we want this to be noted. My name is Elliott, I'm calling for myself and my wife Sandra Heiman. Thank you very much.	GlobalTopic_1		I- 3403 -1
Heiman	Joseph		Website	6/27/19 7:12 PM AT	I am opposed to constructing this bypass. I do not believe us citizens of Tucson will receive any positive impact, whatsoever	GlobalTopic_1		I- 2133 -1
Helbig	Penny		Website	7/03/19 9:52 PM AT	I am a frequent visitor and vacationer to Tucson Arizona and love what the desert provides in beauty and splendor. Please do not ruin this part of Tucson by tearing up the desert. It the only place where you can see the Majestic Saguaro. Please find another route. Thank you for your consideration. Aloha Penny	LU-3 and GlobalTopic_1		I- 2528 -1
Heller	Carol		Website	7/06/19 7:02 AM AT	Thank you for providing this means of commenting on the recommended alternative for I-11. I have read through all of the available documentation, from the original scoping reports, through the mediated study groups up to the Draft Tier 1 EIS, including all the appendices. Up until the announcement of the recommended route (April 2019), the preponderance of evidence, advice, opinion, and testimony from federal and state agencies, local jurisdictions both county and metropolitan, environmental and land-use organizations, and a sizable majority of the public indicated strong and well-reasoned support for either no-build or co-location of I-11 with I-10/I-19 in the southern section of the study area. Detecting the same line of reasoning through the myriad charts, graphs, tables, and impact analyses in your lengthy documentation, I felt assured that you concurred and that the sensitive and unique Avra Valley would be spared. Thus it came as a shocker when you actually recommended the Avra Valley route. The impression given by the choice was of a solidly planted pyramid of evidence arbitrarily turned over to wobble unsteadily on its tip. Please reconsider this disastrous choice - it makes no sense.	GlobalTopic_1		I- 2624 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Heller	Xyphondra		Website	6/29/19 6:52 AM AT	<p>For their achievement in choosing Avra Valley as a location for an interstate highway, ADOT should receive the Doublespeak Award for 2019. The award would recognize their impressive claims concerning:</p> <p>>mitigations - one of which, in the Tucson Mitigation Corridor, would be a mitigation of a mitigation that was created in 1990 to exist "in perpetuity", perpetuity apparently defined as about 29 years in ADOT's lexicon.</p> <p>>toxic spills - any accidents by trucks carrying hazmat beside the open surface of the CAP canal and across the permeable soils of the recharge/well-fields would be "offset" by "reduced risks elsewhere because of improved travel safety conditions".</p> <p>>air quality - just close your eyes, plug your ears, and hold your nose - you'll barely know a superhighway is there (and if you're lucky and stick around for a few more years, a freight railroad and high-power transmission lines into the bargain).</p> <p>>wildlife - cannot be considered to exist in a national park because a national park doesn't fit the strict definition of a wildlife refuge.</p> <p>>sprawl - rest assured that no interchanges will be allowed between Snyder Hill and Manville roads, says ADOT, thus focusing the sprawl-to-come as plugs at these N-S ends roughly 12 miles apart - plugs that would bottle up the broken remains of a former rural community, with its human homes, migrating wildlife, conservation parklands, and primary water-works for a large nearby metropolis.</p> <p>>climate change - ADOT will do its bit to fight climate change by enabling the outmoded technology of individual human-driver-operated trucks to save a few travel miles and go with the flow faster and more continuously.</p> <p>>natural setting - camo-coloring will be used to metaphorically photoshop an interstate highway out of the "viewshed". [How about just going for a miles-long electronic mural of desert scenery, along with piped-in birdsong; or a miles-long installation of life-sized steel saguaros, ironwoods, and palo-verdes?]</p> <p>Message to be included with the award: If you don't build it, you won't have to mitigate it or create fakes of anything.</p>	GlobalTopic_1, BR-6, WR-2, AQ-1, AQ-2, N-1, BR-1, V-1 and LU-3		I- 2196 -1
Helton	Julie		Email	7/09/19 1:00 AM AT	<p>I, unfortunately, just found out the deadline was yesterday to react to I-11 through the Hidden Valley residential area. I'm sure this will reach an inbox and hope my concerns will be heard.</p> <p>I moved to this area to get away from city life. From the pollution and noise. From people who only care about themselves and their own personal property, who have no concern what devastation they cause to an environment they will leave behind and expect someone else to clean up after them.</p> <p>Now I find out a park will literally be built in my backyard where people will be camping, hiking, shooting and bringing in their ATV's all while leaving their waste behind and a highway is proposed to be built to bring them in. I find this truly horrendous. We are a small community that takes pride in itself. We look after each other in good times and bad. I have only lived here for a short time but have developed a strong sense of belonging.</p> <p>Leave the small communities alone. We choose to live here to get away from city life and the pollution that comes with that. There is already a route (orange) in place that can be used. Please, take into account the land that will be forever destroyed just to save a few minutes. Mother Nature is not forgiving.</p> <p>Please don't step on the little guy. I-11 through Hidden Valley will displace families, pollute our community and be an eyesore in a truly beautiful environment. You have the means to stop this. Do the right thing, I know you have it in you.</p> <p>Julie Helton</p>	GlobalTopic_2, GlobalTopic_4, N-1, LU-3; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 3475 -1
Helwig	Anne		Website	5/19/19 1:24 PM AT	I think it is a terrible idea to build a highway just west of Tucson Mountain Park. I am concerned it will interfere with wildlife corridors, damage air quality and promote additional, unsustainable growth. A better option would be to invest in light rail transit between Tucson and Phoenix, the greatest area of congestion.	GlobalTopic_1 and AC-9 and BR-2 and AQ-1		I- 1020 -1
Hemingway	Carroll		Website	7/08/19 8:39 PM AT	Please do not pass the proposed Interstate 11 plan. It is likely to very destructive to people and nature as well as businesses and organization.	GlobalTopic_4		I- 3151 -1
Hendel	Ed		Oral	5/08/19 1:00 AM AT	<p>ED HENDEL:</p> <p>All right. Thank you for spending your evening listening to our concerns. We really appreciate that. My name is Ed Hendel, and I would like to voice my strong opposition to the recommended alternative route for I-11. This route comes within a few hundred feet of Saguaro National Park and would ruin the experience for hikers and tourists. I strongly urge you to use the existing I-10 corridor instead.</p> <p>I moved here a few years ago because of my experience on a trip to Saguaro National Park. I had just finished my Master's Degree at Harvard, and I was beginning my career in data science. Everyone told me that I should move to Silicon Valley because that's where all the big tech companies are.</p> <p>But after experiencing the incredible beauty and peaceful silence of Saguaro National Park on that trip, I decided to permanently move here to pursue my career, despite the relative of lack of data science jobs in this city. If there been a noisy, intrusive highway a few hundred feet away from where I was in the park when I visited, I would not have fallen in love with this place, and I never would have come here. I'd be in Silicon Valley instead.</p> <p>National coverage like that drives tourism to our great state. But if we surround our wilderness with intrusive highways, we'll lose a big part of our appeal. Would the author of that article that felt like he was hundreds of miles from civilization feel that way if there was a noisy highway next to him? Would he have praised our signature Arizona sunsets if his view was marred by huge trucks whizzing by?</p> <p>Tucson is the closest major city to a national park in the entire country. We must embrace the responsibility to take care of it. Instead of ruining our national park, let's use the existing I-10 corridor that brings people directly to our downtown businesses and restaurants. It would save billions of dollars in construction and stimulate the local economy, while preserving our tourism revenue and our national attractions. Thank you for your time.</p>	GlobalTopic_1 and R-2 and N-2 and E-1		I- 1368 -1
Hendel	Ed		Oral	5/08/19 1:00 AM AT	<p>But this isn't just about me. There's lots of other people who are here because of our unique proximity to well-maintained nature. Saguaro National Park and the Arizona Sonoran Desert Museum are some of our best attractions, and building a highway so close to them will ruin their appeal and hinder our economic development.</p> <p>Last year, the New York Times wrote an article about how unique and special Tucson is. Here's a quote about the author's trip to Saguaro National Park: "One minute, we were in the heart of Tucson, among the restaurants and businesses you would expect in a major metro area. Scarcely 15 minutes later, it was as if we were hundreds of miles from civilization. I took in the silence and the towering Saguaro cactuses as I watched the breathtaking sunset. The stereotype of Snowbirds, people who spend their winters in Arizona, suddenly made perfect sense to me.</p>	GlobalTopic_1, R-2, and E-2		I- 1368 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hendel	Ed		Oral	5/11/19 1:00 AM AT	<p>MR. ED HENDEL: Hi. First of all, thank you for spending your Saturday listening to our concerns. My name is Ed Hendel, and I would like to voice my strong opposition to the recommended alternative route for I-11.</p> <p>This route comes within a few hundred feet of Saguaro National Park, which would ruin the experience for hikers and tourists. I strongly urge you to use the existing I-10 corridor instead.</p> <p>I moved here a few years ago because of my experience at Saguaro National Park on a trip. I had just finished my master's degree at Harvard, and I was beginning my career in data science. Everyone told me that I should move to Silicon Valley because that's where the big tech companies are, but after experiencing the incredible beauty and peaceful silence of Saguaro National Park on that trip, I decided, despite the lack of data science jobs in this city, I was going to move here. If there had been a noisy, intrusive highway within a few hundred feet of the National Park when I visited, I would not have fallen in love with this place; I never would have moved here; and I would be in Silicon Valley instead.</p> <p>But this isn't just about me. There are lots of other people who come here because of our unique proximity to well-preserved nature. Saguaro National Park and the Arizona Sonoran Desert Museum are some of our best attractions, and building a highway so close to them will ruin their appeal and hinder our economic development.</p> <p>Last year the New York Times wrote an article about how unique and special Tucson is, and here is a quote about the author's trip to Saguaro National Park. "One minute we are in the heart of Tucson, among the restaurants and businesses you would expect in a major metro area. Scarcely fifteen minutes later, it was as if we were hundreds of miles from civilization. I took in the silence and the towering saguaro cactuses. As I watched the breathtaking sunset, the stereotype of snowbirds, people who spend their winters in Arizona, suddenly made sense to me."</p> <p>So national coverage like that drives tourism to our great state, but if we surround our wilderness with intrusive highways, we're going to lose a big part of our appeal. Would the author have felt like he was hundreds of miles from civilization if there was a noisy highway right next to him? Would he have praised our signature Arizona sunsets if it was marred by the sight of trucks whizzing by?</p> <p>Tucson is the closest major city to a National Park in the entire country. We must embrace the responsibility to take care of it. Instead of ruining our National Park, let's use our existing I-10 corridor that brings people directly to our downtown businesses and restaurants. It will save billions of dollars, stimulate the local economy, and preserve our national attractions. Thank you for your time.</p>	R-2, LU-3, E-1, E-2, N-1, GlobalTopic_1 and E-3		I- 1432 -1
Hendel	Ed		Website	4/22/19 3:44 PM AT	I am a proud Tucson resident and homeowner, and I would like to voice my opposition to the construction of I-11 through the desert area west of Saguaro National Park. I strongly urge you to use the existing I-10 corridor. Many of the best hiking trails in Arizona are on the western side of Saguaro National Park West, and building a highway right next to that area would be shameful. It would create pollution and noise, and it would ruin the beautiful views from those hikes. No hiker or tourist wants to see and hear a highway when hiking in a National Park. It would reduce tourism and it would be an embarrassment to our great state. National Parks are some of America's greatest treasures, and I vehemently oppose the construction of a highway right next to ours. Please use the I-10 corridor instead.	GlobalTopic_4, GlobalTopic_1 and R-2		I- 240 -1
Hendel	Nat		Website	5/11/19 2:48 PM AT	The Recommended Alternative route comes within 2 miles of the Hugh Norris trailhead in Saguaro National Park. The Hugh Norris trail is one of the signature hiking trails in the National Park. Building a highway so close to it would ruin the views from the hike. The noise from the highway would also be off-putting to hikers and tourists. The King Canyon trail is another very popular hiking trail in the National Park, and the highway would be visible and audible from that trail as well. Ruining the appeal of these hiking trails would damage our state's reputation and reduce tourism revenue. Please don't build a highway so close to the National Park. I encourage you to use the existing I-10 corridor instead.	GlobalTopic_4, GlobalTopic_1 and R-2		I- 787 -1
Hendel	Nathan		Website	5/14/19 1:15 AM AT	Hello, I go to Tucson regularly for vacation, my favorite thing to do there is go hiking in the desert, and I strongly dislike the proposal to build a new highway. A highway would have a terrible effect on the wilderness and the effect that the wilderness gives tourists like me. Thank you.	GlobalTopic_1 and R-2		I- 896 -1
HENDERSON	JILL		Website	7/05/19 12:50 PM AT	I have been a homeowner in the rural community of Picture Rocks since 1994, and before that it is where I grew up. I am opposed to the Recommended Alternative route through Avra Valley. It is pointless, expensive, and will damage surrounding cities and wildlife corridors!	GlobalTopic_1		I- 2593 -1
Henderson	Robert		Website	6/22/19 9:35 AM AT	I am opposed to the proposed route of I-11 that takes it through sensitive desert areas around Tucson. I-11 should merge with I-10 through Tucson instead of threatening the desert museum, ironwoods, etc.	GlobalTopic_1		I- 1940 -1
Hendler	Nathaniel		Website	5/01/19 4:40 PM AT	I would like to see an extension of the public comment period. Thanks!	GlobalTopic_9		I- 373 -1
Hendrix	Susan		Website	4/12/19 5:16 PM AT	Due to the large impact of this action, the public comment period should be extended by 120 days to September 30, 2019. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 35 -1
Henke	Jane		Website	6/27/19 2:32 PM AT	<p>The Arizona-Sonoran Desert is unique. Routing an interstate roadway through the Avra Valley will impact this special area of desert vegetation and wildlife. The channeling of vehicles along the corridor of the proposed I-11 will destroy areas of iconic saguaro cactus along with the vegetation that has become specialized in this region. The lives of desert animals will be affected by the disruption to their habitat.</p> <p>With thousands of vehicles travelling on an interstate through the Avra Valley pollution of the air and ground pollution will develop along and around the route, with concerns for potential contamination of crucial water conservation developments. Light pollution is another aspect that will be detrimental to the scientific work associated with astronomy here.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2104 -1
Henke	Jane		Website	6/27/19 2:32 PM AT	If it is found necessary to provide more roadway to encompass large vehicles travelling between Canada and Mexico, please consider routing along existing routes. Improvements to the I-10, with dedicated truck lanes or roadway that follows alongside the I-10 would limit further destruction of the treasured Arizona-Sonoran Desert.	GlobalTopic_1		I- 2104 -2
Henke	Jane		Website	4/15/19 10:10 PM AT	Please extend the deadline for comments as there is a lot to consider. Thank you Jane	GlobalTopic_9		I- 76 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Henley	Colby		Oral	5/08/19 1:00 AM AT	<p>COLBY HENLEY: Good afternoon. My name is Colby Henley, and I too am a resident of Tucson. And that's a hard act to follow, but I'm going to try to do that. So I concur with much of what Kylie mentioned. My two complaints -- I swear on the record, I'm opposing the recommended corridor alignment, and would prefer co-location with I-19 and I-10 as well.</p> <p>And primarily I will talk about two things, the first being climate change sustainability. Those issues. I feel like the alternative on Avra Valley is a 1950 solution to a 21st-century problem. We're a community that really is striving to make great progress in sustainability, building smart, reducing sprawl, looking at and figuring out how we're contributing to climate change and reducing that. And This just absolutely goes against everything that we are trying to do as a community and as a region.</p> <p>So I would say that for those reasons, I'm definitely opposed. And for the economic reasons, again, as Kylie mentioned, the \$3.4 billion in the time that we're in right now, strains budgets. And that's just the construction cost. There's all the upkeep and maintenance, and then the sprawl that that produces, that it's going to create this kind of community out on the edge of town. That's going to need connections.</p> <p>So that's -- travel trips will be increasing vehicle emission, all of those things that it does. It draws economic impacts on our core community. We've been working on the street car, the downtown redevelopment, the university here. Everything that is the synergy of our economic hub here in the community is going to be torn apart and disbursed as well. So that's what I have to share. Thank you.</p>	GlobalTopic_1, LU-3		I- 1358 -1
Hennessey	Christine		Website	5/22/19 2:41 PM AT	<p>I have major concerns regarding the segment which goes directly west of Tucson. This proposed route damages and destroys the environment, ambiance and wildlife habitats of the Saguaro National Park, Tucson Mountain Park, Ironwood National Forest National Monument and surrounding areas.</p> <p>At a recent ADOT presentation on this project I spoke with the representatives about the option of widening the I-10 instead of ripping up this wild and supposedly protected area. I was told that there were concerns about historic neighborhoods that would be damaged by widening the I-10.</p> <p>I have lived in several cities and traveled many more. I have never seen the 2 lane "extra" frontage road called "freeway" street in any other city. These are on both sides of the freeway and would allow for an expansion of a minimum of 4 more lanes. It seems to me that there is built in opportunity to widen the I-10 through Tucson without ever touching an adjacent neighborhood. It would be less expensive and certainly less environmentally damaging. My preference for this segment, extending up as far as Casa Grande is the DO NOTHING recommendation. If the need arises, expanding the capacity of the I-10 is my advice.</p>	GlobalTopic_1 and R-2 and AC-6		I- 1072 -1
Hennessey	Pamela		Website	7/01/19 8:17 AM AT	<p>The I-11 alternative is not a viable alternative. It runs within 400 feet of the National Monument, and right through areas that were set up to mitigate for other municipal and environmental concerns, such as CAP. Who will be responsible for protecting the Tucson water supply in the inevitable chemical spill from the roadway? What about the Sonora Desert Museum? An interstate there would destroy the ambiance and jeopardize this much needed business. That area between the mountain ranges is also needed as a wildlife corridor.</p> <p>I have lived in Tucson for almost 40 years now, and drive I-10 all the time. Yes, traffic bogs down some, but I can't say that it has reached the point where an entire new interstate has to be built. I know it's a pain, but widening the existing I-10 where needed seems a better alternative, if anything does in fact need to be done.</p> <p>In addition, can we please extend the public comment period? This is the first I'm hearing about this myself. I'm sure others who are also concerned might be just hearing about it as well. Thanks for your time.</p>	GlobalTopic_1, GlobalTopic_9, R-2, WR-2, E-2, and AC-7		I- 2250 -1
Henning	Jack		Oral	4/29/19 1:00 AM AT	<p>MR. JACK HENNING: Thank you for this opportunity to comment. I actually do not approve of the proposed route. It seems to me that you've done a good job in minimizing the impact on the northern part of the state. But as soon as you get to the Gila River Valley, then all of a sudden, the impact is maximized.</p> <p>You've created a 10- to 15-mile corridor going right down the middle of the Valley taking out farmlands, homes, and then you turn south again and take out other communities.</p> <p>So I think that maximizes the impact. I live in the area of Rainbow Valley and Elliot. My neighborhood stands to get completely wiped out. There are approximately 64 homes there in the three quarter million dollars bracket. So the expense is -- is huge.</p>	GlobalTopic_2 and GlobalTopic_4		I- 1150 -1
Henning	Jack		Oral	4/29/19 1:00 AM AT	<p>The extra miles that you would have to travel coming down the Gila River Valley has got to be very costly. So I think I would prefer the orange route or the green route, I think, the blue route to me is just unacceptable. Thank you.</p>	GlobalTopic_2 and AC-1		I- 1150 -2
Henrichs	Henry		Website	4/28/19 3:36 PM AT	<p>Nowhere in the United States do two separate interstate highways run side by side for hundreds of miles through rural communities; these corridors are conserved to minimize construction expense and the collateral damage of development. Both the city of Tucson and its outlying areas would benefit from containing any new development within the existing I-10 corridor. Only the federal government and large contracting firms benefit from the needless waste of a second highway right next to an existing one.</p> <p>The unspoiled desert west of Tucson inspired me to uproot from Colorado and move to the area for five years beginning in 2013. I currently only live out of state to attend school, and intent to return to the west side of Tucson after earning my degree. The pristine and undeveloped condition of the areas surrounding Saguaro National Park West and Ironwood National Monument are an invaluable resource to the region, as well as a preservation of the area's agricultural and ranching tradition. The I-11 proposition will cause immense disruption to the rural way of life in this region and only further the expansion of suburban low-density development which again, only benefits large construction firms and service industries.</p> <p>Please help both the urban and rural communities of the potentially affected areas and expand the existing I-10 corridor rather than thoughtlessly creating an entire new interstate system right next door.</p>	GlobalTopic_4 and GlobalTopic_1		I- 309 -1
Henrichs	Katherine		Website	4/22/19 5:02 PM AT	<p>I am writing to request that the comment period be extended by 120 days to September 28, 2019. The current comment period is just 56 days and this is not long enough to allow members of the public to weigh in on the proposed road project. The proposed road, including the "Preferred Alternative," is a massive project that would have irreversible and devastating consequences for the Sonoran Desert. The public MUST have an opportunity to learn about this and to participate in the decision making process. Please extend the comment deadline to September 28, 2019.</p>	GlobalTopic_9		I- 241 -1
Henrichs	Katherine		Website	4/22/19 5:02 PM AT	<p>In the event that the deadline is not extended, I OPPOSE this project in any form, including the preferred alternative. There is no good route for another freeway through our beautiful, irreplaceable public lands to the West of Tucson. I am a hiker, rock climber, cyclist, and runner, and I utilize Saguaro West and Ironwood National Monument for outdoor recreation on a monthly basis. A freeway would ruin the aesthetic of the area and create noise and air pollution. I am also a recent law school graduate (U of A) who chooses to continue to live in Tucson because of great access to the outdoors here. If you build this road you will drive away intelligent, conscientious, hard working people like myself. We will move to other communities where there is a political commitment to stopping climate change and ecological loss - NOT accelerating them! This road is bad transportation and environmental policy and bad for the future of Arizona. Please invest the money instead in upgrading existing infrastructure for climate resilience and mitigation.</p>	GlobalTopic_9 and GlobalTopic_1		I- 241 -2
Hensel	Beth		Website	7/07/19 10:16 AM AT	<p>I would like the path of highway 11 to be shifted to the west to the proposed "Orange Route". Endangered bird habitat for the Yuma Ridgeway Rail and others is important to keep intact.</p>	GlobalTopic_4 and BR-4		I- 2732 -1
Hensel	John		Website	7/08/19 9:00 PM AT	<p>On review of the routes I believe the Orange Route is the best. It goes further west and uses more existing infrastructure. Most importantly the Orange Route will reinforce Arizona birding and it's increasingly positive economic benefits.</p>	GlobalTopic_4, E-3		I- 3161 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hensley	Tim		Website	7/03/19 9:52 PM AT	My wife and I have lived over 40 years in the Tucson area and return home to visit family and friends every few years. We can really noticed the changes , and not always for the best sometimes. I believe your purposed route around Tucson will not benefit the community but bring more harm to the outline desert and it's desert dwellers that have been pushed back.CAP and ponds have been a big enough impact on the view of Old Tucson and Desert Museum.Not to mention this is the only place in the world the Saguaro cactus grows. If you have money burning a hole in taxpayers pocket you could continue improving I-10 Thank you for your consideration Tim	GlobalTopic_1 and LU-3 and LU-1 and R-2		I- 2529 -1
Hepner	Rosanne		Website	4/20/19 2:45 PM AT	I am very concerned with the proposed "blue" route the impact it will have on all the houses, businesses and the environment. You are proposing to displace many people and businesses. Why isn't the "purple" route the initial route to review, less impact on the population and environment. Thank you	GlobalTopic_4		I- 193 -1
Herman	Barbara		Website	5/02/19 7:51 AM AT	Please EXTEND the comment timeframe!!! This project is a huge undertaking; please extend at least through December-many Tucsonans are not in town in the summer months. Thank you.	GlobalTopic_9		I- 384 -1
HERMAN	LARRY		Website	7/06/19 9:24 AM AT	DONT WASTE THE MONEY!!!!!! Looks like it basically follows I-10. Just use the money to widen I-10 and 93. You are already finishing the 202/I-10 connection that does the same thing. Seems like a waste of money!!!!	AC-5 and GlobalTopic_1		I- 2632 -1
Herman Jr	John		Website	4/17/19 11:24 AM AT	Other than the bypass of Tucson, from Green Valley to Marana, I think the project is useless. With the widening of IH-10 to three lanes from Tucson to Phoenix, traffic heading north-south and east-west will be smoother. The proposed IH-11 is a road to nowhere. It does not service any major cities and parallels IH-10 most of its route. It is redundant and therefor unnecessary.	GlobalTopic_1, GlobalTopic_4		I- 127 -1
Hernandez	Alicia		Website	7/08/19 4:52 PM AT	I would just like to make a short statement about this I-11 Corridor. I feel that you should enhance the current highways of I-19 and I-10 west to I-8. It would be a shame to see the destruction of the preferred route on El Toro and the Desert on the west side of Tucson destroyed. I-19 and I-10 west could use more enhancements and the cost would be of great savings to the tax payers. Please consider the alternate route of I-19 and -10 west for a better route for all the tax payers in all areas of this route. Respectfully Alicia Hernandez	GlobalTopic_4, GlobalTopic_1		I- 3072 -1
Hernandez	Julie		Website	6/19/19 11:09 PM AT	My husband and I moved to Marana from Vail Arizona 19 years ago. We did so because Vail was growing too fast and we wanted a quiet rural area to raise our children on land, away from overgrowth, building development, noise and pollution. We found everything we were hoping for just west of Saguaro National Monument West off of Sandario and Manville roads. We love our land, amazing sunsets and no noise or pollution! The proposed freeway would have a very negative impact on the desert, wildlife, and residents who have worked hard to enjoy our peace and quiet on our unobstructed land. Please just expand I-10 and do not destroy the lives of the residents, the desert wildlife and the critical desert landscapes which would be destroyed through this project. There is too much needless overdevelopment in the desert Southwest-this would be horrible and impact this area negatively and permanently! You have the opportunity to save homes, desert areas, wildlife and the tranquil life, the residents in this area, came out to enjoy. Some residents have been in this area for generations. Julie Hernandez	GlobalTopic_1 and R-2 and LU-3		I- 1825 -1
Herdon	Anna Sunshine		Hand Written	5/11/19 1:00 AM AT	Please do not build upon the proposed routes (blue or purple – near Picture Rocks). These routes disrupt homes, tourism (both from the national park and from astronomy buffs) and wildlife. It would be an expensive boondoggle and require many things builders don't like (light restrictions, animal bridges) and negatively affect the people in the area who are largely low income. On a personal level this in an area that has issues with runaway children, the danger to those runaways if truckers and nearby is astronomical. Please care about the safety and health of the children in this area.	GlobalTopic_4, GlobalTopic_1, E-2, and PN-3	Herdon_A_I2392	I- 2393 -1
Herdon	Hoyt		Hand Written	5/11/19 1:00 AM AT	Putting another North-South highway a few miles west of I-10 is destructive and redundant. If I wanted to live somewhere with lots of highways, I'd live in Phoenix. Don't build a freeway out here. Just expand I-10 if you need more capacity.	GlobalTopic_4	Herdon_H_I2389	I- 2389 -1
Hernly	Gregory		Website	4/18/19 3:27 PM AT	Please keep the project using existing highways using Route 85 to I-10. Using alternate routes cutting through Palo Verde and Arlington will take private property, farms and homes from people who have lived in the area for generations. Another impact will be the skyrocketing of hay prices, which will lead to people who can't afford to feed their horses, turning them loose in the desert or auctioning them off where they end up at slaughter houses. Thank you and please take to heart making this have the least impact on the communities surrounding the project as possible.C	GlobalTopic_2		I- 161 -1
Hernly	Gregory		Website	5/17/19 7:08 AM AT	Ensure you talk to Palo Verde Nuclear Power Plant in Tonopah. If the blue alternative route that runs to Arlington is chosen, it will severely effect emergency evacuation routes used by the nuclear power plant. It would be best to keep the route on 85 to I-10 so it doesn't affect public safety, keeps the cost of the freeway to a minimum while keeping the affect of imminent domain laws on citizens as low as possible.	GlobalTopic_2 and LU-3 and LU-2		I- 940 -1
Heron	Veronica		Website	7/08/19 11:33 AM AT	I am extremely opposed to the building of a highway in this area. The area is not only ecologically sensitive it is so close to the current roadways available for travel from southern AZ that it makes more sense to expand the current I10 corridor along with the i8 and i85 routes. Adding additional human activity in pristine desert areas only destroys the environment.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2947 -1
Heron	Veronica		Website	5/05/19 7:55 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 546 -1
Herrera	Mary		Website	5/10/19 10:42 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 729 -1
Hershkovitz	Elizabeth		Phone	6/21/19 1:00 AM AT	Hello, this is Elizabeth Hershkovitz. I am a 52-year resident of Wickenburg and I am calling to say that I am totally in favor of the VR green alternative route around Vista Royal. Thank you very much. Goodbye.	GlobalTopic_5		I- 3272 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hesh	Suzanne		Website	7/08/19 11:18 AM AT	IMPACTS TO PUBLIC LANDS The Recommended Alternative route is located perilously close to a wide array of public lands, including: o Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. o County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. o Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.	GlobalTopic_1, GlobalTopic_13, R-2 and BR-9		I- 2942 -1
Hesh	Suzanne		Website	7/08/19 11:18 AM AT	IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route: • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.	BR-2		I- 2942 -2
Hesh	Suzanne		Website	7/08/19 11:18 AM AT	IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would: • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.	GlobalTopic_1, N-1, V-1, R-2, LU-3 and AQ-1		I- 2942 -3
Hesh	Suzanne		Website	7/08/19 11:18 AM AT	IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: • Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION). • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.	AC-5 and GlobalTopic_1 and E-1 and E-2 and AC-4, LU-3		I- 2942 -4
Hesh	Suzanne		Website	7/08/19 11:18 AM AT	IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.	LU-1 and LU-3		I- 2942 -5
Hess	Christylyn		Website	4/17/19 12:09 PM AT	I live in Avra Valley and do not agree with building a highway through to I19. Don't build at all or improve it10. There is no reason to build a highway through Avra Valley, it will destroy wildlife and the pristine desert. NO highway through Avra Valley. It is bad for the environment and for citizens.	GlobalTopic_1		I- 128 -1
Hess	Christylyn		Website	6/21/19 6:39 PM AT	No highway through Avra Valley and Picture Rocks. No more destroying pristine desert for money.	GlobalTopic_1		I- 1917 -1
Hess	Christylyn		Website	6/29/19 11:19 PM AT	No highway through Avra Valley. Sont ruin people's lives, and the desert	GlobalTopic_1		I- 2220 -1
Hess	Christylyn		Website	7/06/19 10:34 PM AT	No highway in Avra Valley. Please do not destroy the desert and force people out of their homes. We live out here for peace and quiet, but to live next to a freeway.	GlobalTopic_1		I- 2694 -1
Hess-Kretiv	Christylyn		Website	7/06/19 10:36 PM AT	No highway in Avra Valley. We demand that ADOT does not destroy the desert and force people out of their homes. We live out here for peace and quiet, not to live next to a freeway.	GlobalTopic_1		I- 2695 -1
Hetland	Dennis and Patty		Email	6/24/19 1:00 AM AT	A quick note to show support for the VR GreenAlternative route around Wickenburg. Dennis and Patty HetlandWickenburg Ranch	GlobalTopic_5		I- 3288 -1
Hetland	Patty		Email	6/21/19 1:00 AM AT	Please consider moving the future I-11 route further west of Vista Royale. From looking at the map, the two proposed routes are very close to Wickenburg and too close to major subdivisions. Please seriously consider the VR Green Alternative route around Vista Royale. This would help preserve and protect the uniqueness of the area, as well as the views, trails, and open spaces for both people and wildlife. I purchased a home in the area because of the quiet, tranquil surroundings. And while I understand and support progress and development, I hope you'll take another look at the existing proposed routes and realize moving the route slightly to the west would go a long way in helping residents of the area feel heard and valued. I believe the slight shift to the west is a reasonable and relative easy request, and I hope you do too. Thank you for considering the Green Alternative route. Patty Hetland	GlobalTopic_4 and GlobalTopic_5		I- 3269 -1
Hewitt	John		Website	7/02/19 12:05 PM AT	[Text from Attachment] Statement on Preferred I-11 Corridor through Avra Valley John P. Hewitt XXXXXXXXXXXXXXXXXX Columbus, Ohio 43214 XXX-XXX-XXXX I write in opposition to the preferred I-11 corridor through the Avra Valley in Arizona. Although I now reside in Columbus, Ohio, from 1998 to 2010 my wife and I lived adjacent to the C.A.P. Canal near the North Sandario Road/West Mile Wide Road intersection. During that time, I became familiar with the area and the problems posed by development throughout the Valley, and I vigorously opposed an earlier proposal for an I-10 Bypass through the Avra Valley as well as its later incarnation as part of I-11. As I said when I appeared before the Pima County Board of Supervisors in December of 2007, an interstate highway through this valley is a bad idea whose time came and went thirty years ago. It is now more than forty years ago, and it is still a bad idea. My comments fall into five categories. 1. Environmental justice. 2. Cumulative impacts. 3. Potential for environmental pollution. 4. Impact on wildlife 5. Degradation of Saguaro National Park and other resources. Conclusion For the reasons outlined above, I believe that the preferred corridor for Interstate 11 that passes through the Avra Valley should be eliminated from further consideration. In addition, because I believe that the need for an Interstate 11 project from the Mexican border to Phoenix has not been demonstrated, I favor the "no build" alternative. If subsequent experience should indicate the need for greater highway transportation capacity, the existing Interstates 19 and 10 can be expanded and improved along their current rights of way sufficiently to meet such need. The future of the transportation of goods over long distances lies in the improvement of rail services. Likewise, the movement of people between cities as close as Tucson, Phoenix, and Las Vegas should increasingly depend upon high-speed passenger rail, which is more energy-efficient than automobiles and airplanes and fully competitive with airplanes in terms of time consumed in travel.	GlobalTopic_1, EJ-2, IC-1, BR-1, R-2, AC-6 and AC-9	Hewitt_J_I2313	I- 2313 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hewitt	John		Website	7/02/19 12:05 PM AT	<p>Environmental Justice</p> <p>From its junction with Ajo Way (Arizona 86) in the south to West Marana Road in the north, Sandario Road provides access to several residential communities. Although there are pockets of relative affluence, for the most part these are low-income communities. Mobile homes are more prevalent than site-built homes, and valuations are considerably lower than average.</p> <p>The area is poorly served by public transportation. The Picture Rocks community, centered on the intersection of North Sandario Road and West Picture Rocks Road, is the highest density area, but even so residential lots are large and the community is spread out. This area has a strong sense of community, with its own community center, schools, and fire department. The preferred route depicted on DEIS maps through this part of the Avra Valley would have a devastating effect. A significant number of residences will simply be obliterated by highway construction and the livability of others reduced by noise and air pollution. All communities along Sandario Road will suffer, including significant parts of the Picture Rocks community. Homes will be separated from schools, previously quiet neighborhoods will be subject to traffic noises, and air quality will be degraded by diesel exhaust. These impacts will disproportionately and unfairly affect the lives of those whose voices are typically ignored by highway advocates, who never propose highways through affluent communities and for whom the poor are nearly invisible.</p> <p>The preferred corridor through the Avra Valley does not meet standards of environmental justice.</p>	GlobalTopic_1 and EJ-1 and EJ-2		I-2313 -2
Hewitt	John		Website	7/02/19 12:05 PM AT	<p>Cumulative Impacts</p> <p>The Avra Valley has been impacted by development for many years. Much of the area has been farmed extensively, with ongoing activity in the northern and southern portions. In the central portion, previously farmed land has been acquired by Tucson Water to protect the valley aquifer and to support its banking of Central Arizona Project water both north and south of the Garcia Strip portion of the Tohono O'Odham Nation, which extends from west to east across the valley up to Sandario Road. Water is banked via several large ponds on the surface, from which CAP water infuses into the underlying aquifer. These ponds are visible from any elevated portion of Saguaro National Park and Tucson Mountain Park. The Central Arizona Project canal itself traverses the valley from north to south, with a power line and service roads along the full length of the canal. Likewise, these are visible from the parks. As previously noted, large-lot residential communities exist at several locations in the valley. Sandario Road is not only an important highway serving residential, commercial, and emergency responders, but a major thoroughfare for drug trafficking.</p> <p>In short, the Avra Valley has suffered a series of environmental insults that have reduced its serenity and visual appeal, but it has nonetheless managed to retain something of its former beauty and sense of isolation from the nearby metropolis. The construction of a highway through this area will be the last environmental straw, not only bringing more insults by way of air and visual pollution, but by opening the valley to forms of development it has not previously seen. It is obvious from the history of the Interstate Highway System in the United States that development follows the construction of highways. Ironically, we build more highways to alleviate congestion in existing roads, only to foster more development, more sprawl, and even more congested traffic. The proposed I-11 through Avra Valley will constitute an environmental tipping point from which there will be no recovery. It will destroy the valley as we now know it.</p> <p>The preferred corridor through Avra Valley should be eliminated because of its cumulative negative impact on the environment.</p>	GlobalTopic_1 and WR-1 and WR-2 and R-2 and AQ-1 and V-1		I-2313 -3
Hewitt	John		Website	7/02/19 12:05 PM AT	<p>Potential for Environmental Pollution</p> <p>In addition to the likelihood discussed above that the proposed highway will negatively affect air quality in the valley, there is a distinct danger of surface and ground water pollution as well. Trucks carry many things, including dangerous chemicals, petroleum products, and gasses. And trucks have accidents – whether due to poor maintenance, negligence, reckless or careless driving, or drug and alcohol use. Trucks that have accidents frequently spill their contents onto the highway and surrounding land. Sooner or later there will be such accidents on the proposed highway.</p> <p>The preferred corridor will pass near, and more likely over, Tucson Water properties in Avra Valley. Thus, the potential exists for spills that find their way into the aquifer on which Tucsonans depend for their drinking water. Moreover, the Brawley Wash traverses the valley from south to north, ending at the Santa Cruz river. Hence, a spill that occurs in one location could, if rainfall causes the wash to run, be easily carried downstream from one place to another. There can be no justification for selecting a highway route that jeopardizes the water supply of a large metropolitan area, particularly when the alternative is to return to mining water underneath Tucson itself, a practice that lowered the water table drastically and contributed to significant subsidence.</p> <p>On the grounds of danger to water supplies alone the preferred corridor through the Avra Valley should be eliminated from further consideration.</p>	WR-3 and GlobalTopic_1		I-2313 -4
Hewitt	John		Website	7/02/19 12:05 PM AT	<p>Impact on Wildlife</p> <p>When the Central Arizona Project was constructed, the Bureau of Reclamation undertook several mitigation efforts to make sure that the CAP canal did not interfere with the movement of wildlife across the Avra Valley between the Tucson Mountains on the east and various ranges to the west. In addition to providing land bridges that enabled bighorn sheep, deer, javalina, mountain lions, and other wildlife to move back and forth across the canal, the Bureau was required to acquire a 4.25 square-mile tract of land extending from the Tucson Mountain Park in the east to Sandario Road in the west. This Tucson Mitigation Corridor is subject to an agreement between Pima County, Arizona Game and Fish, and the Bureau of Reclamation that it will be subject to no further development that does not contribute to the purpose for which the Corridor was created.</p> <p>Clearly an interstate highway through this area will impact the movement of wildlife; it will do so even if mitigation efforts create underpasses to permit wildlife passage. The noise, light pollution, and smells of large trucks moving at high speed will probably degrade the entire area and make it less hospitable for wildlife. The mountain lions, bobcats, deer, and mountain sheep will go elsewhere – assuming there is any "elsewhere" remaining.</p> <p>It beggars belief that the chosen preferred corridor actually passes directly through the Tucson Mitigation Corridor along the route of the CAP Canal. I have seen speculation that this route was chosen in order to "mirror" on the highway the land bridges in the Corridor that enable wildlife to pass over the Canal. If the highway is built, there won't be any wildlife left to use these bridges.</p> <p>The preferred corridor through the Avra Valley, and particularly through the heart of the Tucson Mitigation Corridor, will defeat the purposes for which the Corridor was instituted and further degrade the wildlife-supporting capacity of the area, and for this reason should be eliminated from further consideration.</p>	LU-5 and BR-2 and BR-1		I-2313 -5

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hewitt	John		Website	7/02/19 12:05 PM AT	<p>Degradation of Saguaro National Park and other Resources</p> <p>Tourism is a significant part of the economy of Tucson and Pima County, and Saguaro National Park, Tucson Mountain Park, and the Arizona-Sonora Desert Museum are key attractions for people visiting the area. The museum, along with numerous hiking trails in the parks, provide important recreational opportunities, as well as viewpoints from which one may view an iconic basin-range landscape extending as far as Kitt Peak to the west. Although existing development somewhat impacts views, the addition of an interstate highway in the valley will significantly degrade the view shed.</p> <p>Kitt Peak is also an important consideration. The site of important astronomical observatories, Kitt Peak already labors under the threat of light pollution from residential and commercial development in the valley. An interstate highway will directly and indirectly worsen the situation. Direct impacts are likely because traffic and the lighting associated with freeway interchanges will immediately make the skies less dark. Indirectly, a highway through the valley will encourage further commercial and residential development and hence also create undesirable lighting. Pima County has an enlightened set of zoning regulations designed to foster "dark skies," but there are limits to the extent to which lighting can be reduced by such means.</p> <p>Finally, Saguaro National Park is of national and not merely local importance. Environmental impact studies often look only to local interests and concerns as they examine the potential impacts of proposals such as highway or power line construction. But a thriving Saguaro National Park, with abundant wildlife, typical native vegetation such as the saguaro cactus, and iconic views, is as valuable to a resident of Columbus, Ohio as it is to those who live in Tucson, the Avra Valley, or elsewhere in Pima County. Saguaro National Park is a national treasure. Astronomical research at Kitt Peak is of interest to a national scientific community. A designated wilderness area and wildlife free to move within a viable ecosystem so close to a major metropolitan area are matters of interest and concern to all citizens of the United States.</p> <p>The preferred corridor through Avra Valley will degrade the visitor experience at the West Unit of Saguaro National Park, Tucson Mountain Park, and the Desert Museum, and thus negatively affect a significant national resource.</p>	GlobalTopic_1, R-2, V-1 and E-2		I- 2313 -6
HICKS	DEBBIE		Website	7/05/19 9:50 PM AT	<p>Do not put the 11 through Thunderbird Farms..why destroy homes when down.the I 8 makes more sense less disruption..</p> <p>No freeway exists. WTH ARE THEY.THINKING</p>	GlobalTopic_4		I- 2621 -1
Hicks	Terrie		Website	4/12/19 6:14 PM AT	<p>My main issue with this project is there are 5 new homes in Buckeye Ranch in Tonopah, AZ and all those will have to torn down. So as you can guess we all have new mortgages on these properties and will be an issue for not only my family but the families that have lived here under 1 year. Our realtor did not advise us that I-11 was going to come through this area. Utilizing existing highways and making them have more lanes would be a better option and since a lot of business are going to be going up along the I-10 so I believe to expand that would be a better option. Tonopah is nice a quiet without street lights and we just want to stay where we are at. Buckeye Ranch is one of the few places that have electric and water at each acre and have paved streets. I believe this neighbor could be something great for Tonopah and help it to grow to something great. This area is super easy and beneficial for anyone wanting to move to Tonopah because of the cost that has been taken out of the equation to get a new home on a piece of property.</p> <p>Thank you for your time.</p>	GlobalTopic_2		I- 39 -1
Hicks	Walter		Website	6/21/19 8:48 PM AT	<p>I live in Tonopah, AZ with my wife and youngest adult son. We just put our house on an acre of land just under a year ago. There are 4 other homes that were built around the same time. We were not informed that our home could be in line for this new highway. Why on earth would the state approve permits if this could possibly be the route they were going to take. Tonopah is nice and peaceful with little crime and barely any street lights. We like being able to go out of our house and see the stars in the sky. We used to live in Buckeye and we could not see the stars and listen to the sounds of nature.</p> <p>The current highways are not in great condition so why on earth would you add another highway for the state to take care of. Take part of I-10 to 85 and 9 that are not highly utilize. Upgrade those areas and save so much money and resources. Using the established roads makes so more sense. When we were at the meeting in Buckeye a man there had all the figures of building new versus using the existing highways and the numbers were staggering. We have taken 85 and 9 are there barely are cars and trucks on those roads and could easily accomodate more traffic especially if there were widened. So use the existing highways we have and take care of them.</p> <p>Plus there is a way for you all to not take homes and farmland out. There is so much free space out there (yes including Tonopah) so use the free space instead of intentionally going family homes and farmland. We need the farmland and not another highway that won't be taken care of anyways. Leave Tonopah alone and use highways we already have.</p> <p>Thank you! Walter Hicks</p>	LU-1 and G-1 and AC-1		I- 1925 -1
Hicks	Walter		Website	6/21/19 8:48 PM AT	<p>Our home has not had a chance to appreciate and now we are afraid to put any improvements to the land because the state maybe taking it. This was suppose to be our last home for my wife and I to retire in.</p>	LU-1		I- 1925 -2
Higgins	Mark		Website	5/22/19 11:15 AM AT	<p>[I am writing to strongly oppose the creation of Interstate 11.</p> <p>The proposed highway (I11) would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. As members of, and frequent visitors to, the Sonoran Desert museum we would no longer visit the museum if the new highway was there. In addition, it would sever critical wildlife corridors eliminating the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p>	GlobalTopic_1, R-2 and BR-2	Higgins_M_11066	I- 1066 -1
Higgins	Mark		Website	5/22/19 11:15 AM AT	<p>There have also been numerous studies (https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/ https://www.researchgate.net/profile/Todd_Litman/publication/235360397_Generated_Traffic_and_Induced_Travel_Implications_for_Transport_Planning/links/5a69f90d4585154d15465728/Generated-Traffic-and-Induced-Travel-Implications-for-Transport-Planning.pdf) showing that increasing capacity only leads to increasing traffic ("induced demand"). It is my belief that we should be focusing instead on reducing our reliance on automobiles by increasing public transportation, bike routes, and pedestrian corridors.]</p>	GlobalTopic_1, PN-3 and LU-3		I- 1066 -2
higgins	Thomas		Website	5/27/19 11:39 AM AT	<p>No one should be surprised you tried to illegally suppress comment period to ram this through. The No Build Alternative is the only proper course of not taking any action. Your lies and propaganda about increased travel time and other meaningless distractions proves you to be intellectually dishonest. Also, the current president has demonstrated his unwillingness to discuss much less fund infrastructure, and his willingness to sidetrack and re-appropriate lawfully funded projects in favor of his own fascist nationalist agenda so why are you bothering to put on this exercise in bureaucratic self pleasure? Has anyone pushing this ever parked at gates pass to watch a sunset? The answer is no. I and thousands of other people who live west of Tucson do so regularly and we refuse to accept this stupid short sighted plan.</p>	AC-6		I- 1090 -1
Higginson	Scott	The Interstate 11 Coalition	Website	7/08/19 5:56 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 53 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hill	Brad		Website	7/06/19 11:39 AM AT	My wife and I have reviewed the proposed routes (purple, orange & green). We would like to express our support for the proposed I-11 corridor in general as it will be an economic benefit to the State and to local economies. However, we do have concerns on the proposed routes impacts on the environment and residents in the CantaMia at Estrella community in Goodyear. After careful review and consideration, we recommend using the Orange corridor between Casa Grande and Buckeye. This route appears to use existing freeway and State highway rights-of-way and would be the least disruptive to the environment and adjacent residents. This alignment would have the added benefit of reducing costs associated with the future acquisition of private property land easement rights.	GlobalTopic_4 and GlobalTopic_2		I- 2640 -1
Hill	Nicole	The Nature Conservancy	Website	7/08/19 5:51 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 52 -1
Hill	Sally		Email	5/19/19 1:00 AM AT	I am strongly against the new I-11 plans. Please consider revising/widening the current I-10. It is unnecessary to destroy pristine land. Sent from my iPhone	GlobalTopic_1		I- 1129 -1
Hiller	Kathleen		Website	7/07/19 5:56 PM AT	I am writing today about the I-11 highway. I believe that we have not solved the highway issues through Tucson making this an effective transportation corridor. I dont believe disrupting pristine desert is the right next step. I am encouraging a vote no for the I-11 expansion.	GlobalTopic_1		I- 2830 -1
Hindman	Kyle		Oral	4/29/19 1:00 AM AT	MR. KYLE HINDMAN: Yeah. I might not be very popular here with what I have to say. My -- my granddad came here in the late 1800s. And he came back in the early 1900 and bought some rangeland and bought some farmland. And I grew up here. I was born in a house about a mile and a half from downtown Buckeye when there were about 1500 people living in Buckeye. When I left school, there was about a million people in the state of Arizona. There's over 7 now. This is growth. This happens, folks. And I'll tell you something: The good thing about it -- I've been to a lot of meetings like this -- if all of the roads have been drawn over here in the last 30 years, there would be a road over every piece of property that's here. So the decisions aren't being made real fast. So don't panic. I would like to have a decision made. I'm down the river, so it doesn't flood over us all the time. They have been planning that too for about 30 years. Nothing has happened there. So I look at the maps. And me, I look at it with amusement. And I wonder what it costs to have these get-togethers. Maybe next time we can have hot dogs and a hamburger or something. Because I don't think -- I don't think you have a lot to worry about, folks. There's nothing decided here. And like they said, there's no money for this. And we don't know when the money is going to be there. And in another 20 years or 15 years, you may be ready to sell that piece of property and go find a more peaceful place. Buckeye used to be a really peaceful place when I was a kid. I used to walk down the street 20 years ago, and I know at least half the people. Now I don't hardly know anybody. So things are changing. You're part of the change. And if you're new here, you brought the change. I'm not complaining. I'm just giving you the facts. That's where things are at. So don't -- don't let it get your blood pressure up. Because this too will pass away. Thank you.	GlobalTopic_4		I- 1178 -1
Hink	Valerie		Website	4/16/19 8:31 AM AT	Please extend the comment period until September 28, 2019.	GlobalTopic_9		I- 83 -1
Hinkle	Margaret		Website	4/19/19 7:40 AM AT	I am commenting primarily about the proposed I-11 route through the Avra Valley area. This proposed highway is too close to Saguaro National Park West. It will disrupt the lives and movements of wildlife in the area. In addition, highways always attract development. I do not want to see motels, cafes, gas stations, or other development built in the Avea Valley area. This area should remain rural.	GlobalTopic_1 and LU-3		I- 172 -1
Hinkle	Margaret		Website	4/19/19 7:40 AM AT	For the same reasons, I do not want to see the proposed I-11 built west of the Picacho Peak area, out in the sod farms area. The sod farms attract migrating birds. The migration pattern of these birds would be destroyed.	GlobalTopic_4		I- 172 -2
Hinkle	Margaret		Website	4/19/19 7:40 AM AT	I propose that I-11 not be built at all. Widening I-10 through Tucson is a much better idea. Two lanes in each direction dedicated solely to long distance trucking would be a better idea. When you drive through downtown Tucson you see a large number of dilapidated-looking motels and other businesses, including a scrap yard at Miracle Mile Road that is breaking up wrecked cars. These businesses should be condemned and the land used for widening I-10.	GlobalTopic_1		I- 172 -3
Hinkle	Sharon		Other	5/17/19 1:00 AM AT	[My name is Sharon Hinkle, my husband, Larry and I live in the community of Palo Verde, Arizona. The current proposed "I-11" route from Nogales to Canada is scheduled to go right through the middle of our farming and dairy community that was homesteaded by the Roberts family in 1886, whose descendants still reside here. This proposed route will displace farmers and families that have made their homes here for generations. ADOT has an alternate route that would go from I-8, north up SR85 to the I-10 freeway. This land has already been taken by the State. My Mom's home was taken in this acquisition. No one else would lose their homes and farms if they use this alternative route. I know that you are very busy, but could you please check as to why the US Department of Transportation would support a route that would cause such harm to our community. Not to mention it would cost the US taxpayer undo expense since the SR85 has already been paid for. I thank you for any help you might be able to give to save our community]	GlobalTopic-2 and G-1 and LU-1	Hinkle_S_11479	I- 1479 -1
Hinkle	Sharon		Hand Written	4/29/19 1:00 AM AT	Why would you make a new route when you already have interstate 8 and State Route 85. You already have taken my mom's home where I grew up in the 70s for State Route 85. Would it not be more cost effective to use roads you already have instead of displacing so many people.	GlobalTopic_2 and GlobalTopic_4	Hinkle_S_I2357	I- 2357 -1
Hinton	Byron		Website	7/08/19 1:27 PM AT	I oppose the projected proposal of the I-11 route that turns off I-19 in Sahuarita. I have lived here for just over 10 years and made a wonderful life for myself which includes the beautiful desert and the peaceful atmosphere. I'm afraid the proposal would ruin the surrounding area environmentally and quality of living. I believe there are better options and hope that with all the negative feedback you are probably receiving those will be considered.	GlobalTopic_1		I- 2979 -1
Hise	steev		Website	6/11/19 9:00 AM AT	The entire I-11 project is insane. But, especially terrible is the proposed route through the Avra Valley. it will involve huge negatives: *totally unacceptable ecological impact on near-pristine desert *dangerous impact on our water recharge facilities *economic impact on our city Don't do it.	GlobalTopic_1		I- 1317 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hoffman	Sarah		Website	5/22/19 7:51 AM AT	We have many brilliant engineers in this area. Can someone figure out a way to improve parts that need improved, while connecting to routes already there, to save us millions of dollars? Yes we need this in some places but we certainly don't need it right next to the 303 and other perfectly good viable roads.	GlobalTopic_4 and GlobalTopic_2		I- 1060 -1
Hoffman	Sintra	WESTMARC	Website	7/08/19 5:04 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 48 -1
Hoffmann	Kevin		Website	5/04/19 9:31 AM AT	This is a wonderful project that will bring more economic growth and increase value to Buckeye, AZ. I look forward to using the interstate.	GlobalTopic_4		I- 522 -1
Hogan	Kat		Email	6/17/19 1:00 AM AT	As home owners we are opposed to the proposed route of I11 going through Avra Valley / Picture Rocks. This is a unique environmental area and we who live here feel strongly about preserving it in its natural state. Running a highway through it would detrimentally change this unique and special environment. Once changed there would be no going back. We understand commerce and the flow of goods but do not agree that running the highway through this area will give you a large benefit over using the existing I10 which runs through the main part of Tucson allowing those businesses to benefit from the activity. Please take into consideration that not everyone wants the city lifestyle. There are many people who prefer to be away from that in a quieter more natural environment. We should have the same rights (as those who live elsewhere) to preserving our unique natural environment that people from all over the world come to so they can experience how special this area is. Please don't destroy this for the sake of commerce and money. It is not replaceable. There are other alternatives. Thank you for your time Kat Hogan Jerome Ellis XXXXXXXXXXXX Tucson AZ 85743 Commit random acts of kindness PurrDeux XXX-XXX-XXXX	GlobalTopic_4 and GlobalTopic_1		I- 2485 -1
Holland	Marilyn		Website	7/07/19 12:18 PM AT	I support the "Orange" route.	GlobalTopic_4		I- 3490 -1
Holley	Mark		Oral	5/11/19 1:00 AM AT	MARK HOLLEY: My name is Mark Holley, Tucson, Arizona. I live close to downtown. I've lived in Arizona for 30 years, and I have seen a lot of change happen in that time, development. Anyhow, right now I work in Sells, Arizona. I work for Tohono O'odham tribe, at the hospital. I want to be here just to state, maybe in case people don't know what our economy is based on or why people are even here. I've seen a lot of the things stated on the site, the I-11 study.com. There's a video that's called, Future Interstate 11 Project Update. I noticed that there are a lot of general kind of glimmering generalities that are listed in there. One of them says I-11 will improve the quality of life in the region. Interesting. And then it says this study is to mitigate the impacts on wildlife, environment and the region. The definition of mitigate means to make less painful. This interstate is going to go literally a stone's throw from that site. So I want to make that clear. I only have about a minute, so I want to just say, I think the safe thing and the smart thing to do is put the transportation -- keep it in the corridor where it is now. When you drive up I-10, there's a gravel quarry, a cement plant, a landfill, big box stores. That's where the development goes. We've had these studies before. People stated that they wanted high-speed rail between Phoenix and Tucson. They haven't done that. That's where the freight should be going, on rail. It makes a lot more sense. And basically, that's all I have to say. These aren't federal government funds. It's public funds. You should listen to the people. It's the people's money, it's what the people want. This is a choice, okay? It doesn't have to be done. Let's do the smart thing here. Thank you.	BR-1, GlobalTopic_1, CO-3 and AC-9		I- 1405 -1
Holley	Mark		Oral	5/11/19 1:00 AM AT	We don't have to do this. It's a choice. We have alternatives. I want to say that our Tucson economy is based on tourism, visitors coming here. We have Kitt Peak, Saguaro West, the Ironwood National Forest, the Desert Museum, Old Tucson, the Tucson Mountains, other protected lands. People have worked for decades to try to protect the land. That's why people come here. That's what our economy is based on. Hiking, world class bike routes in this area. I don't know if anyone has ever been down that road out there. It's called Saguaro Drive. And you ride down through the park, and it's pristine and it's beautiful, peaceful.	E-1 and E-2 and R-2 and LU-3		I- 1405 -2
Holloway	Robert		Website	7/05/19 2:08 PM AT	The proposed Alternative route described in the Tier 1 DEIS for Interstate 11 strikes me as an extremely bad idea. This proposal is wasteful on many levels. Not only does it seem a bad use of limited road maintenance dollars but it is wasteful in terms of putting a road through pristine desert conservation land. I feel it would make better sense to enhance the roads we already have (I-19 and I-10) to meet this transportation need. It makes no sense to build more roads when we can't maintain the roads we have. The city of Tucson has voiced opposition to this project and with good reason. I am an active voter in Pima County and I am strongly opposed to this proposition.	GlobalTopic_1		I- 2601 -1
Holly	Mark		Phone	5/10/19 1:00 AM AT	Yes, hello, I am trying to get information about the public hearing happening in Marana on May 11th and I see that they've locked the registration and I am wondering if I could have a three-minute spot to speak. My name is Mark Holly. If you'd call me back. 520-833-3065. Otherwise I'll submit it by email if I am not allowed to speak. Thank you very much. Bye.	Called and confirmed that Mark was able to speak at the Marana public hearing.		I- 948 -1
Holman	Barbara		Website	5/13/19 3:43 PM AT	I lived there for 25 years and we still spend a month photographing there every year. If I understand correctly, this will run within just a few hundred feet of Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, and Ironwood Forest National Monument. If true, it's hard to overstate the damage it will do. We know other photographers and nature writers who are just as saddened as we are to hear of this. We also read that the cost would be twice as much as to just improve the existing highway. We would go elsewhere and while you won't miss the money we spend, Tucson depends on the tourist business and that area is especially popular. Over time, it will cost the city and county a lot of money. Please reconsider.	GlobalTopic_4, E-2 and R-2		I- 880 -1
Holman	Hilda		Website	4/29/19 11:04 AM AT	I am sure that the team has considered several factors with this project -- i.e. environmental impact, reducing Phoenix traffic, etc. The bottom line is how to get more people from AZ to Vegas. I don't see the value of extending the freeway down to Nogales. The population there is not high enough to offset the cost incurred. In addition, we are having such issues with the border, I am not sure this will be supporting the efforts for our state in general. Also, the placement of the freeway is so far to the west, I don't see the value of it destroying the natural wonder that is Arizona. I don't agree that this should be Phase I doing the lower half first, it is better suited to build the northern part of the freeway (Wickenburg to Vegas) first and then determine if the lower half is necessary. There will be more tax revenue building the upper half than the lower half. This is due to the expansion of the metro area west of Goodyear. It will be another delayed project if you wait until the housing market buys off the land and then you have to argue the placement or removal of homes because you want to build the freeway there. I am excited for I-11 but more thought of where Phase I begins should be considered as well as beginning the upper half of the freeway first. Thank you for your consideration.	GlobalTopic_8 and GlobalTopic_10		I- 318 -1

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Holt	Charles		Website	5/10/19 3:57 PM AT	Option Orange looks perfect. No more rape and scrape .ld9ry	GlobalTopic_4		I- 737 -1
Holt	H. Deon		Website	7/08/19 4:14 PM AT	You no doubt have seen the "talking points" from the Coalition for Sonoran Desert Protection. I totally agree with every concern they have raised and am definitely opposed to having a new freeway built through Avra Valley.	GlobalTopic_1		I- 3047 -1
Honaker	Brian		Hand Written	4/29/19 1:00 AM AT	Why would you not follow more of the power line area towards mobile area?	GlobalTopic_4	Honaker_B_I2360	I- 2360 -1
Honnas	Carolyn		Website	6/21/19 4:01 PM AT	<p>Hello,</p> <p>I am writing to express my opinion and concerns regarding the I-11 Corridor and specifically the plan for the corridor to go through Twin Buttes Rd/Sahuarita area.</p> <p>Having been involved with the Sonoran Desert Conservation plan in Pima County in previous years the loss of habitat, pollution, significant increase in vehicle noise are very concerning in regards to the impact on the Sonoran Desert environment.</p> <p>My concern is also the financial impact as our home value will decrease and we could lose our home to eminent domain. The need to sell our home and move will cause considerable hardship at this late stage of life from a financial standpoint as well as a physical and mental hardship.</p> <p>I am asking you to consider routing the corridor to an area that has less impact on residents and environment.</p> <p>Thank you, Carolyn Honnas</p>	LU-1 and AQ-1 and N-1 and BR-9		I- 1909 -1
Hood	Jeff & Shelly		Website	7/07/19 10:27 PM AT	<p>My comments and concerns are limited to the Central Section, and specifically to the recommended alternative, sections 60-64. The proposed alignment in this section appears purposefully intended to bisect the existing Rainbow Valley community, to include separation of current neighborhoods from existing elementary school facilities that serve children in these neighborhoods. Furthermore, the alignment in section 63 of the recommended alternative appears to intentionally impact the existing Grand View Ranches, Grand View Ranches II, and Sonoran Desert Estates developments. The 2000 ft corridor would disrupt or eliminate these three established subdivisions, regardless of any 400 foot build path chosen within the designated corridor.</p> <p>The Green alternative, sections 82-86, offers no such impacts, and would not disrupt existing neighborhoods, housing developments, schools or businesses.</p> <p>As a homeowner in this neighborhood for over 20 years, I object to the recommended alignment in this section, especially insofar as a less impactful alternative appears to exist. Adoption of this recommended alternative, even if the potential construction in this area is years if not decades away, would irrevocably impact property values in the area. I urge the planners to reconsider the alignment in this area, and adopt an alternative that is less impactful to the current residents and neighborhoods, potentially along the lines of the "Green" alternative, sections 82 to 86.</p>	GlobalTopic_2 and GlobalTopic_4		I- 2880 -1
Hooker	Dwight		Website	4/18/19 12:04 PM AT	I support the purple alternative that goes west of the mines. I do not support the alternatives that direct traffic through Green Valley.	GlobalTopic_4		I- 155 -1
Hooper	Shandy		Website	7/08/19 6:04 PM AT	There is no need for a second highway in Tucson. It is a relatively small town and has a highway going right through it that is more than enough. A new highway will destroy a precious ecosystem unnecessarily	GlobalTopic_1, BR-7		I- 3108 -1
Hoopes	Floyd		Oral	5/11/19 1:00 AM AT	<p>FLOYD HOOPES:</p> <p>My name is Floyd Hoopes, H-O-O-P-E-S. Well, first of all, I'm opposed to the I-11. The section I looked at was through Rancho Buena Vista neighborhood, which is seventy-three custom built homes, and it pretty well goes through the center of it.</p> <p>I see they went around Anamax Park. And my question is: Why would they not go out more north and go through the vacant land towards Papago off the freeway there or alternate make 19 a three-lane road each way and widen I-10. That's it.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1465 -1
Hoover	Don		Email	6/04/19 1:00 AM AT	<p>The proposed routes from draft tier 1 where I-11 meets highway 93 are both too close to major housing subdivisions. Please consider VR Green Alternative which moves I-11 further west of Vista Royale subdivision and intersects highway 93 close to MP 188. Proposed route blue and orange will adversely affect lifestyle and property values of subdivisions Vista Royale and Wickenburg Ranch</p> <p>With the VR Green alternative the terrain is similar to proposed routes blue and orange and should not affect engineering nor cost. Please move I-11 further west of Vista Royale housing subdivision.</p> <p>Don Hoover XXX-XXX-XXXX</p>	GlobalTopic_5 and AC-1		I- 1687 -1
hoover Johnson	Pamela J		Website	5/13/19 12:53 PM AT	i have nothing to attach. We have a freeway 10 that has already destroyed the ecosystem of that area. I drive it 2 days a week to work. PLEASE EXPAND THE 10.	GlobalTopic_4		I- 870 -1
hoover Johnson	Pamela J		Website	5/13/19 12:53 PM AT	<p>if you build a new freeway, it will encourage more homes, more gas stations, more water usage, more smog, more intrusion on wildlife.</p> <p>if we considered bobcats, deer, quail, turtles, roadrunners, horned toads etc as important as humans, this would be a moot point...</p> <p>if a road is built out there, it needs to be low light, low speed limit, MANY animal crossings please do not build the i 11</p>	GlobalTopic_4 and BR-1		I- 870 -2

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Hooyman	Bret		Oral	4/29/19 1:00 AM AT	<p>MR. BRET HOOYMAN: Thank you all very much. Am I too close?</p> <p>MS. KRISTIN DARR: Nope.</p> <p>MR. BRET HOOYMAN: As are many people here, I'm new to this process to understanding -- a lot of us haven't had a freeway built through our neighborhood and our yards. I'm very closely affected in my case in that's the farm that we live on. The property immediately next door to us, just west of us will have the freeway going right through it.</p> <p>So while I'm trying to keep this as businesslike as possible, as are many people, I'm a little hot and bothered by the whole situation.</p> <p>That having been said, and looking at the build corridor alternatives, one thing I'm having a little bit trouble understanding is the orange alternative which uses 85, uses 10, and then north of 10 uses 355th and Gila, it's mostly existing and highway corridors, which in my mind, unless there's something I'm missing, uses a lot less infrastructure and a lot less resources, financially speaking, because not all new roads are going to have to be built. You could use existing roads, existing pathways.</p> <p>That having been said, I don't know what the timeline is on this. I know that I'm not going to get a response to that from you folks up on the stage right now, but we're all very nervous. We are all very concerned. And I guess I don't know what the next steps are other than Stage 2 or Tier 2, et cetera.</p> <p>The one thing, I guess, I'm a little bit disappointed at, and maybe somebody can clear me up on this and to future circumstances, it seems like we came here to view a PowerPoint and, of course, to make our public records known. And I appreciate that opportunity.</p> <p>But the purple alternative, the green alternative doesn't make a lot of sense financially speaking to me, the layman. Hopefully, someone can clear that up somewhere down the line. Right now it just doesn't sit well that it's going to be going through residences in Tonopah, which is where I live. It's going to be uprooting families, farms, agriculture, et cetera.</p> <p>So I want to thank you for the time to listen to me. And, hopefully, we can come to a resolution on this.</p>	GlobalTopic_4 and LU-3 and AC-1		I- 1172 -1
Hooyman	Bret		Website	4/29/19 8:42 PM AT	<p>I spoke at this evening's meeting, but feel the need to express my concerns yet again. As every single person I had the opportunity to listen to stated tonight, as did I, it does not make fiscal sense to build new roadways as proposed in the preferred alternative, when there are operational & useful roadways that can be expanded upon to achieve the same result.</p> <p>With the proposed throughway, not only would new roads need to be built, but properties would need to be purchased to achieve the new I-11 corridor. By using I-10 and Hwy 85 (from northern Buckeye to Gila Bend), virtually no properties would need to be purchased, nor would new roads need to be constructed. The only significant costs involved would be to improve existing roadways.</p> <p>As a homeowner, property tax payer, and employed individual running a small farm in Tonopah, I sincerely hope that ADOT and FHWA will re-evaluate the proposed decision, and come to the apparent logical choice, as well as the FISCALLY RESPONSIBLE choice, and build I-11 with existing infrastructure.</p> <p>I appreciate the opportunity for the meeting tonight, and I thank the members on stage for allowing the residents in Buckeye, Tonopah, Palo Verde, and Arlington to have our voices be heard. Now, we can only wait, and hope that the government that we pay taxes into actually listen to the concerns of the MANY thousands of residents that will be negatively affected by this seemingly short-sighted proposed decision.</p>	GlobalTopic_2		I- 338 -1
Hooyman	Bret		Website	5/12/19 3:37 PM AT	<p>https://tucson.com/news/local/steller-column-time-to-draw-a-line-for-nature-in/article_2949c172-c785-5e41-9e0b-81e2c51004d7.html</p>	GlobalTopic_4		I- 852 -1
Hopkins	Anne		Website	6/17/19 9:42 AM AT	<p>I oppose the Avra Valley I-11 alternative.</p> <p>Diverting additional Interstate highway capacity to cross environmentally and culturally sensitive ground through an Avra Valley corridor achieves no advantage over the I-10 / I-19 options except to bestow upon landowners and, more probably, developers increased property values and profits to the detriment of the broader population.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1616 -1
Hopkins	John		Website	5/11/19 12:10 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 750 -1
Hopkins	Richard		Oral	4/29/19 1:00 AM AT	<p>MR. RICHARD HOPKINS: Thank you for allowing me to speak tonight. I'm here to urge you to select the orange route, which is the only one that makes fiscal sense. From Nogales at I-15, the border up through Interstate 8 where Gila Bend, that's approximately 128 miles.</p> <p>Two years ago Congressmen Gosar told me that a new freeway costs approximately \$110 million a mile. When you round that off to 130 miles, that's a little over \$14 billion to build the new freeway from Nogales to Gila Bend.</p> <p>Adding extra lane to the current freeways, Interstate 15, Interstate 10, Interstate 8 to Gila Bend, he told me costs \$4 million a mile. Round it off to the 130 miles, that's half a billion dollars.</p> <p>So by not choosing the orange route to get the same extra lanes to go where you want it to do is a waste of about \$13-1/2 billion. That \$13-1/2 billion would be better used to go from Highway 85 and Interstate 8, up Oglesby Road to Interstate 10 and put a couple extra lanes Interstate 10, which we all know two lanes isn't good enough even now. But put extra lanes over to approximately 355th Avenue, the back way to Wickenburg, take it up that way, is not only the most fiscally responsible route, but after you heard from what my friends and neighbors said tonight, it only makes sense to maintain our way of life.</p> <p>Again, thank you for allowing me to speak tonight.</p>	GlobalTopic_1 and E-3		I- 1163 -1
Hopper	Andrea		Website	7/08/19 3:07 PM AT	<p>I am extremely opposed to the Recommended Alternative route 1-11 through Avra Valley. This recommended project is exorbitantly costly, and it would be more effective to co-locate 1-11 with 1-19 and 1-10 through Tucson. I am concerned that this project would cause air and noise pollution and encourage unwanted urban sprawl. The recommended alternative route is too close to public and federal lands.</p> <p>Please vote against this very destructive Recommended Alternative route. Thank you.</p>	GlobalTopic_1, LU-3		I- 3017 -1

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Horcos	Lori		Email	6/14/19 1:00 AM AT	<p>My name is Lori Horcos, and I live in the subdivision, of Vista Royale. I also work for a real estate office in the Town of Wickenburg. Since the Draft Tier 1 study came out showing I-11 so close to our subdivision I have noticed an immediate effect on the homes for sale in our subdivision. Our office had 2 buyers in the \$500,000+ range who were interested in Vista Royale. When they found out about I-11 they chose to buy in Wickenburg instead.</p> <p>My home is located on the west side of Vista Royale, and the Current I-11 study would be 1/4 of a mile away from my backyard. The homes along this street have sold for \$650,000 and up. The home next door to me was listed at \$750K and just sold for \$625K. This is a 16% discount from list price. Most homes in Wickenburg sell at 3-5% of list price. This deep discount is attributed directly to I-11. Please protect our community and move I-11 further to the West of Vista Royale.</p> <p>Thanks! Lori Horcos</p>	GlobalTopic_4, GlobalTopic_5 and LU-1		I- 2406 -1
Horcos	Lori		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: Okay. I'll hold for him. Lori Horcos?</p> <p>LORI HORCOS: My name is Lori Horcos, and I live on Gold Rock Circle in the subdivision of Vista Royale, same as Bonnie. My property also borders state land to the west. When I found out about this meeting and the many opportunities that were given to us as residents to voice our opinion, I spoke with many neighbors who said, why bother? They won't listen to you. There is nothing that we can do about it. And they may be right, but maybe I'm just naive enough to believe that someone might listen and that maybe I can make a difference. So I want to thank ADOT for giving us this opportunity, and I am hoping that you will listen and consider our input.</p> <p>When I purchased my property 17 years ago, I had heard rumors that there may be, in the distant future, a freeway built in the state land west of my house. I was not worried because I knew that there were miles and miles of state land. I also know that with state land, it is not ours, it belongs to the state, and that eventually it can be sold to benefit the state's education system.</p> <p>My husband and I still purchased our lot and built our home. We put our trust in our government and town leaders, hoping that they would make the best decisions for the state trust land to the west of our home. In the meantime, we knew that we would have many years of peaceful enjoyment with miles and miles of hiking trails, riding trails, and wildlife that is so abundant in this area.</p> <p>At the time we purchased in Vista Royale, there were only about 50 homes. That has now grown to approximately 115, and it is still not built out. Right now, on the current 1—11 Tier 1 proposal, the orange alternative takes out three properties on the northwest corner of the Vista Royale subdivision. The blue alternative comes within a quarter of a mile from my backyard. Neither one of these is acceptable. They are both too close to an existing subdivision, and I feel that having a major freeway within a quarter mile of our homes violates our rights to private enjoyment of our property.</p> <p>There is absolutely no need to have this freeway this close to our subdivision. It would save more money and make more sense to come at a straighter angle off of Highway 71. I realize that on May 1st, the current town council adopted a resolution supporting this route because they wanted to bring traffic closer to the town. With this being a major horse community, it is unfortunate that they didn't realize the value that comes to a town by having open spaces for trails, hiking, and planned development. Although we as residents of Vista Royale are not currently located in the town of Wickenburg, it is very shortsighted of the town of Wickenburg to not address our concerns.</p> <p>(Timer beep.)</p> <p>Can I just finish?</p> <p>MS. DARR: Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 909 -1
Horton	Daryl		Website	6/07/19 12:15 PM AT	<p>The I-11 proposal is not necessary for continued economic growth in Arizona. There are many changes occurring with transportation that will reshape the need for more roads. The construction of I-11 will not reduce congestion or traffic and the money should be better spent on improving mass transportation. The many towns across the multiple proposed paths will take a heavy impact with fewer tourists driving through their communities as the highway is used. There is also the impact of the environmental destruction of fragile desert land to build the highway. I support the no-build alternative. Thank you.</p>	AC-6 and AC-9		I- 1303 -1
Horton	Janet		Website	7/08/19 12:19 PM AT	NO.	GlobalTopic_4		I- 2961 -1
Horton	Noah		Website	6/30/19 5:30 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 2239 -1
Hotovy	Janelle		Website	5/04/19 7:20 PM AT	<p>As a yearly 2 week or more visitor to the Tucson area and staying in a beautiful house in the Picture Rocks area, I cannot believe that it would even be considered to put an interstate near Saguaro National Park West. The whole area west of the park has the largest acres of amazing Saguaros imaginable that are not in any other place in the WORLD. They are not replaceable. What a disgrace to our National Park. If a new route absolutely needs to be displacing more desert lands, go west of Ironwood (another beautiful National Monument) Keep it away from the water supply and huge stands of Saguaros. I cannot imagine the stress the local residents have with this issue. Better yet cancel all plans. A sad visitor, but proud of my National Parks.</p>	GlobalTopic_1		I- 535 -1
Hough	Eric		Website	7/08/19 9:26 PM AT	<p>I am writing this letter in support of the 'no build' alternative. The proposed routes of Interstate 11 would further fragment desert ecosystems and wildlife habitat, lead to increased risk of wildfire and spread of invasive weeds, not to mention the inevitable pollution from drivers that would use that route. The only persons or entities that would benefit from this are corporations, who just want to transport their products faster to increase their profits. The budgets of ADOT, FHWA, and taxpayers would be better spent repairing and improving our existing highway infrastructure. Arizonans do not need another interstate when existing roads are already there.</p> <p>ADOT and FHWA should work for Arizonans, not corporations. Do the right thing and help preserve the land we have left for future generations of our species, as well as the others we share this planet with.</p> <p>Sincerely, Eric Hough Wildlife Biologist and Interpretive Ranger Wickenburg, AZ</p>	GlobalTopic_4, AC-7, AC-4		I- 3168 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hough	Eric		Website	7/08/19 9:26 PM AT	Our wildlife populations are already dealing with a severely fractured landscape, with species like Sonoran Desert tortoise, various snake and amphibian species, mule deer, bighorn sheep, javelina, foxes, and coyotes, among others, that will be impacted by this additional burden. Down on the proposed section between Nogales and Marana, 'Cactus' Ferruginous Pygmy-Owls are still occupying upland Sonoran Desert with saguaros and are a species that have been proven to be negatively impacted by road fragmentation. Arizona's wildlife cannot afford to lose anymore wild, natural spaces and have their ecosystems further fractured beyond recognition. Our planet is in dire straits with adverse impacts of fossil fuels, habitat loss and land conversion, spread of invasive species, and climate change. Adding another interstate would burden an already over-burdened environment and threaten the very land that Arizonans, and our wildlife, live on. Focus your highway dollars on improving what we already have and don't waste it on an unnecessary new interstate that will only benefit the oligarchy that is destroying our country.	GlobalTopic_4, BR-1, BR-4, AC-7		I- 3168 -2
Hough	M		Website	4/18/19 7:37 PM AT	I am deeply concerned by the recommendation to use options D and X. These options both involve the fragmentation of protected areas (Saguaro National Park and the Vulture Mountains Recreation Area). This recommendation seems out of touch with the cultural and economic value of the natural resources of this state. Saguaro National Park in particular is a major draw in terms of tourism and outdoor recreation which brings in substantial revenue to Tucson. It exists in this capacity primarily because it lacks nearby major development and maintains wildlife habitat connectivity with the areas to its west in Ironwood National Monument. Routing a major highway directly to its west will severely decrease its recreational and tourism value both because of visual and noise impacts and because of the loss of wildlife associated with the barrier of a major highway. In addition, this option separates the lands of the Tohono O'odham with major potential cultural impacts on this already marginalized community. We have other options for where to build a highway. We do not have other options for maintaining the wildlife and natural space that currently exist in this area. Such resources are irreplaceable and should be valued as paramount. I strongly urge ADOT to reconsider the routing of this section and place our natural areas, so iconic to our state and the American West, at the highest priority.	GlobalTopic_4, GlobalTopic_4 and R-2		I- 168 -1
Houghtaling	Michael		Website	5/13/19 2:08 PM AT	Subject: Comments on I-11 Draft Tier 1 Environmental Impact Statement To: ADOT From: Michael & Kathleen Houghtaling XXXXXXXXXXXX Tucson, Az. 85750 We strongly advocate that ADOT identify the "No Build Alternative" as the Preferred Alternative under consideration for the proposed I-11 Federal Highway Administration project. As justification for our perspective and preference, we cite Tim Steller's May 12 Arizona Daily Star Editorial "In Avra Valley, a chance to stand up for species survival", and the referenced UN report on the extreme and dire status of our planet's environmental state. A link to the UN report is attached below. As the UN report highlights, we as a society must change our ways and means of living on the planet. For Arizona, Tucson, and Avra Valley, now is the time to start by rejecting the construction of yet another high footprint project like the proposed I-11 Interstate. Sincerely, Michael and Kathleen Houghtaling Tucson, Az. URL to the May 6, 2019 UN report: Nature's Dangerous Decline Unprecedented; Species Extinction Rates Accelerating: https://www.un.org/sustainabledevelopment/blog/2019/05/nature-decline-unprecedentedreport/	AC-6	Houghtaling_MK_1878	I- 872 -1
Houghtaling	Michael		Website	5/13/19 2:08 PM AT	As so clearly expressed in Tim Steller's article and in the UN report, the rational, priorities, and economic values adopted by ADOT, FHWA, and supporters of the I-11 project continue to be those that applied to such projects in past eras. With the eminent threat of mass species extinctions and the ongoing effects of climate change, our priorities must change. Instead of unremitting growth, development and sprawl, we need to emphasize habitat conservation, plant and animal preservation, and development that protects and sustains our natural environment. Given the very predictable urban development that would follow any Interstate highway through the Avra valley area, the proposed I-11 project would devastate the animals, insects, birds and plants that currently populate the valley. And it would be detrimental to Saguaro National Park West, the Ironwood Forest National Monument, and the nearby rural communities. Applying stopgap mitigation steps such as wildlife crossings at various points will not be sufficient to have any long term effect.	GlobalTopic_4 and LU-3		I- 872 -2
Houlahan	Maureen		Website	6/29/19 10:16 AM AT	I am a resident and I am AGAINST the proposed Interstate 11 project. As a community we value open space, wildlife and water resources. The I-11 project will drive more urban sprawl and undermine the recent and ongoing investments in existing road infrastructure and other methods of transportation. Stop the I-11 project! Maureen Houlahan	GlobalTopic_4, LU-2 and N-1, LU-3		I- 2201 -1
Houston	Mary		Website	6/22/19 12:53 PM AT	I believe this is a completely unnecessary project. The existing interstates of I 10 and I 19 can be upgraded to handle the traffic. There is absolutely no reason to build a new road in the area west of Tucson. That area is home to some of the most beautiful unique, natural land in the state and the disruption caused by this project would be devastating to the area. It is just common sense to use the existing roads that already provide passage to Mexico. Let's help the areas that are already adjacent to the existing interstates grow commercially and leave the unspoiled areas unspoiled.	GlobalTopic_1		I- 1953 -1
Hover	Don		Phone	6/04/19 1:00 AM AT	Hi, my name is Don Hover. I live in Wickenburg and I'm calling about the I-11 proposed routes and my complaint is the routes that you show on blue and orange go extremely close to existing subdivisions and I request that you move the highway further west away from these major subdivisions. There is a VR green alternative that would work and hopefully not be more expensive but at least it move the highway from a few hundred feet to maybe a mile or so west of major subdivisions. Please move them away from the subdivisions. My name is Don Hover. My number is XXX-XXX-XXXX. I live in Wickenburg. Bye.	GlobalTopic_5		I- 1694 -1
Howard	Jeanne		Website	7/06/19 6:56 PM AT	I object to this highway for the damage it will do to the environment and because it will displace many homeowners. It also seems unnecessary since it parallels I19 a and I10.	GlobalTopic_1		I- 2679 -1
Howe	John		Mail	7/08/19 1:00 AM AT	Im not much of a writer so I'll keep this short. Im not real political but I know whats wrong and this idea is wrong on so many reasons. First you already spent so much fixing up I-19 and I-10 and to shadow them and spend more. Second is destroying the homes of people and wildlife along the way. Not to mention the desert that I call home, being born and raised here in Tucson. Any way, don't believe this is anything good. What would it save a couple miles from Nogales to Phoenix. What would it hurt the environments lives of families and wildlife, water sources. Yeah I'm against it. Please don't do this.	GlobalTopic_1	Howe_J_13534	I- 3534 -1
Howell	Jeff		Website	6/21/19 2:25 PM AT	I'm 100% in favor of the proposed I-11 freeway going through Avra Valley west of Tucson. I'm also in favor that it connect off I-19 to the proposed Sonoran Corridor so there is a seamless transition. Please dont listen to Tucson residents or Tucson City Council. They always get mass transportation wrong. They let the residents decide and they never build anything. Thats why the city is gridlocked without an east/west freeway. They are horrible. Please build the freeway!!	GlobalTopic_4		I- 1904 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hoyos	Artemio		Email	7/09/19 1:00 AM AT	<p>From: Carol Soike Subject: Re: I-11 Draft EIS Disposal Date: July 9, 2019 at 10:01:09 AM MST To: Artemio Hoyos Cc: Jan Gordley , CT Revere Artemio, I have copied Jan Gordley and C.T. Revere on your request and ask them to respond re: a presentation to the Pasqua Yaqui Tribe.</p> <p>Thank you again!</p> <p>Regards, Carol Soike Administrative Coordinator/ Accounting Assistant GORDLEY GROUP 2540 N. Tucson Blvd. Tucson, AZ 85716 Office: 520.327.6077 Fax: 520.327.4687 XXXXX@gordleygroup.com www.gordleygroup.com Get talking! www.facebook.com/GordleyGroup</p> <p>On Jul 9, 2019, at 9:55 AM, Artemio Hoyos wrote: Hello Carol. I'll probably keep the copies for a while just in case. Secondly, is it possible to do a presentation for our Council and Department heads? Thank you, Artemio</p> <p>From: Carol Soike [mailto:XXXXX@gordleygroup.com] Sent: Tuesday, July 9, 2019 9:39 AM To: Artemio Hoyos Subject: [Probable Suspicious URLs] I-11 Draft EIS Disposal CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Good morning, Artemio. Several months ago, a representative from Gordley Group here in Tucson (Sulochana), dropped off some information on behalf of the AZ Department of Transportation. It was the I-11 Draft Environmental Impact Statement which was made available for review by the public. The comment period has expired for this project and you can now either dispose of the draft, or recycle it on our behalf. If there is a member of the community who is interested in keeping the draft, that is approved as well. Thank you for allowing us to use your facility as a repository. If you have any questions, please call me at (520) 327-6077. If you don't mind sending me a response indicating how the draft was handled, it would be greatly appreciated. Enjoy your day!</p> <p>Regards, Carol Soike Administrative Coordinator/ Accounting Assistant GORDLEY GROUP 2540 N. Tucson Blvd. Tucson, AZ 85716 Office: 520.327.6077 Fax: 520.327.4687 XXXXX@gordleygroup.com www.gordleygroup.com Get talking! www.facebook.com/GordleyGroup</p>	The I-11 Project Team met with the Pasqua Yaqui Tribe on November 26, 2019 in response to the request from the Tribe.		I- 3479 -1
Hubbard	Ann		Phone	6/05/19 1:00 AM AT	Hi, I'm Ann Hubbard. We live in Vista Royal, XXXXXXXXXX. We live on the west side of Vista Royal and we do not want I-11 anywhere near our property. We don't see any reason it needs to be near it, we have all that desert land west of us. We bought there for the open spaces, the trails, the desert, we can ride our horses out there. Anything we can do to get it moved further west is what we would like. We like the Vista Royal green alternative route. We don't see why it needs to be close to our sub division so anything that we can do to get it moved further west would be great with us. Thank you very much.	GlobalTopic_4 and GlobalTopic_5		I- 1703 -1
Hubbard	Bill		Website	5/22/19 9:05 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. This recommended alternative west of the Tucson Mountains is a really bad idea. It's incredible the amount of damage this will do to the desert from Saharita to Marana and extremely expensive in dollars.	GlobalTopic_1 and GlobalTopic_9		I- 1062 -1
Hubbard	Bill		Website	6/30/19 5:25 PM AT	<p>Overview: I am opposed to the portion of proposed I-11 that goes from Sahuarita to Marana through Avra valley.</p> <ol style="list-style-type: none"> 1. ROI: A negative return on investment. The Avra valley alternative would irreparably damage many valuable assets and it will cost billions of dollars more than the co-locating with I-19 & I-10 alternative. The cost is greater than the benefit. 2. Wildlife corridors: The I-11 Avra valley alternative would sever critical wildlife corridors and compromise many areas specifically set aside as wildlife corridors. The I-11 foot print is simply too big to mitigate around this negative impact. 3. Illegal/incompatible: The I-11 Avra valley alternative is illegally proposing to use land specifically set aside for wildlife. An interstate highway is not a compatible use for that land. 4. Stupid Growth: The I-11 Avra valley alternative would promote urban sprawl from Sahuarita to Marana. That growth would require water that isn't there. 5. Lost commerce: The I-11 Avra valley alternative will divert commerce away from Tucson. 6. Smuggling: The I-11 Avra valley alternative will give smugglers a high speed option to go north thru Altar and Avra valleys. 7. Money saved: By not doing the I-11 Avra valley alternative there will be fewer highway miles to maintain. The money saved can be used improving and maintaining I-19 and I-10. 8. Opposition: There is and has been wide spread opposition to the I-11 Avra valley alternative. Arizona fish & game, Pima county supervisors, Tucson city council, etc.. It simply does not make sense to the people who live here. So why is it still even being considered? 	GlobalTopic_4 and GlobalTopic_1, LU-3	Hubbard_B_I2237	I- 2237 -1
Hubbard	Bill		Website	7/07/19 5:15 PM AT	<p>I'm opposed to the I-11 segment from Sahuarita to Marana (Avra valley alternative)</p> <p>It would be redundant, I-19 & I-10 already provide the necessary infrastructure in this part of the state.</p> <p>The primary and most important function (justification) of the I-11 (Canamex) highway is to provide an interstate highway between Phoenix & Las Vegas. This part of the state already has Canamex, I-19 & I-10.</p> <p>The I-11 Avra valley alternative would also compromise the Sierrita mountains, Altar valley and Kit Peak national observatory.</p> <p>This I-11 segment is contrary to Twenty-first century planning which seeks to preserve natural open spaces.</p> <p>Signal Hill in Saguaro national park would no longer overlook the Sonoran desert. This overlook (like many others) would be dominated by an interstate highway from horizon to horizon.</p> <p>The Avra valley alternative plan for I-11 contradicts many many years of preservation planning and implementation in Pima county.</p> <p>best regards Bill</p>	GlobalTopic_1 and LU-3 and V-1 and R-2		I- 2820 -1
hubbard	bill		Website	5/11/19 2:57 PM AT	I'm opposed to the route west of the tucson mountains the connectivity benefit seems to be very limited. The cost to our rural lifestyle, pristine sonoran desert and wildlife connectivity is too high. No amount of mitigation can compensate for the fact that I-11 will be a devastating scar across this area. This would also promote more damage as it encourages additional development.	GlobalTopic_1		I- 788 -1
Hubbard	Dreama		Website	5/26/19 12:52 PM AT	Due to the extensive nature of your preferred route would you please extend the public comment period another 120 days until Sept 28, 2019.	GlobalTopic_9		I- 1086 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hubbard	Dreama		Website	6/13/19 10:00 AM AT	No doubt there are needs for both a Tucson bypass as well as a Canada Mexico highway, but to put a 75 MPH highway in this location will do unimaginable harm. It will be far too close to public lands like Ironwood National Monument, Saguaro National Park and Tucson Mountain Park. There are protections in place for both plants and wildlife in these areas that will be totally obliterated. Thousands of homeowners will lose their homes to eminent domain or see the value of their homes decrease. Urban sprawl will have a heyday here creating light, noise and air pollution. Tucson's water supply is stored here, what happens if it is contaminated by a chemical spill. Light pollution in this area would negate the purpose of Kitt Peak National Observatory. Valley fever cases would rise in Avra valley. Putting this right through the middle of the wildlife mitigation corridor would negate the purpose for which it was created. The city of Tucson would lose millions of dollars in revenue if this highway were located in Avra valley. Imagine another metropolis in Three Points or Ryan Airfield similar to those surrounding Phoenix. Eventually there would be a need for an east west through the Tucson Mountain Park to connect Tucson with this escape route. This peaceful and iconic valley cannot support this type of growth. A highway in this location would create a great smuggling corridor for drugs etc.	GlobalTopic_1 and R-2 and LU-3		I- 1520 -1
Hubbard	Dreama		Website	6/13/19 10:00 AM AT	Co-locating with interstate 10 or using the railroad would be less intrusive and cost millions of dollars less.	GlobalTopic_1 and AC-9		I- 1520 -2
Hubbard	Dreama		Website	5/11/19 2:59 PM AT	We have lived in this area 40 years. I can see the advantages of the proposed I-11 interstate but NIMBY(not in my backyard. Saguaro National Park west has been my employer and love for the last 19 years. In the time I have been there I have seen the negative effects of the phenomenal growth of visitation that has already occurred. We do not need the population of Tucson to grow any more. A Tempe or Chandler on the west side of the Tucson mountains would be disastrous to the natural beauty that exists in this area.	GlobalTopic_1		I- 789 -1
Hubbard	Roger		Website	5/24/19 9:07 AM AT	The I-11 route proposed through Avra Valley is a bad idea. It will negatively impact wildlife that currently has unrestricted migratory access between the Tucson Mountains and the areas in the Ironwood Forest National Monument. As a resident that would be just East of the proposed freeway, I would also be cut off from that same area, which I visit once every week or two. Further, the proposed route will impact the Saguaro National Monument wildlife, visitor experience and beauty. The proposed route will create urban sprawl as businesses are established to serve the traffic on the route. Light pollution and an increased carbon emissions will be a byproduct of the route. Businesses along the current I-10 route will see a decline in traffic and could be significant enough to cause losses and closures. It makes more sense to improve the current I-10 corridor, which has been identified as the least cost option. It would also be the least impact on the environment, the businesses along I-10, the people and wildlife of Avra Valley, and the peace and tranquility that we currently enjoy out here West of the Tucson Mountains. The benefit, which is unproven, do not outweigh the risk, which is observable. I recommend the proposed I-11 route through the Avra Valley and Picture Rocks area be abandoned and replaced by the more sensible option of improving the current I-10 corridor. Roger Hubbard Avra Valley Resident	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1082 -1
Hubbard	Tom & Pam		Mail	4/25/19 1:00 AM AT	To 1-11 Tier 1. EIS Study Team: We live in Vista Royale subdivision at XXXXXXXXXX, we also own the vacant lot located at XXXXXXXXXX. We bought property in this subdivision because of its location to the state land and the solitude of being out of town a few miles. Having access to walk, ride, exercise dogs, etc on the state land was a big draw to this area. Our properties are located on the west edge of Vista Royale, so we are very concerned with the proposal of I-11 interstate. Our main concerns are: • Vista Royale property values will drop • The noise level will rise • Freedom to use state land will be minimal As quoted in chapter 6, Recommended Alternative of the I-11 Corridor Draft Tier 1 EIS, "The general location of the connection on point with US 93 was placed to provide distance from existing residential development." The recommended alternative certainly does not match up with this quote. We see no reason why the interstate has to come so close to the west side of our properties when there are miles of state land to the west of us. We think the logical place for I-11 to tie into hwy 93 is the intersection of 93 & 71. Any consideration to our opinions would be greatly appreciated. Sincerely, Tom & Pam Hubbard	GlobalTopic_4 and GlobalTopic_5	Hubbard_PT_I3227	I- 3227 -1
Hubbard	Tom and Pam		Website	4/29/19 12:15 PM AT	We own lots on the west side of Vista Royale subdivision, so we are very concerned with the location of I-11. We do not understand why this interstate needs to be located so close to our property. Part of the attraction of these properties was bordering state land and being out of actual town, away from noise. In chapter 6 of Recommended Alternative of I-11, you mention providing distance between I-11 and existing residences, we assume this means miles, not feet. There is miles of desert to the west of our subdivision that could be used for this interstate without disturbing anyone. Any consideration to our thoughts would be greatly appreciated. Thank you.	GlobalTopic_5		I- 319 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hubbard	Tom and Pam		Email	4/25/19 8:19 PM AT	<p>April 25, 2019</p> <p>To I-11 Tier 1 EIS Study Team:</p> <p>We live in Vista Royale subdivision at XXXXXXXXXXXX, we also own the vacant lot located at XXXXXXXXXXXX. We bought property in this subdivision because of its location to the state land and the solitude of being out of town a few miles. Having access to walk, ride, exercise dogs, etc on the state land was a big draw to this area.</p> <p>Our properties are located on the west edge of Vista Royale, so we are very concerned with the proposal of I-11 interstate.</p> <p>Our main concerns are: Vista Royale property values will drop</p> <p>The noise level will rise</p> <p>Freedom to use state land will be minimal</p> <p>As quoted in chapter 6, Recommended Alternative of the I-11 Corridor Draft Tier 1 EIS, "The general location of the connection on point with US 93 was placed to provide distance from existing residential development." The recommended alternative certainly does not match up with this quote.</p> <p>We see no reason why the interstate has to come so close to the west side of our properties when there are miles of state land to the west of us. We think the logical place for I-11 to tie into hwy 93 is the intersection of 93 & 71.</p> <p>Any consideration to our opinions would be greatly appreciated.</p> <p>Sincerely, Tom & Pam Hubbard</p>	GlobalTopic_5		I-451 -1
Hubbard	Tom and Pam		Email	5/09/19 1:00 AM AT	<p>From: XXXXX@googlegroups.com on behalf of Pam Hubbard Sent: Thursday, April 25, 2019 12:32 PM To: XXXXX@googlegroups.com Subject: [VistaRoyale] I-II Project</p> <p>April 25, 2019</p> <p>To I-11 Tier 1 EIS Study Team:</p> <p>We live in Vista Royale subdivision at XXXXXXXXXXXX, we also own the vacant lot located at XXXXXXXXXXXX. We bought property in this subdivision because of its location to the state land and the solitude of being out of town a few miles. Having access to walk, ride, exercise dogs, etc on the state land was a big draw to this area.</p> <p>Our properties are located on the west edge of Vista Royale, so we are very concerned with the proposal of I-11 interstate.</p> <p>Our main concerns are: Vista Royale property values will drop</p> <p>The noise level will rise</p> <p>Freedom to use state land will be minimal</p> <p>As quoted in chapter 6, Recommended Alternative of the I-11 Corridor Draft Tier 1 EIS, "The general location of the connection on point with US 93 was placed to provide distance from existing residential development." The recommended alternative certainly does not match up with this quote.</p> <p>We see no reason why the interstate has to come so close to the west side of our properties when there are miles of state land to the west of us. We think the logical place for I-11 to tie into hwy 93 is the intersection of 93 & 71.</p> <p>Any consideration to our opinions would be greatly appreciated.</p> <p>Sincerely, Tom & Pam Hubbard</p> <p>You received this message because you are subscribed to the Google Groups "VistaRoyale" group. To unsubscribe from this group and stop receiving emails from it, send an email to XXXXX+unsubscribe@googlegroups.com.</p>	GlobalTopic_4 and GlobalTopic_5		I-991 -1
Hudson	Denise		Email	5/14/19 1:00 AM AT	<p>Hello,</p> <p>I am writing to ask you to pursue the no build alternative and instead focus on rail between Phoenix and Tucson.</p> <p>Thank you for the opportunity to comment.</p> <p>Denise Hudson Flagstaff AZ</p>	AC-6		I-976 -1
Hudson	Mac		Website	7/08/19 3:04 PM AT	No to the proposed route through Avra Valley. Please consider improving I-19 and I-10 instead. Thank you.	GlobalTopic_1		I-3016 -1
Huebsch	Brandon		Website	7/07/19 1:39 PM AT	<p>We are asking you to support the "orange route" through the Gila River area instead of the "blue route". The "orange route" will have less of an impact on the environment which would bisect marshlands and agricultural fields that birds like the federally endangered Yuma Ridgways's Rail rely upon. In addition, the impact on neighborhoods, farms, families and existing established communities would be lessened. The monetary impact of the "orange route" would be substantial and should be considered in this route. The current infrastructure in place on I-85 would lend itself to the "orange route". Respectfully Brandon Huebsch</p>	GlobalTopic_4, GlobalTopic_2 and BR-4		I-2771 -1
Huebsch	Brandon		Website	4/29/19 6:02 PM AT	<p>Orange Alternative route is best choice for everyone involved and uses existing roads.</p> <p>Orange Alternative is the choice.</p>	GlobalTopic_4		I-324 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Huebsch	Vincent		Website	7/07/19 1:36 PM AT	We are asking you to support the "orange route" through the Gila River area instead of the "blue route". The "orange route" will have less of an impact on the environment which would bisect marshlands and agricultural fields that birds like the federally endangered Yuma Ridgways's Rail rely upon. In addition, the impact on neighborhoods, families and existing established communities would be lessened. The monetary impact of the "orange route" would be substantial and should be considered in this route. The current infrastructure in place on I-85 would lend itself to the "orange route". Respectfully Vince Huebsch	GlobalTopic_2, BR-4 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2770 -1
Huff	Brian		Website	7/08/19 3:57 PM AT	I recently received pamphlet on my door about the I-11 route. This shows it going right through my house. I did not buy this house and put in a time and money for this to happen. This is a ridiculous route when there is all that open land to the east of me. I see no reason that this route couldn't go adjacent with the power line.	GlobalTopic_4 and LU-1		I- 3037 -1
Huggett Weekes	Violet W.		Email	7/09/19 1:00 AM AT	[image: Smart Phone]*Phone: *1.844.544.8049 [image: Email]*Email: *I-11ADOTStudy@hdrinc.com [image: Envelope]*Mail: *I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 To whom it may concern, As owners of the XXXXXXXXXXXX, Maricopa AZ we would like to suggest that Schrader Lane be noted as a viable Possible Exit of I-11 ADOT Study. Schrader Lane is 4 miles north of highway 238 and the most used road in the area going east and west. Please let us know how we can help to assist in the process. Thank you, Violet W. Huggett Weekes XXXXXXXXXXXX, Maricopa, AZ 85139-2149 - - - * 3 of 4 * - - Maricopa Assessor Parcel # 300-25-008-Y Violet W. Huggett Weekes XXX-XXX-XXXX XXX-XXX-XXXX - fax XXXXX@gmail.com	GlobalTopic_4		I- 3473 -1
Hughes	Peggy		Website	4/16/19 12:11 PM AT	Why in the world would it be necessary to build another freeway in Southern Arizona when I-19 and I-10 could be modified to handle any future traffic needs? The Avra Valley west of Tucson is beautiful pristine dessert which would be destroyed by the proposed new -- and unnecessary -- highway.	GlobalTopic_1		I- 95 -1
Hughes	Robert		Website	6/21/19 7:16 PM AT	Please abandon the wasteful, expensive, environmental disaster of I11 idea. Upgrade, and repair existing roadways instead Thanks	GlobalTopic_1 and AC-7		I- 1923 -1
Huguenin	George		Website	5/07/19 4:07 PM AT	As a resident of Tucson, I take pride in the fact that we try to take care of the scenic environment that surrounds Tucson. Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 607 -1
Hulsey	Wayne		Website	7/08/19 1:13 PM AT	Would like to say that the Orange Route looks the best. Purple as a second choice. Blue No.	GlobalTopic_4		I- 2975 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Humphrey	Carmen		Oral	4/29/19 1:00 AM AT	<p>MS. CARMEN HUMPHREY: Hi. I'm a real estate agent. I am one of the houses that went in the blue corridor line that you're going to be removing, and so are my neighbors.</p> <p>I don't know anybody happy about this. We just asked -- since there's not a lot of information that's been given to us, we just went outside and asked the gentleman what the timeline is to propose this. And it looks like 15 years. Is that -- 15 years. I can tell you something, life happens to all these people.</p> <p>In 15 years we're going to have people that will be getting -- going through divorce, death. They will have multi-generation family moving into their home to care for. They're going to have job loss, relocation. In 15 years this is -- at this point, it's just proposed.</p> <p>Other -- all these people have lives that are going to have something happen to them that they're not anticipating. This can cause them to need to sell their house, and they won't be able to.</p> <p>The problem lies that Arizona requires solid property disclosure. I don't know if everybody knows that. But now that everybody is aware of this and it's been public notice, you have to tell the buyer of your home about this. And that's going to cause you not to be able to sell your home.</p> <p>So whatever happens between now and 15 years, we're all in limbo. We're going to need an answer. Is it going to be orange? Is it going to be blue? We need the answer so that we can make sooner decisions than waiting.</p> <p>In 15 years the market can crash, a lot can happen. We're just based on living and waiting at this point. So the answer is what's important.</p> <p>Another gentleman out there had told us that the funding is not even in place to do any of this right now. So why would you even propose the most expensive route, being blue, when you don't have to the funds in place for this?</p> <p>So why wouldn't you go with the cheapest route, which would be the orange, which makes more sense than displacing all these people?</p> <p>I am very worried for myself, for my neighbors, and everybody in Buckeye that you're displacing. And the people that don't have to move, I do want to tell you, I know some people maybe don't know that they will be paid fair market value for their home, and that's based on appraisal. But any improvements you put into it, you're not getting that money back out of it. Swimming pool, an appraiser is not going to give you 25- to 30,000 to build a new swimming pool. They'll give you 9,000.</p> <p>I see appraisals all day long. And a block wall -- we have a perimeter block wall at our house. They're going to give you \$2,000 all. That costs \$30,000 for just the perimeter of our backyard. We also have a front yard. Our landscaping is \$80,000 -- (Timer interruption.)</p>	LU-1		I- 1177 -1
Humphreys	Jesica		Website	5/04/19 12:35 PM AT	I oppose the blue proposed route as it would impact my neighborhood and quality of life as well as home value. Please choose an alternative route that doesn't impact generations of family farms and homes. Why is it necessary to carve a path through established farm land when there are other equally viable established routes available to build upon?	GlobalTopic_4 and G-1		I- 528 -1
Hungate	Joanne		Email	7/09/19 1:00 AM AT	<p>NO</p> <p>Live in the moment</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.artbyjoanne.com&data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7C917167de12624784ef8308d704aa44dd%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636983001665010584&sdata=CCM1ZgDbZD5F7xx1rbW0G%2BXKRE5AHlacoWYP2QCWuY%3D&reserved=0</p>	GlobalTopic_4		I- 3474 -1
Hunt	Alexander		Website	6/27/19 4:18 PM AT	Don't build I-11. It will have significant environmental impacts. Use those funds for an east west highway or loop through Tucson and widen I-10 with artistic sound barrier walls.	GlobalTopic_1		I- 2108 -1
Hunt	Cheryl		Website	7/04/19 8:55 AM AT	<p>Exploiting existing corridors and infrastructure along established routes (I-19 and I-10), make this route the preferred corridor and take the current recommended route from I-19 at El Toro/Twins Buttes Roads off of the table.</p> <p>Thank you for your consideration in this matter critical to residents of Sahuarita and Pima County.</p>	GlobalTopic_1		I- 2537 -1
Hunt	Cheryl		Website	7/04/19 8:55 AM AT	<p>As residents of Pima County and homeowners in Sahuarita, we enjoy the flora and fauna of the northern Sonoran desert and attractions such as:</p> <ul style="list-style-type: none"> - Tucson Mountain Park - Saguaro National Park (West) - Arizona Sonora Desert Museum - Ironwood Forest National Monument <p>In addition to the aforementioned regional attractions we live in a community that was established to preserve our native flora, animal corridors and our dark skies. The recommended I-11 corridor through Sahuarita and western Tucson would significantly disrupt the regional and local attributes of this region of Pima County that we hold so dear and would also cost the taxpayers far more money than the alternative:</p>	GlobalTopic_1, R-1, R-2, BR-1, BR-2, V-1 and AC-5		I- 2537 -2
Hunt	Cheryl and Matthew		Website	6/05/19 12:54 PM AT	<p>I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg</p> <p>Rancho Buena Vista is a subdivision in the town of Sahuarita, AZ. The northern boundary of the subdivision lies along Twin Buttes and El Toro Roads which are within the recommended corridor of the I-11 facility proposed by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA). Due to the proximity and impact of the recommended corridor to many homes and lots in the Rancho Buena Vista subdivision and surrounding neighborhoods, we believe that this route should not be the recommended location for I-11 Corridor for the following reasons:</p> <p>This is a developed area, albeit not densely populated, but some homes will have to be torn down if this route is selected. Many parts of our and other neighborhoods would be impacted by noise, pollution and the uncertainty of their homes location and value.</p> <p>We would never in our wildest dreams have bought our homes to retire here had we thought or known for an instant there would be an interstate going through our backyards. What drew us to the area was the night sky, the desert living, the large lots, the animals that roam, the peace, and the tranquility. All of this would be destroyed.</p> <p>Please remove this recommended corridor from the proposal and instead consider using existing corridors (e.g. I-19, I-10) as the recommended corridor.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1267 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hunt	Cheryl and Matthew		Website	6/05/19 12:54 PM AT	Rancho Buena Vista is a very special, unique community in Southern Arizona, situated in an area of the Sonoran Desert with lush foliage, which supports a myriad of birds and desert wildlife. Our Community is distinctly different from the rest in our area due to our 1 acre lot sizes, custom designed homes and restrictive CC&R guidelines. Within the subdivision's boundaries, residents regularly enjoy encountering fauna and flora that cohabitate within this small piece of the Northern Sonoran desert: Great Horned Owls (at least 4), countless hawks (Red Tailed, Coopers, Harris's), Roadrunners, as well as Deer, Rabbit, Coyote, Javelina and Snake species indigenous to our region. Within the boundaries of our subdivision are at least 4 migration easements for the above noted fauna. In addition to the rich diversity of Northern Sonoran flora, our subdivision also shelters the endangered Pima Pineapple Cactus. The intent of Rancho Buena Vista was to create a community of lush desert, with minimal disruption of the indigenous fauna and flora, tastefully designed homes that blend to the desert landscape. Each home, ideally, reflects the element fitting into the natural environment rather than dominating or obscuring it.	LU-3 and BR-1 and BR-4		I- 1267 -2
Hunt	Cheryl and Matthew		Website	6/05/19 12:54 PM AT	Ninety-five percent of the world's population cannot see the Milky Way. Fortunately, we are among the privileged 5%. The absence of streetlights and unnecessary outdoor lighting helps to maintain and enhance the beauty and visibility of the night sky. A major highway interchange on the northern edge of our subdivision connecting I-19 with the I-11 recommended corridor would destroy the dark sky ambiance and have a significant, negative impact on local fauna and flora; not to mention the impact on the humans who have bought and live in this area for all the above reasons and to their property values.	GlobalTopic_1, V-1, BR-1 and LU-1		I- 1267 -3
Hunt	Matt		Website	6/02/19 5:58 PM AT	Given that the recommended route to/from I-19 runs directly through the town of Sahuarita AND that there have been no public hearings with residents of this town, I strongly suggest that: 1. The public comment period being extended to September 28, 2019, and 2. A public hearing for residents of Sahuarita be scheduled ASAP. Thank You	GlobalTopic_9		I- 1245 -1
Hunt	Matt		Website	7/04/19 8:53 AM AT	Exploiting existing corridors and infrastructure along established routes (I-19 and I-10), make this route the preferred corridor and take the current recommended route from I-19 at El Toro/Twins Buttes Roads off of the table. Thank you for your consideration in this matter critical to residents of Sahuarita and Pima County.	GlobalTopic_1		I- 2536 -1
Hunt	Matt		Website	7/04/19 8:53 AM AT	As residents of Pima County and homeowners in Sahuarita, we enjoy the flora and fauna of the northern Sonoran desert and attractions such as: - Tucson Mountain Park - Saguaro National Park (West) - Arizona Sonora Desert Museum - Ironwood Forest National Monument In addition to the aforementioned regional attractions we live in a community that was established to preserve our native flora, animal corridors and our dark skies. The recommended I-11 corridor through Sahuarita and western Tucson would significantly disrupt the regional and local attributes of this region of Pima County that we hold so dear and would also cost the taxpayers far more money than the alternative:	R-2, R-1, BR-1, BR-2, V-1 and GlobalTopic_1		I- 2536 -2
Hunt	Thomas		Website	4/20/19 12:32 PM AT	I feel as if this would be a huge waste to US citizens and waste of resources. I don't like how it's cutting through my back yard basically now I'll have free way noise in the middle of no where. I moved out to picture rocks to get away from the city and the noise now your gonna add more please don't build I11	GlobalTopic_1 and GlobalTopic_4		I- 192 -1
Hunter	Beth		Website	5/14/19 4:20 PM AT	I am opposed to the construction of a new highway running west of the Tucson Mountains to facilitate trade. You may as well widen I10, thus not damaging anymore rural or wilderness areas.	GlobalTopic_1		I- 910 -1
hunter	cheryl		Website	4/06/19 10:51 AM AT	After reviewing all the possible routes that are now listed on the site, I would like to put a vote in (so to speak) for the orange alternate route. This seems to be the smarter choice as most of the way is preexisting highway that would just need a bit of updated, compared to an entire freeway being built from scratch with some of the other routes. I am unable to attend the meeting in Wickenburg so this is all I get!	GlobalTopic_4		I- 4 -1
Hurst	Jackson		Website	6/14/19 2:01 PM AT	I like the Orange alternative because it avoids the Sonoran Desert National Monument by following I-8 before turning north at the western end of the Sonoran Desert National Monument.	GlobalTopic_1 and R-2		I- 1537 -1
Hurtado	Steinen		Oral	5/11/19 1:00 AM AT	MS. STEINEN HURTADO: Good afternoon. My name is Steinen Hurtado, and my husband and I are the owners of a bed and breakfast just steps from the proposed I-11 corridor west of the Tucson Mountains, a mere 600 feet to be exact. I wanted to share with you my family's experience with the Sonoran Desert, as well as that of our guests. Until last summer, our family of six lived in Connecticut, where the winters were only getting longer and colder with each passing year. As a graduate of ASU, I suggested to David some years back that we relocate to Arizona as soon as it was financially feasible. I further suggested that Tucson would be a good fit for our family because the vibe was more low-key and folks seemed to be more connected to the history and culture of the desert than in Phoenix. When we brought our boys for the first visit, we decided to take a trip to the Desert Museum. None of us had ever been. From our Airbnb in Tanque Verde, we drove across town through infinite stoplights and eventually found ourselves climbing the Tucson Mountains to Gates Pass. We were already impressed with the increasing number of saguaros and the picturesque rocky outcroppings on our way up, but once we summited the Pass and started the climb down the other side, with a panoramic view of the raw, diverse desert, we knew exactly where we wanted to live. We were willing to go through the hassle and stress of selling our home at a loss, packing up our large family with four young boys, and driving across the country in our minivan to relocate to this totally unique, pristine landscape. We brought work experience with us -- my husband is a train operator -- our financial capital, and our four children. We put our money where our mouth was. Wanting to share our visceral experience of the quietude and magnificence of the desert, we purchased an existing bed and breakfast in a neighborhood directly adjacent to the preferred corridor, where the corridor threads the needle, between Saguaro National Park, Ironwood Forest National Monument, and the Schuk Toak District of the Tohono O'odham Nation. That eye of the needle is right where we live. There are houses there, neighborhoods besides just ours. It's not just vast swaths of sandy desert like most in Tucson envision the I-11 corridor to look like. When my general contractor showed up and I mentioned my concerns about I-11, he proclaimed, "I totally support it." When I showed him exactly where the corridor was, he looked at me and said, "What? Oh, no, you've got to fight that. Right here next to the National Park?" He thought it was out in the middle of the valley, going through the middle of nowhere, not directly adjacent to a world-famous National Park and neighborhoods of Tucsonans. His words demonstrated how many people view the I-11 corridor, that it goes through a remote, sandy valley with no inhabitants. They don't realize that it will be right next to the National Park, Ironwood, and the Tohono O'odham Nation. We came here to Tucson because of the vastness and quietude of the Sonoran Desert. We are business owners whose livelihood depends on the beauty of the National Park. Our guests embrace that there aren't Circle Ks or on-ramps and off-ramps to the National Park. They come and are wowed by the darkness of the night sky, the sounds of the coyotes, woodpeckers, and mourning doves, and the sense that they are experiencing this truly unique landscape firsthand as virgin desert. These folks are the bulk of the area's tourists, and they come because of the reputation of the area, that of other-worldly virgin landscapes, and Saguaro National Park is the crown jewel. THE MODERATOR: Pardon me, I'm sorry	GlobalTopic_1 and LU-1 and LU-3 and R-2		I- 1436 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Hurtado	Steinen		Oral	5/11/19 1:00 AM AT	<p>MS. STEINEN HURTADO: My son is here. He actually had a script. He can't speak. So can I finish? I have one more minute.</p> <p>THE MODERATOR: Well, your time is up. Are you making a statement on behalf of --</p> <p>MS. STEINEN HURTADO: I will, on behalf of my whole family instead. If the I-11 corridor runs adjacent to the park, there will certainly be exits to access the park, so it won't be a surgical knife cut with minimal impact. There will be on-ramps and off-ramps and most likely gas stations and dining facilities adjacent to the park, not to mention the jarring sound and light pollution. Where I-11 threads the needle, we will have soiled our largest tourism draw, our crown jewel, the National Park.</p> <p>I've looked extensively through the reports on the I-11 corridor. The area under consideration in Avra Valley was narrow to begin with because of the reservation and protected lands. I see why I-11 would have to thread the needle, but that's simply not acceptable. That section is adjacent to the National Park, our greatest tourist asset as a region.</p> <p>I will leave you with this online review from one of our guests from Columbia, South Carolina. Remember our B & B is 600 feet from the proposed corridor. "It's situated so near Saguaro NP West that it's almost part of the National Park. This part of the National Park is far enough from Tucson that the nights are dark and you will be dazzled by the nightly display of countless stars, which you can enjoy and marvel at from your own patio. A stride beyond your patio, the desert begins. Wildlife and the beauty of the desert plants are yours to behold."</p>			I- 1436 -1a
Hurtado	Steinen		Website	4/23/19 8:41 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 260 -1
Huskinson	Dan	Arizona Automobile Hobbyist Council	Website	7/07/19 7:22 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 40 -1
Hutchison	Anne		Website	7/09/19 12:40 AM AT	<p>Hello, and thank you for taking the time to listen to my concerns. As a resident of Valley View Acres in Three Points, Arizona, I strongly oppose any I-11 route in this area. According to the interactive map for I-11, there are two routes shown that go straight through this area. An area that many call home. An area that wildlife, open ranges, and ranching exists. An area with the Tohono O'odham land on the opposite side of one of the routes. Many people will talk about Avra Valley, or Saguaro National Park opposing I-11, but the voices in Three Points need to be heard as well. My family moved out here in the 70's, my mother and father spent 13 years building a home on 10 acres away from Tucson, my family grew up out here and it's unlike anything one could imagine. There's no light pollution, the nights are quiet - so quiet you can hear coyotes howling like they're in your back yard, and there's an incredible amount of wildlife to be seen and heard. What would happen if I-11 does get built in this area? All of that goes away. My family moved out here for peace and quiet, solitude, and happiness and I hope to do the same. Please, I strongly urge you to keep I-11 out of Three Points. Your routes show homes in the way. That should not be the case. Nobody should have to lose their home or land for this. Our home would be a one minute walk from the proposed route. I would very much like to keep my home, and not have a noisy freeway next door. I hope to continue seeing wildlife in my back yard. I hope to continue to live in a peaceful environment. This is where I want to live my life. Please, rethink your routes and keep I-11 on existing portions of our freeways to avoid any of this. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3212 -1
Hyatt	Dana		Website	5/11/19 12:23 PM AT	<p>When dealing with spending tax payer money the least expensive and most effective route should be the one chosen. Improving I10 saves millions of dollars to tax payers so this makes no sense. Why cut through Saguaro monument or close, and pollute the land and the view for hundreds and thousands of tourist who spend millions in Tucson just to see the raw desert and the monument along with Old Tucson and the Sonoran Museum. The people most affected by this route are low income and veterans and elderly. There has to be a better way and there is. Improving the I10 saves money, saves resources and native lands and saves homes. Who is this really benefitting, really? Who?</p>	GlobalTopic_1 and R-2 and AC-1		I- 763 -1
Hyatt	Michael		Website	7/07/19 8:30 PM AT	<p>I am opposed to the ADOT plans for Interstate 11 from Sahuarita through Avra Valley to Interstate 8. A far less expensive and environmentally destructive alternative in this region would be to improve Interstate 10 by adding lanes. Thank you!</p>	AC-7 and GlobalTopic_1		I- 2865 -1
Hyde-Nakai	Pamela		Email	5/25/19 1:00 AM AT	<p>Hello,</p> <p>I have been reading about the potential route of I-11 which bypasses Tucson's I-10 and goes west of the Tucson Mountains. This route would be a major disaster for the parks and monuments that we have worked hard to create and keep for the public use. The proposed route would negatively impact the western section of Saguaro National Park and Ironwood National Monument. The natural resources are important to the residents of Tucson and Avra Valley, and need to be maintained as they exist now. They are a tourist attraction as well as habitat for wildlife and plants, including the iconic saguaro cactus. Should this freeway go through, wildlife corridors will be destroyed, and pollution will damage our desert flora.</p> <p>I would suggest that you use the second option which co-locates the new highway with the existing freeways, I-10 and I-19. This is a cheaper choice and will keep the ecosystem intact.</p> <p>Thank you for your consideration.</p> <p>Pamela Hyde-Nakai Tucson, AZ</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_4, GlobalTopic_1, R-2 and BR-2		I- 1280 -1
Ianchiou	Peter		Website	6/25/19 5:37 PM AT	<p>Dear ADOT, Please do NOT route I-11 thru Avra Valley or any area west of the Tucson Mts. Instead please use the existing I-10 \I-19 interstate corridor. widen & enhance this existing corridor as needed but do Not build the planned I-11 interstate west of the Tucson Mts. This only makes sense. Thank You, peter</p>	GlobalTopic_1		I- 2064 -1
Ibanez	Andrea		Website	7/08/19 12:12 PM AT	<p>I am opposed to the route of I-11 through Avra Valley due to potential environmental impacts especially on wildlife. In addition, The City of Tucson has significant water related infrastructure in Avra Valley that could be affected.</p> <p>Thank you.</p>	GlobalTopic_1, BR-1, and WR-2		I- 2957 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Icard	Travis		Email	5/15/19 1:00 AM AT	<p>Good Morning,</p> <p>I have become aware of the proposed I-11 routes due to a recent news article. I work in the Emergency Preparedness Department for Palo Verde Generating Station, a commercial nuclear power plant that is located in Tonopah, Arizona. From your website it seems as though the public meetings are all completed and one of the proposed routes goes south of I-10, turning east at Southern. This proposed route will cut through our Emergency Planning Zone, which is an area we utilize for specific emergency planning and if needed, to inform the public of any protective actions that they may need to take in the unlikely event an emergency were to occur. Has any part of the study included implications to Palo Verde Generating Station and its Emergency Planning Zones?</p> <p>I think it is prudent we discuss this proposed route and the project as a whole, as it may impact our pre-established evacuations routes that are utilized by the plant and the general public. Below are two links to state and county emergency management websites that provide more information about our Emergency Planning Zones and detail the evacuation routes. Thank you for your time.</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.maricopa.gov%2F1002%2F%2FVGS&data=02%7C01%7C1-11ADOTStudy%40hdrinc.com%7C9ff0703487c498d94ab08d6d947b4e4%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636935299335030845&sdata=%2BgYDWWasWd3ZBU9s9tRu4SiPwVZi%2BR%2BQ7zkTtkN6rLA%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.maricopa.gov%2F1002%2F%2FVGS&data=02%7C01%7C1-11ADOTStudy%40hdrinc.com%7C9ff0703487c498d94ab08d6d947b4e4%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636935299335030845&sdata=yGltumTkGsMw6F%2B0VcT58VW1Sw3fsg5mo3NuREIWM%3D&reserved=0</p> <p>[cid:image003.png@01D43A1E.EB66A6B0] Travis Icard Emergency Preparedness Coordinator XXXXXXXXXXXXXXXXXXXXXXXXXXXX, Tonopah, AZ 85354-7529 M.S.7868 C.XXX-XXX-XXXX O.XXX-XXX-XXXX</p> <p>--- NOTICE ---</p> <p>This message is for the designated recipient only and may contain confidential, privileged or proprietary information. If you have received it in error, please notify the sender immediately and delete the original and any copy or printout. Unintended recipients are prohibited from making any other use of this e-mail. Although we have taken reasonable precautions to ensure no viruses are present in this e-mail, we accept no liability for any loss or damage arising from the use of this e-mail or attachments, or for any delay or errors or omissions in the contents which result from e-mail transmission.</p>	<p>The following response was sent by the I-11 Team to the commenter on June 5, 2019:</p> <p>Mr. Icard,</p> <p>Thanks for taking the time to chat on the phone this morning. As discussed, the Palo Verde Generating Station Emergency Preparedness dept (as well as Maricopa County Emergency Management) has just become aware of the I-11 study, missed the public hearings for the project, and are interested in having the I-11 team provide a briefing to present the info that was available at the public hearing in order to facilitate your review/comment on the document. Below is a bullet list of key informational items that were available at the public hearings. They provide summary of the status/timeline/contents of the Draft Tier 1 EIS and might answer some of your questions.</p> <p>http://i11study.com/Arizona/Meetings.asp</p> <ul style="list-style-type: none"> •Overview Video – https://vimeo.com/325470519 This ~20 minute-long video provides a high-level overview of the I-11 study & Draft Tier 1 EIS. There was no formal presentation at the hearings, this video was played on a loop throughout the meeting. •Summary Brochure - http://i11study.com/Arizona/PDF/I-11-Tier-1-DEIS-Brochure-Eng.pdf High level summary of the Draft Tier 1 EIS, including the Recommended Alternative. •Online interactive map - https://i11-viewer.hdrgateway.com/ This mapping tool allows you to zoom & scroll through the Recommended Alternative in the Draft Tier 1 EIS (Blue line), as well as the other 3 alternatives we evaluated (Purple, Green, and Orange). 		I-978 -1
Iden	Scott and Susie		Website	5/18/19 1:37 PM AT	<p>We previously submitted the attached email (together with its attachment ... I-11 - US 93 - SR 71 - round-about.pdf). However, in view that the attachment showed an intersection with an off ramp and US 93 southbound access from the round-about, we would like to resubmit the attached revised plan. The one-way cross traffic (stop) which crosses the exit ramp could be solved with an overpass, either the ramp itself or the 93 southbound. Better still, the I-11 north bound exit ramp would come off the elevated portion of the I-11, and the 93 south bound could pass under the ramp to continue 93 south bound. See attached version 2 (I-11 - US 93 - SR 71 - round-about - 2.pdf).</p>	GlobalTopic_5	Iden_S_11015	I- 1015 -1
Iden	Scott and Susie		Website	5/18/19 1:37 PM AT	<p>Subject: I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg comment</p> <p>From: noreply@smartcomment.com Date: 5/17/2019, 10:46 AM To: XXXXX@gmail.com</p> <p>Thank you for your comments on the I?11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg. Your comments have been received.</p> <p>Name: Scott and Susie Iden Address: XXXXXXXXXXXX City: Wickenburg State: Arizona ZIP: 8539073494 Email: XXXXX@gmail.com</p> <p>I?11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg</p> <p>It is our understanding that one of the reasons that Wickenburg Route T was removed from further consideration due to the cost of doing one intersection at the junction of US 93 & SR 71 would be more expensive than doing two intersections ... one intersection at US 93 south of SR 71, and another intersection at US 93 and SR 71. However, attached is a sketch of how only one intersection at US 93 & SR 71 could work by incorporating an elevated I?11 and a round?about at the current US 93 & SR 71 junction. Based on this, please reconsider the Route T.</p> <p>Attachment(s): I?11 ? US 93 ? SR 71 ? round?about.pdf</p>	GlobalTopic_4 and GlobalTopic_5		I- 1015 -2
Iden	Scott and Susie		Website	6/15/19 1:06 PM AT	<p>We submitted a prior I-11 route to show a roundabout interchange at US 93 & SR 71 (Wickenburg section). We are attaching it again in hopes this will receive further consideration to revive the abandoned Route T, which is 4.5-5 miles from the Vista Royale subdivision located along US 93, NW of Wickenburg.</p> <p>Thank you.</p>	GlobalTopic_4 and GlobalTopic_5	Iden_S_11553	I- 1553 -1
Iden	Scott and Susie		Website	6/21/19 11:02 AM AT	<p>We agree with the recommendations of the Town of Wickenburg Resolution 2229 to locate the north section of the I-11 alignment to intersect with US 60 at Mile Post 102, and to intersect with US 93 at Mile Post 106.</p> <p>However, we would again suggest that the US 93 interchange be at the intersectin of US 93 & SR 71, where a full interchange access with a roundabout could be easily designed and built, per attached. This would seem less expensive than two interchanges.</p> <p>Please and thank you! Scott & Susie Iden</p>	GlobalTopic_4 and GlobalTopic_5	Iden_S_11890	I- 1890 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Iden	Scott and Susie		Website	5/15/19 8:52 AM AT	<p>Dear sirs and madams,</p> <p>Since 2003, we are full-time residents in Vista Royale subdivision, located in Yavapai County approximately 8 miles NW of Wickenburg.</p> <p>In 2017, we registered our opinion in favor of the T Route which would join US 93 at the current junction of US 93 & SR 71. This route has since been removed from further study in favor of the S Route, which is approximately ½ mile from the western boundary of Vista Royale subdivision. We and all other residents strongly oppose this route.</p> <p>We note that Mr. Dale Keiser, who is a resident in Vista Royale subdivision, has submitted what we refer to as an Alternative Green Plan to the I-11. Mr. Keiser's plan offers a reasonable compromise in stead and in lieu of the Recommended S Route located between US 60 and US 93. Attached for reference is Mr. Keiser's plan.</p> <p>However, even with this new Alternative Green Plan Route, and as with the S Route, it is difficult to understand the justification of the additional cost of building two (2) interchanges at US 93 as opposed to one (1) interchange as would be required with the T Route.</p> <p>Best regards,</p>	GlobalTopic_4 and GlobalTopic_5	Iden_S_1915	I- 915 -1
Iden	Scott and Susie		Website	5/17/19 11:46 AM AT	<p>It is our understanding that one of the reasons that Wickenburg Route T was removed from further consideration due to the cost of doing one intersection at the junction of US 93 & SR 71 would be more expensive than doing two intersections ... one intersection at US 93 south of SR 71, and another intersection at US 93 and SR 71. However, attached is a sketch of how only one intersection at US 93 & SR 71 could work by incorporating an elevated I-11 and a round-about at the current US 93 & SR 71 junction. Based on this, please reconsider the Route T.</p> <p>[attachment: graphic of intersection]</p>	GlobalTopic_5	Iden_S_1944	I- 944 -1
Ilse	tim		Website	4/17/19 9:05 AM AT	<p>It would seem like the continued growth of the Green Valley-Sahaurita area would make the purple map the most feasible plan. It continues through areas with low population density and would keep the traffic down in the Green Valley-Sahaurita area. Allowing traffic to travel through those areas seems to run counter to the reasons for building I-19.</p>	GlobalTopic_1		I- 120 -1
Ingham	Herk		Website	7/07/19 7:01 PM AT	<p>As a property owner in the cross hairs of this project we do not support this "most favored" route. It will uproot thousands of home and business owners, who have invested in this area, with the hope of building new and thriving communities who are self sustaining and can positively contribute to the Southern Arizona experience. A freeway here will uproot most newly expanding communities and will create chaos for the desert environment for decades to come. Millions of dollars will be spent before any real profit will be seen by the southern Arizona community. Build a second level to I-10 as it now stands. Its already there, and is done by many other major cities. Austin Texas is a good example.</p>	LU-1 and LU-3 and GlobalTopic_4		I- 2842 -1
Ingram	Mike	El Dorado Holdings	Website	7/02/19 9:03 AM AT	<p>To whom it may concern, please see the attached comments regarding our opposition to the recommended alternative chosen through the analysis of environmental impacts and performance of alternatives.</p> <p>[Text from Attached letter] Dear Sir/Madam: This letter concerns the section of the proposed Interstate 11 located in Buckeye, Arizona, between 1-10 and Wickenburg. The proposed recommended alternative has significant negative ramifications on major planning efforts between MAG, the Town of Buckeye, and many landowners in the region, including our Douglas Ranch project (a 37,000 acre master-planned community in Buckeye Arizona). For the following reasons, we ask that ADOT depart from the I-11 Draft Tier 1 Environmental Impact Statement and instead choose Alternative Route Option X when it issues the Final Environmental Impact Statement.</p> <p>We recognize that everyone's objective with the Tier One study is to come up with a plan that will allow state and local government agencies to immediately move forward with a Tier Two study for those segments of independent utility that meet federal requirements and not have the Tier One, once completed, literally sit on a shelf without further progress in the development of Interstate 11. However, this is exactly what will happen if the current recommended alternative route moves forward and is not amended to follow Option X. Numerous planning documents, master plans and development agreements will need to be re-planned and negotiated requiring the expense of additional time and resources by local and regional governments.</p> <p>Finally, opportunities for the development of intermodal corridors such as commuter rail and/or Amtrak to run in concert with Interstate 11 will be eliminated by following the recommended alternative through the extreme western edge of Douglas Ranch. Only Option X, will bring those transportation options to the core of a major economic and residential community within the City of Buckeye and Western Maricopa County.</p> <p>We hope it is both helpful and enlightening to have this additional information on the past engagement, reliance and commitments between landowners throughout this region with regional planning organizations and the City of Buckeye who went through a carefully designed planning process. Also, by having a better understanding of what the future holds for this region, how it will truly develop over the next 10-50 years, will provide you with a clear vision and the specific details necessary to adjust the recommended alternative to follow Option X through the City of Buckeye.</p> <p>Nowhere have we found where "length" is a criteria for determining the future alignment of Interstate 11. As outlined above, clearly, Option X better meets the most important purpose and need objectives as set forth by ADOT for the development of Interstate 11.</p> <p>We urge you to move the recommend alternative to Option X within the City of Buckeye.</p> <p>Very truly yours, K. Michael Ingram Founder & CEO</p>	GlobalTopic_4 and AC-9	Ingram_M_EIDoradoHoldings_B13	B- 13 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Ingram	Mike	El Dorado Holdings	Website	7/02/19 9:03 AM AT	<p>Demographic and Planning Context</p> <p>For decades, population flows within the United States have been from the Northeast and Midwest to the sunbelt regions across the South. As a beneficiary of this long-term demographic trend, Arizona consistently ranks among the fastest growing states in America. In Arizona, Buckeye is its fastest growing city, placing it in the top five in the United States. And the fastest growing master planned community (MPC) in metropolitan Phoenix, Tartesso, is located in Buckeye.</p> <p>North of Interstate 10, Buckeye contains numerous current and future master planned communities (MPCs) making it well-positioned to welcome these new residents. In addition to Tartesso, these MPCs include Festival Ranch (another current top performer), Spurlock Ranch, Sun Valley, Elianto, Hassayampa Ranch, Trillium, and Douglas Ranch. Additionally, Belmont and others MPCs are located adjacent in Maricopa County's jurisdiction.</p> <p>Collectively, these MPCs north of I-10 will host over one million future Buckeye citizens, and all the residences, jobs, amenities, and commercial activities to support them.</p>	LU-4		B-13 -2
Ingram	Mike	El Dorado Holdings	Website	7/02/19 9:03 AM AT	<p>The Hassayampa Framework Study</p> <p>Buckeye recognized that it needed to plan transportation infrastructure to connect and accommodate these planned population and commerce centers to each other and the broader existing regional community and economy. Through a synergistic, multi-year, participative process, they joined stakeholders in this area to create the Hassayampa Framework Study, which has been officially accepted by the Arizona State Transportation Board, the Maricopa Association of Governments (the relevant Metropolitan Planning Organization), Maricopa County, and the City of Buckeye. The Hassayampa Framework study is a multijurisdictional document that all of these regional stakeholders have relied on in the past and should be able to depend on going forward when making decisions about transportation planning.</p> <p>In that vein, the City of Buckeye incorporated the Hassayampa Framework Study's contents for its General Plan for the critical area north of I-10. All MPCs north of I-10 were required to follow it in their large-scale community master planning negotiations and agreements with Buckeye. This was not a burden. It has since been used as a mutually negotiated, reliable, authoritative tool used by both parties to guide major land planning decisions such as housing densities, and land use categories. Along major highway corridors, plans for greater density of population are included along with jobs, apartments, and other more intense uses by the planned interchanges.</p> <p>Douglas Ranch—The Home of Interstate 11</p> <p>This is exactly what occurred at Douglas Ranch, located north of I-10 in Buckeye. One hundred percent of the proposed I-11 north of I-10 in Buckeye is contained within Douglas Ranch, a 59 square-mile community that will be home to as many as 300,000 residents. Douglas Ranch participated in the Hassayampa Framework Study through its iterations over years of meetings. The Framework Study identified a future high-capacity corridor on the route shown in the I-11 Draft Tier 1 Environmental Impact Statement as Option X.</p> <p>Option X and Project Purpose While Option X may not be the shortest or cheapest to build between I-10 and Wickenburg, it follows the route Buckeye and private land owners have relied on in their negotiations and planning maps and agreements.</p>	GlobalTopic_4		B-13 -3
Ingram	Mike	El Dorado Holdings	Website	7/02/19 9:03 AM AT	<p>Option X also better meets the objectives of the Draft Tier 1 EIS, as stated in I-11 public purpose and need documents, by "providing access to planned growth areas" in Buckeye and is "consistent with local and county level planning." For the area of Buckeye, north of I-11, the draft recommended alternative does NOT follow the local, Maricopa County DOT plans, or for that matter, ADOT state planning, all of which contain and adopted the Hassayampa Framework Study and the Buckeye General Plan.</p> <p>Option X would provide a high-priority, high-capacity, access-controlled transportation corridor to serve the needs of future Buckeye residents 300,000 or more in Douglas Ranch alone and over 1,000,000 when you include surrounding MPCs and would stimulate significant employment growth. Douglas Ranch, with entitlement for 59,000,000 square feet of commercial space, in reliance on the Hassayampa Framework study, has planned a major commerce center in the center of the Douglas Ranch MPC. Option X will provide access to this job hub.</p> <p>Option X would better enhance the entire high-capacity transportation network in this region of Maricopa County, thereby, supporting the area's economic vitality. Option X was studied, chosen and settled upon after a review of other alternatives as part of the Hassayampa Framework Study for this very reason.</p> <p>By traveling more internally through the City of Buckeye, Option X would better improve regional mobility for people and goods and directly access the significantly large economic activity center planned within this portion of the city. By comparison, the recommended alternative as currently presented would run through the much less densely populated, as planned, sectors of the Douglas Ranch MPC. Resident traffic loading and access would require a majority of the area's residents to travel several additional miles to even access Interstate 11 and, ironically, increase the number of vehicle miles driven and at slower speeds.</p>	GlobalTopic_4		B-13 -4
Ingram	Mike		Hand Written	5/08/19 1:00 AM AT	<ol style="list-style-type: none"> 1. You collocate along I-19 south of Sahaurita - why not continue through the current I-10 corridor? 2. You do NOT account for the damage to wildlife and SNP west and Picture Rocks and Marana and Ironwood Forest. 3. This is a giveaway to the trucking industry - Billions for an unneeded road that destroys Avra Valley and the Tucson west side tourism attractions and generates more urban sprawl. 4. I recommend a NO BUILD! 	GlobalTopic_1, BR-1, R-2 and A-6	Ingram_M_I2378	I-2378 -1
Ipsen	Jody		Website	7/08/19 6:54 PM AT	This freeway will disturb valuable wildlife and wild lands. Please DO NOT Build this ATROCITY!	GlobalTopic_4, BR-1		I-3121 -1
Isaacson	Eric		Email	6/03/19 1:00 AM AT	<p>To whom it may concern,</p> <p>I strongly support the VR Green Alternative moving the proposed I-11 route farther from Vista Royale and Wickenburg Ranch. Keeping the highway traffic farther from our neighborhoods will help to maintain our quality of life as well as property values. Thank you for your consideration.</p> <p>Regards,</p> <p>Eric Isaacson</p>	GlobalTopic_4 and GlobalTopic_5		I-1663 -1
Isenberg	Adam		Website	7/08/19 1:50 PM AT	I ask that you do everything to protect our desert wildlife. Please co-locate I-11 with I-10 and I-19 and do not build another freeway through the Altar and Avra Valleys. More roads only bring more cars, something our wildlife and planet absolutely do not need. And I vote. Thank you.	GlobalTopic_1, BR-7		I-2990 -1
Isenberg	ann		Website	7/08/19 1:46 PM AT	Please co-locate I-11 with I-19 and I-10 through Tucson to protect the wildlife in the desert.	GlobalTopic_1		I-2986 -1
Itule	Norma		Website	5/10/19 8:07 AM AT	<p>This is an astoundingly terrible plan! Not only will it destroy the environment and disrupt the wildlife but it is obviously unnecessary!</p> <p>I support the realistic approach to improve the already existing freeways.</p> <p>The graft and corruption possible for dishonest and unscrupulous behavior for such a project will be beyond insulting for those of us trying to protect an already vulnerable eco system.</p>	GlobalTopic_4		I-724 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Iuliano	Joey		Website	6/12/19 2:48 PM AT	<p>Any further consideration of the Avra Valley option must take into account not only the input from both stakeholder groups but also the concerns of the Tohono O'odham Nation, whose land it impacts.</p> <p>There appear to be significant shortcomings associated with the federal review process that focuses on new highway construction. Nevertheless, we believe that there could be a significant opportunity to address some of the historic negative consequences that resulted from the construction of I-10, which physically divided our community and diminished the quality of life of our downtown and other neighborhoods along the highway.</p> <p>Instead of simply adding new lanes to our existing highway, we should consider redesigning portions of it—either going underground or suspended—so that we can reconnect our city. Moreover, focusing on new highway construction overlooks other less costly options that would encourage the free flow of goods. These include: Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs; Technologies that improve traffic flows;</p> <p>Enhancements to our rail system, including light rail and intermodal transportation; Other road improvements that will divert traffic from I-10. Assessing the cumulative impacts of these options on congestion should be considered before contemplating either a bypass or an expanded I-10. In addition, the following studies must be completed, with the results communicated to community stakeholders and incorporated into the decision process early on.</p> <p>A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the project. This study should be reviewed and approved by the Tucson Historic Preservation Foundation, the Tucson-Pima County Historical Commission, the City of Tucson Historic Preservation Office, the Pima County Cultural Resources and Historic Preservation Division, and the Arizona State Historic Preservation Office. Environmental quality impacts: air quality, noise, light pollution, views, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River.</p> <p>Social and economic equity impacts. When studies are completed, there needs to be a demonstrated respect for the natural, historic, and archaeological resources and avoidance of all these resources in any build alternative.</p> <p>Furthermore, we strongly encourage ADOT and FHWA to refer to the I-11 Super Corridor study final document, which was submitted to ADOT in 2016, to draw inspiration on a comprehensive design. The Sustainable Cities Lab, hosted at the University of Arizona (UA) College of Architecture, Planning and Landscape Architecture, completed this transdisciplinary study on the I-11 corridor along with Arizona State University and the University of Nevada, Las Vegas. UA's study area focused on opportunities from Marana to the south of downtown Tucson. Their outcomes incorporate many of our outlined points, including the addition of light and heavy rail, walking, cycling, new technology for controlling traffic as well as incorporating alternative forms of energy production and transportation. Utilizing such studies and designs would help us reduce impacts in our downtown and surrounding areas.</p>	GlobalTopic_1, GlobalTopic_4, GlobalTopic_13, CO-3, AC-3, AC-9, CR-1, AQ-1, N-1, V-1, BR-1, WR-3 and EJ-1		I- 1503 -1
Iuliano	Joey	University of Arizona Cycling	Website	4/26/19 2:55 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 8 -1
Iuliano	Joseph		Website	4/08/19 3:58 PM AT	<p>The proposed route through Avra Valley completely ignores the feedback provided to ADOT and FHWA in the first round of comments. The freeway would cause irreparable damage to the Sonoran Desert and Saguaro National Park due to increased pollution, noise, and leap-frog development. Capacity on I-10 can be increased by constructing a commuter rail between Tucson and Phoenix as well as investing in interregional rail within Eastern Pima County (between Marana, Oro Valley, Tucson, and Sahuarita). This would help reduce vehicles on the freeway and alleviate congestion.</p> <p>We do not need 1960s solutions for transportation! Give us transportation options that reduce vehicle miles traveled and emissions.</p>	GlobalTopic_1		I- 10 -1
Iventosch	Betty		Phone	7/07/19 1:00 AM AT	Vote no on I-11. My name is Betty Iventosch, I live in Tucson, AZ, XXXXXXXXXX.	GlobalTopic_1, GlobalTopic_4		I- 3410 -1
Jacks	James		Phone	6/20/19 1:00 AM AT	Hi, my name is James Jacks. I guess my comments are that it makes absolutely no common sense, it ruins a pristine desert, it displaces existing residents, it will pollute national and state parks and be in closer to the Kitt Peak area. I'm assuming it's going to have ill effects by the lighting that would be required to have such an I-11 express way. Thank you.	GlobalTopic_1, R-1, R-2, LU-1, and V-1		I- 3265 -1
Jackson	Sue		Website	7/08/19 3:50 PM AT	<p>I wish to oppose the Recommended Alternative route for I-11 through Avra Valley. These are my reasons:</p> <p>For all these reasons I believe that this road should be built along the 1-10/1-19 route.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3034 -1
Jackson	Sue		Website	7/08/19 3:50 PM AT	This alternative route passes close to some amazingly beautiful and naturally valuable desert locations. Saguaro National Park and Ironwood Forest National Monument were created to protect this landscape and the route would run in between the two. The saguaro is only found in a small part of the world and Arizona is fortunate to have this plant. It brings many visitors to Arizona. I am concerned that plants will have to be removed for the new road and that others will be negatively impacted by pollution. The road will also ruin the view from the park across the valley and will negatively impact the air quality in the park. I often hike and run in Saguaro National Park. The feeling of being isolated from the outside world will no longer exist if I can hear the noise from vehicles on a freeway.	GlobalTopic_1, R-2 and V-1		I- 3034 -2
Jackson	Sue		Website	7/08/19 3:50 PM AT	I have also visited Kitt Peak at night to see the planets and stars through their telescope. It was dark and beautiful. We need our dark skies for the work at Kitt Peak to continue unhindered by light pollution. I also enjoy the dark skies from my back yard. I cannot see the Milky Way when I am in Tucson, but I can when I am in the Avra Valley. I choose to live outside the town because of the dark skies, the quiet and the wildlife (both plants and animals). I firmly believe that the road should be located where these advantages have already been lost.	GlobalTopic_1 and V-1		I- 3034 -3
Jackson	Sue		Website	7/08/19 3:50 PM AT	Animals use this valley to travel from the mountains on the west of the valley to Saguaro National Park and the Tucson mountains and surrounds thus ensuring genetic diversity. A major road might prevent this and endanger the lives of animals. We already have a Wildlife Mitigation area	BR-2, GlobalTopic_1, R-2 and R-1		I- 3034 -4
Jackson	Sue		Website	7/08/19 3:50 PM AT	I am concerned about any effect that pollution might have on the recharge basins located in the valley and on our water supply.	WR-1 and WR-3		I- 3034 -5
Jackson	Sue		Website	7/08/19 3:50 PM AT	If we lose the beauty of this area, we will also lose economic benefits from tourism.	LU-3 and E-2		I- 3034 -6
Jackson	Virginia		Website	6/22/19 6:31 AM AT	This a stupid idea that is not need that if followed through with destroy precious desert lands and the habitats for many wildlife. It will destroy the National Park and Monuments that it will run by. It will run by close to my housing addition that is close to Ryan Field and the fact Tucson is expanding further West with more housing in that area where this new Interstate will run through what is going to happen to them and the future of expanding West towards Three Points. Please fix our current Interstate issues on 19 and 10 instead!	LU-3 and R-2 and LU-1 and GlobalTopic_1		I- 1934 -1
Jacobs	Bruce		Website	6/27/19 12:18 PM AT	I am for I-11 but I am apposed to the route by pass Tucson through Avra Valley. I-11 should run along and expanded I-10 through Tucson. It would have far less environmental impact to expand the existing freeway vs. the impact it would have running through our desert. I also believe running it through Tucson would provide an added economic benefit to Tucson and the State vs. traffic by passing our community all together.	GlobalTopic_1 and E-1		I- 2096 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jacobs	Lynn		Email	5/13/17 7:46 PM AT	<p>To Whom It May Concern:</p> <p>The proposal to create a new Interstate 11 freeway is simply awful! Why wouldn't an upgraded I19 and I10 be good enough? I am vehemently opposed to this project regardless of exactly where it might be located. Aside from the enormous cost of the project, it will result in massive damage to our fragile desert ecosystems, especially considering the huge amount of growth and development it will generate.</p> <p>But I'm sure that a huge amount of growth and development is exactly what the powers-that-be behind this project had in mind. Ignore me and everyone else who doesn't agree and to hell with the environment when big money is to be made.</p> <p>Sincerely, Lynn Jacobs</p>	GlobalTopic_1, GlobalTopic_4		I- 391 -1
JACOME	DAVID		Website	5/17/19 10:25 AM AT	After attending the I-11 presentation on Wednesday, May 15, my route preference is PURPLE which would exit I-19 at Amado & Trico Mariana Rd. This route would help avoid traffic congestion, noise and carbon emissions in the urban areas of Green Valley and Sahuarita.	GlobalTopic_4, N-1 and AQ-1		I- 942 -1
Jacot	Clark		Website	6/14/19 9:54 PM AT	I drive through saguaro national park every day on the way to work, I have seen The damage being done to the Saguaro cactus , The ones near the road are black and dying from the exhaust . My 93-year-old father a World War II veteran , Had planned on moving onto my property as I am his primary care taker , The interstate 11 project has turned my world and his upside down As I am afraid to invest in another structure That will be worthless after he passes and the freeway is in. As always I'm sure the land speculators paying off the politicians will come out ahead on the deal and the common workingman Will lose what he has worked hard for all his life . Please have some sort of a conscious on this issue and route that freeway someplace else . And I'm sure the pygmy owls living on the undeveloped part of my property you will find refuge in the construction equipment you parked in what was a pristine desert .	GlobalTopic_1, R-2, AC-4, LU-1, BR-1 and BR-4		I- 1544 -1
Jaeger	Jessica		Website	6/17/19 2:06 PM AT	I do not support the build. We moved to this area for the quiet and serene environment. I cannot imagine what the light pollution would do for nearby observatories as well as the noise and animal impact being so close to a national park. I believe improvements should be made to I10 and I19 instead.	GlobalTopic_4, GlobalTopic_1 and V-1		I- 1628 -1
Jaggers	Dave		Oral	4/29/19 1:00 AM AT	<p>MR. DAVE JAGGERS: Yep. Right here. My name is Dave Jaggers. I live off of Narramore Road, south of the river.</p> <p>You know, listening to these folks, and y'all look like you've been in the business for awhile. Looking at your route, you had to know what these folks were going to be telling you. Right? You got 85 going down to Gila Bend. It's already there.</p> <p>Now between this and the 303, and State Route 30, possibly all coming right through here, we don't need this one. Right? State Route 30, if it follows the route that ADOT told me it was going to be following, it will do everything that this freeway does. And the alignment for the 303 that we keep hearing, we don't know which way it's going to go. When you look at the route maps for 303 and State Route 30, it's pretty obvious it's going to be heading right down Rainbow Valley Road.</p> <p>Despite the fact that the alignment for Cotton Lane is already there. It's the way it was designed. So I'm not sure what y'all are thinking. You know? 85 is right there. It's already built. All you've got to do -- the alignment is right there.</p> <p>So this just makes no sense to me running this thing right down through Beloat Road and all these people's farms and property. It's like -- I'm sorry, but it just makes no sense whatever. Thank you.</p>	GlobalTopic_2		I- 1160 -1
Jaggers	Dave		Website	4/30/19 3:31 PM AT	<p>I strongly oppose the construction of this freeway using the current recommended route through south Buckeye (between W Beloat & W Hazen Rd). This routing makes no sense when you already have the 85 corridor, to Gila Bend, available to you. Why would you go through the acquisition process and build another bridge over the Gila River (unless you're planning on using bridges proposed by the Loop 303, the routing of which isn't supposed to have been determined yet)? Utilizing 85 and I-8 will accomplish the same goal at a fraction of the cost the acquisitions and bridge building will require.</p> <p>Perhaps an I-8/85 alternative would work even better when you factor in the congestion that will undoubtedly occur the nearer you get towards Phoenix. Unless this is a thinly veiled attempt to further justify the construction of the 303 down Rainbow Valley Road, by combining the two projects?</p> <p>I don't understand the rationale for determining this "recommended alternative" when using I-8 and 85 make so much more fiscal sense and yet achieves the same overall goal of connecting Mexico to wherever..</p> <p>Perhaps the money saved could be put towards maintaining or improving the infrastructure currently in place?</p>	GlobalTopic_2		I- 353 -1
James	Anonymous		Phone	6/17/19 1:00 AM AT	Yes, this is Mr. James. I would like to put in a request not to put this ...on Sahuarita, ... Mountain, Twin Buttes. I am a resident in Rancho Buena Vista and that would deeply impact us. I think you probably should put more money in improving 19 because there's so many accidents on 10 mostly not due to trucks but other cars and it needs improving and it seems the money would be very well spent enlarging 19 as it is and not ruining the community of Sahuarita by taking it off of Del Torro Road. I have a feeling that it's probably a done deal. It sounds like some people have already been talking to ADOT and apparently are not allowing us to have our representation heard in any meetings here in Sahuarita and I don't understand. It seems like there should be representation from the community. So far ADOT has only talked to the elite people, the mayor and the planner and we are banned from attending those meetings. So I assume it's probably a done deal which is not fair to the community. It should have been on through the community and I don't think this is a way to further go ahead. And if you want to talk to me, my number is XXX-XXX-XXXX. Give me a call anytime, I'd like to know what has happened that we are not able to express our feelings about this. Thank you.	GlobalTopic_1		I- 2494 -1
james	gayle		Website	6/24/19 8:20 AM AT	Wouldn't a better use of money be to update I-19, one of the Most dangerous interstate highways in Arizona, being 3rd in the state and 38th in the USA. To put an interchange off 19 at Sahuarita would be a terrible detriment to our community, totally destroying our rural town, not to mention our lovely home, impacting Saguaro National Park and many other beautiful areas that tourists come to enjoy. Our community is a very special place. Please do not destroy it. Fix 1-19!!	AC-7 and R-2 and LU-1		I- 2003 -1
James	John		Website	6/24/19 8:01 AM AT	We definitely oppose the i11 corridor plan as our street runs off Twin Buttes rd. We would no longer live in our "forever home " due to the noise and confusion of the highway. We already have the sounds of I 19 on one side of us.This would be compounded by the new road. Not to mention the disruption to our environment, one of the reasons we are here in this (one of the best areas to live in USA as voted recently)beautiful TOWN. That will be no more! There are many residents in our area that would be greatly affected. Please take all of us into consideration and negate this proposal. Also we would definitely hate to see any interferences y to Suguaro National park and other parks in our wonderful desert.	GlobalTopic_1 and LU-3 and N-1 and R-2		I- 2001 -1
James	Judy		Phone	6/19/19 1:00 AM AT	We do not need another interstate. If Phoenix can't make it to Tucson in a two hour time limit, they can stay home.	GlobalTopic_4		I- 3259 -1
JAMES	LINDA		Website	6/26/19 3:57 PM AT	USE OF EXISTING ROADS AND ROUTES BETWEEN WICKENBURG AND CASA GRANDE WILL ENSURE BETTER ENVIRONMENTAL AND LESS COSTLY OUTCOMES. THE ORANGE ROUTE DOES NOT IMPACT EXISTING HOMES AND ACREAGES IN THE HIDDEN VALLEY AND THUNDERBIRD FARMS AREAS IN MARICOPA (CITY) AS OTHER PROPOSED ROUTES.	GlobalTopic_4		I- 2081 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jansen	Brian		Website	4/28/19 7:03 AM AT	<p>I support the orange alternative for the following reasons: Utilizes already disturbed lands currently used as highways. Utilizes the I10/AZ85 interchange built presumably for this purpose, would not need yet another new interchange. AZ85 was constructed to be upgraded to freeway, why else would it be 2 lanes divided all the way to I8 Avoids building a highway thru the current open desert space between maricopa mts and sierra estrella for open space and wildlife reasons. Drive time at highway speed are equivocal between alternatives. Cost of orange is half that of the purple and green alternatives. We should be working on debt and paying important things like veteran services when existing highways were planned and constructed previous AZ85 plus I10 interchange. 3 billion in difference between purple/green and the orange is enough to fund education and veterans more thoroughly. I don't care for routing thru Tucson and I don't understand why purple and green have Avra Valley bypass options but orange does not. Avra Valley is already disturbed heavily by small roads and development, its disingenuous to think Avra Valley is currently open space, it is not. However, Tucson is an inescapable problem due to horrible or non-existent transportation planning for decades and is now so unwieldy it is debilitating to everyone. Major sore blister for this otherwise well-planned state of highways. Because Orange minimizes disturbance to new land, minimizes cost big-time, and the estimated drive-times are nearly equivocal, I can not understand how the other alternatives can stand against ORANGE.</p> <p>Thank you.</p>	GlobalTopic_1 and GlobalTopic_4		I-304 -1
Jansen	Michael		Email	6/12/19 1:00 AM AT	<p>Hello, My name is Michael Jansen and I live in Tucson and work in Economic Development for the Town of Sahuarita. I am very supportive of the recommended corridor alternative for the Interstate 11 from Wickenburg to Nogales. I think this plan will be well for future growth and will alleviate the ever-increasing traffic on I-10. I also think this will be an economic boon for many communities, including Sahuarita. I affirm this recommended alternative choice.</p> <p>Best regards, Michael Jansen</p> <p>[mjansen] [Attachment: Cartoon]</p>	GlobalTopic_4	Jansen_M_I2428	I-2428 -1
Jaquette	Elisabeth		Website	4/12/19 5:05 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I-33 -1
Jarvis	Francesca		Oral	5/08/19 1:00 AM AT	<p>FRANCESCA JARVIS: Hi, gentlemen. My name is Francesca Jarvis. I'm a longtime resident here in Tucson since 1958. And I believe that, along with commerce, we need to be stewards of the desert. And I don't see why we can't do a double-decker freeway on I-10. I come from the East. We have subways which were up above streets. I do not see a freeway running through Avra Valley past the Arizona Desert Museum where instead of the desert we see semis going down the roads. Saguaro National Monument is there. We have tourists who come into town and want to see the desert. Please, let's not have roads everywhere, particularly not freeways. Put it up. Put it up above I-10, please. Thank you.</p>	GlobalTopic_1 and GlobalTopic_4		I-1335 -1
Jasmine	Serina		Phone	7/08/19 1:00 AM AT	No.	GlobalTopic_4		I-3454 -1
Jason	John		Website	4/28/19 1:53 PM AT	<p>As a resident of Goodyear, AZ who would certainly benefit from a more direct route to Las Vegas, NV, I am very interested in the future I-11. However, I feel I must challenge a portion of the recommended route. Though not an expert in environmental impact of interstate highways I am a concerned citizen who owns a residence and the impact the interstate will have on the market value/resale value for the residents of CantaMia, an active adult community (and most of all upon my wife and me). The proposed "Recommended Corridor Alternative" for Interstate 11 appears to be way closer to my current residence in CantaMia than necessary. The drastic west-to-east turn at Dixie through Hassayampa, Palo Verde, and Allenville seems to be unnecessary especially if ADOT gives consideration to the more direct and most likely less expensive route that follows AZ-85 (i.e., north-to-south) for as far as possible. I saw on the website video that the "Recommended Corridor Alternative" was a hybrid. However in examining all of the routes under consideration not one comes even close in the section to which I am referring. It also stated the importance of avoiding residential areas which this route clearly does not. We truly hope you will take our objection and revise the plan and seek comment on a different "Recommended Corridor Alternative" route.</p> <p>Sincerely, John P. and Sharon J. Jason XXXXXXXXXXXXXX Goodyear, AZ 85338</p>	GlobalTopic_2		I-308 -1
Jehle	Paul		Website	5/20/19 4:16 PM AT	<p>I object to routing I-11 through the Avra Valley route for these reasons:</p> <p>It would increase sprawl to the west of the Tucson Mountains.</p> <p>This would also lead to increased light and air pollution to the westward. This would make observation worse for Kit Peak Observatory.</p> <p>The sight and sound of the new freeway would adversely affect the natural beauty of the Desert Museum, Saguaro West National Park, Ironwood National Monument and Tucson Mountain Park.</p> <p>It would disturb and disrupt the wildlife in Avra Valley and further obstruct their access to and from the Tucson Mountains and points west.</p> <p>This route would be very costly in terms of construction money and would not help the economy of Tucson nearly as much as it would hurt Tucson's environment.</p> <p>MY RECOMMENDATION is to require or at least encourage cargo trucks to use the present I-10 in the middle of the night, say between 10pm and 5am when that highway is virtually empty ---- just like an additional highway already there in place!</p> <p>(It was absolutely empty at midnight last week when I was returning from a late flight from TIA)</p>	GlobalTopic_4, GlobalTopic_1, V-1, N-2, BR-7, E-1, and E-2, LU-3		I-1047 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jenkins	Corliss		Email	7/02/19 1:00 AM AT	I-11 freeway is not a good fit for the Tucson area. It tears apart beautiful desert areas, blocking animal movements and causing rural neighborhoods to be split apart. Furthermore adding a freeway will increase pollution, debris and include more building and sprawl of businesses. Please drop this idea and consider some alternative ideas such as expanding I-10 to include lanes for truck use only, free bus service to Phoenix, or train service to Phoenix. Thank you for your consideration. Corliss Jenkins-Sherry Sent from my Samsung Galaxy smartphone.	LU-3 and GlobalTopic_1 and AC-9		I-3362 -1
Jensen	Laura		Website	5/03/19 2:28 PM AT	I believe that this project would cause major and irreparable harm to the corridor through which this highway is planned, and the environmental and social consequences of this project would be felt well beyond the proposed right-of-way. There is already a highway from Nogales through Tucson, and re-routing traffic through natural open space and private property seems extremely foolish. Once a project like this is done, it can never be undone, and the natural resources, quiet spaces, wildlife corridors, hiking trails, and Sonoran Desert views and vistas (all which drive tourism to our region) will be gone forever. Future generations will look back on plans like this with regret.	GlobalTopic_4 and LU-3 and BR-1 and R-1		I-487 -1
Jensen	Laura		Website	5/03/19 2:28 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_1 and GlobalTopic_9		I-487 -2
Jensen	Mari		Website	7/08/19 5:32 PM AT	I oppose the proposed routing of Interstate 11 through Avra Valley, west of Tucson. Routing I-11 through Avra Valley would harm the values that residents of southern Arizona cherish – wide open spaces without major development that allow native vegetation and wildlife to live in close proximity to the city of Tucson. Routing I-11 through Avra Valley would irrevocably change the region by bringing sprawl, noise, dust to a rural region. People live in Avra Valley because they cherish a slower and less urban way of life. Having I-11 run through Avra Valley would destroy all that. Week after week after week, letter after letter after letter in the Arizona Daily Star in the last month or more have opposed routing I-11 through Avra Valley. The Tucson City Council has unanimously opposed routing I-11 through Avra Valley. Don't do it. ADOT – scrap your plans to run I-11 through Avra Valley. Sincerely yours, Mari Jensen Tucson Taxpayer and Voter	GlobalTopic_1, LU-3		I-3091 -1
Jensen	Mari		Website	7/08/19 5:32 PM AT	Routing I-11 through Avra Valley would also disrupt wildlife corridors, chop up wildlife habitat and cause irrevocable harm to the natural world – the environment that so many of Tucson's residents and visitors enjoy and cherish. That environment is part of why we live here – and is part of what attracts major businesses such as Caterpillar to Tucson. Those businesses know that Tucson's beauty and the nearby natural world will appeal to new employees.	GlobalTopic_1, BR-7		I-3091 -2
Jensen	Mari		Website	7/08/19 5:32 PM AT	Tourism, an important part of the region's economy, would also be harmed by having the I-11 corridor run through Avra Valley. Visitors from all over the United States and the world come to Tucson and southern Arizona to enjoy our natural landscapes and the wildlife that depend on those landscapes. Those visitors come to visit the internationally famous Arizona-Sonora Desert Museum, Saguaro National Park, Ironwood Forest National Monument, and the nearby Tucson Mountain Park and to cherish the peace and quiet of our region.	GlobalTopic_1, E-2, BR-1, R-2		I-3091 -3
Jensen	William		Website	6/20/19 4:53 PM AT	Hello ADOT, putting I-11 through the Avra Valley is a terrible idea. I live in bucolic Picture Rocks, and having an interstate freeway in my backyard would make it umm, less bucolic. And unnecessary as well, as autonomous vehicles of the near future will make traffic jams on I-10 an unpleasant memory. Elon Musk (smart person) says that by 2030 cars and trucks won't even have steering wheels, and traffic will flow with machine-like precision. Just mark me down as "against". Thank you.	GlobalTopic_4 and GlobalTopic_1		I-1859 -1
Jenson	Linda		Website	6/15/19 2:55 PM AT	I am against the creation of another entire corridor called I-11 for many reasons. The environmental footprint is terrible as it goes through pristine desert areas. The creation of this would lead to increased development and we don't need more suburbs. We need sustainable growth potential and to take into consideration our state has rapidly dwindling groundwater and increasing warming made worse by development. I would be in favor of adding lanes to the current I-10 and whatever is needed to add from Phoenix to Wickenburg. I would also support Designated Truck Only lanes. I do not support an entirely new roadway. Thank you u, Linda Jenson	LU-3 and GlobalTopic_1		I-1558 -1
Jents	Frank		Website	4/30/19 8:21 AM AT	I realize that most of our interstate highways were built a long time ago, and many no longer meet our needs. I think in this situation that expanding or increasing the carrying ability of current interstate highways is much preferable to building new ones. There are several reasons for this. I don't mean to imply that Arizona is 'full', but with the limited water, and climate change probably going to lessen what we currently receive, we need to seriously consider how much more development we can sustain. Building new highway corridors has always brought significant development to those areas. ... While I realize that widening and rebuilding existing Interstate highways is expensive and is a serious imposition to those in the affected area, I think it is the preferable option. Thanks Frank Jents	GlobalTopic_4		I-343 -1
Jents	Frank		Website	4/30/19 8:21 AM AT	If the goal is to foster trade with Mexico, I think we should look to rail for transport. Most of the trade will just go through Arizona to its destination, Arizona will not be the destination. Rail is many times more efficient than truck traffic and should be encouraged. Even inter-modal is better than trucks running up and down highways.	AC-9		I-343 -2
Jerome	Eydie		Website	7/08/19 6:32 AM AT	Please do not build where it disturbs the ecosystem. I've read the orange route would be best. Please think of the wildlife and the impact this road will have.	GlobalTopic_4		I-2901 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jewell	Nancy		Email	5/11/19 1:00 AM AT	<p>May 11, 2019</p> <p>My name is Nancy Jewell, XXXXXXXXXXXXXXX, Marana, AZ 85653. XXXXX@hughes.net</p> <p>I moved to my current location in December of 2012 from Parker, Colorado. No information was shared with me about Interstate 11 when I purchased my home. Watching PBS I learned about the study tiers for I-11 with 2020 being a date that has stayed with me regarding the next step with the considered routes.</p> <p>Going to Marana H.S. today for your public meeting was informative. I reviewed the map of the Avra Valley route and find that my home will be "very close" to the route that is preferred by Pima County/ADOT for Interstate 11.</p> <p>I live this far from Tucson for many reasons and not to have an interstate in my backyard. The urban area, desert, wildlife, archaeology, federal lands, historic, environmental, Tucson Mountains, Saguaro National Park West, Ironwood National Monument and tourism are something that we need to save for my generation, my children and their children. Conservation is a must, which we see little of these days.</p> <p>Having I-11 decided by the powers that be – Pima County Administrator Chuck Huckelberry's office, private business organizations, political appointees, lobbyists, and cronies to shape public policy in Pima County is not a done deal. Are we supporting the gamblers to Vegas quicker or international ties to Mexico trade? We can vote no to Interstate 11 Avra Valley Route.</p> <p>If Denver, Colorado, which has millions of people, can make I-25 work, surely Tucson can take the existing Interstate 10 corridor get it upgraded and improved in the next twenty years.</p> <p>Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 953 -1
Jiles	Steven		Website	7/07/19 12:42 PM AT	<p>Based on my analysis of the information provided, I OPPOSE the recommended I-11 Corridor Alternative (i.e. Blue Route). Reasoning: this route will require an unnecessary parallel freeway to be built along I-10 between the Phoenix and Tucson area, disturbing critical tribal and natural lands currently undisturbed. It would also siphon away additional economic development from the Phoenix and Tucson City areas.</p> <p>Based on my analysis of the information provided, I SUPPORT the I-11 Corridor Alternative (i.e. Orange Route). Reasoning: this route would maximize the usage of current Highway and Interstate infrastructure by utilizing the current AZ-85, I-8 (Phoenix Bypass) and I-10, between Tonapah, Buckeye, Gila Bend, Casa Grande, and Tucson. This would lead to additional economic development along above mentioned arteries without disrupting any current natural or tribal lands</p>	GlobalTopic_1 and GlobalTopic_4		I- 2757 -1
Jiles	Tracey		Website	7/07/19 12:45 PM AT	<p>Based on my analysis of the information provided, I OPPOSE the recommended I-11 Corridor Alternative (i.e. Blue Route). Reasoning: this route will require an unnecessary parallel freeway to be built along I-10 between the Phoenix and Tucson area, disturbing critical tribal and natural lands currently undisturbed. It would also siphon away additional economic development from the Phoenix and Tucson City areas.</p> <p>Based on my analysis of the information provided, I SUPPORT the I-11 Corridor Alternative (i.e. Orange Route). Reasoning: this route would maximize the usage of current Highway and Interstate infrastructure by utilizing the current AZ-85, I-8 (Phoenix Bypass) and I-10, between Tonapah, Buckeye, Gila Bend, Casa Grande, and Tucson. This would lead to additional economic development along above mentioned arteries without disrupting any current natural or tribal lands.</p>	GlobalTopic_4, GlobalTopic_2 and GlobalTopic_1, GlobalTopic_13	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 2759 -1
Jilka	Bernadette	Nighthawk Natives Nursery	Website	7/08/19 6:33 AM AT	<p>I am concerned about Interstate 11 and how it will affect my business property as well as how it will degrade the natural desert ecosystem. We propagate native plants of the Southwest desert, and also field grow native plants for seed production. We depend on birds, butterflies, and bees to pollinate our species, and since we have been developing our property have seen an increase in pollinator species, which are critical for a healthy ecosystem. Working in Avra Valley in our somewhat remote location, I have come to learn how important the valley is with its broad flood plain collecting underground water and sustaining mesquite bosques and grasslands for the various large and small animals. Its a special area with the Ironwood National Monument, Saguaro National Park, city of Tucson parks, and county properties, all of which help protect our native desert ecosystem. The proposed highway systems would negatively affect the Avra Valley area. The least damage to our natural ecosystem would be for I-11 to follow the Interstate 10 route through Tucson.</p> <p>Another treasure of our county is Kitt Peak, which is already negatively affected by I-10 and the city lights of Phoenix and Tucson. If I-11 is built in Avra Valley, the dust of construction, (which has long term affects), the lights, and mostly the air pollution will negatively affect not only the protected natural areas throughout the valley, but also Kitt Peak.</p> <p>Please keep I-11 out of Avra Valley and away from our natural treasures.</p>	GlobalTopic_1, BR-1, BR-5, V-1 and AQ-1		B- 16 -1
Jimenez	Alexandra		Website	4/16/19 1:25 PM AT	I do not believe the current comment period is long enough for a project of this magnitude. Please extend for more months. The preferred route goes right between two wildlife preserves and will be a detriment to the ecosystem. Even wildlife corridors will not mitigate a highway of this size. I strongly suppose the route and believe some alternative that builds upon existing infrastructure is far better for environment	GlobalTopic_4 and GlobalTopic_9		I- 101 -1
Jimenez	Barbara		Website	7/07/19 10:28 PM AT	<p>My family and I are very much against I11 going thru the Avra Valley corridor anywhere for various reasons:</p> <ol style="list-style-type: none"> 1. Forever disturb the beauty of Saguaro Natl Park (no matter WHAT is said) 5. It will change and impact the rural landscape 6. It will change our way of life. For those of us that choose to live in the country, we hv put up with no services and a higher tax base for a reason-- we like peace and quiet. We hv paid additional taxes and put up with lack of services to gain that. Will u return all those monies to us? 7. Expanding I10, when and if necessary, is cheaper to the tax payer and will disrupt less lives. Even City council agrees. <p>Please do the right thing. Thank you, Barbara Jimenez</p>	GlobalTopic_4 and GlobalTopic_1		I- 2881 -1
Jimenez	Barbara		Website	7/07/19 10:28 PM AT	2. Noise pollution in a beautiful environment	GlobalTopic_1, N-1		I- 2881 -2
Jimenez	Barbara		Website	7/07/19 10:28 PM AT	3. CAP water WILL be contaminated	GlobalTopic_1, WR-2		I- 2881 -3
Jimenez	Barbara		Website	7/07/19 10:28 PM AT	4. Light pollution will impact Kitt Peak negatively	GlobalTopic_1 and V-1		I- 2881 -4
Jimenez	Barbara		Website	5/06/19 9:27 AM AT	Dear Sirs, selfishly I desire Avra Valley to remain quiet, beautiful and enchanting. This is my home. We have worked for 19 years to build a serene place to retire. I realize it is not all about me. It seems to me that there is no real good reason to disturb the many home owners in Avra Valley. The cost is higher in dollars to build and will forever change our unique Saguaro West, not to mention how exhaust will effect CAP. Kitt Peak is also unique to Tucson and that, too, will be forever compromised with all the required lighting. I'm asking you to build over I10 to save our beautiful Avra Valley and to save the citizens a LOT of money.	GlobalTopic_1		I- 552 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
John	Elizabeth		Website	7/07/19 12:14 PM AT	<p>The I-11 project is a worthy project but should be considered after much pondering of who will benefit and who it will harm. The benefits of placing the roadway alongside the current I-8 and continuing from Gila Bend to I-10 would have more economic feasibility than the favored plan that would take out rich farmland and hundreds of homes.</p> <p>Yes, the favored plan may save a few miles but it is time for the government to be more prudent with taxpayer funds. The costs of destroying residential neighborhoods and usable farmland versus using land that is already in use as roadways has to be a more economical use of our, the taxpayers, money. I believe that more stringent use of dollars would benefit all who are involved.</p> <p>By staying next to roadways already in place the safety of the smaller neighborhoods would be unchanged. The reason many who live in the path of the "favored plan" chose these areas is because they wanted to live in a rural area. This would take from them their opportunities of staying rural. We love living in the country and having the small town feel to raise our families. If we wanted bigger, faster roadways we would move to the city.</p> <p>Please consider the communities that will be disrupted and the extra costs that will be incurred by going off the beaten path of roadways already in place—save money and our small town atmosphere by choosing current roadways already in place that can be enhanced.</p>	<p>LU-3, G-1, LU-1, GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2754 -1
John	Jacob		Website	7/07/19 11:13 AM AT	<p>As a concerned resident of Buckeye, and seeing the potential impact on all the future of residents in this area, I would like to voice my opinion as to the route of this I-11. I cannot see any truly responsible reason for running this highway in any route that would cause so much disruption and destruction of public and private land and homes when there is already highways and roads it could follow the basic path of in its construction. I cannot see how it would make sense from a monetary standpoint to look into, and eventually construct this road in so many new environmental places, that displace and impact so many habitats, when we could place it in the basic footprint of already existing roads that have already been there, and those impacts would be least felt. I understand that many feel the extra distance might discourage drivers from using it, where as the opposite isn't considered as to the discouragement of the residents in these area being discouraged from living and making livelihoods in this busy corridors path. And it seems irresponsible to spend so much extra money to make this all new, when these other roads are already controlled for the most part by some form of government or another. This money whether federally funded or state, still must come from the coffers of tax paying individuals such as myself, and being conservative with my money, using it to get the best value for what it can should be at the forefront of all parties involved, and if it is not, you should not be in a role to make decisions to use hard working tax payers money. I without hesitation condemn the routes that cut through Rainbow Valley, south Goodyear, Palo Verde, Arlington, and Buckeye, when there is a very suitable and responsible route through Gila Bend, turning up Highway 85 and going to the I-10 and making the littlest impact on land and habitats. Thank you for your time in reading my remarks.</p>	<p>GlobalTopic_2, GlobalTopic_4, BR-1, AC-7, PN-3, E-3, LU-3</p>		I- 2740 -1
John	Jordan		Oral	4/29/19 1:00 AM AT	<p>MR. JORDAN JOHN: Jordan John. I was born in Buckeye and raised in Buckeye. All likelihood I'll probably die here too.</p> <p>But I travel Interstate 8 at least twice a week, maybe five, five to six times a week. We've got a business that depends on agriculture. Cutting the blue line going right down through the heart of Buckeye and a lot of ag land, would not only affect a lot of people with -- the farmers, the homes, it affects our business as well.</p> <p>Having said that, I travel those routes multiple times a week. I have never ran into any traffic once in the last ten years that I've been up and down those roads.</p> <p>I just came down Interstate 8 back and forth to Eloy today, and not once did I have to run into traffic on Interstate 8. And it's very little to no traffic on 85. It makes no sense to run right down Buckeye where there's good farm ground, homes.</p> <p>And the lady that commented makes a -- earlier about the flood plain makes a very valid point. Was that strategically done to devalue those homes and the farm ground that's there in order for you guys to run a road right down the middle of there to makes it easier.</p> <p>It makes no sense to run that road down through Buckeye. There's plenty of places that are leveled flat. And all you've got to do is add a couple of lanes on to Interstate 8 and 85, if that's even necessary, because there's hardly any traffic there now. Thank you.</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 1171 -1
John	Jordan		Website	4/28/19 1:36 PM AT	<p>I oppose the proposed I-11 corridor route through the City of Buckeye down Belote Rd. Interstate 8 and SR 85 (Hwy 85 from Buckeye to Gila Bend) would be a much better option as those roads are currently in place and there is plenty of area to expand these roads to more lanes without taking out current houses and farm ground. Interstate 8 and SR 85 would have less of an economic impact and affect the lives of very few people if any. Please consider another option in stead of through the town of Buckeye and take private property from citizens</p>	<p>GlobalTopic_2</p>		I- 307 -1
John	Joshua		Oral	4/29/19 1:00 AM AT	<p>MR. JOSHUA JOHN: Hello. My name is Joshua John. I've been looking over your -- your maps. And I don't understand if we have -- I don't understand the need for this, for the routes that were proposed because there's large sections of desert that you can put the bypass. And you found one greenbelt through the Arlington Valley, over the Buckeye Valley, which wipes out most of our communities down there.</p> <p>But if we have to have this actual islet, if there's a real reason to have it, the orange route is the only one that makes sense. It's the least impactful to the community. You already have existing infrastructure, which is underutilized.</p> <p>No one travels on the 85, and no one travelson the I-8. I drive those routes several times a week. I 4 can govern my truck at 95 and never see a person. And you go all the way down -- all the way over to Casa Grande. No one use uses those highways. They're underutilized right now. If you have to follow a route, follow that.</p> <p>Take -- when you get to the top -- when you get to the I-10 from Highway 85, there's a large section of desert right there. I don't know who owns it, but I've heard he's a fairly rich guy. You could cut right across. Nobody lives out there.</p> <p>It seems of all the routes you have decided, the blue route is the most impactful to the community and potentially the environment as well because I hear there's all sorts of endangered animals down there in the river bottom. So you guys do your route -- doing right along that river. So impactful to the environment and impactful to the community.</p> <p>I just don't understand the reasoning behind it when you have all of the land already purchased if you improve the existing infrastructure along I-8, along Highway 85. And leave it there.</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 1166 -1
Johns	Brad		Website	5/11/19 2:07 PM AT	<p>I do not support the proposed I-11 southern section (Nogales to Wickenburg) alignment. I have several concerns regarding the of the proposed I-11 Highway: the proposed alignment unnecessarily impacts a large amount of Sonoran Desert land, will encourage urban development sprawl, fails to leverage existing highway investments and will likely be the most expensive alternative given the requirement to build 930 lane miles. A better alternative would be the "Orange" Alternative, which by leveraging existing roadways will likely be substantially less expensive due to needing far fewer new lane miles (415 miles versus 930), contains development to land closer to existing urban environments, and have a much lower impact on the Sonoran desert.</p>	<p>GlobalTopic_1, LU-3</p>		I- 783 -1
Johns	Phil		Website	6/15/19 6:04 PM AT	<p>The proposed alignment that completely bypasses the Tucson economic corridor should be abandoned. The economic impact to the corridor would be disastrous. Stack and double up I-10 and level out north of Marana where there is plenty of room to expand I-10 width. Use the existing I-19 corridor as well.</p>	<p>GlobalTopic_1 and E-1</p>		I- 1565 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johns	Stephanie		Website	5/20/19 1:18 PM AT	I would like to add my "vote" for the alternative GREEN route for the I-11 corridor. I am a widow living in the adult community of CantaMia which I chose for it's safety and security and serenity. I would feel much better having the highway come through the green route. Thank you very much. Stephanie Johns	GlobalTopic_2		I- 1045 -1
Johnsen	Dennis		Website	4/18/19 1:53 PM AT	I request an extension for public input on the proposed I-11 alignment.	GlobalTopic_9		I- 157 -1
Johnsen	Dennis		Website	4/18/19 1:53 PM AT	I would support keeping the economic windfall of the trans-frontier route within the cities of Phoenix & Tucson. Stands to reason that on the long term such investment would strengthen these established economies. Offsetting the corridor from the metropolitan areas would be lending so much to the burdens of sprawl & devastating to the delicate fabric of our uniquely specialized Sonoran Desert ecosystem. US 93 from I-40 & US 60 there to Phoenix can be fitted for the I-11. Through Phoenix... separately stacked &/or tiering alongside I-17 & on to I-10 out of the metro area (with limited access), then coupled with I-10 & repeat stacking/tiering through urban Tucson (with limited access), & once again coupled out of the metro with I-19	GlobalTopic_4, E-1, and LU-3		I- 157 -2
Johnson	Anonymous18		Phone	5/18/19 1:00 AM AT	I live in the town of Wickenburg and the I-11 is going to impact the residents here. We are not in agreement with the town council that bringing it close to the town will bring a lot of people in to town to give money to our retailers. They will come even if it's placed farther away but it is going to ruin the quietness of our town having it that close and especially the residents that are nearest to it. We would definitely oppose it. Everyone I have ever spoken to is against it being that close to town so I hope you will decide to move it farther away. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1127 -1
Johnson	Claudia		Website	5/14/19 11:46 AM AT	I live, recreate and volunteer in the Avra Valley. The damage done by a major highway being built next to Tucson Mt. Park, The AZ Sonora Dessert Museum, Saguaro National Park West, Ironwood National Monument and the recharge basins for the greater Tucson area aquifer cannot be mitigated. The disruption to the people and animals who live here and visit here is incalculable. Please do not consider building a highway through the Avra Valley. I-10 could be expanded as it already is.	GlobalTopic_4 and GlobalTopic_1		I- 905 -1
Johnson	Deborah		Website	7/08/19 4:03 PM AT	Having lived in Tucson since the mid 70's and seeing the uncontrolled sprawl of human encroachment in important wildlife areas, I cannot accept the need for another interstate, specifically interstate 11 to be constructed west of the Tucson Mountains in the Sonoran Desert. It is high time we as human beings take other creatures into account when planning development and give priority to wildlife corridors. We are destroying our planet at an alarming rate and destroying habitat is unconscionable. We don't need another interstate in Arizona. Destruction of our precious Sonoran Desert is not an option.	GlobalTopic_1, LU-3, BR-1, and BR-2		I- 3043 -1
Johnson	Douglas		Website	7/08/19 5:18 PM AT	I am opposed to the proposed development. On a recent Friday morning I counted 3 north-bound trucks and 4 south-bound trucks between Tucson and Green Valley on I-19. The automobile and truck traffic on I-10 through Tucson is quite light compared to the traffic on I-95 in the Northeast. The current levels of automobile and truck traffic do not warrant the expense and environmental destruction associated with the proposed I-11.	GlobalTopic_4, LU-6		I- 3086 -1
Johnson	Douglas		Website	7/08/19 5:18 PM AT	Automation of heavy duty trucks is moving ahead. These trucks will be able to travel more safely and in higher density than current trucks. There is no sense in building an interstate highway bypass for yesterday's truck technology.	GlobalTopic_4, AC-3		I- 3086 -2
Johnson	Dustin		Website	4/10/19 2:16 PM AT	I currently put a home on our family's farm that has been in our family for 4 generations and my kids now make generation 5. I have no idea how it makes any kind of sense to take away extremely valuable farm land and you cut right through our family farm and over my parents home they have lived in for 50 years!!!!!! I see PLENTY of desert to cut through that isn't remotely used.	GlobalTopic_2		I- 21 -1
Johnson	Dustin		Website	4/10/19 2:16 PM AT	I also see that there is already an infrastructure if you use highway 85 from Gila Bend. Why would you even want to go parallel with the I-10 just a few miles from it? Widen the I-10 to accommodate the small extra traffic and make go through that.	GlobalTopic_2		I- 21 -2
Johnson	Eric		Website	7/07/19 7:21 AM AT	I write today to oppose the I-11 route through Avra Valley. Rather than repeat the many obvious reasons that the Avra Valley route is a horrible idea, I propose a bold, forward-looking opportunity for ADOT to design an upgraded I-10 that will be a national model for highway safety. One of the major justifications for the I-11 project is to handle the expected increase of truck traffic from Mexico through Arizona to points north. While I agree that I-10 truck traffic will dramatically increase in the future, I contend that it is already a menace to public safety. The US Department of Transportation reported that 4,657 fatal crashes involving big trucks occurred in 2017, a 10% increase over the previous year. Add more trucks and more harried car drivers trying to pass trucks traveling three abreast on our highways and the fatalities will indeed increase. Add autonomous trucks and cars (yes, they are already out there) to the mix and fatalities will skyrocket! Traveling the highways with driverless big rigs and sleeping Tesla drivers is disaster waiting to happen. We all drive on interstate highways designed in the 1950's. While much-needed safety improvements have made to interchanges, new highway construction remains mired in the 50's when cars vastly outnumbered trucks. Opportunity has come knocking. With I-11, ADOT has the opportunity to advance interstate highway design to the current century and beyond. Imagine a state-of-the-art highway through the existing I-10 corridor where cars and trucks travel in their own lanes, separated by safety barriers. Potentially fatal car-truck interactions would be minimized, leaving trucks to leapfrog in their own lanes and cars to their habitual tailgating in theirs. When accidents do occur, survival odds are better when you crash with somebody your own size. Yes, it would cost more. But ADOT is already willing to spend 3.4 billion dollars more on a 1950's highway through the Avra Valley. Spend some more billions in the name of public safety to upgrade I-10 to a national model for highway safety. Citizens of Arizona deserve it!	GlobalTopic_1 and AC-3		I- 2710 -1
Johnson	Haley		Website	4/28/19 6:26 PM AT	Plain & simple... Not Needed. Use the funds for ease of flow on our current interstates. Bus only lanes, truck lanes, etc...maybe express lanes. Building a new highway will destroy hundred miles of pristine wilderness land. It will disrupt bighorn, deer, lion and bobcat territories. This a new highway is NOT necessary. Tucson, Phoenix and Flagstaff are Arizona's largest cities and we do NOT need anymore "big cities" springing up because a huge highway goes through the area. Please do not let this highway happen. The i-10 and i-17 are fine. More people is NOT a good thing. Building more highways because there are more people is NOT the solution.	GlobalTopic_4		I- 312 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johnson	Harriett		Oral	4/29/19 1:00 AM AT	<p>MS. HARRIETT JOHNSON: I just like to say that it surprised me tremendously when I saw exactly the route that you chose to be number one. And it actually was probably the worst one you could have chosen. And by all of us that are here today, you can see that this has made us very, very unhappy.</p> <p>It not only goes right through our town, but it also destroys the value of our property. And shame on you for even think about going through and tearing -- going through houses, and doing this to us out there and all along the way. There is so many other -- there's other better ways to do it.</p> <p>And the fact that you even brought this forward to us just floors me. And I just would like Robert and the others have said, hope that you take a real strong look at it and see what you're doing. And take one of the others.</p> <p>What? Oh, yes. Also, I never received anything in the mail. If I didn't talk to Bill McLaughlin, I would have never known about this meeting today. And I'm very, very disappointed. And I'm not only disappointed that I -- we didn't receive anything in the mail -- I don't know if anybody else did.</p> <p>COMMUNITY MEMBER: Nope.</p> <p>COMMUNITY MEMBER 1: Nope.</p> <p>MS. HARRIETT JOHNSON: Yeah. That was wrong. I've been to a whole lot of these before, and you always get things sent to you. We know what's going on. We're filled in and have an understanding. And we received nothing. And it goes right through our house.</p> <p>And so I just would like to say on behalf of everybody that's here, because I have not spoken to one single person, not one single person that thinks that this was a wise choice. Thank you.</p>	GlobalTopic_4 and CO-2		I- 1158 -1
johnson	ian		Website	4/18/19 2:54 PM AT	<p>I have two requests:</p> <ol style="list-style-type: none"> 1. Please extend the public comment period to 120 days to ensure the public has a chance to voice their views 2. Please don't go through Avra valley! I live within 1800 feet of i-10 in downtown tucson, and i would far rather have increased impact to me (which is debatable) than essentially opening up the entire Avra valley to development by running an unnecessary freeway through it. 	GlobalTopic_1 and GlobalTopic_9		I- 160 -1
Johnson	ian		Website	7/02/19 1:51 PM AT	<p>I strongly OPPOSE the Recommended Alternative route through Avra Valley for a number of reasons. First, it's will be disastrous for the economy here in tucson, taking drivers away from Tucson, and severely impacting the draw of the Saguaro National Monument to tourists. It would be bad for wildlife as well. Perhaps most importantly, it will open up the entire Avra valley to sprawling new development when we have so many infill possibilities here in Tucson. The last thing we need to do in a changing climate is increase our urban footprint and increase the number of people driving long distances to their jobs. The only possible reason to use this route is to make tons of money for Avra Valley land speculators, who not coincidentally are the ones with influence pushing this so hard. Also -- for the record, I live a few thousand feet away from I-10 in downtown Tucson, and even though I will be impacted by increasing its capacity, I would far prefer that to the alternate route.</p>	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2320 -1
Johnson	Jennifer		Website	6/15/19 2:57 PM AT	<p>I firmly oppose the use of the current preferred route through Avra Valley to build the southern leg of the I 11. The preferred route, aligning to the CAP disrupts many miles of pristine desert habitat, including huge native Sahuaro cactus and animal corridors that rely on this swath of land for survival. The nearness of the route to our water supply is troublesome and could result in the pollution of the CAP water. The dust, disruption and chaos to the current rural lifestyle those of us who live here enjoy will never be undone. The neighboring National monument will be diminished as the view and noise from a freeway so close will make it a much less desirable tourist attraction thereby hurting one of Tucson's growth industries, tourism. The route does not provide for any of the intended benefits; it isn't time efficient, distance efficient, cost efficient or sensible. It is a giant move to line the pockets of potential land developers in this area and glut the valley with cookie cutter housing nobody who currently lives here wants. I stand with the Coalition for Sonoran Desert Protection, the Monument, The Tohono Oodham Tribe, the Citizens of Picture Rocks, The Desert Museum and all my other neighbors and say I oppose the building of the I 11 in Avra Valley. Enhance the I 10 through Tucson, they both go the same direction with a very few miles of seperation anyway, so why spend billions duplicating what has already been built? Leave Avra valley Rural so animals, plants and people can thrive. I am a resident of 16 years.</p>	GlobalTopic_4, E-1, E-2, BR-2 and GlobalTopic_1, GlobalTopic_13		I- 1559 -1
Johnson	Jon		Website	6/11/19 8:56 PM AT	<p>I have a concern that most of us that live out in the ranches areas (Wrangler, Ocotillo, Curly Home and McGee Ranches) Haul Water to our houses. This is the only water we have, and from what I can see you will be putting the freeway right through our water source (Los Quintas Water Company standpipes) on Twin Buttes Road. My question is have you given any thought to how this will affect the many hundreds of families that depend on this water source?</p> <p>Thanks, Jon Johnson</p>	WR-1 and WR-2		I- 1488 -1
Johnson	Judith		Website	6/17/19 5:31 PM AT	<p>This project goes too close to natural preserves and will destroy fragile habitat. If you run it to the eastside around DMAFB it will have far less negative environmental impact and will be accessible to more people from Vail and the more populated southeast side. Please consider, we have a most unique environment on the west side of Tucson, one that distinguishes us and brings in tourism dollars. Destroying this area will destroy what makes Tucson so different. It will also create more light pollution for Kitt Peak and other observatories. I oppose running this boondoggle on the west side. Run it beside DM.</p>	GlobalTopic_1 and AC-1 and LU-3 and E-1 and V-1		I- 1712 -1
Johnson	Julie	JKJ 2018 Farms, LLC	Website	4/25/19 3:20 PM AT	<p>My family owns farmland in the Buckeye area that will be detrimentally affected by the recommended corridor alternative as proposed. Specifically, the route bisects our farm as it goes on Hazen Rd.</p> <p>The corridor depicted in orange would be the best alternative as it represents the most cost effective choice and least disruptive to the surrounding family farms. The SR85 and I-10 already have the capacity to support additional lanes of traffic, thus making it unnecessary to destroy valuable farm ground.</p> <p>Please consider the orange corridor alternative as it is the most direct and viable alternative.</p>	GlobalTopic_4 and GlobalTopic_2		B- 4 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johnson	Lale		Website	7/06/19 1:42 PM AT	<p>Please see attached for my input on the I-11 planning.</p> <p>Thank you.</p> <p>Lale Johnson</p> <p>[Text from Attachment]</p> <p>Lale Johnson XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXXXX@frontier.com</p> <p>July 4, 2019</p> <p>ADOT I-11 Tier 1 Study Team c/o ADOT communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>RE: I-11 and the residential subdivision Vista Royale</p> <p>Greetings: I wrote to you in 2017 regarding the best route to take I-11 (it was referenced as the T route, which went down Hwy 71 to Hwy 60). Things have gone the wrong direction so I am now pleading with you to not move forward with your most recent route with takes I-11 up against Vista Royale, and even taking away properties from my neighbors.</p> <p>Of all places you could put I-11, why would you choose to put it up against our neighborhood?</p> <p>This is a beautiful neighborhood with gorgeous homes. Many properties allow for horses. The land surrounding us provides trails for of horseback riding, running, hiking, biking and ATV use. There is grazing rights and infrastructure for cattle, including extensive water piping and water tanks. We of course, have all kinds of Arizona wildlife: javelinas, coyotes, deer, rabbits, jack rabbits, tortoises, snakes, gila monsters, lizards, horny toads, etc. We also have the railroad to the south of us, a private airfield to the east of us, and of course, highway 93 to the north of us. We have ample water, fresh air, and quiet. All of this would be negatively affected.</p>	GlobalTopic_4 and GlobalTopic_5	Johnson_L_I2647	I-2647 -1
Johnson	Lale		Website	7/06/19 1:42 PM AT	<p>This option has already negatively impacted our neighborhood financially due to the threat of us being saddled with I-11.</p> <p>When I attended the most recent meeting with you on April 30,2019, your representative was not aware that there had been a better option, the T route. i asked him to help me pin—point on the map where the historical site, Wickenburg Massacre is, as i fear your current route will take it out. The representative indicated he knew nothing about it, but was sure you wouldn't do that. I suspect you don't know where it is, and thus could unwittingly take it out.</p> <p>The outgoing mayor of Wickenburg has voiced his disapproval of your route at the April 30, 2019 meeting.</p> <p>i also spoke to the incoming mayor, and he said that he was against your chosen route as well.</p> <p>A couple of neighbors followed up with a Wickenburg town council member and Mayor Sickles and have learned that the whole town council is opposed to the proposed corridors and the town council will be sending documentation to you indicating that Wickenburg opposes the location of the corridors near Vista Royale and wants it moved far away from our neighborhood. Please watch for the information.</p> <p>i had learned previously that the power-at-be wanted to accommodate the developer of Wickenburg Ranch and Perk's Ranch, as the developer wanted I-11 as close to their property as possible. If correct, i find it inappropriate to help a developer at the expense of over 100 homeowners in Vista Royale. There are a total of 156 acre lots in our development, plus other nearby neighbors.</p> <p>Wickenburg is known for wanting to keep their town small. Historically they have not allowed any box stores in the city. The town of Wickenburg already has a hard time dealing with all the traffic from Highway 93 (lots of accidents, many in the round—abouts). It makes little sense to provide them with additional traffic that I-11 would create.</p> <p>An engineer neighbor spent extensive time in preparing a route he named, "the green route." In the event you stick with your plans to accommodate the Wickenburg Ranch and Perks developers over our neighborhood and that of the wishes of the town of Wickenburg, his route would lessen some of the damage to our neighborhood that your current route would create.</p> <p>Your main objective is to provide a northsouth transportation that connects US. markets to Canada and Mexico through the western U.S. Please keep that as your priority as hurting neighborhoods unnecessarily is not good for anyone.</p> <p>i implore you to go back to the T-option and implement this choice. This option provides the most straight—forward route for your purposes. (I have attached it to this letter for your reference)</p> <p>Your current route plan is not a good choice.</p>			I-2647 -1a

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Johnson	Lale		Website	7/06/19 1:42 PM AT	<p>Best regards, Lale Johnson</p> <p>Attachments: 1</p> <p>cc: The Honorable Doug Ducey Governor 1700 West Washington Street Phoenix Arizona 85007</p> <p>The Honorable Martha McSally US. Senate 404 Russell Senate Office Building Washington DC 20002</p> <p>The Honorable Kyrsten Sinema US. Senate 2200 East Camelback Road, Suite 120 Phoenix, Arizona 85016</p> <p>The Honorable Paul Gosar US. House 122 N. Cortez Street, Suite 104 Prescott AZ 86301</p>			I-2647 -1b
Johnson	Lale		Website	7/06/19 1:42 PM AT	<p>The Honorable Noel Campbell Arizona State House Capitol Complex Room 305 1700 West Washington Phoenix AZ 85007-2890</p> <p>The Honorable Steve Pierce Arizona State House Capitol Complex Room 308 1700 West Washington Phoenix AZ 85007—2890</p> <p>The Honorable Karen Fann Arizona State Senate Capitol Complex Room 205 1700 West Washington Phoenix AZ 850072890</p> <p>The Honorable Rowle P. Simmons Supervisor Yavapai County District 1 1015 Fair Street Prescott, AZ 86305</p>			I-2647 -1c
Johnson	Lale		Mail	7/06/19 1:00 AM AT	<p>I wrote to you in 2017 regarding the best route to take Interstate 11 it was referenced as the tear out, which went down Highway 71 to Highway 60. Things have gone in the wrong direction so I am now pleading with you to not move forward with your most recent route which takes Interstate 11 up against Vista Royale, and even taking away property from my neighbors. Of all places you could put Interstate 11 why would you choose to put it up against this is a beautiful neighborhood. Many properties allow for horses. The land surrounding us provides Trails for of horseback riding, running, hiking, and ATV use. There is grazing rights and infrastructure for cattle, including extensive water piping and water tanks. We of course, have all kinds of Arizona Wildlife; javelina coyotes deer rabbits Jackrabbit tortoises snakes Gila monster lizard horny toads Etc. We also have the railroad to the south of us, a private Airfield to the east of us, and of course Highway 93 to the north of us. We have ample water, fresh air, and quiet. All of this would be negatively affected.If you proceed with bringing Interstate 11 to our neighborhood, you will not only take our way of life away from us, but you will create noise and cause Health concerns from the pollution. option is already negatively impacted our neighborhood financially due to the threat of us being saddled with Interstate 11. when I attended the most recent meeting with you on April 30th 2019, your representative was not aware that there had been a better option, the tear out I asked him to help me pinpoint out on the map where the historical site, Wickenburg Massacre is, as I fear your current route will take it out. the representative indicated he knew nothing about it, but was sure you wouldn't do that. I suspect you don't know where it is and thus could unwittingly take it out. Outgoing mayor Wickenburg has voiced disapproval of your route at the April 30th 2019 meeting. I also spoke to the incoming mayor and he said that he was against your chosen route as well. A couple of neighbors followed up with a Wickenburg Town council member and mayor sickles and have learned that the whole town council is opposed to the proposed corridors and the Town Council will be sending documentation to you indicating that Wickenburg opposes the location of the corridors near Vista Royale and wants it moved far away from our neighborhood. Please watch for the information. I have previously that the power at be wanted to accommodate the developer Wickenburg Ranch and perks Ranch.As a developer wanted Interstate 11 as close to their property as possible. It's correct I find it inappropriate to help with developer at the expense of over a hundred in Vista Royale. There are a total of 156 acre lots in our development + other nearby Neighbors. Wickenburg is known for wanting to keep their Town small. Historically they have not allowed any box stores in the city. The town of Wickenburg already has had a hard time dealing with all the traffic from Highway 93 (lots of accidents many in the roundabouts). it makes little sense to provide them with additional traffic that interstate 11 would create. An engineer neighbors spent extensive time in preparing a route in route. In the event you stick with your plans to accommodate the Wickenburg Ranch and perks developers over our neighborhood and that the wishes of the town of Wickenburg, his route would lessen some of the damage to our neighborhood that your current route. Your main objective is to provide a north-south transportation that connects United States markets to Canada and Mexico through the western United States. please keep that as your priority as hurting neighborhoods unnecessarily is not good for anyone. I am for you to go back to the T option and implement this choice. This option provides the most straightforward route for your purposes. Your current route plant is not a good choice. Thank you for your time and consideration.</p>	GlobalTopic_4, GlobalTopic_5, BR-1, WR-1, AQ-1, N-1 and LU-1	Johnson_L_13515	I-3515 -1

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johnson	mansur		Website	6/14/19 10:33 AM AT	<p>To: ADOT Communications 1655 W. Jackson Street Mail Drop 126F, Phoenix AZ 85007</p> <p>Re: Public Comments on the proposed I-11 corridor</p> <p>I write proposing an alternative: Elon Musk's tunnel technology should be used for a tunnel, or tunnels, under the I-19 and I-10 routes, which tunnels could include both highway and railway capability.</p> <p>Such a plan obviates the need to bulldoze sensitive areas and does away with time consuming environmental impact studies.</p> <p>Respectfully submitted, Mansur Johnson XXXXXXXXXXXX Tucson, AZ 85741 XXXXX@hotmail.com XXX-XXX-XXXX</p>	AC-3 and GlobalTopic_1 and AC-9		I- 1536 -1
Johnson	Margaret		Email	5/20/19 1:00 AM AT	<p>I would like to formally protest the ?recommended Alternative Route described in the Tier 1 DEIS for Interstate I-11? AKA ?the bypass?.</p> <p>There are numerous reasons that I oppose the construction of the I-11 bypass:</p> <p>* It will have a devastating impact on the economy of Tucson by diverting customers and dollars away from the newly revitalized downtown business district, reducing City and commercial revenues dramatically.</p> <p>* The economic losses to major tourist attractions, such as the Desert Museum and Saguaro National Monument, will be huge and impact not only Tucson?s economy and desirability as a vacation location.</p> <p>* The bypass places in peril the investments and the futures made by thousands of private and commercial property owners and residents located near the path of the bypass, including members of the Tohono O?odham and Pascua Yaqui tribes. The residents of Altar and Avra Valleys did not invest in urban sprawl. They did not invest in a community along a freeway. They invested in a rural area surrounded by the beauty of the Sonoran Desert, far, far from traffic and high density housing.</p> <p>* And, lastly, the construction of the bypass really is unnecessary. There are better and cheaper alternatives. It would be cheaper to build, if I-11 was co-located along I-19 and I-10 from Nogales to Casa Grande, The bypass in Altar and Avra Valleys would be unnecessary. Thank you for considering my points and entering my protest in the public records.</p> <p>Margaret Johnson XXXXXXXXXXXX Tucson AZ 85712 XXX-XXX-XXXX</p>	GlobalTopic_1, GlobalTopic_13, E-1, E-2		I- 1132 -1
Johnson	Margaret		Email	5/20/19 1:00 AM AT	<p>* The bypass will be a major threat to Tucson's water supply. It would place an interstate freeway next to our city?s water supply creating a huge potential for toxic spills and contamination.</p>	WR-2		I- 1132 -2
Johnson	Margaret		Email	5/20/19 1:00 AM AT	<p>* The impact to the quality of life and culture of the Altar Valley and Avra Valley areas will be disastrous. First off, the noise, light, and air pollution will increase tremendously. Secondly, it will encourage urban sprawl since invariably commercial and residential construction occurs along freeways. This Tucson treasure of rural living will be transformed from a pristine gem of the Sonoran Desert to just another suburban/urban development of ticky tacky house after ticky tacky house.</p>	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1132 -3
Johnson	Margaret		Email	5/20/19 1:00 AM AT	<p>* The devastation to wildlife will be tremendous. It will sever wildlife mitigation corridors that were created to diminish the impact of the CAP project. This is not to mention the impact the traffic generated by the bypass will have on the desert wildlife.</p>	BR-1 and BR-2		I- 1132 -4
Johnson	Matthew		Phone	7/08/19 1:00 AM AT	<p>Yes, my name is Matthew Johnson, I'm a resident of Tucson, Arizona and I want to go on record as being strongly opposed to the proposed route for the Interstate 11 through Avra and Altar Valleys. I believe that the existing Interstate 10 corridor, Interstate 19 and Interstate 10 corridors will accommodate that and should be widened accordingly rather than causing unnecessary environmental damage by routing a freeway out through an area it really shouldn't be. Thank you very much.</p>	GlobalTopic_1, GlobalTopic_4		I- 3445 -1
Johnson	Michael		Website	6/25/19 10:25 AM AT	<p>I, my family and many neighbors believe that the new interstate would be a boon for business and the local economy as well as our state economy. Please don't listen to the few squeaky wheels that have either no idea or don't care how economies work.</p> <p>Thank you and have e a good day. M. Johnson</p>	GlobalTopic_4		I- 2040 -1
Johnson	Murray and Harriett		Website	7/07/19 2:42 PM AT	<p>Murray was born in Palo Verde on the farm we own to this day. He has farmed with his father, grandfather and sons. He married Harriett and they moved a house on the farm about 50 years ago. That home and half of our farm will be taken out because of the I 11. In all the research we have done we are in total agreement with practically the whole town of Buckeye and all of Palo Verde that the orange route makes so much more sense..... for both money sense and also all the farms and homes you will be destroying. We hope you will reconsider your choice.</p> <p>Thank you for the opportunity to give our opinion.</p> <p>God Bless, Murray and Harriett Johnson</p>	GlobalTopic_2		I- 2786 -1
Johnson	Paul		Website	6/11/19 4:28 PM AT	<p>I Support the I-11 Tucson bypass through Avra Valley because it would reduce truck traffic through Tucson; create jobs in Avra Valley; make western Marana more accessible to business and industry; and create a safer and less congested I-10 corridor saving money on costly I-10 repairs and restructuring. I am a year around resident of Picture Rocks Community.</p>	GlobalTopic_4		I- 1482 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johnson	Robetra		Website	7/08/19 4:16 PM AT	I've been a resident of the area of the "preferred" route since 1999. My family has been out here since 1972. We moved out to the Hidden Valley/Thunderbird area to be away from the cities, lights, traffic and all negative that comes with it. I'm writing to ask that the "orange route" be chosen, as most of the infrastructure is already in place with little impact of rural residents and the environment. The cost reduction of this infrastructure (I-10 to I-8 to SR85) would seem to be the biggest draw for this route. But don't discount the fact that time would be saved as well, since that route is already in service for the most part. Having been in the transportation industry for over 25 years, 10 miles difference in length will not prevent a simple route from being chosen over going thru a city.	GlobalTopic_2, GlobalTopic_4, and LU-1		I- 3050 -1
Johnson	Santina		Website	7/07/19 11:12 PM AT	<p>Insert comments on I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg</p> <p>In the corridor of I-11 study, the preferred route crosses through my neighborhood of Thunderbird Farms and Hidden Valley. I am disabled and moved to this area because the housing was cheaper than any in the county with amenities close by. Pinal County and City of Maricopa are determined to convert the last vestige of low income property into high density housing and commercial development. It is no surprise that ADOT's publication does not mention or address that this is a low income area, disabled and elderly.</p> <p>The recipients of Federal-aid have been required to certify and the U.S. DOT must ensure nondiscrimination under Title VI of the Civil rights Act of 1964 and many other laws, regulations, and policies. The State of Arizona and its subsidiaries are using the funding from the Federal Highway to eliminate low income, minorities and elderly out of their communities by targeting them with I-11. In the Highlights of I-11 Draft Tier-1 statement on page 13 in rationale, "Consistent with local and county plans." This is about providing a truck route and would not benefit this community or county by reducing traffic as the majority commute to Chandler and surrounding areas north-east of I-11. This route is purely discriminatory to destroy the last vestige of low income housing in the western part of Pinal County. The study and the fact that they have released the preferred corridor has already caused housing prices to rise. In fact this community has its own food bank; it is called M.V.C.C. Food Bank that helps the low income and elderly in this area.</p> <p>Title VI also deals with community cohesion and what impacts the freeway will have on it. This is a good community of like-minded individuals who have chosen this area for the lifestyle, quietness, air quality, lower housing costs comparative to surrounding areas, closeness to the city and amenities without living like cage rats in a maze. This area allows people to be individuals and still belong. This wonderful community would be destroyed by I-11, Pinal County, Maricopa and Arizona just for expensive high density housing with no consideration for lower income families. The interstate would be of no benefit to the residents, Maricopa or Pinal County as most residents use 347 to shop, access medical specialists and work in Chandler and surrounding areas. Very few people work on the north west end of Phoenix or have reason to even travel to that area.</p> <p>There has been no documentation as to how safety issues will be addressed. It has been proven that with easier access through highways crime increases. How are you going to protect the community with a police response time of longer than 30 minutes, sometimes two hours or not at all? Access routes will be closed to our community making evacuation harder. In the case of a toxic spill, it is harder for the elderly and disabled to evacuate. The contamination of our wells from spills and runoff from the interstate.</p>	GlobalTopic_1, EJ-1 and LU-1		I- 2889 -1
Johnson	Santina		Website	7/07/19 11:12 PM AT	Air quality is a big issue for our community. Many have relocated to this area because of the lower air pollutants and still we have days that we are advised not to go outside. The freeway would increase air pollutants making it difficult for those of us with breathing disorders more difficult to breathe and we have many disabled with these issues as well as elderly who have breathing disorders. Many of the residents of our community have small gardens as we have irrigation and use this to supplement their food source. We also have a large agricultural community and air pollutants would affect the produce and agriculture products.	GlobalTopic_1 and AQ-1		I- 2889 -2
Johnson	Santina		Website	7/07/19 11:12 PM AT	The noise produced by the proposed freeway is of concern. This valley carries noise and we literally can hear our neighbor's conversation from two lots away, these lots are 3.33 acres. This tells you how easily sound travels here. In addition, many disabled vets have moved here to lessen their PTSD/anxiety that is triggered by noise and crowds. High traffic triggers anxiety as well as excess noise. The fact that they want to make this a high density housing area would also cause triggers because of crowding, added noise and traffic. Added noise can result in sleep deprivation, which is the worst thing for elderly, disabled and working populace. No telling how noise vibration and vibration from the interstate will affect us.	GlobalTopic_1, N-1		I- 2889 -3
Johnson	Santina		Website	7/07/19 11:12 PM AT	We have very little light pollution now in our valley. The freeway would majorly impact our neighborhood by disturbing sleep. It also would destroy the feeling of safety with people that have PTSD and anxiety problems. In addition, the more traffic, more light brings in unwanted elements that put you in a high state of anxiety.	GlobalTopic_1 and V-1		I- 2889 -4
Johnson	Santina		Website	7/07/19 11:12 PM AT	The study has not really dealt with the environmental damages and how they would be mitigated. This is a flood area and where are they going to divert the excess water from the interstate. There is nowhere for excess water to be diverted in this area without causing flooding. Vekol wash is already overloaded from Maricopa diverting their water into Vekol wash. The preferred route also destroys farmland and our food sources. We are already losing too many acres to city sprawl why destroy them with an interstate. We cannot do without food but we can do without an interstate. An interstate is not a necessary life necessity. The same goes for housing it is a necessity not a luxury as Arizona seems to think.	GlobalTopic_1, WR-4, LU-1 and LU-3		I- 2889 -5
Johnson	Santina		Website	7/07/19 11:12 PM AT	The biggest and nastiest issue is relocation. This is a low-income community. From canvassing the neighborhood it is a majority of mobile homes with some sight built. The site built has increased since Arizona announced the likelihood of the interstate coming through our community as well as a change in population of unwanted individuals. An article on March 15, 2019 in AZ Central states "Arizona is third-worst in the nation for affordable housing. For a decade now, an affordable-housing shortage has devastated Arizona's poor and middle-class households. One advocate called it "the perfect storm." Already it has led to rapid-fire evictions, a stalled social safety net and a spike in homelessness. And it's getting worse." "Manuela Bowler, executive director of United Way of Pinal County, calls the lack of affordable housing, particularly one- or even two-bedroom units, a "crisis." She is aware of 130 units that will be disappearing in just Casa Grande over the next couple of years." Casa Grande Dispatch article states Pinal County struggles to keep up with affordable housing. AZ Central article states affordable housing uncertainty in Arizona with lack of federal budget. The articles go on and on about the housing shortage for low income families. Why is ADOT being allowed to target communities with low income families, minorities, elderly and disabled? The only areas left for people of our situations would be out in the middle of nowhere without electricity or water. Relocation equals isolation for the people of these communities denying them access to any of programs and rights guaranteed under the constitution.	GlobalTopic_1, EJ-1		I- 2889 -6
Johnson	Santina		Oral	5/01/19 1:00 AM AT	<p>MS. SANTINA JOHNSON: My name is Satina Johnson. Number one, this kind of looks really bad to me. My concern is is that there's a lot of disabled people out there, a lot of people on oxygen, a lot of people with PTSD, anxiety and depression that moved out there to get away from a lot of the pollution issues of the bigger cities and how are you going to address that? How are you going to address like the noise issue destroying a whole community for a road that is -- you're going to cause air pollution. There's going to be trash thrown out. You're going to pollute our water system. There's actually no infrastructure out there except for our local water company. I mean, how are you going to deal with that?</p> <p>What are you going to do about the increased crime out there? We have no police force out there now. You're -- the road's going to flood. We already got flood issues and when that water has to go somewhere, when it gets two inches in two hours, you're not going to be able to -- you're going to flood us out of our homes.</p>	GlobalTopic_4 and WR-4		I- 1031 -1
Johnson	Santina		Oral	5/01/19 1:00 AM AT	I mean, I live in Thunderbird Farms. You're going three-quarters of a mile from my house. I have PTSD. I have anxiety. I have breathing problems. My PTSD is anxiety and breathing issues. You're going to make it where we can't breathe?	AQ-3		I- 1031 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johnson	Satina		Oral	5/01/19 1:00 AM AT	<p>You know, concerns are -- what about egress and ingress? I mean, everybody's going to go through our community to get to that I-11. Those roads aren't maintained now. You can't get in and out of Maricopa. So you're going to -- what are you going to do? You know, you guys have never addressed that.</p> <p>We've had three fatalities on 347 this last week alone. I mean, come on. You're going to increase traffic through there with no -- you know, are you going to keep building and have no egress and ingress? That's not going to improve things.</p>	AC-7		I- 1031 -3
Johnson	Satina		Oral	5/01/19 1:00 AM AT	<p>What are you going to do about wildlife impact? What about the illegal immigrants that are coming through there? They're going to be right -- they're going to be right where they can steal from us. Is the County going to change the zoning? Are we going to put razor wire on our fences to protect ourselves? Is that going to be done?</p> <p>Are you going to be spot zoning? That's all rural. There's not any more land. That's farms, ranches. People raise animals, livestock. You're going to destroy that whole lifestyle? Why? Why do you want to destroy a wonderful neighbor because that's ultimately what you're going to do? You know, how are you going to address people's whole lives you're going to change and what are you going to do to ensure privacy through all of this? Thank you.</p>	BR-1 and G-1 and GlobalTopic_4		I- 1031 -4
Johnson	Scotty		Oral	5/08/19 1:00 AM AT	<p>SCOTTY JOHNSON: Hi, everybody. I'm catching my breath. It's good to be here and thank you for the opportunity to speak. As an Arizona native of 65 years, I oppose the more expensive, less efficient, more damaging and less sensible proposed alternative route. I support instead the sensible, cheaper, less destructive route that would save an estimated 3.4 billion dollars, and build on existing interstate infrastructure to the Tucson area.</p> <p>For all the very specific 25 reasons I list in my comments -- which I don't have time to read but will be submitting on line -- I'm deeply disappointed by the lack of imagination in this planning process. I find it mind-boggling that just as the human community becomes more aware of the very real dangers of climate change and demands solutions at the local level, the Arizona Department of Transportation suggests an alternative that does nothing to advance public or other forms of low-energy transport; and everything with security, a future for biologically unsustainable and morally indefensible fossil fuel and carbon emissions.</p> <p>Let me say also, I find it intensely ironic that public comments are coming only two days after the United Nations' intergovernmental panel and biodiversity and ecosystem services releases a damning report that shows an estimated 1,000,000 of the species now alive face extinction sometime within the next few decades.</p> <p>We don't need or want more roads through the Sonoran Desert, fragmenting more habitat, severing more corridors, spewing more pollution, forcing more urban sprawl, encroaching on more public lands and private property, diminishing more nature-related recreational opportunities, and costing tax payers more dollars that could be spent more sensibly elsewhere.</p> <p>What we need is a vision for this corridor that innovates and builds on the opportunities for public and low-energy transport that conserves resources, including money by building on existing infrastructure, and encompasses a planning process that demonstrates how urban areas can grow in harmony and balance with nature. This is a priority to the people of Tucson and to Pima County.</p> <p>Growing in harmony and balance with nature is something we care about. We've done this. Our Sonoran Desert conservation plan is an inspiration to urban communities throughout the nation. Please, I encourage you to go back to the drawing table, create a plan you can lead with pride for the many generations we hope will follow. Thank you for the time.</p>	GlobalTopic_1, LU-3		I- 1354 -1
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<p>[Scotty Johnson May 8, 2019</p> <p>Comments Submitted During Public Open Comment Period Regarding ADOT's Recommend Alternative Route For the I-11 Corridor</p> <p>Thank you for the opportunity to speak today. I'm a native Arizonan of sixty-five years and I oppose the more expensive, less efficient, more damaging and less practical route currently recommended by ADOT. I support instead the sensible, cheaper, less destructive route that that would save an estimated 3.4 billion dollars and build on existing interstate infrastructure, through the Tucson area.</p> <p>Further, I suggest that if ADOT's real intention is to create more efficient transportation in the region, they should explore a full suite of alternative transportation, as well as ways to encourage citizens to use it.</p> <p>Given the short amount of time for commenting today, I won't read individually the comments I have. But, I will submit them online and expect ADOT to address them in their final proposal.</p> <p>As evidenced here today by the almost unanimous opposition of public comments, we the majority of the Tucson and Pima County residents oppose ADOT's proposed alternative. What we want and what our community needs is a vision for this corridor that innovates and builds on opportunities for public and low energy transportation, while conserving money and resources by building on existing infrastructure. Please, go back to the drawing table. Create a plan we can leave with pride for the generations that follow us.</p> <p>I look forward to your responses to my comments below.</p>	GlobalTopic_1 and AC-5 and LU-3	Johnson_S_I2840	I- 2840 -1
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<p>• Just as our global human community awakens to the advancing, potentially catastrophic, dangers of climate change and begins envisioning solutions, ADOT advances a "business-as-usual model which radically promotes a future for biologically unsustainable and morally indefensible fossil fuel and carbon emissions. All institutions of governance have the preeminent responsibility to protect the public welfare. ADOT needs to take this proposal back to the drawing board and envision a system of transportation for the 21st century, not the 20th. In the Proposed alternative ADOT asserts that decreased drive times assists in reducing green-house gases that contribute to climate change. If ADOT's intention was to reduce green-house gases they should investigate a suite of alternative transport options and incentives to use them, as well as simply lower the speed limit. This alone would increase gas mileage, thereby decreasing Greenhouse gas emissions for all vehicles.</p>	GlobalTopic_1 and AQ-2		I- 2840 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> It's intensely ironic that ADOT's public comment period here in Tucson takes place only two days after the United Nations Intergovernmental Panel on Biodiversity and Ecosystems Services released a sobering report detailing how an estimated one million of the global species now alive face extinction sometime in the next few decades. What with a drought now in its seventeenth year and poorly planned Tucson Metro urban sprawl from earlier in the 20th century, our Sonoran Desert biodiversity is already fiercely challenged for survival. The urban sprawl promoted by the recommended alternative is more than insult to injury, it's a bludgeon to an existing wound. The recommended alternative severs key wildlife corridors, effectively creating barriers east and west of Tucson Mountain Park, cutting off migratory patterns to and from this critical wildlife refuge. The proposed alternative will effectively cut off the migratory life line for key-threatened and endangered species like the Desert bighorn sheep. No mitigation could offset these negative impacts. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1, LU-3, BR-2, BR-5, BR-9, R-1, R-2 and LU-5		I- 2840 -3
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> ADOT does not adequately substantiate the "need" for "redundancy" in the southern section of the proposed alternative. In fact, based on the projections visualized by your own population density growth projection "maps," decreased drive times, even at peak rush hour, are minimal. They certainly don't justify the negative impacts outline below for any sections south of Eloy—and even the section from Eloy to Casa Grande is highly questionable. The entire concept of creating redundancy with a new freeway parallel to existing freeways is ill conceived, especially given near proximity of the two corridors. This is especially true for the southern section where redundancy will do nothing but open a faucet on urban sprawl and reduce the now scenic, biodiverse, outdoor recreational areas to smog choked impoverished landscapes. 	GlobalTopic_4 and PN-3, LU-3		I- 2840 -4
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> The Recommended Alternative route is a waste of money, costing \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. 	GlobalTopic_1 and AC-5		I- 2840 -5
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> The Pascua Yaqui Tribe and Tohono O'odham Nation reservations will be sandwiched in between what will become a strip-mall blight of urban sprawl. 	EJ-1, LU-3, GlobalTopic_13		I- 2840 -6
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> Tourism in Tucson will be significantly impacted as regional economic engines such as the Arizona-Sonora Desert Museum, Saguaro National Park and Old Tucson would see reduced revenue and negative economic impacts. The recommended Alternative is destructively close to key public lands, including National Parks like Saguaro National Park, and ADOT's assessment of impacts is woefully lacking. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. 	GlobalTopic_1, E-2, LU-3 and R-2		I- 2840 -7
Johnson	Scotty		Website	7/07/19 6:51 PM AT	<ul style="list-style-type: none"> The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.] 	GlobalTopic_1 and WR-2		I- 2840 -8
Johnson	Susan		Hand Written	5/08/19 1:00 AM AT	<p>To tear down beautiful state park and homes to only save 1 hour of travel time is not worth destroying.</p> <p>I bought a home in Avra Valley to get away from the crime, congestion, noise, people. With this proposal all I tried to get away from will be in my front yard if I even have a front door left.</p> <p>I worried about the drug traffic that will come. It will be a super highway for more drugs to come in this country.</p> <p>This highway will raise or lower property values.</p> <p>Accidents will happen and affect us making our commuting time longer possibly hours.</p> <p>I do not want the rift-wraft coming into my neighborhood!</p> <p>Use this money to fix the existing highways.</p> <p>Keep our lands and state parks! Take the highways through some rich mans yard. Stop cheating and hurting the little guy!!</p>	GlobalTopic_1, GlobalTopic_4 and AC-7	Johnson_S_I2381	I- 2381 -1
Johnson	Victoria		Website	7/01/19 5:43 PM AT	<p>As a Tucson resident, I strongly OPPOSE the proposals to build new highways/infrastructure for I-11 west of Tucson in the Avra Valley. New construction in this area would be detrimental to Tucson and Southern Arizona's natural environment and local economies. Like many residents and voters in this area, I value the natural features of the landscape and want open space, dark skies, wildlife corridors, and water resources to be PROTECTED. Building I-11 through the Avra Valley would instead damage these invaluable and irreplaceable features. I urge you to consider no-build alternatives that instead recognize and protect the environmental, economic, historic, cultural, and archaeological features and resources in Tucson and Southern Arizona. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2285 -1
Johnston	Steve		Website	6/18/19 6:14 PM AT	<p>One alternative that has not been mentioned is ABSOLUTELY the cheapest, least environmentally destructive, least congestive, simplest and easiest: set up a congestion fee for thru trucks on I-10 that is in operation between 7am and 7pm. The other 12 hours [and weekends?] could be free.</p> <p>The technology is ubiquitous – used on toll roads [and in major cities] all over the world. The only major cost I can foresee, which the congestion fee would probably cover, is keeping the Mariposa Port of Entry in Nogales open overnight - something that would [in turn] decrease congestion at this very busy border crossing during the day, allowing border agents to process autos and pedestrians much more quickly.</p> <p>Truckers could easily adapt to this and enjoy the open road during the night, logging more and cheaper miles. The Avra Valley could remain unmolested – especially the Desert Museum and Saguaro National Park. And the BILLIONS of dollars could be diverted to needed road repairs.</p>	GlobalTopic_4 and AC-3 and GlobalTopic_1		I- 1742 -1
Jones	Barbara		Website	5/11/19 8:47 AM AT	<p>As residents in Pima County, we agree with the assessment of the following organizations (Coalition for Sonoran Desert Protection, Tucson Mountains Association, and Gates Pass Area Neighborhood Association) concerning the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. We strongly oppose this proposal due to the environmental impact to our precious wildlife habitat and our water supply, and the economic impact to Tucson. I-11 should be co-located with existing freeways I-19 and I-10.</p> <p>Thank you, Ken and Barbara Jones</p>	GlobalTopic_1, E-1, BR-1 and WR-2		I- 755 -1
Jones	Brian		Website	6/23/19 11:11 PM AT	<p>I am writing to strongly oppose the creation of a new interstate corridor that parallels the existing I-19 and I-10 corridors. Creating a new interstate corridor will exacerbate urban sprawl and lead to adverse impacts to rural areas. A new interstate will further fragment wildlife habitat and detrimental to the environment and the economy of the communities along the existing corridors.</p> <p>Instead of creating new adverse impacts you should focus on upgrading the existing interstate corridors and invest in the communities that already exist.</p> <p>Furthermore, I know that a significant portion of the proposed route, namely through Avra Valley, is through an extensive floodprone area. The creation of an interstate corridor can only make flooding worse or require expensive improvements and longterm maintenance.</p>	GlobalTopic_1		I- 1996 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jones	Brian		Email	4/18/19 7:48 PM AT	<p>Hello,</p> <p>I hope you will give some credence or look into this suggestion regarding the alignment of I-11 as it approaches the Wickenburg Area.</p> <p>The is a VERY strong concern among business owners in the Wickenburg area that if I-11 runs west of Wickenburg (anywhere from the suggested 3-8 miles west) as has been proposed, it will create a HUGE negative impact on the businesses who depend on the traffic and business visibility along the current 60-93 corridor.</p> <p>My proposal would be to consider saving MASSIVE amounts of money and use the current section of the Sun Valley Parkway and connect to US 60 in the Morristoryn area. Bring the corridor along the current 60-93 route into Wickenburg. As the 60 enters Wickenburg it makes a slight turn to the north. at that point, have the I-11 route move along the edge of the Hassayampa behind the Ford dealership and then connect back to the 93 very near the current roundabout.</p> <p>Benefits: * Use of the current Sun Valley Parkway then crossing the flat desert and connecting near Morristoryn will save MASSIVE amounts of money over the proposed route that cuts thru the Vulture Mountains. It is a MUCH shorter route, much easier to build and will not destroy the beautiful mountain area in the Vulture mountains. * Keeping traffic on the current route in Wickenburg will allow traffic to enter Wickenburg for gas, food, etc. * It will be easy to create a "business access exit" where the I-11 would move off of the 60-93 route at the entrance to Wickenbrug. The current road would be the business access. * If there were any concern about the I-11 not being wide enough coming into Wickenburg. perhaps a 5 mile allowance could be made for a slightly narrower route in order to not damage the economy thru Wickenburg.</p> <p>Below is a very poorly drawn map of how the I-11 could exit the current 60-93 right as it enters Wickenburg. (create a business access exit and that would be the current 60-93) veer into the Hassayampa drainage area and then reconnect to the 93 somewhere either north or south of the roundabout:</p> <p>Thank you for your consideration. I would be happy to discuss this in person if you feel there is merit.</p> <p>Brian Jones XXX-XXX-XXXX cell</p>	AC-7 and AC-5		I- 433 -1
Jones	C.		Hand Written	5/08/19 1:00 AM AT	We own 108 acres in the projected route - we are for it. Tucson needs more freeways, I-10 is over used.	GlobalTopic_4	Jones_C_I2368	I- 2368 -1
Jones	Cameron		Website	5/13/19 11:55 AM AT	<p>As someone who grew up in the Tucson Mountains and who has always enjoyed crossing over into Avra Valley for hiking, picnicking, and other forms of recreation and relaxation in nature, I am very concerned about the proposed I-11 route and the draft Environmental Impact Statement currently under consideration.</p> <p>Because of the scale of this project and the sensitivity of the area affected by it, at a minimum the public comment period should be extended so that all residents and visitors to the area can be made aware of what is in the works and have the opportunity to consider all the information available and possible alternatives. Extending the comment period for an additional 120 days beyond the current deadline would give more people a chance to study and weigh in on the I-11 route.</p> <p>I myself feel that I need more time to review the Draft Environmental Impact Statement in order to understand it and be able to provide well-informed comments and suggest alternatives and mitigation measures.</p> <p>With precious treasures like Saguaro National Park, the Arizona-Sonoran Desert Museum, and Ironwood Forest National Monument facing irreparable harm, we cannot afford to rush into anything. Even Old Tucson Studios, where I spent many a fall night at Nightfall as a middle-schooler, could be impacted by this proposed route and deserves consideration and preservation.</p> <p>Please extend the public comment period until September 28, 2019, after the summer, so everyone can have the chance to read, analyze, discuss, and propose helpful comments and revisions. Thank you.</p>	GlobalTopic_1 and GlobalTopic_9		I- 867 -1
Jones	Carl		Phone	6/13/19 1:00 AM AT	Hi, I wanted to leave my comments about Interstate 11 bypass through the Altar and Avra Valley. I'm totally against it. I think they should just improve, what do you call it, Interstate 10 and 19 because it's already there and it wont harm anything and besides that, of the cost, it's easier to improve something than put something totally new in there. So I'm totally against the Interstate 11 bypass. I think that pretty much sums it up. I'm totally against it. Thank you. Bye.	GlobalTopic_4 and GlobalTopic_1		I- 2454 -1
Jones	Coral		Hand Written	5/08/19 1:00 AM AT	I am for I-11. Traffic has not been controlled after all the new homes. We spend too much in traffic. Tucson deserves a new highway. Avra Valley landowner.	GlobalTopic_4	Jones_C_I2367	I- 2367 -1
Jones	Coral		Phone	4/17/19 1:15 PM AT	My name is Coral Jones my phone number is XXX-XXX-XXXX I'm trying to find out when the next meeting is for the I-11 route in Avra Valley route again my number is XXX-XXX-XXXX thanks.	The I-11 Team returned the commenter's call, voice message box was full and could not leave a message with hearing information.		I- 250 -1
Jones	Douglas		Website	6/29/19 1:00 PM AT	<p>I strongly support construction of the I-11 highway. Having reviewed briefly the draft EIS, it seems clear to me that this is a very foresightful project that will promote the following positive actions:</p> <ol style="list-style-type: none"> 1) Greatly enhance the flow of truck traffic between Mexico and the US and Canada which will benefit commerce, jobs and prosperity. 2) Reduce the risks associated with increased truck traffic along I-10 which will become even more congested due to projected increases in local and inter-city travel between Tucson and Phoenix. 3) Provide an alternative route for vehicles when there are road closures on I-10 due to accidents, weather or severe congestion. 4) I strongly object to the isolationist and short-sighted comments by the Tucson mayor and City Council who are not providing appropriate weight to the regional and national benefits of the I-11. 5) Finally, while I acknowledge that there will be--for some--unwelcome changes to the desert environment through which the new road will pass, the benefits to the future of commerce and human travel far out-weigh the limited changes to the desert. If one rejects the many positive changes that will accrue from the I-11 roadway on the basis that nothing on the landscape may change, then the future will be to serve the interests of a few over the great benefit of the many. <p>Again, I strongly support the construction of the I-11 corridor.</p>	GlobalTopic_4		I- 2208 -1
Jones	Nina		Website	7/08/19 4:33 PM AT	I oppose the Recommended Alternative route through Avra Valley and support the co-location with I-10 and I-19 in southern Arizona. I visit southern Arizona often and want to continue to enjoy birdwatching and the solitude in Saguaro National Park	GlobalTopic_1		I- 3060 -1
Jones	Polly		Website	4/12/19 10:27 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 41 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Jones	Robert		Website	4/29/19 6:01 PM AT	Why was I not notified about meeting	CO-2		I- 323 -1
Jones	Sam		Website	5/12/19 11:26 AM AT	DO NOT BUILD. I will move away from Tucson if this happens. The environmental studies speak for themselves. It would be incredibly foolish and short-sighted to build yet another freeway. Building new freeways or adding more lanes does not relieve congestion because there's this thing called LATENT DEMAND. Look it up.	GlobalTopic_1		I- 819 -1
Josen	Shawn		Mail	7/08/19 1:00 AM AT	I completely don't get it. I 100% do not understand what benefit there is, to the average citizen of Tucson, in building this I-11 freeway. I see no clear benefit but I see so many reasons not to build it! Think of all the destruction of pristine Sonoran desert - to the plants and animals and quiet solitude and beauty - that are the primary reasons I call Tucson home! Too close to several of my favorite places - Saguaro National Park, Ironwood National Monument, AZ-Sonoran Desert Museum - no ugly loud pollution causing freeway there please! Makes no sense financially! Billions of taxpayer dollars so better spent somewhere else. I live within a mile of I-10/I-19 as they pass through Tucson. Why not add an extra lane or two or three if you must? Wait - do we even need an extra lane? Traffic doesn't seem that congested to me. Please do not build it!	GlobalTopic_1	Josen_S_I3536	I- 3536 -1
Judd	Mike		Website	4/16/19 6:21 PM AT	I truly support the no build option as does my wife. We make this run to N AZ from time to time & find it agreeable enough. While such road building is a time honored way to create jobs I believe more than enough jobs & economic stimulus can be created shoring up the existing infrastructure in Arizona & the country as a whole. I also strongly object to the intrusion of this project in the Avra Valley and nearby western unit of the Saguaro National Park.	GlobalTopic_1 and GlobalTopic_4		I- 110 -1
Juracka	Kathleen		Website	5/03/19 4:21 PM AT	Please extend the public comment period for the 1-11 environmental impact draft. More people are finding out about the treat to wildlife and the degradation of life that a highway on the other side of the Tucson mountains will bring. Please don't let this be quietly passed and then when people see the Devastation that this will bring it will be too late to stop it Thank you	GlobalTopic_9		I- 497 -1
Jurkiewicz	Amanda		Website	5/11/19 12:00 PM AT	One thing we haven't gotten any information is what will be the impact for emergency equipment and services. How long will it take for fire departments and police to get anywhere?	GlobalTopic_8		I- 758 -1
Jutson	Karen		Website	4/29/19 7:51 PM AT	Prefer orange route over all others to not disrupt residents property in the Buckeye Valley. Plus already existing roads there to use while working on the new corridor without disrupting everything else. Oglesby road is already wide and takes a lot less property. The costs involved with blue is ridiculous on taking so many homes of families that have supported this valley for years.	GlobalTopic_4 and GlobalTopic_2		I- 332 -1
Kachel	Susan		Website	6/23/19 10:11 AM AT	I-11 is a bad idea. Better to improve existing highways.	GlobalTopic_4, AC-7		I- 1978 -1
Kacz	Kara		Website	7/08/19 10:52 PM AT	I oppose the recommended alternative route and support colocation with existing infrastructure on I-10 and I-19. One of the things I, as so many residents and tourists, love about southern Arizona is the peace, solitude, and access to nature available in Saguaro National Park and west of I-10. In our quickly growing area, I feel we should protect or remaining open spaces and the wildlife that depend on those. Colocation would also help us build smarter while if needed offering additional trucking opportunities. The current alternatives would jeopardize fragile wildlife corridors and connectivity and be a disservice to Arizona.	GlobalTopic_1, BR-7		I- 3197 -1
Kalter	Samuel		Website	6/25/19 10:24 AM AT	Absolutely NOT in favor of the "preferred alternative" for proposed I-11 through the Avra Valley. It is unnecessary, and based on my observations at the hearings "preferred" by no one in this area. The effect on air quality, wildlife, the extra light and noise pollution - is not worth it. This road that will benefit a few at the great cost to the 20K plus folks who make this area home. Also the many more thousands of visitors to the Public spaces yearly (nearby) and of course the Desert Museum will have that experience dulled by the sound of trucks rolling by in the near distance. Incredulous that this route is even being considered Please go back to the drawing board with a less costly plan to use the existing I-10 corridor IF YOU MUST. Maybe the savings could go to improving the roads in the very area in question, which ironically are some of the worst I've seen in AZ. Most of all, please do not destroy this precious open space we call home. Thank you	R-2 and GlobalTopic_1		I- 2038 -1
Kemper	Keith		Website	7/08/19 2:07 PM AT	Improvements to I10 and I 19 would not only protect sensitive habitat in the Avra Valley, and near the Desert Museum and Saguaro National Park, it would be MUCH cheaper than the horrible I-11 scheme. Unnecessary, expensive and destructive.	GlobalTopic_1, BR-7		I- 2993 -1
Kanalos	Jill		Website	5/05/19 6:42 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 542 -1
Kane	Grace		Website	4/27/19 12:40 AM AT	I believe the proposed highway I 11 would be good for our economy and should extend to Las Vegas at the same time as the rest of this highway and to Canada soon after that. The connection to Mexico would have to have more security and be covered by an adequate amount of Border Patrol ! That is the major problem that I see with the extension going to Mexico ! Otherwise, start it at Green Valley area and continue to Canada.	GlobalTopic_3 and GlobalTopic_4		I- 297 -1
Kaplan	Matthew		Website	5/07/19 4:19 PM AT	I am opposed to the I-11 Avra Valley route because of the negative environmental impact it will have on the Tucson Mountain District of Saguaro National Park.	GlobalTopic_1		I- 609 -1
Karen	Carson		Website	5/19/19 3:31 PM AT	While I understand that the increased commercial traffic passing through Pima County arising from trade agreements among the US, Canada and Mexico, leads to the desire for the Canamex highway, I do not feel that the creation of an entire new interstate is the best solution. There may be areas along the proposed Canamex route that call out for an entire new interstate, but I do not believe Pima County is one of them. My concerns are primarily environmental. The Avra Valley is a sensitive area for wildlife, as well as human enjoyment of a national park, mountain trails and the Arizona-Sonora Desert Museum, one of the jewels of our tourist industry here in Tucson. Plowing a major interstate through this area will create noise and visual blight that will, in my opinion, ruin the entire valley. Existing homeowners will also be virtually driven out of the valley. It makes a lot more sense to me to widen and improve the existing Interstates-10 and -19 north, to at least I-8. I-19 has needed to be rebuilt for years, so why not widen it and include features to make it a safer thoroughfare? The existing highways have already impacted wildlife--a few more lanes won't make that much difference. The existing highways already create visual blight and noise--a few more lanes won't make that much difference to the people who already have to look at, and listen to traffic on, them. Finally, the impact of increased truck traffic can be somewhat alleviated by changing the traffic laws to mirror those in much of Europe: large trucks can only travel in the 2 right lanes of traffic. That way, smaller vehicles would have 2-4 lanes in which to travel unimpeded by semi-trailers.	GlobalTopic_1 and AC-9		I- 1039 -1
Karen	Carson		Website	5/19/19 3:31 PM AT	Cost is another major factor. While I am no civil engineer, my guess is that widening existing highways is probably less expensive than creating an entire new infrastructure.	GlobalTopic_4 and AC-1		I- 1039 -2

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Katcher	Jennifer		Oral	5/08/19 1:00 AM AT	<p>JENNIFER KATCHER: Good evening. My name is Jennifer Katcher, and I'm a Tucson citizen. I'm a parent, I'm a taxpayer and I'm a native of Arizona. I'm also a biology instructor at Pima Community College here in Tucson. And as such, I get to talk to my students about the unique features of our local area, the Sonoran Desert.</p> <p>And it's about the end of the semester. My students are going to be taking finals next week. And we ended the semester talking about the unique features of the Sonoran Desert, putting together everything we've learned about genetics and genetic diversity, species and species diversity. And we pulled it all together in terms of talking about the unique features of this area.</p> <p>And we also talked about threats of unique species, and we talked about how the largest threat is habitat loss and habitat degradation. It can be a depressing topic. So I'd like to point to some positive stories associated with factors that have improved habitat, have improved conditions for animals.</p> <p>And one of the things I talk about -- because I like to keep it local. I teach on the northwest side, at Tucson and Pima Community College Northwest. And I talk -- I ask my students, How many of you are familiar with the wildlife crossing on Oracle Road? And most of them raise their hands, and they've driven by that site, and you know, That looks pretty. And I say, That's a partnership between a state agency, the Department of Transportation, and environmental nonprofits advocating for corridors to protect species. And they think that's pretty cool.</p> <p>I also talk about the Sonoran Desert Conservation Plan, and how it's a national model by which we took different economic and environmental interests and put together a plan that protects both habitat and economic interests.</p> <p>And this I-11 plan does neither. It negatively impacts habitat and it negatively impacts economics. And I think one of the things that's significant is, we want to think about these positive aspects, such as the Sonoran Desert Conservation Plan. And this project negatively impacts some of the lands that have been set aside to mitigate for habitat to protect our unique species that are in peril. So by increasing light pollution, air pollution, noise pollution, and potentially water pollution, this is just contributing to some of the aspects that are putting our unique species in peril. And I just wanted to say that. Thank you.</p>	GlobalTopic_4, GlobalTopic_1 and BR-9		I- 1384 -1
Kautto	Gary		Website	5/20/19 7:05 AM AT	I am totally opposed to the construction of interstate 11 through the Avra Valley. ADOT cannot even properly widen interstate 10 for the last 23 miles to Phoenix. For all we know Arizona may be losing population in the near future due to warming and drought. Leave the desert west of Tucson alone.	GlobalTopic_1		I- 1040 -1
Kautto	Randy		Website	7/06/19 7:47 PM AT	No, definitely no. Enough destruction of our desert and appealing to special interests.	GlobalTopic_4 and AC-4		I- 2685 -1
Kaye	Steve		Website	7/02/19 12:36 PM AT	This project is a waste of money. It would cost \$3.4 billion less to co-locate I-11 with I-19 and I-10 through Tucson.	GlobalTopic_1		I- 2316 -1
Keefe	Audrey		Website	6/16/19 10:08 PM AT	I'm against I-11 for a while slew of reasons. Environmental and economical being two big basics. Please don't continue this project!!!	GlobalTopic_4		I- 1603 -1
Keiser	Dale		Website	6/25/19 8:29 AM AT	<p>HISTORY: I last wrote on May 7, 2019 a few days after the Tier 1 Study presentation in Wickenburg on April 30, 2019. I explained that my wife and I, as well as a number of Vista Royale residents, were shocked by the corridors that were detailed on your maps. We were told that the Tier 1 Study comment period had been extended to July 8, 2019, a few weeks away. That date placed a priority on organizing a prompt response from residents of Vista Royale and nearby communities.</p> <p>My letter of May 7, 2019 was an attempt to gather some preliminary data, to generate a logical thought process, and to propose an Alternative corridor that would serve as a starting point for discussion.</p> <p>The May 7 letter did become a starting point for discussion. A number of Vista Royale (VR) residents united to create the Vista Royale I-11 Study Team. The Team created a web site (www.ProtectOurWickenburgLifestyle.com) and a postcard mailer. Both of those media formats encouraged Wickenburg residents, residents of Vista Royale, and residents of nearby communities to contact ADOT and voice their opinions about the ADOT "Recommended Alternative". They were asked to also recommend the Vista Royale proposal which was referred to as the "VR Green Alternative". The "VR Green Alternative" is a document that not only shows a compromise corridor drawn on a map, but it is also a request that ADOT do all that it can to move the corridor as far from Vista Royale as possible.</p> <p>After the "VR Green Alternative" document was completed, it was sent to the I-11 Study Team and to the Town of Wickenburg. A "Letter to the Editor" plus a detailed article in the Wickenburg Sun newspaper caught the attention of the Town Council. They studied the data and came to the conclusion that their intent had been misunderstood by ADOT. An emergency I-11 Task Force meeting took place resulting in a recommendation being given to the Town Council. The Wickenburg Town Council voted to pass a new Resolution that clearly represented its intent. That Resolution has been submitted to the I-11 Study Team and to ADOT.</p> <p>THE NEW TOWN OF WICKENBURG RESOLUTION CLEARS A PATH TO THE FOLLOWING LOGIC:</p> <ol style="list-style-type: none"> 1) The direction of the I-11 is dictated primarily by NEED and PURPOSE, terms described by the Study Team (EIS) Guidelines. 2) ADOT has been under the impression that the Town of Wickenburg has a NEED and PURPOSE for the I-11 to be near its Town Limits. The current Recommended (Blue) corridor certainly reflects that fact! 3) Until now, the NEED of Wickenburg has been in opposition to the NEED of Vista Royale. 4) The Town of Wickenburg has passed a Resolution that officially and clearly states (or at least strongly implies) that: <ol style="list-style-type: none"> a) the Town of Wickenburg has no NEED for the I-11 corridor to be near its Town Limits. b) the TOW supports the NEED of Vista Royale to have the corridor tie point at HWY 93 moved 5 miles Northwest of VR c) the TOW supports moving the path of the corridor westward to return open space to VR 5) The NEED of the Town of Wickenburg is no longer in opposition to the NEED of Vista Royale 6) We find no other entity that has a NEED in opposition to the NEED of VR. 7) Given that VR is the only "entity" presenting a NEED to ADOT for this section of the I-11, it is a logical conclusion that ADOT should honor that NEED. 	GlobalTopic_4 and GlobalTopic_5	Keiser_D_I2032	I- 2032 -1

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Keiser	Dale		Website	6/25/19 8:29 AM AT	<p>Beyond NEED and PURPOSE, ADOT consistently talks about trying to avoid solving one problem while creating another. Moving the corridor westward into open country (vacant State Trust Lands) does not create another problem!</p> <p>NEEDS: Following is a list of some of the NEEDS that have been expressed by Vista Royale residents: 1) LIFESTYLE: By now, the Study Team and ADOT should be well aware of the types of homes that are in Vista Royale and the lifestyle of their owners. All of the residents of these upscale homes have moved to Vista Royale because of its moderate isolation, the openness, the beauty, and the accessibility of the adjacent desert. Some build and invest here to escape the cities with their crowded housing and crowded streets. Others build here to escape the weather in their home states where they had already become accustomed to a life with open spaces, beauty and accessibility. A highway like I-11, within 5 miles of Vista Royale will be devastating to the lifestyle of all of these residents. 2) ECONOMIC HARDSHIP: For the same reasons just listed, people seeking the current Vista Royale dream will no longer consider buying or building in Vista Royale when a highway blocks the view and closes access to the open land to the west. The recent appearance of a detailed corridor, just a line-on-a-map, has crossed the threshold where buyers will no longer accept the risk of a super highway in their backyard. Property values are quickly declining. That fact holds no matter how many years away actual I-11 construction might be. 3) DISTANCE: The only things that the I-11 can offer Vista Royale are things that are bad. Vista Royale NEEDS distance; distance from bright lights that ruin the dark sky, distance from the noise of constant traffic that ruins the peaceful atmosphere, distance from the structures and fences that block access to the open desert, distance from a multi-level interchange that would block out the mountain views, and distance from all the things that VR residents thought they had escaped when they left the cities and moved to Vista Royale.</p> <p>WHAT HAVE WE MISSED? At this point, we think we have provided very logical and convincing reasons for moving the I11 corridor 5 miles away from Vista Royale. But, we need to ask, have we considered everything?</p> <p>Politics: We have no way of knowing what politics are hidden out of our view. It is curious to think about why Highway 93 has been upgraded to I-11 standards out to the exact location that the corridors under study are slated to attach. Has a tie point decision already been made without the public input required by the study? That and a dozen other "conspiracy theories" have been brought to our attention but are things that we are unable to address. We trust that the EIS Study will be fair to the Needs of the citizens and not to the needs of the politicians.</p> <p>Unofficial data: VR has participated in discussions with Wickenburg that are pertinent to the Needs of VR but were not officially relayed by Wickenburg to ADOT.</p>			I-2032 -1a
Keiser	Dale		Website	6/25/19 8:29 AM AT	<p>The Wickenburg Resolution implies that Wickenburg has no need for the I-11 to be near its northwest Town Limits. It doesn't specifically make that statement. It also does not specifically make the statement that moving the I-11 tie point will benefit Wickenburg. Wickenburg has talked about that benefit. The benefit is based on the fact that Wickenburg cannot afford to annex Vista Royale (hence part of the reason that the Town never intended for the I-11 to be close to VR). And, it cannot afford to annex beyond Vista Royale. However, Wickenburg has said that commercial interest at MP186 could be attractive to, and financially supported by, Yavapai County. Development near MP186 and between Wickenburg and MP186 would mean more business for Wickenburg at no cost to Wickenburg.</p> <p>Following that line of reasoning, it can be said that more development within VR would also mean more business for Wickenburg at no cost to Wickenburg. Conversely, the location of I-11 to a point near VR would stop construction on the 50+ vacant lots in VR and that potential business for Wickenburg would be negated.</p> <p>Engineering / Eliminated Options: There have been dozens of calls to move the corridors back to an Eliminated Option. We realize that this is not likely an option at this point, although that might satisfy the NEEDS of VR. There have been discussions that the mistaken NEED of Wickenburg to have the I-11 corridor near its northwest Town Limits may have been a deciding consideration in the elimination of other corridors. If so, perhaps it is logical to revisit those corridors.</p> <p>There has been considerable input regarding specifically how and why the corridor should weave through the terrain west of VR. We recognize that these points are an ADOT Engineering responsibility and we recognize that input of this type will likely do little to support our plea.</p> <p>THE EVOLUTION OF THE VISTA ROYALE PROPOSED CORRIDOR</p> <p>[FIGURE 1: Corridor 1: The original ADOT "Recommended Alternative]</p> <p>Map 1: April 30, 2019: ADOT designs a corridor with the belief that the Town of Wickenburg needs the I-11 corridor to be as close as possible to the Wickenburg Town Limits.</p> <p>[FIGURE 2: Corridor 2: The VR Green Alternative]</p> <p>Map 2: May 7, 2019: Vista Royale presents a compromise corridor (VR Green Alternative) to ADOT assuming that the connector point at Highway 93 was permanently fixed. This was our starting point on a plan to revise the ADOT corridor.</p>			I-2032 -1b

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Website	6/25/19 8:29 AM AT	<p>[FIGURE 3: Roadway 3: Town of Wickenburg "Proposed Roadway"]</p> <p>Map 3: June 17, 2019: In response to the outcry from Vista Royale residents and friends, the Town of Wickenburg passes a Resolution indicating that it DOES NOT need the I-11 corridor to be near its northwest Town Limits. The Town supports moving the tie point to Mile Post 186 and it supports moving the corridor path more westerly.</p> <p>[FIGURE 4: Roadway 4: This roadway is the currently preferred request to ADOT by Vista Royale. The preferred roadway is called "VR2"]</p> <p>Map 4: June 25, 2019; Vista Royale agrees with the Town of Wickenburg's Resolution to move the Highway 93 connector point to Mile post 186. Vista Royale requests that the path of the corridor be moved a distance to the west in addition to that proposed by the TOW. This will meet the Need and Purpose of Vista Royale, and is the Preferred Solution!</p> <p>THE RIGHT THING TO DO: The overall I-11 project is no doubt good for our country. The cost to certain individual citizens will be high.</p> <p>The EIS online map of the I-11 presents a very scary overview. The I-11 highway creates a path of unavoidable destruction, hardship, and anguish for probably many hundreds of people.</p> <p>That doesn't have to be the case for Vista Royale. The Vista Royale case presents an opportunity to easily resolve one conflict without creating another!</p> <p>Instead of degrading the lives of a hundred people, make a hundred people happy! Simply move the I-11 corridor to the open desert 5 miles away.</p>			I-2032 -1c
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 May 6, 2019 Re: Comments on 111 study in Wickenburg area Prepared by: Dale Keiser XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 Tel: XXX-XXX-XXXX XXXXX@ibab.org Study Team, Debbie and I attended your recent presentation in Wickenburg for the Tier 1 Study. It is safe to say that at first, we were shocked by the corridors we saw on your maps. But, after talking with several members of your team, we felt confident in the processes that you follow. We think we still have a good opportunity to make changes to the current Recommended Alternative. I would like to tell you about our community and some of the things that are important to us that you may not be aware of. Then I would like to explain how the Recommended Alternative is in conflict with these important things. Then, rather than just complain, I would like to offer a modified Alternative (VR Alternative) along with an explanation of how the VR Alternative might meet your requirements as well as our interests. VISTA ROYALE: My impression is that your team may not be familiar with our neighborhood, Vista Royale. That familiarity is key to understanding the lifestyle and wishes of the neighborhood. See the following map of our subdivision. The subdivision is made up of 156 lots with lot sizes ranging from 2 acres to 5 acres. There are currently just over 100 homes. You can view the area from your satellite imagery and see most of the lots and the developed areas. Note that some of the lots have been combined by owners to give more space around their homes. Be aware also that some of the lots adjacent to developed properties are owned by the owner of the developed property and serve as even more "buffer" space. The Subdivision Map has an asterisk placed in the lots that are recorded as Horse Properties and were purchased at premium prices. Notice that these properties are to the west and south of the development nearest the open State Trust Land. For many (probably all) of us, open space is a commodity that is very valuable. Also note from the imagery the size of the homes and outbuildings plus the extensive horse facilities. Something that you don't see in the satellite imagery or the Subdivision Map is the number of homeowners who are avid outdoorsmen; hikers, bicyclists, and OHV operators who frequent the desert to the south and west of VR. This plus the open space is the reason that we live here. Vista Royal Subdivision map attached.</p>	GlobalTopic_4 and GlobalTopic_5	Keiser_D_I3230	I-3230 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>To help make these points, please see the following sales brochure that I just picked up from a nearby home bordering the State Trust land. (I deleted realtor info.) \$870,000. 35650 Gold Rock Circle Master Suite + 3Br An Elegant 3,326</p> <p>A RARE BEAUTY! Life the way you always dreamed it to be in in this Territorial 4Bedroom with 3Bath. Huge Kiva Poles Adorn Entrance and Open Living Nestled on Nearly 3 acres. Dining surrounded by Windows of Stunning Views. Enjoy the Luxury of the Master Bedroom Suite. All opening to Covered Patios Leading to Private Courtyards. A Masterful Gourmet Kitchen has More Views to Enjoy. A 3,326 SF Home with 3-4 Car Garage. Take Path to Detached Dual His/Her Shops, with AC! One is Plumbed for Easy Convert to the Guest House. His Shop Sports another 3car Gar. Complete with Elaborate Bath and Instant Hot Water. Venture on to the Tack Room and Hay Storage and Out to the Dual Mare Motel, Pipe Fenced Turnouts. Your Horses will Love the Gate to the Bordering State Land for Great Riding or Hiking! Land-scaped with Mature trees and Plantings. MLS 5796554 NOW REDUCED !</p> <p>This brochure does a pretty good job of defining the ""feel"" of Vista Roy ale. And, this offering is typical of all of the homes in VR. Notice the view from the huge windows and the price of the property. What would that view be and what would the price be if the ""Gate to the Bordering State Land"" led to I 11 a few hundred feet away? Map attached.</p> <p>111 Alternative Corridors. Mile Posts and Vista Royale outline added by the author. THINGS FOR THE STUDY TEAM TO CONSIDER: When the residents of Vista Royale look to the West and to the South, they see wide open spaces. They have purchased land here and they have built their dream homes here because of that openness, the scenic beauty, and its easy access. The proximity of the Alternate routes provides a wall to the West as well as blocking trails for access to the South. If I 11 is completed as it is currently defined, most if not al 1 of the features that make VR special will be lost. Property values will certainly plummet. This is not an emotional reaction, it is fact. The following map shows tanks and feeder washes that are important to the abundant local wildlife. The map also shows a trail that connects HWY93 to US60. This trail is used extensively by VR residents for its beauty, its challenge to OHV operators, its access to the TOW, and access to the whole Vulture Mountain area including the soon-to-be Recreation Park. Map attached.</p>			I- 3230 -1a
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>I 11 Study Group Alternatives with ""Significant Features"" overlay The only trail connecting HWY93 to US60 is shown on the above map's legend as ""Favorite Trail"". This connectivity exists now because of an old mining road, a ranch road, and a single gated crossing under the railroad at the point designated by the yellow dot. That trail is destroyed by the current Recommended Alternative. Note the number of Tanks near and within the Recommended Alternative corridor. These tanks are vital to the diverse and abundant wildlife in the area (another VR perk). The closeness of I 11 will impact that wildlife. I can't speak for the hunters, but I know that these tanks see a lot of action during bird seasons and we often see Javalina and deer watering there. Tanks are located where they are because of the concentrated runoff of rainwater. With increased runoff comes increased erosion and deeper washes. Those deeper washes are noted on the map. Deeper washes increase construction complexity. CONSIDERATIONS FOR DEVELOPING THE VR ALTERNATIVE: Regarding Public Interest: 1. Try to understand why the intersection of I 11 and HWY93 at Mile Post 189 has been specified by almost every alternative that has been considered to date. Is there a reason that can be identified with Purpose and Need? 2. What is the logic for the path of the corridor as it approaches the HWY 93 intersection? Regarding Vista Royale Interest: 3. Move I 11 as far away from VR as possible. 4. Retain as much open area, open view, and open access as possible. 5. Minimize loss of tanks, washes, and local wildlife 6. Provide safe access routes for people and wildlife to cross I 11. 7. Retain the HWY93 / US60 connector trail. 8. Minimize the negative economic impact to VR. Following is a map showing the VR Alternative. Map attached.</p> <p>DISCUSSION OF THE CONSIDERATIONS FOR THE VR ALTERNATIVE: 1. Try to understand why the intersection of I 11 and HWY93 at Mile Post 189 has been specified by almost every alternative that has been considered to date. Is there a reason that can be identified with Purpose and Need? The I 11 Study Process defines and emphasizes the importance of Purpose and Need. After that, a technical analysis is tasked with, among many other things, ""minimizing potential to impact existing development"". There should be little doubt in anyone's mind that the Project will negatively impact Vista Royale. The primary question is; does the Recommended Alternative have a local Purpose and Need that limits or prohibits change to the Recommended Alternative locally?</p>			I- 3230 -1b

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>I understand the Purpose and Need of I 11. But, I don't see a local Purpose and Need that precludes local changes to the Recommended Alternative. The selection of Mile Post 189 versus the selection of Mile Post 188 or 187 or any other more-western Mile Post obviously has no impact on the Purpose and Need of the overall project. It is conceivable though that local government, the Town of Wickenburg, might consider that connector point important to its needs.</p> <p>So, it seems safe to assume that either the connector point at MP189 is non-critical or it is driven by input from the TOW. Let's consider what we have found regarding Wickenburg's interest at this point.</p> <p>A letter from the TOW to the Maricopa Association of Governments (March 28, 2018) requests a ""Preferred Alternate"" route as shown on the following map: Map attached.</p> <p>Town of Wickenburg submitted ""Preferred Alternate"" route</p> <p>In the letter to the MAG, the TOW specifies that it wants to provide for the visibility from I 11 of ""houses, businesses, and the Municipal Airport, potentially compelling reasons to exit the interstate and visit Wickenburg"". Their map shows the ""Preferred Alternative"" as aligning to Corridor Vin the south and then joining the termination of Corridors V, S, and U in the north. The TOW is obviously interested in minimizing the proximity of I 11 to downtown Wickenburg near businesses and the airport and is not concerned about its connector point at MP 189.</p> <p>The fact that Corridors S, U, and V terminated at MP189 before this particular proposal from TOW indicates that this proposal from TOW had nothing to do with the selection of MP189.</p> <p>Given that the TOW proposed ""Preferred Alternative"" is not shown on the current Alternatives maps, it can be concluded that the TOW request has been rejected.</p> <p>I briefly viewed a document at the Wickenburg 111 meeting that referenced TOW Resolution 2043 and one sentence reference a connector point at ""MP 189"". I understood that to specify the same point as all other Alternatives rather than a specific request for the connector point to be at MP 189.</p> <p>I am unable to find that document on the I 11 Study site. I find a date entry of May 1, 2017 in Wickenburg public records for Resolution 2043. I find an earlier 111 study document that shows I 11 connecting to HWY93 at MP189. That would indicate that MP189 was chosen long ago and that the TOW had nothing to do with it.</p> <p>We can safely conclude that the specific location of the I11 to HWY93 intersection is not a Purpose and Need issue for the I11 project, and that it has not been identified as such by and for the TOW.</p> <p>I think we are safe to request that the MP189 point be moved.</p> <p>Of course, nothing says that there will be no objection if we change the tie point away from MP189.</p> <p>If we leave the connector point at MP189 per the VR Alternative, there is no reason for objections.</p> <p>It would be advantageous to Vista Royale to move the tie point even farther West, primarily to move the interchange structure farther away.</p> <p>Even though the VR Alternative is a reasonable compromise, VR would ask that 111 engineers work to optimally distance the roadway and the interchange from the VR development.</p> <p>2. What is the logic for the path of the corridor as it approaches the HWY 93 intersection? It appears that the MP 189 connector point has been in existence since the beginning of the project. It was likely placed there as a starting point for future planning (i.e. HWY93 improvements, etc.). The terrain is of similar complexity within a few miles of this corridor so I don't think that is a major engineering factor. More road length means a higher cost of construction. Any additional length that bypasses HWY93 roadway will be viewed as more expensive. Keeping the MP 189 connector point minimizes that concern.</p>			I-3230-1c
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>The most important question is: Why was the Corridor approaching MP189 positioned so close to VR? The answer is probably, it was a first cut design by Engineering. Their task is to minimize costs. The topography near VR is slightly better than the topography to the west, hence slightly cheaper to build on.</p> <p>If that is the case, then we should be able to convince the Design Team that the personal and economic costs to the Vista Royale community far outweigh the implementation cost to the State.</p> <p>3. Move I 11 as far away from VR as possible. Probably, the Study Team realized how close the Orange Alternative was to VR and that's why we have the Recommended Alternative. So, I think they are trying. The VR proposal gives VR a buffer of almost 1.5 miles which is a huge difference from the Preferred Alternative. If the Engineering and Finance teams would work with us we might make that a 2 mile buffer. I see no downside for the State.</p> <p>4. Retain as much open area, open view, and open access as possible. The VR Alternative pushes the open area to near max. I 11 Engineering could optimize things further in our favor if we could get them to do that. That might be done given huge amounts of input from our residents.</p> <p>Accessibility to areas west of I 11 could possibly be had at the intersection with HWY93 with an elevated interchange structure. The same could be true at the RR and Sols Wash crossings if an underpass were provided.</p> <p>Additional access between HWY93 and US60 might be more difficult to obtain. Wildlife crossings are important as well. Washes could serve as a convenient and natural path but the roadway would probably need to be elevated to accommodate OHVs, horses, etc.</p> <p>It isn't our job to engineer the project but I think it is important to at least consider the effects of our request. One request is then; Provide crossing points to accommodate OHVs, pedestrians, equestrians, and wildlife at several locations along the US60 to HWY93 stretch of I11.</p> <p>5. Minimize loss of tanks, washes, and resulting local wildlife and wildlife habitat. The VR Alternative intentionally bypasses important tanks and their feeder washes. Most of the animals that visit VR are likely attracted to tanks within a couple miles of us. The tanks and washes are literally miniature riparian areas. Five years ago we documented 124 bird species at a nearby tank during the Spring migration.</p> <p>6. Provide safe access routes for people and wildlife across I 11. See #4. These issues may come into play during a later Study Level.</p> <p>7. Retain the HWY93 / US60 connector trail. The VR Alternative does that. The trail is very close to the VR Corridor at one point but Engineering could steer the roadway to the opposite side if they are aware of the trail.</p> <p>8. Minimize negative economic impact to VR. The impact of I11 can only be negative. Distance is the only thing that will improve the situation for VR. See #3.</p>			I-3230-1d

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Mail	5/06/19 1:00 AM AT	<p>CONCLUSIONS:</p> <p>There is no chance to relocate the I 11 completely out of sight of VR.</p> <p>The current Blue Preferred Alternative is unacceptable for many reasons to everyone in the VR community.</p> <p>The VR Alternative is an acceptable (in my opinion) version of the I 11 corridor in our area.</p> <p>The corridor is moved as far as possible from Vista Royale. The State Engineers could optimize the roadway within that corridor and possible gain more separation if given enough incentive (public feedback!).</p> <p>The terrain traversed by the VR Alternative is very much like that of the Blue Preferred Alternative so engineering and construction should be minimally impacted.</p> <p>The VR Alternative connector point, MP189, is very much like the connector point of the Blue Alternative so issues regarding proximity to the Town of Wickenburg (which appear to be none), are avoided.</p> <p>The VR Alternative provides a reasonable compromise between the currently recommended Preferred Alternative and the wishes of every resident and land owner within a few miles of the project.</p> <p>The Study Team should easily recognize what we are trying to achieve and the reasons for that. We ask that they consider tweaking the corridor and roadway to minimize the impact to Vista Royale. Basically, that means farther away is better.</p> <p>The impact of I11 on Vista Royale can only be negative. Distance will improve the situation for VR. In my opinion, there is little downside to the State to meet that request. I think we can all win! I hope you agree.</p> <p>Thank you for your consideration of this proposal. I am offering to assist in any way to help you understand our wonderful and unique environment and lifestyle.</p>			I-3230 -1e
Keiser	Dale		Mail	6/25/19 1:00 AM AT	<p>I last wrote on May 7, 2019 a few days after the Tier 1 Study presentation in Wickenburg on April 30, 2019. I explained that my wife and I, as well as a number of Vista Royale residents, were shocked by the corridors that were detailed on your maps. We were told that the Tier 1 Study comment period had been extended to July 8, 2019, a few weeks away. That date placed a priority on organizing a prompt response from residents of Vista Royale and nearby communities.</p> <p>My letter of May 7, 2019 was an attempt to gather some preliminary data, to generate a logical thought process, and to propose an Alternative corridor that would serve as a starting point for discussion.</p> <p>The May 7 letter did become a starting point for discussion. A number of Vista Royale (VR) residents united to create the Vista Royale I-11 Study Team. The Team created a web site (www.ProtectOurWickenburgLifestyle.com) and a postcard mailer. Both of those media formats encouraged Wickenburg residents, residents of Vista Royale, and residents of nearby communities to contact ADOT and voice their opinions about the ADOT "Recommended Alternative". They were asked to also recommend the Vista Royale proposal which was referred to as the "VR Green Alternative". The "VR Green Alternative" is a document that not only shows a compromise corridor drawn on a map, but it is also a request that ADOT do all that it can to move the corridor as far from Vista Royale as possible.</p> <p>After the "VR Green Alternative" document was completed, it was sent to the I-11 Study Team and to the Town of Wickenburg. A "Letter to the Editor" plus a detailed article in the Wickenburg Sun newspaper caught the attention of the Town Council. They studied the data and came to the conclusion that their intent had been misunderstood by ADOT. An emergency I-11 Task Force meeting took place resulting in a recommendation being given to the Town Council. The Wickenburg Town Council voted to pass a new Resolution that clearly represented its intent. That Resolution has been submitted to the I-11 Study Team and to ADOT.</p> <p>THE NEW TOWN OF WICKENBURG RESOLUTION CLEARS A PATH TO THE FOLLOWING LOGIC:</p> <ol style="list-style-type: none"> 1) The direction of the I-11 is dictated primarily by NEED and PURPOSE, terms described by the Study Team (EIS) Guidelines. 2) ADOT has been under the impression that the Town of Wickenburg has a NEED and PURPOSE for the I-11 to be near its Town Limits. The current Recommended (Blue) corridor certainly reflects that fact! 3) Until now, the NEED of Wickenburg has been in opposition to the NEED of Vista Royale. 4) The Town of Wickenburg has passed a Resolution that officially and clearly states (or at least strongly implies) that: <ol style="list-style-type: none"> a) the Town of Wickenburg has no NEED for the I-11 corridor to be near its Town Limits. b) the TOW supports the NEED of Vista Royale to have the corridor tie point at HWY 93 moved 5 miles Northwest of VR c) the TOW supports moving the path of the corridor westward to return open space to VR 5) The NEED of the Town of Wickenburg is no longer in opposition to the NEED of Vista Royale 6) We find no other entity that has a NEED in opposition to the NEED of VR. 7) Given that VR is the only "entity" presenting a NEED to ADOT for this section of the I-11, it is a logical conclusion that ADOT should honor that NEED. 	GlobalTopic_4 and GlobalTopic_5	Keiser_D_I3498	I-3498 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Mail	6/25/19 1:00 AM AT	<p>Beyond NEED and PURPOSE, ADOT consistently talks about trying to avoid solving one problem while creating another. Moving the corridor westward into open country (vacant State Trust Lands) does not create another problem!</p> <p>NEEDS:</p> <p>Following is a list of some of the NEEDs that have been expressed by Vista Royale residents:</p> <p>1) LIFESTYLE: By now, the Study Team and ADOT should be well aware of the types of homes that are in Vista Royale and the lifestyle of their owners. All of the residents of these upscale homes have moved to Vista Royale because of its moderate isolation, the openness, the beauty, and the accessibility of the adjacent desert. Some build and invest here to escape the cities with their crowded housing and crowded streets. Others build here to escape the weather in their home states where they had already become accustomed to a life with open spaces, beauty and accessibility. A highway like 1-11, within 5 miles of Vista Royale will be devastating to the lifestyle of all of these residents.</p> <p>2) ECONOMIC HARDSHIP: For the same reasons just listed, people seeking the current Vista Royale dream will no longer consider buying or building in Vista Royale when a highway blocks the view and closes access to the open land to the west. The recent appearance of a detailed corridor, just a line-on-a-map, has crossed the threshold where buyers will no longer accept the risk of a super highway in their backyard. Property values are quickly declining. That fact holds no matter how many years away actual 1-11 construction might be.</p> <p>3) DISTANCE: The only things that the 1-11 can offer Vista Royale are things that are bad. Vista Royale NEEDS distance; distance from bright lights that ruin the dark sky, distance from the noise of constant traffic that ruins the peaceful atmosphere, distance from the structures and fences that block access to the open desert, distance from a multi-level interchange that would block out the mountain views, and distance from all the things that VR residents thought they had escaped when they left the cities and moved to Vista Royale.</p> <p>WHAT HA VE WE MISSED?</p> <p>At this point, we think we have provided very logical and convincing reasons for moving the 1-11 corridor 5 miles away from Vista Royale. But, we need to ask, have we considered everything?</p> <p>Politics:</p> <p>We have no way of knowing what politics are hidden out of our view. It is curious to think about why Highway 93 has been upgraded to 1-11 standards out to the exact location that the corridors under study are slated to attach. Has a tie point decision already been made without the public input required by the study? That and a dozen other "conspiracy theories" have been brought to our attention but are things that we are unable to address. We trust that the EIS Study will be fair to the Needs of the citizens and not to the needs of the politicians.</p>			I-3498 -1a
Keiser	Dale		Mail	6/25/19 1:00 AM AT	<p>Unofficial data:</p> <p>VR has participated in discussions with Wickenburg that are pertinent to the Needs of VR but were not officially relayed by Wickenburg to ADOT.</p> <p>The Wickenburg Resolution implies that Wickenburg has no need for the 1-11 to be near its northwest Town Limits. It doesn't specifically make that statement. It also does not specifically make the statement that moving the 1-11 tie point will benefit Wickenburg. Wickenburg has talked about that benefit. The benefit is based on the fact that Wickenburg cannot afford to annex Vista Royale (hence part of the reason that the Town never intended for the 1-11 to be close to VR). And, it cannot afford to annex beyond Vista Royale. However, Wickenburg has said that commercial interest at MP186 could be attractive to, and financially supported by, Yavapai County. Development near MP186 and between Wickenburg and MP186 would mean more business for Wickenburg at no cost to Wickenburg.</p> <p>Following that line of reasoning, it can be said that more development within VR would also mean more business for Wickenburg at no cost to Wickenburg. Conversely, the location off-11 to a point near VR would stop construction on the 50+ vacant lots in VR and that potential business for Wickenburg would be negated.</p> <p>Engineering / Eliminated Options:</p> <p>There have been dozens of calls to move the corridors back to an Eliminated Option. We realize that this is not likely an option at this point, although that might satisfy the NEEDS of VR. There have been discussions that the mistaken NEED of Wickenburg to have the 1-11 corridor near its northwest Town Limits may have been a deciding consideration in the elimination of other corridors. If so, perhaps it is logical to revisit those corridors.</p> <p>There has been considerable input regarding specifically how and why the corridor should weave through the terrain west of VR. We recognize that these points are an ADOT Engineering responsibility and we recognize that input of this type will likely do little to support our plea.</p> <p>THE EVOLUTION OF THE VISTA ROYALE PROPOSED CORRIDOR Corridor 1: The original ADOT "Recommended Alternative"</p> <p>Map 1: April 30, 2019: ADOT designs a corridor with the belief that the Town of Wickenburg needs the 1-11 corridor to be as close as possible to the Wickenburg Town Limits.</p> <p>Map is included in attachment.</p>			I-3498 -1b

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Dale		Mail	6/25/19 1:00 AM AT	<p>Corridor 2: "The VR Green Alternative"</p> <p>Map 2: May 7, 2019: Vista Royale presents a compromise corridor (VR Green Alternative) to ADOT assuming that the connector point at Highway 93 was permanently fixed. This was our starting point on a plan to revise the ADOT corridor.</p> <p>Map is included in attachment.</p> <p>Roadway 3: Town of Wickenburg "Proposed Roadway"</p> <p>Map 3: June 17, 2019: In response to the outcry from Vista Royale residents and friends, the Town of Wickenburg passes a Resolution indicating that it DOES NOT need the 1-11 corridor to be near its northwest Town Limits. The Town supports moving the tie point to Mile Post 186 and it supports moving the corridor path more westerly.</p> <p>Map is included in attachment.</p> <p>Roadway 4: This roadway is the currently preferred request to ADOT by Vista Royale. The preferred roadway is called "VR2"</p> <p>Map 4: June 25, 2019: Vista Royale agrees with the Town of Wickenburg's Resolution to move the Highway 93 connector point to Mile post 186. Vista Royale requests that the path of the corridor be moved a distance to the west in addition to that proposed by the TOW. This will meet the Need and Purpose of Vista Royale, and is the Preferred Solution!</p> <p>Map is included in attachment.</p> <p>THE RIGHT THING TO DO:</p> <p>The overall 1-11 project is no doubt good for our country. The cost to certain individual citizens will be high.</p> <p>The EIS online map of the 1-11 presents a very scary overview. The 1-11 highway creates a path of unavoidable destruction, hardship, and anguish for probably many hundreds of people.</p> <p>That doesn't have to be the case for Vista Royale. The Vista Royale case presents an opportunity to easily resolve one conflict without creating another! Instead of degrading the lives of a hundred people, make a hundred people happy! Simply move the 1-11 corridor to the open desert 5 miles away.</p>			I-3498-1c
Keiser	Dale		Website	5/07/19 10:46 AM AT	<p>Please find an uploaded document attached. This document required several days of work. Would you be so kind as to acknowledge its receipt? Thanks, Dale Keiser XXXXX@ibab.org</p> <p>[Attachment: Vista Royal Alternatives]</p>	GlobalTopic_4 and GlobalTopic_5	Keiser_D_I594	I-594-1
Keiser	Dale		Phone	5/06/19 2:56 PM AT	<p>Hello, I'm Dale Keiser. I called this line to see if it was a recorded message or what so I can direct other people to the phone number to send their own messages. I noticed in the recording it said comments due by May 31, 2019 and I have a copy of the highlights of the I-11 Draft Tier 1 Environmental Impact Statement that has a sticker on the outside that says new comment period end date July 8, 2019, so I guess I would see if there is a difference between the two and if the recording is incorrect you should update it and if not maybe make a note as to which one of these dates is actually correct. Hey, thanks a lot. I'll be calling back later to leave more messages. Thank you and thanks for what you're doing. See ya.</p>	GlobalTopic_9		I-848-1
Keiser	Dale		Email	5/11/19 1:00 AM AT	<p>I have spent hours looking through documents page by page by page. There is little logical order. *If the search function worked, I could save hours of time and frustration.*</p> <p>dale keiser XXXXX@ibab.org</p>	GlobalTopic_3		I-950-1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Keiser	Debra		Website	5/21/19 12:19 PM AT	<p>Please see uploaded files.</p> <p>[Attachment 1: 13 page letter with numerous maps and graphics related to I-11 and Vista Royal subdivision. A modified alternative is proposed with curves to avoid Vista Royale]</p> <p>[Attachment 2:</p> <p>Study Team,</p> <p>My husband and I attended the I11 Study presentation in Wickenburg a few weeks ago. Since then we have spent a lot of our time studying the Preferred Alternative and meeting with Wickenburg officials.</p> <p>The map that was displayed at the presentation shows a very detailed corridor near the Vista Royale development where we live. That Corridor sweeps toward Vista Royale with the obvious intent to be as close as possible. But WHY? That is the question we have been trying to answer.</p> <p>After many hours of study and several meetings, we can find only one explanation; a misunderstanding.</p> <p>Correspondence from the Town of Wickenburg to the I11 Study Team requests moving the I11 closer to its Town limits. What the Town meant specifically was to locate the I11 as close as possible to its Southwest Corner. The Town of Wickenburg has no need for the I11 to be near its Town limits at any other point, particularly at Vista Royale!</p> <p>It appears that the deliberate routing of the Corridor path to Vista Royale by ADOT is a result of a somewhat vague definition by the Town of Wickenburg and a misinterpretation by ADOT. That is the only reasonable explanation that we can find.</p> <p>My husband submitted a proposal a week ago, the VR Green Alternative. Since then, we have tried to find a reason for any possible objection to that proposal and we find none.</p> <p>The Town of Wickenburg has discussed with us its intent to clarify its position on the location of I11. We believe that they also intend to support our request to move the Hwy93 connector point and corridor path away from Vista Royale.</p> <p>If we understand the I11 Study Guidelines, we find little reason to not locate the Hwy93 connector point away from Vista Royale (far away!).</p> <p>When we examine the path of I11 across Arizona we see it removing perhaps hundreds of homes and likely destroying the property values and lifestyle of many hundreds of nearby residents. Project costs are certainly in the billions of dollars.</p>	GlobalTopic_4 and GlobalTopic_5	Keiser_D_I1051	I- 1051 -1
Keiser	Debra		Website	5/21/19 12:19 PM AT	<p>There is no logical reason for Vista Royale to be included in those casualties.</p> <p>1) The misinterpreted "Need" of Wickenburg has been eliminated. There is now no Study Guideline supporting the Corridor's current location near Vista Royale. 2) There are Study Guidelines that support moving the Corridors away from Vista Royale. 3) There is very little additional cost to move the I11/Hwy93 connector point and path away from Vista Royale.</p> <p>Please do the right thing. Make the simple choice to move the path of I11 as far as possible from Vista Royale. Allow these Arizonans to retain their lifestyles and do so at a miniscule cost to the I11 project. The I11 Study Team can make life better for at least these few people.</p> <p>Ref: The VR Green Alternative proposal prepared and submitted by Dale Keiser May 7, 2019. Thanks, Debbie</p>			I- 1051 -1a
Keiser	Debra		Phone	7/08/19 1:00 AM AT	<p>Hello, I am Debra Keiser, I live in Vista Royal which is on highway 93 west of Wickenburg, I am calling to give my opinion about moving the I-11 connection with highway 93 as far west from Vista Royal as possible. I am proposing mile post 186 at least. Id further west is possible we would really appreciate it. My husband and I we own 8 lots in Vista Royal. Two of them we have our home built on, another one we have a rental house built on and the others are left for selling in the future for our retirement. We had purchased this property years ago, have gone through the downside of the markets and we're hoping now for the upside, but with the propose of the Interstate, it's not looking too good for us. So please give this a consideration to move your highway of I-11 as far west of Vista Royal as possible. Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 3452 -1
Keller	Andrew		Website	5/08/19 1:52 PM AT	<p>I believe the comment period for suggested I-11 should be extended. I also believe this project shouldn't happen. It is damaging to existing communities of both Tucson and Rural communities that want to stay rural. Most importantly it damages some very important Desert in which keeps Tucson's economy thriving.</p>	GlobalTopic_1 and GlobalTopic_9		I- 646 -1
Keller	Bayard		Website	5/14/19 11:14 PM AT	<p>In looking at your "preferred " Route, it appears that you have no regard for the Saguaro National Park and surrounding area. I find this particularly troubling in as much as the Desert Museum is one of the top museums in the world, attracting visitors from all over the world. Also, the area of Saguaros is the most populated in the world.</p> <p>Correct me if I am wrong but as I understand from articles written about Las Vegas , this whole route is to supply Las Vegas with mostly food from Mexico. I fail to see or have I heard of any reasons that may be of benefit to Arizona or the residents of Arizona . You plan on taking many homes from this area also with little regard for the residents, Native animals and home owners of Arizona.</p> <p>As I see it, this route will expand the drug and illegal problem right straight north and endanger all residents and their property along it's path.</p> <p>Apparently the money and politics of Las Vegas have over ridden common sense and the welfare of all residents of Arizona.</p> <p>Something that I have never heard addressed is what happens to the property you take and the property and quality of life that you damage ?? I think these concerns should be explained to the residents of Arizona.</p> <p>I seriously can't believe that common sense - educated people would consider doing this to the residents and natural environment of this state!</p> <p>Is the money and power of Las Vegas that important to the politicians of this state ??</p>	R-2 and AC-4		I- 914 -1
Keller	Bayard		Website	5/14/19 11:14 PM AT	<p>We strongly urge ADOT to be reasonable and prudent about this subject - if it must be done, use the route already expanded and in existence I - 10 a much more reasonable route, being a more environmentally and resident friendly solution.</p>	GlobalTopic_1		I- 914 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kellers	Michael		Email	6/04/19 1:00 AM AT	<p>Protect Our Wickenburg Life Style The routes most harmful to Wickenburg residence, the Black Mountain Ranch subdivision, and our neighbors in the Vista Royale community.</p> <p>The most easterly proposal route south of US 60 would traverse a valley that was used by our indigenous population as a summer lodging area. It is known to have artifacts of cultural or historical interests. Easily recognized by anyone who has explored the area are boulders along run off stream beds that have been hollowed for the grinding grain and local plants with a mortar for food. Also are markings and signs of inhabitation. The area could very well be the resting place of remains of early inhabitants.</p> <p>North of US 60 and east of "Black Mountain" is an aquifer and underground river that supplies water to the Black Mountain Ranch Subdivision and the Flying E Ranch property. Construction of I-11 east of "Black Mountain" has the potential to harm this water supply to residents and livestock.</p> <p>There are Three (VR Green Alternatives) proposed routes west of "Black Mountain" that appear much more desirable and would bring much less damage to any historical area, the environment and the residence of Wickenburg, the Black Mountain Ranch subdivision, and our neighbors in the Vista Royale community.</p> <p>These other proposed routes will still give the Town of Wickenburg an exit and entrance to I-11 and only add two to three miles to the plans proposed by ADOT.</p> <p>The proposed middle route (MP188) west of "Black Mountain" seems to be a reasonable compromise. This route most likely will avoid historical interests, harm to the environment, damage to the Black Mountain Ranch subdivision and our neighbors in the Vista Royale community and still meet the Town's desire to increase business to the town's merchants and increase revenue.</p> <p>Michael Kellers XXXXXXXXXX Wickenburg, AZ 85390-4011</p> <p>Mike</p>	GlobalTopic_4 and GlobalTopic_5		I- 1682 -1
Kelley	Elizabeth		Website	7/09/19 1:00 AM AT	<p>Protect our desert wildlife by co-locating I-11 with I-10 and I-19 and NOT building a brand new freeway through Altar and Avra Valleys. Doing this will destroy the pristine land, light at night will affect the astronomy research on Kitts Peak, bring more pollution into the valley. Don't do it!</p>	GlobalTopic_1 and LU-3		I- 3219 -1
Kelly	Barbara		Website	6/17/19 10:09 AM AT	<p>Please don't pursue the proposed I-11 through Southern Arizona's Avra and Altar Valleys. The financial, environmental, and quality of life costs are much too high. The financial cost alone should be enough to eliminate this plan. A route adjoining Saguaro National Park could undo the protections the park has provided. The damage to the air, water, wildlife, and aesthetic of the desert are incalculable.</p> <p>This plan also imagines a transportation future identical to the past -- at a time when driverless vehicles, drones, and other as-yet undeveloped technology are changing transit and shipping needs quickly. It's not clear what the future will require, but it is unlikely to be the proposed I-11.</p> <p>If something must be done, modifications to and around the existing I-10 could be made more quickly, for fewer dollars, and with less damage to the environment.</p> <p>There is no reason and little support to create the proposed I-11. Please do not pursue it. Thank you.</p>	GlobalTopic_1, AC-3 and E-2		I- 1618 -1
Kelly	Beverly		Website	5/13/19 2:57 PM AT	<p>It was evident to me that the best option is the orange one. That not only takes the highway farther away from CantaMia, but it would cost less because it would require hundreds of miles of fewer new roads. Green would be good but would be more expensive since it requires almost all new road. Blue and purple would come within 200 yards of the southwest corner of CantaMia. The blue route also disrupts a significant portion of existing farm lands and homes that have been well established for decades. There wasn't any information that included mitigating humans or human owned lands, but the blue route would wipe out a lot of existing lands with humans and the green route does not. Why isn't anything included in the study related to the human impact of either the land, people or the close proximity of the new interstate to people taken into account?</p>	GlobalTopic_2		I- 874 -1
Kelly	John		Website	4/21/19 4:08 PM AT	<p>Orange route along 85, the road is already there. Less land to buy and the right of way is already there</p>	GlobalTopic_2, GlobalTopic_4		I- 219 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kelly	Tim		Oral	4/29/19 1:00 AM AT	<p>MR. TIM KELLY: Hi, Tim Kelly. I'm over in Estrella Mountain Ranch. My wife and I moved to Estrella just over a year ago. And primarily we moved here for quality of life. There are a lot of other reasons, of course. But you know, we found Estrella to suit our needs.</p> <p>And we could have chosen pretty much anywhere in the States. We chose Arizona. We could have lived anywhere in Arizona, but we chose there. And we chose Estrella because it's a little off the beaten path. Now, it's not exactly Buckeye, but it's not downtown either.</p> <p>And so to have somebody in front of -- and we fully expect the housing developments to go in. We know that that's going to happen. But the freeway? That's a little bit unusual and a little bit odd. A little unexpected.</p> <p>We're looking at all the things that are affected: People's homes, people's lives. You know, we have a dark sky community. I know that doesn't sound like much, but what's it going to do to the dark sky community. We have mountain biking areas that are dangerously close to that blue route, so a lot of people are going to be impacted by that alone financially.</p> <p>I must admit I -- you know, we've only been here a year. I haven't heard the big clamor for a fast route from Nogales so Wickenburg. I haven't seen it on the news. I must have missed it in the newspapers, or whatever, if anybody reads those.</p> <p>If you want a fast route from Mexico to Canada, get on the 8 and go to the 5. California will love it.</p> <p>Something else that bothers me a little bit is, so far it's, you know, it's 0 to a bunch for the orange. And I note that probably none of you here are elected officials.</p> <p>What's our recourse? We only get this opportunity. We don't know you. We trust that you're going to take what we say in good faith, and we trust that you're going to make the right decision. But there's no other options for us. You know, you're going to go behind closed doors at some point and make a decision, and then you're going to come out, and that decision's going to be, well, we held public hearings, you know.</p> <p>But it's pretty much overwhelming, and at least this may -- the purple route or blue -- I'm kind of colorblind, so I hope this is orange. It's not the way to go. You have an existing corridor, the 85, it will work well. And there is nothing, I guess, fast from Nogales to Wickenburg now, so anything is an improvement.</p> <p>If you make the 85 a better road, that's definitely improvement and, you don't have to go through Phoenix. So that would be my vote.</p>	GlobalTopic_2 and LU-3		I- 1167 -1
Kelsey	Richard		Website	5/06/19 2:11 PM AT	<p>To whom it my concern, I am a new owner in the city of Buckeye, AZ. I moved to this city and more specifically to the rural area of the city to create a better life for my family away from the busyness of the city. When I purchased this property in September of 2018 I 11 was not to come close to my property. Now as of April 5th someone with in the AZDOT and/or Buckeye have decided to place this highway right next to my property. So close that the environmental impact is on my fence line. This creates a hardship not only on the value of my property but the lively hood of my family and the animals we raise on this property. What I do not understand as a tax payer to the city and State, Why we would spend the tax payers money to remove people from their homes and run a large freeway across this portion of land. If you look at the different proposed routs at https://i11-viewer.hdrgateway.com/, you will see that the proposed blue line is an entirely new stretch of road that the state must buy to run this rout. Why would the state not run this I11 down already owned land such as the orange alternate rout? Running I11 down 85 would not impact homes and would be the more financially responsible way to go from what I can see. As a tax payer and responsible citizen of Buckeye and the state of Arizona, I ask that you reconsider the proposed Blue round in the Link above and go with a rout more inline with the Orange Alternate. Thank you, Richard Kelsey XXXXXXXXXXXX Buckeye, Az 85326 XXX-XXX-XXXX</p>	AC-7 and GlobalTopic_2		I- 558 -1
Kelsey	Richard		Website	5/06/19 2:11 PM AT	<p>What I do not understand as a tax payer to the city and State, Why we would spend the tax payers money to remove people from their homes and run a large freeway across this portion of land. If you look at the different proposed routs at https://i11-viewer.hdrgateway.com/, you will see that the proposed blue line is an entirely new stretch of road that the state must buy to run this rout. Why would the state not run this I11 down already owned land such as the orange alternate rout? Running I11 down 85 would not impact homes and would be the more financially responsible way to go from what I can see. As a tax payer and responsible citizen of Buckeye and the state of Arizona, I ask that you reconsider the proposed Blue round in the Link above and go with a rout more inline with the Orange Alternate.</p>	GlobalTopic_2 and GlobalTopic_4		I- 558 -2
Kelter	Dave		Email	6/03/19 1:00 AM AT	<p>I Recommend the VR Green Alternative! Please consider this change</p> <p>Sent from my iPhone</p>	GlobalTopic_5		I- 1665 -1
Kennedy	Kathleen		Email	7/08/19 1:00 AM AT	<p>I am submitting this comment to test whether this email is working. We received multiple reports on Sunday, July 7 that comments submitted to this email address came back as "undeliverable". Thanks.</p> <p>-- *Kathleen Kennedy* *Associate Director* Coalition for Sonoran Desert Protection XXXXXXXXXXXXX Tucson, AZ 85705 XXX-XXX-XXXX office XXX-XXX-XXXX cell</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.sonorandesert.org&data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7C84463c348848405df51108d703d666e0%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636982091694612411&sdata=ZtniBrxkN YANqv9DduXufml1BFiHOa68GstzoDRcpNc%3D&reserved=0</p> <p>Pronouns: she, her, hers</p>	Comments from the Coalition for Sonoran Desert Protection were received and responded to.		I- 3422 -1
Kennedy	Sheila		Email	7/02/19 1:00 AM AT	<p>I am a professional driver, I drive an eighteen wheeler! I make pickups in Nogales fairly often! It is not needed! It will only save about 4 to 30 minutes. Not worth the cost! Finish the widening of I-19 that is all that is needed!</p> <p>PLEASE DO NOT WASTE OUR TAX DOLLARS FOR THIS FREEWAY! USE IT TO MAKE WHAT WE ALREADY HAVE BETTER!</p>	AC-7 and GlobalTopic_4		I- 3367 -1
Kennedy	Sheila		Email	7/02/19 1:00 AM AT	<p>I also live in the area where this is proposed to be built! It will damage the environment with air pollution, noise and damage the saguaro in and around our national park! Not to mention drop our property values! The reason I bought property here was to get away from pollution, noise and light of the city!</p>	LU-1 and AQ-1 and N-1 and R-2 and V-1 GlobalTopic_4		I- 3367 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kennedy	Susan		Website	6/18/19 9:31 AM AT	Against 100%	GlobalTopic_4		I- 1727 -1
Kentch-Kahlstorf	Becky		Website	4/29/19 8:17 PM AT	We are 5th generation homesteaders. Our grandparents came to Arizona to work six months and travel back to California to work six months to bring the money they earned back to the state. They worked making roads (in fact Buckeye Road by pick, shovel, blood, sweat, and tears). They gave us a heritage that we continue to improve the land that we live on and we enjoy it because it is not like hustle bustle. We enjoy the tranquility. With this new freeway going in, that will go away because it's right on our property line. If we had to choose, we would like to elect to take the orange route; that would be less impact on families and use the existing corridors which in time would save money.	GlobalTopic_4 and LU-3		I- 337 -1
Keresey	Kevin		Mail	7/08/19 1:00 AM AT	Within the last two months, I have seen a flurry of Articles and letters to the editor and the Arizona Daily Star regarding the proposed interstate 11 through avra Valley, West of Tucson. Call Brad a variety of perspectives, including studies done by proponents showing possible impact, and I would like to add my two cents worth a nickel to the debate. I'm not using can talking points but I'm speaking solely for my own point of view. The original intent of the proposed Highway, even as recently as about 2015, was to follow Interstate 10 from Interstate 19 to somewhere south of Phoenix: the fixing America surface Transportation Act, formerly designates Interstate 11 throughout Arizona. It states that the aisle Evan Corridor will generally follow Interstate 19 from Nogales to Tucson, Interstate 10 from Tucson to Phoenix, and US 93 from Wickenburg to the. From there, the Interstate 11 Corridor extends north through Nevada, and is designated as an interstate highway North Las Vegas, Reno, connecting to Interstate 80. More recently, however, developers with dollar signs in their eyes have somehow managed to replace this sensible plan with one that will desecrate the Avra Valley area. Well I am not a stakeholder who lives in that area, I have visited it 85 or more times over the last 12 years, feeling more at home there than I do in the Tucson neighborhood in which I live. Opposition to this highway need not be seen as merely a typical standoff between NIMBY luddites versus modern progress. Apparently there is a great need for the highway, of which I was previously unaware. But, in my opinion, the proposed Avra Valley alternative has few - if any - benefits to Avra Valley and Tucson itself. It is not worth the net loss of tourist dollars, potential loss of business dollars to the bypass Tucson economy, and the destruction of unspoiled along its path. Personally, I cringe to think that the views to the South by Southwest West, which can be seen from certain Vantage points near the arizona-sonora desert museum, would be forever altered by such a project. Surely the i-11 planners have not made this much of a concern, but at least detailed Studies have been done on a negative impacts on the views for Tourist, which I will mention the next paragraph. The views that I speak of are panoramic - nearly a hundred eighty degrees - And Span from the south / Southeast (east of the Santa Rita Mountains 35 to 40 miles away) to the southwest (South of Baboquivari Peak, 60+ miles away), and to the northwest (to the Silverbell Mine, nearly 20 miles away). Such unobstructed views draw professional photographers (a couple of whom I have met and talked to during my visits) and have afforded this letter writer some of the best memories (and photographs) of any place he has visited in his 3+ decades of living in Tucson. These views would unavoidably be marred by dust kicked up by the ongoing construction period (not to mention possible "Valley Fever" cases), and a finished highway would continuously scar the once-unmarred view. I came across lengthy, detailed studies that discuss the impact on the viewscape dash how the highway would impact the views from different Vantage points, and how it would affect various different groups that are doing the viewing, such as : 1) Delivery people, passing through quickly would not care. 2) Avra Valley locals would lose their homes and businesses to the construction, but others farther away might not care as much, which is debatable. But 3) Tourists and local visitors to the Arizona Sonora Desert Museum would care tremendously. It is one of the top three to five tourist attractions in the Tucson area. The viewscape study makes it clear that tourists and visitors to the museum would be most affected by I-11s construction and ongoing use, Because of mostly unobstructed views to the West. As it stands now, the views are as relatively pristine as are possible. App for nearby Saguaro National Park West, another tourist magnet, several Hills would obstruct use of the highway, but in most areas of the park, visitors would still be negatively impacted by the ongoing construction and operation of the proposed Highway. Some of these tourists and visitors may decide the overall experience is no longer style Spine and Pain elsewhere, but at the very least, the quality of their visits will be diminished. This does not even touch upon the possible impact to the relatively recently dedicated Ironwood National Park to the Northwest impact to Kitt Peak to the West probable archaeological finds along the entire route. Well I am not anti-development by any means, I believe that the profit motive of a relative you should not outweigh the substantial Financial who is the visitor benefit of the many thousands who come to the far west of Tucson to get away from development and experience unspoiled nature.	GlobalTopic_4 and GlobalTopic_1	Keresey_K_I3517	I- 3517 -1
Keresey	Kevin		Mail	7/08/19 1:00 AM AT	Send me things to Desert area of avra Valley is Barren and unexceptional, but just visit a few times, sit and listen (best done in the cooler times of the year) Cats, animals and birds will show themselves or be hurt in a short time. Those who are not the tune to Nature might not care. But for those who are, the proposed Highway would be a slap in the face. Based on what I've read the Las Vegas area and even Buckeye, Arizona are far along in preparation for the highway, so it seems as though that I 11 is a done deal, due to its perceived usefulness. I'm writing this to suggest that the original footprint of i-11 be Revisited, which would necessitate improvements to Interstate 10. Among the improvements, dust mitigation would at long last need to be part of the equation north of Tucson to Eloy area, to prevent potentially deadly dust storm and her boobs which often affects Phoenix as well. Thinking ahead by the time the highway would possibly be built inevitable self-driving trucks could use I-10 during non-peak hours to reduce congestion during peak hours. Perhaps the railroad can also be a part of the solution to the increased shipping needs. Plans involving Light Rail, tunneling under I11, or building a second tier above the existing I-10 in a bit far-fetched and prohibitively expensive to me, but some believe them to be a viable alternative. Please follow the original Interstate 10 concept and consider the overall destructive impact of Interstate 11 plowing through avra Valley and Points North. The sheer amount of studies, environmental and otherwise, would take years. Acquiring permissions and permits from a multitude of agencies, try and stakeholders, and fending off lawsuits from various parties with vacuum up many millions of dollars and thousands of man / woman hours better spent on improving Interstate 10 as part of Interstate 11 Southern leg, and in a much more timely manner. Tucson would therefore not be bypassed and the average Valley area would not be inundated by Sudden Change that will forever alter its character for the worst, wiping out the berry community that supports its few viable businesses. Developers will still develop, but their visions of a gravy train of mushrooming grow through the west of Tucson but have to be structure more reasonable scale. Please do not let short-term Financial concerns Trump the long-term impacts to tourism that such a proposed Highway would so negatively affect.			I- 3517 -1a
Kerpius	Suzanne		Website	7/08/19 12:44 PM AT	I would urge you to please consider the city of Goodyear's request to shift the location of that one mile of road near my home and my neighbors' home here in CantaMia. We moved out here because of the quiet location and wanted to be away from the hustle and bustle. I knew that eventually progress would come, but to put the road so close to our homes is disturbing, especially when a small change can still provide quiet and include progress. Thank you for your attention to this matter. I hope you will consider the needs of this wonderful 55plus community. Suzanne Kerpius XXXXXXXXXXXXXX Goodyear, AZ 85338 XXX-XXX-XXXX	GlobalTopic_2		I- 2972 -1
kershner	camille		Website	4/08/19 5:13 PM AT	please extend the i-11 comment period to fully consider adding the below as the "build instead" alternative and uphold our collective duty to future generations...	GlobalTopic_9	Kershner_C_I11	I- 11 -1
kershner	camille		Website	4/08/19 5:13 PM AT	this should be the "build instead" alternative, per longstanding tucson community request and consistent with regional complete streets and paris climate commitments: [Attached file: Memo Integration of the Congestion Management Process (CMP) into the PAG TIP Process August 17, 2010 PAG Regional Council]	GlobalTopic_4 and GlobalTopic_1		I- 11 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kershner	Camille		Oral	5/08/19 1:00 AM AT	<p>CAMILLE KERSHNER: My name is Camille Kershner. I'll start with my letter to the editor that I believe appeared last week in the Arizona Daily Star.</p> <p>For decades, experts have touted that wider roads are better. If that was true, Phoenix wouldn't need light rail and Tucson wouldn't be experiencing weekly headlines about yet another pedestrian death. We, the citizenry, have consistently told state, regional and local officials that we do not want a cross-town freeway, whether or not it's called a "regionally significant corridor" instead.</p> <p>And we do not want a bypass, whether that roadway is buried in any of the side projects associated with a new freeway or the necessary funding shuffle associated with the "complete Barraza-Aviation Downtown Links project passed as one of the 32 projects comprising a transportation improvement package featuring the modern streetcar.</p> <p>What we have consistently said and voted for is passenger rail around town and between Tucson International Airport and Sky Harbor instead of doubling I-10 to 12 to 24 lanes through downtown Tucson to save less than an hour from Nogales to Wickenburg as is ADOT offers with I-11.</p> <p>I've looked at your new information, new chapters that you've put into your Environmental Impact Draft Statement, and I see that the proposed construction costs are between three to six billion dollars for this whole route, with annual maintenance an operation costs of millions of dollars for each of those extra lanes.</p> <p>I've also looked at the completed environment impact statement with a proposed rail corridor from Tucson to Phoenix. That's where your highway contracting exists, the driving between Tucson and Phoenix -- in through Tucson and Phoenix.</p> <p>The annual maintenance costs for the rail is ten times less, \$123,000 per year for the entire thing, at lower the vehicle miles traveled, lower the carbon dioxide output, lower fuel consumption, none of which was addressed in your road option. We want to see a rail option. We want to see a full comparison on both. Thank you.</p>	AC-9 and GlobalTopic_4		I- 1377 -1
kershner	camille		Website	7/05/19 1:43 PM AT	<p>according to the Tier 1 EIS for the passenger rail study- for the same amount of capital investment, the maintenance saved would be a factor of ten, annually, to build passenger rail between Tucson and Phoenix instead of a new I-11. This is what the people want, it is what the planet's future demands, please give us a viable transit option instead of new freeways through pristine international landmarks such as Kitt Peak and Saguaro National Monument West and the Arizona-Sonora Desert Museum. https://www.azdot.gov/planning/transportation-studies/PassengerRail</p> <p>Interstate 11, Arizona and Nevada, \$2.5 billion □ A long-distance Interstate highway would be built in a corridor already well served by a non-Interstate highway that is not projected to become congested in the foreseeable future. https://usp.org/reports/usp/highway-boondoggles</p> <p>(p. 34) Appendix: Status of Previously Covered Boondoggles Status Project Year Included in Boondoggles Report I-11, Arizona 2014 https://usp.org/sites/pirg/files/reports/USP_Highway_Report_Jun19_web_rev1.pdf</p>	AC-9 and R-2 and R-1		I- 2596 -1
Keto	Jon		Website	6/16/19 7:15 AM AT	The proposed route is too close to kitt peak and existing wildlife corridors. A further east solution should be proposed.	V-1 and BR-6		I- 1569 -1
Khalidi	Victoria		Website	6/18/19 1:58 PM AT	I strongly oppose this corridor which will forever change the state of Arizona. We do not want to develop like Southern California. We do not want development as far as the eye can see. We want to protect our desert and maintain open spaces in our state. Do not go ahead with this destructive plan. It is wrong and the damage permanent. Thank you	LU-3 and GlobalTopic_4		I- 1734 -1
Kiholm	Laura	Laura Kiholm	Website	5/14/19 5:32 PM AT	<p>The proposed I-11 Corridor from Wickenburg to Nogales will end up cutting a swath across the state that will not only fragment wildlife habitat but some of our public lands such as Saguaro National Park. It will also contribute to our carbon emissions and create other pollutions as well from all of the traffic it will create.</p> <p>Please look at pursuing the 'no build' alternative and focus on a rail system between Phoenix and Tucson instead.</p>	GlobalTopic_1, BR-2, R-1, AQ-1 and AC-9		I- 1776 -1
Kikngman	Barbra		Website	6/16/19 12:34 PM AT	I am vehemently opposed to the I-11 project as it currently crosses Avra Valley west of Tucson. Avra Valley is home to families who moved there for the solitude and ability to farm and raise livestock, generations of families, not just newcomers. The harm to the beauty that surrounds the Tucson Mountains, Saguaro National Park West, and the Arizona Sonora Desert Museum is foolhardy in terms of tourist dollars.. This museum is not just an Arizona wonder it is a nationally renowned museum visited and studied at by individuals worldwide. The disaster to wildlife that traverses this area cannot be overlooked. The impact to Kitt Peak from additional light pollution a detriment to the dark skies efforts in Arizona. Yes something must be done to help ease the congestion on I-10 but routing it through Avra Valley is the most asinine suggestion of all the "suggested" routes. There are too many negatives in using Avra Valley.	GlobalTopic_1		I- 1580 -1
Kim	Kim		Email	11/30/16 2:14 PM AT	<p>Please see the attached for the intersections of major wildlife linkages with the I-11 proposed corridor.</p> <p>ADOT and AZGFD spent years and substantial funds preparing their AZ Wildlife Linkage Assessment to give planners the data needed to protect invaluable linkages during new highway construction projects. I assume that I-11 planning will incorporate wildlife crossing structures wherever construction intersects such wildlife linkages.</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.azdot.gov%2Fdocs%2Fplanning%2Farizona_wildlife_linkages_assessment.pdf%3Fsfvrsn%3D7&d ata=02%7C01%7C1-11adotstudy%40hrinc.com%7Cb02dc0671a4644e06c7908d6cb221d9d%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636919744731558614&sdata=g4EjLBFj898DiA9cOR%2FhQpVwMlmY48TZpg7T6w7UM%3D&reserved=0</p> <p>Thank you,</p> <p>Kim Vacariu AZ Wildlife Linkage Assessment Planning Team</p>	BR-10	No Attachment Submitted	I- 458 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kim	Kim		Email	11/30/16 2:14 PM AT	<p>From: Kim Vacariu Subject: I-11 EIS Comment Date: April 27, 2019 at 8:07:42 AM MST To: I-11ADOTStudy@hdrinc.com</p> <p>Please see the attached for the intersections of major wildlife linkages with the I-11 proposed corridor. ADOT and AZGFD spent years and substantial funds preparing their AZ Wildlife Linkage Assessment to give planners the data needed to protect invaluable linkages during new highway construction projects. I assume that I-11 planning will incorporate wildlife crossing structures wherever construction intersects such wildlife linkages.</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.azdot.gov%2Fdocs%2Fplanning%2Farizona_wildlife_linkages_assessment.pdf%3Fsfvrsn%3D7&data=02%7C01%7C11adotstudy%40hdrinc.com%7C9d100f645eb049ee02ec08d6cb225076%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636919746700480813&sdata=EpQS3yUekTjr7NSwMDR%2F2HE2SIIRN%2BFqANyQrZ09qYo%3D&reserved=0</p> <p>Thank you,</p> <p>Kim Vacariu AZ Wildlife Linkage Assessment Planning Team</p>	BR-10	No Attachment Submitted	I- 459 -1
Kimbriel	Steve		Website	6/19/19 8:46 PM AT	<p>I think it's an excellent plan. Helps alleviate traffic in Tucson and will provide safer travel. The City of Tucson is a joke when it comes to roads. We have the worst streets in Arizona. My friends who live outside Tucson joke about needing a 4 wheel drive to get around. If you think The City of Tucson knows anything about moving traffic just drive around town and it looks the same as it did in 1970.</p>	GlobalTopic_4		I- 1808 -1
Kind	Deborah		Website	5/03/19 2:54 PM AT	<p>This I-11 is not helpful at all to the impact for Hwy 347 to get into the east valley where every one works. what is being done to widen or put over pass at Riggs rd.</p>	AC-7		I- 490 -1
Kindler	Lori		Website	6/11/19 12:28 PM AT	<p>I am strongly opposed to the I-11 recommended corridor alternative that would affect the area around my home, Tucson, AZ. This path would cut through the Tucson Mountains, invading the land surrounding a national monument and The Desert Museum. We already have an interstate system that accommodates the needs of locals and those passing through, so there is no real need for this disruption. Furthermore, such a bypass would have a negative impact on the businesses along I-10.</p>	GlobalTopic_4, E-1 and GlobalTopic_1		I- 1319 -1
King	Betty		Website	6/15/19 12:10 PM AT	<p>please drop this idea and consider using our existing roads; auto transport is expected to decrease and should decrease due to its negative impacts</p>	GlobalTopic_4		I- 1548 -1
King	Betty		Website	5/15/19 4:25 PM AT	<p>Hello, I encourage you to reconsider modifying our existing highways, rather than creating a new one. Our desert is precious and this proposed I-11 just will destroy more irreplaceable treasures. Future projections are that there will be less single vehicle traffic and we should be preparing for this.</p>	GlobalTopic_1		I- 925 -1
King	Cyrina		Website	5/16/19 1:25 PM AT	<p>I am a resident of Tucson Arizona and work frequently in the desert areas between Nogales and casa grande where the proposed i-11 would be built. I oppose the construction of another highway in this region, which is already incredibly impacted by human infrastructure, pollution, climate change, and water contamination. The Sonoran desert is facing severe changes in the next decade due to climate change, and putting in another highway will do nothing to mitigate or address the need for swift, immediate, and transformative action by agencies such as ADOT and federal dollars. The impact on the Sonoran desert, an often overlooked but incredibly rich and fragile ecosystem that is being assaulted by federal agencies along the us-Mexico border by the increase in militarization and the presence of border patrol and DHS vehicles, helicopters, ATVs, drones, is also of huge concern to me. This project is not in service to our community, to those that are from here, nor to those that make the desert their home. Please divert these funds to projects that look to mitigate climate change, convert to other modes of transportation that is not fossil fuel dependent, and does not involve such a large scale invasion of our Sonoran desert.</p>	GlobalTopic_4, GlobalTopic_1 and BR-7		I- 932 -1
King	Patricia	Friends of Robles Ranch, Inc	Website	7/01/19 4:42 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 32 -1
King	Rachel		Website	5/17/19 3:16 PM AT	<p>I am a resident of the Grand View Ranches II community in Rainbow Valley. I strongly oppose the I-11 blue alternative route. As I study the blue alternative route, it appears several master planned communities will be effected and many people will be displaced from their beloved homes. My family will be one of them. I do not oppose improvements to our transportation system. I just respectfully request you please, please consider the I-11 orange or green alternative routes. Those routes seem to have a lesser impact on families and the communities they live in. Thank you for your time and consideration.</p>	GlobalTopic_2		I- 946 -1
King	Rachel		Website	5/17/19 3:16 PM AT	<p>Our home was purchased with the intent of it being our FOREVER home. Yes, I understand the government will pay those effected fair market value for their property. However, we chose our home because it is our DREAM home in our DREAM location at an AFFORDABLE price. We will not find a similar home in near excellent condition on an acre lot in a surrounding community for the same price. No, we will pay an exponentially more! Will the government take that into consideration when making an offer to buy our home and the homes around us? Will the government throw in a little extra for the inconvenience of making homeowners relocate? Bottom line: We do not want to move. We do not want the government to force us out of our home. We do not want our DREAM home demolished to make room for a freeway.</p>	LU-1		I- 946 -2
King	Sarah		Website	5/30/19 5:47 PM AT	<p>My comment is simple: I would like to see the NO-BUILD alternative put in place. More asphalt highways detract from the beauty of this state and add harmful emissions to the already polluted atmosphere. The plan as laid out could also fracture existing wildlife migration routes and severely impact the Saguaro National Park, one of our state's absolute jewels. I have long thought that focusing on more effective and efficient rail service between Phoenix and Tucson would be the answer to the problem of moving people and products from one place to another. The two major cities NEED a better transportation system, for sure, but it doesn't have to involve more road construction. Railroads, please!!</p>	AC-6 and AC-9		I- 1223 -1
King	Sarah	Altar Valley Conservation Alliance	Website	7/08/19 9:35 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 43 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kingsborough	Barbara		Website	6/17/19 9:08 AM AT	Dear Madams and Sirs: As a frequent visitor to the Tucson area and supporter of the Saguaro National Park I am in opposition to the construction of an Interstate 11 corridor alignment through the Avra Valley. I feel there would be a large impact on the wildlife habitat which has been recommended for protection by Pima County's landmark Sonoran Desert conservation Plan. There are also as yet undiscovered archeological sites which might be impacted, not to mention ecological damage to plant growth, water flow and animal migration. It seems it might be preferable to improve or expand existing transportation alignments rather than to risk damage caused by the I-11 construction. Thank you for your consideration, Barbara Kingsborough	GlobalTopic_4 and GlobalTopic_1		I- 1613 -1
Kiniston	John		Website	6/28/19 9:43 AM AT	I do not support the recommended route. I support the 'Orange' alternate route that uses existing roadways and does not impact the desert.	GlobalTopic_4		I- 2163 -1
Kirchner	Dora		Website	5/11/19 7:27 PM AT	Stay I-19 to I-10 to I-8 Gila Bend go north on Hwy 95. No need to affect a bigger area rich in wildlife and native plants, specially saguaros. BESIDES, staying on freeways and roads ALREADY in use, the cost will be cheaper than buying out private lands on any of the options. With I-19 improvements in higher populated/traffic areas (Valencia-Ivington-Ajo roads) that should handle traffic, assuming that imports increase at the border - NOT LIKELY, with the let's attack Mexico attitude of Pres. Trump. Let's get real. I oppose new freeways that would raise taxes. Thank you.	GlobalTopic_1		I- 806 -1
Kiser	Patrick		Website	5/10/19 10:26 AM AT	I am opposed to I-11 being built so close to the Saguaro National Park. Even though the current Tier 1 EIS states that there would be minimal environmental impact to the park, I do not agree. Vehicles driving on I-11 emit noxious fumes and considering that the prevailing winds are from the west to the east, these fumes would travel directly to the park and do damage.	GlobalTopic_4 and GlobalTopic_1		I- 728 -1
Kiser	Patrick		Website	5/10/19 10:26 AM AT	Also, you need to consider the noise created by the traffic on I-11. Large trucks create a great deal of noise and that noise travels quite a distance, especially when the prevailing wind is from west to the east. This would also negatively impact Saguaro National Park. I submit that the I-11 be either moved further to the west, be rerouted to the east side of the Tucson Mountains, such as along I-10, or be considered a no build altogether.	N-1, N-2 and GlobalTopic_1		I- 728 -2
Kist	Rosemary		Website	5/14/19 1:35 PM AT	Under no circumstances should this project, or any other, go through Saguaro National Park!!!!	GlobalTopic_1		I- 907 -1
Kittrell	Warren		Website	7/06/19 7:11 AM AT	There seems to be a disconnect between your stated choice of an I-11 bypass through Avra Valley and the current ubiquitous road-building and expansion along the existing I-10 and I-19 corridors. Why is any other choice even necessary? It could be said that the equivalent of overlaying I-11 on I-10 and I-19 is already happening. Just continue to do what you are already doing, and thank you.	GlobalTopic_1		I- 2626 -1
Klatte	Cynthia		Website	7/08/19 9:19 PM AT	As a resident of Tucson, Arizona, for 11 years and a Tucson homeowner for 10 years, I am writing to oppose the destructive proposal known as the Draft Environmental Impact Statement (DEIS) for Interstate 11 released on April 5, 2019. The Recommended Alternative route in the DEIS in Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. I am strongly AGAINST the costly plan to build a freeway through Avra Valley because I-11 would be a damaging for the Sonoran Desert, for Saguaro National Park, for Ironwood National Monument, and for all the wild animals and plants who live in between — as well as for Tucson's water supply, tourism industry, and economy. The I-11 Recommended Alternative route has to "thread the needle" between Saguaro National Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts: I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Instead, I support healthy, wild desert lands, minimized light pollution, public and Native lands protected, Tucson's water supply safe and clear, \$3.4 billion saved, and our desert plants and animals flourishing! Thank you for taking my comments. Sincerely, Cynthia Klatte	GlobalTopic_1, WR-2, E-1, E-2		I- 3164 -1
Klatte	Cynthia		Website	7/08/19 9:19 PM AT	• Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	GlobalTopic_1, BR-6, BR-9		I- 3164 -2
Klatte	Cynthia		Website	7/08/19 9:19 PM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1, E-1, E-2		I- 3164 -3
Klatte	Cynthia		Website	7/08/19 9:19 PM AT	• The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	GlobalTopic_1, LU-3		I- 3164 -4
Klatte	Cynthia		Website	7/08/19 9:19 PM AT	• The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	GlobalTopic_1, WR-2		I- 3164 -5

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Klaus	James & Phyllis		Email	6/05/19 1:00 AM AT	<p>My wife and I live in Vista Royale and we would like to tell you we are much in favor of the VR green alternative. It would keep our community the same without any disruption.</p> <p>Thank you</p> <p>James & Phyllis Klaus XXXXXXXXXXXXXX Wickenburg, AZ 85390 XXX-XXX-XXXX</p> <p>-----</p> <p>mail&utm_content=emailclient?utm_medium=email&utm_source=link&utm_campaign=s ig-email&utm_content=emailclient> https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsecureimages.mcafee.com%2Fcommon%2FAffiliateImages%2Fmfe%2Flogo.png&data=02%7C01%7C11adotstudy%40hdinc.com%7Ccf0232712bb9472bc7a108d6ea1d9ff1%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C636953810304301772&sdata=kTnMqRzU2NZ4uHw1m5JNr7OpekCeKuTW5PI0VcLWe9Q%3D&reserved=0</p> <p>Scanned by McAfee</p> <p>mail&utm_content=emailclient?utm_medium=email&utm_source=link&utm_campaign=s ig-email&utm_content=emailclient> and confirmed virus-free.</p> <p>-----</p> <p>1 Cup (Before Bed) Burns Belly Fat Like Crazy! worldhealthlabs.com https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fthirdpartyoffers.netzero.net%2FTGL3241%2F5cf86b05105146afe08c6st04vuc&data=02%7C01%7C11adotstudy%40hdinc.com%7Ccf0232712bb9472bc7a108d6ea1d9ff1%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C636953810304301772&sdata=OTzd7MNOxfB0G%2Bmwh4brQRC0U4MjQs1ldvlyw%2FuuYnk%3D&reserved=0</p>	GlobalTopic_5		I- 1702 -1
KLEBER	KEITH		Website	5/10/19 1:51 PM AT	<p>ADOT & FHWA:</p> <p>I fully support I-11 running along the existing I-10 corridor through Tucson and vehemently oppose I-11 running through Avra Valley. Routing I-11 west of the Tucson Mountains would negatively impact Saguaro National Park as well as Ironwood National Monument. Also I-11 would turn a rural area into a high traffic zone with subsequent heavy development. Having lived on the northeast end of the Tucson Mountains for over 30 years I have seen open space become fragmented with resulting adverse effects on the natural environment. Even though routing I-11 along the I-10 corridor would increase both traffic & noise pollution for me I believe this is the best alternative so that Avra Valley is not destroyed.</p> <p>Thank you, Keith Kleber</p>	GlobalTopic_4 and GlobalTopic_1		I- 733 -1
Klein	Pamela		Website	4/23/19 7:12 PM AT	I am in favor of this project, and the Green route, so as not to interfere with our quiet enjoyment in the CantaMia community, nearby.	GlobalTopic_2		I- 268 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kleve	Alexander W.		Email	6/03/19 1:00 AM AT	<p>Good Morning,</p> <p>I am writing to get an update on the current status of the following project; could you please send the following information, if available, for the project listed below?</p> <ul style="list-style-type: none"> * Right-of-Way acquisition date * LET date * Preliminary or final ROW plans or any map showing before and after ROW lines for the project <p>Project:</p> <ul style="list-style-type: none"> * Interstste 11 Corridor Tier 1 Environmental Impact Nogales to Wickenburg <p>Please be advised, I am no longer interested in the above requested documents if ROW acquisitions are complete or if ROW is not required. If you are not the appropriate contact, could you please refer me to the correct person and/or forward this email to them? Should you have any questions or concerns, please do not hesitate to contact me.</p> <p>Thank you for your time and assistance!</p> <p>Sincerely,</p> <p>Alexander W. Kleve Biersdorf & Associates, PA XXXXXXXXXXXXXXXXXX Minneapolis MN 55402 XXX-XXX-XXXX (Direct)</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.condemnation-law.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb1fec5715f64445ea55c08d6e82c7e0d%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636951675135034472&sdata=Qx8U7D A2QQJgkAqavA%2F8sVF2sYq%2Fgc%2FK2Kd500bbAY%3D&reserved=0 XXXXX@condemnation-law.com</p>	GlobalTopic_8 and LU-1		I- 1657 -1
Kleve	Alexander W.		Email	6/22/19 1:00 AM AT	<p>Good Morning,</p> <p>I am writing to follow up on the email that was sent the other week. Is this something you are able to assist with? Or is there another person I should contact for this request?</p> <p>Thank you for your assistance.</p> <p>Sincerely,</p> <p>Alexander W. Kleve Biersdorf & Associates, PA XXXXXXXXXXXXXXXXXX Minneapolis MN 55402 XXX-XXX-XXXX (Direct)</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.condemnation-law.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cf909ea284b484716bb2808d672315e2%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C0%7C636968127417513896&sdata=93zvY18 QO3VtkjCa70kO%2FnK%2BxpBKRNYQFicm2ubr7s%3D&reserved=0 XXXXX@condemnation-law.com</p> <p>From: Alexander Kleve Sent: Monday, June 3, 2019 9:05 AM To: 'I-11ADOTStudy@hrinc.com' Subject: Information Request</p> <p>Good Morning,</p> <p>I am writing to get an update on the current status of the following project; could you please send the following information, if available, for the project listed below?</p> <ul style="list-style-type: none"> * Right-of-Way acquisition date * LET date * Preliminary or final ROW plans or any map showing before and after ROW lines for the project <p>Project:</p> <ul style="list-style-type: none"> * Interstste 11 Corridor Tier 1 Environmental Impact Nogales to Wickenburg <p>Please be advised, I am no longer interested in the above requested documents if ROW acquisitions are complete or if ROW is not required. If you are not the appropriate</p>	GlobalTopic_8		I- 3277 -1
Klewin	Kristine		Website	5/22/19 2:10 PM AT	<p>Hello,</p> <p>It would be more cost effective and far less damaging to the environment and the people of the corridor to expand existing I-10.</p> <p>I have read the letter to you from Rep.Raul Grijalva and agree with his thorough evaluation of the situation.</p> <p>Kristine Klewin</p>	GlobalTopic_1		I- 1070 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code	
KLITTICH	Carla		Website	5/14/19 11:24 AM AT	I request that the area west of the Tucson mountains and east of Ironwood Mountains be removed from consideration for I-11. These pristine areas of the Sonoran Desert are critical habitat for numerous plants and animals including threatened and endangered species. The disruption of desert soil and environment coupled with expanded development could doom some of these localized unique species. The critical importance of native habitat to species diversity has been recently emphasized in the shocking report from the UN on species endangerment https://www.ipbes.net/ . As an example, the Sonoran Desert is the center of global diversity for bee species, critical for pollination of plants and a repository of unique genes that could benefit bee breeding and genetics. In addition, this area of the Sonoran Desert is the top tourist attraction for Tucson, thanks to the triple crown of the Desert Museum, Saguaro National Park, and Tucson Mountain Park. Ruining the pristine and diverse nature of this area with a freeway and development will have dire consequences to Tucson tourism. With the close proximity of I-10 and I-19 there is no good reason to build a third freeway corridor. Since a major driver for this project is to move goods more efficiently from the border north, a less impactful and more cost effective solution would be to upgrade existing rail lines to handle more and faster traffic, generating have much less environmental impact. Please reconsider the I-11 proposal for the good of Southern Arizona and the planet.	GlobalTopic_4 and GlobalTopic_1		I- 902 -1	
Klock	Vikki		Website	7/07/19 9:39 PM AT	The Orange Route makes the most sense and will have the least impact for the residents of Hidden Valley. Nothing about this project will do anything to alleviate the traffic issues on the 347 North of Maricopa. I believe our tax dollars could be better spent addressing that nightmare. Developers gave no thought to that fact when building Maricopa.	GlobalTopic_4		I- 2874 -1	
Knecht	Dieter		Website	7/08/19 3:35 PM AT	We support the Orange alternative route to best protect wildlife and riparian habitat.	GlobalTopic_4		I- 3026 -1	
Knight	Alison		Website	7/07/19 9:25 AM AT	I do not think we should be constructing a freeway that will effect our desert habitat. One of the many amazing things about Tucson is the land and prosperity between nature and city. A freeway will infringe on that. We need to focus our energy on updating the roads and highways we have currently.	GlobalTopic_4 and LU-3 and AC-7		I- 2723 -1	
Knight	Norette		Mail	7/08/19 1:00 AM AT	I oppose the recommended alternative route described in the Tier 1 deis for Interstate 11. I believe that the recommended alternative route what damage natural resources and the experience because it would run near Saguaro National Park West, Ironwood Forest National Monument, and the Tucson mitigation corridor. once gone these plants, Saguaro and animals wilderness come be gone. the recommended alternative route would cost taxpayers 3.4 billion dollars more to build than co-locating Interstate 11 with Interstate 19 and Interstate 10. Bypassing diverting traffic away from Tucson's downtown and growing business districts would really hurt businesses. there are unique, local businesses that would suffer. Once gone they never come back. So, No on the recommended alternative route for Interstate 11. Thank you.	GlobalTopic_4 and GlobalTopic_1	Knight_N_I3522	I- 3522 -1	
Knight	Thomas		Website	5/22/19 3:20 AM AT	By the time ADOT completes widening I-10 from Casa Grande to the 202 interchange & I-10 from two lanes each way to three lanes each way, the "need" for a I-11 will NOT be necessary. Frankly, it seems as though the demoncrats in the legislature have taken over the planning office in ADOT. You know how they like spending money for NO REASON!	GlobalTopic_4		I- 1059 -1	
Knighton-Wisor	Jonathan		Website	7/04/19 10:07 AM AT	I am a Tucson resident and live approximately 1 mile from the current I-10 corridor. I frequently utilize Arizona's highway system for both work and personal purposes, so I am well aware of the region's transportation infrastructure. I have reviewed the Nogales to Wickenburg I-11 Draft 1 Tier EIS, and I am opposed to the Recommended Alternative, which I understand to be a combination of the Purple and Green Alternative. I am also opposed to both the Purple Alternative and Green Alternative. I also have several concerns about the Orange Alternative. While I am opposed to the Orange Alternative, its potential impacts are less than the Recommended Alternative, Purple Alternative and Green Alternative. I support the No Build Alternative. My concerns are related to biological resources, cultural resources, and recreational impacts. Ultimately, I am not convinced that there will be significant economic and transportation benefits to the proposed I-11 routes from Nogales to Wickenburg. Infrastructure improvements could also be accomplished by the programed capacity improvements of the No Build Alternative. Additionally, all of the proposed I-11 routes will significantly impact biological resources, cultural resources, and recreation in southern Arizona. The impacts to these resources all outweigh any benefit a I-11 "Sonoran Corridor" may have. I support the No Build Alternative. The Recommended Alternative, Purple Alternative, and Green Alternative are especially problematic, and given the information in the Tier I EIS, I do not believe that their impacts can be mitigated.	AC-6		I- 2542 -1	
Knighton-Wisor	Jonathan		Website	7/04/19 10:07 AM AT	The Recommended Alternative, Purple Alternative, and Green Alternative all have an extremely large footprint that will not only disturb open desert habitats, but also will significantly impact wildlife corridors. I am skeptical that these impacts can be appropriately mitigated, as much of the Sonoran Desert is already fragmented by highways, urban development, and miscellaneous infrastructure that currently obstruct wildlife corridors. Since much of the Orange Alternative is co-located on existing highways, there is a decreased impact to corridors. However, it will still directly impact corridors in the Hassayampa Plain. Only the No Build Alternative will eliminate further impacts to wildlife corridors.	LU-3 and BR-1 and AC-6		I- 2542 -2	
Knighton-Wisor	Jonathan		Website	7/04/19 10:07 AM AT	I have additional concerns related to cultural resources. The Tier I EIS addresses how all alternatives, excluding the No Build Alternative, have the potential to directly impact cultural resources by ground disturbing activities. There is a great focus on how the existing I-10 corridor contains numerous cultural resources in the Tucson area that will be impacted by ground disturbing activities if the Orange Alternative is implemented. This focus is warranted, as these impacts are potentially significant and should not be understated. However, there is considerable less focus in the Tier I EIS on the direct and indirect impacts of the Recommended Alternative, Purple Alternative, and Green Alternative. Additionally, it does not appropriately consider how construction of I-11 will severely impact the integrity of resources. In order for a cultural resource, be it an archaeological site, historical-period neighborhood, or a traditional cultural property, be considered eligible for the National Register of Historic Places (NRHP), its "integrity" is of utmost importance. Of the seven aspects of integrity that can impact a historic property's eligibility to the NRHP, proposed construction activities will directly impact the integrity of location, design, and materials. This is primarily due to ground disturbing activities, which will likely impact the stratigraphic context of archaeological sites, and destroy historical-period structures and the in situ context of artifacts and features. Only the No Build Alternative will limit direct impacts to cultural resources. The Tier I EIS fails to adequately take into account integrity of place, feeling, association. While direct impacts of highway construction can sometimes be mitigated through consultation, avoidance, and/or data recovery, highway construction activities also impact an cultural resources' integrity of setting, feeling, and association. The Recommended Alternative, Purple Alternative, and Green Alternative all involve significant construction of a new highway west and northwest of Tucson, that will not only damage cultural resources within their proposed corridor, but also to those in the surrounding area. This is because construction of a new highway will forever change the broader landscape and its setting. For example, a historical-period homestead within auditory or visual range of a new I-11 would have diminished integrity, as the setting in which it was constructed would be altered, and it would no longer be able to convey the feeling of rural lifeways that were practiced at the property. This diminished integrity would potentially impact this resource's eligibility to the NRHP.	CR-1; Section 3.7.1 of the Draft Tier 1 EIS acknowledged the aspects of historical integrity important for evaluating eligibility of properties for the National Register of Historic Places (NRHP), and indicated that FHWA and ADOT adopted a phased approach to inventory, evaluate the NRHP eligibility (including aspects of historic integrity), and assess effects to cultural resources. Surveys to inventory and evaluate NRHP eligible resources will be done during Tier 2 planning of specific projects. If archaeological sites are determined to be eligible for the NRHP it is usually for their potential to yield important information, which is not related to the feeling and setting aspects of historic integrity. Section 3.7.2.1 acknowledged that highways could have adverse visual and noise impacts on some types of nearby cultural resources and the delineation of 2,000-foot-wide study corridors for a highway right-of-way that typically would be no more than 400 feet wide generally considers indirect and cumulatove impacts to cultural resources that might be nearby but not directly affected by construction of highway improvements or new highways. Section 3.17 discussion of indirect and cumulative impacts also identified the potential for new highways to induce development and other types of proximity impacts that could affect cultural resources in a variety of ways.			I- 2542 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Knighon-Wisor	Jonathan		Website	7/04/19 10:07 AM AT	The construction of I-11 would also spur new development, which would not only cause direct impacts to cultural resources through ground disturbance, but also further detract from the rural character of the landscape west and northwest of Tucson, and cause even more issues of integrity. The Tier I EIS does not fully appreciate the scale to which the Recommended Alternative, Purple Alternative, and Green Alternative will impact the landscape. Since much of the Orange Alternative is co-located on existing highways, it will have less new impacts to resources' integrity of setting, feeling, and association. However, a new highway through the Hassayampa Plain will still cause some of these indirect impacts to occur.	LU-3, V-1, GlobalTopic_1, GlobalTopic_4 and IC-1		I- 2542 -4
Knighon-Wisor	Jonathan		Website	7/04/19 10:07 AM AT	While not as critical as environmental and cultural resources concerns, the impacts of the Recommended Alternative, Purple Alternative and Green Alternative all have the potential to directly and indirectly impact recreational activities, due to visual impacts, light pollution, and sound pollution. Individuals throughout the greater-Tucson community and tourists rely on Tucson Mountain Park, Ironwood Forest National Monument, Picacho Peak State Park, Saguaro National Park, the Desert Museum, and miscellaneous other public lands for activities including picnics, sunset viewing, star gazing, camping, and hiking. These alternatives will also abut Sonoran Desert National Monument. These recreational areas will all be negatively impacted by the Recommended Alternative, Purple Alternative and Green Alternative. The Recommended Alternative, Purple Alternative and Green Alternative will all irrevocably change the public lands, especially those west and northwest of Tucson, into perpetuity. For example, Picacho Peak State Park is a park that I have often visited to enjoy its trails, vistas, flora, and fauna. However, presently these visits are often marred by the existence of Interstate 10, which abuts the park. Visual and aural impacts from the interstate detract from otherwise otherworldly beauty of this park. Other public lands west and northwest of Tucson will meet a fate similar to Picacho Peak State Park if I-11 is constructed in Pima, Pinal, and Maricopa Counties outside of existing highway corridors. Ironically, if the Recommended Alternative or Green Alternative is approved, Picacho Peak State Park will be surrounded by interstate highways, which will further detract from its recreational value.	GlobalTopic_4, V-1, R-1 and R-2		I- 2542 -5
Knowles	Cybele		Email	6/19/19 1:00 AM AT	Dear Arizona Department of Transportation, I have lived in Tucson for going on 13 years now, and I know what a special place it is. Much of what makes it special is clean air, amazing nature, and abundant wildlife. Especially as this region will be facing new challenges from climate change, we must do everything we can to preserve what is wonderful about our city and surrounding areas. Therefore I'm strongly opposed to any plan to build a new highway through the Avra Valley west of Tucson, and I ask that you avoid this route for several reasons. 1) The Interstate 11 recommended alternative would cut through sparsely populated open space and sever critical wildlife corridors. Roadkill caused by the vast increase in vehicle traffic would devastate wildlife, and the resulting urban sprawl would destroy vast swaths of habitat. Please listen to the people of southern Arizona and shelve the Avra Valley route — a destructive, outdated proposal that would cause far more harm than good. Sincerely, Cybele Knowles Tucson, AZ 85733 XXXXX@gmail.com	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2491 -1
Knowles	Cybele		Email	6/19/19 1:00 AM AT	2) The recommended alternative would pass right next to the Tohono O'odham Nation and such national and regional treasures as Saguaro National Park, Ironwood Forest National Monument, and Tucson Mountain Park. Public lands provide important refuge for wildlife and people alike, and they're a huge contributor to the economic health of our region. Scenic views, air quality, natural quiet, ecotourism and healthy ecosystems — these are the things that we value, and they would all be compromised by the Avra Valley route.	GlobalTopic_1, E-2, R-2 and BR-7		I- 2491 -2
Knowles	Cybele		Email	6/19/19 1:00 AM AT	3) The recommended alternative passes dangerously close to the land where Tucson recharges and stores water, which could be contaminated by a toxic spill. In an era of increasing drought and decreasing water supplies, risking our water security for a new highway is a terrible idea.	GlobalTopic_1 and WR-2		I- 2491 -3
Knowles	Cybele		Email	6/19/19 1:00 AM AT	4) The need for a new interstate to bypass the city of Tucson has not been well established. Long-term traffic projections are notoriously unreliable, and we're facing a global climate crisis that makes this sort of project even less justifiable. Transportation planners should be doing everything in their power to help us move away from our dependence on fossil fuels. We need forward-thinking solutions, not 20th-century proposals that would exacerbate the problem.	GlobalTopic_1, AQ-2, AC-4 and PN-3		I- 2491 -4
Knowles	Cybele		Email	6/19/19 1:00 AM AT	5) Even if this new interstate could be justified, it would make far more sense to locate the route alongside I-10 through the Tucson metro area. The Avra Valley route would cost \$3.4 billion more to construct, while doing far more damage. The city of Tucson and neighborhoods adjacent to I-10 support the Tucson urban route and oppose the preferred alternative.	GlobalTopic_1 and AC-5		I- 2491 -5
Knowles	Greg		Website	7/03/19 10:58 AM AT	The proposed I-11 would better serve Southern Arizona by upgrading existing infrastructure and taking advantage of existing right of ways. For a lot less money, dedicated north and south lanes could be added to I-19, and a dedicated truck lane through Tucson could be used as well as changing port of entry hours to encourage truck movement from 10 PM to 6 AM. While the Avra Valley may one day be developed as a Tucson bedroom community, a multiple lane expressway would not serve the citizens who live there, nor the businesses that depend on the current I-10 route thru the city center.	GlobalTopic_1 and AC-5 and LU-3		I- 2350 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Knowles	Travis		Website	7/08/19 7:49 PM AT	<p>Dear Sir or Madam:</p> <p>Thank you for the opportunity to comment on the Tier 1 draft EIS for I-11 near Tucson, Arizona.</p> <p>First, let me explain why I, as a South Carolina citizen, am commenting. I bought a house last year in Tucson, and plan to retire there in a short few years.</p> <p>The recommended route in this EIS is abhorrent to everything I and many others value when considering residency in the desert Southwest. When I saw the recommended route through the Avra Valley, I could not believe it had even been proposed for consideration, much less recommended. This proposed new construction, in close proximity to the Arizona Sonora Desert Museum, Tucson Mountain Park, Ironwood National Monument, and other undisturbed natural areas runs counter to the wishes of Tucsonans, the larger conservation community, and many others who have labored hard over many years to achieve a more sustainable future for both people AND wildlife.</p> <p>As a conservation biologist, I could also point you to a mountain of studies that document the negative impacts of roads on wildlife migration and dispersal, genetic diversity, and ecosystem function. I cannot fathom how several decades of research on these impacts was not considered in the selection of this recommended route.</p> <p>It is clear that the best science was not considered, else this route would have been rejected out of hand.</p> <p>I do trust that you will make the right decision and reject the draft EIA recommendation in favor of the co-location option for I-11.</p> <p>Sincerely, Travis Knowles cellular: XXX-XXX-XXXX</p>	R-1 and R-2 and GlobalTopic_1		I- 3142 -1
Knowles	Travis		Website	7/08/19 7:49 PM AT	<p>The city of Tucson, as well as many organizations and groups working toward protecting and reconnecting ecosystems stand ready to assist with the route I recommend, which is co-location of I-11 with the existing route of I-10 and I-19 on Tucson's west side. These groups and individuals envision a more sustainable future for the city, and will work to reduce impacts through promotion of additional public transportation options, walkable routes, more wildlife-crossing friendly roads, and sustainable development of all kinds.</p>	GlobalTopic_1		I- 3142 -2
Knox	Gary		Website	5/09/19 12:33 PM AT	<p>A freeway through this area would be a huge economic boost to the area. Maybe the people in the bread lines at Picture Rocks might get a job. I prefer the western most blue route because it affects the least amount of homeowners and monetary concerns. Gary</p>	GlobalTopic_1		I- 706 -1
Knox	Hal I		Website	4/19/19 5:41 PM AT	<p>Your preferred alternative is a disaster and will be DOA with the residents of Tucson except those who would benefit financially from this route (of course) as it would attract all kinds of adjacent strip malls and businesses. The fact that there are a vast number of mitigation measures that would have to be undertaken to lessen the massive impacts of this route is evidence that it should not be chosen. Some impacts will be irreparable such as those to Sahuaro National Park, Ironwood National Monument and the Sonoran National Monument. Enough already, widen I-10 in developed areas but stay away from the west of Tucson or this project will be tied up in Federal court for a long, long time.</p> <p>Hal Knox former BLM Environmental and Realty Specialist</p>	GlobalTopic_1		I- 186 -1
Knox	Rivko		Email	5/13/19 1:00 AM AT	<p>Hi: I just went to your web site and tried to submit the comment that appears below (in italics). I filled in all my information (which also appears below), entered the code to show I was not a robot or whatever and then hit 'submit' and nothing happened. So, it said if there were problems to contact you, which is what I'm doing.</p> <p>Public Comment Form 1 Comment2 Review3 Your Copy I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg Thank you for participating in the I-11 Draft Tier 1 Environmental Impact Statement public comment process.</p> <p>The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) encourage all interested parties to submit comments on any aspect of the Draft Tier 1 EIS. ADOT and FHWA will consider all comments in preparing the Final Tier 1 EIS, which will include responses to all comments received during the Draft Tier 1 EIS comment period, and will identify a Preferred Alternative (either a Build Alternative or the No Build Alternative).</p> <p>When submitting comments, please be as specific as possible and provide details on your concerns and recommendations.</p> <p>Comments must be received by July 8, 2019.</p> <p>I have lived in AZ since 1966 and have watched as more and more highways and interstates have 'eaten up' pristine lands and the fauna and flora native to those areas have suffered/disappeared. And I've watched (and been forced to breath in) more and more air pollution due to more cars and trucks on all these newer roads..</p> <p>Now ADOT is considering another humongous project... the I-11 corridor, a road that is anticipated to go from Wickenburg to Nogales and that will cut a swath across the state, fragment habitat, including public lands such as Saguaro National Park, and contribute to more carbon emissions and other pollution.</p> <p>Submitted by:</p> <p>An Individual</p> <p>Rivko Knox XXXXXXXXXXXXXXXXXX Phoenix, AZ 85053-5732 XXX-XXX-XXXX</p>	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>Your comment has been received. To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>		I- 963 -1
Knox	Rivko		Email	5/13/19 1:00 AM AT	<p>I'm very strongly recommending that instead of I-11, ADOT consider a 'no build' alternative and instead work on 'my' long dreamed of railroad system from Phoenix to Tucson. This will reduce air pollution and likely require the destruction of NO (or almost no) new land and animal plant life.</p>	AC-6 and AC-9		I- 963 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Knuckles	Kathryn		Website	6/19/19 2:19 PM AT	Our family has lived in this area since 1998. We moved away from the city to this beautiful part of the desert and neighborhood that is quiet, with never having to move again. We are paid off and very comfortable here in this part of the southwest. I drive in every morning to Tucson to work. The roads on Ajo and Valencia are finally getting fixed to be able to drive down them during the monsoon season. The desert and animals in this area will be disrupted, not to mention all the people rooted here which doesn't even seem to be talked about more so the plant life and animals. There is so much desert that could be used further west instead of disrupting all these people. And I agree that diverting people west of Tucson will affect sales tax in Tucson, if that doesn't get Tucson counsel going crazy not sure what would. I vote NO on I-11	GlobalTopic_1 and LU-3 and BR-1 and E-1		I- 2063 -1
Koch	Frank		Oral	5/08/19 1:00 AM AT	<p>FRANK KOCH: Hi. My name is Frank Koch. I'm here to talk to you as American citizens and taxpayers. I-11 is a terrible idea. This is the largest infrastructure project in 50 years. It's 1,600-plus miles of highway that's going to cost the American taxpayers \$100 billion or more.</p> <p>You remember Ross Perot talking about what a bad idea NAFTA was, and how it was going to cost us high-paying jobs in America? Well, I-11 is the NAFTA freeway. And when you change the name to USMCA freeway, or I-11, it doesn't change that fact.</p> <p>Let's start with the need -- for why we need this American-taxpayer-funded superhighway that goes from one border of our country to another. I-11 is to support one fundamental purpose: The movement of goods from factories in Mexico to Canada.</p> <p>I've asked the DOT for a list of the American manufacturing plants employing Americans that this highway is being built to support. The answer is zero. I asked how many have of them announced their plan to be built in America. Again, the answer is zero.</p> <p>DOT says you guys have to propose the route through Avra Valley because you have to have two independent routes. Well, I look at your map, and from Nogales you have only one route expanding I-19. I look from Phoenix, all the way to the Canadian border, well over 1,000 miles, and one route is talked about.</p> <p>Spending our tax dollars to expand a road from Phoenix connecting to Las Vegas, two American cities, that's a good idea. That's good spending of our money. Expanding I-10, instead of going out through Avra Valley, is going to save billions of dollars of our tax dollars. Those tax dollars could be used to improve our existing roads in the Tucson area that are in poor shape.</p> <p>Tell your neighbors, your friends, your coworkers about DOT's plan to spend extra tax dollars to bypass the businesses in Tucson so that Mexico can get its products to Canada faster. Thank you.</p>	GlobalTopic_4		I- 1382 -1
Koch	Frank		Oral	5/08/19 1:00 AM AT	<p>FRANK KOCH: Hi. My name is Frank Koch. I-11 is a terrible idea. Due to NAFTA, we've lost over half a million high-paying manufacturing jobs. We've moved 50,000-plus factories from America to China, losing millions of high-paying manufacturing jobs Today the plan is to move thousands of factories back from China to Mexico, not to the United States.</p> <p>Mexico is not forcing us to do this. This is not Mexico's fault. Our existing highways and roads are falling apart, and our government wants tax increases to fix them. Bypassing Tucson is going to cost three billion extra tax dollars, versus expanding I-10. DOT is proposing that everyone in Tucson pays extra taxes to build a highway that bypasses the businesses in Tucson. How crazy is that?</p> <p>Talking about crazy, DOT does not have a plan for the next five years to expand the existing I-10 between Casa Grande and Phoenix, an already overloaded and dangerous highway that American taxpayers are driving on right now. Before I-11 gets built or goes any further, Mexico should pay for this in advance. You and I and our fellow citizens should not pay taxes to build Mexico factories a highway to get their goods to Canada.</p> <p>In closing, remember the six-billion-dollar wall that now is 25 billion that Mexico is going to pay for? Well, the NAFTA Highway, I-11, will cost many times more than the wall. Until Mexico pays for this in advance, this bad idea should go no further.</p> <p>We should use our tax dollars building thousands of factories in our own country, employing American citizens, instead of building a super highway for Mexico to get stuff to Canada. Call or write your elected officials. As an American citizen, it is your right. Otherwise, don't complain about high taxes and the government wasting our tax dollars. Thank you.</p>	GlobalTopic_4		I- 1387 -1
Koch	Frank		Oral	5/11/19 1:00 AM AT	<p>MR. FRANK KOCH: Hi. My name is Frank Koch. Although I agree with everyone on what they've had to say so far, I'm going to be speaking to everyone as tax paying American citizens.</p> <p>I-11 is a terrible idea, unless you like to pay higher taxes. I-11 is the largest infrastructure project in 50 years, 1,600 miles of new border-to-border super highway paid for with higher taxes.</p> <p>I-11 is to support one fundamental purpose, for the movement of materials from factories in Mexico to Canada, with thousands of trucks per day. I-11 is the NAFTA highway. Our president has a list of 50 existing critical infrastructure projects that are falling apart and needing serious repair. None of these have been repaired since they require higher taxes to fund them. Instead, DOT is spending our tax dollars today working on I-11, the NAFTA highway.</p> <p>Our government has allowed over 50,000 American factories to move to China and Mexico. We've lost tens of millions of high paying jobs in America. I have asked DOT for a list of the American manufacturing plants I-11 is being built to support here in our country. The answer is zero. That's right, zero. 1,600 miles of new highway and zero American factories. Factories in Los Angeles are hundreds of miles away from I-11. Intel's factory in Chandler, the largest manufacturing company in Arizona, sends their products to assembly plants in Malaysia via airplanes, not trucks. Today the plan is to move thousands of factories back from China to Mexico, not to the United States.</p> <p>DOT is proposing that everyone in Tucson pay extra taxes building a highway from Mexico's factories to bypass businesses in Tucson. How crazy is that? Talking about crazy, DOT's five-year plan does not include expanding I-10 from Case Grande to Phoenix, our existing overloaded and dangerous highway that American taxpayers are driving on today. We should spend our tax dollars building thousands of factories with high-paying jobs in America instead of building a super highway through our country for Mexico's factories.</p> <p>Call or write your elected officials. Speak up. As American citizens, it's your right. Otherwise, please do not complain about high taxes and the government wasting your tax dollars. Thank you.</p>	GlobalTopic_4 and E-3		I- 1461 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Koch	Frank		Website	7/08/19 8:47 AM AT	I oppose the I-11 AVRA valley route being proposed by ADOT. The AVRA valley route will permanently harm the Saguaro National park, the Wildlife Mitigation Corridor, Desert Museum, Tucson Mountain Park, Kitt Peak, Ironwood Forest National Monument, the harm done cannot be mitigated. Stating the harm can be mitigated does not mean it is true. Spending billions of extra tax payer money to build I-11 through AVRA valley is financially irresponsible, it demonstrates fundamental incompetence of government when our country already faces a \$22 Trillion deficit. DOT has not included any technology improvements in vehicle movement into the I-11 planning, this again is incompetent. The idea of a highway to be built to support requirements 20, 30, 40 years into the future without including future improvements in safe vehicle movement density due to automation is reason enough to oppose the I-11 AVRA valley route. Expanding I-10 results in less impact to the environment, saves American tax payers billions of dollars, has the support of the City of Tucson government and Pima County Board and has little public opposition, just the opposite for I-11 going through AVRA valley.	GlobalTopic_1		I- 2915 -1
Koch	Jennifer		Website	7/08/19 4:58 PM AT	All good reasons for NOT building I11 through Avra Valley have been stated already. My statement is that I agree will all arguments for NOT building I11 west of Tuscon.	GlobalTopic_1		I- 3076 -1
Koch	Melissa		Website	6/12/19 8:13 PM AT	Greetings, I am a new homeowner out on Manville RD off Sandario in Marana. I never thought I'd have the resources to buy a home but I was able to go through the USDA rural development program. I dreamt of living out in the country so it was a win win. This whole project is pretty heartbreaking for various reasons. My new home value going down, or may lose my home, and the effect on the countryside and animals that live out here. Find another way please. Thank you, Melissa	GlobalTopic_1		I- 1514 -1
Koedoot	Joel		Website	4/20/19 3:56 PM AT	SECOND, as a resident of the Tucson metro area, I urge rejection of the Preferred (Blue) Alternative, the Purple Alternative, and the Green Alternative due to their environmental impacts on the following public lands: Saguaro National Park Tucson Mountain Park Ironwood Forest National Monument Bureau of Reclamation's Central Arizona Project wildlife mitigation preserve All three of these alternatives thread the needle between Saguaro National Park / Tucson Mountain Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces. Furthermore, these alternatives would block important wildlife movement corridors as identified by Pima County's nationally-recognized Sonoran Desert Conservation Plan. FOURTH, I append a specific example of how the Preferred / Purple / Green Alternatives would impact Tucson Mountain Park -- including one of my favorite hiking routes. Please refer to the attached JPEG file, which is a snapshot of the Preferred / Purple / Green routes as they graze the southwestern boundary of Tucson Mountain Park. The superimposed black line is one of my favorite hiking routes, from near the Brown Mountain Trailhead down a major wash to the boundary of the park (where it meets Bureau of Reclamation land & Arizona State land). This easy, accessible hike travels through spectacular bajada habitat -- arguably the most biologically valuable Sonoran desert habitat -- to a remote corner of Tucson Mountain Park. Currently, this corner of the park (along with adjacent public lands) provides not only prime desert habitat for wildlife but also an excellent opportunity for solitude in an otherwise relatively busy / trafficked park. [Attachment: Map] Clearly, if any of the Preferred / Purple / Green Alternatives are built, this easily accessible opportunity for solitude will be severely degraded (not to mention the impacts on wildlife). The Preferred Alternative is particularly egregious, as it (a) blocks my hiking route and (b) directly abuts Tucson Mountain Park. One of the great advantages of living in the Tucson metro area is easy access to wonderful desert scenery and a true sense of solitude. I urge you not to allow these priceless qualities to be stolen from all current and future metro residents for the sake of facile augmentation of trucking traffic.	GlobalTopic_9 and GlobalTopic_1	Koedoot_J_1196	I- 196 -1
Koedoot	Joel		Website	4/20/19 3:56 PM AT	FIRST, because the preferred alternative has such large potential impacts, the public comment period for this project should be significantly extended to allow for considered public input.	GlobalTopic_9		I- 196 -2
Koedoot	Joel		Website	4/20/19 3:56 PM AT	THIRD, I urge that transportation planning studies focus on expanding the capacity of existing transportation corridors, which already have the infrastructure (gas stations, restaurants, etc.) to support the traffic along those corridors. Accordingly, only the Orange Alternative or the No Build Alternative is acceptable.	GlobalTopic_1 and GlobalTopic_4		I- 196 -3
Koehlinger	Vernon		Website	5/15/19 3:27 PM AT	It seems to me that using existing I-8 and State Hwy 85 as much as possible between the Casa Grande area and Buckeye makes most sense for the following reasons: 1. I travelled that route last week, and there was very little traffic in either direction. Thus, it seems to me that it can easily handle additional traffic. 2. I-8 is already at Interstate standards. Therefore, little, if any, improvement is necessary. 3. State Hwy 85 between Gila Bend and Buckeye is already four lane and has an extensive median. That should result in a lower cost to upgrade that as compared to building a completely new highway. 4. Very few people live near these highways, so you're not disrupting existing residential areas as much as you would be in the plan that goes through Rainbow Valley, for example. It might make sense to cut off the right angle of I-8 and Hwy 85 at some point with a diagonal, but even using half of the stretch of I-8 between Casa Grande and Gila Bend and half of 85 between Buckeye and Gila Bend seems to be more cost effective than an entirely new highway. I also understand that it might not make sense to follow 85 all the way to I-10; my main recommendation is to stay south and west of the Rainbow Valley/Estrella Mountain residential areas.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 923 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kogan	Nancy		Email	7/04/19 1:00 AM AT	<p>Dear Sir: Your website would not allow me to make my comment on this subject. I sincerely hope that this comment will be accepted.</p> <p>Please VOTE Against the proposed I-11 route through Pima County. It will destroy our beautiful Sonoran Desert and its wildlife. The delicate ecosystem will be destroyed.</p> <p>The private property along the proposed route will be devalued, causing hardship to private citizens who live in Avra Valley and Pictures Rocks areas. It will be difficult for citizens to recoup their investments.</p> <p>We have the worst roads in Pima County, and they are not maintained by proper methods. Pima County Board of Supervisors have misused the taxpayers road funds for years. Why should they be allowed to have any state monies? They have allowed themselves to be bought off by big corporations over the voices of private citizens.</p> <p>Common sense needs to be put in place over money, and another route chosen to go to Nogales. I urge you to vote NO on proposed I-11 route.</p> <p>Thank you for your time. Sincerely, Nancy Kogan XXXXXXXXXXXX Marana, Az. 85653</p>	GlobalTopic_4 and GlobalTopic_1		I- 3389 -1
Kogel	Albert		Phone	7/07/19 1:00 AM AT	This is Albert Kogel XXXXXXXXXX Tucson, AZ 85704. I am against the I-11 corridor. I oppose it 100%.	GlobalTopic_1		I- 3399 -1
Kohli	Raj		Website	5/11/19 2:45 PM AT	<p>I fully, and strongly support efforts to improve the transportation system.</p> <p>What we have is a big traffic jam in the Tucson downtown area, during rush hour. Even when it is not rush hour, the traffic is bad today, and it will be intolerable within the next year or 2.</p> <p>ADOT, & Federal authorities need to impose a 75 cent Gas Tax right away, to help fund the highways & local street system.</p> <p>Highway I-11 needs to be built as soon as possible.</p> <p>We are beyond stupid, for being so slow in building anything.</p> <p>A project like this should take no more than 1 year to 18 months to do the environmental and feasibility studies.</p> <p>The project should get completed in no more than 3 years from the conception stage.</p> <p>Whether it is China, or even 3rd world countries like India, only take 2 to 3 years to complete a project from conception stage.</p> <p>We are beyond incompetent, when we take 5 to 10 years from initial conception stage to come up with a plan, and another 5 to 10 years to complete the damn project.</p> <p>That is a total of 20 years, in which time costs double or triple.</p> <p>How come we cannot compete with countries that we very arrogantly look down upon? Why?</p> <p>We can be arrogant, when we can do stuff better than these countries, when we can do it more efficiently, and more economically.</p> <p>We are just not willing to learn from anybody.</p> <p>This is the country that built the Freeway system, that brought America prosperity, and world leadership.</p> <p>Where are those people?</p> <p>Can we not do it again?</p> <p>Let us not fall behind the rest of the world, by getting stuck in bureaucracy, and over-doing this public comment period too much.</p> <p>We need public input, but not forever.</p> <p>LET US MAKE THINGS HAPPEN, PLEASE.</p> <p>LET US GET THIS I-11 CORRIDOR DONE IN THE NEXT 2 YEARS!</p> <p>IN MY DREAMS!</p> <p>I AM SO NAIVE & STUPID, TO THINK THAT SOMETHING LIKE THIS CAN HAPPEN IN AMERICA!</p>	GlobalTopic_4		I- 786 -1
Koleski	Elizabeth		Website	5/06/19 7:09 PM AT	<p>Please do NOT proceed with the recommended plan for I 11 on the west side of the Tucson mountains. We have the treasure that is the Saguaro National Park and the Tucson Mountain Park which will be ruined by cutting off the wildlife. I-11 will ruin the view for Tourists and residents alike, and will create traffic noise that will echo back in what is a wild area.</p> <p>Building I -11 will create development sprawl in a beautiful pristine area. We should improve I -10 if needed, or invest in 21st century transportation instead of encouraging more interstate traffic.</p> <p>Thank you.</p>	GlobalTopic_1 and R-2 and BR-1 and LU-3		I- 569 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kolota	Paul		Oral	5/08/19 1:00 AM AT	<p>PAUL KOLOTA: I'm Paul Kolota. I'm against the green route and the purple route. I never hated those colors more. For 25 years, I have lived very happily, a quiet existence just north of Manville Road and just west of the canal, which puts me smack-dab in the middle of the purple route.</p> <p>Many of my neighbors in Picture Rocks will be coming to the Marana meeting. I doubt that there's many of them that are here. And I want to add a personal reason, other than the obvious one, for why having an interstate through Avra Valley would be bad. So I'll stipulate to all the well-researched and thoughtful reasons that everyone else is presenting from a conservation, biology and economic standpoint.</p> <p>When I took a drive over Ina Road and Picture Rocks Road, looking for a place to live in 1992, I drove through this collection of trailers and small hovels scattered around what I later learned was called the Wildcat development of Picture Rocks, and I said, By golly, I think I found a place. This is different. This is unique.</p> <p>You can drive 45 minutes outside of any western urban center, and the rural choices, or the borderline rural choices of places to live are all very expensive, upper middle class housing developments that we're seeing in most sides of Tucson. But not in Picture Rocks. Picture Rocks is unique. It is a unique slice and combination of rural lifestyles.</p> <p>Certainly there will be some people who show up at the Marana meeting under the illusion that there will be some economic benefit to them by living there after an interstate is built, either because they're going to sell their land and cash out and move somewhere else, or because they think they're going to get a job helping to build the interstate or working at the Circle K that's going to be in my backyard. So even the green alternative, that will be about a mile and a half from the Circle K that will go in on Manville Road, because I understand there's limitations just south of there, down to Snyder Hill.</p> <p>So it's a terrible idea that's not needed. But there's a whole lot of people living out there that you're going to have to acquire their land in order to build that. And most of them are rural folks without much of a voice and without much of an inclination to stand up here in a meeting. But I, for one, me and the toads that live under my trailer don't want to be living with an interstate in our backyard. Thank you.</p>	GlobalTopic_1		I- 1386 -1
Kolota	Paul		Website	4/19/19 4:20 PM AT	I oppose either route located in Avra Valley west of Tucson. I am a resident there, and do not want the noise of an interstate a mile away in the case of the preferred route, or to be displaced by the alternative route directly over my home! The Avra Valley and Picture Rocks natural environment and the quiet rural neighborhoods should not be destroyed by this: the only reasonable location is along the existing I-10 corridor.	GlobalTopic_1		I- 185 -1
Kolota	Paul		Website	4/19/19 4:20 PM AT	Please extend the comment period beyond May 31.	GlobalTopic_9		I- 185 -2
Kordosky	Gary		Oral	5/08/19 1:00 AM AT	<p>GARY KORDOSKY: My name is Gary Kordosky. I'm president of the Gates Pass Area Neighborhood Association. We have roughly 130 families and their households in our organization, and we're committed to Gates Pass Road on the east side of the Tucson Mountains and Gates Pass Road on the west side of the Tucson Mountains.</p> <p>So this freeway injures our -- I've got a bunch of reasons why it's not a good idea to do that out there, and they've all been mentioned. Probably not enough attention paid to light pollution for Kitt Peak National Observatory, the northern sprawl that this will bring. We already pay a high percent sales tax to try to catch up to the government.</p> <p>We'd all be even more sprawled with another half-percent to try to catch up, because we can't even pay for the roads. We can't even maintain the roads we have, so we don't need more.</p> <p>What are the other reasons for it? Wanting to relieve I-10. Well, I think we're getting a little smarter in Tucson. We're starting to build more dense housing. We're not -- we don't particularly like sprawl anymore. We're a little wiser than we were, and we kind of like what we have.</p> <p>We don't want to isolate the Tucson Mountains from the rest of the mountains to the south and west, and we don't want to degrade Saguaro National Park and Tucson Mountain Park. We want the Desert Museum to be what it is today. You've got to go back, you've got to be more clever.</p> <p>One thing about our people, they vote. They get ahold of our representatives. And you know, I think you've got to come up with a plan that's more acceptable to the people who live here, not the people who want to make money.</p>	GlobalTopic_1, V-1, LU-3, AC-7, R-1, R-2 and AC-4		I- 1367 -1
Kordosky	Gary		Oral	5/08/19 1:00 AM AT	I asked somebody in your organization, and he said there were 3,000 trucks a day coming through Nogales. It's limited at 4,000 at the port of entry. Do we need a new freeway to handle another thousand trucks?	GlobalTopic_4 and PN-3		I- 1367 -2
Koster	Keith		Website	5/09/19 6:47 AM AT	Running another freeway in the same direction as one we already have is wasteful of taxpayer dollars. It's unnecessary to run near protected lands. A better option would be to invest in high speed rail, taking cars off the freeway & allowing trucks to deliver good faster.	GlobalTopic_4, AC-9		I- 691 -1
Kostioshi	Nita		Mail	7/08/19 1:00 AM AT	I am writing in response to the Recommended Alternative Route described in the Tier 1 DEIS for Interstate 11. I oppose the alternative route because: the route would cost \$3.4 billion more, of the significant increase in light, noise, and air pollution, of the proximity to the Saguaro National Monument (within 1300 feet), and the Ironwood Forest National Monument (within 400 feet in many locations), wildlife corridors would be fractured by a new freeway, this freeway would increase night light, thereby impacting Kitt Peak Observatory's studies and research, this would impact private property owners, property values & destroy the rural character of the land. In conclusion, this idea is erroneous - why would we need this extra freeway when there is a route from Nogales to Las Vegas already.	GlobalTopic_1, GlobalTopic_4, V-1, N-1, AQ-1, R-2, BR-2, LU-1 and LU-3	Kostioshi_N_13530	I- 3530 -1
Kostrzewa	Ryan		Website	6/29/19 8:48 AM AT	In short - Saguaro is an underrated and little known beauty, a wonderful park where a significant draw is the feel of being so far from the city that you can take in the nature for all it is worth. Unfortunately, this proposed corridor would do nothing short of destroying that majesty.	GlobalTopic_1, BR-7		I- 2198 -1
Kouvel	Alexander		Oral	5/08/19 1:00 AM AT	<p>ALEXANDER KOUVEL: Good evening. My name is Alexander Kouvel. I appreciate this opportunity to speak to Tucsonans, to representatives of the Arizona Department of Transportation, and others.</p> <p>I'm concerned hearing this proposal. I've lived 30 years in Arizona. I live presently two blocks just west, on I-10, near Speedway. And the reason I mention that is because I live in the area of a major interstate. I understand very closely what the effects are.</p> <p>I'm going to go on record as recommending that this existing conduit through our state be used, be utilized for any further needs. I cannot emphasize how drastically I feel that this idea of putting a highway through essentially undeveloped desert is not only the wrong idea, it's a historically bad idea.</p> <p>And I think we need to, as a state, go forward. We need to look at our best options. I don't even know the pressures of trade or finances that are sort of suggesting this idea of putting a bigger highway through. But I think anyone who lives here, as you've probably been hearing all afternoon, would say this line through our Avra Valley Desert is a terrible idea. It's one that we'll never be able to recover from.</p>	GlobalTopic_1		I- 1372 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kouvel	Alexander		Oral	5/08/19 1:00 AM AT	It actually wrecks the best assets that this area can offer, internationally, nationally and locally, not to mention how it affects the creatures and animals and plants that cannot speak for themselves here about the native lands that are being impacted. So again, I appreciate this opportunity to speak, and I certainly hope you are taking the people's comments to heart. Thank you.	GlobalTopic_4		I-1372 -2
Kouvel	Alexander		Website	5/06/19 10:43 AM AT	I am a teacher (retired) and live a block and a half west of I-10 just south of Speedway Blvd. I mention this fact, because we here in this neighborhood are aware of the impact - visually, sound & safety - of a major interstate highway. Despite this fact, and literally because of it, I consider it at best ignorant, and even criminal that bureaucrats in our state & federal agencies are even considering a "transportation corridor" bisecting the fragile & world famous desert preserves west of us. I would suggest rather a widening of existing corridor - this despite impacts of noise and pollution - where impacts to native ecosystems are minimal. Adding an extra lane instead of tearing up primeval landscape, which can NEVER be replaced; plus the extraordinary devastation to migration patterns established since time immemorial. Please reflect at this time on where we as a species stand at this time in history: just today it was announced that a million species are headed for extinction as it stands in the next ten years. "Business as usual" is making a tiny minority wealthier while destroying the planet under our feet. I do not exaggerate; WAKE UP!!! Sincerely, Alexander Kouvel	GlobalTopic_1 and AC-7		I-554 -1
Kovatch	Ron		Email	5/07/19 1:00 AM AT	New York Times headline, May 6, 2019. Humans Are Speeding Extinction and Altering the Natural World at an 'Unprecedented' Pace WASHINGTON — Humans are transforming Earth's natural landscapes so dramatically that as many as one million plant and animal species are now at risk of extinction, posing a dire threat to ecosystems that people all over the world depend on for their survival, a sweeping new United Nations assessment has concluded. Even the well respected ARIZONA HIGHWAYS magazine does NOT focus on highways and interstates, it focuses on the natural beauty and wildlife of this amazing state. Interstate highways are not amazing, they are ubiquitous. Please do not scar this genuinely amazing landscape with something easily experienced in places like Chicago, Des Moines, New Jersey, Detroit, and Los Angeles. What typically follows the development of an interstate? Noise pollution Air pollution Light pollution Adult Porn Shops (witness Picacho Peak State Park) Trashy roadsides Vehicular accidents/deaths Haboobs/dust storms Billboard pollution Beige unattractive housing developments walled off due to the whine of truck tires. Where will the water for all of these things come from? Concrete and sprawl do NOT allow precious rain water to reenter the aquifer. Another fact: According to the Audubon Society, birding in southeastern Arizona is *billion* ("b" as in billion) dollar contribution to Arizona's economy. One does not go birding along interstates. While I would argue against any new interstate in the state of Arizona, if there must be expansion, the best solution is to expand lanes of existing interstates 19 and 10. Thank you for hearing my plea. Respectfully, Ron Kovatch Professor Emeritus Tucson, AZ	GlobalTopic_4 and GlobalTopic_1		I-982 -1
Kovatch	Ron		Email	5/07/19 1:00 AM AT	This would be a perfect time for the state of Arizona to take the lead *against* "speeding extinction and altering the natural world at an unprecedented pace. An interstate highway raging through the Avra Valley would have a negative effect on so many significant levels, including tourist economy. Not one, but three major tourist attractions, The Arizona Sonora Desert Museum, Saguaro National Park East, and Tucson Mountain Park (Gates Pass) are within view of the proposed I-11. I should also mention Ironwood Forest National Monument, although a lesser known hidden treasure, a true tourist and archeological resource. These 4 natural treasures attract thousands of tourists from all over the world as well as the US, Mexico. Hikers, campers, birders, snow birds, and others flock to these locations year around to see nature undisturbed, listen to quiet, see wildlife unique to the area, and of course, absorb the beauty of the desert. The Sonoran Desert and southern Arizona is a basin and range landscape. Filling the Avra Valley (basin) with an interstate will invite, development, fast food chains, truck stops, and other greed/for profit industries that will erode the quality of the desert. It will absolutely kill the view of the valley from the Tucson Mountains, the Desert Museum, Gates Pass, and Saguaro East National Park.	GlobalTopic_1 and BR-1 and R-2		I-982 -2
Kovatch	Ron		Email	5/07/19 1:00 AM AT	I have hiked the Avra Valley, and areas east and west of the basin, and witnessed a unique array of wildlife including: gila monsters, desert tortoises, a variety of rattle snakes and birds, javelinas, raptors, hawks, lizards, butterflies, pollinators, bees, foxes, various species of hummingbirds, just to name a few. Some of this wildlife, unique to this area are already endangered.	BR-1		I-982 -3
Kovatch	Ron		Email	5/07/19 1:00 AM AT	After generous winter rainfall the Avra Valley and it's surrounding mountains are/were splendid with wildflower blooms, the Palo Verdes yellow for almost 2 months, Ocotillo blooms going crazy. People came from all over to witness it, and they did NOT need another interstate to do so. Thankfully, Tucson residents do not have to travel far for this bounty. Nevertheless as volunteers at the Desert Museum, both my wife and I have encountered tourists from China, Norway, Germany, Great Britain, Canada, Japan, France, and Italy, just during the month of April, 2019. None of these tourists complained that there were not enough interstates to get them to this beautiful area. We have also encountered school groups over the same period from South Carolina as well as all over Arizona, and adjoining states, and college students on spring break from all over the country. No one comes to this edge of town to cross Gates Pass, and view an interstate at sunset. They come for NATURE and those things that thrive in nature.	GlobalTopic_1 and R-2		I-982 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kowalski	Nancy		Email	6/25/19 1:00 AM AT	As a resident of Tucson and Pima County, I am adamantly opposed to the proposed I-11 roadway. It makes no sense to build another major thoroughfare between Southern and Central Arizona when: - I-10 is already in existence - the proposed footprint for I-11 would irreparably destroy and/or negatively impact our local environmental, cultural, archaeological, economic and water resources If transportation is an issue, upgrade I-10. Don't waste my taxpayer money on this travesty. Thank you, Nancy Kowalski XXXXXXXXXXXX Tucson, AZ 85716	GlobalTopic_1		I- 3309 -1
Kozak	Michael & Eileen		Website	7/08/19 4:19 PM AT	To Whom It May Concern: As property owners who would be directly and severely affected by your proposed construction route for Interstate 11 from Nogales to Wickenburg, we protest the procedures you have followed thus far as well as dispute the conclusions you have preliminarily reached. The reality is that the route you propose would be exceptionally harmful to the environment. Our house was one of the few that existed in Sahuarita 60 years ago. As the city has prospered, we have deliberately not subdivided nor sold off the area around our house which remains virgin Sonoran desert. Our property is filled with native Cacti and other plants and animals. We have paid taxes on the virgin land to keep it that way. A number of our neighbors have taken the same decision. Yet nowhere in your Environmental Impact Statement do you acknowledge that you would be ruining scores of acres of virgin desert. We strongly urge that you reconsider this preliminary decision. The existing I-19/I-10 corridor can readily be expanded in capacity through a variety of methods that are less costly and far less environmentally destructive than the approach you have proposed. We urge you determine how best to do that rather than unnecessarily destroy more desert for no good reason. Sincerely, Michael Kozak, Eileen Kozak, Marilyn Kerley and Dorothy's Acres, LLC (the holding company for our house which the three of us own jointly)	LU-3 and GlobalTopic_1		I- 3052 -1
Kozak	Michael & Eileen		Website	7/08/19 4:19 PM AT	First, your report describes at excruciating length various processes you have followed to ensure that all "stakeholders" would be consulted prior to reaching conclusions. The list of "stakeholders" includes a variety of State, Federal and Municipal agencies and offices, as well as certain Federally Recognized Tribes and corporations. Notably absent from your list of "stakeholders" are actual humans who would be directly affected by your plans. Your preferred alternative would run across our front porch within a few feet of our house at 1702 W. Twin Buttes Rd., Sahuarita, AZ. Yet we have never been contacted nor consulted nor advised of any planning. Nor have we been notified of any public hearings on the matter. According to your postings, your planning has been going on for years. Yet no one ever thought to send notices to the taxpayers and voters who would be directly affected and whose mailing addresses are readily available from the Pima County tax authorities? We first learned of your plan from a neighbor in Sahuarita who would be similarly affected who learned of the project several days after the public meeting you held in Tucson. You do say you consulted the Sahuarita local authorities. But in a recent meeting with constituents, the Sahuarita Board indicated that they had been informed, not consulted, and had no more ability than the ordinary citizen to influence the decision. I note also that the Tucson City Council has opposed the route you have selected as "preferred." Yet the fact of any opposition is never mentioned in your report. I note that in your report you state that the Tribes whose land is situated near ours refused to allow you to conduct a survey and you decided not to situate the road on their properties. That clearly is their right. It should be our right to at least be consulted.	LU-1 and CO-1 and CO-3		I- 3052 -2
Kozak	Michael & Eileen		Website	7/08/19 4:19 PM AT	Second, your several and lengthy Environmental Impact Statements have little to do with the impact of your plans on the environment. You set up as the Straw Man the "No Build" alternative and assert, no doubt correctly, that congestion on the existing I-19/I-10 route will increase by 2040. But from there you proceed to examine alternatives that involve creating new highways almost half a mile wide through largely virgin desert. What is not seriously examined is how the existing I-19/I-10 right of way could be expanded to accommodate the projected increase in traffic. It is for this reason that you argue it better to build a new route (without actually examining the environmental impact of doing so) than to stick with the existing route and allegedly suffer additional congestion because you have not considered how to reduce the potential for congestion. I-19 and I-10 have already had the environmental impact they have had, for better or for worse. Surely the way to minimize additional environmental impact would be to confine new construction to the existing right of way that has already been subjected to major freeway traffic. Your own report appears to acknowledge this is feasible. The route would be shorter and the cost less. But that alternative is not really considered. It is also apparent that not only would the preservation of our environmentally natural property be adversely affected as well as that of our neighbors, but that the same approach has been taken with respect to residents of the Avra Valley and areas in between.	GlobalTopic_1		I- 3052 -3
Krakie	George		Email	4/23/19 8:53 PM AT	I received the pamphlet in the mail and was looking at the route you are considering that will definitely impact Green Valley. Why are there no hearings scheduled for Green Valley? Are you just thinking to ramrod this project through without coming here where we will most definitely be impacted? Not happy with this route and how it will impact Green Valley. Have you considered coming through the Pima Mine Road? Or further south? "Captain George" Krakie, USN Ret. Green Valley, Arizona US Phone: XXX-XXX-XXXX	GlobalTopic_4, LU-6, CO-5		I- 449 -1
Kramar	Doug		Email	6/22/19 1:00 AM AT	No on I-11 ! Not thru areas that attract tourists. That's 30% of our jobs ! Doug Kramar XXXXXXXXXXXX Tucson 85741 Sent from my iPad	GlobalTopic_1, E-2		I- 3279 -1
Krepin	Donna		Website	5/07/19 6:18 PM AT	Please do not build a highway through the Avra Valley. Such a beautiful and environmentally important region needs to be preserved for future generations and the integrity of the Arizona desert. I am writing on behalf of my deceased father, Eugene Krepin, who served in Arizona with the Civilian Conservation Corps as a teenager in the 1930's. The Sonoran Desert made a lifelong impression on him, a young city boy from Pittsburgh, PA. Please save it for all of the future boys and girls who have never seen a desert or a magnificent Saguaro cactus.	GlobalTopic_1		I- 620 -1
Kresan	Peter L		Website	7/07/19 8:16 PM AT	I strongly oppose the proposed I-11 routes south and west of Tucson (Nogales to Marana). I-19 and I-10 are more than adequate. Improvements to I-19 and I-10 would be a much better use of taxpayers money. There absolutely no need for an additional interstate highway in southern Arizona. Sincerely, Peter Kresan	GlobalTopic_1 and PN-3		I- 2860 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kress	Jonathan		Phone	7/08/19 1:00 AM AT	Yes, Jonathan Kress, XXXXXXXX Tucson, AZ 85719, telephone XXX-XXX-XXXX. I want to register my total and complete disagreement with this plan. It is foolish, wasteful, unnecessary and generally obnoxious. It will destroy Avra Valley and I am thoroughly, 100% against it and seriously disapprove. Thank you.	GlobalTopic_1		I- 3436 -1
Kravin	Craig		Email	4/26/19 10:15 PM AT	Hello I am interested to know if passenger rail was or will be included in this study. I believe that high speed rail from Phoenix metro to Las Vegas would be a great investment with a relatively quick payback and should be included in this study. Thank you Craig Kravin Sent from my iPhone	AC-9		I- 456 -1
Krizek	Howard		Website	6/03/19 3:09 PM AT	We oppose the proposed I11 Corridor with I19 Intersection in Sahuarita We are opposed to the current proposed I11 alignment that connects to I19 in the Town of Sahuarita. Other alternatives such as Pima Mine Road or a corridor further to west with I19 intersection South of Amado (Agua Lindas Rd) make more sense and bypass the currently developed Sahuarita and Green Valley residential and commercial areas. For us specifically, Building I11 through or near our Rancho Buena Vista neighborhood would damage the balance of the natural desert ambiance with large one acre lots. The RBV HOA CC&Rs are written to maintain a rural natural desert environment as well as the wildlife corridor from the open desert to the Santa Cruz river. In summary, building I11 near our neighborhood would destroy our way of life, the natural ambiance of our premium neighborhood and significantly decrease our home values; and possibly the home values throughout a significant portion of Sahuarita.	GlobalTopic_01 and LU-3		I- 1255 -1
Krizek	Lin		Website	6/03/19 3:13 PM AT	We oppose the proposed I11 Corridor with I19 Intersection in Sahuarita We are opposed to the current proposed I11 alignment that connects to I19 in the Town of Sahuarita. Other alternatives such as Pima Mine Road or a corridor further to west with I19 intersection South of Amado (Agua Lindas Rd) make more sense and bypass the currently developed Sahuarita and Green Valley residential and commercial areas. For us specifically, Building I11 through or near our Rancho Buena Vista neighborhood would damage the balance of the natural desert ambiance with large one acre lots. The RBV HOA CC&Rs are written to maintain a rural natural desert environment as well as the wildlife corridor from the open desert to the Santa Cruz river. In summary, building I11 near our neighborhood would destroy our way of life, the natural ambiance of our premium neighborhood and significantly decrease our home values; and possibly the home values throughout a significant portion of Sahuarita.	GlobalTopic_01 and LU-3		I- 1256 -1
Krizek	Lin and Howard		Email	6/03/19 1:00 AM AT	We are opposed to the current proposed I11 alignment that connects to I19 in the Town of Sahuarita. Other alternatives such as Pima Mine Road or a corridor further to west with I19 intersection South of Amado (Agua Lindas Rd) make more sense and bypass the currently developed Sahuarita and Green Valley residential and commercial areas. For us specifically, Building I11 through or near our Rancho Buena Vista neighborhood would damage the balance of the natural desert ambiance with large one acre lots. The RBV HOA CC&Rs are written to maintain a rural natural desert environment as well as the wildlife corridor from the open desert to the Santa Cruz river. In summary, building I11 near our neighborhood would destroy our way of life, the natural ambiance of our premium neighborhood and significantly decrease our home values; and possibly the home values throughout a significant portion of Sahuarita. Lin and Howard Krizek XXXXXXXXXXXXXXXX Sahuarita, AZ 85629 XXX-XXX-XXXX	LU-3 and GlobalTopic_4		I- 1668 -1
Krizek	Lin and Howard		Website	6/26/19 2:27 PM AT	We are opposed to the current proposed I11 alignment that connects to I19 in the Town of Sahuarita. We suggest I11 alignment within the current I10 / I19 corridor from the Mexican border to North of Tucson makes more sense economically and environmentally. Building I11 near El Toro Road through our historical neighborhoods damage the balance of the natural ambiance. One example being our Rancho Buena Vista HOA CC&Rs which are written to maintain a rural natural desert environment and the wildlife corridor from the open desert to the Santa Cruz river. Building I11 near or through our neighborhood would destroy our way of life, the natural ambiance of our premium neighborhood and significantly decrease our home values; and possibly the home values throughout a significant portion of Sahuarita. Please reconsider selecting the current I10 / I19 corridor as the preferred I11 alignment.	GlobalTopic_1 and LU-3		I- 2076 -1
Krizek	Lin and Howard		Email	6/26/19 1:00 AM AT	We are opposed to the current proposed I11 alignment that connects to I19 in the Town of Sahuarita. We suggest I11 alignment within the current I10 / I19 corridor from the Mexican border to North of Tucson makes more sense economically and environmentally. Building I11 near El Toro Road through our historical neighborhoods damage the balance of the natural ambiance. One example being our Rancho Buena Vista HOA CC&Rs which are written to maintain a rural natural desert environment and the wildlife corridor from the open desert to the Santa Cruz river. Building I11 near or through our neighborhood would destroy our way of life, the natural ambiance of our premium neighborhood and significantly decrease our home values; and possibly the home values throughout a significant portion of Sahuarita. Please reconsider selecting the current I10 / I19 corridor as the preferred I11 alignment.	GlobalTopic_1		I- 3315 -1
Krob	Kathleen		Website	7/07/19 12:56 PM AT	I vote for the orange alternative. Why tear up more land for highways when roads already exist that could be used with some improvement. Also the orange alternative will save the marshland and avoid routing highways close to existing homes.	GlobalTopic_4		I- 2761 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Kroc	Richard		Website	6/29/19 12:22 PM AT	<p>I oppose the proposed location of the new I-11 (through the Avra Valley) and favor the alternative of improving the existing freeway corridor through Tucson for the following reasons:</p> <ol style="list-style-type: none"> 1) I understand that the Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. 2) The proposed alternative would have an adverse impact on the Arizona Sonora Desert Museum because it would likely reduce the number of visitors. 3) The proposed alternative would have an adverse impact on the Tucson economy because of reduced visitorship. 4) The proposed alternative would result in further fragmentation of, and loss of biodiversity in, natural Sonoran Desert lands in Tucson Mountain Park, Saguaro National Park, Ironwood Forest National Monument, the Bureau of Reclamation Wildlife Mitigation Corridor, the Tohono O'odham Nation, the Santa Cruz River, and the Avra Valley. 5) The proposed alternative would have an adverse impact on the land and water resources in the Avra Valley 6) The proposed alternative would have an adverse impact on the conservation effectiveness of the Sonoran Desert Conservation Plan, Pima County's award-winning plan. <p>Thank you for the opportunity to comment. Rick Kroc</p>	GlobalTopic_1, GlobalTopic_13, and R-2 and E-1 and LU-5		I- 2206 -1
Kropp	Daniel P.		Email	6/04/19 1:00 AM AT	<p>Dear Sir or Madam:</p> <p>As owner of the Moreton Airpark please choose only the VR GREEN ALTERNATIVE ROUTE FOR THE I-11 routing.</p> <p>The Blue or Orange routing would have a severely negative impact on the quality of life for all of Wickenburg especially Vista Royale and Wickenburg Ranch.</p> <p>Thank you kindly,</p> <p>Dan Kropp</p> <p>--</p> <p>*Daniel P. Kropp* *Mission Flyers & Development Projects* *XXX-XXX-XXXX*</p>	GlobalTopic_5		I- 1690 -1
Krucker	Kathy		Website	5/21/19 7:10 PM AT	<p>NO on proposed Interstate 11!</p> <ol style="list-style-type: none"> 1. Put resources and funding into the disaster that is Interstate 10! 2. This would be an ecological and financial to the proposed sites and the land owners that live in the proposed I 11's path. 	GlobalTopic_4		I- 1056 -1
Kull	Thomas		Website	7/07/19 8:15 AM AT	<p>Quick Decision Analysis for I-11 Corridor</p> <p>Assumed Primary Goal: Improve transportation expediency from Nogales to Las Vegas to promote commerce Current Physical Impediments to Goal: Circuitous existing route and congestion in metro areas Constraints to Consider: Budgetary priorities and various land-use concerns Solution Heuristic: Create route that is most direct with least congestion and within constraints</p> <p>Given heuristic and momentarily relaxing constraints, the following (brown) route should be considered: Nogales to Amado to Three Points to Sif Oidak around Vidal Mountains to Gila Bend. This brown route better overcomes impediments than any current proposed route. Yet, considering above constraints, this brown route is likely most expensive and has Tohono-O'odham land-use concerns.</p> <p>In comparison to this brown route, the ability of all proposed routes to overcome physical impediments is relatively small. That is, the proposed routes have relatively only slight physical differences. What then discriminates the routes? Satisfying constraints. Using this discriminator yields the Orange route as best. It uses less new land and appears least expensive. The only additional consideration should be congestion reduction in Tucson metro area, which requires improvements in I-10 adjacent surface streets.</p> <p>Conclusion: Orange route with Tucson area enhancements is best</p>	GlobalTopic_4, GlobalTopic_13		I- 2716 -1
Kurcias	Martin		Website	7/08/19 10:53 PM AT	<p>I object to the Interstate on the grounds that it will destroy fragile and near-pristine Sonoran desert — an ecosystem that should be given the highest protection rather than sacrificed to the devastation this highway would cause. I have loved visiting the area that would be impacted. The lack of development is in itself a resource that should be preserved, especially when a changing climate is predicted by scientists to put a great deal of pressure on unique desert plants and animals: the habitat destruction guaranteed by the interstate is untenable. I strongly oppose this project.</p>	GlobalTopic_4, BR-1		I- 3198 -1
Kurtis	James		Website	7/01/19 11:26 AM AT	<p>I oppose the I-11 drafted route from Nogales to Wickenburg due to what I believe would be a disastrous result to land, plant and wildlife in the route proposed. Surely there can be a much better route proposed that doesn't interfere with Indian heritage, Arizona State and National Treasures.</p>	GlobalTopic_4		I- 2256 -1
KURTZ	ELLEN		Website	6/13/19 1:59 PM AT	<p>In regard to the proposed ADOT route(I-11) between Nogales, Arizona and Tucson why not load all goods coming through the Nogales port of entry onto the BNSF Railroad and have them hauled by rail to Tucson for further distribution by rail or transferred to trucks.The proposals for I-11 are unacceptable because of the increase in noise (widening of 1-19 along the existing route) and even more unacceptable by the proposal to go through ecologically sensitive Avra Valley.</p> <p>Why not utilize existing solutions? This solution would likely save billions of taxpayer dollars as well.</p>	AC-9 and N-1 and LU-3 and AC-7 and As detailed in Appendix E2 - Travel Forecasting Methods and Analysis Report, freight information was gleaned from the following reference: ADOT. 2017. Arizona State Freight Plan. Prepared by CPCS Transcom Inc. for the Arizona Department of Transportation. November 2017.		I- 1523 -1

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Kurtz	Ellen L.		Email	6/05/19 1:00 AM AT	In regard to the proposed ADOT route between Nogales AZ and Tucson AZ why not load all goods coming through the Nogales port to the BNSF Railroad in Nogales AZ and have it hauled by rail to Tucson for distribution either further by rail or transferred to truck? The proposals for I-11 are unacceptable because of the increase in traffic noise (widening of existing I-19) and made more unacceptable by the proposal to go through the ecologically sensitive Avra Valley. Why not utilize existing solutions? This solution would save billions of taxpayer dollars as well. Ellen Kurtz XXXXXXXXXXXXXXXXX Amado, AZ 85645-9645 XXXXX@msn.com Ms. Douglas: Thank you for your help elk	PN-3, AC-7, GlobalTopic_1 and N-1		I- 1701 -1
Kurtz	Roberta		Website	4/29/19 12:26 PM AT	All options follow the same route as I-10, so I don't think there is any point to ruining pristine habitat for I-11. I-10 is in desperate need of repairs and widening around the Marana area. I personally would like to see a loop alternative around Tucson along Skyline or River Rd.	GlobalTopic_1 and AC-1		I- 320 -1
Kurtz	S Roberta		Website	7/01/19 12:24 PM AT	The I-11 idea is stupid. It cuts through precious natural habitat and takes the same basic route as I-10. The money would be better spent on education and eliminating poverty. If it has to be spent on transportation, then just widen I-10 and I-19.	GlobalTopic_4 and PN-3		I- 2262 -1
Kuyper	Tony		Website	6/22/19 8:51 AM AT	I am opposed to the Recommended Alternative for I-11 that cuts through the rural Altar and Avra Valleys. There is no point tearing up our wildness for another interstate when we already have I-10 running in exactly the same direction. Just improve I-10. It's silly the way the Recommended Alternative dodges and weaves around protected land. This is an area that was never meant to have an interstate highway and it makes no sense to try and cram one in now. No one wants an interstate that close to our national parks. Leave the wild lands wild and just improve the current I-10 corridor instead.	GlobalTopic_1 and LU-3		I- 1938 -1
Kydonieus	Maria		Website	7/08/19 12:28 PM AT	"NO"	GlobalTopic_4		I- 2965 -1
L	Karen		Website	7/07/19 7:36 AM AT	As a resident of Cantamia in Goodyear, I would like to ask you not build the Highway 11 near this community. This is a 55 plus community and Prides itself in appearance and quiet relaxing atmosphere. We would not have bought in here if we had known there was a highway to be built close by. Thank you.	GlobalTopic_2, LU-3, and V-1		I- 2713 -1
LaCourse	Charlotte		Website	6/21/19 9:02 AM AT	No to changing the desert!	GlobalTopic_4		I- 1878 -1
LaCroix	Leslie		Phone	7/07/19 1:00 AM AT	Hello, my name is Leslie LaCroix. I am a citizen of Tucson and I wanted to say no I do not want this I-11. Thank you.	GlobalTopic_1		I- 3413 -1
LaCross	Robin		Website	6/16/19 3:39 PM AT	The proposed route through aver valley is a terrible idea. It's too close to saguaro national monument and the ironwood national monument. The desert is pristine and should be left as it is. I lived in that area for several years, it would have an enormous impact on the area. It would completely change the whole area. Pollution (air & noise). Disruption to the wildlife. I do not want to see another freeway this close to Tucson. What about expanding highway 86? That seems like a reasonable solution especially if the destination is to wickenburg.	GlobalTopic_4 and GlobalTopic_1		I- 1595 -1
Ladas	Sarah		Website	5/09/19 8:41 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 698 -1
Ladrop	Judith		Mail	7/08/19 1:00 AM AT	I oppose the recommended alternative route described in Tier 1 DEIS for I-11. I simply do not understand the logic of destroying countless acres of land between Sahuarita nd casa Grande for an interste that already exists in I-10. The environmental and ecological risks are too great. The habitat and its native inhabitants will suffer. And for what? Special interest groups rewarded with \$3.4 billion in business. Please do not use this bypass. Perhaps use the funds to fix the currently failing roads rather than build more roads Arizona won't maintain. Respect our desert! Do right by the people. And remember, corporations are not people and neither is the GOVT. Please do the right thing. Do right by your kids and grandkids. This will be your legacy!	GlobalTopic_1, AC-4, AC-7	Ladrop_J_I3537	I- 3537 -1
Lafferty	Teresa		Website	6/25/19 10:00 AM AT	Please do not build this freeway! We already have a freeway I-10. It is wasteful to build another and destroy our desert and homes! Use the resources you already have!	GlobalTopic_4, E-3		I- 2039 -1
LaFleur	Kris		Website	5/07/19 11:27 PM AT	I object to any alignment of the South Section of the I-11 Corridor that would take the proposed highway through Avra Valley, west of the city of Tucson. The Recommended Alternative and Purple Alternative Build Corridors identified in the I-11 Draft Tier 1 EIS would locate corridor segments #9-26 in Avra Valley, or in direct alignment with Avra Valley. The Avra Valley area is a largely undeveloped region of the Sonoran Desert in Pima County that is entirely inappropriate for the construction of a major transportation route. Reasons the area is unacceptable for location of the I-11 Corridor include:	GlobalTopic_1, GlobalTopic_4 and GlobalTopic_9		I- 630 -1
LaFleur	Kris		Website	5/07/19 11:27 PM AT	- Saguaro National Park East and the Arizona-Sonora Desert Museum lie directly adjacent to proposed Segments #19, #20, and #23. These desert parks, famed for their beauty, solitude, and natural habitat value, attract more than a million visitors every year and contribute tens of millions of dollars to the local economy. Placement of an interstate corridor in the vicinity of Avra Valley will forever change the character of these parks and do irreparable damage to the surrounding communities.	GlobalTopic_1 and WR-1		I- 630 -2
LaFleur	Kris		Website	5/07/19 11:27 PM AT	- Saguaro National Park East and the Arizona-Sonora Desert Museum lie directly adjacent to proposed Segments #19, #20, and #23. These desert parks, famed for their beauty, solitude, and natural habitat value, attract more than a million visitors every year and contribute tens of millions of dollars to the local economy. Placement of an interstate corridor in the vicinity of Avra Valley will forever change the character of these parks and do irreparable damage to the surrounding communities.	GlobalTopic_1 and R-2		I- 630 -3
LaFleur	Kris		Website	5/07/19 11:27 PM AT	- Avra Valley is a largely undeveloped and rural stretch of Sonoran Desert that lies between undeveloped mountain ranges, and which separates Saguaro National Park from the Ironwood National Monument. Placement of an interstate corridor through Avra Valley would destroy rich desert habitats, known to provide food and shelter for a range of protected and endangered species, and would sever heavily traveled wildlife corridors between parks and mountain ranges. The result would be the isolation and diminished viability of the adjacent wildlands, which would again cause irreparable damage to the economies and industries that rely on these places.	GlobalTopic_1, BR-2, BR-4 and BR-5		I- 630 -4
LaFleur	Kris		Website	5/07/19 11:27 PM AT	- The existing I-19 and I-10 alignments running through the City of Tucson represent a developed interstate corridor that can be expanded to accommodate additional transportation anticipated along the I-11 route. Rights of way, shipping and receiving facilities, and travelers' services already exist along this route. Any expansion of the existing corridor would naturally lead to an expansion of commerce along the corridor, benefiting the overall local economy without posing an environmental threat.	GlobalTopic_1		I- 630 -5
LaFleur	Kris		Website	5/07/19 11:27 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 630 -6

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LaFrance	Karen	Sonoran Audubon Society	Website	7/08/19 6:42 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 54 -1
Lambertsen	Mark		Website	7/08/19 11:34 AM AT	Tucson has sprawled enough and we need to keep the western desert from becoming the next area of sprawl. You can't believe that population won't spread to both sides of a federal highway just west of Tucson. The cost is too high compared to expanding I-19 and I-10. The Tucson mountains form a nice natural barrier for the desert. Let's leave it that way.	LU-3 and GlobalTopic_1		I- 2948 -1
Lamer	Bonnie		Phone	6/03/19 1:00 AM AT	Hello, this is Bonnie Lamer and I live in Wickenburg and I am in favor of the VR green alternative route around Vista Royal. My number is 928-231-9592. Thank you.	GlobalTopic_5		I- 1675 -1
Lamuth	Gloria		Website	7/04/19 1:20 PM AT	Do NOT build I-11. I favor the improvement of existing highways and better policies at the border regarding transport of produce. I am in favor of desert solitude, dark skies, and letting the wildlife wander peacefully. Southern AZ has enough devastation with the tailings of copper mines creating dust hazards and an unsightly landscape.	LU-3 and BR-1 and V-1 and GlobalTopic_4		I- 2563 -1
Lance	Kathryn		Website	5/12/19 8:09 AM AT	As a longtime Tucsonan who loves the desert and its wildlife, I beg you not to destroy one of the few remaining corridors used by our iconic animals. I beg you not to destroy the soul-affirming beauty of the vistas across the Avra Valley and within Saguaro National Park. No amount of increased commerce is worth obliterating one of the last great places on earth or hastening the predicted mass extinction of all animals but humans. Please, please, please do not build I-11 along the Avra Valley route. Either choose an alternative or forego the plan altogether. I beg you as a fellow human being, for we are responsible for taking care of the earth and its creatures.	GlobalTopic_1		I- 811 -1
Land	Martin		Website	5/04/19 4:38 PM AT	My concern is this: What with all the problems we're having at the border, is this just going to become a corridor for drugs and illegal immigrants to be transported not only farther into AZ and other States?	GlobalTopic_3		I- 532 -1
landa	george		Website	6/19/19 9:30 PM AT	It is important that this freeway be built, the city all ready has a terrible infrastructure in regards to transportation, This corridor frees up the congestion of I10 and will make commerce and travel more accessible, the west side is growing fast, developers have already built houses to the intersection of Valencia and Ajo , the city will continue to grow west, Tucson is backwards in there thinking, and this will not effect the greed of the downtown area and the councilmen who accept there money, we need to move forward. People will still go downtown if they desire, the produce trucks from Nogales will be able to reach there destinations sooner and this corridor is very much needed.	GlobalTopic_4		I- 1812 -1
landers	John		Website	4/07/19 4:17 PM AT	How can I see a detailed route map for I-11	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>The detailed route map can be accessed on the project website at : https://i11-viewer.hdrgateway.com/</p> <p>To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period, individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>		I- 7 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Landess	Joshua		Website	5/30/19 5:18 AM AT	<p>Hi -</p> <p>Here are my comments as to I-11</p> <p>I live in Santa Cruz County, Arizona about a mile from exit 17 on I-19. My exact information is:</p> <p>Josh Landess XXXXXXXXXXXXXX Rio Rico, AZ 85648 XXX-XXX-XXXX</p> <p>I drive a Chevy Volt.</p> <p>After going to the latest round of presentation and thinking the matter over and glancing through the latest document my thoughts are:</p> <ul style="list-style-type: none"> - I don't know if it's a good idea or not to build a second major route west of I-10 and I-19 in some spots. I do agree that I-10 in Tucson and on the path to Phoenix is in some ways a mess - dangerous to travel in some aspects, and time-consuming. - There are times when I'd be interested in a quicker way to get to around Tucson. - I have to wonder to what extent the option of widening I-10 has been considered - Has rail been considered properly? Have other cities and countries been consulted which have committed to this, and their experiences listened to and learned from? I heard something about a Spanish inter-city rail system which has apparently been successful and gained ridership. I have been hiking in Santa Cruz county and seen the old rail lines and have heard stories from friends of taking rides to Mexico, and yet there seems to be little mention of rail. When I was a kid, it was common for us to take the train to New York City from Albany, NY. We liked this.... it was preferable to car in some ways. Has this type of solution been considered for travel between Nogales, Tucson, Phoenix and Las Vegas? - I don't recall hearing or seeing mention of use of low-carbon or zero carbon concrete in new road building. Why hasn't this been considered? - I have seen others raise the question of global warming and whether building a new road will harm the environment unacceptably. While I think there are some limited answers (such as carbon-absorbing non-petroleum-based road materials, and emphasis on electric vehicle travel) I do agree in general with this raising of the question. - I don't recall hearing mention of making I-11 a smart road system that might interact with vehicles better to prevent accidents and deaths. I am tired of the occasional horrifying accident that kills and injures acquaintances and loved ones. Aside from reducing traffic, if I-11 will be built, will it incorporate any smart road technology, or is this not needed for safer travel? 	GlobalTopic_1, GlobalTopic_13, and AC-9 and AQ-2 and AC-3		I- 1196 -1
Landess	Joshua		Website	5/30/19 5:18 AM AT	<ul style="list-style-type: none"> - There was very little discussion (lip service I guess) given in the documents I saw to electric vehicles. Where will the charge stations be? It is 2019, and there is still only one (?) public EV charge station in all of Santa Cruz County, and that is because a partner and I helped put it there. When will this situation be addressed? How will it be addressed on I-11? Why design I-11 without giving proper thought to refueling vehicles of the future. My impression is that Arizona is a bit of a joke nationally and internationally when it comes to giving proper consideration to human-caused climate change. Will this persist in failing to give it real consideration when scoping I-11? - A lot of traffic and travel actually is with destination points in Mexico in mind, including Hermosillo, San Carlos, and Rocky Point. Has an effort been made to consult closely with planners in Mexico? Maybe I missed it in the documents. - Comments on travel in Mexico: <ul style="list-style-type: none"> a) the streets of Nogales are ridiculously bad and make me concerned for harming my vehicle. b) In general, I am concerned about travel in Mexico for various reasons (insurance, shennanigans from Mexican law enforcement, possible vehicle theft or vandalism, etc.) c) if the Tohono O'odham reservation is not a fan of expanding roads through their property, then one way to "reduce" traffic would be to consult with Mexico and improve the safety and quality of the path from Nogales Sonora to Rocky Point. I have never driven that path, but I did recently take the workaround (driving to Tucson and then driving through the reservation) and I think it bears mentioning that route would not be necessary for as many people if Mexico would provide a high quality alternative. d) they did a wonderful job it seems on building a major improved road between Nogales and Hermosillo, but where are the EV charge stations? If I get a BEV, how can I expect to drive all the way down? Would it be possible please to coordinate with Mexican planners to install DC Quick charge stations (say every 25 miles) between Tucson and Hermosillo? - I was a little unhappy to see the Tier 1 document split into four different documents. This made it slightly harder to respond. <p>In the end, I do not oppose progress, and it is possible a new road is needed, but above are my various disparate thoughts on this.</p> <p>Sincerely,</p> <p>Josh Landess</p>			I- 1196 -1a
Landles	Andrea		Website	5/10/19 1:39 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 721 -1
Landry	Patricia		Phone	7/04/19 1:00 AM AT	<p>Yes, I was unable to leave any kind of message on your website. It doesn't let you do it, at least not whenever I was having problems with it. So I live here in this area of Picture Rocks. Really not in favor of I-11 coming through here. Not anyone that I know wants it through here either just to see the impact to me that it would have on the area around here and just coming so close to the monument and there's a lot of flooding that goes on out in this area in the monsoon season and so on that I don't know how that would, I think it should be somewhere else or just use I-10. We don't want the impact on the natural resources and the whole area out here so just thought I'd voice my opinion. Have not been able to, we tried to get meetings at the community center and seems like over and over and over they were cancelled and so on and so forth so didn't really get to talk to anybody. The one time that something up here at Marana High School, I could go at the time because I've been healing from a ruptured disc so I just figured I'd say something now, that I just don't really like the idea of it coming out through here and like I said I don't know a single person who does want it through here for all the reasons listed on this post card that you sent out for to be able to leave your voice heard on this phone number or their website so it's just not a good idea. All the growth and stuff that it would bring here, this would not remain a rural community out here which is what everyone like out here. So anyways, enough said so thanks for putting this up here so I hope there is some kind of meaning somewhere that we can actually physically go to in person to voice anything that they, if there is something set up again that they actually go through with having the meeting, I'd appreciate that. Thank you, bye.</p>	GlobalTopic-1, R-2, WR-4 and LU-3		I- 3382 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lane	Alexandra		Email	6/14/19 1:00 AM AT	<p>[Text from Attachment]</p> <p>Comments for personnel associated with: ADOT FHWA 11 & Participating Agencies Relating to the Planning & Construction of I-11 14</p> <p>June, 2019</p> <p>Mesdames & Sirs: Adding my voice to the many Arizona residents who have already spoken out against the proposed I-11 freeway plans & construction, my concerns are multifaceted:</p> <p>Chief among these concerns is the negative environmental impact that such highway construction will entail, both in the building, & then the utilizing phases. It has been argued that we in the Western USA need this new passage, & I question why the need or desire for further growth? It is highly irresponsible to encourage the new growth that this highway will bring when the infrastructure is unlikely to support it. Of course I'm referring to the long-term availability of water in the arid SW. Developers really don't care about this detail, & unfortunately, zoning, laws, & the Business Corporation support new business & all that comes with it. Haven't we developed enough in our fragile desert ecosystem? How much more precious water will need to be diverted, fought over, & stolen from the natural desert habitat? When will our community leaders/politicians develop a conscience in this regard? It is such a poor comment on our society that we value profits over quality-of-life issues. When visiting the open house @ the TCC in May, asking these water-related questions resulted in absolutely no satisfactory answers—the water experts were only concerned with their separate job objectives; they were not responsible for looking @ the big picture ("not my job"). And politicians act as if this is the best solution to some of our traffic problems, because growth is inevitable. Runaway, irresponsible growth does not need to be inevitable if residents do not desire such a negative impact to our quality of life!</p> <p>You have heard many who have spoken more eloquently than this writer is able about the multifaceted environmental concerns: the negative impact to wildlife, the destruction of our desert's beauty, especially when partaking of nature's bounty on hiking trails in the region, to the tourist trade (is that important to Tucson's economy?) —I am adding my objections to theirs. It has been raised that Kit Peak's Observatory complex will be considerably negatively impacted—is this important?</p> <p>In addition, local property values will be substantially negatively affected by the freeway's intrusion. Viewing the "Arizona 360" program shortly after the TCC event, I became quite angry @ hearing an ADOT official (name not noted) proclaim that property owners need be concerned, as the proposed routes skirt residences (residents are not likely to be displaced). He completely ignored the obvious—once the project is proposed, planned, & approved, property owners can kiss their quality of life & home values goodbye—what do you think a property adjacent to an I-11 highway will be worth? In fact, as a former homeowner in Avra Valley, I moved into Tucson in part because of the threat of new highway construction.</p> <p>Change is inevitable, irresponsible growth & the destruction of the desert do not have to be. I hope that this state's leaders take the many citizens' comments, some with quite creative alternative ideas, seriously & take the correct action (or inaction).</p> <p><u>Submitted with Hope</u></p>	GlobalTopic_4, PN-3, WR-2, BR-1, V-1, and LU-1	Lane_A_I2465	I- 2465 -1
Lane	Tracie		Website	5/09/19 12:04 PM AT	<p>As a private citizen, I support I-11 from Tucson to Las Vegas. That section just makes sense economically for the three large cities as well as providing a safe corridor for the large volumes of traffic.</p> <p>What I DON'T want is a taxpayer express for human, sex, and drug smuggling! This project is paid by the taxpayers FOR the taxpayers! As it is, Nogales and that general Southern border is a MESS! In no way do I want to make it worse by providing another convenient way for the illegal transfer of people or goods. In fact, that enormous problem should be addressed and secured before any consideration is given to providing more services there!!!</p>	GlobalTopic_4		I- 704 -1
Lanford	Melanie		Oral	4/29/19 1:00 AM AT	<p>MS. DARR: All right. My first speaker is Melanie Lanford. And I'll start the timer when you're ready.</p> <p>MS. MELANIE AJA LANFORD: Okay. Thank you. My name is Melania Aja Lanford. I oppose the proposed draft of the I-11 as stated. I would propose a combination of alternative routes, specifically, the orange route from I-10 east, 90 to 87, the Orange alternative south from 87 to 85. Then the green alternative, east from 85 to 82, and then it will connect to the purple 60.</p> <p>The current proposed route will be devastating to the community of Palo Verde, which was settled in 1886. And to this day, there are descendants who live and farm there still in Palo Verde.</p> <p>In actuality, it will decimate the community of Palo Verde. It will no longer exist. Not to mention the farmers that will lose their agricultural land and impact their livelihoods, and the residents of Palo Verde that will lose their homes and their property.</p> <p>I live on Hazen Road, and Old Highway 80 runs in front of my property. And on September 21st of 2018, Old Highway 80 was designated a historical highway. It will also be impacted. I sincerely request that the government please reconsider their proposed route so that it will not decimate the Palo Verde community, take precious agriculture land from the Palo Verde farmers, and the homes and properties from the Palo Verde residents.</p> <p>I appreciate the opportunity to voice my opinion. And I will submit also my letter in writing to this study. Thank you very much.</p>	GlobalTopic_2 and G-1 and AC-1		I- 1148 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lanford	Melanie		Email	7/12/19 1:00 AM AT	<p>3 July 2019 John S. Halikowski, Director Arizona Department of Transportation 1655 W. Jackson Street, MD 126F Phoenix, AZ 85007 Re: 111 ADOT Study - Proposed Route Dear Director Halikowski: I am writing to object to the current proposed I-11 route. I request that one of the alternate routes be considered for the following reasons:</p> <p>[Footnotes 1 Wikipedia: Palo Verde, Arizona; last edited on 30 April 2018, at 23:26 (UTC). 2 The World Bank Group: "Enabling the Business of Agriculture 2015 - Progress Report." Figure 1.1: The global population is expected to exceed 9 billion by 2050; Pages 1-2. 3 The Climate Corporation: Turning Data Into Insight for Farmers; Martin Rand, CEO, VitalFields; "Global: Crop Production Demand Climbing." Declining arable land: 1 acre per person in 1961 to 1/3 acre per person in 2050.]</p> <p>I respectfully request that the current proposed I-11 route be abandoned and one of the alternate routes (preferably the Orange Route) be approved. Sincerely, Melanie Aja Lanford Enclosures</p>	GlobalTopic_4 and GlobalTopic_2	Lanford_M_I3486	I-3486 -1
Lanford	Melanie		Email	7/12/19 1:00 AM AT	<p>PC: President of the United States, Donald Trump Governor of Arizona, Doug Ducey Senator Martha McSally Senator Kirsten Sinema Congressman Tom O'Halleran, AZ 1st District Congresswoman Ann Kirkpatrick, AZ 2nd District Congressman Raul Grijalva, AZ 3rd District Congressman Paul Gosar, AZ 4th District Congressman Andy Biggs, AZ 5th District Congressman David Schweikert, AZ 6th District Congressman Ruben Gallegos, AZ 7th District Congresswoman Debbie Lesko, AZ 8th District Congressman Greg Stanton, AZ 9th District Arizona Senator Sine Kerr, 13th Legislative District Secretary of Transportation, Elaine L. Chao Federal Highway Administrator, Nicole R. Nason I-11 ADOT Tier 1 E18 Study Team [Foot Note: 4 Tucson Historic Preservation Foundation 2019 — Historic Arizona US. Route 80 Designation, William H. Cook, FAIA, 1924-2009, 2018-08-16 and AA Roads; Historic US. 80, Page Updated 11-09-2007.] [Attached Various Wikipedia Articles]</p>			I-3486 -1a
Lanford	Melanie		Email	7/12/19 1:00 AM AT	<p>o The current proposed route will do the most harm to a farming community that was settled in 1888. There are descendants of the settlers that still live and farm in the Palo Verde, Arizona area. See Exhibit A.1</p> <p>o It will displace many, many people from their homes, farming businesses and lands. Not to mention the people who will lose their jobs who work for the farmers that will be displaced due to the loss of farm lands and agricultural businesses (dairies, etc.).</p> <p>o It will destroy approximately 3,000 acres of private, cultivated farm land and affect many farmers economic viability. Destroying viable agricultural land at a time when the population is growing (from 4.48 in 1980 to 9.68+ in 2050) and agricultural lands are taken out of production due to urbanization (from 1 acre per person in 1961 to 1/3 acre per person in 2050). See Exhibit B-1: The work Bank Group "Enabling the Business of Agriculture 2015 - Progress Report 2; Exhibit B-2: The climate Corporation; Turning Data into Insight for Farmers. 3</p>	G-1		I-3486 -2
Lanford	Melanie		Email	7/12/19 1:00 AM AT	<p>o It will cost the American taxpayer billions more in tax dollars to build. The alternate routes (especially the Orange Route) will cost less as the roadways have already been acquired years ago. We have been told that even if the current proposed route is the one chosen, it will not be built for 15-20 years but in the State of Arizona it is a Full Disclosure State. Basically, those of us who are in the current proposed route will not be able to sell our property as we would have to disclose there would be an Interstate to run through our properties. Our properties will be devalued as we will not be able to sell our properties even if we had to sell due to death or other circumstances. Those of us have worked our whole lives for our homes and lands to just have the government come and take it all away from us when there are alternative routes that will not affect as many people and their lands and businesses.</p> <p>o It will ruin the tax basis for the Palo Verde School District with all the private lands removed and put a tax burden on those private property owners that are left. The Palo Verde School will be destroyed as it is in the path of the current proposed route so there will also be a burden to rebuild somewhere.</p>	AC-5, LU-1, GlobalTopic_2 and GlobalTopic_4		I-3486 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lanford	Melanie		Email	7/12/19 1:00 AM AT	o It will destroy the Historical Old Highway 80 that was designated an Arizona Historic Highway on September 21, 2018 by an unanimous vote of the Arizona State Transportation Board. 4	The part of the Orange Alternative in the Tucson area is co-located with I-10, which is a minimum of approximately one-fourth mile west of the historic route of US Highway 80 and would not affect the historic highway alignment. Another approximately 30-mile segment of the Orange Alternative is co-located with State Route 85, which is a mid-twentieth-century alignment of part of US Highway 80. That segment of SR 85 has been previously upgraded and conceptual engineering indicates that this section of the Orange Alternative, which is now the Preferred Alternative, doesn't require new right-of-way to be added during the planning horizon (2040).		I- 3486 -4
Lanford	Melanie		Other	11/06/19 12:00 AM AT	[See Attachment. Letter did not import.]	GlobalTopic_2 and GlobalTopic_8	Lanford_M_I3543	I- 3543 -1
Lanford	Melanie Aja		Email	7/08/19 1:00 AM AT	Attached is my opposition letter. Thanks, Melanie Aja Lanford XXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXX Buckeye, AZ 85326 Cell: XXX-XXX-XXXX Email: XXXXX@gmail.com [Text from Attachment] Re: I11 ADOT Study — Proposed Route Dear Sirs: I am writing to object to the current proposed I—11 route. I request that one of the alternate routes be considered for the following reasons: [Foot Notes: 1 Wikipedia: Palo Verde, Arizona; last edited on 30 April 2018, at 23:26 (UTC). 2 The World Bank Group: "Enabling the Business of Agriculture 2015 — Progress Report." Figure 1.1: The global population is expected to exceed 9 billion by 2050; Pages 1-2. 3 The Climate Corporation: Turning Data Info Insight for Farmers; Martin Rand, CEO, VitalFields; "Global: Crop Production Demand Climbing." Declining arable land: 1 acre per person in 1961 to 1/3 acre per person in 2050. I respectfully request that the current proposed 1-11 route be abandoned and one of the alternate routes (preferably the Orange Route) be approved. Sincerely, Melanie Aja Lanford	GlobalTopic_4 and AQ-2	Lanford_M_I3425	I- 3425 -1
Lanford	Melanie Aja		Email	7/08/19 1:00 AM AT	. The current proposed route will do the most harm to a farming community that was settled in 1888. There are descendants of the settlers that still live and farm in the Palo Verde, Arizona area. See Exhibit A.1 . It will displace many, many people from their homes, farming businesses and lands. Not to mention the people who will lose their jobs who work for the farmers that will be displaced due to the loss of farm lands and agricultural businesses (dairies, etc.). . It will destroy approximately 3,000 acres of private, cultivated farm land and affect many farmers economic viability. Destroying viable agricultural land at a time when the population is growing (from 4.48 in 1980 to 9.6B+ in 2050) and agricultural lands are taken out of production due to urbanization (from 1 acre per person in 1961 to 1/3 acre per person in 2050). See Exhibit B—I: The World Bank Group, "Enabling the Business of Agriculture 2015 — Progress Report"; Exhibit B—2: The Climate Corporation: Turning Data Info Insight for Farmers.3	G-1		I- 3425 -2
Lanford	Melanie Aja		Email	7/08/19 1:00 AM AT	. It will cost the American taxpayer billions more in tax dollars to build. The alternate routes (especially the Orange Route) will cost less as the roadways have already been acquired years ago. . We have been told that even if the current proposed route is the one chosen, it will not be built for 15-20 years but in the State of Arizona it is a Full Disclosure State. Basically, those of us who are in the current proposed route will not be able to sell our property as we would have to disclose there would be an Interstate to run through our properties. Our properties will be devalued as we will not be able to sell our properties even if we had to sell due to death or other circumstances. Those of us have worked our whole lives for our homes and lands to just have the government come and take it all away from us when there are alternative routes that will not affect as many people and their lands and businesses. . It will ruin the tax basis for the Palo Verde School District with all the private lands removed and put a tax burden on those private property owners that are left. The Palo Verde School will be destroyed as it is in the path of the current proposed route so there will also be a burden to rebuild somewhere.	GlobalTopic_4, GlobalTopic_2 and LU-1		I- 3425 -3
Lanford	Melanie Aja		Email	7/08/19 1:00 AM AT	. It will destroy the Historical Old Highway 80 that was designated an Arizona Historic Highway on September 21, 2018 by an unanimous vote of the Arizona State Transportation Board.4	The part of the Orange Alternative in the Tucson area is co-located with I-10, which is a minimum of approximately one-fourth mile west of the historic route of US Highway 80 and would not affect the historic highway alignment. Another approximately 30-mile segment of the Orange Alternative is co-located with State Route 85, which is a mid-twentieth-century alignment of part of US Highway 80. That segment of SR 85 has been previously upgraded and conceptual engineering indicates that this section of the Orange Alternative, which is now the Preferred Alternative, doesn't require new right-of-way to be added during the planning horizon (2040).		I- 3425 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lanford	Melanie Aja		Mail	7/03/19 1:00 AM AT	<p>3 July 2019 BY EMAIL & MAIL Email: I-11ADOTStudy@hdrinc.com Mail: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Re: 111 ADOT Study - Proposed Route Dear Sirs: I am writing to object to the current proposed I-11 route. I request that one of the alternate routes be considered for the following reasons:</p> <ul style="list-style-type: none"> • The current proposed route will do the most harm to a farming community that was settled in 1888. There are descendants of the settlers that still live and farm in the Palo Verde, Arizona area. See Exhibit A.1 • It will displace many, many people from their homes, farming businesses and lands. Not to mention the people who will lose their jobs who work for the farmers that will be displaced due to the loss of farm lands and agricultural businesses (dairies, etc.). • It will destroy approximately 3,000 acres of private, cultivated farm land and affect many farmers economic viability. Destroying viable agricultural land at a time when the population is growing (from 4.4B in 1980 to 9.6B+ in 2050) and agricultural lands are taken out of production due to urbanization (from 1 acre per person in 1961 to 1/3 acre per person in 2050). See Exhibit B-1: The Work Bank Group. "Enabling the Business of Agriculture 2015 - Progress Report"2: Exhibit B-2: The Climate Corporation: Turning Data Into Insight for Farmers. 3 • It will cost the American taxpayer billions more in tax dollars to build. The alternate routes (especially the Orange Route) will cost less as the roadways have already been acquired years ago. • We have been told that even if the current proposed route is the one chosen, it will not be built for 15-20 years but in the State of Arizona it is a Full Disclosure State. Basically, those of us who are in the current proposed route will not be able to sell our property as we would have to disclose there would be an Interstate to run through our properties. Our properties will be devalued as we will not be able to sell our properties even if we had to sell due to death or other circumstances. Those of us have worked our whole lives for our homes and lands to just have the government come and take it all away from us when there are alternative routes that will not affect as many people and their lands and businesses. • It will ruin the tax basis for the Palo Verde School District with all the private lands removed and put a tax burden on those private property owners that are left. The Palo Verde School will be destroyed as it is in the path of the current proposed route so there will also be a burden to rebuild somewhere. • It will destroy the Historical Old Highway 80 that was designated an Arizona Historic Highway on September 21, 2018 by an unanimous vote of the Arizona State Transportation Board.4 	GlobalTopic_2 and GlobalTopic_8	Lanford_M_I3506	I-3506 -1
Lanford	Melanie Aja		Mail	7/03/19 1:00 AM AT	<p>I respectfully request that the current proposed I-11 route be abandoned and one of the alternate routes (preferably the Orange Route) be approved. Sincerely, Melanie Aja Lanford MAL:ww Enclosures PC: President of the United States, Donald Trump Governor of Arizona, Doug Ducey Senator Martha McSally Senator Kirsten Sinema Congressman Tom O'Halleran, AZ 1st District Congresswoman Ann Kirkpatrick, AZ 2nd District Congressman Raul Grijalva, AZ 3rd District Congressman Paul Gosar, AZ 4th District Congressman Andy Biggs, AZ 5th District Congressman David Schweikert, AZ 6th District Congressman Ruben Gallegos, AZ 7th District Congresswoman Debbie Lesko, AZ 8th District Congressman Greg Stanton, AZ 9th District Arizona Senator Sine Kerr, 13th Legislative District Secretary of Transportation, Elaine L. Chao Federal Highway Administrator, Nicole R. Nason Arizona Department of Transportation, John S. Halikowski Articles in attachment.</p>			I-3506 -1a
Lang	Colleen		Website	5/08/19 8:14 PM AT	I think i11 should bypass the downtown area of Wickenburg as shown on the current map on this website. Any intrusion into the city center would alter the town character and be a negative impact.	GobalTopic_5 and AC-1		I- 674 -1
Lang	Katarina		Website	5/30/19 12:15 PM AT	I am strongly opposed to the proposed I-11 Corridor from Wickenburg to Nogales. This would cut a swath across the state, fragmenting wildlife habitat, including public lands such as Saguaro National Park. It will also contribute to more carbon emissions and other pollution. I implore you to pursue the no-build alternative and to instead focus on rail between Phoenix and Tucson.	GlobalTopic_4, BR-2, R-1, AQ-1 and AC-9		I- 1207 -1
Langbauer	Gabriel		Website	6/25/19 12:56 PM AT	This interstate goes through an environmentally sensitive area and threatens both an National Park as well as a National Monument. Please find an alternative route that is more environmentally aware.	R-2 and GlobalTopic_1		I- 2051 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lannon	Albert		Website	4/20/19 10:31 AM AT	<p>INTERSTATE 11 DRAFT TIER 1 EIS "STUDY" -- LIES, DAMNED LIES, AND PHONY STATISTICS</p> <p>The much-delayed \$15 million Interstate 11 Tier 1 Draft Environmental Impact Study released April 5 by the Arizona Dept. of Transportation and Federal Highway Administration surprised no one with its choice of the controversial Avra Valley route rather than expanding and improving Interstate 10. The Avra Valley route has been the choice for at least 12 years, championed by the Pima County Administrator in opposition to his own Board Of Supervisors' Resolution 2007-343, opposing any new highways in the county "that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated."</p> <p>That position was recently reaffirmed by BOS Chair Richard Elias and District 3 Supervisor Sharon Bronson, but neither their communication, nor the original resolution, appear in the Draft EIS record.</p> <p>A promise made by ADOT/FHWA Project Manager Jay Van Echo to a standing-room-only meeting in Picture Rocks last August that public meetings would, for the first time, have open discussion and questions from the floor, has been modified, with a limited number of speakers allowed to sign up and a three-minute time limit, and with those only at the Tucson and Marana meetings. ADOT spokesperson Laura Douglas says: "At the public hearings, anyone can provide their comments to a listening panel. It is not a question and answer format." Other questions about the Draft went unanswered.</p> <p>What was surprising was the extent to which the I-11 planners went to make their case, including deliberate lies and misrepresentations, the ignoring of crucial health issues, the invention of false "statistics" to bolster their position, and a plan to circumvent the National Environmental Policy Act (NEPA). That all reflects the widespread opposition to an Avra Valley highway. The valley is home to some 25,000 people, dozens of whom would be displaced.</p> <p>Now-peaceful communities would face noise, light, air and water pollution, wildlife would be impeded and put at risk, and irreplaceable ancient archeological sites would be destroyed. The valley would be opened to increased drug and human trafficking, along with hazardous cargo. Existing businesses along I-10 would be harmed and Tucson Water's CAP settling ponds put at risk. Saguaro National Park, the Desert Museum, Ironwood Forest National Monument and other visitor destinations would suffer. That a new and deadly Valley Fever transmission corridor would be opened up is never mentioned.</p> <p>Opposition to an Avra Valley highway has grown since then-State Transportation Board Chair Si Schorr, a real estate lawyer, called for a \$3 million vote on a highway study 12 years ago without hearing from a single one of the over 100 people who had come to be heard. That ignited an outcry that hasn't let up. In the 2017 public comment period over 3000 people responded, a possible ADOT record, with 89 percent opposed to an Avra Valley route and just ? of one percent in favor.</p> <p>The I-11 planners minimized the response by declaring over 1400 signatures on a petition just a single comment, and reducing some 550 individually signed postcards to just two comments since they arrived in two batches. Attempts to ask questions from the floor at that round of public meetings were frustrated, with ADOT's PR firm, The Gordley Group, sending an enforcer over to shut a questioner up while staff gathered up opposition flyers so that they would not be seen by attendees.</p>	<p>GlobalTopic_4, GlobalTopic_1, EJ-2, and AC-4</p> <p>The I-11 Joint Community Stakeholder Planning Group position statement dated August 3, 2018 is included in the Errata to the Draft Tier 1 EIS.</p>		I- 190 -1
Lannon	Albert		Website	4/20/19 10:31 AM AT	<p>Perhaps the biggest falsehood in the current Draft EIS is the description of the unincorporated Picture Rocks and Avra Valley communities: "Avra Valley and Picture Rocks communities do not contain low-income or minority populations." In fact, those areas are designated Pima County "colonias" under federal HUD guidelines:</p> <p>"There are 15 USDA designated Colonias in Pima County. Colonias, typically similar in makeup to Target Areas, include communities located within 150 miles of the US-Mexico border that meet the federal definition of lacking sewer, wastewater removal, decent housing, or other basic services."</p> <p>Picture Rocks and Avra Valley are also among 19 county Community Development "target areas:" "59,081 people (or 7% of Pima County's total population) reside in these target areas; 39% of the people are Hispanic or Latino; 61% of households are low- or moderate-income."</p> <p>Additionally, Picture Rocks Elementary is a Title 1 school, "with a large population of low income students who receive supplemental federal funds to assist in their educational goals." Requests for a corrections release from the planners were denied.</p> <p>While expressing "environmental justice" concerns for Tucson neighborhoods that might be affected by an I-10 option, the planners conveniently forgot to mention that the Menlo Park Neighborhood Association signed on to opposing an Avra Valley I-11 and for improving I-10. The way that happened is another example of deliberate misrepresentation.</p> <p>Stunned by the depth of opposition during the 2017 public meetings and comment period, the I-11 planners went to the Udall Foundation's U. S. Institute for Environmental Conflict Resolution to convene a series of invitation-only "stakeholders" meetings." One long-time activist was told he had been invited; the email was sent to an address he's never had. It became clear to participants early on that the effort was to equalize the ? of one percent with the 89 percent, but it didn't work out that way. Instead, the participants united around a statement opposing any Avra Valley I-11 and favoring improvements to I-10. That August 3, 2018, statement does not appear in the Draft, or even in the U.S. Institute's lengthy report, but said:</p> <p>"The undersigned representatives of both groups of stakeholders agreed that of the two routes proposed for a future I-11 highway, the expansion and reconfiguration of the existing I-10 and I-19 corridor is the only acceptable route. A bypass through Avra Valley is not acceptable."</p> <p>It was signed by: Carolyn Campbell & Christina McVie, Coalition for Sonoran Desert Protection; Robin Clark & Ross Maynard, Avra Valley Coalition; Demion Clinco, Tucson Historical Preservation Foundation; Gene Einfrank, Menlo Park Neighborhood Association; Kevin Dahl, National Parks Conservation Association; Helen Erickson, Erickson Terrscape; Nicole Gillett, Tucson Audubon Society; Tom Hannagan & Gene McCormick, Friends of Ironwood National Forest; Joseph Iuliano, Drachman Institute; Terry Majewski, Statistical Research; Fred Stula, Friends of Saguaro National Park.</p> <p>In reviewing the "Purpose and Need" for I-11, the Draft buries and barely mentions the major reason for a new highway as originally stated in the Business Case, "nearshoring." That is, attracting U.S. companies from China... to Mexico, where wages are now lower. The Draft also leaves out "integrative manufacturing," R&D in Arizona and Nevada with manufacture and assembly in Mexico. In line with the "new NAFTA" that requires only manufacture in North America, it is clear that planners foresee more U.S. jobs going south</p>			I- 190 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lannon	Albert		Website	4/20/19 10:31 AM AT	<p>Travel time gets a lot of consideration, with lots of charts. Those who travel between Tucson and Nogales will see that, without I-11, travel time could increase as much as two entire minutes by 2040. That's worth spending billions of taxpayer dollars to prevent!</p> <p>Never mentioned in the Draft are the crony benefits to local real estate speculators. The Sonoran Corridor, for instance, is not a straight-forward east-west line linking I-10 and I-19, but drops south, at considerable added cost, to do two things: 1) Link with an Avra Valley I-11 (as originally labeled "I-11" on the County Administrator's maps); and 2) provide a free access highway to a planned 3200-acre Diamond Ventures Swan Southlands/Verano development. (A records request to Pima County asking how much the county has paid DV over the last 10 years for their land remains unanswered.)</p> <p>Avra Valley Coalition research a few years ago showed that some 1500 vacant acres along the County Administrator's Avra Valley I-11 route, dubbed the "Huckelberry Highway," were owned by Cardon family businesses. Wil Cardon, who committed suicide in 2017, was also a failed Republican primary candidate for several offices, with the late Don Diamond and Diamond Venture's CEO Eliot Goldstein serving on his campaign committee.</p> <p>Serious public policy issues, such as the BOS Resolution 2007-343 and the inconvenient fact that the Sonoran Corridor was rejected by Pima County voters in the 2015 bond election, are ignored. The BOS Resolution and the recent reaffirmation of it as Pima County policy are never mentioned. And in any discussion by the Supervisors District 4's Steve Christy should recuse himself. He chaired the State Transportation Board in approving the \$15 million study, suspending a bunch of approved ADOT projects to generate the money. And how is it that the Board's employee, Charles Huckelberry, gets to willfully and repeatedly violate County policy with impunity?</p> <p>And if all else fails, and somehow public protest overcomes years of subterfuge and maneuvering? ADOT and FHWA have a plan, also not mentioned in the Draft. It's called the "NEPA Assignment." That agreement will allow ADOT to monitor itself during a Tier 2 EIS, where the 2,000-foot corridor route is narrowed down to 400 feet, with interchanges, etc. and a "reclaiming" of Sandario Road, the major north-south road in the valley.</p> <p>NEPA requires environmental monitoring for air, noise, light and water pollution, for effects on wildlife and endangered species, for environmental justice concerns for poor and minority communities, and much more. The NEPA Assignment lets ADOT monitor itself. Clearly the planners are concerned about a political change in 2020 that could strengthen the opponents of an Avra Valley I-11.</p> <p>But equally clearly the I-11 planners are worried, and have pulled out all the stops - "Lies, Damned Lies, and Phony Statistics" - to bolster their case.</p> <p>Shame on you.</p>			I- 190 -1b
Lannon	Albert		Website	7/03/19 6:25 PM AT	<p>Here are six news articles from the online Arizona Daily Independent related to the Draft EIS and the "preferred alternative." These should be included in the public record. If you have a problem with that, then consider them additional comments from me as an individual.</p> <p>https://arizonadailyindependent.com/2019/01/21/adot-announces-i-11-public-meetings-but-not-really/</p> <p>https://arizonadailyindependent.com/2019/02/14/adot-maneuver-would-bypass-opposition-to-interstate-11-sonoran-corridor/</p> <p>https://arizonadailyindependent.com/2019/04/07/adot-ignores-supervisors-residents-in-i-11-route-selection/</p> <p>https://arizonadailyindependent.com/2019/04/21/interstate-11-study-lies-damned-lies-and-phony-statistics/</p> <p>https://arizonadailyindependent.com/2019/04/28/i-11-study-issues-errata-responding-to-lies-damned-lies-and-phony-statistics/</p> <p>https://arizonadailyindependent.com/2019/05/05/interstate-11-public-meetings-isolation-control-demoralization/</p> <p>I regret that you have not corrected the record concerning Picture Rocks and Avra Valley. The DEIS states "Avra Valley and Picture Rocks communities do not contain low income or minority populations." In fact, both are federally-designated colonias, low-income communities "lacking sewers, wastewater removal, decent housing or other basic services," according to federal guidelines. The majority of Picture Rocks Elementary School's students qualify for federal Title 1 assistance due to low incomes, and most of the community live in manufactured homes.</p>	GlobalTopic_1 and EJ-2		I- 2521 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lannon	Albert		Email	7/03/19 1:00 AM AT	<p>Here are six news articles from the online Arizona Daily Independent related to the Draft EIS and the "preferred alternative." These should be included in the public record. If you have a problem with that, then consider them additional comments from me as an individual.</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F01%2F21%2Fadot-announces-i-11-public-meetings-but-not-really%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770403096&sdata=va7Aa8B%2BeWG4ABeX29DvpUo9oV9nnZrWnh7D7GJnIA%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F02%2F14%2Fadot-maneuver-would-bypass-opposition-to-interstate-11-sonoran-corridor%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=e%2FO0%2FL12j8tdj97fzCEj6KGMSSoanXQ8p4X2d3TDSvo%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F04%2F07%2Fadot-ignores-supervisors-residents-in-i-11-route-selection%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=HBTdiUda8yg14MI11PWWaW7rtW2FWHEUatUkX8qpSY%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F04%2F21%2Finterstate-11-study-lies-damned-lies-and-phony-statistics%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=gwVyiWScigzpBfD7X27pM0DeoV7%2BDSKgyfCjQo1nOS0%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F04%2F28%2Fi-11-study-issues-errata-responding-to-lies-damned-lies-and-phony-statistics%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=avzhPeAPqXTfQO382N1vOFWGeDZDaHJt1nFfw%2B5OIGc%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffarizonadailyindependent.com%2F2019%2F05%2F05%2Finterstate-11-public-meetings-isolation-control-demoralization%2F&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=Xv4LlJbrD5R6Z04fN3Uf%2BDm%2F6IIMTEUWksG2jKfAg%3D&reserved=0</p>	GlobalTopic_4, GlobalTopic_1 and EJ-2		I-3377 -1
Lannon	Albert		Email	7/03/19 1:00 AM AT	<p>I regret that you have not corrected the record concerning Picture Rocks and Avra Valley. The DEIS states "Avra Valley and Picture Rocks communities do not contain low income or minority populations." In fact, both are federally-designated colonias, low-income communities "lacking sewers, wastewater removal, decent housing or other basic services," according to federal guidelines. The majority of Picture Rocks Elementary School's students qualify for federal Title 1 assistance due to low incomes, and most of the community live in manufactured homes.</p> <p>Albert Vetere Lannon XXXXXXXXXXXX Tucson, AZ 85743 XXX-XXX-XXXX</p> <p>---</p> <p>This email has been checked for viruses by Avast antivirus software. https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.avast.com%2Fantivirus&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Cb35ec493ffe640d336eb08d700163971%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636977967770413096&sdata=QLW0yJvTJ%2FTf9XK4hynhAcUg8TXb33XD4dGWHqEIL%3D&reserved=0</p>			I-3377 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lannon	Albert	Rancho del Conejo Community Water Co-op, Inc.	Email	5/27/16 5:27 PM AT	<p>Several questions before the I-11 public meetings in Tucson and Marana:</p> <p>1) Jay Van Echo promised a standing-room-only Citizens for Picture Rocks meeting last August that those meetings would allow full and open discussion and questions. However, it appears that the limit on speakers and time limit on those that do speak will take less than half the meeting time. Allowing for ADOT/FHWA presentation at the beginning (presumably), that appears to be a promise broken. Will that be fixed?</p> <p>2) With a three minute time limit, will answers to questions – and we presume that questions will be answered, although they have not been at past meetings—will that time be taken from the speaker's time?</p> <p>3) Will questions from the floor, in fact, be answered when they are asked?</p> <p>4) Will the mistake (or deliberate untruth) in the report that "Avra Valley and Picture Rocks communities do not contain low-income or minority populations" be corrected and sent out as a release?</p> <p>Picture Rocks, where I live, and Avra Valley are US Dept. of Housing & Urban Development (HUD) designated colonias Pima County defines them:</p> <p>"Colonias "There are 15 USDA designated Colonias in Pima County. Colonias, typically similar in makeup to Target Areas, include communities located within 150 miles of the US-Mexico border that meet the federal definition of lacking sewer, wastewater removal, decent housing, or other basic services."</p> <p>Picture Rocks and Avra Valley are also county "target areas."</p> <p>"There are 19 Pima County Community Development Target Areas. • 59,081 people (or 7% of Pima County's total population) reside in these target areas. • 39% of the people are Hispanic or Latino • 61% of households are low- or moderate-income."</p> <p>Hoping for a prompt and positive response,</p> <p>Albert Lannon</p> <p>Albert Vetere Lannon XXXXXXXXXXXX Tucson, AZ 85743</p>	<p>EJ-1</p> <p>The following response was sent to the commenter:</p> <p>Hello Albert, I appreciate you reaching out to me. I can address your questions about the public hearings and the public comment process for the Draft Tier 1 Environmental Impact Statement.</p> <p>All questions and comments, including yours contained within your email, that are submitted from April 5 through May 31 will be addressed and answered in the Final Tier 1 Environmental Impact Statement. Members of the public must comment through one of the methods that are listed below in order for their comments to be part of the official record.</p> <p>The Draft Tier 1 Environmental Impact Statement contains all study evaluation and technical analysis at this point. It is a draft document and contains a Recommended Corridor Alternative which is compared with the No-Build Alternative. This is a Draft Tier 1 analysis, which is subject to change based on public input.</p> <p>At the public hearings, anyone can provide their comments to a listening panel. It is not a question and answer format. All comments provided to the panel will be entered into the public record. Comments may be provided up to three minutes, in order to ensure everyone has the opportunity to comment to the panel. In addition, comments can be provided to a court reporter, submitted electronically, or provided on a comment form.</p>		I-405 -1
Lannon	Albert	Rancho del Conejo Community Water Co-op, Inc.	Email	5/27/16 5:27 PM AT	<p>Interstate 11 Draft Environmental Impact Statement available for public review</p> <p>Hi Laura – Working on a story before the I-11 public meetings begin and did not get a response from info@ADOT, so thought I'd try you. Below are the questions I had, and I am adding a few more.</p> <p>Hoping for a prompt response, and that you are well, Albert Lannon</p> <p>Several questions before the I-11 public meetings in Tucson and Marana: 1) Jay Van Echo promised a standing-room-only Citizens for Picture Rocks meeting last August that those meetings would allow full and open discussion and questions. However, it appears that the limit on speakers and time limit on those that do speak will take less than half the meeting time. Allowing for ADOT/FHWA presentation at the beginning (presumably), that appears to be a promise broken. Will that be fixed?</p> <p>2) With a three minute time limit, will answers to questions – and we presume that questions will be answered, although they have not been at past meetings—will that time be taken from the speaker's time?</p> <p>3) Will questions from the floor, in fact, be answered when they are asked?</p> <p>4) Will the mistake (or deliberate untruth) in the report that "Avra Valley and Picture Rocks communities do not contain low-income or minority populations" be corrected and sent out as a release?</p> <p>Picture Rocks, where I live, and Avra Valley are US Dept. of Housing & Urban Development (HUD) designated colonias Pima County defines them:</p> <p>"Colonias "There are 15 USDA designated Colonias in Pima County. Colonias, typically similar in makeup to Target Areas, include communities located within 150 miles of the US-Mexico border that meet the federal definition of lacking sewer, wastewater removal, decent housing, or other basic services."</p> <p>Picture Rocks and Avra Valley are also county "target areas." "There are 19 Pima County Community Development Target Areas. • 59,081 people (or 7% of Pima County's total population) reside in these target areas. • 39% of the people are Hispanic or Latino • 61% of households are low- or moderate-income."</p> <p>I note that the Menlo Park Neighborhood Association (listed as an area of economic justice concern) signed on to the "Stakeholder's" statement at the end of those meetings, favoring improving I-10 rather than building a new Avra Valley Highway. That "Stakeholders" statement is not in the material that I can find.</p> <p>5. I find no mention in the Summary of Environmental Effects of creating a new Valley Fever Corridor. As you know, I-10 has been found in UoFA studies to be a disease and death transmission belt; I-11 will add a new one. Was the Valley Fever issue even addressed?</p> <p>6. The recent reaffirmation of Pima County Board of Supervisors Resolution 2007-343 by Chairman Elias and District 3 Supervisor Bronson seems to be missing – the letter was sent to you-all. Where is it?</p> <p>7. May we obtain a copy of each meeting's agenda in advance? If they are prepared I'd like a copy with your response to these questions.</p> <p>Hoping for a prompt and positive response,</p> <p>Albert Lannon Albert Vetere Lannon XXXXXXXXXXXX</p>	<p>The public hearing format was advertised ahead of the hearings and is described in Appendix G of the Final Tier 1 EIS including details on the comment time limitations and that no comments provided orally for the record would be responded to during the hearing.</p> <p>EJ-2 The letter from Chairman Elias and Board Member Bronson is located in the Draft Tier 1 EIS Errata Appendix H under stakeholder input.</p>		I-409 -1
Larkum	Barbara		Website	5/11/19 2:32 PM AT	<p>This comment regards the Tier 1 alternative through Avra Valley (from Sahuarita to Marana). According to a handout at the public hearing, the rationale for recommending this alternative despite the overwhelming public antagonism to it is that it "avoids unmitigable impacts to historic districts and structures in downtown Tucson". So, instead, the recommended alternative will cause unmitigable negative impacts to the Saguaro National Park West, the Arizona Sonora Desert Museum, Tucson Mountain Park, and every person and animal that lives in or visits the area! This is all totally unnecessary!! Just use some traffic control mechanisms on existing I-10 and I-19 that are used on other Interstates all over the country. California handles far more traffic than I-10 and I-19 ever will and maintains historic districts and structures (as well as National Parks and outdoor museums) by using HOV lanes, bridges (like the one just put in the existing I-10 at Ina Rd), and incentives for semis to travel at night. Try some less destructive ways to manage traffic (that isn't even here yet) on I-10 & 19, before destroying a pristine valley forever!!!</p>	GlobalTopic_1		I-785 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Larkum	Gray		Website	5/10/19 1:55 PM AT	<p>I remain steadfastly against I-11 running through Avra Valley. Here are the reasons:</p> <p>1) It's not necessary for many reasons. I support the alternatives of setting up congestion fees for trucks running through Tucson on I-10 during the day or of double-tiering existing I-10 through Tucson.</p> <p>3) I, and a great many more people that you apparently think, live in Avra Valley because of its quiet, peaceful beauty. It has virtually no ambient light at night and is totally quiet, except for the periodic coyote howl. Tier 1 will not pass through my home, but it will ruin it.</p> <p>4) The inevitable negative impact on wildlife corridors and cultural heritage has been well-documented for years. Actually, so has the impact on the National Park and the Desert Museum.</p> <p>I could go on for a few pages, but I guess what I really don't understand is why this project through Avra Valley continues to proceed. There have been plenty of public meetings and opportunities to provide input and thousands of people have voiced their total lack of support for I-11 through Avra Valley - yet it keeps coming even though it's unsupported, unfunded and entirely unnecessary. What's the point of asking for this input if you're just going to ignore it? It is hugely frustrating for the thousands of us who oppose I-11 through Avra Valley that ADOT and FHWA completely ignore us, but continue to go through the motions (I know, they're probably requirements) of asking us for comments.</p> <p>Well, my comment is that I-11 will destroy a uniquely wonderful place (get on Instagram and view the pix of Avra Valley taken from Saguaro National Park West, then imagine an interstate running through the middle of those pictures) at a huge direct and indirect cost to wildlife, residents, local businesses, and Tucson as a whole. All for no understandable reason. Why?</p>	GlobalTopic_4 and GlobalTopic_1		I- 734 -1
Larkum	Gray		Website	5/10/19 1:55 PM AT	<p>2) It's impact on the Saguaro National Park West will be devastating. I hike there regularly and invariably encounter out-of-state visitors who say they visit Tucson and the Park because of its solitude and magnificent views across the Valley. Most visitors to the Park also visit the AZ Desert Museum and Tucson Mountain Park as well, and many of them stay in Bed & Breakfast places in and around the Picture Rocks area. Rather than the lovely view of the valley and the mountains beyond, they will have a view of I-11. Since the Park is naturally so quiet, they will undoubtedly be listening to a background of semi-truck noise if I-11 comes to being. I'm quite sure most of those visitors will stop visiting. I probably will stop or seriously reduce my visits to these areas, too. The Desert Museum will undoubtedly lose its status as one of the five best places to visit in the country.</p>	GlobalTopic_1, V-1 and E-2		I- 734 -2
LaRochelle	Cheri		Email	5/24/19 1:00 AM AT	<p>I was surprised to hear about the depreciated value of the homes in the area for the planned I-11. Many of the property owners in this area are senior citizens. They have lived in this area for most of their lives. They do not have the means to purchase another home especially with the prices that are being offered. I do not support this project under the current conditions.</p> <p>Respectfully, Cheri LaRochelle Tucson Resident.</p>	GlobalTopic_4 and LU-1		I- 1276 -1
Larriva	Andrea		Email	6/19/19 1:00 AM AT	<p>My family has property on the proposed route near Mile Wide and Sandario. This property holds 3 houses, my grandmother, my mother and father, and my Aunt and Uncle are the current occupants. My grandfather a war veteran, bought the land before Sandario was a paved road. He managed to get 2 double wide manufactured homes all the way out there. One for him and his family of 7 and one for his mother in law, my great grandmother. Later my mother brought another home to the land. The home I grew up in along with my two sisters. For many years I raised my own son and daughter there. My cousins grew up there as well. That property that they want to place a road over has been a home to 5 generations of my family. We...[see following comment]</p>	GlobalTopic_1 and LU-1	Larriva_A_13257	I- 3257 -1
Larriva	Andrea		Email	6/19/19 1:00 AM AT	<p>[See previous comment] have built ponds and beautiful patios and generations of children have built play forts. We spend every holiday there. We celebrate life there. Weddings have been performed and funerals have been endured on that land. Children have grown and we have seen every victory and heartache that is humanity on that land. To us it is more than a property, more than something owned. We have love on that land. It is our families sanctuary where we can hide from the world, where we know we can always go when times are hard and be welcomed and be loved. Land that I will inherit if it is not destroyed. Land that we as a family had hoped would remain in the family till the end of time.</p>	GlobalTopic_1 and LU-1	Larriva_A_13258	I- 3258 -1
Larson	Curt	Friends of Tucson Mountain Park	Website	5/06/19 10:42 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		O- 10 -1
Larson	Mark	Maricopa Audubon Society	Website	7/08/19 5:44 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 50 -1
LaRue	Donna		Website	4/28/19 10:56 AM AT	<p>Why isn't anyone concerned about the safety of our country by supporting to put a wall up between U.S. and Mexico?! Instead it's more important to tear up the land and the "ECO-SYSTEM" and increase "GLOBAL WARMING" by laying down asphalt all over the place and making this climate HOTTER than what it already is!!!! Tearing down the vegetation will also increase more "HABOOBS" than what we already have. The interest should be in "THE SAFETY OF THIS COUNTRY" or MORE IMPORTANT ISSUES, not creating more highways and roadways!! There is nothing wrong with the present way to travel from one destination to another! STOP TEARING DOWN THE LAND AND DISRUPTING OUR ECO-SYSTEM!!!!!!</p>	GlobalTopic_3 and GlobalTopic_4		I- 305 -1
LaRue	Edward	Desert Tortoise Council	Website	7/08/19 10:23 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 44 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
LaRue	Edward	Desert Tortoise Council	Mail	7/06/19 1:00 AM AT	<p>6 July 2019 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Via email only to: I-11ADOTStudy@hdrinc.com Subject: Interstate 11 Tier 1 Draft Environmental Impact Statement (DEIS), Nogales to Wickenburg, Arizona.</p> <p>The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of desert tortoise species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council routinely provides information and other forms of assistance to individuals, organizations, and regulatory agencies on matters potentially affecting desert tortoises within their geographic ranges.</p> <p>We appreciate this opportunity to provide comments on the above-referenced project. Given the location of the proposed project in habitats likely occupied by Morafka's desert tortoise (<i>Gopherus morafki</i>) (synonymous with "Sonoran desert tortoise"), our comments pertain to our concern regarding the proposal to place the planned 1-11 freeway through the Avra Valley, west of Tucson, Arizona, instead of using the alternative of co-locating it along the already developed route of the 1-10 freeway or using other methods to achieve the transportation goals desired.</p> <p>For the reasons given herein, the Council formally opposes the development of the freeway through Avra Valley and recommends instead that the freeway coincide with the 1-10 corridor.</p> <p>Letters by the Tucson Herpetological Society and the Coalition for Sonoran Desert Protection, which the Council fully endorses, have well documented the many serious concerns, so our comments will be brief.</p> <p>Desert tortoises are known to exist in the area of the proposed Avra Valley freeway and their movements, especially inter-population migrations and seasonal movements for feeding, will be impeded by the proposed new freeway. There will also be direct loss of viable habitat depending on the precise siting of the project.</p> <p>We see from the DEIS that the planning team acknowledges that the Avra Valley alternative will cause far greater threat to populations of native species, including the desert tortoise, and will result in far more habitat degradation and most especially fragmentation of existing habitat than the alternative of co-location along the route of the current 1-10 corridor. Although mitigation by constructing freeway crossings is proposed, our opinion is that no amount of mitigation can fully counter the effects of a freeway through habitat lands, most especially those already committed as mitigation for the Central Arizona Project, on habitat connectivity.</p> <p>We appreciate this opportunity to provide input and ask that the Desert Tortoise Council be identified as an Affected Interest for this project, and that any subsequent environmental documentation for this particular project is provided to us at the contact information listed above.</p> <p>Regards, Edward L. LaRue, Jr., M.S. Desert Tortoise Council, Ecosystems Advisory Committee, Chairperson</p>	GlobalTopic_4, GlobalTopic_1, BR-1, BR-2, BR-4 and BR-6	LaRue_E_DesertTortoise_066	O-66 -1
LASHER	JEREMEY		Website	7/05/19 11:06 AM AT	<p>The current proposed route for interstate 11 would be irreparable damaging to the environment. Further it would do great harm to the economy of the City of Tucson by forcing commercial traffic to bypass the city. Other proposed plans to expand I-10 and I-19 would mean we would not be blading virgin desert soil and creating a damaging economic and environmental impact the communities of this area.</p> <p>Thank you.</p>	LU-3 and E-1 and GlobalTopic_1		I-2589 -1
Lauderdale	Kathy		Website	6/27/19 7:56 PM AT	<p>This highway would disturb the animals currently in residence on saguaro national park. We are blessed to live in a unique and colorful biome with many wonderful and unique creatures. This highway would be a danger to the wildlife and a blemish to the beautiful landscape. We don't want it and we don't need it! Make I-10 bigger and leave alone what should be left alone.</p>	R-2, BR-1, and GlobalTopic_1		I-2139 -1
Lavers	Gawain		Website	6/16/19 11:53 AM AT	<p>As a software engineer who has chosen to relocate to Arizona and raise my family here, I am completely opposed to this waste of my tax dollars. If you want to improve transportation in this southern Arizona corridor, do so by shifting it to rail, which already has a convenient easement.</p>	GlobalTopic_4 and AC-9		I-1577 -1
Lavery	Geoffrey		Website	6/19/19 12:34 AM AT	<p>I-11 is thoroughly UNNECESSARY while I-10 exists with potential for widening through an already-industrialized area. The impact of I-11 is to ruin the desert atmosphere close to Tucson which has attracted residential retiree growth in a natural surrounding.</p> <p>I oppose in strongest terms construction of I-11.</p>	GlobalTopic_1, PN-3		I-1747 -1
Lawson	Robert		Website	7/08/19 4:46 PM AT	<p>We do not need another highway through the middle of Southern Arizona. It is a huge expense that will primarily benefit transportation and general road building companies. In 20 years, climate change will begin reducing the SW desert population and by 2050, there will be even less need for spending 100s of millions of dollars on this project.</p>	GlobalTopic_1, AC-4, AQ-2, and PN-3		I-3066 -1
Lawson	Robert		Website	7/08/19 4:46 PM AT	<p>We do not need another highway through the middle of Southern Arizona. It is a huge expense that will primarily benefit transportation and general road building companies. In 20 years, climate change will begin reducing the SW desert population and my 2050 there will be even less need for spending 100s of millions of dollars on this project.</p>	GlobalTopic_1, GlobalTopic_4, AC-4 and AQ-2		I-3067 -1
Laye	Billy and Marci		Website	7/03/19 2:39 PM AT	<p>We would like to see the orange route be considered first. Having the I11 so close to our quiet community and actually going through friends property, takes away from why we chose this community. This community is largely a place for people to enjoy their horses and be able to ride throughout the community in a quiet manner, away from traffic, noise and potential crime. We are Canadian and when we travel down here we come down via Vulture Mines Road from Wickenburg to 10 and down to Buckeye, then south to Gila Bend on 85. From Gila Bend on 8. So basically using the proposed Orange route, which is perfectly fine. Making improvements on that route, would make the most sense, monetary wise, scenic wise, and best, not uprooted families and communities.</p>	N-1, GlobalTopic_2 and GlobalTopic_4	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I-2509 -1
Lazaroff	Cheryl		Website	7/08/19 3:29 PM AT	<p>As a resident and taxpayer in Tucson for over 40 years, I strongly oppose the Recommended Alternative route for proposed I-11 freeway through Avra Valley. I support co-location with I-19 and I-10 through Tucson, where traffic already flows.</p> <p>When we first visited the Arizona Sonora Desert Museum, and heard that the view from there would never be obstructed, I fell in love with the desert. When we first visited Kitt Peak and realized the astronomy done there was protected by Tucson's respect for dark skies, I was proud of our community. When the Sonoran Desert Conservation Plan was created, I rejoiced in the ways our homes and those of desert animals could co-exist. When I first visited the Ironwood Forest N.M. after it was first protected, I loved that such wilderness could be so close.</p> <p>These conservation legacies are at risk if a new I-11 freeway is built west of the Tucson Mountains.</p> <p>I strongly oppose the Avra Valley alternative, and support co-locating the proposed route with I-10 and I-19.</p>	GlobalTopic_1, R-2, V-1 and LU-5		I-3022 -1
Lazarus	Barbi		Website	6/18/19 6:45 PM AT	<p>I hope that you will not build the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. It would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. I'm surprised this is being considered, as building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. The Recommended Alternative route would sever critical wildlife corridors and destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p>	GlobalTopic_1 and LU-5 and BR-2		I-1743 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lazarus	Barbi		Website	4/15/19 6:47 PM AT	<p>Hello,</p> <p>As a frequent tourist to the Tucson area, I am writing to express my great concern about the proposed freeway along Saugaro National Park, one of the state's true jewels and an important corridor for wildlife.</p> <p>I am also requesting that the public comment period on this issue be extended from 56 days to 120 days, so that the new deadline is extended to September 28, 2019.</p> <p>Sincerely, Barbi Lazarus</p>	GlobalTopic_9		I- 66 -1
Lea	Bill		Mail	7/08/19 1:00 AM AT	<p>I feel strong opposition to the recommended alternative route to scribe in the Tier 1 DEIS for Interstate 11 for several reasons. 3.4 billion dollars seems like a lot of money to spend on a road that isn't required as there is already a road that could do the same job with a few modifications. It would increase air and noise pollution. It would also encourage an increase in urban sprawl. It would interrupt Wildlife corridors. This is unacceptable in my opinion. No migrations, a decrease in animal populations because they cannot roam, find mates and expand territories!! want to add that it is close to Tucsons major water source. All we need is for some semi truck hauling hazardous materials to spill in it. generally speaking, the recommended alternative route isn't very well-thought-out and pretty lame. Think it all the way through. Things are more important than driving somewhere quickly.</p>	GlobalTopic_1, GlobalTopic_4, WR-2, N-1, AQ-1, LU-3, and BR-2	Lea_B_13523	I- 3523 -1
Leach	Dan		Phone	7/07/19 1:00 AM AT	<p>This is Dan Leach at XXXXXXXXXX in Tucson. My number is 520-884-9871 and I am totally opposed to the I-11 proposition. I hope it can be blocked so if not to destroy the beautiful areas of the desert, particularly those that are nearby. The view from Gates Pass particularly. I am totally opposed to this. This is bad planning. Ok, thank you. Bye Bye.</p>	GlobalTopic_1		I- 3412 -1
Leaf	Arlene		Oral	5/08/19 1:00 AM AT	<p>ARLENE LEAF:</p> <p>I have raised two sons, and that was started a long time ago. I love -- I mean, my plea is emotional, totally emotional.</p> <p>I feel that I've been benefitted, that I've traveled the world. I've been to every continent except antarctica. So I've seen many, many different environments. My major was geography. So I love earth and the creations upon earth.</p> <p>And this desert that we have here is so rare and so precious, and the whole fauna and flora and everything that lives together is something honored and protected. It's unique in all the planet. Nobody else has it.</p> <p>And that's where I'm coming from, to protect what has been created and what gives so many people so much love and so much heart and the economic component that they come here from all over the world to see our desert and feel our desert, not to see a highway in the middle or hear stories of animals being killed or water that got polluted because there was a spill.</p> <p>I mean, I think now the consciousness in general on the planet is changing where we're starting to see that we have to protect what we have. We can't just treat it like it's a throwaway product. It isn't. And once a road is built, you don't unbuild it.</p> <p>So that's my plea. My plea is extremely emotional, you know, to the uniqueness of our environment and how many people love it.</p> <p>If it was the only road that could happen, maybe. But it's not. It's even more expensive than other possibilities. So economically that doesn't make sense.</p> <p>And then I look at the report outside. There's a report this thick. I think, "Well, that was economically feasible for somebody, because a lot of people did a lot of work and made money."</p> <p>You know, how much goes into even thinking about doing something like this before it happens?</p> <p>And is it really valid? Are we working on something that's really a benefit to the community and to the planet?</p> <p>So I ask to look in those ways. I mean, there's going to be environmentalists. There's going to be economists. There's going to be so many technical people.</p> <p>And I'm just a person that from the time I could drive, I was driving to that valley. That's my favorite part of Tucson.</p> <p>And it breaks my heart to think that it's going to have a road, a super highway, going through it and destroy that which has been since the dawn of time being created.</p>	LU-3 and BR-1 and E-1 and E-2 and AQ-2 and GlobalTopic_1		I- 1344 -1
Leaf	Arlene		Oral	5/11/19 1:00 AM AT	<p>ARLENE LEAF:</p> <p>My name is Arlene Leaf, and I am just purchasing a gorgeous piece of property, 8.3 acres. And one of the main reasons I'm buying it is because of the Saguaros.</p> <p>And I came here today, and I saw the blue lines goes right through my house. So I'm speaking from two places: I'm speaking from my very personal place, that this is a very big move for me to buy this piece of land, and it really is built on love.</p> <p>There's no reason, at my age, that I should endeavoring something like this. It's not practical. It's just because I love the land. So I'm speaking from that, and then I'm speaking from the bigger aggregate of what this whole Avra Valley is about.</p> <p>I grew up in Tucson. As soon as I could drive, I was over in this part of town, of the desert. I've traveled the world. I've never seen anything like what this is. In my mind, it's what I call virgin land. It's land that hasn't been marauded over with armies and different things like that. It's completely natural land from the time of creation.</p> <p>And my view of this whole project is the view that goes through Avra Valley. You know, I'm sure other people along the way have the same passion for their particular piece of land. I feel that this piece of land and the Saguaro National Monument, the Arizona Desert Museum and Old Tucson is a draw for people around the world to come to visit Tucson. I feel the economic value of this land, in its virgin state and in its cared-for state, is beyond anything a new highway could bring. Honestly, I do feel that.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1414 -1
Leaf	Arlene		Oral	5/11/19 1:00 AM AT	<p>I feel there's other things for the highway; that it doesn't have to go through Avra Valley, that I-10 could be developed so that it could handle the traffic from Mexico, and you could make your connections going up. But that this space, this wonderful space, could be protected. And that's where I speak from, and I'm speaking from the economics and the beauty and the rarity. So thank you.</p>	GlobalTopic_1		I- 1414 -2

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Leaf	Arlene		Oral	5/11/19 1:00 AM AT	<p>ARLENE LEAF: My name is Arlene Leaf. I'm in the process of buying a piece of land with the most beautiful Saguaros on West Cienega. I just now saw the blue line goes right through my house. But even before I knew it went through my house, I was very upset at the whole idea of I-11 going through Avra Valley.</p> <p>I am a Tucsonian. I'm 77 years old. This has always been my most favorite part of the Tucson area because of the beautiful, incredible vegetation and the wildlife. I've traveled the world. I studied geography. I've seen very many environments. I have never seen anything like this. It is very precious and it needs to be protected and conserved.</p> <p>I don't know what makes you hear the voice of the people. I don't know where these decisions are made. I don't know who's making them. I don't know if it's bureaucrats that are just looking at statistics and don't understand the essence of creation.</p> <p>The world was created for us to take care of it. And there's precious, precious places that need extra care and the Saguaro Monument West, old Tucson and all the people that have chosen to live in this environment out here because it is so precious need to be honored.</p> <p>I would like to go walk with a flag or something, but I don't know where to go. It just seems like I'm talking into the wind. Do you actually hear us? I understand they're building a port in Wymus for more trade with China. The way it looks right now I don't know how much more trade we're going to have with China. For one, I think that whole thing is in an upheaval.</p> <p>But Wymus is going through a big structure. It does not have to be I-11 in this area. You can use I-10 and then later hook up to where you want to go to Las Vegas.</p> <p>I beg you, please, please consider the economics, the human and the total essence of this land that's virgin land. There's been no battles, no upheavals. It's had a constant progression since creation.</p> <p>People come from all over the world and spend money in Tucson and in this area just to see this desert. So please take care of it. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1471 -1
Leaf	Arlene		Oral	5/11/19 1:00 AM AT	There is an alternative route that goes on I-10 that costs \$3.4 billion less than this that is being planned. I strongly recommend the money goes into building on I-10 and supporting the economic activity that's already all along I-10 which will be badly hurt if this is built to take away that business opportunity.	GlobalTopic_1 and E-1		I- 1471 -2
Leaf	Arlene		Email	7/05/19 1:00 AM AT	<p>Dear Sirs: You and I have read many brilliant well formulated letters extolling the reasons not to go ahead with the proposed Southern link of I-11 thru Avra Valley..</p> <p>It is my understanding that after hearing of the proposed and necessary transportation bypass of Phoenix, Pima County said we want it too. We want the state funds it will bring on a short term basis as that is good for our economy and in the future we will have more trucks coming from Mexico that need to go to Las Vegas and it would be good to have it.</p> <p>This request was so not thought out to the consequences. The "Bypass" of economic activity for Tucson, the injury to Tucson's eco-tourism based economy, and the destruction of a virgin valley of the Great Sonoran Desert that is easily accessible to visitors.</p> <p>Since the first hearing of this current cycle it seems I have been called to visit stands of Sahuaros from all around Pima County and the state via the drive to California. THERE IS NOTHING LIKE THE STAND OF SAHUAROS IN THIS AREA.....THE TUCSON MOUNTAINS OVER GATES PASS TO THE AREA OF THE DESERT MUSEUM AND SAHUARO MOUNUMENT WEST! They are healthy, abundant, each one unique, and a fascination to behold.</p> <p>People come from all parts of the world to experience this desert for it is unigue in all the world..</p> <p>I-10 is having an eastern bypass built to siphon off some of the I-19 traffic. This already makes less traffic for I-10. To have 2 bypasses will negatively impact Tucson's economy. I-10 can be widened or it can have a top deck built for trucks. There are other solutions. These I-10 solutions save Billions of \$\$\$.</p> <p>Please do not go ahead with these southern proposals for I-11. Avra Valley residents have an independent lifestyle that is a fading bastion of the old west. Preserve it.</p> <p>The Sahuaros , wildlife, water, and desert are sacred and need to be protected.</p> <p>Please I beg you.....do not put I-11 in Avra Valley.</p> <p>Tucson is against this plan. Please listen to us.</p> <p>Thank you, Arlene Leaf Tucson.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3391 -1
Leaf	Arlene		Mail	7/05/19 1:00 AM AT	By now you have received many communications and letters. I think I am safe to say in saying the majority are in opposition to I-11. I and [illegible] would love to have the stats on these - How many? For? Against? Why? I stand in opposition to I-11. I stand for the pristine virgin Sonoran Desert, for its [illegible] - the saguaros -unique and the planet, the ecotourism economy, for the gifts of spirit and love of our planet it gives to all visitors, way of life in Avra Valley - it embodies the individualism of the west. There are alternatives that are far less costly that have public support - expand I-10 - protect Tucson's economy.	GlobalTopic_1	Leaf_A_13514	I- 3514 -1
Leanna	Nola		Website	6/25/19 3:31 PM AT	It appears to be counter productive to go to the expense to build the I-11 highway so close to the currently established I-17, I-10 and I-19 when by repairing and widening those roadways it would serve the same vehicular movement purpose at less cost, less disturbance of private property, less damage to protected areas and less disruption to our beautiful desert areas. Economically, the building of I-11 does not make logical sense, will destroy much property, and will cause business to by-pass those cities that depend on vehicular commerce.	AC-7 and GlobalTopic_4		I- 2058 -1
Lee	Jeremy		Website	6/15/19 1:11 PM AT	This is a total waste of taxpayer money and a detriment to Tucson and Pima County as a whole. Spending money on upgrades and improvements to the existing I-10 and I-19 corridors would be a better use of monies and a benefit to a wider swath of the southern Arizona communities. In addition, these improvements to the current highways would be less harmful to the environment and natural areas than the new construction along the proposed I-11 corridor areas.	GlobalTopic_1 and LU-3		I- 1555 -1

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Lee	Kenneth		Website	7/08/19 4:20 PM AT	I realize that my comments as an individual mean very little to this process, but I am compelled to make them regardless. I have lived in the Avra Valley 'corridor' for the past 16 years. I CHOSE this area because of the extreme quiet, the beautiful scenery, the plentiful wildlife and the nice residents. It was also an affordable location in which to buy. It is, in fact, one of the few remaining AFFORDABLE locations in Southern Arizona. I would have NEVER bought here had I known that an intercontinental expressway was possibly to be built here, as it will definitely destroy all that made it attractive to me in the first place. Having moved from metropolitan Los Angeles area, I know what it sounds like to hear freeway traffic 24 hrs. a day, and in this valley that sound will travel for miles, completely destroying the quiet here. The fragile ecology here, especially the wildlife, will be negatively impacted by this proposed construction. If you care anything about the natural world, I would ask you to consider that as a priority in decision-making, not the profits of huge corporations that will undoubtedly benefit from this road. PLEASE consider these alternatives again and allow us residents to continue enjoying this part of Southern Arizona. Anything less will be a travesty. Sincerely, Kenneth H. Lee	LU-3 and N-1 and BR-1 and GlobalTopic_1		I- 3053 -1
Lee	Kenneth		Website	7/08/19 4:20 PM AT	My strong suggestion is expansion of the existing I-10/I-19 roads, as this will have ultimately beneficial effect on Tucson proper without RUINING the way of life and natural beauty of the Avra Valley area. Dedicated truck lanes on I-10 make a great deal more sense to many of us, and will cause far less disruption of lives and destruction of natural resources. Railroad track expansion is another good idea that will not adversely affect so many and so much.	GlobalTopic_1, AC-9		I- 3053 -2
Lee	Mia		Website	7/01/19 5:43 PM AT	The proposed I-11 Corridor from Wickenburg to Nogales, that essentially parallels an existing interstate and intersects another while fragmenting wildlife habitat, is a complete waste of taxpayer dollars. I oppose this proposal; it should be rejected for further consideration.	GlobalTopic_4, E-3		I- 2286 -1
Lee	Nayah		Website	5/13/19 6:32 PM AT	In regards to the I-11 overall, in my opinion is not good for Arizona. The impact on Arizona's environment will be further expanded from what is already used. The lost of existing farmland and the diversion of economics from Phoenix and surrounding cities will hurt Arizona. Overall I Oppose the Planned I-11	GlobalTopic_4		I- 890 -1
Lee	Robert		Website	4/24/19 6:06 PM AT	The environmental impacts of this study bear warning. Having more viable transport routes seems needed as well. These two issues are not at loggerheads if AZ is willing to be the leader in the future of infrastructure. Noise control measures, migration route access, minimization of visual impact, etc. will all be highly monetized in the future. The legislature of today needs to see the economy of tomorrow. This will not only draw positive media to AZ, but bring future enterprise and innovation.	GlobalTopic_4		I- 279 -1
Lees	Adena		Website	6/24/19 10:10 PM AT	I am totally opposed to this project. The environment is at stake and it will not help the economy either. It will displace many for no reason. Please leave well enough alone.	GlobalTopic_4		I- 2028 -1
Leeson	Daniel		Website	6/16/19 2:25 PM AT	I-11 is a fantastic idea! Far too many semi trucks crowd I-10, kicking up rocks, damaging windshields, and polluting the air. The proposed I-11 corridor will make Tucson safer.	GlobalTopic_4		I- 1588 -1
Lefler	Scott		Website	7/01/19 7:07 PM AT	I am in favor of the no build alternative. I suggest that we go back to the idea of building rapid transit between Phoenix and Tucson instead of enlarging freeways.	AC-6 and AC-9		I- 2292 -1
Leigh	Carolyn		Email	6/18/19 1:00 AM AT	We are totally opposed to the proposed routing of I-11 through the Avra Valley. This truck route would destroy the parklands and associated low density areas that Pima County residents have worked for years to create and preserve in our unique Sonoran Desert. These parklands are also a vital part of our tourist attractions. In addition, the CAP portion of our water supply lies along, and could be contaminated by infrastructure, commercial ventures, accidents and population increase along the proposed route. The upgrading of the existing infrastructure of I-10 and the railroad coming from Nogales to handle increased international trade are better options. Carolyn Leigh Ron Perry XXXXXXXXXXXXX Tucson, AZ 85745 -- Carolyn Leigh and Ron Perry Art and Artifacts *Art-Pacific.com * - New Guinea and Indonesian artifacts *CarolynLeigh.com * - painting, prints and painter's books *RimJournal.com * - Alamos, Mexico, recipes, adobe ... ----- *Art Dealer in the Last Unknown Ron Perry and New Guinea Art, the early years: 1964 - 1973* ORDER at https://nam05.safelinks.protection.outlook.com/?url=www.art-pacific.com%2Fartdealer.htm&data=02%7C01%7C111ADOTStudy%40hdrinc.com%7Cb120612fdb244a30c99e08d6f3eb3bf6%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636964588989545802&sdata=49Xp2Gu3LnrzEnjMS5OZjCF3j3O0hskh%2FN34uyG9A%3D&reserved=0 ----- *New Guinea Tribal Art eGuide* Found out about your fabulous piece of New Guinea art. ONLY \$3.99 from Amazon and the Apple Store ----- https://nam05.safelinks.protection.outlook.com/?url=www.kxci.org&data=02%7C01%7C111ADOTStudy%40hdrinc.com%7Cb120612fdb244a30c99e08d6f3eb3bf6%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636964588989545802&sdata=Vn2nOIE	GlobalTopic_4, E-2, WR-2, AC-9 and GlobalTopic_1		I- 2403 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lekas	Elaine		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: Thank you. All right. Elaine Lekas.</p> <p>ELAINE LEKAS: I live on Gold Rock Circle, and I am stunned that anybody would sit in their office and look at topo maps and aerial photos and say, yeah, it's okay to go right next to a luxury subdivision. I am absolutely staggered. I question the intelligence of that kind of decision making. You had a route that was on the far west side of the -- kind of the valley that we look to the west of. And I don't know why that was ditched. I talked to Judy out here, and she said it's too expensive to go that far west. That's stunning to me. You're going from Mexico to Canada, for Pete's sake. We don't need another freeway running through Wickenburg. We've got plenty of problems as it is there. And to decimate our property values, to me, is a huge insult.</p> <p>I support everything that these people have said, and I'm just surprised that anybody would do that to a fellow human being.</p> <p>And to Dee's point, you've got miles and thousands of acres of desert out there. Why not push it 5 or 10 miles over? I mean, seriously, another few miles isn't going to make any difference when you're going from Mexico to Canada.</p> <p>Thank you.</p>	AC-1		I- 1004 -1
Lekas	Elaine		Website	7/07/19 9:55 AM AT	<p>[Text from Attachment]</p> <p>Don't be hoodwinked by the egregious behavior of 2 Vista Royale Residents.</p> <p>At issue is the close proximity of the freeway to Vista Royale, an upscale subdivision in Wickenburg. Two Vista Royale (VR) residents took it upon themselves to propose a new I-11 Route that is 2 miles from our backyards. That is not the majority of VR residents' desires. The majority is either 5 miles or, no freeway at all. Leave the traffic on its current route going through Wickenburg on Highway 93 since according to your budget director, going out the 60 to 71 and then up to 93 is cost prohibitive. Although, she could not give a reason why it's cost prohibitive.</p> <p>There is no longer a need or purpose for the freeway to be as close to VR as has been proposed. The town of Wickenburg has sent ADOT a letter to that effect. They have proposed moving the freeway another 1.5 miles west of where it had previously crossed highway 60. By doing that, the freeway should land at least 5 miles due west of VR. There is already a ranch road out there that passes to the west of Sols Wash. So, some of the work has already been done.</p> <p>Here's the history of what 2 residents of VR did.</p> <ul style="list-style-type: none"> • They proposed a 'green route' and published a website 'protectourwickenburglifestyle.com' without the VR residents knowledge. • The website was developed and a mailer arrived in mailboxes the day after the latest I-11 corridor meeting where the Town Manager committed, after a unanimous vote, to write a letter to the TOW asking ADOT to move the I-11 corridor 5 miles west of Vista Royale from the north-south boundaries. • They hoodwinked the Town of Wickenburg, the ADOT Task Force and the Residents of Wickenburg to vote for the green route rather than allowing the task force to do what the task force committed to do in the June 6, 2019 meeting which was a unanimous vote to write a letter to the TOW to send a letter to ADOT to push the freeway 5 miles from the VR north-south boundary. Although these two residents may not have anticipated that the task force would vote in favor of a 5 mile western boundary, the website should have been shut down and the mailer should not have gone out until after the TOW June 17th meeting. <p>Please consider that a freeway 2 miles from our backyards will decimate the property values in VR forever and ruin our quiet lifestyle, whether the freeway is ever built or not. If it's on the books, people will steer away from VR, the values will continue to decline.</p> <p>There is no reason for this at all. There is no longer a need or purpose for the freeway to be anywhere near our backyards as the Town of Wickenburg has notified you. Try to put yourselves in our positions. Would you want a freeway in your backyard?</p> <p>Thank you Elaine Lekas</p>	GlobalTopic_4 and GlobalTopic_5	Lekas_E_I2728	I- 2728 -1
Lemke	Florence		Website	7/07/19 3:47 PM AT	<p>I would like to register my protest against the proposed I-11 bypass in Avra Valley. I am appalled that this plan is even being considered, since construction of this bypass would change the nature not only of Avra Valley but of the city of Tucson. There is a long list of reasons why the proposed bypass would be a disaster for the area: disruption of wildlife corridors, light pollution for Kitt Peak observatories, noise and air pollution surrounding the construction, as well as additional sprawl in the area. Avra Valley contains attractions unique to Tucson, such as Ironwood National Monument, the Arizona-Sonora Desert Museum, Saguaro National Park, and Tucson Mountain Park. The additional traffic that would be created over Gates Pass would be nightmarish and would further disrupt the fragile desert environment. Alternatives appropriate to this century, not the previous one, should be considered. Florence Lemke, Tucson resident.</p>	GlobalTopic_1, LU-3		I- 2806 -1
Leonard	Daniel		Website	7/07/19 11:08 PM AT	<p>My wife and I are the owners of Hacienda Linda Bed & Breakfast and residents who live on the fence line of Saguaro National Park West. I know this unnecessary project to run Interstate 11 through the Avra Valley, west of my property will negatively impact 3 special parts of our area.</p> <p>3) Construction noise, debris and air pollution, once the project is completed, will forever negatively impact the wildlife that freely passes through SAGUARO NATIONAL PARK WEST, diminishing the quality of life for us & all visitors to the SNP.</p> <p>We've been residents of this unique property since 1994. In business as a bed & breakfast since 2010, our guests come to us specifically to view wildlife, enjoy peace, solitude and the uniqueness of this special part of the country. Additionally, the attraction of our property to visitors will be negatively impacted by this Interstate highway west of us, possibly financially impacting us.</p> <p>I implore the local politicians to make a sound decision and NOT allow this project approval.</p> <p>Daniel & Linda Leonard Owners- Hacienda Linda Bed & Breakfast www.HaciendaLinda.com</p>	GlobalTopic_1		I- 2888 -1

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Leonard	Daniel		Website	7/07/19 11:08 PM AT	1) Construction debris will negatively impact the 12 TUCSON WATER recharge pools that supply water, filtered through the aquifer from the valley back into the city of Tucson. 2) Construction debris will negatively impact the Central Arizona Project (CAP) water canal, which supplies water to those aforementioned 12 TUCSON WATER recharge pools.	WR-1 and WR-2		I- 2888 -2
Leonard	Josh		Website	5/22/19 11:50 AM AT	I just spent an hour on the https://www.facebook.com/AZDOT/ website and no one there could explain why we would ever want a highway running parallel to I-19 and I-10 all the way from Nogales to Casa Grande and a few miles away from those fine highways. Do you read those comments? The few people in favor of a highway don't live in the Tucson Area that will suffer from environmental and water damage. Please revise this plan and do entirely away with this idea of wasting hundreds of millions on something we don't need.	GlobalTopic_1 and GlobalTopic_7		I- 1067 -1
Leos	John		Website	5/15/19 10:34 PM AT	I live in a retirement community it's just been developed right next to your planed proposed by I/11 from the Nogales Arizona to las Vegas Nevadal. Please moved from here. I Bought here for a quiet and peaceful place not to have a massive freeway located right next to my home in a retirement community please reroute this to new location or move it Furtherth west of this location	GlobalTopic_4		I- 931 -1
Lepley	Benjamin	Tectonicus Constructs Lic.	Website	4/30/19 6:28 PM AT	The only acceptable route for I-11 is to maintain the I-19 to I-10 route through Casa Grande. I say this as a resident, business owner, and Architect. It is widely published that in the 1980's the City of Los Angeles realized that building more freeways and widening roads did not ease congestion, and since then LA has stopped investing in highway lanes, but rather has put their money at mass transit and specialized lanes. By placing I-11 into untouched natural habitat, you are destroying the fragile migration routes and ecosystem of the wildlife in the area. Secondly you are destroying irreplaceable native lands and prehistoric artifacts, causing permanent cultural and social damage to an already vulnerable minority (in search of cheap land?), case in point the racist redlining of New York, Detroit, and Chicago. Lastly, you are doing damage to the economy and jobs of the City of Tucson, by moving shipping and distribution jobs out of the city and into the country, causing further suburban sprawl and subsequent water table depletion and heat-island effects.	GlobalTopic_1, AC-9, BR-1, CR-1, E-1, LU-3 and WR-1		B- 10 -1
Lepley	Benjamin	Tectonicus Constructs Lic.	Website	4/30/19 6:28 PM AT	A more prudent approach would be to have Semi and Bus-Only lanes (minimum two lanes) on I-19 and I-10 through to Casa Grande which can speed up the rate of shipments through the Tucson Metro Area while increasing public safety and commuting traffic. An example of this system is apparent at the Nogales Border where truck traffic and passenger traffic are separated geographically, allowing for a more refined infrastructure system for each traffic flow type. Extend this dual flow system through Tucson to Casa Grande without destroying our natural habitats or local economy.	GlobalTopic_1		B- 10 -2
LeRue	Edward	Desert Tortoise Council	Website	7/08/19 10:23 AM AT	Desert tortoises are known to exist in the area of the proposed Avra Valley freeway and their movements, especially inter-population migrations and seasonal movements for feeding, will be impeded by the proposed new freeway. There will also be direct loss of viable habitat depending on the precise siting of the project. We see from the DEIS that the planning team acknowledges that the Avra Valley alternative will cause far greater threat to populations of native species, including the desert tortoise, and will result in far more habitat degradation and most especially fragmentation of existing habitat than the alternative of co-location along the route of the current I-10 corridor. Although mitigation by constructing freeway crossings is proposed, our opinion is that no amount of mitigation can fully counter the effects of a freeway through habitat lands, most especially those already committed as mitigation for the Central Arizona Project, on habitat connectivity.	GlobalTopic_1 and BR-4		O- 44 -2
Lesco	Aaren		Website	6/25/19 12:26 PM AT	I love the idea of I-11 coming right by us! I think it's gonna be great for the economy out here."The country lifestyle " isn't going to change much by a faster highway coming through. I think the people who drive 30mph in a 55 are the ones who oppose it.	GlobalTopic_4		I- 2049 -1
Leslie	Kelly		Website	7/07/19 8:37 PM AT	Please protect the wildlife and vistas. The Sonoran Desert is a national treasure and the Desert Museum is a gem that would be greatly harmed.	GlobalTopic_1		I- 2867 -1
Lessoine	Greg		Website	7/01/19 11:23 AM AT	I am completely opposed to the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This massive corridor would go right through pristine Sonoran desert. This would result in an irreversible tragedy for the fragile desert ecosystem. Moreover, it would shatter the peace and quiet that people can now experience in this section of desert. Please do NOT go through with this alternative. People have consumed too much of this beautiful desert already. There is no need for any kind of by-pass to I-10. Let's keep the desert in tact instead. Thank you for your consideration. Greg Lessoine	GlobalTopic_4		I- 2255 -1
Lessoine	Greg		Website	4/15/19 4:10 PM AT	The Draft Environmental Impact Statement (DEIS) for Interstate 11 indicates a Preferred Alternative that would build a NEW freeway through Avra Valley right on the doorstep of the Arizona-Sonora Desert Museum, Saguaro National Park, and Ironwood National Monument. There is no way this proposal will not have a huge negative impact on the fragile desert eco-system. Please vote to recommend NO Interstate 11 alternative. I support the wildlife of the Sonoran Desert over cars.	GlobalTopic_1		I- 56 -1
Lesson	Lela		Website	6/24/19 6:47 PM AT	I am a property owner who would be effected by the proposed route for Interstate 11. All the media articles and public posts on social media, flyers, and comments by neighbors have all been negative. I have lived on the same property for over 39 years. Three generations have lived here. I am a retired Senior Citizen and this has caused me a great deal of worry. There are so many negative impacts to consider.Please listen to the property owners. Consider the cost of buying those people out and trying to find them other properties to live.Thank you for your consideration. Lela Lesson XXXXXXXXXXXX Tucson 85735	GlobalTopic_4 and LU-1		I- 2023 -1
Lesson	Lela		Website	5/07/19 1:33 PM AT	Does anyone realize that the proposed route of Route 11 is in a flood zone? How does ADOT determine the fair market value of a property? The proposed route will affect a lot of people.	GlobalTopic_4 and WR-4		I- 603 -1
Lesson	Lela		Website	5/07/19 1:33 PM AT	I am against it and can not see how it could ever pay for itself or save money or time. Big semis can not negotiate curves/turns at high speeds. Go further west where less people will be affected.	GlobalTopic_4 and LandUse_1		I- 603 -2
Lesson	Lela		Website	5/13/19 3:03 PM AT	I would like to suggest an alternative to the I-11 highway- how about a railroad? Trucks could come from Mexico to a transfer station where the railroad boxes would then be transferred to flatbed railroad cars. A lot less cost, less people impacted, saves time,less impact on the environment. There are a few things about the I-11 highway that I have questions about. Where is a good source of information? Sincerely, Lela Lesson	GlobalTopic_4 and AC-9; Please visit the project website for additional infomation - http://i11study.com/arizona/ .		I- 876 -1

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Lester	Cynthia		Oral	5/11/19 1:00 AM AT	<p>MS. CYNTHIA LESTER: Hello. My name is Cynthia Lester. My home is near Mile High and Sandario. I oppose the I-11 route. In 1998, my late husband brought me to Tucson for the first time to share his love for the area. As a lifelong West Coast ocean dweller, I had little understanding of the desert.</p> <p>A day at the Desert Museum filled me with awe, as I came to understand the incredible balance and interconnectedness of the plants and animals of the Sonoran Desert. What seemed to be succulent plants actually offer food and medicine and materials for clothing and shelter that have sustained centuries of life and animals and the only true citizens of this desert, the Tohona O'odham Nation.</p> <p>As we sat sipping tea that summer on the patio of the Desert Museum, a wild storm blew across the Avra Valley from the west. The magnificence of the clouds, wind, lights and sounds changed my perception forever. I had to live here now.</p> <p>We built our dream home and moved here in January of 2000. Since that time, our home has been shelter and sanctuary, my office, my teaching space, my counseling practice. I call it living on the nature chain.</p> <p>My neighbors seemed to have found this area in Tucson in the same way we did. The Saguaro National Park, the Tucson Mountain Park, the Mitigated Wildlife Corridor, and the Desert Museum shelter this area from the east, and westward across the valley, the Tohona Odam Nation, Baboquivari Wilderness area, Kitt Peak, and the Ironwood Forest Monument, which we thought, quite logically, and evidently very naively, would never see invasive and/or destructive development. Manmade systems such as the CAP water supply for the City of Tucson share the valley.</p> <p>Some years ago as this process of I-11 became more public, it seemed unimaginable that a freeway would be built in violation of the natural habitats and an ecosystem that exists nowhere else in the world.</p> <p>I am beyond pain as a consequence of what that means to me emotionally and financially. It's impossible for me to digest at this time. But I too am an interloper. The most important point of opposition is to protect our land and the hundreds, if not thousands, of species of plants and animals. They are the real and helpless victims of this proposed highway.</p> <p>By its very nature, the creation of the freeway vitally interrupts the life cycle of this desert. The effects of air, sound and light pollution to the health and reproduction cycles of plants and animals are well-documented. If it must be built, piggyback with I-10. As we all have said, it saves billions of dollars.</p> <p>Please do the moral thing, which also happens to be economically advantageous. Let all the creatures, great and small, in the desert continue their lives.</p>	GlobalTopic_1 and R-2		I- 1429 -1
Lester	Cynthia		Oral	5/11/19 1:00 AM AT	Economically, why would anyone build through an area that hundreds of thousands of tourists come to visit each year? It seems my house at this time will quite literally be destroyed in the proposed path of I-11, as will others, and those that survive will suffer the same because the reason we live here will no longer be the reason we live here.	GlobalTopic_1 and LU-1		I- 1429 -2
Lester	Cynthia		Website	5/05/19 12:13 PM AT	I oppose any freeway through Avra Valley. No build unless I 10 is used. The arguments I present have been repeated because the supposed necessity for this freeway does not justify the destruction of the Sonoran Desert.	GlobalTopic_1		I- 538 -1
Lester	Cynthia		Website	5/05/19 12:13 PM AT	In brief: Mitigated wildlife corridor Incredible damage to the flora and fauna Contamination of CAP, ground water and aquifer which supplies Tucson. Local water company wells and private wells. Contamination of air, light and sound. The ruination of the treasured views from Mountain Park, Saguaro West, Desert Museum and Gates Pass. County and Tohono Nation DO NOT WANT this. Tourism is the draw of our part of Arizona. Impact to low income and minority families in Picture Rocks significant. I am being very brief as I know these arguments have been discussed in detail and will continue to be reviewed. In closing, my late husband and I moved here in Jan 2000 into this area exactly because we felt we would be protected from development being surrounded by public and protected lands and The Nation. The beauty peace and quiet called us. today, my home is my office, my income and my beloved home. My personal loss in all ways more than I can state emotionally and financially. Stop this madness. Cynthia Lester	GlobalTopic_4 and GlobalTopic_1		I- 538 -2
Letourneau	pete		Website	5/07/19 7:23 PM AT	Dear sir or madame, it is amazing to me that ADOT and FHWA would propose the construction of an additional highway portion from I-8 down to Nogales. You have recently completed widening of I-10 through the Tucson metro area and are in process of widening from the I-8 interchange down to north Tucson. Why waste taxpayer money on a new alignment going down from I-8 west of town????? Especially when we have a president who is anti trade (read that the tariff king with Mexico, Canada, China...everybody) and hates doing business with Mexico (they'll pay for the wall). This new boondoggle will only waste our taxes on a project which will have a bad impact on the Saguaro National Park. I ask you to please not construct a section which would do that and I will also support those who oppose this alignment with my dollars. Thanks for your consideration.	GlobalTopic_1		I- 621 -1
Lett	Diana		Website	6/11/19 1:06 AM AT	<p>I object to the proposed route for I-11 on environmental and economic grounds.</p> <p>The proposed route would impose adverse ecological effects on Saguaro National Park West, Tucson Mountain Park, the Arizona-Sonora Desert Museum, and Avra Valley. These areas contain irreplaceable archaeological sites and one of the most diverse ecosystems on the planet. Some of the animal species in the area are particularly sensitive to disturbance, such as the desert tortoise and the kit fox. In addition, roads are the main vector for the spread of invasive plant species, such as buffleggrass and Ethiopian fountain grass, that pose a fire hazard and, ultimately, a hazard to the survival of native desert plant communities.</p> <p>This area also contains Pima County facilities for the recharge of treated effluent and Tucson Water facilities for the storage of Central Arizona Project water. These facilities cannot easily be relocated. The quality of water recharged to the regional aquifer would be negatively affected by road construction, pollutants generated by motor vehicles, and the increased commercial and residential development that would follow the new interstate highway.</p> <p>None of these negative impacts are necessary. Existing freeways can be widened. Existing rail lines can be used to move freight. There is no need for I-11.</p>	GlobalTopic_4, GlobalTopic_1, and AC-9		I- 1314 -1
Lett	Diana		Website	6/11/19 1:06 AM AT	Lastly, an interstate that bypasses Tucson would have a negative economic impact on the city, which is just beginning to recover from the Great Recession. Our revitalized downtown, our hotels, our warehouses, and our industrial areas would suffer. We could expect to lose recently acquired corporate headquarters and fulfillment centers.	E-1 and AC-1		I- 1314 -2
LEU-DAGLEY	CATHLEEN		Website	6/17/19 9:16 PM AT	Speeding up this process would be great! The purple route would serve the Casa Grande and Maricopa areas the best. Your studies have been extensive, lets do it! The sooner the better. There is no question that there is a need here.	GlobalTopic_4		I- 1717 -1
Levick	Lainie		Website	5/07/19 2:56 PM AT	Thank you for the opportunity to comment on this proposal. I am vehemently opposed to any new road construction as part of this project, and support the No Build Alternative that would use existing road alignments and improvements to existing roads. I am especially opposed to any new roads through and adjacent to Saguaro National Park West, Tucson Mountain Park, Sonoran Desert National Monument, or Ironwood Forest National Monument. These places are all very special and fragile desert environments that would be irreparably harmed by an interstate. Please reject the Preferred Alternative and select the No Build Alternative. Thank you for doing the right thing.	AC-6		I- 605 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lewallen	John T.		Email	6/08/19 1:00 AM AT	Please find attached a signed copy of my comments on the Tier I EIS Study - Thank You for your consideration for these comments - John T. Lewallen XXXXXXXXXXXX Tucson, AZ 85743	No comments attached.	No Attachment Submitted	I- 2404 -1
Lewis	Brian		Website	7/08/19 6:41 PM AT	The I-11 route option that goes through Hidden Valley and the Thunderbird Farms area of Maricopa would negatively impact the area that I live in. Property values will decrease, my neighbors will be displaced, and there will be environmental and light pollution all of which we don't have here now and one of the reasons I live in this rural community. If I-11 is to be built, please choose the orange alternative and don't destroy the desert community that my neighbors and I have worked hard to build.	GlobalTopic_2, GlobalTopic_4, LU-1, LU-3, and V-1		I- 3120 -1
Libby	Blair		Website	6/28/19 10:01 AM AT	Just this week was the first I've heard of this disastrous idea. I moved to Tucson from Southern California and I was immediately struck by the LACK of traffic jams here in the desert. Compared to any other sprawling, 1 million population city, our congestion woes are limited. My visiting friends comment on it all the time. My point is that the I-11 is unnecessary, expensive, and the environmental/ cultural damage would be too severe. Can't we spend these funds on repairing the already existing roads which have fallen into disarray?	GlobalTopic_1		I- 2165 -1
Lichtenstein	Michael		Website	6/04/19 2:22 PM AT	Please consider following I-10 through Tucson (Orange Alternative) through Casa Grande. From there, the Purple Alternative seems most efficient to me, long term. I could see an interchange to begin the new route directly from I-10 at Selma Road or Earley Road though. That might be better than adding additional vehicles onto the I-8 ramps. Avra Valley, the Tuscon Sonoran Desert Museum and Saguaro National Park (West) will all be much better off with the freeway not nearby. Those are beautiful areas that are far less touched by urban sprawl and should remain so. Thank you for your consideration.	GlobalTopic_1, R-2, LU-3, and GlobalTopic_4; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1263 -1
Lickei	Albert and Marcia	Albert and Marcia Lickei	Email	4/17/19 7:56 PM AT	We would like to register our Complaint as to the I-11 coming thru Green Valley on I-19. We are hearing a great amount of Truck Noise currently and would like to see it Placed on the East side of Green Valley. Where It could run parallel to the train tracks. We believe the current plan would increase the truck traffic thru Green Valley causing more noise and increasing accidents! This is completely unacceptable to us! Albert and Marcia Lickei Green Valley, Az.	LU-6, N-1		I- 425 -1
Lickei	Marcia		Email	6/26/19 1:00 AM AT	I highly oppose I-11 being added to I-19 thru Green Valley!! This is a dangerous idea when you look at the current accidents on I-19 in the Green Valley area.As I-19 divides Green Valley there are many properties in close proximity to the interstate! The increase in interstate noise is not acceptable!!Originally someone with the county told me that the plan was to run I-11 outside of Green Valley. That would be the best option!!! Marcia LickeiGreen Valley	GlobalTopic_4, N-1		I- 3311 -1
Liggett	Deb		Website	4/15/19 8:36 PM AT	I am writing to request that DOT extend the public comment period on this proposed action. Full community participation is needed to evaluate the impacts the proposed interstate would have on our community and the public lands adjacent to us. Thank you.	GlobalTopic_9		I- 72 -1
Lindenberg	Eric		Website	6/19/19 8:25 PM AT	Yes, build it!	GlobalTopic_4		I- 1803 -1
Linxwiler	Vivian		Website	7/01/19 1:13 PM AT	Dear ADOT, I have been living in the rural Hidden Valley area about 9 miles west of the town of Maricopa for 4 years now. I suffer from PTSD and my Dr recommended that I move away from the noise, congestion, traffic and city lights. Since moving here I have fewer panic attacks and their intensity has greatly decreased. This peaceful area has been good for me. But that is now being threatened by the I-11 freeway. I feel that this freeway is redundant and will be destructive to the wildlife and the desert it's self. Not to mention all of the families & businesses that will be displaced. There is no need for a new freeway through this area. It is a waste of tax payer dollars and it is NOT WANTED. Please listen to the people's voices on this, hundreds of people are being affected and doing everything they can to keep their homes, their businesses and their peace & quiet. Do not build the I-11 freeway through the Hidden Valley Maricopa farms. If you must choose a route, the 'orange route' would be least damaging and would not disrupt the lives of hundreds of people. I sincerely hope that you really listen to the wants and needs of your tax payers who are being the most impacted by the I-11 freeway. Sincerely, Vivian Linxwiler	GlobalTopic_4, LU-1		I- 2269 -1
Lipin	Jeffrey		Website	6/27/19 6:23 PM AT	How does giving Nevada a faster route through our state help residents? So we're going to absorb more virgin land for a freeway that will cost residents more money and destroy more nature without any long term economic benefit to the state? No thank you. Fix and expand the current highways. Minus rush hour in the major metro areas they run smooth and there are alternatives to bypass most of it.	GlobalTopic_4 and E-3 and AC-7		I- 2125 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lish	Christopher		Website	7/07/19 8:28 PM AT	<p>Sunday, July 7, 2019</p> <p>Subject: Don't build a new freeway so close to Saguaro National Park -- I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(F) Evaluation Nogales To Wickenburg</p> <p>To EIS Study Team:</p> <p>As a former resident of southeastern Arizona and as a national park advocate, I am firmly opposed to locating the proposed I-11 freeway to the west of Tucson on the doorstep of Saguaro National Park and adjacent to other important protected public lands. This is wrong for so many reasons.</p> <p>"Our duty to the whole, including to the unborn generations, bids us to restrain an unprincipled present-day minority from wasting the heritage of these unborn generations. The movement for the conservation of wildlife and the larger movement for the conservation of all our natural resources are essentially democratic in spirit, purpose and method." -- Theodore Roosevelt</p> <p>"Every man who appreciates the majesty and beauty of the wilderness and of wild life, should strike hands with the farsighted men who wish to preserve our material resources, in the effort to keep our forests and our game beasts, game-birds, and game-fish--indeed, all the living creatures of prairie and woodland and seashore--from wanton destruction. Above all, we should realize that the effort toward this end is essentially a democratic movement." -- Theodore Roosevelt</p> <p>"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise." -- Aldo Leopold</p> <p>Thank you for your consideration of my comments. Please do NOT add my name to your mailing list. I will learn about future developments on this issue from other sources.</p> <p>Sincerely, Christopher Lish San Rafael, CA</p>	GlobalTopic_1, R-2, R-1 and BR-1		I- 2863 -1
Lish	Christopher		Website	7/07/19 8:28 PM AT	<p>This "preferred" alternative segment of I-11 would bring noise and congestion to rural valley residents and park visitors. It would pollute the air and degrade the magnificent views from the park and the world-famous Arizona-Sonora Desert Museum. Dark night skies--which are important to the park's wilderness experience, to the health of wildlife, and to the nearby Kitt Peak Observatory--would be a thing of the past. It is shocking that our government is willing to sacrifice an important wildlife mitigation area that connects the park to other wildlands to the west by bisecting it with this freeway.</p>	GlobalTopic_1 and LU-3 and V-1 and BR-1		I- 2863 -2
Lish	Christopher		Website	7/07/19 8:28 PM AT	<p>I do, however, strongly support the much better and less expensive alternative of co-locating Interstate 11 on existing freeways through Tucson.</p>	GlobalTopic_1		I- 2863 -3
Lissner	Sidney		Website	5/05/19 11:19 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive, harmful consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The unacceptable current comment period is only 56 days, or less than two months and does not give the public enough time to review thoroughly the Draft Environmental Impact Statement and to write thoughtful, well-informed comments for your review and consideration.</p>	GlobalTopic_9		I- 548 -1
LIVINGSTON	MICHELLE		Website	7/08/19 8:30 PM AT	<p>As a resident of Tucson, Arizona, for 20 years and a Tucson homeowner for 10 years, I am writing to desperately oppose the destructive proposal known as the Draft Environmental Impact Statement (DEIS) for Interstate 11 released on April 5, 2019. The Recommended Alternative route in the DEIS in Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. I am strongly AGAINST the costly plan to build a freeway through Avra Valley because I-11 would be a disaster for the Sonoran Desert, for Saguaro National Park, for Ironwood National Monument, and for all the wild animals and plants who live in between -- as well as for Tucson's water supply, tourism industry, and economy.</p> <p>The I-11 Recommended Alternative route has to "thread the needle" between Saguaro National Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west.</p> <p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts:</p> <ul style="list-style-type: none"> • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. <p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Instead, I support healthy, wild desert lands, skies dark and starlit, public and Native lands protected, Tucson's water supply safe and clear, \$3.4 billion saved, and all our desert plants and animals flourishing!</p> <p>Sincerely, Michelle L. Livingston, MBA</p>	GlobalTopic_1, R-2, E-2 and BR-7	Livingston_M_I3149	I- 3149 -1
LIVINGSTON	MICHELLE		Website	7/08/19 8:30 PM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. 	GlobalTopic_1, BR-7		I- 3149 -2
LIVINGSTON	MICHELLE		Website	7/08/19 8:30 PM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1 and E-1		I- 3149 -3
LIVINGSTON	MICHELLE		Website	7/08/19 8:30 PM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1, BR-9, LU-3		I- 3149 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
LIVINGSTON	MICHELLE		Website	7/08/19 8:30 PM AT	• The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	GlobalTopic_1, WR-3		I- 3149 -5
Livingston	Michelle L.		Email	7/08/19 1:00 AM AT	Dear Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA): As a resident of Tucson, Arizona, for 20 years and a Tucson homeowner for 10 years, I am writing to desperately oppose the destructive proposal known as the Draft Environmental Impact Statement (DEIS) for Interstate 11 released on April 5, 2019. The Recommended Alternative route in the DEIS in Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument. I am strongly AGAINST the costly plan to build a freeway through Avra Valley because I-11 would be a disaster for the Sonoran Desert, for Saguaro National Park, for Ironwood National Monument, and for all the wild animals and plants who live in between — as well as for Tucson's water supply, tourism industry, and economy. The I-11 Recommended Alternative route has to "thread the needle" between Saguaro National Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts: I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Instead, I support healthy, wild desert lands, skies dark and starlit, public and Native lands protected, Tucson's water supply safe and clear, \$3.4 billion saved, and all our desert plants and animals flourishing! Sincerely, Michelle L. Livingston, MBA	GlobalTopic_1, GlobalTopic_4, BR-7		I- 3431 -1
Livingston	Michelle L.		Email	7/08/19 1:00 AM AT	• Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	GlobalTopic_1, BR-9		I- 3431 -2
Livingston	Michelle L.		Email	7/08/19 1:00 AM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1, E-1		I- 3431 -3
Livingston	Michelle L.		Email	7/08/19 1:00 AM AT	• The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	GlobalTopic_1, LU-3		I- 3431 -4
Livingston	Michelle L.		Email	7/08/19 1:00 AM AT	• The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.	GlobalTopic_1, WR-2		I- 3431 -5
Livingstone	Alton		Website	5/03/19 5:38 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 501 -1
Lloyd	Jennifer		Website	7/07/19 2:53 PM AT	I am strongly opposed to the Interstate 11 highway project. This project would be devastating to the natural environment of the desert, and consequently to human communities as well. In addition, this project would have a negative impact on federal and local conservation areas. Any supposed benefit of this highway project can be accomplished by improving I-10 and I-19. I am very much opposed to an Interstate 11 project and have advised my friends, family and neighbors to join me in opposing it. Tucson is against this project.	GlobalTopic_4, GlobalTopic_1		I- 2789 -1
LoCicero	Jessica		Website	5/30/19 1:37 PM AT	Please pursue the no build alternative and instead focus on a rail system between Phoenix and Tucson. The proposed I-11 Corridor from Wickenburg to Nogales, cuts a swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions. The future of transportation in this country should focus on systems that produce less carbon emissions but still connect areas of the country, like light rails for passenger travel like they have in Europe. We need less cars on the highway not more; creating more lanes just means that more cars will fill them and we'll still be in the same predicament we are in now.	AC-6 and AC-9		I- 1209 -1
Lockard	Dorothy		Website	4/30/19 1:41 PM AT	I am an owner of farm land located at XXXXXXXXXX, Buckeye, Arizona 85326. My concern is the portion of I11 from Miller Road to Highway 85. The location currently leaves a portion of my property on the south side of the road. That would isolate that property and there is no way to get irrigation water to the property on the south side of I11. It seems to me that it would make more sense to swing the interstate to the south just on the north side of the Gila River. The highway's are usually above grade. That way it could serve 2 purposes. A berm between the Gila River and the City of Buckeye and an interstate highway. It would also be a scenic view.	G-1		I- 348 -1
Loehrer	Patricia		Website	5/11/19 8:47 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 807 -1
Loeschen	Melissa		Email	7/08/19 1:00 AM AT	The above referenced proposed corridor will adversely affect: 1) animals by fragmenting their habitat 2) cultural resources of Native American people and their homes 3) archeological sites 4) Saguaro National Park. In addition, this corridor will contribute to more carbon emissions and air pollution. ADOT should pursue the NO BUILD alternative. Cordially, Melissa Loeschen Pima County resident and taxpayer	GlobalTopic_1, GlobalTopic_13, BR-2, CR-1, R-2, AQ-1, AQ-3 and AC-6		I- 3429 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lofton	Julia		Phone	7/08/19 1:00 AM AT	Hi this is Julia Lofton, I'm a resident of Tucson, AZ and I am in opposition to this freeway being put through this area. So again, I'm in opposition to the freeway.	GlobalTopic_1		I- 3457 -1
Lofton	Julia		Phone	7/08/19 1:00 AM AT	I think we have enough roads as it is and we can potentially just work on mass transit versus expansion.	GlobalTopic_4, AC-9		I- 3457 -2
Loghry	Michael		Website	6/21/19 5:32 PM AT	Dear ADOT or to whom it may concern: This paragraph cut from the Coalition for Sonoran Desert Protection website and pasted here, reflects the great concerns I have about the proposal for the building of I-11, the Recommended Alternative route in the DEIS proposal: Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. That is the conclusion of said paragraph. Sincerely, Michael Loghry	GlobalTopic_9		I- 1913 -1
Lombard	Cheryl	Valley Partnership	Website	7/08/19 1:21 PM AT	Please see attached file for our comments. [Text from Attachment] July 8, 2019 Arizona Department of Transportation 4000 N. Central Ave., Suite 1500 Phoenix, AZ 85012 Submitted Via: i11study.commentinput.com Re: Comments on the I-11 Draft Tier 1 EIS On behalf of Valley Partnership and its 350 Company Partners and almost 2,000 Members, advocating for responsible development, we thank you for the opportunity to provide comments on the proposed Interstate 11 (I-11) Draft Tier I Environmental Impact Statement (EIS). We are keeping the scope of our comments to the section of the proposed Interstate 11 located in Buckeye, Arizona, between 1-10 and Wickenburg. The proposed recommended alternative has significant negative ramifications on major planning efforts between MAG, the Town of Buckeye, and many landowners in the region. For the following reasons, we ask that ADOT depart from the I-11 Draft Tier 1 Environmental Impact Statement and instead choose Alternative Route Option X when it issues the Final Environmental Impact Statement. Option X and Project Purpose While Option X may not be the shortest or cheapest to build between I-10 and Wickenburg, it follows the route Buckeye and private land owners have relied on in their negotiations and planning maps and agreements. Option X also better meets the objectives of the Draft Tier 1 EIS, as stated in I-11 public purpose and need documents, by "providing access to planned growth areas" in Buckeye and is "consistent with local and county level planning." For the area of Buckeye, north of I-11, the draft recommended alternative does not follow the local, Maricopa County DOT plans, or for that matter, ADOT state planning, all of which contain and adopted the Hassayampa Framework Study and the Buckeye General Plan. Option X would provide a high-priority, high-capacity, access-controlled transportation corridor to serve the needs of future Buckeye residents when you include surrounding MPSCS and would stimulate significant employment growth and provide access to job hubs. It would better enhance the entire high-capacity transportation network in this region of Maricopa County, thereby, supporting the area's economic vitality. Option X was studied, chosen and settled upon after a review of other alternatives as part of the Hassayampa Framework Study for this very reason.	GlobalTopic_4 Hybrid Option U/X provides an alternate regional route and access to planned growth areas, reduces travel time for long-distance traffic between Nogales and Wickenburg, and meets level of service (LOS) C on I-11. It will effectively attract and divert traffic from existing roadways and serve key economic centers in the Hassayampa Valley and western Maricopa County.	Lombard_C_ValleyPartner_045	O- 45 -1
Lombard	Cheryl	Valley Partnership	Website	7/08/19 1:21 PM AT	We hope it is this information is helpful in giving past engagement, reliance and commitments between landowners throughout this region with regional planning organizations and the City of Buckeye who went through a carefully designed planning process, and the activities on the Sonoran Desert Tortoise. We urge you to move the recommend alternative to Option X within the City of Buckeye. Sincerely, Cheryl Lombard President & CEO			O- 45 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lombard	Cheryl	Valley Partnership	Website	7/08/19 1:21 PM AT	<p>Demographic and Planning Context</p> <p>For decades, population flows within the United States have been from the Northeast and Midwest to the sunbelt regions across the South. As a beneficiary of this long-term demographic trend, Arizona consistently ranks among the fastest growing states in America. In Arizona, Buckeye is its fastest growing city, placing it in the top five in the United States. And the fastest growing master planned community (MPC) in metropolitan Phoenix, Tartesso, is located in Buckeye.</p> <p>North of Interstate 10, Buckeye contains numerous current and future master planned communities (MPCs) making it well-positioned to welcome these new residents. In addition to Tartesso, these MPCs include Festival Ranch (another current top performer), Spurlock Ranch, Sun Valley, Elianto, Hassayampa Ranch, Trillium, and Douglas Ranch. Additionally, Belmont and others MPCs are located adjacent in Maricopa County's jurisdiction. Collectively, these MPCs north of I-10 will host over 1 million future Buckeye citizens, and all the residences, jobs, amenities, and commercial activities to support them.</p> <p>The Hassayampa Framework Study</p> <p>Buckeye recognized that it needed to plan transportation infrastructure to connect and accommodate these planned population and commerce centers to each other and the broader existing regional community and economy. Through a synergistic, multi-year, participative process, they joined stakeholders in this area to create the Hassayampa Framework Study, which has been officially accepted by the Arizona State Transportation Board, the Maricopa Association of Governments (the relevant Metropolitan Planning Organization), Maricopa County, and the City of Buckeye. The Hassayampa Framework study is a multijurisdictional document that all of these regional stakeholders have relied on in the past and should be able to depend on going forward when making decisions about transportation planning.</p> <p>In that vein, the City of Buckeye incorporated the Hassayampa Framework Study's contents for its General Plan for the critical area north of I-10. All MPCs north of I-10 were required to follow it in their large-scale community master planning negotiations and agreements with Buckeye. It has since been used as a mutually negotiated, reliable, authoritative tool used by both parties to guide major land planning decisions such as housing densities, and land use categories. Along major highway corridors, plans for greater density of population are included along with jobs, apartments, and other more intense uses by the planned interchanges.</p>	Hybrid Option U/X provides an alternate regional route and access to planned growth areas, reduces travel time for long-distance traffic between Nogales and Wickenburg, and meets level of service (LOS) C on I-11. It will effectively attract and divert traffic from existing roadways and serve key economic centers in the Hassayampa Valley and western Maricopa County.		O-45-2
Lombard	Cheryl	Valley Partnership	Website	7/08/19 1:21 PM AT	<p>Looking internally in the City of Buckeye, Option X would better improve regional mobility for people and goods and directly access the significantly large economic activity center planned within this portion of the city. By comparison, the recommended alternative as currently presented would run through the much less densely populated planned sectors. Resident traffic loading and access would then require a majority of the area's residents to travel several additional miles to even access Interstate 11 and increase the number of vehicle miles driven and at slower speeds.</p> <p>Opportunities for the development of intermodal corridors such as commuter rail and/or Amtrak to run in concert with Interstate 11 will be eliminated by following the recommended alternative through the extreme western edge of Douglas Ranch. Only Option X, will bring those transportation options to the core of a major economic and residential community within the City of Buckeye and Western Maricopa County.</p>	GlobalTopic_4 and AC-9		O-45-3
Lombard	Cheryl	Valley Partnership	Website	7/08/19 1:21 PM AT	<p>Finally, we have concerns about broad impacts to Sonoran Desert tortoise habitat. In many segments, cumulative loss and degradation of habitat will occur on a landscape scale. In some cases, the degradation and complete loss of habitat is significant and may impact future listing of the species as threatened and endangered by the US Fish & Wildlife Service, something we avoided only a few years ago. To help avoid this listing and to allow for responsible development to still occur, incremental and localized mitigation has benefits and limitations, but consideration of a Programmatic Mitigation Plan (PMP) that identifies key areas and strategies to focus habitat mitigation efforts that are likely to provide greater mitigation benefits may also be helpful.</p>	BR-1 and BR-4		O-45-4
London	Billie		Website	4/21/19 3:48 PM AT	<p>I am in complete support of I-11. However, I do not agree that it should run along the proposed site in the Rainbow Valley. If the interstate is moved 1-2 miles west of the proposed site, the community of Santa Mia will be protected from the noise. I have just invested \$300,000 in a home in this community, and was not aware that a proposed interstate would be only 200 yards away. Please reconsider this specific route and move it 1-2 miles west of the proposed site in the Rainbow Valley.</p>	GlobalTopic_2		I-217-1
Long	Timothy		Email	6/05/19 1:00 AM AT	<p>Hello: I've attached a pdf of my commentary and will paste the body of text below. Please let me know if you have received this email or if it should be directed elsewhere.</p> <p>Thanks. Timothy Long Highway 11 Proposal</p> <p>*I am against the proposed Highway 11* that would run through the Avra Valley (west and south of Tucson) for the following reasons:</p> <ul style="list-style-type: none"> -The proposed highway would uproot the families and homes that lie in its path and would do great damage to the financial, personal and emotional investments these folks have made over the years. In many cases the losses would never be fully recovered. -The proposed highway would fill Avra Valley with car emissions degrading the remaining homes, properties, and health of the residents. A lot of people chose to settle in the Avra Valley to avoid the traffic, pollution and congestion of Tucson. For those folks who remain after the proposed construction, home values would plummet. No one wants to live near a busy highway. No one. -The proposed highway would create constant noise; 24/7 (Do trucks coming out of Mexico have to pass U.S. pollution and noise requirements?) -Much of Sahuaro National Park is oriented to the Southwest- as seen on a topo map. The visual presence of the highway would become a part of the experience of the Park, as would the traffic noise and consequent air pollution. Though the Park's boundaries are a mile or so from the proposed route, the experience of the Park would be dramatically degraded. Have any of you hiked in the Park? It is a special, and very American/Southwestern, experience. -The same follows for the Ironwood Forest National Monument which would be hugely affected by the proposed highway. It seems that the economic and aesthetic value of these Parks is being vastly under-valued. -The proposed route would cut very close to the Tohono O'Odham Nation undercutting the value of their nearby land. I don't believe the government has the moral right to degrade the value of any Indian land. -I understand that provisions would be made to build in a few wildlife crossings under the proposed highway. That would be helpful but hardly makes up for the severe damage to habitat and already scarce resources that local wildlife depend on. <p>Increasing the capacity of the route from Mexico makes sense in the northwest part of the state where the infrastructure is under-built. But the existing infrastructure south of Tucson seems more than adequate for the current use. I know...I'm not the expert on this, you guys are. But I've driven Highway 19 between Tucson and Nogales many times and there's not much traffic on that road.</p> <p>I also wonder if the technology for moving goods long distances will change in the not too distant future. Is it wise to invest billions of dollars in upgrading a highway now when another system may emerge that would render this method obsolete?</p> <p>Lastly, I'm all for the "greater good" which in this case means that sometimes some of our citizens (including my family) have to sacrifice their well-being for the benefit of all. That's life. But the calculus requires that that which is sacrificed generates real benefits for "all". And for the proposed Highway 11 in south and west of Tucson, the benefit is unclear and is not worth the sacrifice. I VOTE NO BUILD!!!</p> <p>Timothy Long XXXXXXXXXXXXXXXXXX Tucson, Arizona 85743</p>	GlobalTopic_1, AQ-1, LU-1, N-2, V-1, R-2, BR-1, AC-3 and GlobalTopic_4, GlobalTopic_13	Long_T_I1700	I-1700-1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Long	Trenda		Website	4/22/19 9:43 PM AT	What happens to the properties that are within the proposed corridor? Our property is XXXXXXXX and is inside the blue corridor. Also, if you look at your interactive map, and follow 339th Avenue south from I10 you will see that it changes from 339th Avenue to 341st Avenue south of Salome Highway!! Our property is basically the intersection of "341st" (really 339th) and Dobbins.	LU-1 and LU-2		I- 258 -1
Lopez	Angela		Website	4/07/19 11:36 PM AT	I vote for the blue model. I am a Tucson resident who lives on the far southwest side of Tucson in Sonoran Ranch (near Ryan's Air Field). Businesses and homes continue to grow on Ajo highway. The blue model would be great for residents and business. It would allow travelers a quick route to Rocky Point. The blue model would also connect Ajo highway with I-8 and I-10, as well as a faster route to Sahuarita. This is great for families traveling to California and Nevada. I fully support this project.	GlobalTopic_1		I- 8 -1
Lopez	Camila		Website	6/27/19 6:03 PM AT	I am opposed because the environmental and economic impact of this bypass would be enormous and would negatively impact Tucson because it sounds like it effectively benefits Nevada far more than it benefits Arizona. It's quite literally as if our neighbor is going to be building a walking path through our yard. That doesn't sound like a fair compromise at all seeing as it will effectively cut Tucson out of any of the benefits that will be passing through Las Vegas, Phoenix, and Mexico. It will also cause a huge disruption to the ecosystem by displacing animals, destroying plants, and bringing in litter and noise pollution. I want to keep enjoying the breathtakingly beautiful view of the sunset from Gates Pass and the peaceful hiking trails in Saguaro West without having a highway to destroy that for me and my fellow Tucsonans. So once again, I am opposed to this by to this bypass.	GlobalTopic_1		I- 2122 -1
Lopez	Homero		Oral	5/07/19 1:00 AM AT	<p>HOMERO LOPEZ:</p> <p>My concerns have to do with what I heard on the orientation video about the projected traffic on I-19 from Nogales up to the Sahuarita area where it begins to go off to the northwest. And I'll try and paraphrase all of this.</p> <p>There was a 2014 traffic study, on which these projections were based, that there would be no need to expand any part of I-19 from Nogales up to the Sahuarita area because of the rate of truck-trailer traffic. We wouldn't need any kind of expansion, what, for the next 20 years. And I think that study took place in a place and time, in 2014, five years ago, when the complexion of the U.S.-Mexican border, from Tijuana all the way down to Brownsville, Texas, is totally, totally changed. There are so many things going on at all the various U.S. border cities and Mexican border cities. But I'll just talk about Nogales.</p> <p>In the last several years, a new port of entry was opened up to increase the amount of traffic, to increase the availability of stations so that the Mexican truckers, regardless of what they're bringing, produce or products from the mercadoras, so that the wait time, the inspection time, on both sides of the border can get through a lot quicker. And once they get through, they end up, usually, in a Nogales or Rio Rico warehouse where they get exchanged and then they get transported.</p> <p>Most of those stations in that port of entry are not even open because there's not enough customs staffing for those. So given -- I don't know the exact number of stations, but if most of them are not even open, can you imagine the slowdown that it's creating? It doesn't give us the opportunity to work with manufacturers or produce companies in Mexico who increase the flow of traffic.</p> <p>There was a story in the Nogales International Newspaper last week where the association of Mexican -- or Sonora-based mercadoras, are trying to anticipate what they can they do, and one idea is to transport their mercadora products, which are all manufacturing parts and pieces, via air to avoid all of it.</p> <p>Does it cost more? Of course. Does it take more time? Probably so. Does it avoid this whole area? Yeah. But the only reason they would do that is because of the clogging up that goes on.</p> <p>So, A, you don't have enough staffing there, and that's causing a slow down, and, B, it's been further reduced in the last, what, six months when the president ordered customs and border patrol people to other parts of the U.S.-Mexican border.</p> <p>The guys -- I can speak more to the guys here in the Nogales/Rio Rico area who own and operate produce companies where they receive all of these shipments. They store them and then they have other truckers, U.S. truckers, take them out. They've even had to close down Sunday exchanges in terms of the Mexican trucks being able to come over.</p> <p>Now, what does that do to the whole network of getting goods from one part of the country to another part? The whole scheduling of all of those transportation systems. The longer it takes for fruits and vegetables to get out, they spoil, and the cost of maintaining them gets more expensive.</p>	GlobalTopic_4 and N-1		I- 1106 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lopez	Homero		Oral	5/07/19 1:00 AM AT	<p>What the mercadora people are doing, I honestly don't know because I don't have any knowledge of that. But I can tell you it's probably no different in terms of manufacturing those products and then needing to get them the hell out. Otherwise, they're just stuck there in the factory.</p> <p>And so with all of that growth and all of the things that are preventing the expansion, the smooth expansion, it doesn't make any sense to me as to why a study conducted in 2014 would not take into account all of these issues that have gone on mainly in the last maybe two or three years. Some of it is politics, you know, at the national level. Some of it is reality.</p> <p>There's all kinds of things in the development stage. For example, at Rocky Point, they're opening up a huge seaport. Now, yes, it's starting with cruise ships, you know, for tourists and such, but that is an easy way to get your products out of Rocky Point, around Baja, California, over to Southern California, Long Beach, et cetera, et cetera.</p> <p>There's a major highway that was built from the Gulf of California area in Mexico across the northern part of Mexico bypassing Nogales and Sonora to get those goods to places like Brownsville, Texas, and Laredo, Texas, which are the two big ports, you know.</p> <p>So the reliance of trade and exports in Latin America are not going to change regardless of all the mud that gets thrown politically back and forth. So I just think it's unbelievable to project that, in the next 20 years, there won't be an increase in truck traffic.</p> <p>Now, I live right off of Exit 34 up in the Tubac mountains on the west, and at night, I can see all the trailer-trucks headed out. So when you guys go back to Phoenix, you'll run into all of that. Imagine if that were three times the traffic, which it could be, like, right now had we not had all of these shortcomings in the staffing at the customs area, all the political slowdown, the uncertainty that exists now because of all of our immigration and political decisions.</p> <p>And trust me. I don't want to see more trucks, because there are some evenings, because of the cloud cover, that you don't hear the truck noise at all. You know, you see the trucks because they're all lit up, and they're going and they're silent. And then other -- and I live about maybe three miles up the mountain. And other days, you hear them like they were right next door to you.</p> <p>So I'm not interested, necessarily, you know, in getting more noise and traffic, but it's a necessity. The produce, transportation, warehousing industry in Santa Cruz County accounts for 65 percent of the entire county economy. That's huge, you know, and it's not going to stop.</p> <p>We're going to keep getting vegetables and all kinds of things from Mexico. The mercadoras are not going to shut down. They're going to continue the industrial relationships they have with U.S. manufacturing. And there are probably other partners in the world that are going to want to come to the U.S.-Mexican border from other parts -- other countries.</p> <p>So I just don't see it the way that it's being projected, and I would encourage them to take another look at more current information, and maybe not so much studies, but to talk to the people who are in charge of -- there's a port authority board that is very active and they organize all the people that are impacted by the import/export business. There are</p>			I- 1106 -1a
Loschiavo	Karen		Website	5/29/19 10:28 PM AT	I urge ADOT to pursue no-build alternative to the I-11 and instead focus on building out rail between Phoenix and Tucson. Arizona has done enough to wreak havoc on its natural environment, at the very least we can focus on mass transit.	AC-6 and AC-9		I- 1194 -1
Lothrop	Nathan		Website	6/21/19 7:48 AM AT	There is clear evidence that this proposed project would have terrible environmental and economic consequences for the Tucson metro of over 1 million people. Do NOT build this current project.	GlobalTopic_1 and E-1		I- 1874 -1
Love	Tina		Website	7/08/19 11:17 PM AT	I am opposed to the recommended I-11 route through Avra Valley. Please consider locating I-11 along the current I-10 and I-19 freeway corridor. Our beautiful, unique Sonoran desert is already losing vital habitat. Saguaro National Park is such an important part of our ecosystem, and it is critical that we maintain it as a place of solitude and beauty. Our desert home is irreplaceable. People come from all over the world to marvel at the peace and quiet of the desert. I, myself, have spent many hours ambulating peacefully through the park, marveling at the wildlife and the scenery. Please don't destroy it by running a freeway through it.	GlobalTopic_1, BR-7		I- 3201 -1
Loveday	Leah		Phone	7/01/19 1:00 AM AT	Hi my name is Leah Loveday and I'm at 85745 zip code area, I live on sweet water near silver bell. The proposed freeway would be a disaster for wildlife, for water, for the scenic views there, for saguaro national park west and for ironwood national monument. This is a beautiful area. It's one of the treasures of living in Arizona. I've lived here nearly my whole life and I would hate to see this destroyed especially after real hard work that conservation has done and Tucson has been really good about this. I feel that there are other options that maybe another route but not through the pristine beautiful areas that we have. Thank you very much. Bye. My phone number is XXX-XXX-XXXX in case you need it.	GlobalTopic_1, BR-1, WR-2, V-1, and R-2		I- 3358 -1
Lovejoy	Ed		Website	7/07/19 7:37 PM AT	I oppose the alternative route for interstate 11 bypassing Tucson due to the impact on wildlife, water supply, and public lands. Interstate 11 would be a disaster for Saguaro National Park West and Ironwood National Monument. Decades of conservation progress would be set back. I would like to see the data from an environmental impact study that supports how i11 would be beneficial to the Sonoran desert. Please consider alternative plans to the destruction of one of the most pristine deserts in the world.	GlobalTopic_4, GlobalTopic_1, BR-1		I- 2852 -1
Lovejoy	Susan		Website	7/07/19 7:35 PM AT	I oppose the alternative route for interstate 11 bypassing Tucson due to the impact on wildlife, water supply, and public lands. Interstate 11 would be a disaster for Saguaro National Park West and Ironwood National Monument. Decades of conservation progress would be set back. I would like to see the data from an environmental impact study that supports how i11 would be beneficial to the Sonoran desert. Please consider alternative plans to the destruction of one of the most pristine deserts in the world. Susan Lovejoy	GlobalTopic_1, R-2		I- 2851 -1
Loveland	Paul		Website	7/07/19 6:54 PM AT	<p>The currently proposed I-11 corridor (blue route) bisects Gila River area marshland and agricultural fields that birds, like the federally endangered Yuma Ridgway's Rail rely upon. The corridor would interrupt and further divert water and prevent some water from returning to the Gila River, a critical lifeline for Arizona's birds and other wildlife.</p> <p>According to the Draft EIS, the Orange Route that follows existing Highway 85, I-8, and I-10 has the least impact to wildlife and riparian areas. I agree and favor the Orange Route through the Gila River area. Please consider this plan.</p>	<p>GlobalTopic_4, GlobalTopic_2 and BR-4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2841 -1

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Loveland	Sonya		Oral	5/01/19 1:00 AM AT	<p>MS. SONYA LOVELAND: My name is Sonya Loveland. S-o-n-y-a, L-o-v-e-l-a-n-d. I just bought a house today in Hidden Valley. Now, I'm fortunate that it's not going to be impacted by the horrible I-11 that you're building, but I wanted to ask you one question knowing that you're not going to be able to answer me.</p> <p>When you -- when was the last time that you went to someone's house and asked them, "Hey, we're building a freeway. We're going to take out your home." They've got animals. They have family. You're going to take that away from them? Is that the right thing to do?</p> <p>So, basically, I'm representing the area of Hidden Valley and Thunderbird Farms. It's a rural community. We live, we love, we work and you're going to take people's homes away from them for that? I think the first thing you need to think about is how that's going to impact them and I don't think you guys have realized it because you haven't gone down there and looked.</p> <p>Not only is this freeway going to bring more traffic, it's going to bring pollution. We don't need more pollution. People moved to this area because they wanted to get away and you're taking that away from them.</p> <p>As my other two friends have stated about the 347, how many people have to die before somebody does something about 347? There are wrecks pretty much every day. Someone's getting hurt. Somebody's getting killed. Something needs to be done.</p> <p>Pinal County wanted to put something on the books. Well, that's on hold now, isn't it, because it was done probably not in the best interest. You've got to work with Gila River Indian community, you need to work with Maricopa and ADOT needs to come up with a better plan on 347. Thank you.</p>	GlobalTopic_2 and GlobalTopic_4 and LU-3		I- 1038 -1
Loveland	Sonya		Website	6/23/19 5:45 PM AT	<p>Thank you for the opportunity to post my comments. What needs to be considered this the 'Orange Route' The I-8 and SR85 both which already have four lanes and is a divided highway. Since these highways already exist, I feel it would save tax payers millions if not billions of dollars. Routing through an existing neighborhood in rural Hidden valley will have an environmental impact by bring in pollution both sound and noise.</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 1989 -1
Loveless	Marilyn		Website	4/14/19 10:27 AM AT	<p>This project is a massive undertaking, and has the potential to impact a huge swath of federally protected land, as well as private holdings and environmentally sensitive open spaces. It also would have a likely negative effect on lands and organisms within Saguaro National Park. The current comment period, of just 56 days, is seriously inadequate for involved stakeholders to appropriately study and evaluate the plan. I strongly request that you extend the comment period until Sept 30, 2019, to allow a thoughtful response to this Draft Environmental Impact Statement from the many entities whose lives and livelihoods will be potentially compromised by this massive construction project.</p> <p>Thank you for considering my comments.</p>	GlobalTopic_9		I- 49 -1
Lovette	Kirsten		Website	7/02/19 11:57 AM AT	<p>I oppose building I-11 from Nogales to Wickenburg. We already have a good freeway route. We don't need to build a new freeway that will destroy rural communities in Avra Valley and destroy natural desert areas like Ironwood Forest.</p>	GlobalTopic_4, GlobalTopic_1		I- 2312 -1
Lowe	Greg		Website	6/16/19 11:27 PM AT	<p>This is unnecessary. Improve the existing route. Southern Arizona needs to be protected from such unnecessary projects.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1604 -1
Lowery	Karen		Hand Written	5/08/19 1:00 AM AT	<p>To Whom It May Concern:</p> <p>No Interstate or multi-lane roads should go through or within 5 miles of any pristine or sensitive areas, such as National Forest, National Parks or Monuments, State Parks, Preserves or Recreational Areas. These areas need to be kept safe and noise and pollutant free, and therefore, the proposed route for I 11 is unacceptable.</p> <p>Why does the State of Arizona need another Interstate Highway, especially when the plan is to put it through natural sensitive desert areas that have no major cities? The Sonoran Desert Museum and Saguaro National Park are well-known in the United States as well as internationally. They attract many visitors who enjoy experiencing the natural beauty and quiet of the desert. An Interstate Highway would destroy parts of the desert that surround the Museum and National Park, pollute the air and create unwanted noise and potentially hurt the tourism business that these places bring to Tucson, not to mention the harm to animals and natural vegetation.</p> <p>Another reason not to build a freeway through the proposed desert route, is because there are numerous citizens that have chosen to live in a quiet, uncongested rural area. Their right to live in a desert rural area with no interstate highway creating noise, pollution and congested needs to be respected. I live 3 miles from I 19 and there are days that I can hear the interstate traffic and see it. Remember they invested in their property because there was no noisy and dirty highways near them.</p> <p>Also another interstate will cost the state a lot more money to maintain and patrol. From my understanding there are numerous surface roads that are in need of repair and the state does not have money to maintain them. Also, if this is a truck route there would need to be truck stops and other facilities to accommodate truck drivers. These would further degrade the area.</p> <p>Sincerely, Karen Lowery</p>	R-2 and E-2 and LU-3	Lowery_K_I2380	I- 2380 -1
Lowery	Karen		Hand Written	5/08/19 1:00 AM AT	<p>In my opinion, there is no logical reason for I 11 to connect with I 19. Interstate 11 should connect with I 10 at Buckeye and continue to follow I 10 through Phoenix and Tucson. Or it could also follow state route 85 from Buckeye to Gila Bend where truckers could drive Interstate 8 to the Interstate 10. Keep the noise, pollution and congestion along existing interstate highways and in the cities where it belongs, not in peaceful rural areas, Desert Museum, National parks and Preserves. I believe that the politicians and developers that are pushing and promoting the I 11 will benefit from it, while those of us who live in the rural desert and enjoy the quiet and beauty of the Saguaro National .Park, Desert Museum, Ironwood Forest, cultural areas and preserves will not be heard or respected enough to say no to the proposed route or to just say no - to a new Interstate Highway.</p>	<p>GlobalTopic_1, GlobalTopic_2, GlobalTopic_4, R-2 and AC-4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2380 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Lowery	Karen		Hand Written	5/08/19 1:00 AM AT	<p>A BETTER PLAN TO CONNECT ARIZONA CITIES WOULD BE TO CONSTRUCT A LIGHT RAIL OR COMMUTER TRAIN TO EASE TRAFFIC CONGESTION AND IMPROVE AIR QUALITY.</p> <p>A Light Rail connecting Tucson, Phoenix and Flagstaff along the route of I 10 and/or other freeways would keep the noise and pollution within a corridor that is already noisy and is easily accessible. At major intersection and/or train stops parking areas can be constructed with shuttle services and/or public transportation to a variety of destinations.</p> <p>Think about it. Many people travel to the airports, sports arenas, concert centers, hotels, and maybe even shopping areas. So a light rail that stops at these types of places would serve many people. Also, if people knew that they could travel to their destination quicker without traffic jams and be able to relax the light rail would be their primary choice. If travelers had a choice other than driving maybe there would be fewer alcohol or fatigue related accidents.</p> <p>I would like to see the ADOT planners for I 11 come up with a plan for a light rail/ commuter train rather than go ahead with the offensive plan they have now. It is not too late to rethink a better plan to serve the people of Arizona.</p>	AC-9		I- 2380 -3
Lowes	Russell	Sierra Club Rincon Group	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 17 -1
Lubis	Elizabeth		Website	7/02/19 4:51 PM AT	I strongly oppose the proposed I-11 project through the Avra Valley. As has been already stated many times by others, it would be detrimental to the natural environment in countless ways. It's a step backward to a time when we thought more highways would solve all our problems. But, they don't. They wreck havoc on the environment and encourage urban sprawl. Rather than pursuing this project, please just improve our existing highways to handle the increased traffic you envision for the area. Let Arizona move forward rather than backward in our transportation thinking. Thank you for your time.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2331 -1
Ludwig	Nancy		Email	5/11/19 1:00 AM AT	<p>As a part time resident of AZ (AKA snowbird) I'm compelled to speak out on this issue. The alternative route would, not only, preserve many areas that are environmental necessary to maintain the unique make up of the area but also maintain an income for the area by preserving an area that brings in many tourists/visitors who which to experience the natural beauty of the area. Please consider not only the environmental impact but also the economic impact that destroying this region would create by simply making it faster to get from here to there. Thank you for considering my opinion.</p> <p>Nancy Ludwig XXXXXXXXXX Gilbert AZ 85296</p>	GlobalTopic_4		I- 949 -1
Lunney	Frances		Website	4/30/19 3:08 PM AT	I believe there should be sound mitigation/sound barriers added in the Green Valley area.	LU-6, N-1		I- 352 -1
Lupkes	Eileen		Website	6/14/19 10:37 PM AT	<p>1. WHY do we need a FASTER Route from Mexico to Canada now?</p> <p>2. The proposed route is no straighter/shorter and will tie up existing routes for years!</p> <p>3. We cannot keep up with our current roads because the money always gets diverted.</p> <p>4. Our Congress cannot be relied upon to come through with money for roads when the National Debt has been raised to over 60,000? per person per year. WE CAN NOT SPEND OUR WAY OUT OF DEBT!</p>	GlobalTopic_4, PN-3 and E-3		I- 1545 -1
Lutter	Donna		Website	5/20/19 2:18 PM AT	Obviously I am commenting on the proposed I-11 project. It perplexes me as to why this would be proposed to be built in the last pristine area of our city/county. It would destroy the lives of many homeowners already living there that would be forced to relinquish their property just to supposedly provide more congestion. Make no mistake of that. Where there are intersections there are already plans being made by developers about all the money to be had for gas stations, quick stops, and then more and more development. You will destroy the already overstressed area that provides a home to numerous animals, reptiles with the access they need to migrate from one area to the other. It is at this time a beautiful area but developers are known to want to build in these areas and what Tucson could once advertise as their beautiful desert will be no more. Numerous protected cacti will have to be removed which also provide food and shade for the numerous animals. How can the people proposing this massive destruction of people's lives, desert life and beauty even propose this? Eventually we will look like Phoenix with nothing left but transplanted palm trees. I am hoping that there is a great amount of thought put into this proposal and think about opening a developed section in Tucson that would be more suited for I-11.	GlobalTopic_1, PN-3		I- 1046 -1
Lutz	David		Oral	5/11/19 1:00 AM AT	<p>DAVID LUTZ:</p> <p>My name is David Lutz. I live in Picture Rocks. And my opinion on this highway it's going to have such a negative impact. I've talked to people who live in this area and they don't want it because it's going to impact wildlife, flooding concerns.</p> <p>And my -- I support either the no build alternative or running it through Tucson on a double-decker either above ground or below ground. I know there's issues with that.</p> <p>The negative impact to the Avra Valley and the National Park and National Monuments and wildlife is just too great that the benefit of the freeway does not justify the negative environmental impact. That's it.</p>	GlobalTopic_1, GlobalTopic_4, R-2, and BR-1		I- 1475 -1
Lutz	David A.		Hand Written	5/11/19 1:00 AM AT	<p>Less Costly Alternative for I-11</p> <p>I-19 Add extra lane to I-19</p> <p>Tucson double decker</p> <p>Add extra lanes to I-10</p> <p>This is what I submit a few years ago when the idea of routing I-11 through Avra Valley came up.</p> <p>Alternative! Add extra lanes to I-19 at grade level when it gets to Tucson. Add connect to I-10. Make it double decker when you get north at Tucson add extra lanes at grade level. Continue this until I-11 splits off and goes north west to Las Vegas.</p>	GlobalTopic_1 and GlobalTopic_4	Lutz_D_I2383	I- 2383 -1
Lutz	David A.		Mail	6/21/19 1:00 AM AT	I am opposed to I-11 through Avra Valley. The negative impacts on the Saguaro National Park and the Ironwood National Forest is not worth the benefit that it would bring. The new freeway would have adverse effects on this area. It would bring sprawl up to the boundry of the Saguaro National Park and Ironwood National Monument. It would hurt wildlife. A lot of people would lose their property. It would take traffic away from business in Tucson. The benefit would be a reduction of travel time from Wickenburg to Nogales by only 45 minutes. This is not worth the impact it would have on Avra Valley.	GlobalTopic_4 and GlobalTopic_1, LU-3	Lutz_D_I3494	I- 3494 -1
Lutz	Jonathan	Tucson Audubon Society	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 15 -1
Ly	Sochetra		Website	7/08/19 12:59 PM AT	<p>Please consider the benefits of the Orange Route. It would minimize the impact on the Endangered Ridgway's Rail. Thank you.</p> <p>Kind regards, Sochetra</p>	GlobalTopic_2		I- 2974 -1

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Lydy	Deborah		Website	6/20/19 6:50 AM AT	The world is getting smaller and smaller everyday. Take the time and look around, not just at Tucson Az, but the rest of the world. Animals, forests, and natural resources are disappearing daily. More and more, countries around the world, are clawing its way back, by replanting forests, reintroducing wild life back to their respective places, and finding, when you leave Mother Nature to its self, our planet will thrive on its own. Here in the desert, its a delicate balance. The Saguaro Cactus ONLY grows in a very small part of our world, and many many other animals call this place its home, and need vast hunting grounds to survive. There is no where else our wild life could be moved to and survive. People, can adapt to almost any environment, plants and animals can not. Those of us that moved to this part of Pima county, love nature, as so many in Tucson do. People out here, do not even kill rattle snakes, we move them out of harms way instead. We take care of the desert, as everyone should. Its time to stop putting "money" or "convenience" for business ahead of environment Its time we put the Planet FIRST. I hope the leaders we elected to the Pima county government does the right thing, not for the people of the desert, but for the desert its self, in its time of need. When your elected to the county government, its ALL of the county, NOT just the people. Do we REALLY need another freeway, at such a high cost? Do THE RIGHT THING. Thank You	GlobalTopic_1, PN-3, BR-4, BR-5 and E-3		I- 1832 -1
Lyle	Linda		Website	5/30/19 2:51 PM AT	The proposed route will cost billions of dollars more than just widening the already established route from Las Vegas.	GlobalTopic_4 and E-3		I- 1214 -1
Lyle	Linda		Website	5/30/19 2:53 PM AT	The proposed route will impact quite negatively Ironwood National Forest and Saguaro National Park both ecologically and aesthetically. It would cause irreparable damage to the area.	R-2		I- 1215 -1
Lymer	Mark		Website	5/30/19 1:40 PM AT	nope, don't need this. just more sprawl. no need to screw up more desert land. this is 'old' thinking about transportation. things are changing.	GlobalTopic_4 and LU-3		I- 1210 -1
Lynn	Cindy		Phone	6/18/19 1:00 AM AT	Hi, I'm Cindy Lynn. I believe that the proposition should be new roads should be over I-10 since it's already developed there for the roads, as well if you go into the new area it would be too difficult with all disturbing nature and all the environment, so I feel that they should not construct a new road over new area, to put it over the existing roads. Thank you.	GlobalTopic_1		I- 2496 -1
Lynn	Redman		Oral	4/30/19 1:00 AM AT	MS. DARR: So Lynn Redman. LYNN REDMAN: It's not fair to call me up here first because I only know — I only express my concern — MS. DARR: You're the only card I have. But these folks are here just observing. LYNN REDMAN: Okay. I'm sorry. I'll make my comments. MS. DARR: Okay. So address the panel. If you could stand at the microphone. LYNN REDMAN: Oh, you've got to be kidding me. MS. DARR: No, I'm not kidding you. I know. I'll start your timer. LYNN REDMAN: I just have a real concern with Vista Royale. Why it's -- what I'm hearing is it's because of our businesses in Wickenburg, of course they want to have that closer to Wickenburg instead of moving it out to Vista Royale. But the -- the number of people, but it looks like to me that there's so much more that you can do from Aguila. And yet, this isn't really fair because I didn't hear all the comments that were made out there. But I guess if you just know our concern about that. Or maybe if somebody has an answer. MS. DARR: We don't have answers in here. We're just listening. LYNN REDMAN: Okay. I thought that. So sorry. I wasn't very fun, was I? MS. DARR: Don't be sorry. We're happy to have you. We're here to listen, and we don't have anybody talking. Thank you very much.	GlobalTopic_5		I- 1011 -1
lynne	cynthia		Website	5/30/19 7:19 PM AT	I do not believe this highway is necessary. Upgrades can be made to existing infrastructure (19 and 10). This highway will destroy the visuals from extraordinary places like the Desert Museum, Saguaro National Park, Ironwood, and the other natural places this road will bisect. It will also fuel uncontrolled growth in another area of Southern Arizona. WE DO NOT NEED THIS. And I also do NOT want my tax dollars wasted on this boondoggle for trucks from MEXICO!!	GlobalTopic_1		I- 1225 -1
Lynds	Virginia		Website	5/15/19 2:03 PM AT	This is to beg you to not split up the unique Sonoran desert. Perhaps a double decker plan over the existing I-10?	GlobalTopic_1 and AC-1		I- 920 -1
Lyte	Dennis		Website	5/02/19 7:40 AM AT	I am against any 4 lane route to Las Vegas. It will provide a pipeline for drug and human trafficking from south of the border to Las Vegas. It will also add increased traffic through Green Valley. It is now very congested in this retirement community where the average age is in the low 70's. It will lead to more deaths. If you must set up another drug and sex pipeline, then why not go straight south thru Lukeville, out in the middle of nowhere. You will provide economic development to an impoverished part of the state and satisfy both the U.S. and Mexican cartels. My comments are no joke. I did not just fall off a turnip cart. My comments are reality and if built, in 30 years our problems will be worse not better. The U.S. appetite for drugs and sex is insatiable.	GlobalTopic_3		I- 383 -1
Lytwynczuk	Jonathon		Website	7/08/19 6:19 PM AT	100% Against this Project coming through Marana, Avra Valley disrupting all the natural habitats that exist in the area along with ruins loaded with history.	GlobalTopic_1, BR-7		I- 3111 -1
Maaske	Sarah		Website	5/03/19 6:48 AM AT	I oppose the I-11 freeway in Tucson. That open area of desert is critical to the well-being of our city. I do long drives often and would rather keep doing them as is, then lose something so precious just for convenience.	GlobalTopic_1		I- 480 -1
Mabb	Jason		Website	6/22/19 2:20 AM AT	I am not in favor of this proposal I grew up living in a busy street and the noise pollution alone will destroy the overall tranquility of the valley. My family didn't move to a remote location away from the chaos if the city and busy roads only to have a freeway built effectively in my back yard. That and their are better routes that would be more effective and beneficial then the one proposed through hidden valley.	GlobalTopic_4, N-1 and LU-3		I- 1932 -1
MacDonald	Wes		Website	6/27/19 10:04 PM AT	No! Not at all supportive of this proposal based on the lack of helpfulness of it for Tucson and surrounding area and environmental impacts. Even widening I-10 or adding better traffic control north south in Tucson would be a better solution for this.	GlobalTopic_1		I- 2149 -1
Mackay	Jennifer		Website	7/08/19 11:03 AM AT	I strongly disagree with this project. It is unnecessary and environmentally harmful. Do not do it...	AC-6		I- 2936 -1
MacKenzie	Janice		Website	5/06/19 8:24 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. —Janice MacKenzie	GlobalTopic_9		I- 574 -1
MacLeod	Amy		Website	7/04/19 12:22 PM AT	The proposed route is a disaster for the Sonoran Desert. It will irrevocably damage a unique, and beautiful area- one of the few remaining venues that provides a fine example of our Sonoran Desert. It will displace animals and plants, as well as mar the landscape. DO NOT build Tier 1 EIS.	GlobalTopic_4 and AC-6		I- 2555 -1
Maddox	John		Website	4/24/19 9:14 AM AT	The Blue alternative should not be selected as it is too close to the current population and homes	GlobalTopic_4		I- 274 -1
Maddox	Kathryn		Website	4/24/19 9:13 AM AT	The chosen blue alternative will be created too close to existing homes and population. Please choose one of the other alternatives that are not close to existing population	GlobalTopic_4		I- 273 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Maestas	David		Website	5/02/19 3:19 PM AT	I fully support the I-11 Tier 1 EIS Recommended Corridor. This corridor will provide high capacity roadways which are sorely needed in west Pinal County and will promote economic growth. Everyone benefits from this corridor alternative. It creates a new connection to the west Phoenix metropolitan area, as serving as a local expedient route between Casa Grande and Maricopa. Thank you for your consideration.	GlobalTopic_4		I- 473 -1
Magras	Michael		Website	6/17/19 3:38 PM AT	Somewhere behind this I-11 farce is big business, which will stand to make big money off the backs of common people and residents of the land. Interstates 19 and 10 are the most direct routes for transporting goods and services and they should be widened and capacity increased as needed, rather than destroying yet more precious natural environment and disrupting / destroying lives of residents who will loose their property. I've been thru this before with the US Army Corps; the environmental review procedure, especially now that the Trump administration has curtailed enforcement of the CWA and other environmental protections, is a farce, and the big money always gets its way, sooner or later. Already the options have been down-selected to the one that tears thru the undisturbed desert, without addressing concretely the concerns of the many in opposition. Paying people money does not compensate them for years of their lives spent developing their properties and lifestyles. Older people do not have the life time and energy to reproduce what they have spent a lifetime developing. It is always the poor who suffer, this is and will be no different. Shame on anyone in government who do not protest the corrupt nature of this process. "It's my job" is not justification for participation in a corrupt process.	GlobalTopic_4 and AC-4		I- 1634 -1
Mahnk	Allan		Website	6/25/19 10:43 AM AT	I don't support this idea of a new I-11 corridor at all. This new freeway is going to take away even more land that wildlife call home. It's going to add more pollution into the air out here. Our streets in this city are horrible already so what makes you think you will be able to keep up the road quality on this new stretch of freeway? The city can't even take care of the current I-10 road quality issues and takes forever when doing improvements. There are numerous people living out here that you will disrupt. Some of them have working ranches and that's their means of making a living to survive. This new freeway is a waste of time and money and will fall apart real fast. I vote no for this new freeway.	GlobalTopic_4, AC-7, LU-1		I- 2042 -1
Mahon	Nick		Website	6/18/19 3:55 PM AT	Please do not build I-11 through Avra Valley. It will hurt the City of Tucson and promote urban sprawl in a very environmentally sensitive area. Please improve the existing I-10 and I-19 through Pima County. Thank you.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1737 -1
Maish	Jim		Email	5/13/19 1:00 AM AT	Please do not build this highway. This project is motivated by commercial interests almost totally. I don't favor a future of warehouses, 'logistics', roadside services, trade with Mexico and Canada, environmental disruption, etc. As a nation we have more pressing issues. I back the "no build" option with improvements to existing infrastructure. James H. Maish XXXXXXXXXXXX Tucson, AZ 85745.	AC-6		I- 958 -1
Maiuri	Frances		Website	7/08/19 1:48 PM AT	As a resident of Tucson, who is concerned about our city retaining it's historic charm and retaining the wilderness areas that bring visitors to our city, I am begging you to change the I-11 route to coincide with I-19 and I-10 through Tucson. The route being considered will negatively impact wildlife, experiences in Saguaro National Park and the AZ Desert Museum and recreational activities on Bureau of Land Management parcels in the area. In addition the BLM lands are mitigation for other lands that have been impacted in the past and using the land for a new freeway is against the original intent of this mitigation. It is against the goals of our city to destroy natural land to build another freeway. The people and government of Tucson are against another freeway in our area. I am strongly asking you to reject this idea for I-11 through the AJo area and in fact through any new area near Tucson. Use I-19 and I-10 that already exist! Frances Maiuri	GlobalTopic_1, R-2 and LU-5		I- 2989 -1
Maiuri	Frances		Website	7/08/19 1:48 PM AT	I am a regular worker and recreator in the wild lands around Tucson. These lands are what make our area unique. They are what keep many of us living here and keep others returning to Tucson to visit. Visitors pump many dollars into our local communities. Keep the lands around Tucson wild. We already have a North-South freeway that goes by Tucson. Use that and save the area you are considering for I-11.	GlobalTopic_1 and LU-3 and E-2		I- 2989 -2
Maker	June		Website	7/01/19 1:12 PM AT	I oppose the alternate route of I-11 through Avra Valley because of its environmental impact, most especially on wildlife and the beauty of the environment for hikers and others who enjoy the outdoors. This alternative is not necessary.	GlobalTopic_1		I- 2268 -1
Makings	Elizabeth		Website	6/21/19 9:29 AM AT	[Text from Attachment] 21 June 2019 Re: Interstate 11 Proposed Corridor Elizabeth Makings XXXXXXXXXXXX Phoenix, AZ 85042 XXXXX@asu.edu Dear ADOT, The purpose of this letter is to express my objection to the Arizona Department of Transportation's preferred alternative of the proposed I-11 corridor specifically in Sections 3 and 4, from Marana to Buckeye (the "Green alternative" or "preferred alternative"); and my support for the Orange alternative. In summary * The least invasive Orange alternative is preferred * Widening of the established I-8 and I-10 corridors is the logical alternative as it will allow for higher capacity routes, improved safety and mobility. * Increasing lanes along the I-10 is the economically superior alternative to building brand new infrastructure. * Increasing lanes along the I-10 is the environmentally superior alternative to building brand new parallel freeways as it preserves an important regional riparian corridor and wildlife habitat. Elizabeth Makings Phoenix, Arizona Recommended reading: Brown, D.E., E. Makings, A. Neils, D. Jenness, R. L. Glinski, R. D. Babb, M. B. Traphagen. 2017. Biotic Resources of the Lower Santa Cruz River Flats, Pinal County, Arizona. Desert Plants 32(2):51 pp. https://biokic.asu.edu/sites/default/files/biotic_resources_of_the_santa_cruz_flats-desert_plants-vol_32-2.pdf Jenness, D. 2019. Birding the Santa Cruz Flats. Arizona Field Ornithologists http://www.azfo.org/birding/documents/azfo-birding-santacruz-flats_final.pdf	GlobalTopic_4 and GlobalTopic_7	Makings_E_11881	I- 1881 -1

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Makings	Elizabeth		Website	6/21/19 9:29 AM AT	The process by which the preferred alternative was selected is concerning, with no mention of the individuals involved nor any justification for it. Who decided on this route? The project manager for the I-11 corridor? A collection of bureaucrats? The Governor-appointed head of ADOT? All of the above? And where is the evidence/justification? In public meetings we are never given the details of exactly why this is the preferred alternative, only a set of bullet points in a highly produced video voiced over by an unknown narrator claiming "Tribes, municipalities, and other stakeholders were consulted." It is one thing to acknowledge stakeholders, but hard to believe any of their input was valued and carefully considered given the expensive and destructive outcomes of ADOT's choice. That this information is withheld from the public is disturbing and unacceptable. The decision to direct the I-11 in the corridor through the Santa Cruz Flats is illogical, uneconomical, and lacks environmental integrity and this is why:	AC-4 and CO-3		I- 1881 -2
Makings	Elizabeth		Website	6/21/19 9:29 AM AT	<p>Economics and logistics:</p> <p>In a statement, ADOT says "The purpose of I-11 is to provide a high priority, high-capacity, access-controlled transportation corridor to serve population and employment growth; support regional mobility; connect metropolitan areas and markets; enhance access to support economic vitality; and provide regional route redundancy for emergency and defense purposes." Additionally, ADOT's goals are to "bolster the performance of Key Commerce Corridors." In fact, the opposite is likely in the Green corridor as it diminishes the potential for development by diluting the density of lands available for commerce. Indeed, the argument can be made that existing corridors are the only logical alternatives that allow for commercial potential along right of ways. Consider for example, the existing I-10 corridor in the segment from Marana to Casa Grande where land is a complex patchwork of private, BLM, and State ownership that would make the logistics of development challenging to say the least. A brand new freeway adjacent and parallel an existing freeway where in some places they are less than 5 miles apart? I find this ludicrous and excessive and wonder how this make sense at any level? Was there a cost/benefit analysis that justifies this need? If not, why? And if so, why was it not justified to the public? I have been traveling along the I-10 corridor from Phoenix to Tucson for over 25 years and the "economic development" in the area between Casa Grande and Marana is thankfully hardly noticeable. (One example of a retail attempt is the Casa Grande Outlet Stores, which is currently an abandoned piece of real estate). It is hard to imagine the need for more freeway corridor commercial opportunities in this stretch when the current freeway is hardly bulging with business interests.</p> <p>Cost to taxpayers for new roads and corridors will be enormous yet arguably superfluous given the alternatives with existing corridors. If "regional route redundancy for emergency and defense purposes" is invoked, why then are there not parallel freeways along the I-17, for example, or any other interstate freeways that has the potential for backups and delays.? These are nonsensical and ridiculous arguments to justify spending, sold to the public under the guise for "event safety," "weather incidents, or "defense purposes."</p> <p>Detailed environmental analyses for new corridors is wasteful and unnecessary while enlarging existing rights of ways is logical and justifiable, and expedient. The flat and sparsely developed I-10 segment between Marana and Casa Grande is ideal for such expansion physically and economically.</p> <p>In ADOT's scoping phase in 2016, "Agencies commented on the potential Build Corridor Alternatives" and "The "Desire for economic benefits to rural communities" was noted. Unfortunately, "Agencies" are not "rural communities," they are politicians with built-in economic agendas that often don't align with the people they represent, and especially in rural Pinal County where the new I-11 will slice through, causing major upheaval and disruption in the name of economic progress. I am not a retiree living in Arizona City, but I can imagine they have no interest in a backyard freeway. On the contrary, residents there chose the area for the quiet and rural nature and not for any attendant "truck stop" economic improvements. The opinions of mayors should not be portrayed as those of the community as a whole but this is exactly what ADOT is leading us to believe.</p>	GlobalTopic_4, E-3, CO-1, AC-5 and AC-4		I- 1881 -3
Makings	Elizabeth		Website	6/21/19 9:29 AM AT	<p>Environmental Impacts:</p> <p>Concern regarding impacts to the Sonoran Desert as well as wildlife corridors were consistently voiced in various forums during public comment periods, yet how these concerns were dealt with remains mysterious even as we are told it has been a "collaborative process... structured to involve people early and often." The consultants hired by ADOT to do the environmental impact assessments address it in a one-dimensional way: impacts to the Pima Pineapple Cactus (<i>Coryphantha robustispina</i> subsp. <i>scheeri</i>). I can assure you, a survey for the presence of the Pima Pineapple Cactus, which, if we are to believe the reports and video, is the only species of concern, is not a meaningful environmental assessment. It ignores everything else that is environmentally and culturally sensitive in the area including some of the most valuable riparian habitat in the region – a critical source of semi-permanent water, important stopover for migrating birds, and habitat for resident wildlife. The new ADOT preferred corridor is funneled directly through the Santa Cruz River at this very limited point where the riparian vegetation has established itself and provides priceless habitat (see photo). I have personally seen bobcat, deer, javelina, crested caracaras, great-horned owls, and yellow-billed cuckoos, just to name a few. Many small mountain ranges also punctuate the Flats in this area, magnifying the value of the Santa Cruz River as a wildlife corridor. So while the consultants found no endangered species that ADOT is obligated by law to mitigate for, they failed to recognize the importance of the overall habitat as prime real estate for plants and animals. No, willows and tamarisk are not endangered species, but they are collectively endangered habitat, and should be considered as such regardless of any official Federal status. Build-out of the Green alternative will be a soul-crushing decision to those of us fighting to save what is left of our natural environment, but more importantly, a death sentence for the wildlife that live there.</p> <p>[[Photo]] The Santa Cruz River (Greene's Canal) near the Sawtooth Mountains. The proposed I11 corridor would go directly through this riparian habitat. Photo credit: E. Makings Sept. 2019.</p> <p>In the I-11 Draft Tier 1 Environmental Impact Statement, we read, "The results of the biological resources analysis were considered in identifying the Recommended Corridor alternative." They may have been considered but subsequently must have been dismissed since the only corridor that will impact wildlife and critical habitat is the ADOT/FHWA preferred alternative. Neither of the other two alternatives, Orange or Purple, impede on the Santa Cruz River in this area, so this statement is head-scratching at best. In all, the ADOT preferred route following the Santa Cruz River along the Santa Cruz Flats removes existing farmlands and rangelands, and destroys critically important riparian habitat, despite its label as "environmentally friendly." In fact, the "potential impacts to sensitive areas" highlighted in the brochure (I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation) handed out in the public meetings, clearly indicates the ADOT alternative to be the worst choice in terms of impacts on the environment. A proposal cannot be simultaneously environmentally friendly and environmentally destructive and ADOT's marketing of this decision is highly misleading.</p>	CO-3 and BR-4 and BR-1 and GlobalTopic_6 and GlobalTopic_12		I- 1881 -4

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Makings	Elizabeth		Website	6/21/19 9:29 AM AT	<p>The proposed corridor is the most environmentally destructive alternative of the three presented and cannot be justified on any level. One cannot help but be skeptical of this decision given the perfectly acceptable adequacy of existing corridors as well as the unacceptable price tag the taxpayers will shoulder by choosing ground-zero construction. Is economic gain for unnamed individuals or corporations in this project a motivation for ADOT's decision? The lack of transparency suggests there are unknown partners with apparent decision-making powers that are steering the course of events regardless of opposing public comment and environmental consensus. In the Alternative Selection Report we are told that "Based on the impacts analysis and the comments received on the Draft Tier 1 EIS, the Final Tier 1 EIS will identify and define a Preferred Corridor Alternative. After consideration of all final comments received, the ROD will:</p> <ul style="list-style-type: none"> * Identify a Selected Alternative (Build or No Build); ? Present the basis for the decision; * Describe the corridor alternatives considered; and * Provide strategies to avoid, minimize, and mitigate for environmental impacts." <p>Unfortunately, the final phase is much too late to reveal the "basis for the decision." This pre-determined, preferred alternative is a poor and opaque decision that rejects environmental concerns, ignores economic outcomes, and adds millions in costs to taxpayers. If the Record of Decision is indeed ADOT's preferred alternative, which seems likely, there are no strategies that can possibly "avoid, minimize, and mitigate for environmental impacts" since the most environmentally sensitive reach of the Santa Cruz River in the region will be permanently altered by freeway construction.</p>			I- 1881 -4a
Malen	Jude		Website	5/08/19 6:04 PM AT	<p>The Preferred Route should not be done. It is destructive not productive. The cacti that bring in tourist dollars will be gone. They will be destroyed permanently and we cannot let this happen for the future of our country. Kitt Peak must be saved for the important astronomical work it does not only for the USA but internationally. When we built our home we had to aim our outside lights down just to protect Kitt Peak. Imagine all the light and air pollution this route will bring to interfere with Kitt Peaks important work. LET'S NOT BE SHORT SIGHTED, DO NOT USE THE PREFERRED ROUTE.</p>	GlobalTopic_1		I- 670 -1
Malen	Judee		Website	5/11/19 3:34 PM AT	<p>THIS IS THE WORST IDEA I CAN IMAGINE. WE NEED MORE RAILROAD THAN MORE CONCRETE. YOU AREE SIMPLY CREATING A SUPERHIGHWAY FOR UNDOCUMENTEDS TO COME IN WITH DRUGS. I CANT BELIEVE THE TRUMP ADMINISTRATION IS SUPPORTIVE OF THIS. DO NOT BUILD I-11 THRU OUR IRREPLACEABLE SAGUARO LAND.</p>	GlobalTopic_4 and AC-9		I- 794 -1
Malen	Judith		Oral	5/11/19 1:00 AM AT	<p>MS. JUDITH MALEN: Hi. My name is Judith Malen. I've lived just off Sandario for 14 years, where my husband and I built our dream house. The first time I stepped off a plane at TIA over 30 years ago as a tourist, I immediately knew that Tucson was for me because of the people who truly believe in saving and preserving the culture and environment of the desert we are so blessed to live in. Because of this, I would like to join the chorus of citizens, organizations and agencies that oppose the preferred route of I-11 through Avra Valley.</p> <p>Above and beyond the damage this route will do to the generation of revenue for tourism that Tucson so depends on, I'm worried about the permanent damage it will do to the important research that Kitt Peak is doing. The light, air and water pollution that this route will generate will hamper the research that's being done at this international gem.</p> <p>I remember when we built our house I thought it was weird that we had to aim all of our lights on the outside of our house down. Now I know why. It was a wise requirement that maintained the dark sky for Kitt Peak, which though we can see it, seems so far away. Imagine what the light and air pollution from all the trucks and cars on the proposed route through Avra Valley will do to Kitt Peak. We cannot afford to do this. I hope that ADOT would listen to the multitude of people and organizations that are against the route of I-11 through Avra Valley.</p> <p>ADOT stands between the permanent destruction of our environment and the uncontrolled urban spread that this route will undoubtedly bring.</p> <p>Please listen to the people of Arizona. Please listen to the people of Tucson. Do not build this I-11 through Avra Valley. Thank you.</p>	GlobalTopic_1, E-2 and LU-3		I- 1446 -1
Malen	Judith		Oral	5/11/19 1:00 AM AT	<p>Above and beyond the permanent damage that the proposed route through Avra Valley will do to our unique flora like the saguaro, which is the symbol of our state, the fauna, like the pigmy glaucidium owl, which probably nobody has ever heard of, which inhabits our very own property, and we were told that we had to protect it.</p>	GlobalTopic_1 and BR-1		I- 1446 -2
Malen	Judith		Website	4/29/19 1:30 PM AT	<p>I am against the new Preferred Route as indicated in Blue. I am for the Purple Route. The Blue route unnecessarily destroys desert flora, ie irreplaceable cactus, homes of people who have been respecting the desert, and the habitats of so many animals of the desert which are on the brink of extinction already. The Purple route, which is not a perfect solution - that being the I-11 not put way out west of Tucson, at least destroys less. The light and air pollution which would be created by this proposed route would impact important archeological and natural preserve sites that bring in MONEY from tourism which our state needs. PLEASE, IF THIS ROUTE MUST HAPPEN, PLEASE USE THE PURPLE ROUTE!!!! Thank you.</p>	GlobalTopic_1		I- 321 -1
Malen	Judith		Website	4/30/19 7:06 PM AT	<p>Please do not use the "preferred" blue route. It is incredibly destructive to the extinction level to flora and fauna and humans. The blue route unnecessarily destroys so many homes. If a route must be built, PLEASE USE THE PURPLE ROUTE WHICH IS FAR LESS DESTRUCTIVE. No one can figure out why this route is going thru the fragile cactus land west of Tucson which is a vital part of the regions tourism. A route that double decks on I-10 not only destroys less but costs less. It would also eliminate massive air, light and sound pollution which will have a detrimental effect on Kitt Peak. PLEASE RECONSIDER BRINGING THE PROPOSED I-11 OUT WEST. IF YOU ARE DETERMINED TO DO IT, AT LEAST USE THE PURPLE ROUTE.</p>	GlobalTopic_4 and GlobalTopic_1		I- 362 -1
Malen	Louise		Website	5/06/19 7:13 PM AT	<p>Please look up, the dark sky is imperative for the vital research done by Kitt Peak. It is important not just for Arizona, not just for the USA, but internationally. When we build our home, we were required to have down lite outdoors lights just so we would not impact Kit Peak. Therefore it is clear that I-11 should NOT be built out in the AVRA Valley. The so called preferred route will be destructive to the dark sky as well as cactus, native fauna, and yes humans. This is permanent destruction that we cannot afford.</p>	GlobalTopic_1		I- 570 -1
Mallicoat	Kevin		Email	6/03/19 1:00 AM AT	<p>I live in the area of Vista Royale and support the VR Green alternative. I believe the proposed route is too close to the housing and would greatly negatively impact the lives and the property values.</p> <p>Kevin Mallicoat</p>	GlobalTopic_4 and GlobalTopic_5		I- 1671 -1
Mallozzi	Mike	Borderlands Brewing Company	Website	7/08/19 5:08 PM AT	<p>Our customers our staff our investors and our values demand we speak up against this irresponsible plan by ADOT.</p>	GlobalTopic_4		B- 18 -1
Malordy	Jessica		Website	6/15/19 11:53 AM AT	<p>I am firmly opposed to the construction of I-11, which will not only harm wildlife and wilderness in the Tucson Mountains and Ironwood Forest, and impede on tribal lands, but also have a severe impact on our city economy by rerouting traffic away from our revitalized downtown. There's no reason to build a highway that mirrors I-10 and destroys a new part of our natural lands instead of improving I-10, which already exists. This is a terrible idea.</p>	GlobalTopic_1 and LU-3 and E-1		I- 1547 -1

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Mamani	Raquel		Website	7/08/19 9:15 AM AT	My name is Raquel I am from Nogales and now live in Phoenix. I adore the beauty and peace of Santa Cruz county immensely, so 5 years ago we bought a home in Tubac. We use the home to relax and get away from the noise and bustle of the big city. We also VRBO the home when we are not utilizing it during the winter months. I am concerned that this I-11 project will destroy the peace and serenity that we come to Tubac to find. More trucks and cars will bring noise and light pollution which will make it impossible for us to enjoy quiet nights and amazing star gazing. If I wanted to be in a busy, noisy place I would stay in Phoenix. I believe my winter visitors would feel the same, so it would negatively impact my business. I implore you to carefully study this project and its' permanent affect on our precious community . Thank you for your time, Raquel Mamani	N-1, V-1; Current and projected travel demand modeling suggests that existing I-19, with I-11 co-located, will continue to operate at an acceptable level of service through 2040. If needed, future capacity improvements could be accommodated within the existing ADOT right-of-way (ROW), avoiding or minimizing impacts.		I- 2919 -1
Mandola	Tom		Phone	7/04/19 1:00 AM AT	Hello, my name is Tom Mandola. I work with harmony and health foundation. We have land right in the path, well like half a mile away seems from where I-11 proposed would go and I'm here to say, ask please, isn't it cheaper to do a long I-10? I know there's comments about things that would be compromised along that way if historical or so and there's so much more that's being destroyed unknowingly like these nonprofit foundations that work with sustainability and community that this proposal would disrupt, disturb and probably wipe out just by the noise factor. So I'm commenting please don't do it, negative, stop and I'm available to communicate with. Again, my name is Tom Mendola and my number is XXX-XXX-XXXX. I would appreciate any communication and please let me be heard. Thank you.	GlobalTopic_4 and N-1		I- 3386 -1
Maney	Jennifer		Website	6/30/19 1:30 PM AT	Interstate 11 (I-11) should NOT be built in Avra Valley. Route I-11 along existing freeways (I-10, I-19) or simply improve those freeways to improve our transportation needs. We MUST PRESERVE the protected public lands west of Tucson and avoid negatively impacting the environment, Saguaro National Park, the Pima County Sonoran Desert Conservation Plan, the Arizona Sonoran Desert Museum, Kitt Peak, and Tucson Mountain Parks. Improving I-10 and I-19 through Tucson would be beneficial to our community, to the environment, and to our economy. NO on I-11 through Avra Valley!	GlobalTopic_1 and LU-3 and R-2		I- 2232 -1
Manfredi	Vincent	Councilmember Manfredi: Maricopa	Website	6/26/19 6:08 PM AT	I am 100% in support of the Blue or Green routes for the I-11, I oppose the orange route entirely.	GobalTopic_4		E- -4 -1
Mann	Christina		Website	6/25/19 12:24 PM AT	A Freeway near the Picture Rocks area would be a negative thing for several reasons. One is the toxic runoff from the vehicles would leak into our well water, which is pumped very close to the proposed route. Secondly, the noise and heavy traffic will cause a negative impact on the Saguaro monument between Tucson and Picture Rocks. Three of the four routes to get to Tucson from Picture rocks go through the monument. Currently there are many accidents with the traffic flow on the curvy roads as it is, more traffic with people cutting across to the freeways will cause more possible fatalities, and kill more wildlife and plants in the park. Thirdly, the noise from traffic will disrupt the lives of many residents, myself included, who moved to the Picture Rocks area to escape things like freeway pollution and urbanization. Some of these people have PTSD or sensory issues, and noises startle them badly. Another Freeway will severely limit their options for quiet places to live in the area.	GlobalTopic_1, WR-3, N-1, BR_1, R-2 and LU-3		I- 2048 -1
Manscalco	Caryl		Oral	4/29/19 1:00 AM AT	MS. CARYL MANISCALCO: That's as close as you can get. Maniscalco. That's correct. Yes. I probably don't need a mic. I'm known to be rather loud and vocal. So I live in Tonopah. And I'm a resident in Tonopah. I'm on the Tonopah Valley community counsel. I'm involved in a lot of different organizations out in Tonopah. The thing that bothers me is what everyone has said: We have existing roads and most of your options -- I'm sorry -- your primary option, which is blue, takes away part of my property and my view. Instead of having a front yard, I'll have a highway. So I'm not too thrilled with that idea. What I'm concerned about is you've got options that you've created now and used whatever information, data you've had for the last 10, 15, 20 years. I've been out in Tonopah 17 years. I've heard about I-10 for the last 17 years. It will probably be another 17 years before y'all have this built. But you're going to have to make a decision on where you're going. And unfortunately, we're not waiting around for you. Tonopah is growing in leaps and bounds, 50 to 100 new homes each month. You're coming up with an idea now that won't work for us 5, 10, 11 years down the road because you're not considering the fact that you are now going through more and more residential areas instead of using existing infrastructure. My concern is, are you going to -- once you have the money to move forward, are you going to do another evaluation and make another determination as to where this road actually -- if it should be, where it should be? Because you're not taking into account what is happening now. You took into account what happened five years ago, maybe ten years ago. We all liked our sleepy town of Tonopah. Some of us are not happy about all the new residents. We welcome you all, though, those of you who are new residents, we welcome you. However, you're not -- you have to take that into account. Because in my development alone, where it is one of the 363rd, I believe is part of the corridor that you're looking at in the blue. In my development alone, we have nine new homes that are going to be affected by this within the last three months. We have another 15 properties that have just been sold. You're going to take all that -- these people are investing their money, they're investing their time. They're building up these locations, and you're going to come in 5, 10, 15 years from now and take it all away from them. You have to consider where the future is, because the future is going to be different ten years from now, obviously. What you planned on five years ago, it doesn't work for us now. It won't work for us in five, ten years. Come up with another idea or use existing infrastructure. Thank you.	GlobalTopic_4 and LU-1 and AC-1		I- 1174 -1
Marcano	Karina		Website	7/06/19 10:57 AM AT	I OPPOSE Interstate 11 as an alternative highway. The last thing we need in a world already so dense with environmental impact, pollution, and the warming of the planet is more hot asphalt to allow more vehicles to release CO2 into the atmosphere. We need to be working on sustainable options. Comfortable, safe public transportation such as trains that do not run on fossil fuels are a better option. Please consider our voices, the wildlife, the impact in this detrimental decision. Extend the public comment period if possible and stop the expensive building of a luxury that we do not need. Also keep in mind that years into the future as our world grows toward sustainable and more viable options, this interstate will be outdated and pointless.	GlobalTopic_4, GlobalTopic_9 and AQ-2		I- 2638 -1
Marderness	Emily		Website	7/08/19 7:42 AM AT	No.	GlobalTopic_4		I- 2905 -1
Margolis	Roger		Website	6/20/19 8:17 AM AT	Easy solution is to continue to improve Routes 19 and 10 in these areas. Much work has been done to improve frontage roads to keep local traffic off freeways in Tucson. Add another lane on 19 each way and continue to improve 10 between Tucson and Phoenix. Was never aware that there was or is any impediment to the economics involved based on highway access at least during my time in OP. The proposed route adds nothing but pollution to otherwise undisturbed parkland and habitats. Bypassing Casa Grande is ridiculous. Plenty of capacity and access on 10 there. Hook into bypass 202 being built east of Phoenix to get around to Wickenburg. All other arguments against project are valid. Lack of necessity makes building this road a destructive and expensive unnecessary option.	GlobalTopic_1 and AQ-1 and R-1 and BR-1 and AC-6		I- 1837 -1
MARGUERITE	Dominique		Website	4/20/19 7:19 PM AT	Please allow for an extension of the public comment period. Let's find an alternative to the proposed route which will have a devastating impact on wildlife. 54	GlobalTopic_4 and GlobalTopic_9		I- 200 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Marietti	Mike		Hand Written	5/08/19 1:00 AM AT	Would it be possible to obtain a detailed layout of the I-11 route map (the 3' x 6' on the tables) on the west side of the city of Tucson?	<p>Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS).</p> <p>A detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/. The blue alternative is the recommended alternative.</p> <p>To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission.</p> <p>There are several ways to submit comments on the Draft Tier 1 EIS:</p> <p>Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Again, thank you for your interest.</p>	Marietti_M_I2369	I- 2369 -1
Marken	Craig		Website	5/19/19 2:56 PM AT	<p>It is time to start thinking outside of the mid-20th century box back when interstates followed a reasonably straight course. Your proposed I-11 shows how antiquated your concepts are as it needs to meanders through the Avra Valley like a snake on LSD. This contorted snake, a result of restrictions in the valley imposed by by preserved areas such as a National Park, National Monument, the O'odham reservation, shows how really bad this alternative is.</p> <p>It is time to think of a 21st century solution that will last well into the 22nd century. That solution is not to destroy permanently more of the Sonoran Desert but utilize existing corridors that are already disturbed. It is claimed that the existing I-10 can not be widened through Tucson. However, an added elevated layer above I-10, with access even more limited than I-10, is a solution that will preserve the desert that many in Tucson have chosen to live in. Destroy the desert and the reason many live here is destroyed well into the next several centuries. The cost/mile will be more than the proposal but the overall cost will be less by the shorter length of this alternative.</p> <p>Your Project Overview Video repeated many times the phrase "planned growth areas". Just who has proposed this growth? Is the Avra Valley alternative to be built to stimulate this unnecessary growth or the other way around? Tucson would benefit from the development stimulated by an elevated alternative more than the Avra Valley with the current recommendation.</p>	GlobalTopic_1 and AC-1		I- 1023 -1
Markham	Linda		Email	6/14/19 1:00 AM AT	I am in support of the "VR Green Alternative" route around the Vista Royale subdivision in Wickenburg. Linda Markham XXX-XXX-XXXX XXXXX@gmail.com	GlobalTopic_4 and GlobalTopic_5		I- 2461 -1
Markstein	Robert		Website	7/08/19 4:03 PM AT	<p>I am against the proposed I-11 project through Avra Valley.</p> <p>Though I do not live in Arizona, I travel there frequently to visit family and friends. Over the course of years, I have driven most of the highways in the state numerous times. I am very familiar with traffic patterns and needs of both individuals and commercial traffic in Arizona.</p> <p>There is little need for this highway. Certainly the population of Arizona does not need it, since it does not connect any population center in the state with any other population center in the state. In fact, the route avoids nearly all population centers.</p> <p>Similarly, Americans from outside Arizona are unlikely to use the highway, either. Most interstate travel in Arizona consists of east-west travel: people traveling to and from California. This north-south highway will have zero effect on such travelers.</p> <p>The highway is SOLELY designed to facilitate north-south travel in and out of Mexico. As noted above, it will not aid Arizonans who wish to either travel to Mexico or receive goods from Mexico, since the highway will not connect with any place where Arizonans actually live. It won't even help people travel to Mexico from states to the north like Nevada and Utah, since such travel is small in volume and, again, the highway avoids all population centers.</p> <p>The only need left is NAFTA-related travel for manufacturers who wish to ship goods to and from Mexico into the far West of the US and Canada. However, given that there are so few manufacturing centers in places like Nevada, Montana and British Columbia, I wonder what genius thinks this is necessary.</p> <p>Why build a four lane highway through pristine desert, a highway that literally and figuratively connects nothing to nothing?</p> <p>Cui bono?</p>	GlobalTopic_4		I- 3042 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Marlowe	Jill		Website	6/21/19 6:41 PM AT	I am opposed to the construction of this freeway. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. •Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. •The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. •The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. •Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. •The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. •Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. •The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that threatens our precious water supply. In short this plan would truly be costly and also terrible for Tucson citizens and wildlife. I am deeply opposed.	GlobalTopic_4, GlobalTopic_1, BR-2, R-2, E-2, LU-3, WR-3		I- 1918 -1
Marongelli	Antoinette		Website	4/28/19 4:51 PM AT	My comments deal specifically with Pima co, as I am a Pima County resident, living in Three Points AZ. If an additional route is necessary, the Orange Alternative is the one that makes the most sense for Pima Co. Your own report shows it as the least obtrusive to wildlife, the least obtrusive to the environment, and also the least expensive by BILLIONS of dollars. Why we are considering raping what little of the desert we have left, hurting our environment and wildlife while charging the taxpayers for it is beyond me. It is my opinion that the Pima Co politicians have tried to make it more attractive by lowering property taxes in the proposed Purple and Green corridors. At previous town hall meetings in Pima Co, the residents have UNANIMOUSLY voted against the Green and Purple options. Please listen to the residents, spend less money, save our environment and go with the Orange alternative if you must pick one at all.	GlobalTopic_1		I- 311 -1
Marques	Clarissa		Website	7/07/19 2:57 PM AT	As a citizen of Tucson and of Pima County, I am fervently opposed to I-11 as a bypass from Casa Grande to Green Valley. First, the proposed bypass would pull traffic away from the revitalizing downtown area of Tucson and take the economic activity away from the heart of the city. We have put so much effort into the downtown revitalization, including now adding a riparian corridor along the Santa Cruz, new hotels, new businesses, that moving that economic activity out to a pristine area makes no economic sense for the citizens of the City of Tucson. The economic development will be forced out into the incorporated areas of the county and the citizens of Tucson will not be compensated for the additional services that will be needed to be provided to the businesses that will surround the proposed bypass. Second, and perhaps more important for me, the proposed I-11 will be heartbreakingly close to natural treasures, Ironwood Forest National Monument, the Tucson Mountain District of Saguaro National Park, Tucson Mountain Park and the Arizona-Sonora Desert Museum, destroying wildlife habitat and critical desert environments. I work as a volunteer at the Arizona-Sonora Desert Museum and know first hand the beauty of the Sonoran Desert in this area and the delight that guests from our community, our nation and our international visitors have when visiting these near pristine natural environment (bringing their tourist dollars to our community). The noise, traffic and pollution will impact the areas of our county that still bring natural beauty ... wild and unique. The proposed roadway will also impact Kitt Peak observatories at a time when we, as a community, are the center of optics and astronomy around the world.	GlobalTopic_1, E-1, R-2, E-2, N-2, BR-1, and V-1		I- 2790 -1
Marques	Clarissa		Website	7/07/19 2:57 PM AT	Why not relocate the proposed bypass to a corridor already aligned around I-19 and I-10? Why not maximize the existing transportation corridor? I simply do not understand the logic for this proposed bypass ... it does not make economic sense; it does not make environmental sense; it is not a plan for the City of Tucson or for the residents of Pima County. Please re-consider a location in the existing transportation corridors of I-10 and I-19.	GlobalTopic_1		I- 2790 -2
Marques	Paul		Website	7/07/19 9:37 PM AT	I firmly oppose the plan to run an I-11 corridor west of the population centers in Pima and Pinal Counties. I have been a resident of Tucson beginning in 1968, a doctoral graduate of the University of Arizona in 1973, a former U of AZ professor through the 1980s, and following retirement as a career research scientist in 2013, in recent years I have been serving as a volunteer for two agencies in the Sabino Canyon Recreation Area. I have come to embrace this part of the world as my home and have come to understand the symphony of natural balance of lifeforms. I wish your planning office would try to understand open space as more than an unused expanse of desert waiting for your bulldozers. I cannot fathom why anyone in Pima County would want to see you further degrade the environment with this awful plan to expand urban sprawl and reduce habitat through Avra Valley and adjacent still natural ecosystem parts of the Sonoran Desert. There are existing population centers adjacent to the I-10 corridor that would welcome the expansion of the roadbed between Tucson and points north and west. The use of the land west of Tucson may seem like a good idea among planners in Maricopa County, but Pima County has not been degraded and paved over quite as badly as yours. We would like to keep it that way. The climate will be heating up every year that goes by. Planning on more use of fossil fueled trucks is not a way to plan for that future. Electrified trains will move the cargo more cheaply and will reduce the carbon burden. Your planned I-11 through Avra Valley is an anachronism. Please stop it before it is too late.	GlobalTopic_1 and LU-3		I- 2873 -1
Marques	Paul		Website	7/07/19 9:37 PM AT	If you want to move cargo more quickly from the border toward Phoenix improve the railbeds so products can get to market more cheaply than by truck. If you want to move automobiles more efficiently, widen I-10 and run I-11 adjacent to it until the areas near Casa Grande.	AC-9 and GlobalTopic_1		I- 2873 -2
Marrs	Nancy		Website	6/27/19 12:45 PM AT	This is not why I settled outside of city limits! There are 2 existing hiways that can be used for the I-11 without disturbing the BLM land and all the residents in Hidden Valley! This is an outrage to spend money on the plan to build here! None of us out here want this out our front door or along OUR BLM!	R-2 and GlobalTopic_4		I- 2097 -1
Marsh	Lee		Website	5/23/19 7:52 AM AT	The future traffic projections used to justify this project are based on incomplete information, and assumes that the only technological advance we can rely on is making roadways bigger to put more cars on the road. Because of the environmental impacts outlined in this report and the economic impacts from having to maintain the proposed new road infrastructure, this project should be abandoned in favor of more creative solutions to a growing population and roadway demand. If a new highway absolutely must be built, please use the route that would leverage existing infrastructure rather than one of the destructive solutions.	GlobalTopic_4 and AC-3		I- 1075 -1
MARSHALL	CHARLES		Website	4/22/19 1:15 AM AT	I strongly support the recommended purple option. As a resident of south Goodyear (south of the Gila River) I believe the value of having convenient access in all directions as essential to future commerce for both residential and commercial properties. I11 Purple Option would provide growth opportunities faster than the other options. The positive metrics with the Purple Option is the best at taking advantage of the growing commerce centers west of Phoenix. The elimination of Trucks on the central Phoenix roads will be significant. The ability of through traffic to bypass the densely populated areas in Maricopa County would save time and money. The infill of residents to the West, South, and East of Goodyear becomes a viable growth option for the City.	GlobalTopic_4		I- 227 -1
Marth	Paul		Phone	7/08/19 1:00 AM AT	Hello, I'm Paul Marth. I have property in the Tucson area and I would like to state my objection to I-11. I think it's a bad situation to build a road when we're try to cut back on driving and air pollution and climate change. I mean it doesn't make sense to me. Plus it will destroy some good property. That's it. Thank you.	GlobalTopic_1, AQ-1 and AQ-2		I- 3435 -1
Marth	Rita		Phone	7/08/19 1:00 AM AT	My name is Rita Marth I am a property owner on W Ruderfeld Rd I am very unhappy about this proposed road. It would be devastating to our neighborhood and also to the park which is actually more important. Please do not go ahead with this. Thank you.	GlobalTopic_4, and R-2		I- 3438 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Marth	Virginia		Website	6/15/19 1:01 PM AT	I strongly oppose the building of I-11. I live in the affected community and no one I have talked to is in support of I-11. There is no demonstrated need for this freeway and in its wake will be increased air and sound pollution and destruction of the precious natural environment and ecosystems here. Saguaro National Park is close to the proposed freeway. People travel from around the world to see this beautiful Park. Will it be so attractive or pristine with a freeway running by it? No. What is this about - enriching a few people who will profit from the construction and leaving a trail of destruction without regard to the people who live here. I am not in favor and I don't know anyone who is.	LU-3 and AQ-1 and N-1 and AC-4 and GlobalTopic_4		I- 1551 -1
Marth	Virginia		Phone	6/13/19 1:00 AM AT	Hello, this is Virginia Marth. I'm calling, I'm from the area that's going to be affected by I-11 and I'm calling to register my strong opposition to this freeway. We don't need it. There is no evidence that we need it and it's going to dramatically, it's going to bring a lot of air pollution, sound pollution, it's going to really affect the ecosystem, Saguaro National Park. Strongly oppose and I've been talking with neighbors about it. It's interesting. It's the one issue that seems to unite people politically, whether they're red or blue, nobody I've talked to wants it. No one. And I'm hoping there is a huge outcry. I strongly oppose. For this one phone call there to be 10,000 calling for me now. I strongly oppose. My name is Virginia Marth. I'm a registered voter and I live in Picture Rocks. Thank you.	GlobalTopic_1		I- 2459 -1
Marth	Virginia		Email	7/08/19 1:00 AM AT	*Hello - I am writing to strongly oppose the construction of I-11. It seems to serve no positive purpose and will cause great and permanent damage to our land here. The residents in the affected area (and I am one of them) *will suffer with increased air, noise and light pollution. Animal habitats will be destroyed and Saguaro National Park - a destination for people from around the world will be permanently tarnished. Why would we want that?? We DON'T. Let's do the right thing and leave the land as it is. Climate change is upon us and we certainly don't need another freeway launching more pollution into the air, especially where there is no demonstrable need for it.* *Thank you,* *Virginia Marth* *XXXXXXXXXX, Tucson AZ 85743*	GlobalTopic_1, AQ-2, R-2, AQ-1, N-1,V-1, and BR-1		I- 3421 -1
Martin	Brad		Oral	4/29/19 1:00 AM AT	MR. BRAD MARTIN: All right. Thank you for hearing my comments, and you probably heard these comments already. But some of the concerns and the things that don't make sense about the corridor studies is that it seems like the preferred method to bring the freeway through Tonopah through across Palo Verde and then across the south of Buckeye and then through Rainbow Valley. And that doesn't make a lot of sense to the residents there that are going to be displaced and for all the generations of folks that have homesteaded there that -- and I know personally because I'm a fifth generation of Buckeye that some of the farmers have been in this places where this freeway would go, and they would be displaced after five generations. They're some of the pioneers that developed and homestead those lands. And so it doesn't make a lot of sense to us why the corridor that's available down Highway 85 and then south of Buckeye across this Gila River and across the Sonoran preserve would not be used instead of displacing and coming down Highway -- or I-10, when you reach that coming south, coming down I-10 to 85 and across Sonoran desert to Casa Grande rather than displacing all those people, and devaluing all their homes, taking away all their generations of heritage and all the history that goes on there and the human part of it. I realize that there's some sensitive things that you have to protect out in the desert and things like that. But the sensitivity of the people and their children and their generations is, by all means, much more important to that, especially by the turnout of the people here. I see all my friends and neighbors out here. And it just seems that the preferred route that's chosen, the blue route, is preferred by people that don't live there. And the people that do live there are very concerned about their futures. I mean, right now I don't know what to do with my house even though it doesn't right over the top of it, it's going to go right over the top of the road, which is the only access to my house. And so I don't know what it would do for the future of my house. I can't sell the house. I worked my whole life, and I've been here for several generations to get into the place where I'm at. And it would displace me and devalue my house or I may end up being stuck with it with the freeway running right through my yard basically. So thanks for hearing my comments. And just remember the importance of the votes of the people, that it's not just about the numbers and it's not just about what's most convenient for future development or whatever. But when you have alternatives to not uproot the people that have been there for generations, they're the ones that have the most at stake here, and their comments and their vote should be the most important. Thank you.	GlobalTopic_2 and G-1 and LU-1		I- 1189 -1
Martin	DonnaWW		Website	5/22/19 1:58 PM AT	The noise pollution is so bad now from I-19, how will it be for this highly populated area. And with all the schools in this area I would hope there would be a better choice for the I-19!! Interstate.	GlobalTopic_4, N-1		I- 1068 -1
Martin	Joyce		Phone	6/13/19 1:00 AM AT	My name is Joyce Martin and I live in Avra Valley and I am totally against this I-11. My husband and I have lived out here for 46 years and it's my understanding we would lose our home. I can't support this, and I know there is a lot of other people out here that cant support this. It's just, it's just totally outrageous to destroy the desert out here.	GlobalTopic_1		I- 2457 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>My name is Joyce Martin. My husband and I have lived on our property on Sandario Rd. near Mile Wild Rd. for over 46 years. My husband served in the Air Force, was stationed in Okinawa and Viet Nam plus TOY in South Korea during the Pueblo crisis. Our children grew up on this property. Our son still lives in the neighborhood. From what we've been told I-11 will take our property. With both of us in our 70's, it would be next to impossible for us to move everything we have collected in the last 4½ decades.</p> <p>We were unable to attend the meeting at Marana High School on May 11 because we were out of town. On May 8th we flew to Augusta, GA for our only grandchild's college graduation. However, what was supposed to be a happy event turned tragic. Our grandson committed suicide on May 9th before we even got to see him. This after losing my mother in February was really hard to take. Not a good year for us thus far. Upon returning home, we then heard of the west choice for the I-11 corridor. You can't imagine how devastated we are, with everything we had just endured. Our world has been turned upside down and inside out.</p> <p>The property just west of ours has two people who would also be made homeless. The owner of the property is an 80 year old lady. Her home is well know in the area as the Battle House. Articles have been published in the Tucson newspaper on more than once. These building were built in the early 60's and need to be saved.</p> <p>The other individual is another total disabled Viet Nam vet with PTSD and no family. Will the federal government or ADOT help him find a new place to live? Will you help move all his belongings? I don't believe that will happen. So what is he to do?</p> <p>How many more stories are out there like ours? Many families in just this neighborhood are retired and/or have lived in this area for 20 years or more. An ADOT spokesperson said a combination of I-10/I-11 route through Tucson would cause destruction of some neighborhoods. What does she think will happen along the I-11 corridor through the Altar & Avra Valleys? Is it her opinion, anyone out here doesn't matter? Our neighborhoods are not being destroyed? Who does she think she is? Has she ever seen the palo verdes blooming in Avra Valley? Or the cacti bloom? Everything was outstanding this year due to the rains. So much of that will be destroyed if I-11 goes through.</p> <p>If I-11 goes through our area as planned, the neighborhood would be cut in two. Srco and the water company run new lines at what cost? Is ADOT even concerned? How much revenue will each company lose or any other utility that will be in the I-11 corridor?</p> <p>Several newspaper articles and letters to the editor are against I-11. One letter from a Southside resident referred to NIMBY hypocrisy. Mr. Southside isn't facing losing everything. He needs to walk in our shoes for a day. He also gave no reason for I-11 to be built out here.</p>	GlobalTopic_4, GlobalTopic_1 and LU-1, LU-3	Martin_J_13249	I- 3249 -1
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>Summary: I-10/I-11 Route Pro: At least \$3.4 billion less cost for taxpayers. Con: Loss of some neighborhoods in Tucson</p> <p>Altar Valley/Avra Valley Corridor: Pro: None Con: Loss of wildlife habitat Air, noise, light pollution Increase in Valley Fever possibility Loss of revenue for Tucson Threaten Tucson CAP Water supply Encourage urban sprawl Destroy rural character of the valleys Sever critical wildlife corridors Impact Saguaro National Park West Ironwood Forest and Tucson Mitigation Corridor Lower property values (loss of tax revenue) Hundreds losing homes and property Thousands impacted in corridor</p> <p>We are only two fighting for our lifestyle of 46 years! 46 years! 46 years!! 46 YEARS!!!</p> <p>How would you feel if you were in our shoes?</p>			I- 3249 -1a
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>With the difference in cost between the I-10/I-11 route and the Altar/Avra Valleys route, how can anyone support the second. \$3.4 BILLION sounds like a waste of taxpayer monies to me. And when has a government project even been under budget? If I-11 goes through Altar/Avra Valleys as proposed, it's another case of government abuse of power. I would really like to know who's behind this and why.</p>	GlobalTopic_1, E-3, AC-4		I- 3249 -2
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>With the expansion of I-10 from 4 lanes divided to 6 lanes divided to Phoenix, why is I-11 needed. It will only be two lanes with both automobiles and semi trucks at a 75 MPH speed limit. There is always someone who will exceed the speed limit, which leads to accidents. With a shortage of police now, how does ADOT plan for the addition of I-11? I-11 will also make it easier for human and drug smugglers to get to Phoenix and beyond. A group of us often ride in the Ironwood Forest and have seen first hand the trash left by illegals. We do our best to leave the land better than when we came.</p>	GlobalTopic_1		I- 3249 -3
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>Kit Peak telescopes are bothered by light pollution from Tucson. Won't I-11 add to that problem? The Desert Museum has a scenic viewing area looking over Avra Valley. How scenic with that be with I-11 running through the Valley? Not to mention the noise and air pollution. The Desert Museum draws thousands of locals and tourists, not to mention all the school trips made every year. How much would it be impacted?</p>	GlobalTopic_1, V-1, N-1, AQ-1 and E-2		I- 3249 -4
Martin	Joyce		Mail	6/06/19 1:00 AM AT	<p>The worst part is the impact on the plants and wildlife. We have at least 100 saguaros on our property. How many can be saved? Will they be saved? Ours is just one small portion of this corridor. What will be the impact on the Tucson Wildlife Mitigation Corridor? I-11 would never be allowed to cross this area. Big horn sheep have been spotted in the Tucson Mountains. They had to come from the west from an existing herd. What happens to them in the future? We feed and water the birds including hummers. We often see coyotes and javelina on our property.</p>	GlobalTopic_1, BR-6, BR-7		I- 3249 -5

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Martin	Joyce		Mail	7/03/19 1:00 AM AT	Enclosed are several letters to the editors from the AZ Daily Star all against I-11. I also question if we are being listened to. I get the feeling that the decision has already been made against us. We are just wasting our time. But let me tell you, we're not going down quietly. It's not just us in the I-11 corridor against this. The cost of this to the taxpayers is outrageous. The cost to the wildlife and plant life is worse.	CO-3 and GlobalTopic_4	Martin_J_13507	I- 3507 -1
Martin	Justin		Website	7/07/19 7:34 PM AT	The "orange route" will have less of an impact on the environment which would bisect marshlands and agricultural fields that birds like the federally endangered Yuma Ridgeway's Rail rely upon. In addition, the impact on neighborhoods, farms, families and existing established communities would be lessened. The monetary impact of the "orange route" would be substantial and should be considered in this route. The current infrastructure in place on I-85 would lend itself to the "orange route"	GlobalTopic_2 and GlobalTopic_4		I- 2850 -1
Martin	Larry		Phone	6/20/19 1:00 AM AT	Yes, I'd like to talk about I-11 for a minute. I don't believe it should be going through Avra Valley. This is a treasure for the people of Tucson and thousands of tourists that come to the desert museum, old Tucson and hike in all the parks, including Iron Wood National Forest. It would just be a travesty to bring it out here there's lots of families that have been out here for many years. I have almost five acres and I'm a half a mile from the desert, um Saguaro National Park and I have over 100 Saguaros on my property alone. I believe all this should be left alone. Thank you very much.	GlobalTopic_1		I- 3266 -1
Martin	Larry		Website	5/11/19 12:12 PM AT	The proposed route of Interstate 11 will displace thousands of individuals from their homes. Many of the families have lived here for many years and even generations. They are living here for their retirement. The wildlife in this sensitive area will be wiped out and the Saguaro's will be lost. The pollution will change the entire eco system. I have lived on my property for 46 years, have over a hundred Saguaros on my parcel. I have spent thousands of dollars making my property beautiful while still keeping the character of the desert. I have cleared only the area that was needed for my home and drive. I have left the cacti in place. Fix the roads we already have, don't destroy what our state is known for. It will affect the Desert Museum and the National Forest.	GlobalTopic_1 and GlobalTopic_4		I- 760 -1
Martin	Lenora		Email	6/17/19 1:00 AM AT	I lenora martin dont think they should build the i 11 on avra valley road. cause it will affect the fire department and. As it is the pisoners they escape from prision they they will have a better chance to get a free ride with the truckers and get away. So please dont do the freeway there. Thank you for your time lenora martin. XXXXXXXXX in marana az 85653	GlobalTopic_4		I- 2470 -1
Martin	Lisa		Email	7/09/19 1:00 AM AT	I am opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT. Sent from my Verizon, Samsung Galaxy smartphone	GlobalTopic_1	No Attachment Submitted	I- 3464 -1
Martin	Lisa		Email	7/09/19 1:00 AM AT	To whom it concerns, I am opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT. Lisa Periale Martin Sent from my Verizon, Samsung Galaxy smartphone	GlobalTopic_1	No Attachment Submitted	I- 3466 -1
Martin	Lisa		Email	7/09/19 1:00 AM AT	First Name: Lisa Last Name: Martin Address: XXXXXXXXXX City: Tucson State: AZ email: XXXXX@cox.net opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT. Sent from my Verizon, Samsung Galaxy smartphone	GlobalTopic_1	No Attachment Submitted	I- 3467 -1
Martin	Mary		Website	5/08/19 2:22 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 651 -1
Martin	Nancy		Website	5/08/19 7:13 AM AT	Don't build it. We cannot maintain the roads we have.	GlobalTopic_4 and AC-7		I- 633 -1
Martin	Peter		Website	5/17/19 9:41 AM AT	We have lived here for 39 years. XXXXXXXXXX, Sahuarita, Az 85629. we are about 300 feet north of Twin Butts road. We have Harris hawks that nest in our pine trees, also owls that use the trees at night, also Gila monster that has been here for a number of years and have given birth to little ones. Humming birds that have been nesting in our trees. Plus a variety of other birds. Also numerus varieties of lizards and snakes. because of the habitat and contiuous watering of vegetation thru out the year. We would hope another route can be taken that would save this area where a variety of vegetation and wild life live plus the human population that have lived for most of there lives, with 23 years of military service I hope you can save our homes.	GlobalTopic_4, GlobalTopic_1 and BR-2		I- 941 -1
Martin	Robert		Other	5/03/19 1:00 AM AT	[Hi. My Name is Robert Martin. I'm look for answers to my concerns about the I-11. My house is in the pathway. I don't own the property but I do own my house. What are my options? Is the state going to help us? Thank you for your help in this matter.]	LU-1		I- 1477 -1
Martin	Robert		Website	5/11/19 12:11 PM AT	To Who It May Concern. This project is a waste of taxpayers money. We already have I-10 and I-19. It is going to displace a lot of people and wildlife. We have Big Horn Sheep crossing from the Silverbell Mts. to the Tucson Mts. What is ADOT going to do for the people that will be forced out of their homes? Are questions need to be answered.	GlobalTopic_1		I- 759 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Martin	Robert		Phone	5/06/19 1:57 PM AT	Yes, I just have some questions about what's going to happen to people that live in the path of this thing. I think this thing is a waste of tax payer money. Can you call me back at XXX-XXX-XXXX. My name is Robert Martin. Thank you.	GlobalTopic_4		I- 846 -1
Martin	Victoria		Website	5/13/19 5:06 PM AT	I oppose this ADOT project for several reasons including the adverse environmental impact and the importance of supporting alternative transportation systems, such as rail.	GlobalTopic_4 and AC-9		I- 886 -1
Martinez	Alexis		Website	6/26/19 4:26 PM AT	Dear sirs, After reviewing the recommended corridor alternative for I-11, I must completely disagree that this is the best alternative. Sahuarita, Arizona is no longer a rural community. On the contrary we are a thriving community with history on rural southern Arizona. The proposed corridor cutting through the west side of Sahuarita would disrupt many neighborhoods. Generations have lived on land west of Sahuarita where the proposed corridor would run. It does not make sense to me that this size of a project would be built in this area. It especially does not make sense when there already exists a major interstate (I-19) just miles from where this proposed corridor would run. Why not use the infrastructure that is already in place and expand on that? Wouldn't that be more economical and less intrusive/disruptive to the Sahuarita community? A major interchange would have to be built. There are two interchanges (Sahuarita Rd and Pima Mine) that could serve this purpose, or better yet, travel 20 miles north to the major I-19/I-10 interchange. The purple alternative makes the most sense to me. It seems that this route impacts fewer people. Either way, people will be affected. It just does not make sense to run this type of corridor through existing neighborhoods when less than 5 miles away I-19 is available. We would benefit more from expanding I-19. I respectfully submit my dissent on this study and recommended corridor. Alexis Martinez	GlobalTopic_4 and AC-7		I- 2083 -1
Martinez	Rigoberto		Mail	6/22/19 1:00 AM AT	I'm writing this not in complete disapproval of your plans to construct a new (I-11) freeway through our community. Being a native of Nogales I see no point in another avenue for more Mexico traffic. You have all the required space to enlarge the I-19 corridor to 4 lanes south & north bound, with no reason to destroy the ecology & animal habitat & carving out the Sierrita Mtn. Range. Also building an additional freeway to the north from Nogales & bypassing Tucson, you also accomodate a new route to the transport of drugs & migrants, & the need for additional customs & border patrol agents & equipment, and more Checkpoints. The displacing thousands of families should be your prime concern instead of wasting money needlessly & burdening vs. with more & excessive taxes.	GlobalTopic_4 and GlobalTopic_1	Martinez_R_I3496	I- 3496 -1
Martinez	Tomas		Website	6/20/19 12:00 AM AT	I love the idea of Nogales to Las Vegas and Canada. I say build it with all the aspect to move commercial traffic. What about other installs of fiber optics or even better a high speed train to carry all the MLB baseball fans from Mexico in Nogales to Phoenix.	GlobalTopic_4		I- 1827 -1
Martinez-Nagele	Susan		Website	7/06/19 8:43 PM AT	This is not a great idea. What about the homes that are currently in the path? There is no need for a bypass. This is just a waste of money. Use it to fix the current freeways and roads.	GlobalTopic_4, LU-1 and AC-7		I- 2687 -1
martin-hoff	Catherine J and Jeffrey		Website	6/17/19 12:24 PM AT	To Whom It May Concern: My husband and I as long time Arizona rural dwellers and lovers of this great State adamantly oppose the proposition to build "Interstate 11". The plan as proposed is destructive to commerce, citizens that live near and far from the highway and most certainly to our beautiful desert vegetation and wildlife. We have plenty of interstates to go around! Most likely you can all agree we don't even have the monies to keep them in decent condition at the current time: throwing precious resources to create a new highway as a solution to speeding up incoming commercial vehicles and traffic makes no sense. Our "throwaway and buy new mentality" has got to stop. Please halt the short sighted solution known as Interstate 11. Sincerely, Catherine J Martin and Jeffrey A. Hoff electronically signed 6/17/19	GlobalTopic_4		I- 1621 -1
Martzolf	Austin		Website	7/01/19 3:56 PM AT	I live in a rural area of Maricopa in Thunderbird Farms. Plain and simple, I do not want this I-11 going through my property area. I think this project is best to improve the highways that are already going that direction. I-8 and the 85 are not well traveled in this area and could use the improvements. Having the I-11 go through this area would not be beneficial financially to Maricopa. Not to mention take away farmland and people's homes as this projected route is proposed. I do not want this type of problem near my property. I chose to live out here for a reason and you are trying to take that away.	GlobalTopic_4, LU-1, and G-1		I- 2279 -1
Marum	William		Website	4/16/19 12:40 PM AT	Please extend the comment period until the end of September to make sure that the word gets out about the project and all voices are heard.	GlobalTopic_9		I- 99 -1
Marum	William		Website	4/16/19 12:40 PM AT	Personally I would prefer to see I -10 double decked through Tucson. This would protect the views from Old Tucson, the Desert Museum and Saguaro National Park West, three of Tucson's most important tourist attractions.	GlobalTopic_1		I- 99 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mary	Forde		Website	6/15/19 12:23 PM AT	<p>My comments are of two types: altruistic and narcissistic.</p> <p>Firstly, us humans do a damn good job doing 'progress.' Brought us to global warming, urban sprawl, destruction of irreplaceable lands, buildings, eco systems, and those things that form a sense of place and a personal biography. Some are gone forever.</p> <p>The permanent and devastating damage this interstate will do has been eloquently stated by scientists, naturalists, botanists, preservationists, conservationists, and lovers of things that present their beauty and are silent because they cannot speak for themselves.</p> <p>So I am speaking for those that cannot speak for themselves: the desert ecosystem in its totality. THERE IS NO OTHER PLACE ON EARTH LIKE THE SONORAN DESERT. THE SAGUARO GROWS NO OTHER PLACE IN THE WORLD OTHER THAN THE SONORAN DESERT. These two statements should give any human being pause.</p> <p>The idea of tearing up this treasured land to place an interstate is obscene.</p> <p>The beauty in the stillness of it all as it is now; punctuated by the call of the quail, the coo of the doves, the howl of the coyote, the notes of the thrasher; the mountains in the distance, the stary, stary night; the breathtaking Arizona sunset.</p> <p>The notable list is endless.</p> <p>Do no harm to these treasured public and tribal lands; wildlife corridors, bring about noise, air, and light pollution; do not increase urban sprawl and all that results.</p> <p>No amount of research and thoughtful mitigation can repair the damage this will cause. And we all know that; we have done similar damages to Mother Earth since human beings began being 'human.'</p> <p>And now to my narcissistic comments:</p> <p>We purchased this home last December; it was to be our 'toes up' home. We chose it for what WASNT here; noise, pollution, sprawl. We treasure its pristine beauty, the quiet and privacy. I have had breast cancer twice. It is not know how much time I have left, but I am content and at peace to spend my last moments here surrounded by such singular beauty. Beauty as it is now; not with a roaring interstate for my back yard.</p> <p>DO NOT TAKE THAT PRISTINE BEAUTY AWAY FROM ME.</p> <p>Of course our property values will plummet; you have no right to take the value and equity in our home for a wrong-minded project such as this.</p>	GlobalTopic_1 and LU-3 and BR-1 and N-1 and AQ-1		I- 1549 -1
Mary	Forde		Website	6/15/19 12:23 PM AT	Do not reduce revenues to the Sonoran Desert Museum and Saguaro National Park. Save billions of dollars by co-locating I-11 with I-19 and I-10. It is the 'green,' fiscally responsible, and moral thing to do.	E-2 and GlobalTopic_1		I- 1549 -2
Mary	Forde		Website	6/15/19 12:23 PM AT	I find the speculation of moving people faster to Las Vegas, and moving goods to Canada and Mexico (and vice versa) misplaced. Why not replace or create a rail system? Do we know for certain in the near future the will not be tariffs placed on Mexico that will slow if not eliminate the need for this interstate? Billions should not be poured into asphalt and re bar and encourage more use of the limited fossil fuels and dumping of carbon into our world.	AC-9 and AQ-5		I- 1549 -3
mason	mark		Website	6/18/19 2:19 PM AT	I am opposed to the proposed i-11 interstate I believe it is unnecessary a massive waste of our tax money,also it will destroy the rural carcter of this area that I and many others moved out here to enjoy saguaro natl park will be compromised greatly by this massive infrastructure project few places are left for wildlife free of interference by humans.	GlobalTopic_1, LU-3		I- 1735 -1
Massie	Sherry		Website	6/28/19 2:48 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2182 -1
Matelli	Leeanna		Website	7/06/19 4:33 PM AT	Please do not use the route through Hidden Valley. Please do not impact our beautiful little neighborhood and wildlife areas. I am grateful everyday to be in this area just the way it is. Please use the orange route.	GlobalTopic_4		I- 2662 -1
matelson	Teri		Website	4/16/19 12:05 PM AT	I support the Purple Designated alternative for I-11 corridor highway development because the blue or orange alternatives would require removal of significant swaths of many residential neighborhoods, including mine. Hwy 19 currently adversely impacts homes communities with astounding truck and car noise from continuous fast car and truck traffic. Moving the (even larger) highway away from homes and neighborhoods would be a benefit to thousands of people in the Abrego/Continental corridor.	GlobalTopic_4		I- 93 -1
Matesich	Corinna		Website	7/05/19 6:37 PM AT	<p>Corinna Matesich Tucson, AZ 85745</p> <p>July 5, 2019</p> <p>I am writing to voice my opposition to ADOT's Recommended Corridor Alternative through Avra Valley. I am a Tucson native, who returned to this City after attending college and living in Boston and San Francisco. The unique landscape, communities and way of life in Southern Arizona simply does not exist elsewhere, and will not exist indefinitely if we allow growth to rise without a plan. I-11 in Southern Arizona is an invitation to continue on with the status quo. An economy built on building houses and adding warm bodies rather than building new kinds of business and economies cannot sustain us in the long-term.</p> <p>The Recommended Corridor Alternative runs far too close to our main water supply, the CAP canals and recharge basins. I worry about the safety and security of our water being at the mercy of spills and accidents, which are all too common, and will collect harmful particles and chemicals from emissions on a 24/7 basis. The Recommended Corridor Alternative even stands to route travelers and truckers away from the businesses that already serve them. Building a new highway stinks of a lack of creativity, and a lack of understanding about what Southern Arizonans value, and how our local economy works. It is for these reasons that I am strongly opposed to ADOT's Recommended Corridor Alternative through Avra Valley.</p>	GlobalTopic_4, AC-4, WR-2, WR-3 and GlobalTopic_1		I- 2613 -1

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Matesich	Corinna		Website	7/05/19 6:37 PM AT	A big opportunity in our region is already an important part of our local economy—recreation and tourism, and can grow, if we preserve open spaces and allow our landscapes to thrive. The Recommended Corridor Alternative puts that industry in jeopardy by presenting huge, lasting problems that cannot be adequately mitigated by the proposed plan. These include impacts to important recreation and tourism sites such as Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park and Pima County's Conservation Lands System. Not only are these lands inherently invaluable for the plants and animals that exist nowhere else on Earth, but offer locals and visitors open space, clean air, and places we want to visit. Close to 1 million people who visited Saguaro National Park last year can't be wrong about that. Their visits were positive for our local economy by bringing more than \$88 million, according to a new National Park Service report. Placing a new highway at the doorstep will ruin a panoramic view that expands all the way into Mexico and across the Tohono O'odham Nation. Our dark skies are protected and put in jeopardy. Healthy ecosystems, native animals and plants, and world-class trails cannot be properly mitigated by ADOT's proposal.	GlobalTopic_1, E-2, V-1 and R-2		I- 2613 -2
Matesich	Corinna		Website	7/05/19 6:37 PM AT	Secondly, the proposed highway is designed to cut only 16 minutes of travel time for truckers driving between Nogales and Casa Grande off the "No Build" option between these cities. This can add up over time and number of vehicles to a loss in money and an increase in emissions. However, it is such a small amount of time that I believe it indicates a much more interesting and invigorating engineering problem. Finding that same time savings through other forms of optimizing our infrastructure is truly where we need to be putting our 21st century brainpower. I do not oppose new roads being built in the urban core of Tucson or the suburban corridor that already exists. New technologies, such as self-driving trucks, and investment in alternative modes of transport such as mass transit, trains to Phoenix; implementing tolls with demand pricing, raising a gas tax to get cars off the road, creating dedicated shipping lanes, or carpool lanes, and better equipping and funding fire departments and first responders, all present ways to find many minutes of savings.	GlobalTopic_4, AC-8, AC-3 and AC-9		I- 2613 -3
Mathewson	Eliana		Website	6/27/19 4:44 PM AT	You will destroy more of our natural habitat!	GlobalTopic_4		I- 2115 -1
Mathewson	Jesse		Website	6/27/19 4:42 PM AT	This is an unnecessary waste of taxpayer funds.	GlobalTopic_4 and E-3		I- 2113 -1
Matson	Cecelia		Website	7/04/19 10:48 AM AT	My husband and I are opposed to the proposed I 11 corridor. It will permanently destroy the desert in that area. It is completely unnecessary. We would prefer to see investment and efforts go to implementing a passenger rail system between Tucson and Phoenix (and farther north and south at some point). That has been talked about for many many years but nothing happens. That's the smart place to put taxpayer money and it would be much better for the environment.	GlobalTopic_4, AC-9		I- 2544 -1
Matsushino	Karen		Website	6/27/19 9:23 PM AT	As a native Tucsonan, I am grief-stricken at the disregard that has been shown to the environment. I adamantly oppose the proposed Avra Road (I11) highway. I would rather see that money go towards development of a rail system between Tucson and Phoenix.	GlobalTopic_1, AC-9		I- 2146 -1
matteson	Barbara		Website	7/08/19 11:56 AM AT	I strongly oppose the project.	GlobalTopic_4		I- 2955 -1
Matthews	Karen		Website	7/07/19 10:35 AM AT	I oppose anything other than the NO BUILD alternative. In addition to destroying open space, Ironwood Forest National Monument, Saguaro National Park, Arizona-Sonora Desert Museum and Kitt Peak National Observatory, it costs \$3.4 BILLION more to go through Picture Rocks and Avra Valley vs improving I-10 and I-19. Use and improve the existing infrastructure, including the railroad. It's more practical and would be far less expensive. Each one of us learned in grade school geometry that the shortest distance between two points is a straight line. The existing I-19 > I-10 corridor is the straight line the I-11 needs to connect Nogales and Wickenburg through Southern Arizona. When examined side-by-side, the blue and purple alternatives considered by the study chart paths that are not only NOT straight, but that actually look like the paths taken by a couple of drunk sailors fighting for the attention of the same money-grubbing whores. If you are still competent in grade school geometry, and have even the most over-simplified understanding of basic accounting and economics, the NO BUILD alternative is the only plan that makes any sense....unless, of course, you happen to be one of the money-grubbing whores.	GlobalTopic_1 and AC-6 and AC-9	Matthews_K_I2736	I- 2736 -1
Mau	Timothy		Website	6/21/19 11:37 AM AT	I like that it is separate from the I-10. With the population growth in the region, an secondary/alternate route is necessary to reduce congestion during high traffic (rush hour, events, holidays)/construction/and major accidents. A truck bypass around Phoenix/Tucson would help reduce some of the traffic gridlock we are already experiencing. As the land for this idea is still pretty vacant, it is still affordable to acquire the necessary property. Waiting to do this later could mean that portions of the land needed have become developed to the point is no longer makes sense, is too expensive to purchase for the intent, will have too much dissent of nearby residents.	GlobalTopic_4		I- 1894 -1
Maurer	Jim		Email	6/04/19 1:00 AM AT	Be it known that I am for the VR GreenAlternative route.	GlobalTopic_5		I- 1684 -1
Maxwell	Ted		Website	7/08/19 6:32 PM AT	I support the recommended alternative route for I-11 as proposed. Additionally, I opposed the "no build" option. Please include my comments and questions regarding the southern Arizona segments of the proposal included in the attached file. [Attachment-Section III questions and requests for EIS] III. Questions/requests that could be included in comments: Estimated costs in the draft EIS of section B (orange alternative) are insufficient and need to be further expanded, breaking out the costs of the alternatives within the section passing through Tucson; widening, tunneling and double decking.	GlobalTopic_1 and GlobalTopic_4 Please see the project cost analysis in Section 6.6 of the Final Tier 1 EIS.	Maxwell_T_I3117	I- 3117 -1
Maxwell	Ted		Website	7/08/19 6:32 PM AT	• No direct statement exists of the total cost due to lost trade with Mexico as a result of the no build option. This analysis should be added to the report.	GlobalTopic_4		I- 3117 -2
Maxwell	Ted		Website	7/08/19 6:32 PM AT	• Inaccurate declarations and claims made during this process of the number of homes and "hundreds of thousands of acres" impacted will need to be addressed in the EIS. • How many home sites are within the recommended 2000' swath in Pima County and how many would potentially be included once the route is reduced to 400'? • In the Amado option going northwest, how many Sahuarita homes would be saved?	GlobalTopic_8 and GlobalTopic_1		I- 3117 -3
Maxwell	Ted		Website	7/08/19 6:32 PM AT	• No clear assessment of the economic impact yet the major purpose for which the I-11 business case was justified is International trade. What was the primary purpose of creating I-11? International trade. The report should discuss the economic impact of the increased trade that would be enabled by I-11.	PN-2		I- 3117 -4
Maxwell	Ted		Website	7/08/19 6:32 PM AT	• What facts in the report support the I-10 alternative proposed by many? • Need to add more detail on the impact to neighborhoods and businesses if the orange/I-10 option is selected.	PN-3, LU-1, LU-2, GlobalTopic_1 and GlobalTopic_8		I- 3117 -5
Maxwell	Ted		Website	7/08/19 6:32 PM AT	• What is the incremental mileage to implement the El Toro option versus the Amado Option?	GlobalTopic_8		I- 3117 -6
May	Don		Mail	7/08/19 1:00 AM AT	I urge you to keep our beautiful desert beautiful and natural. Our West Desert and our Desert Museum and Old Tucson are two of our treasures and there are so many more like Gates Pass viewpoint and these would be destroyed by putting an interstate right next to them. This new freeway needs to be put Concurrent with Interstate 10 to preserve our beautiful West Desert!	GlobalTopic_1, R-2, and V-1	May_D_I3519	I- 3519 -1
May	Warren		Website	7/06/19 2:57 PM AT	My wife and I strongly oppose an I-11 corridor through the Avra Valley. For over thirty years we have driven into the Avra Valley seeking and finding less-trammeled desert. One time we took a German visitor out on dirt roads far beyond Saguaro National Park West. When we stopped and got out to enjoy the surroundings, he softly said several times "It's so quiet." Recalling that time, why should we want to emulate an over-crowded Europe?	GlobalTopic_1		I- 2656 -1
Mayer	Dana		Website	4/19/19 8:16 AM AT	Using the recommended blue alternative routes traffic extremely close to populated areas as it approaches the Estrella/Canta Mia area. The GREEN alternative avoids the Estrella/Canta Mia population and provides less disruption to existing homes. Please strongly consider the GREEN alternative.	GlobalTopic_2		I- 173 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mayer	Larry		Website	4/19/19 2:46 PM AT	The proposed route for I-11 (blue option) goes right next to the housing development known as CantaMia in Goodyear, AZ. This is a development of 1700 home sites. The route proposed for I-11 runs within 200 yards of this community. This will cause an excessive amount of noise in what is otherwise a very quiet community. There is no reason to take I-11 this close to CantaMia. There are large amounts of almost vacant land to the west of the proposed route that would be very feasible and would not interfere with the lifestyle of the CantaMia residents. Most of the CantaMia residents moved to this community specifically because it was a quiet area farther away from the high density, high noise parts of Phoenix. Routing I-11 this close to CantaMia would reduce property values and interfere with the lifestyle of these residents. Moving the proposed route by just a mile or so would eliminate this issue.	GlobalTopic_2		I- 183 -1
Mayfield	Chance		Website	4/29/19 7:59 PM AT	This comment is in regards to the Tier 1 EIS Corridor, spanning the distance between Rainbow Valley and the Hassayampa River in Palo Verde, AZ. For starters, from a cost standpoint, it makes little sense to select another corridor outside of the I-8/SR-85/I-10 Corridor... as the I-8 between Casa Grande and Gila Bend is EXTREMELY underutilized.. as well, SR-85 is nearly as underutilized(you can still cross it via the many stop signs along its route, and it is plenty wide enough to include the future 400ft Tier 2 corridor AND the existing roadway. I-10 has been planned to be widened beyond Verrado Way as well, so the extra widening of I-10 for the corridor would be limited. Beyond that, the route previously mentioned along the Gila River follows an interesting path. Starting by going right over the top of one of the nicest neighborhoods in Rainbow Valley, it swings to the west on the NORTH side of Beloit Rd near Jackrabbit, then proceeds along a W by SW route covering every piece of private property it possibly can along its route, ending Nearly as far South as Old Hwy 80. The cost of purchasing that much private property would be a non-starter, if sense is used... even leaving alone how many families that forces out of the area, many of which have been here generationally. The house across the street from my home was built in 1910... if that is any indicator of what this corridor through the area is putting at risk. Two publicly owned corridors already exist(I-8/SR85/I-10...and the BLM Utilities Corridor South of the Gila River) exactly for such an expansion, don't ruin areas unnecessarily, and don't spend taxpayer dollars unnecessarily. Chance Mayfield	GlobalTopic_2 and LU-1		I- 334 -1
Mayfield	Judy		Website	6/09/19 3:33 PM AT	The super highway you're planning on building is a huge mistake. Not only will it have an incredible negative environmental impact, but will have a deleterious effect on tourism as well. It's not needed, is a huge waste of money, and would be a horrible mistake.	GlobalTopic_4		I- 1307 -1
Maynard	Ross		Website	7/08/19 6:33 PM AT	I absolutely oppose ADOT's perplexing and irresponsible decision to recommend the alternative route through the Avra Valley. If any route is to be considered, it would be to improve the I-10/I-19 corridor. Instead, we are still fighting this incredulous decision regarding the preferred route, which an overwhelming majority of the Tucson public, NGOs, businesses, and other stakeholders firmly oppose. We (the loud majority, myself included) will do everything necessary to prevent unnecessary harm to our local public lands and natural resources, waste hundreds of millions of taxpayer money (disagree? let's see the numbers and sources), damage to the economy of Tucson proper, added pollution to the Avra Valley (light, noise, air, waste), irreversible damage to local wildlife populations (which simply cannot be mitigated for), and other potential negative impacts or security concerns.	GlobalTopic_1, AC-4, E-1, E-2		I- 3118 -1
Maze	Nancy		Website	6/16/19 8:28 PM AT	I recently found out about the I-11 going through Avra Valley and I do not support it. My personal concern with this highway is that I am a Viet Nam era vet and bought an acre and a half in the Avra Valley recently. I was from out of state and neither the seller's realtor nor mine disclosed anything about the I-11. Once I moved in, neighbors informed me about the I-11. I bought here so I could retire (in 2 years) and age here in an affordable, peaceful, quiet desert home. I do not want the I-11 to destroy my retirement and old age. In addition to my personal dislike of this project, I believe all of Tucson's water goes through the Central and Southern Avra Valley Projects storage and recovery basins. A highway through this area would pollute the water that is distributed throughout Tucson, as well as create problems with the existing infrastructure that is used to carry that water. The prevailing wind pattern would carry all the highway dust and trash, which would settle on the basins and require further treatment of the water. I think the I-11 should go through TX not AZ, as there is more open land there. If it has to go through Tucson, expand the I-10 frontage roads.	GlobalTopic_4 and GlobalTopic_1		I- 1602 -1
McBride	John		Website	6/04/19 9:51 AM AT	Please consider the "VR GreenAlternative" to keep I-11 significantly more west of Vista Royale. It is already a busy road (93) and the further west will allow a smother transition from 93 and 89 to I-11 and eliminate a significant amount of highway noise to multiple neighborhoods. Thank you, JTM	GlobalTopic_5		I- 1259 -1
McCammond	Mariah		Website	5/09/19 1:31 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 709 -1
McCarter	Mark		Website	7/07/19 9:43 PM AT	I am opposed to the Interstate 11 project that is being proposed that would be at the doorstep of the Saguaro National Park. The Sonoran desert is possibly the most unique ecosystem in North America with an incredible number of mammals, birds and reptiles. It has been encroached on through the development of Arizona and this area is one of the last pristine examples of the Sonoran Desert with its inhabitants and should not be jeopardize dwith a new freeway close to its proximity.Its a terrible idea. The Sonoran Desert and Saguaro National Park are the crown jewels of Arizona and please do not jeopardize the last great example of this amazing area. Thank you.	GlobalTopic_1, LU-3, BR-7		I- 2876 -1
McCarter	Theresa		Website	7/07/19 9:36 PM AT	I am completely opposed to the Interstate 11 proposal that would run close to the Sonoran National Park. My home borders the park and increasing noise and traffic through this area would be detrimental to the natural beauty and the wildlife that live here. This is a unique place on our planet and running a freeway anywhere near this area would be a terrible disaster. I am opposed.	GlobalTopic_1, R-2, N-1, and BR-7		I- 2872 -1
McCarthy	Michael		Website	5/12/19 9:37 AM AT	I oppose the building of I-11 in all forms. The environmental impact is simply too high. The existing Interstate 10 should be widened instead. Michael McCarthy XXXXXXXXXXXXX Tucson, AZ 85750	GlobalTopic_4		I- 816 -1
McClellan	Alan		Website	6/11/19 6:29 PM AT	Dear ADOT, After attending 2 ADOT meetings and reading all of the literature handouts, I'm firmly convinced that a NO BUILD option for the Sahuarita crossover, is the only logical choice for this project. It seems like a complete waste of money, and destruction of beautiful natural desert areas. This project should be routed thru the Tucson corridor using I-19. The stated reason for not doing so, would be disrupting a low-income neighborhood, already disrupted. Excuse me? Have you looked at that area? It would be considered Urban Renewal! Sincerely, Alan C McClellan XXXXXXXXXXXXX Sahuarita, Az, 85629	GlobalTopic_1		I- 1485 -1

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McClellan	Alan		Website	6/16/19 1:00 PM AT	I support a NO BUILD comment on I-11 There has been much collusion between Sahuarita and ADOT. The idea that there hasn't even been a public meeting in the place the freeway is proposed to be located is almost criminal! Sahuarita hasn't even told it's citizens about the project!	AC-6		I- 1582 -1
McClellan	Alan C		Website	6/16/19 6:10 PM AT	I11 NO BUILD vote. There's been blatant obstruction and collusion between ADOT and the town of Sahuarita Town officials throughout this entire process. They have both worked to keep the residents of Sahuarita in the dark. They each have REFUSED to hold public meetings in Sahuarita, which is the proposed route of this project. This is just unacceptable.	GlobalTopic_4 and CO-5		I- 1600 -1
McClellan	Alan C		Website	5/08/19 4:54 PM AT	This Highway does not need to be built. Especially with the uncertainty of our current relationships with Mexico and Canada. If the need does arrive it should be built at Arrivaca. The connection through Sahuarita will add much congestion to one of the fastest growing towns in Arizona. Our neighborhood HOA, Rancho Buena Vista, which the proposed route will divide, is completely opposed to it's construction, will oppose it vehemently.	GlobalTopic_4		I- 662 -1
McClellan	Janice		Website	6/23/19 1:25 PM AT	Eliminate from consideration,the proposed I-11 section from Sahuarita to Marana (option D). This section of the Recommended Route is NOT needed or is Counter Productive for the following Project Purposes & Project Stated Needs: Stated Project Purposes: * To connect major metropolitan areas & Markets with Mexico & Canada * To Enhance access to high capacity transportation network to support economic vitality > Tucson is a major market with Mexico - this route would serve to By-pass Tucson, which could have a significant negative economic impact on Tucson > Per the report - the Nogales Port of Entry and I-19 have the capacity & potential so will still be the connection gateway with Mexico for truck & passenger travel > With the new knowledge of the impact of climate change, rather than increasing potential for our carbon footprint on the environment, time & money should be directed towards modes of transporting goods & services utilizing new technologies Stated Project Needs: * Population & Employment Growth * Congestion & travel time reliability * Access to economic activity centers > The study states that most of the projected growth will be within Maricopa & Pinal Counties > The proposed Sahuarita to Marana section is not within these growth areas > Sahuarita's areas for growth & economic development are primarily east of I-19 and north of El Toro Road, so this new route west from I-19 would not be of benefit to Sahuarita's growth & economic development, and could actually harm it by diverting possible tourist traffic away from town. > This section of the route winds between desert areas to be protected (Saguaro National Park, Ironwood Forest National Monument) so could actually create bottlenecks in those areas > This section would by-pass Tucson which would effectively cut off Tucson, having possible negative impact on economic growth in Tucson.	GlobalTopic_1, E-1, E-4, AQ-2 and R-2		I- 1983 -1
McClellan	Janice		Website	6/23/19 2:07 PM AT	Eliminate the Interstate 11 Corridor recommended route section from Sahuarita to Marana (option D) because of the Destruction to the Environment that it would cause. Southern Arizona is home to some of the most spectacular terrain, wildlife, and plant life in the country. The Sonoran Desert's biseasonal rainfall pattern results in more plant species than any other desert in the world. The Sonoran Desert is the only place in the world where the famous saguaro cactus grows in the wild. Many other cacti are also found here, which provide food and homes to a variety of desert mammals and birds. This proposed route from Sahuarita to Marana weaves between the Sonoran Desert pristine areas of the Desert Museum, Saguaro National Park, Tucson Mountain Park, & the Ironwood Forest National Monument. > Regardless of the mitigating efforts described in the I-11 Study, the recommended corridor will have devastating impacts on the terrain, wildlife, and plant life. > The damage the corridor will cause can never be undone. > This is true in the national park areas and in the neighborhoods that aim to protect habitat for wildlife and plant life. > This route will increase potential species isolation by crossing wildlife corridors. > It will impact the endangered Pima Pineapple Cactus and it's habitat. > It will create noise, light, and emission pollution. > With new research on the effects of climate change, we need to be looking to reduce emissions and our carbon footprint - not adding more! > Researchers have found changing climates around the globe, but particularly in Arizona and the arid Southwest, where historic drought conditions are showing little signs of relief. The findings are part of a University of Arizona-led report published in the Journal of Science, which warns that the earth could warm as much as it did in the thousands of years since the last ice age if greenhouse gas emissions are not substantially reduced. Although the new research paints a bleak picture, Overpeck said it's not too late to act. It's not too late, but a lot in Arizona is at stake. " It could really change the desert", he said.	GlobalTopic_1, LU-3, R-2 and BR-1		I- 1985 -1
McClellan	Janice		Website	6/23/19 2:07 PM AT	By utilizing and improving the existing I-19 and I-10, instead of adding another freeway, Arizona will be proactive in helping to preserve this beautiful, pristine Sonoran Desert area, which is a state, national, and worldwide treasure!	GlobalTopic_1		I- 1985 -2
McClellan	Janice	Rancho Buena Vista HOA	Website	7/03/19 5:48 PM AT	In the recent publication of the I-11 EIS Tier I Report, a section of the Recommended Route for this interstate System would run west from I-19 between Twin Buttes Road and El Toro Road in Sahuarita. This route cuts through long established neighborhoods in Sahuarita, including Rancho Buena Vista, where we live! We are asking for this section to be removed from consideration. Should the proposed highway be built, the Environmental impact will be both grave and permanent. What drew us to the area was the night sky, the desert living, the large lots, the animals that roam, the peace, and the tranquility. All of this would be destroyed if a major highway in the Northern edge of our subdivision connecting I19 with the I-11 recommended corridor is allowed to be built. Rancho Buena Vista is a very special, unique community in Southern Arizona, situated in an area of the Sonoran Desert with lush foliage, which supports a myriad of birds and desert wildlife. Our community is distinctly different from most others in Sahuarita, due to our acre lot sizes, custom designed homes, and restrictive CC&R guidelines. Remove the I-11 section from Sahuarita to Marana (option D) from the proposed route. Do NOT include it as an alternative as the study moves to Tier 2.	GlobalTopic_1 and GlobalTopic_4		O- 34 -1

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McClellan	Janice	Rancho Buena Vista HOA	Website	7/03/19 5:48 PM AT	The intent of Rancho Buena Vista was to create a community of lush desert, with minimal disruption of the indigenous fauna and flora, and with tastefully designed homes that blend to the desert landscape. Within the subdivision's boundaries, which provide at least 4 migration easements for wildlife, our residents regularly enjoy encountering fauna and flora that cohabitate within this small piece of the Northern Sonoran Desert: Great Horned Owls, countless Hawks (Red Tailed, Cooper, Harris), Roadrunners, Gila Monsters, Cardinals, Hummingbirds, families of Quail, as well as Deer, Rabbit, Coyote, Bobcats, Javelina, and Snake species indigenous to our region. In addition to the rich diversity of Northern Sonoran flora, our subdivision also shelters the endangered Pima Pineapple Cactus.	BR-7		O-34-2
McClellan	Janice	Rancho Buena Vista HOA	Website	7/03/19 5:48 PM AT	The absence of streetlights and unnecessary outdoor lighting helps to maintain and enhance the beauty and visibility of the night sky. Ninety-five percent of the world's population cannot see the Milky Way. Fortunately, we are among the privileged 5% - a definite special aspect that helps draw families here. A Freeway on the northern edge of our subdivision would destroy the dark sky ambiance and have a significant, negative impact on local fauna and flora. It would destroy our quality of life, and negatively impact our home values.	V-1		O-34-3
McClellan	Janice	Rancho Buena Vista HOA	Website	7/03/19 5:48 PM AT	There is no need to add this loop between Sahuarita and Marana. Per the EIS Study, I-19 has the capacity and potential to handle the future transportation needs. The City of Tucson does not want their city by-passed - they want the route to continue along I-19 and I-10. With a price tag of at least 3.4 Billion dollars to add this new section of Freeway, it is not only environmentally destructive, devastating to the hundreds of families whose neighborhoods would be impacted, but it is also economically irresponsible!	GlobalTopic_1 and GlobalTopic_4		O-34-4
McClements	Martha		Website	7/07/19 8:30 PM AT	We do not need another interstate. The studies have not included autonomous cars and trucks, whether the borders will close. I also don't want a freeway anywhere near the Arizona Sonora Desert Museum. When I attended a presentation there was not idea what would happen is there was a chemical spill near the CAP recharge basins, either during construction or any kind of accident. Thank you. Martha	GlobalTopic_1, AC-3 and WR-2		I- 2864 -1
McCord	Doug		Website	5/13/19 4:43 PM AT	Considering the rise of autonomous vehicles and the unknown impact this will have on traffic flow and volumes I think it is unwise to consider a major construction project with irreversible environmental impacts at this time in history. My recommendation is to NOT build any further interstate highway infrastructure.	GlobalTopic_4 and AC-3		I- 883 -1
McCormick	Carroll		Website	4/20/19 3:50 PM AT	I request that the due date for comments be extended to September 28, 2019.	GlobalTopic_9		I- 195 -1
McCowan	Daniel		Website	4/21/19 1:09 PM AT	I and many Americans are in opposition. Any roads leading to Mexico are roads coming from Mexico which means more smuggling, more illegal alien criminals. It will be seen by Mexico as another easily exploited drug route. This project will provide cartel members and corrupt Mexican military with yet another access route of infiltration into Arizona since border patrol are already spread too thin. This I-11 project will make this state even more unsafe unless we have adequate border patrol personnel backed up by US military watching along the corridor and more importantly, at the border. Any American using common sense and observation of what south America has been doing to our border states will oppose this. The impact on desert wildlife will be irreversible as well. Not a good idea..	GlobalTopic_4		I- 212 -1
McCoy	Douglas and Lucy		Email	6/03/19 1:00 AM AT	We oppose your preferred route and would instead support either no highway connecting to I-19 or the alternative you've proposed having the new highway join I-19 at Arivaca. Our reason for this is that Green Valley is a retirement community known as the best retirement community in the nation. The people in Green Valley are older and have enjoyed the quiet atmosphere in which they live and prosper. This new preferred route will increase traffic, noise and the difficulty for older people to live in a more congested area. It will be more difficult to drive oneself to doctor visits, restaurants etc. New businesses will crop up to service the travelers on the highway. As it is, we are running out of clean water here in Green Valley. This new influx of visitors will put new pressures on this already growing area. Sincerely, Douglas and Lucy McCoy XXXXXXXXXXXXXXXXXXXX GREEN VALLEY, AZ 85614 XXX-XXX-XXXX	GlobalTopic_4 and LU-6		I- 1658 -1
McCullough	Lauren		Website	5/06/19 2:27 PM AT	We should not plan car-centric transportation through a national park. Period.	GlobalTopic_3 and GlobalTopic_4		I- 561 -1
McCullough	Yelena		Website	6/28/19 8:41 AM AT	Not ok, Southern Arizona has a wonderful and unique ecosystem! We can not destroy the home of so much diversity.	GlobalTopic_4		I- 2160 -1
McCune	Frank		Website	6/20/19 12:52 PM AT	Creating a new bypass highway and not using I-10 for the portion of I-11 in the Tucson area would be a MISTAKE. A lot of work was performed on I-10 on the last 15 years to handle traffic, so a bypass highway would make no sense in this area. Then of course there are the nature concerns. Concentrate your efforts on areas that NEED new highways built such as the Phoenix area where I-11 will connect at Wickenburg to Casa Grande. Unlike Tucson, Phoenix actually could use a bypass	GlobalTopic_1		I- 1852 -1
McCune	Nanci		Email	5/26/19 1:00 AM AT	TO WHOM IT MAY CONCERN: Please... NO Interstate! WHY is the ADOT trying to DESTROY beautiful land? Humans are FILTHY creatures. If you build an interstate, you will RUIN the beauty of the area. Nanci McCune	GlobalTopic_4		I- 1286 -1
McCurdy	Sheree		Email	5/25/19 1:00 AM AT	Arizona has more than enough ozone and carbon emissions already without the I-11 corridor being built. Our extremely hot climate contributes to air when combined with all of these emissions we get more problems overall with climate change. Arizona should consider another means of transportation that has low emissions.	GlobalTopic_4, AQ-2 and AQ-3		I- 1282 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McDeavitt	Marci		Oral	4/29/19 1:00 AM AT	<p>MS. MARCI MCDEAVITT: We live on Elliot and Rainbow Valley Road. You're taking this highway right down through a neighborhood, when on the east side and the west side, that neighborhood, there's desert. There's no reason to put that through our neighborhood. 90 percent of our residents are senior citizens. You're hurting them because they're not going to be able to sell their houses. They're not going to be able to downsize. They're stuck because you have this going through a neighborhood instead of through desert.</p> <p>There -- again, 85 is sitting there. There is nothing but highway there already. You're not impacting all the people that you are impacting right now by taking that down Rainbow Valley Road. There's no reason for it to go down Rainbow Valley Road, except for the 303, which we have no idea when or if it is going to come through and where its going to come through.</p> <p>We have been told over and over again that they don't know where the 303 is going. And one of the things on your thing this reason was because it could follow the 303. What 303? We don't -- they told us it doesn't exist yet, and there's no funding for it.</p> <p>So again, by not -- by just moving that thing over to the east or over to the west, you're hitting desert and not housing. And that is all the way up Rainbow Valley. If you just go back behind all of us, you're not hitting any of us.</p>	GlobalTopic_2 and GlobalTopic_4		I- 1152 -1
McDeavitt	Marci		Website	5/03/19 3:51 PM AT	<p>I 11 should follow 85 to 8. The roadway is there. It is much cheaper to widen and improve a roadway than put a new road in. You are wasting Tax Payers money. Going your preferred route takes much needed farmland (agriculture is a major economical industry in Arizona), generational homesteads and dividing communities. People moved to the west valley because of the rural nature and beauty of the land. No one moved here to look at and hear a highway. The 85/8 route will not disrupt our rural way of life.</p>	GlobalTopic_4 and G-1 and LU-3		I- 492 -1
Mcdoe	Brandi		Phone	6/12/19 1:00 AM AT	<p>Yes, Im calling in regard to a card I received an email about the I-11. My address is XXXXXXXX, Tucson, Arizona 85735, I'm off of Sandario and Valencia Road and I am very much opposed to this. I feel that it's not fair. We moved out here in the country to get away from the city and now we're being told an interstate is possibly coming through. I signed a petition to stop it and I'm calling now to please ask, take it somewhere else, do not put it through here. There is a lot of elderly people in the community that would be a great impact on their living as well as my own. My husband and I built this place up to retire here and to make this our home and to have an interstate coming through or to lose this property would be devastating. My phone number is 520-235-3839. I will be going on your website as well. I was hoping to talk to somebody, a person instead of a computer. Thank you so much. Bye bye.</p>	GlobalTopic_1 and LU-1		I- 2444 -1
Mcdoe	Brandi		Phone	6/12/19 1:00 AM AT	<p>Yes, my name is Brandi Mcdoe, I'm calling, I got a card saying that the property that we own is at risk for the I-11 interstate. I'm wanting to make a comment about that I'm against it. I've been a property owner out here ever since 1980 and it would be a great impact on us. We built and we put everything we had in to our property and to think we are subject now to lose it or to have to move or put up with an interstate going by it when we out here have livestock and animals, that's why we moved out here. Please let me know, I can't find it on your website when I go to I-11study.com/Arizona I don't see an area where I can put any of my suggestions in or replies. Please get back to me. My phone number is XXX-XXX-XXXX. I'm very concerned and like I said, I'm opposed to it. I live over here off of Sandario and Ajo and in the Tucson west and I feel it's a big, big mistake to take peoples property away when they built on it and decided to retire on it. It's just not fair. Alright, thank you. Bye.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2445 -1
Mcdonald	Elizabeth K		Website	7/07/19 7:30 AM AT	<p>I believe that existing Route 10 is adequate and that a new interstate in the Avra Valley corridor would be devastating to the residents, the environment and all of the denizens of that environment. Chipping away at our splendid Sonoran desert resource will only harm the residents both near and far from by degrading the environment and ruining recreational spaces that make southern Arizona a destination. Please scrap this horrible and redundant project!</p>	GlobalTopic_1		I- 2712 -1
McDonald	Harriet		Mail	5/01/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007 Dear Sir or Madam:</p> <p>At the presentation in Buckeye for this Study, one of the mitigation areas itemized is that of 'noise'. That is of concern to me and to my neighbors. We have recently moved to a 55+ community called CantaMia. It is at the edge of Goodyear. The maps show that if the blue or purple alternatives are selected, the highway would come within approximately 200 yards of our brand new homes. These home sites were selected because they are so far out of the city that we can enjoy virtual silence. We hear birds, breezes and occasional coyotes, but do not hear motor and commercial noises.</p> <p>Please consider these options. Sincerely, Harriet R. McDonald, Ph.D. XXXXXXXXXXXXXX Goodyear, AZ 85338</p>	GlobalTopic_2 and N-1	McDonald_H_I3228	I- 3228 -1
McDonald	Harriet		Mail	5/01/19 1:00 AM AT	<p>The green option would be a little better as it is further away from CantaMia but the optimal option seems to be the orange option. It is the best option for two reasons. First, as mentioned, it is farther away from this and other new residential areas. But equally important, and would be important for financial interests, is the fact that it follows roadways that are already zoned and existent. The fact that it would include SR-85, which in many places is already a divided four-lane highway, and I-8, which is already built, would reduce the cost of new highway considerably. It would also interconnect nicely with San Diego, CA, as well as Tucson, AZ.</p>	GlobalTopic_2 and GlobalTopic_4	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 3228 -2
Mcdonald	Jan		Website	6/20/19 9:46 PM AT	<p>I am opposed to the proposed I-11 (Nogales to Wickenburg) freeway. It is enormously expensive, unnecessarily parallels existing routes, and would damage important sections of desert and wildlife habitat.</p>	GlobalTopic_4, E-3		I- 1867 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McDonough-Means	Sharon		Website	6/24/19 8:28 PM AT	<p>[Attachment Text]</p> <p>6/24/19 Comments on Proposed I11 route and EIS pertaining thereto</p> <p>The original issue was improvement in use of surface roads for trade and national security. The current proposed route cuts through open, environmentally essential land west of Tucson rather than following the current transportation corridor or I19 and I10.</p> <p>This appears to be short-sighted as land, businesses and existing roads already configure around that already-established corridor. Why bring all the adverse environmental exposures to ecologically necessary habitat when citizens already have adapted to them for the existing corridor? People do not want to own homes or build next to the current interstates but they DO want to live and build out in the areas through which the I11 alternative is being proposed.</p> <p>Please, please do NOT build I11 out into open land thus irreparably harming its essential nature so critical to ALL of us when land, strategies of utilization are already in place for our current routes?? This makes NO sense to eliminate one of the key attributes which draws people to our region -- the open space, national and international treasures of natural ecosystems. Basically this choice would thus eliminate one of the big causes for needing increased surface transportation -- people choosing to visit, live, work here. This makes no sense!</p> <p>Do NOT destroy the essential nature and gifts of our greater area -- Tucson!</p> <p>Sharon McDonough-Means MD XXX-XXX-XXXX XXXXX@dakotacom.net</p>	GlobalTopic_1, LU-3, BR-1 and E-2	McDonoughMeans_I2027	I- 2027 -1
McDonough-Means	Sharon		Website	6/24/19 8:28 PM AT	Also the MUCH better alternative and likely MUCH less expensive plan would include diverting much of the individual car traffic between Nogales-Tucson-Phoenix by light RAIL and then as needed widen the current routes of I10, I19.	GlobalTopic_4, AC-9		I- 2027 -2
McDonough-Means	Sharon		Website	6/24/19 8:28 PM AT	I live here and knew about the Arizona-Sonoran Desert Museum, for one example, 40 years ago, even before I moved here. People come to that attraction from all over the world when they come to our state. National Geographic came to that region to our west when studying habitat and species of this ecosystem. Destruction of its essential nature would ensure that choice would not be made again. So economically that I11 route results in a negative for our economy -- degradation of the very reason for which so many choose to come here, and certainly when compared to choosing between Tucson and Phoenix!	GlobalTopic_1 and R-2 and LU-3		I- 2027 -3
McEuen	James		Website	5/13/19 10:30 PM AT	<p>Dear ADOT,</p> <p>As a potential retiree to the Tubac, AZ area, I am very interested in where I-11 is going to be built. I do agree that the preferred alternative route is my choice as well. First, it mostly bypasses the Phoenix and Tucson metro areas without adding any additional burden to those areas' existing freeways, which are already congested-- particularly the busy I-10 corridor between the two metros.</p> <p>Thank you for your time and efforts to get this project moving more quickly--especially since Nevada already has opened a nice segment of it just past the Colorado River!</p> <p>Regards, James McEuen</p>	GlobalTopic_1		I- 894 -1
McEuen	James		Website	5/13/19 10:30 PM AT	Secondly, I like where the preferred alternative route will connect with I-19, which location is also being considered as a potential western terminus for the proposed Sonoran Corridor. The Sonoran Corridor is the most practical solution to move traffic between I-11, I-19 and I-10 south of Tucson, as it will provide a direct link between the three interstate highways, as well as provide easier access to Tucson International Airport. Hopefully, you can work with the FTA, Pima County and any other applicable jurisdictions to design the interchange at I-19 to seamlessly connect I-11 to the Sonoran Corridor.	GlobalTopic_1		I- 894 -2
McEuen	James		Website	5/13/19 10:30 PM AT	With federal dollars becoming more and more scarce due to rising infrastructure needs chasing a relatively stagnant amount of funding, hopefully Arizona will substantially raise its very small gas tax to provide more state transportation dollars for worthy and economically important projects such as I-11.	GlobalTopic_4		I- 894 -3
McFarland	Amy		Website	6/17/19 7:49 AM AT	Please do not put I-11 west of Tucson. This will destroy habitats out here that are protected (Saguaro National Park, Ironwood Forest) and ruin the viewing at Kit Peak. Also, many of us moved out here to get away from the city life, building a freeway like this will ruin everything we have invested in.	GlobalTopic_1, BR-1, BR-5 and V-1		I- 1611 -1
McFarland	Craig		Oral	5/01/19 1:00 AM AT	<p>MR. CRAIG McFARLAND: Good evening and thank you all for coming to Casa Grande. Welcome to Casa Grande. This is one of the better turnouts we've had in a long time in terms of the input from the community, so I'm excited to see that.</p> <p>I just wanted to basically state that we're in favor of I-11. We support it. We had originally thought that the line would come down to Burress and now it's kind of going through part of our industrial park of the preferred route and goes also through our dump, which is right above I-8. So there's some issues there with regard to that alignment. So I would like to suggest that it go back to the Burress/I-8 and then we still take it south at this current preferred point on I-8 and you're preferred route.</p> <p>That's just my suggestion. I don't really have anything else to say other than, you know, we support I-11 and we'd like to see it built. Thank you very much.</p> <p>I apologize. I misspoke on the -- the preferred alignment for the City of Casa Grande would be Montgomery Road, not Burress as previously stated.</p>	GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1034 -1
McFarland	Mary		Website	5/08/19 8:58 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 634 -1
McFarland	Mary		Website	5/11/19 9:49 AM AT	I oppose all potential routes of Interstate 11 through Avra Valley. I oppose it on personal reasons and reasons for society as a whole. As far as the personal reasons go: 1. Our quiet way of life would be destroyed by noise, light, and air pollution. 2. We are at a later stage in life where it will be difficult to recover financially from having to sell our house and land (perhaps at a loss). Even if the interstate was 2-3 miles away (best case scenario) we feel like it would have a direct impact, despite walls or shrubbery. The potential for on/off ramps and associated (and unwanted) development associated with the highway. Who wants to live half a mile away from a truck stop? 4. The tremendous increase of traffic due to the potential on/off ramps and all that increased traffic brings with it- crime, noise, and pollution).	GlobalTopic_1, LU-1		I- 756 -1
McFarland	Mary		Website	5/11/19 9:49 AM AT	Reasons for society as a whole: The impacts on recreation for the entire southern Arizona area; Ironwood National Monument and Tucson Mountain Park. Saguaro National Park (West) and Arizona Sonoran Desert Museum are National Treasures; can you imagine seeing the Raptor Free Flight Demonstration with freeway noise in the background? What about the light pollution and "dark skies" (Kitt Peak National Observatory). I realize that a monetary value cannot be put on lifestyles and experiences; but please, this highway will change a very special part of southern Arizona forever. What will future generations say to us?	GlobalTopic_1, V-1 and R-2		I- 756 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McGovern	Tom		Website	7/08/19 5:34 PM AT	<p>I support the Recommended Corridor Alternative. The idea that the existing I-10 corridor can be upgraded by either widening or stacking/tunnelling is not economically or physically feasible.</p> <p>It is critical that ADOT and this region establish a potential route for trade from/to Mexico, and the Avra Valley route is clearly the best. Should things change in the future, the alternative route would not be needed; however, if we don't reserve that alternative route now, we will lose the opportunity for the future. This is precisely what southern AZ and other areas of the state have done historically, leading to limited opportunities for the best solutions when problems finally become critical.</p> <p>Are there currently any major cities on I-10 from coast to coast that do not have an alternate interstate route -- besides Tucson? This may be our last chance to address this issue, while also developing the U.S./Mexico/Canada trade route that will be the lifeblood of our economic well-being in Arizona.</p>	GlobalTopic_1 and GlobalTopic_4		I-3093 -1
McGovern	Tom		Website	7/08/19 5:34 PM AT	<p>Nevertheless, I believe that more documentation of the environmental and economic impacts of the I-10 build-out, and by extension the No-Build Alternate, should be provided to confirm that conclusion. Has that work already been done, and can it be easily appended to the Study? In any event, I believe that more detail about neighborhood and business impacts of the Orange/I-10 option is necessary. Critics of the Preferred Alternate are hiding behind the lack of realistic civic impacts in the Study documents to throw support to the I-10 enhancement and/or No-Build alternates.</p>	GlobalTopic_1 and GlobalTopic_8		I-3093 -2
McGuffey	Anne		Email	6/04/19 1:00 AM AT	<p>Dear Arizona Department of Transportation,</p> <p>I am strongly opposed to the proposed I-11 Corridor from Wickenburg to Nogales. This freeway would fragment and harm wild habitats, and have severely negative effects on wildlife. The freeway would create more carbon emissions and other pollution.</p> <p>Please pursue the no build alternative.</p> <p>We need rail transportation, not more freeways. As population in the state grows, roads are not a long term solution. Rail transportation is a long term solution. Focus on rail between Phoenix and Tucson.</p> <p>I live in Flagstaff, and we also need rail between northern Arizona and Phoenix.</p> <p>Thank you for considering my comments.</p> <p>Sincerely, Anne McGuffey XXXXXXXXXXXXX Flagstaff, AZ 86004</p>	GlobalTopic_4 and AC-9		I-1681 -1
McGuinness	Barbara		Email	5/15/19 1:00 AM AT	<p>I found out last Saturday that my home in the Avra Valley is in the corridor of the proposed I-11. How can you do this to people? I am 83 years old and I own my home free and clear. I live on Social Security, and am comfortable. If I don't receive enough money for my property to purchase another home free of a mortgage payment, I will not have enough money to live on. I repeat, "how can you do this to people".? There is so much vacant land west of Avra Valley, why is that not a consideration for the freeway. We know why. Chuck Huckleberry and the Diamonds and a few other wealthy people stand to benefit from this present plan for the interstate.</p> <p>And what landfill is big enough to trash all of these homes that will be destroyed. Is anyone even aware of how many homes are in the corridor? I often hear that the landfills are overflowing. It makes no sense.</p> <p>This is very heartbreaking for many people. My daughter and her husband also own a home in this corridor, as does my son and his wife. They are all in their 60's, and this will be a hardship and is very disheartening for them as well.</p> <p>THESE ARE OUR HOMES!! THINK ABOUT THAT!!!! PLEASE!!!!!!</p> <p>Sincerely, Barbara McGuinness XXXXXXXXXXXXXXXXXXXX</p>	GlobalTopic_4 and GlobalTopic_1		I-1110 -1
McGuinness	Barbara		Oral	5/11/19 1:00 AM AT	<p>BARBARA MCGUINNESS: Well, gosh, I've lived out there for forty-two years. My husband retired from the Marine Corp., and we moved out there, retired there. And I've got two of my children have homes out there on my property.</p> <p>And I just can't imagine all of us being uprooted to where we would have to start all over again. You know, we've put so much money into our property, a lot of things that we wouldn't be able to benefit from. We wouldn't be able to get any of that back. Probably wouldn't get what our property is worth.</p> <p>I'm 83 years old. I'm supposed to start life all over again. I mean, I just can't imagine it. I mean, there's all the wildlife out there in the area that's going to be uprooted. And, gosh, it's -- I don't know.</p> <p>I mean, it's I've never had to go through anything like this before, you know. It's just hard to understand why they would want to uproot all those people that are out there. They say there's 25,000 people that are going to be affected by this. How can they do that to all of these people?</p> <p>I don't know what else to say. It's just so disheartening. It breaks my heart to think about our beautiful homes because we're right in the path. It would take our homes. And I'm supposed to start life all over again, you know.</p>	LU-1 and GlobalTopic_4		I-1469 -1
McGuinness	Barbara		Email	6/14/19 1:00 AM AT	<p>To Whom it may concern,</p> <p>This is in regards to the proposed I-11 freeway. It will be a disaster for many people. My home is in the corridor and I will lose it if Chuck Huckleberry and a few other wealthy people have their way. They stand to benefit from this particular route. I am 84 years old, and have lived here for 42 years. My daughter and son each have a home in the corridor as do many of our neighbors. How can they do this to people? We have put so much love, time and money into our properties.</p> <p>This route can also affect the people in the city of Tucson, as it places said freeway adjacent to the cities major water supply, namely the Central Arizona Project canal. A toxic spill would threaten Tucson's most vital water source.</p> <p>This recommended route would cost \$3.4 billion more to build than co-locating with I-19 and I-10 through Tucson. Downtown Tucson would also see reduced revenue and economic impacts as well.</p> <p>Wildlife in the area would be greatly affected, as well as the Arizona Sonora Desert Museum. Federal lands affected would be Saguaro National Park West, and Ironwood Forest National Monument.</p> <p>This would be a huge hardship, having to start all over again to rebuild my home at my age.</p> <p>Sincerely, Barbara McGuinness</p>	GlobalTopic_1, GlobalTopic_4, AC-4, LU-1, LU-2, WR-2, E-1, BR-1 and R-2		I-2410 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McGuinness	Barbara		Email	6/23/19 1:00 AM AT	I wonder if you people at ADOT, and those of you wealthy who stand to benefit from this Avra Valley freeway, realize that the many people who will lose their homes, are mainly retired, elderly and looking forward to retirement. Are we going to be paid enough money for our property, to purchase another home free and clear of a mortgage???? Can you imagine, being in your 70's and 80's plus, and having to pay on a mortgage? How can you do this to people????	GlobalTopic_1, AC-4, and LU-1		I- 3287 -1
McGuinness	Graciela		Website	6/17/19 11:18 PM AT	[To whom it may concern, With sadness I write this comment, my house is in a land of 2.5 acres and we are three families who share it. Unfortunately, our homes are in the middle of this I-11 project, so we are at risk of losing what we have built in 42 years. I wonder if those in charge of this corridor have a little awareness of what it means to lose a home Maybe in the mentality of wealthy people there is not even the possibility of thinking about it, it is sad, true? All the families that live here, most of us we are us citizens and we feel discriminated because those who want this project do not take into account our voice or suffering that we are going through. Our houses are not garbage that needs to be destroyed. This corridor will affect, not only our homes, it will also affect the Saguaro National Park West and wild life, Sonora Desert Museum and even more, CAP, that would put at risk the water that is distributed to the city ... so, why not to look for other alternatives? Or ... Is because is it more important for you to spend an extra 3.7 billion dollars than to consider us as people? Governor Ducey, and Representatives, please listen to our voices. Thank you]	GlobalTopic_1, GlobalTopic_4, GlobalTopic_8, CO-3, R-2 and WR-1	McGuinness_G_11720	I- 1720 -1
McGuinness	Graciela		Website	6/25/19 5:12 PM AT	[Text from attachment] We know that authorities of ADOT has in mind to build a new route to divert traffic that passes through the City of Tucson, Arizona. The idea is not bad, the problem is the alternatives they have in Avra Valley. If you decide to build it over the Avra Valley Area where is a large population of houses, many of them will be destroyed, including mine. This road will also affect the natural environment that surrounds us here, the Saguaro National Park West, the National Desert Museum, Ironwood Forest, the animals that lives here and CAP that collects the water from the State of Colorado that will affect the City of Tucson too. Why is so attractive to build it in this area? ...is because it will cost \$ 3.4 billion dollars more? Tucson Needs their streets to be fix them why you don't use the money for that reason? We know also that this process has already begun to affect us because our properties have already been devalued and we do not know how much more. How is it possible that you as authorities do this to us as us citizens? And sadly, many of those who live here have been for more than 50 and they are already retired and many more are close to retire to... how are they going to move too? ... I am a 54 years old, and my husband 55, I just got my certificate as a teacher last October (2018)... how do you think we are going to start with a mortgage? we will be renting an apartment with the salary we have, and what about the people with dogs, cats, horses, sheep, chickens? If this happens, my husband and I will have to take our dogs (2) to the Human Society because we will not be able to keep them, I hope in God he can move your hearts and let you understand how much pain as a PERSONS we are going through right now. Our house is not fancy, but is clean, organized not trashy at all. My husband and I we have been working every weekend for the last 10 years taking care about our sanctuary. How much time invested and money for this? We sacrificed going out or vacations because we wanted our house to look better. And how many more did the same? Please, we are humans!!!, don't play with our securities, we don't make the money you do... My sleep is affected, and several nights I wake up thinking: "Are we going to be able to stay in our house or not" or "for how long"? Yes, I am stressed, depress and I have being crying too. This is not fair, to have a house is a big security, please, please, I beg you, don't destroy it! Graciela Arce McGuinness, Tucson, AZ, USA.	GlobalTopic_1	McGuinness_G_I2062	I- 2062 -1
McGuire	Michelle		Website	7/08/19 11:29 AM AT	As a long time resident of Tucson and Marana, I am opposed to this highway. I live in the Marana area where the highway would be built. I am opposed to it, first of all, because I do not think there is enough of a need to merit the expenditure that would be involved. This area has some amazing tourist attractions, such as the Desert Museum and Old Tucson, and Saguaro National Park. These areas should be protected and a major highway could effect the beautiful desert environment. Thanks.	GlobalTopic_1, GlobalTopic_4, R-2, and E-2		I- 2945 -1
McHenry	Kevin		Website	7/03/19 12:56 PM AT	I fully support the building of I-11 as outlined with the proposed corridor from Wickenburg to Nogales. We very much need this new north-south route through Arizona. I have no further comments to add on th I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT.	GlobalTopic_4		I- 2502 -1
McKasson	Molly		Website	7/02/19 6:22 PM AT	I want to support many of the arguments against I-11 that have been presented by the Tucson City Council. This proposed highway is first and foremost a waste of taxpayers' money. We should improve the current highways and spare unnecessary damage to the environment and destruction of irreplaceable habitat. This road is being driven not by community demand nor by future need. It's driven by special interests that are not in the interest of the common good. What would really help the economy and the environment is high speed rail between Phoenix and Tucson. Please do not let this wasteful project happen. Thank you.	GlobalTopic_1, AC-4		I- 2335 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McKeen	James		Website	5/30/19 7:46 PM AT	<p>This letter is a "Public Comment" regarding the proposed new Interstate 11.</p> <p>My wife and I recently attended the ADOT presentation regarding the proposed Interstate 11 route through the Tucson area. The presentation was held in Tucson at the TCC. It was an excellent presentation.</p> <p>Apparently, because of increasing cross-country traffic, and increasing quantities of goods and products coming into Arizona from Mexico, there is a need for improved ways to get through the Tucson area. In other words, there is currently a problem moving people and products through southern Arizona. This problem is expected to get worse. This is a valid concern and needs to be dealt with.</p> <p>I have issues, however, with the solutions that ADOT proposes.</p> <p>At the meeting I attended, ADOT clearly promoted three choices, and three choices only, to solve this problem:</p> <ol style="list-style-type: none"> 1. Do nothing. 2. Build within the existing I-10 corridor. 3. Build a new road running (in the Tucson sector) through the Avra Valley. <p>Although public input was welcomed, ADOT's clear preference was to build a new road, Interstate 11, through the Avra Valley. I felt the other two options were treated as nominal solutions only, and were not seriously being considered by ADOT.</p> <p>The route through the Avra Valley is not the best route. I will say more on that later.</p> <p>First, I have to express my disappointment with ADOT. When presented with the valid concern of moving more and more people and products through southern Arizona, ADOT was only able to come up with one solution. The solution they came up with is exactly the same solution they would have presented in the 1950s. A new road! With all of their engineers, and environmentalists, and planners, and strategists, ADOT came up with: It's a new road or nothing. Really?</p> <p>How about improving existing roads; expanding existing railroad routes; transporting products during low traffic times; using technology to ease bottlenecks; etc.? No. None of that. A new road or nothing. Disappointing.</p> <p>If it must be a road solution, and a road solution only, my preference is to improve and widen I-10. When I-10 was originally built in the 1950s, there was enormous harm done to downtown Tucson and to existing, long established, neighborhoods. Downtown Tucson is only now recovering, and the neighborhoods have not, and will never, fully recover. However, that damage is done. It was done 60 years ago. It cannot be undone. Therefore, I believe we should improve that existing road. The land has already been acquired. The right of way already exists. The grading is largely already done. A huge amount of the work and cost is already complete and paid for. Let's improve the I-10 corridor and make I-10 into the road that will handle our future traffic needs.</p>	GlobalTopic_1 and AC-3 and AC-9		I- 1226 -1
McKeen	James		Website	5/30/19 7:46 PM AT	<p>Now to talk about the proposed I-11 route through the Avra Valley:</p> <p>Why is it a good idea to re-create, today, the damage that was caused by constructing I-10 in the 1950's? Why is it a good idea to re-create that damage in the Avra Valley? How can that be a good idea?</p> <p>Long gone are the days, in the United States, when it is a good idea to develop untouched land. If an area, anywhere, has somehow managed to remain largely undisturbed, it needs to be left alone. 60 years ago that was not the case. That is the case today.</p> <p>Previously developed land, available almost everywhere, can be redeveloped for today's needs. In this case, we have the existing I-10 corridor and right of way. It should be redeveloped and improved and used to solve our current and future transportation needs.</p> <p>Will creativity be required? Absolutely. Hard work will be required. Forward thinking will be required. But first, ADOT must forget about their 1950s solutions and ideas. ADOT needs to come up with creative solutions for today and for the future.</p> <p>Lastly, our nation cannot afford to maintain the interstate system that already exists. Making the existing interstate system even larger also makes it even more expensive to maintain. Is ADOT unable to see this reality?</p>			I- 1226 -1a
McKenna	Patrick		Website	7/08/19 9:21 PM AT	<p>I am completely opposed to this proposal to build an unnecessary new Highway through Southern Arizona. The environmental damage that would take place cannot be mitigated. The biological diversity of the Tucson mountains and Saguaro National Park would be severely impacted. The Sovereign rights of the Tohono O'odham Nation are being ignored! The negative economic impact to the I-10 Corridor through Tucson will cause the region immense hardship. Please do not build this ridiculous monstrosity.</p>	GlobalTopic_1, GlobalTopic_13, and E-1		I- 3166 -1
McKenzie	Sarah		Website	4/16/19 8:22 AM AT	<p>The Preferred Alternative proposed route is a disaster for the Sonoran Desert. We need to preserve the flora and fauna near the Arizona-Sonora Desert Museum, Saguaro National Park, and Ironwood National Monument. Our unique habitat is a key resource for the area and for the people who live here.</p>	GlobalTopic_1 and BR-7		I- 82 -1
McLaren	Justis		Website	5/23/19 6:08 PM AT	<p>I don't currently live in the Tucson area, but I am planning to move there someday. In the meantime, my husband and I spend most of our vacations there, visiting the beautiful local national, state and county parks. We love the desert and its many inhabitants.</p> <p>The proposed freeway will add noise pollution to what is now a relatively quiet area. Additionally, it will take a unique ecosystem, along with its residents, and split them apart with this freeway. Wildlife will be more frequently killed by cars, including desert tortoises and many other reptiles, some of which are only now being studied and better understood. People need quiet areas to enjoy and relax in. We need other species of flora and fauna to enjoy. We don't need another freeway nearly as much as we need those things.</p> <p>Thank you for considering my opinions. Please use these comments to reconsider the plans for this freeway.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1079 -1
McLaughlin	Arlene		Website	6/10/19 4:52 PM AT	<p>I am opposed to the Draft 1 EIS Recommended Corridor Alternative and question the criteria utilized in choosing this route. For example, why is this the preferred corridor when it will uproot so many lives and decimate at least one community (Palo Verde) which has existed for many generations? An article in The Arizona Republic dated June 10, 2019, states that ". . . Arizona's stretch could cost anywhere from \$3.1 billion to \$7.3 billion, depending on which route it takes." What is the estimated cost of the recommended corridor compared to other corridors? Another question I have is why I was not notified of the public hearing when my home is in the direct path of the preferred corridor?</p>	GlobalTopic_2, CO-2		I- 1313 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McLaughlin	Leatta		Website	6/28/19 2:24 PM AT	<p>June 28, 2019</p> <p>To Whom It May Concern;</p> <p>I am writing to express my opposition to the I-11 Recommended Corridor Alternative.</p> <p>I am a 5th generation Arizonan from Palo Verde. My parents still have the original family homestead, where they continue to farm and raise livestock. My brother and his wife currently live on the farm, and my husband and I will be moving to the farm in three years. My brother, sister-in-law, husband, and I will continue to farm and ranch on the land once my parents retire. But if the I-11 Recommended Corridor Alternative comes to fruition, it will cut right through the middle of our farm/ranch. In fact, the route would completely demolish the deeded land where I will build my house.</p> <p>Furthermore, the corridor would decimate the Palo Verde community, which has existed before Arizona was even a state. It will destroy numerous homes, businesses, farms, and ranches that have been owned and operated by the same families for generations. These places are not only our livelihoods but a lifestyle we want to pass on to future generations, just like my parents will be do for my brother and me.</p> <p>I understand the purpose of the corridor is to connect major metropolitan areas and markets with Mexico and Canada, which I wholeheartedly agree with. But there is a more cost effective way to do this. My suggestion for the route is to utilize roadways that already exist, such as the I-8, I-10, I-19 and State Routes 85, 93, and 189. This would be an economical option as opposed to building a brand new corridor because there is absolutely no need for an additional road to be built when roadways already exist.</p> <p>Going forward, I request that you are transparent in your process and that you provide timelines for how you will proceed.</p> <p>Thank you, Leatta McLaughlin XXXXXXXXXXXX Buckeye, AZ 85326 XXXXX@yahoo.com</p>	GlobalTopic_2, GlobalTopic_4, G-1, AC-1 and AC-7		I-2179 -1
McLaurin	Dori		Email	7/05/19 1:00 AM AT	<p>Please move the i11 West.</p> <p>Dori McLaurin</p>	GlobalTopic_4, AC-1		I-3392 -1
McLean	Janette		Email	5/13/19 1:00 AM AT	<p>I am a resident of n old west road, Tucson 85743 and wish to register my strong opposition to plans for the new I-11. On the following grounds, and welcome any response that answers these.</p> <p>BACKGROUND</p> <p>Talking Points for Public Meetings and Written Comments on the Tier 1 Interstate 11 DEIS</p> <p>Opposition to the Recommended Alternative</p> <p>We oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <p>KEY TALKING POINTS</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. <ul style="list-style-type: none"> • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>EXPANDED TALKING POINTS</p> <p>IMPACTS TO PUBLIC LANDS</p> <p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <ul style="list-style-type: none"> o Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. o County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. o Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. <p>IMPACTS TO WILDLIFE CORRIDORS</p> <p>The Recommended Alternative route:</p> <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains 	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, BR-2, BR-6, V-1, and LU-3		I-960 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McLean	Janette		Email	5/13/19 1:00 AM AT	<p>• In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.</p> <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION</p> <p>The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. <p>Regards Janette c McLean</p> <p>Sent from my iPad</p>			I- 960 -1a
McLean	Janette		Email	5/13/19 1:00 AM AT	<p>• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>• Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p> <p>IMPACTS TO THE ECONOMY</p> <p>The Recommended Alternative route from the border to Casa Grande would:</p> <ul style="list-style-type: none"> • Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. <p>IMPACTS TO PRIVATE PROPERTY</p> <p>The Recommended Alternative route would:</p> <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 	GlobalTopic_1, E-1, E-2, R-2 and LU-3		I- 960 -2
McLean	Janette		Email	5/13/19 1:00 AM AT	<p>As a resident of N old west road, Tucson 85743 I wish to register my opposition to the new recommended. Route of I-11.</p> <p>A research category known as "road ecology" has shown how new highways have much broader effects than just the breadth and length of their path.</p> <p>More important, each exit would likely become a node of development, expanding outward over time. The 400-foot-wide road would quickly expand its impacts outward in multiples, said Carolyn Campbell of the Coalition for Sonoran Desert Protection.</p> <p>She was one of the leaders who helped push passage of the Sonoran Desert Conservation Plan in 1998. The plan was intended to protect wildlife habitat and limit sprawl in Pima County, in part through purchasing properties, two of which might be affected by the proposed I-11 if it's built in Avra Valley.</p> <p>"This would devastate (habitat) connectivity," Campbell told me. "The conservation plan didn't necessarily stop sprawl. The freeway would absolutely contribute to sprawl."</p> <p>The majority of people who have commented on the proposed I-11 route west of Tucson have opposed it. In 2007, the Pima County Board of Supervisors passed a resolution against it, even though some of the county management, including administrator Chuck Huckelberry, have expressed guarded support at times.</p> <p>City of Tucson officials have expressed concern both over the diversion of travelers from Tucson proper, and the construction of the freeway near the city's water-recharge basins.</p> <p>The Arizona Game and Fish Commission has come out in opposition and the National Park Service has expressed concern.</p> <p>Regards Janette c McLean</p> <p>Sent from my iPad</p>	GlobalTopic_1 and LU-3		I- 961 -1
McLean	Lori		Phone	6/24/19 1:00 AM AT	<p>Hi, my name is Lori McLean, I live at XXXXXXXX in Wickenburg, Arizona. My property is on the west side of the Vista Royal subdivision and I am calling in regard to moving, I'm making a request to ADOT to move the current route to milepost 186. It's in our backyard. This has already given us a decline in or property values and I am asking you to please reconsider. I attended your meeting in Wickenburg and the Town of Wickenburg meeting and I understand the town of Wickenburg there is no need or purpose for this to be where you proposed it. Again, I'm asking you to please reconsider. Move this away from the subdivision. There's absolutely no reason that this freeway should be in our backyards. My phone number is area code XXX-XXX-XXXX. If you have any questions or need to talk to me, please call me anytime. Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 3290 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McLean	Lori		Email	5/03/19 8:44 PM AT	<p>Hello, My name is Lori McLean. I am attaching a letter that I have written with concerns for the Corridor 11 project. Please let me know if you have any answers for me. Thank you for your time. Lori McLean</p> <p>[May 3, 2019 To Whom This May Concern;</p> <p>Hello my name is Lori McLean and my husband is Mike McLean. We live in the Vista Royale subdivision west of Wickenburg. I am writing to you in response to the I-11 Draft Tier 1. We attended the meeting in Wickenburg AZ on April 30, 2019. Thank you for giving us that opportunity.</p> <p>We have many concerns and recommendations about the route location you are proposing. Vista Royale Subdivision is located approximately 6 miles west of Wickenburg. It is a very nice and peaceful subdivision with clean yards and paved roads. We have CC&R's to maintain this beautiful exclusive neighborhood. The majority of the residents are between the ages of 60 and 80. Most of us are still working to stay ahead. There are several horse zoned lots here as Wickenburg is a very popular equine destination. We enjoy miles and miles of state land horseback riding and hiking trails on the state land that backs up to this subdivision.</p> <p>Our concerns are if the Corridor 11 is approved for the current route, we will have noise pollution, air pollution, trash, and a SEVERE decline in property values. The proposed alternate route shows that 3 houses against state land will be demolished. Even if we were to be offered fair market value it is a tremendous loss. As I stated above the age group of our residents would have a severe impact for everything we have worked all our lives for. Have you ever driven on a freeway that was clean and free of trash? Will there be mechanical breakdowns of the travelers that will lead to trespassing on our properties? The visual and aesthetics of this would be unbearable to look out our windows and see a block wall with cars and semi's at a high rate of speed. This pathway has a curve before it connects into Highway 93 creating exhaust brakes on the semi trucks that will be heard all hours of the day and night. Your engineering has stated that this route will accommodate speeds of 75 mph. Our property adjoins the state land on the west side where the Corridor 11 is coming thru. Looking at the map it is within feet of our property line fence.</p> <p>As I sat and listened to the residents pleading their concerns with trembling voices none of us are in disagreement that the corridor 11 will have great benefits. We are in confusion as to why it is proposed to be in our back yards with so many miles and miles of empty state land.</p> <p>There are 2 stock water tanks that our wildlife use that will be destroyed on this route. The cattle and sheep will no longer have water there. I have encountered desert tortoises several times at the water tanks and within several feet of my property line. The residents to the west of me have as well.</p> <p>The desert tortoise is listed as "THREATENED" under the United States Federal Endangered Species Act and is considered vulnerable by the Internal Union for Conservation of Nature. (IUCN).</p>	GlobalTopic_5	McLean_ML_I842	I- 842 -1
McLean	Lori		Email	5/03/19 8:44 PM AT	<p>We would like to recommend that you please reconsider this route and go further west of us and maybe even close to state route 71. It is noted that you are trying to avoid the potential to impact existing development. The proposed route is a definite impact of this development. We are 100% confident that if any of you were in our position the same fears would be present.</p> <p>Thank you for including us in this project and we sincerely hope you will consider our concerns and that we can come to agreement that this is clearly not acceptable.</p> <p>Best Regards, Lori and Mike McLean]</p>			I- 842 -1a
McLean	Mike and Lori		Other	5/22/19 1:00 AM AT	<p>[To Whom This May Concern;</p> <p>Hello my name is Lori McLean and my husband is Mike McLean. We live in the Vista Royale subdivision west of Wickenburg. I am writing to you in response to the 1-1 1 Draft Tier 1. We attended the meeting in Wickenburg AZ on April 30, 2019. Thank you for giving us that opportunity</p> <p>We have many concerns and recommendations about the route location you are proposing. Vista Royale Subdivision is located approximately 6 miles west of Wickenburg. It is a very nice and peaceful subdivision with clean yards and paved roads. We have CC&R's to maintain this beautiful exclusive neighborhood. The majority of the residents are between the ages of 60 and 80. Most of us are still working to stay ahead. There are several horse zoned lots here as Wickenburg is a very popular equine destination. We enjoy miles and miles of state land horseback riding and hiking trails on the state land that backs up to this subdivision.</p> <p>Our concerns are if the Corridor 11 is approved for the current route, we will have noise pollution, air pollution, trash, and a SEVERE decline in property values. The proposed alternate route shows that 3 houses against state land will be demolished. Even if we were to be offered fair market value it is a tremendous loss. As I stated above the age group of our residents would have a severe impact for everything we have worked all our lives for. Have you ever driven on a freeway that was clean and free of trash? Will there be mechanical breakdowns of the travelers that will lead to trespassing on our properties? The visual and aesthetics of this would be unbearable to look out our windows and see a block wall with cars and semi's at a high rate of speed. This pathway has a curve before it connects into Highway 93) creating exhaust brakes on the semi trucks that will be heard all hours of the day and night. Your engineering has stated that this route will accommodate speeds of 75 mph. Our property adjoins the state land on the west side where the Corridor 11 is coming thru. Looking at the map it is within feet of our property line fence.</p> <p>As I sat and listened to the residents pleading their concerns with trembling voices none of us are in disagreement that the corridor 1 1 will have great benefits. We are in confusion as to why it is proposed to be in our back yards with so many miles and miles of empty state land.</p> <p>There are 2 stock water tanks that our wildlife use that will be destroyed on this route. The cattle and sheep will no longer have water there. I have encountered desert tortoises several times at the water tanks and within several feet of my property line.</p> <p>The residents to the west of me have as well. The desert tortoise is listed as "THREATENED" under the United States Federal Endangered Species Act and is considered vulnerable by the Internal Union for Conservation of Nature. (IUCN).</p> <p>We would like to recommend that you please reconsider this route and go further west of us and maybe even close to state route 71. It is noted that you are trying to avoid the potential to impact existing development. The proposed route is a definite impact of this development. We are 100% confident that if any of you were in our position the same fears would be present.</p> <p>Thank you for including us in this project and we sincerely hope you will consider our concerns and that we can come to agreement that this is clearly not acceptable.</p>	GlobalTopic_4 and GlobalTopic_5	McLean_ML_I1252	I- 1252 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McLoughlin	Mark		Email	4/18/19 2:03 AM AT	Dear Arizona Department of Transportation Please record my comment AGAINST the proposed I-11 freeway. Rather than creating a new freeway a better solution would be to improve, widen, and otherwise beef up existing infrastructure, namely the I-10 freeway. A new I-11 freeway is expensive, a waste taxpayer money and is unnecessary. Sincerely, Mark McLoughlin XXXXXXXXXX Vail, AZ 85641	GlobalTopic_1 and AC-7		I- 427 -1
McLoughlin	Mark		Email	4/18/19 2:03 AM AT	Furthermore, the proposed freeway would have a negative impact on Saguaro National Park West, the Pima County Tucson Mountain Park, the Waterman Mountains in Ironwood Forest National Monument and the Arizona desert museum, and free movement of wildlife. The National Park and Desert Museum contribute mightily to Arizona's economy.	R-2 and BR-2		I- 427 -2
McMahan	Sandra		Phone	7/04/19 1:00 AM AT	My name is Sandra McMahan, I live in Green Valley, Arizona. I am opposed, totally opposed to any kind of highway traffic between Mexico and Canada. You are ignoring the use of modern efficient rail roads. We have lots of rail coverage in this country. Rails takes up a lot less space, is better for the environment. It would be much more efficient and it would protect our roadways from more road kill of people and animals. You must consider using rail in this country. Thank you.	GlobalTopic_4, AC-9		I- 3385 -1
McMahan	Sandra		Website	5/12/19 1:18 PM AT	I have been quite concerned since hearing this proposal to construct a highway corridor from Nogales to Las Vegas and ultimately to the Canadian border. There are several points I would like you to consider. 1. This proposal would use and even enlarge I-19 already a very dangerous hwy to wildlife and people. There are many accidents and fatalities on this hwy from Tucson south to Nogales. I know since I travel from Tucson to my home in Green Valley weekly. To make it bigger would really create a major kill zone.	It is not anticipated that I-19 from Nogales to Sahuarita, south of Tucson, would require additional lanes to accommodate I-11.		I- 822 -1
McMahan	Sandra		Website	5/12/19 1:18 PM AT	2. This area is known for its beauty which brings in millions of dollars into the economy from birding, recreation, retirement, and of course, from astronomy, provided at the Mt. Hopkins site. This proposed highway would increase noise, pollution of air and a degradation of light, and degrade the quality of life people have or/ are moving here.	GlobalTopic_4, V-1 and R-1		I- 822 -2
McMahan	Sandra		Website	5/12/19 1:18 PM AT	3. My biggest astonishment comes from the lack of creative thinking in how to move goods. More big trucks going through our area is not the answer. One solution is RAIL! Modern, efficient trains are being used in Europe and Japan. This makes much more sense since we already have rail service to Mexico and Canada. Additionally, tracks would take up less space than these superhighways, and would get large numbers of trucks off our highways since one rail car can hold at least 4 large truck trailers. If billions of dollars are going to be asked for to produce these highways, than let that money instead be put into high efficiency rail transport. These are my tax dollars so I should have a say in this. Let's move into the present with our concerns about environment as well as economies. Let's think "out of the box"!	AC-9 and AC-3		I- 822 -3
McManus	Roger		Oral	5/11/19 1:00 AM AT	MR. ROGER MCMANUS: My name is Roger McManus. I grew up in Tucson, and I am a resident there now. ADOT is proposing that the solution to limitations on growth is to pursue the same strategies that create the same problems. At some point, it just does not work. Already Phoenix ranks as a metropolitan area with some of the worst air pollution in the country, and I-11 will fundamentally increase that pollution there and elsewhere in our region. More freeways and more air pollution from cars and trucks impose costs and tradeoffs in the quality of our lives and our health and environment that many Arizonans simply will not accept. There are limitations to growth, including the quality of life. In Arizona, a far more concrete limitation is the availability of water that will support the kind of unmanaged sprawl that I-11 will promote. This kind of growth needs to be assessed with regard to the grave limitations we are facing in the availability of water and the environmental damages resulting from its unsustainable use. I'd like to focus on the recommended alternative from Sahuarita to Casa Grande. This alternative is a nonstarter. This is an example of an erosion of existing assets and quality of life that is simply not acceptable for the privilege of having more sprawl, resource demands, and pollution. Specifically, this proposal will erode the values of Ironwood National Monument and Tucson Mountain Park within two freeways, along with the Arizona Sonoran Desert Museum and Old Tucson, and other values of Avra Valley. This region is a unique assemblage of major natural resource values and recreation destinations for residents and visitors. For many residents and visitors, the trip over Gates Pass to descend into the rich Sonoran Desert, home to these attractions, is a significant asset of our lives here and economic benefits to our communities. The presence of I-11 will greatly degrade this experience and the assets that our community has enjoyed for generations. I-11 and the associated increased sprawl and noise and barriers to wildlife and fragmentation of habitat are not going to enable the values of those assets to be sustained. There is no way to mitigate for the scope of the erosion of this outstanding natural area or its wildlife. That loss is completely unacceptable. This should be considered a no build alternative.	GlobalTopic_1 and R-2 and AC-6, LU-3		I- 1443 -1
McManus	Roger		Oral	5/11/19 1:00 AM AT	If we want to make our transportation more efficient to encourage and benefit more trade, while maintaining the quality of our lives, we need other alternatives. As noted by the previous speakers, reconsideration is warranted for improved rail transport, which can move more goods for less energy without the sprawl, pollution and congestion of more freeways.	AC-3, AC-9, and As detailed in Appendix E2 - Travel Forecasting Methods and Analysis Report, freight information was gleaned from the following reference: ADOT. 2017. Arizona State Freight Plan. Prepared by CPCS Transcom Inc. for the Arizona Department of Transportation. November 2017.		I- 1443 -2
McManus	Roger	Friends of the Sonoran Desert	Website	7/07/19 2:46 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 39 -1
McNabb	Charles		Website	5/11/19 1:03 PM AT	This project is absurd. I moved into this area in 1993 for a rural lifestyle. I have been out voted on numerous projects within my area. I moved here for a quiet and rural lifestyle. All of this has been robbed from me and my family. I have to open my front door and see nothing but solar panels and a 7 acre commercial green house. All of these have brought in nothing but noise and congestion. We pride ourselves in our rural community. I do not want hear cars and trucks from a nearby highway breaking the natural and beautiful silence in my neighborhood. The crime rate will surely escalate! A highway exit to service Twin Peaks Rd. is in the plan. This is a bureaucratic venture between MONEY HUNGRY Monsanto and politicians! This project is nothing but a revenue seeking scam aimed to benefit the politicians involved! Take your project away from my door step and place it somewhere that does not impact others! Give my community the respect we deserve and give us TAX PAYING CITIZENS the respect that we deserve!	GlobalTopic_4		I- 772 -1
McNabb	Judy		Website	5/11/19 12:58 PM AT	I have lived out here for 25 years and the thought of a freeway coming through are area makes me sick we moved out here for a rural life and to have our desert scenes not a freeway taking away are sunsets. I love being able to look out at are wild life and the nature that comes along with it. I do not want to hear cars day in and day out driving by my home I want to hear peace and quite and I do not want the crime rate to go up in my area we are a close community and we all want to keep it that way. taking away a catuses and are tree of the desert will all be gone don't take it away,please leave are desert alone.	GlobalTopic_4		I- 771 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
mcnamara	ed		Website	6/19/19 10:32 AM AT	The location of I-11 in the Sahuarita/Green Valley area: I agree that I-11 is needed. However, although I may not live long enough to see the completion, I would suggest I-11 be located many miles to the west of Sahuarita/Green Valley with an exit and facilities. I-11 should connect to I-19 as close to Nogales as possible. A planned junction of I-11 and I-19 at El Toro Road certainly was not thought out. The increase in traffic (assuming mostly truck) would travel through Green Valley. This makes no sense. I do not see an economic advantage of this for Green Valley. Traffic on I-11 should travel AROUND Green Valley.	GlobalTopic_1		I- 1770 -1
McNamara	Scott		Website	4/26/19 5:35 PM AT	I support improving existing I-10 to accommodate increased traffic. In my opinion it would be environment suicide to create new freeways close to Saguaro National Park and viewable from the porch of the Desert Museum. Tucson is famous for its desert. What is being proposed would make the desert surrounding Tucson into Phoenix. These proposed corridors harken back to the decision to tear down the Tucson downtown barrio to build a community center. It was a shortsighted idea that put modernization above all else. It radically changed Tucson's downtown old Hispanic character. Were the barrio still to exist the downtown would have become a very significant tourist destination. If you destroy the surrounding desert, a day will come when that decision will be held up as an example of what not to do.	GlobalTopic_1		I- 294 -1
McNamara	Scott		Website	5/08/19 4:44 PM AT	In the 1950's we thought that another dam on the Colorado would be a good thing to aid economic progress for all Arizonans. The proposal was to use an atomic bomb to help construction. Today, we realize that proposal was absolute madness—for a variety of reasons. Equally, building the I-11 corridor through Avra Valley, will later be considered a proposal that would result in an environmental disaster. Watching semi-trucks passing, from the porch of the Desert Museum, is one small example of what this proposal would entail. It seems alarming to me that we have not learned that the price of this "progress" is simply too high to pay—for us and all future Arizonans.	GlobalTopic_1		I- 660 -1
McNearney	Christina		Website	5/13/19 3:48 PM AT	I-11 Corridor from Wickenburg to Nogales, will cut a parallel swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution. Please pursue a "no build" alternative which will instead focus on rail between Phoenix and Tucson.	GlobalTopic_4 and AC-9		I- 881 -1
McNeill	Mark		Website	5/03/19 4:46 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. How much of the environment are we going to end up chewing through till there's nothing left?	GlobalTopic_9		I- 499 -1
McNiven	Kathy		Email	6/18/19 1:00 AM AT	I believe that our home is affected by this. We are in Thunderbird farms ? south west of Maricopa. When I zoom in ? the names are unreadable. How do I get a map that I can read? Kathy McNiven Sent from Mail for Windows 10	Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS). A detailed route map can be accessed at: https://i11-viewer.hdrgateway.com/ . The blue alternative is the recommended alternative. To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period (April 5 through July 8, 2019), individual replies will be limited to an acknowledgment of your submission. There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.		I- 2487 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
McNiven	Mike and Katheryne		Website	6/21/19 8:13 AM AT	<p>We own a home that is directly impacted by this proposed route by Maricopa. Many people have been unable to even find the close up map of this proposed route. For those that do find it - there are so many inaccuracies that it is almost unrecognizable. There are around 100 homes (just in our area) that are not on the map. many streets are labeled incorrectly. Perhaps someone should take a drive.....</p> <p>I see that you have a non-discrimination policy. Are you aware that if this route is taken- many of the families displaced are low income Hispanic families - who are not even aware that this is going on. Makes it easy for you - to put this through and homeowners and renters don't even know until after the fact. These people will not be able to replace what they have. The other populous in this area is Northerners - American and Canadian. Nobody knew about any of this until it was put on Facebook a week ago- and most do not know yet.Do you not have a responsibility to inform individual homeowners that they are probably going to lose their homes until after the decision is made? Many residents in this affected community do not have a clue of what is going on. I found out on Facebook. I would never have known otherwise. You have an opportunity to run this section of the highway east of this probable route - through BLM land - where virtually no homeowners are affected. I am not interested in hearing about your studies - it is obvious that this was done on a computer on an outdated version of some computer program(otherwise the map would be accurate). I am betting that this decision is already made, and that having hearings is a way to say that you "listened to the people". You have not. When roads go through urban areas, people are displaced and must find new homes in the area. If you go through our community, you will destroy the whole community. I urge you to take another hard look at what you are doing.</p>	LU-2 and EJ-1 and CO-1 and GlobalTopic_4		I- 1877 -1
McVie	Christina		Email	7/08/19 1:00 AM AT	<p>As a dedicated stakeholder, I have already submitted public comments regarding the threats posed by invasive buffelgrass and the threats to the integrity of the Avra Valley aquifer, the CAP canal, and Tucson's and other water provider's potable water supplies at the most recent public meetings held at the Tucson Community Center and at the Marana High School. I also attended the Nogales public meeting.</p> <p>At the outset, I endorse and incorporate herein by reference the comments submitted July 4, 2019 by the Coalition for Sonoran Desert Protection, the July 8, 2019 comments submitted by the National Parks Conservation Association, the July 6, 2019 comments submitted by the Tucson Herpetological Society, and the July 8, 2019 comments submitted by the Tucson Audubon Society.</p> <p>Thank you for the opportunity to provide comments on your DEIS regarding the proposed I-11 corridor/I-10 bypass. My general comments will be limited to the region from Sahurita to Casa Grande. While my comments are not a complete report of the potential flooding issues of your recommended route, it is obvious to the most casual observer that you have not adequately been to investigate the features of the landscape, the investment in infrastructure, conservation and management, the potential risks and the actual cost of providing all weather access in your proposed I-10 bypass. Will FHWA and ADOT pay the cost of clearing up contamination of our water, if needed? Will you pay the costs of efforts to eradicate and control the spread of invasive species like buffelgrass in perpetuity? What about fire as a management tool or the protection of existent residences and businesses? Will you pay for the movement of a utility's infrastructure, should that be needed? Or increases in flood insurance or damages? Who will be responsible? Who will be liable? These are reasonably foreseeable circumstances.</p> <p>My comments and observations will begin in detail at SR 86/West Ajo Road and focus in depth on the Avra Valley while noting that the recommended corridor south of SR 86/ West Ajo Road, from its inception at I-19, south of the San Xavier District of the Tohono O'odham Nation in the Town of Sahuarita to West Ajo Road/SR 86, is fraught with similar issues as well as adverse and unmitigable impacts to the endangered Pima Pineapple cactus.. In doing minimal due diligence and ground-truthing of your proposed recommended alternative for I-11 the following points of information and concern are of note:</p> <p>The proposed recommended alternative route crosses SR 86/West Ajo Road heading north, just west of and along South Marstellar Road. It encompasses two unnamed washes with flows of 2000-5000 cfs, one unnamed wash with flows less than 500 cfs and two other unnamed washes with flows of 500-1000 cfs as it curves northeast to South Marstellar Road. Currently, South Marstellar Road is depressed below the floodplain with berms, some of which have been breached, reaching four to five feet in height on either side and with utilities exposed by erosion on the west side of the road. Flooding is a common occurrence here and throughout Altar and Avra Valleys. Tucson Water's AV007 Well is located at the southwest corner of South Marstellar Road and West Los Reales Road, just east of the corridor alignment.</p> <p>The recommended route then veers eastward to the intersection of South Sandario Road and West Valencia Road where, on the southwest corner of the intersection, at 6505 South Sandario Road, Tucson Water's Plant 9 is located. The signage at Plant 9 indicates that this plant sends a blend of CAP and groundwater from Avra Valley to Zones B - Z, including the Tucson International Airport, the Tucson Airport Remediation Project (TARP) facility for the treatment of TCE and the Advanced Oxidation Process (AOP) Water Treatment facility for the treatment of 1, 4 dioxane. Together, the ADP and TARP produce up to 7 million gallons of purified water a day. Plant 9 serves the Martin Reservoir, a 20-million-gallon concrete underground storage facility built in 1964, located at East Valencia Road and South Park Avenue, with an average flow of 6 million gallons per day. It also serves the Clearwell Reservoir, built in 1993-1994 and located near Starr Pass Resort on the west side of Tucson, which holds a volume of 60 million gallons in two separate</p>	GlobalTopic_1, GlobalTopic_4, WR-4, WR-2, WR-1, BR-4	McVie_C_13432	I- 3432 -1
McVie	Christina	Coalition for Sonoran Desert Protection.	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 13 -1
McVie	Christina	Community Water Coalition of Southern Arizona	Oral	5/11/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 23 -1
McWilliams	James		Website	6/19/19 8:09 AM AT	I'm opposed to the new interstate (11) because of its impact on the desert, especially on the designated wildlife corridors.	LU-3 and BR-2 and GlobalTopic_4		I- 1753 -1
McWilliams	Michael		Mail	7/08/19 1:00 AM AT	I'm writing a short statement expressing my protest to the proposed highway route. As a former and long time resident of Picture Rocks I developed a deep love and understanding of the valuable wildlife populations of the area. It's my opinion, based on my knowledge of the facts of this rich but fragile need for ecosystem survivability, that any further man made intrusion into this area should be avoided. I suggest any alternative to this route as this one is obviously the most damaging. Thank you for your consideration in my opinion.	GlobalTopic_1	McWilliams_M_13535	I- 3535 -1
Meade	C		Email	5/26/19 1:00 AM AT	<p>Putting I-11 through Avra Valley is so wrong for so many reasons.What are all the people who have lovingly made their homes out here for decades going to do, where can they go? They mostly are poor and don't have enough money to go buy a place somewhere else.</p> <p>Also, what about all the saguaros out here? There are hundreds of them. Would you plan to move ALL of them carefully and properly, and where would you put them?</p> <p>Running i-11 through Avra valley is the worst idea I have ever heard. C Meade</p>	GlobalTopic_4 and GlobalTopic_1		I- 1284 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Medeiros	Pat & Sherry		Email	6/04/19 1:00 AM AT	<p>Comments regarding I-11 Corridor Study Route through Rancho Buena Vista, Sahuarita.</p> <p>I-11 may become a proposed highway effective July 8, 2019 and it would forever impact the value of our property. The highway may intersect I-19 a mile away, but the interchange's foot print would have a negative impact on our property value. Please reconsider all the vacant and undeveloped land in the area and not diminish our property value.</p> <p>Pat & Sherry Medeiros Rancho Buena Vista XXXXXXXXXXXXXX Sahuarita, AZ 85629</p> <p>[https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fipmcdn.avast.com%2Fimages%2Ficons%2Ficon-envelope-tick-round-orange-animated-no-repeat-v1.gif&data=02%7C01%7C11ADOTStudy%40hdinc.com%7Cfc75e80629ef4f033a8908d6e924a901%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636952741000349499&sdata=EqeQPCUJrVmzruvadWEY0HoDg5xpCXki4bAOSmh1cD0%3D&reserved=0] Virus-free. https://nam05.safelinks.protection.outlook.com/?url=www.avast.com&data=02%7C01%7C11ADOTStudy%40hdinc.com%7Cfc75e80629ef4f033a8908d6e924a901%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636952741000349499&sdata=pVPuzncrr8469Q1IIRZzuHEgTSrXnT%2BF2SwPjhwRow%3D&reserved=0</p>	GlobalTopic_1		I- 1689 -1
Meditz	Leona		Oral	5/01/19 1:00 AM AT	<p>MS. LEONA MEDITZ: My name is Leona Meditz. First of all, I think something has to be done because if it's not, the growth that we're going to have, just natural growth is going to make us have a lot of problems which is getting people from point A to point B and, also, the congress will be affected.</p> <p>I own property on I-8 and I-84, that exit right there on the 51, 19 acres, and so even though I live there, I still would think that the orange, the red/orange route would be the best because you're using existing highways and so it would be less expensive to build and, also, it doesn't cut through the existing residential areas as much.</p> <p>So growing up in the '50s, I had to move my house because of a freeway coming through in Southern California and I wasn't very happy because what they gave me for it wasn't really what I thought the fair market value should be, but we didn't have any choice. So if you can avoid that and basically use highways that are already built, I think that's just smart to do. That's my comment.</p>	GlobalTopic_4 and GlobalTopic_2	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 1033 -1
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:49 PM AT	<p>July 8, 2019</p> <p>I-11 Tier 1 Study Team c/o ADOT Communications 1644 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>RE: I-11 Tier 1 Study Comments</p> <p>Dear Tier 1 Study Team: The Tucson Metro Chamber's mission is to champion an environment where business thrives and our community prospers. On behalf of our 1,500 member businesses and their collective 120,000 employees, the Chamber commends the Arizona Department of Transportation for the foresight to have Interstate 11 planned "border to border." The future economic growth expected from this important connectivity sets our state, and specifically our region, to remain an integral part of international commerce for decades to come.</p> <p>The Chamber strongly opposes the No Build Option within the I-11 Tier 1 EIS, and supports the Recommended Corridor Alternative put forth in the Tier 1 EIS document. The detailed engineering, environmental process, as well as the extensive public outreach that occurred in the process, conclude this is the correct alternative for the Southern Arizona portion of Interstate 11.</p> <p>Our support for the Recommended Corridor Alternative is based on our long-standing belief in economic development spurred by adequate transportation corridors, along with planning for the future. Previous studies have recommended a true alternate route avoiding the congested metropolitan area, providing an alternate route for north-south traffic to and from Mexico. The Recommended Corridor Alternative provides relief to our existing transportation network, ensuring future surface transportation demands will be met without inadvertently or unnecessarily harming our existing climate for commerce. The proposed route would serve as a major trade corridor, relieving long-distance-haul trucking traffic from I-10, potentially saving the need to widen I-10.</p> <p>However, there are still areas we would like to see bolded or explored as this process continues:</p> <p>We appreciate your consideration of these points and we hope to discuss these issues and more as the Tier 1 final EIS comes to fruition.</p> <p>Sincerely, Robert Medler Vice President</p>	GlobalTopic_4	Medler_R_TucsonMetroChamber_046	O- 46 -1
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:49 PM AT	<ul style="list-style-type: none"> We would like to know the impact of an I-10 interchange in northern Pima County, as well as continuing as a separate Interstate through Pinal County. The current study has these options as separate, and we believe there may be substantial benefit of both options being considered. Further expansion on the ability to mitigate a variety of environmental concerns expressed in public hearings Enhanced detail on the limited access points (interchanges; ingress/egress) north of Arizona State Highway 86 to Marana Regional Airport Tucson is the only major metropolitan region on I-10 in the nation that does not have an operational bypass. The I-10 stretch between Phoenix and Tucson is often brought to a halt by accidents. The Tier 1 report should include information on the occurrence of the significant events in the previous decade. 	GlobalTopic_1		O- 46 -2
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:49 PM AT	<ul style="list-style-type: none"> The level of detail for the alternative using the current I-10 (orange alternative) is inadequate. Further details on the proposed expansion need to be included. The estimated cost for the expansion seems unrealistically low for significant modifications to the existing 30-mile roadway. 	GlobalTopic_1 and GlobalTopic_8		O- 46 -3
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:49 PM AT	<ul style="list-style-type: none"> No direct statement exists of the total cost due to lost trade with Mexico as a result of the no build option. This analysis should be added to the report. 	GlobalTopic_8		O- 46 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:49 PM AT	• Accurate number of homes and lands impacted for both the 2000-ft. width, and an estimated amount of the same for the 400-ft. width, need to be addressed in the final report.	GlobalTopic_8		O-46-5
Medler	Robert	Tucson Metro Chamber	Website	7/08/19 4:50 PM AT	<p>July 8, 2019 I-11 Tier 1 Study Team c/o ADOT Communications 1644 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 RE: I-11 Tier 1 Study Comments</p> <p>Dear Tier 1 Study Team:</p> <p>The Tucson Metro Chamber's mission is to champion an environment where business thrives and our community prospers. On behalf of our 1,500 member businesses and their collective 120,000 employees, the Chamber commends the Arizona Department of Transportation for the foresight to have Interstate 11 planned "border to border." The future economic growth expected from this important connectivity sets our state, and specifically our region, to remain an integral part of international commerce for decades to come.</p> <p>The Chamber strongly opposes the No Build Option within the I-11 Tier 1 EIS, and supports the Recommended Corridor Alternative put forth in the Tier 1 EIS document. The detailed engineering, environmental process, as well as the extensive public outreach that occurred in the process, conclude this is the correct alternative for the Southern Arizona portion of Interstate 11.</p> <p>Our support for the Recommended Corridor Alternative is based on our long-standing belief in economic development spurred by adequate transportation corridors, along with planning for the future. Previous studies have recommended a true alternate route avoiding the congested metropolitan area, providing an alternate route for north-south traffic to and from Mexico. The Recommended Corridor Alternative provides relief to our existing transportation network, ensuring future surface transportation demands will be met without inadvertently or unnecessarily harming our existing climate for commerce. The proposed route would serve as a major trade corridor, relieving long-distance-haul trucking traffic from I-10, potentially saving the need to widen I-10.</p> <p>However, there are still areas we would like to see emboldened or explored as this process continues:</p> <ul style="list-style-type: none"> • We would like to know the impact of an I-10 interchange in northern Pima County, as well as continuing as a separate Interstate through Pinal County. The current study has these options as separate, and we believe there may be substantial benefit of both options being considered. • Further expansion on the ability to mitigate a variety of environmental concerns expressed in public hearings • Enhanced detail on the limited access points (interchanges; ingress/egress) north of Arizona State Highway 86 to Marana Regional Airport • The level of detail for the alternative using the current I-10 (orange alternative) is inadequate. Further details on the proposed expansion need to be included. The estimated cost for the expansion seems unrealistically low for significant modifications to the existing 30-mile roadway. • Tucson is the only major metropolitan region on I-10 in the nation that does not have an operational bypass. The I-10 stretch between Phoenix and Tucson is often brought to a halt by accidents. The Tier 1 report should include information on the occurrence of the significant events in the previous decade. • No direct statement exists of the total cost due to lost trade with Mexico as a result of the no build option. This analysis should be added to the report. • Accurate number of homes and lands impacted for both the 2000-ft. width, and an estimated amount of the same for the 400-ft. width, need to be addressed in the final report. <p>We appreciate your consideration of these points and we hope to discuss these issues and more as the Tier 1 final EIS comes to fruition.</p> <p>Sincerely,</p>	GlobalTopic_4, GlobalTopic_1 and GlobalTopic_8		O-47-1
Medler	Robert	Tucson Metro Chamber	Email	7/08/19 1:00 AM AT	<p>Please find our comments attached. Thank you!</p> <p>Robert [cid:image006.png@01D4D354.CFF94340] Robert Medler • Vice President P XXX-XXX-XXXX • F XXX-XXX-XXXX XXXXX@tucsonchamber.org • TucsonChamber.org Tucson Metro Chamber • XXXXXXXXXX • Tucson, AZ 85701 [cid:image003.png@01D3C76F.3F05FA50] [cid:image004.png@01D3C76F.3F05FA50] [cid:image011.png@01D4774B.3FAEA650] [cid:image005.png@01D3C76F.3F05FA50] Mission: Champion an environment where your business thrives and our community prospers</p> <p>Confidentiality Notice: This message contains information from the Tucson Metro Chamber and is confidential or privileged. The information is intended to be for the use of the individual or entity to which it is addressed. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this message is prohibited. If you have received this email in error, please notify this office by return email or telephone (520) 792-1212 immediately so that we may arrange for the retrieval of the information at no cost to you. [cid:image004.jpg@01D530E1.6108F710]</p>	GlobalTopic_4, GlobalTopic_1 and GlobalTopic_8	Medler_R_TucsonMetroChamber_O58	O-58-1
Meeker	Barbara		Website	7/08/19 7:22 PM AT	<p>I'm so disappointed in the I-11 projected route. Isn't Tucson known for their pristine peaceful desert? What about potential damage that it most certainly will cause. I truly hope and pray that the powers that be will consider a much more thoughtful route that isn't money minded.</p> <p>Thank you Barbara Meeker</p>	GlobalTopic_1		I-3134-1
Meggs	Shirley Donya		Website	7/03/19 8:12 AM AT	<p>I oppose the proposed I-11 route through Avra Valley for a few reasons: 1) It creates unnecessary great risk for the water supply of both Tucson and Phoenix, due to requiring the water recharge facilities to be moved. 2) The environmental impacts would be enormous. 3) Routing traffic away from Tucson would deprive local businesses; I believe it would be better to invest money in incorporating I-10 into this route.</p>	GlobalTopic_1, GlobalTopic_4, WR-1, and E-1		I-2346-1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mehr	Amit		Oral	5/08/19 1:00 AM AT	<p>AMIT MEHR: Hi. My name is Amit, and I was born in Tucson. And I just thought I would make a couple comments.</p> <p>I value the small-town feel, my hometown. This is originally the Tohono O'odham land, and we need to respect that.</p> <p>We have to recognize that anything we do to it should be, you know, under the auspices of something that is positive and necessary.</p> <p>I don't want Tucson to become like a big giant city like Phoenix or LA. There are places like that, and people value that, and that's fine. But I like the small-town feel.</p> <p>So I value the antigrowth, antidevelopment values. Those are kind of the principles, even though it's not practical to make it that way.</p> <p>I would hope for either the orange route, the double-decker option over the city of Tucson on top of the existing I-10, or the no-action plan, but definitely not going through Avra Valley and going through -- creating another biological barrier for travel and everything everybody has said.</p> <p>So I don't know how to stop it. I mean, do you just say no action and hope for the best? People say it can happen in as little as 10 years, or like in 20 to 40 years.</p> <p>I mean, just something that nobody wants and nobody feels is necessary to go through our area with our values, what Tucson is about.</p> <p>So, you know, just to make something that goes from Vegas to Nogales or Canada to Nogales, that's fine. But don't bring it through here.</p> <p>And then you also have to be going through the northern part of the Tohono O'odham reservation near Casa Grande.</p> <p>And a lot of that land is owned by Alatee (phonetic), and Alatee as individuals might be in favor of it. I know the nation as a whole is not.</p> <p>And so there's a lot of history behind Alatee saying yes to things, whereas it's not necessarily as good for the Indian reservation as a whole.</p> <p>So I'd like you guys to use compassion and consider that as you're building routes as well. So I hope that doesn't happen. Thank you.</p>	GlobalTopic_1, GlobalTopic_13, BR-2		I- 1348 -1
meintzer	treg		Website	6/14/19 3:42 PM AT	This sounds like a big waste of money. There are many roads that could use repair, but instead lets just build a new one that is a couple miles from an already existing interstate in many areas. This plan will destroy many miles of land and push many people off of their private property. It is a horrible idea.	GlobalTopic_4 and E-3 and AC-1		I- 1538 -1
Meis	Doug		Website	7/08/19 1:40 PM AT	As a past resident, U of A class of 88, and future retiree I would like to express my dissatisfaction on this unnecessary, costly and unwanted project. In these days we must preserve All tracts of the Sonoran Desert -Not chew up more land	GlobalTopic_4 and PN-3		I- 2984 -1
Meixner	Phoebe		Website	6/29/19 12:42 PM AT	Our ecosystem is already vulnerable enough without further expansion into our beautiful desert. We do not need more habitat destruction in the areas around our city, nor should we desire an aesthetic interruption like a highway!	GlobalTopic_4 and BR-1		I- 2207 -1
Melcher	Ron		Website	5/07/19 7:58 AM AT	Please don't do this....	GlobalTopic_4		I- 583 -1
Melillo	John		Website	7/08/19 8:06 AM AT	I am very concerned about this proposed road. I--and many fellow citizens I have spoken with--strongly oppose it. This unnecessary road parallels already existing roads, and it would cut through ecologically important landscape. It provides no economic value to the Tucson area, but it does create a blueprint for unsustainable expansion and destruction of the natural landscape surrounding Tucson. Just think: rather than the world famous look off from Gates Pass toward the west, Tucsonans and tourists will have a view of a worthless highway stretching through a once beautiful, precious, and rare Sonoran landscape We do not need or want this road. It is a bad idea for our community.	GlobalTopic_1		I- 2907 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellen	Eric		Website	6/13/19 4:19 PM AT	<p>My comments refer specifically to the proposed route for I-11 through the Avra Valley West of Tucson.</p> <p>The proposed route seems to have been selected despite overwhelming public opposition. This route passes through some of the most sensitive and beautiful areas of the Sonoran desert and will also plow through long-established neighborhoods, destroying homes and lives.</p> <p>I am opposed to the route through the Avra Valley, including the Wildlife Mitigation Corridor. When the CAP was built in this area, the impact on wildlife was recognized and the Mitigation Corridor was set up as a pathway for migration and as a habitat. To build a freeway through this pristine desert would be environmentally disastrous and a betrayal of the public trust. Why level an ancient saguaro/ironwood forest when there are much less destructive options?.</p> <p>The route would devastate a community of residents who are deeply committed to living in harmony with their environment. As a 27 year resident of the area, I think I have a better understanding of what is at stake than your hired "experts" who spend a few minutes or hours here.</p> <p>I spent years building my home as a peaceful place for my wife and I to spend the rest of our lives. We are not wealthy...not many people around here are. This is all we have and now I find that some "planners" have drawn a line on a map right over my house and it is to be taken from us. There is NOTHING that could ever compensate us for that. And then to destroy so much of the desert that we love, when there are better, cheaper alternatives is more than we can comprehend.</p> <p>I am asking that you reconsider the selection of this "Preferred Route". I know that you requested specific objections to the plan, so I'm attaching a very well researched letter from my neighbor John Lewallen that goes into detail. I agree with every word.</p> <p>But I'm also reminding you that this plan will destroy peoples homes. And lives. And a natural area that is irreplaceable. All when you could choose an alternative. It's not too late.</p> <p>-Eric and Helen Mellen</p> <p>Please read this: I object to the primary selection of a route through Avra Valley. My objection is based on the inadequacy of this route to meet the "Needs" stated in the Preliminary Section Evaluation. In addition, the selected route would have an adverse effect on those that live in the Avra Valley.</p> <p>Following are my objections by stated "Other Desired Outcomes And Needs".</p> <p>Other Desired Outcomes: With the preliminary selection of a route that runs adjacent to the CAP and through the Mitigation Corridor, it is impossible to meet the "Other Desired Outcomes" as stated in the study. These are the protection of sensitive tourist attractions, protection of environmental and cultural resources and maintenance of integrity of wildlife movement. Following are examples of areas that would be adversely impacted by the preliminary route selection:</p>	GlobalTopic_4 and GlobalTopic_1	No Attachment Submitted	I- 1528 -1
Mellen	Eric		Website	6/13/19 4:19 PM AT	<p>Arizona Sonora Desert Museum is the major tourist attraction in Tucson with over 350,000 visitors annually. The Chairman of the Board of Trustees and Museum's Executive Director have communicated with your team objecting to any freeway route through Avra Valley. These objections are based on the adverse impact a freeway would have on the view-shed, wildlife corridors, habitat modifications including vehicle emissions, roadway runoff, light and noise pollution, and soil and water degradation.</p> <p>The Museum is located within Tucson Mountain Park, and Pima County Mountain Park Management Plan addresses the Mitigation Corridor, the museum, visual, biological, and cultural resources. I-11 would conflict with the county management plan and would damage habitat, wildlife, movement corridors and sensitive tourist attractions.</p> <p>Pima County Conservation Lands System - Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and the Mitigation Corridor are included in the conservation lands system. The system identifies priority vulnerable species, cultural resources, special management areas, and critical landscape connections. An interstate highway located in Avra Valley would negatively impact these objectives.</p> <p>Pima County Buffer Zone - Areas within one mile of Saguaro National Park, Tucson Mitigation Corridor are designated to provide adequate habitat, foster unimpeded movement of wildlife, and provide aesthetic visual appearance to and from Pima County public preserves. I-11 would damage the goals of the Pima County Overlay Zone.</p> <p>Thank you for thoughtfully considering my objections to I-11 through Avra Valley. As noted in the EIS, Figure 2.3, "Public Scoping Feedback on Build Corridor Alternative", there is strong opposition to building I-11 through Avra Valley. For reasons stated above, it is preferable to enhance I-10 for the southern section of this far-reaching project. I am hopeful that a less expensive alternative that meets the needs of the project can be found. The destruction of the Avra Valley is unnecessary, harmful to people and environment, and irreversible.</p>			I- 1528 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellen	Eric		Website	6/13/19 4:19 PM AT	<p>Needs: There are also serious questions raised for the fulfillment of project "Needs" by a freeway through Avra Valley as follows:</p> <ol style="list-style-type: none"> 1. Population and Employment Growth- Figure 1.4. "Population Density 2015 and 2040 and Planned High-Growth areas" illustrates that Avra Valley is unchanged for this planning period. In other words, the projected growth resulting from a freeway is non-existent. There is not enough private land in Avra Valley for it to ever become densely populated. However, an "improved" 1-10/1-11 freeway route would serve Tucson, which has the infrastructure to benefit from increased traffic. 2. Traffic Growth And Travel Time Reliability - The plan is unable to determine the impact of building an additional spur through Avra Valleys opposed top time and reliability for an enhanced I-10. However, Figure 1.9 shows no change in average speed from 2015-2040. The cost of each alternative is also missing from the report. I believe that ADOT originally recommended enhancing I-10 with a saving of around \$2 Billion compared to building a new route through Avra Valley. Based on current estimates, I understand they figure now exceeds \$3 Billion. 3. System Linkage and regional Mobility -The I-11 proposed build does not envision an additional freeway between Nogales and Tucson. Therefore, this section of the project does not enhance System Linkage and Regional Mobility. These factors are enhanced as as the project extends north and runs between the existing interstates 5 and 15. 4. Access to Economic Activities and Tourist Attractions - There are no "Economic Centers" (Fig. 1.12) defined as "Existing or Emerging Employment Clusters" or "Freight Industry Focus Centers" in Avra Valley. A freeway West of Tucson would bypass the very areas this project promotes as justification for it's building. <p>As previously stated, Tucson's major tourist attractions are dependent on maintaining the natural environment. Building a freeway through Avra Valley would very negatively impact on tourist attractions.</p> <p>5. Homeland Security and National Defense - Are we to believe that a spur through Avra Valley would in any way assist traffic moving South towards Mexico or North/West on I-10? Either route is constricted by the capacity of I-10 or I-19 South. The Southern section of I-11 does not enhance Homeland Security or National Defense and including them in this paper can only serve to sway the uninformed.</p>	<p>PN-3 The I-11 Team appreciates your comments and has taken note of your concerns. Below are a few clarifications:</p> <ol style="list-style-type: none"> 1. Figure 1-4 Population Density 2015 and 2040 illustrates growth area immediately adjacent to the Avra Valley area, extending east across I-10 to Marana. 2. Figure 1-9 illustrates a reduction in average speed from 2015 to 2040 along I-10, down from 51 mph or higher to 40-50 mph. 		I- 1528 -2
Mellen	Eric		Website	6/13/19 4:30 PM AT	<p>My comments refer specifically to the proposed route for I-11 through the Avra Valley West of Tucson.</p> <p>The proposed route seems to have been selected despite overwhelming public opposition. This route passes through some of the most sensitive and beautiful areas of the Sonoran desert and will also plow through long-established neighborhoods, destroying homes and lives.</p> <p>I am opposed to the route through the Avra Valley, including the Wildlife Mitigation Corridor. When the CAP was built in this area, the impact on wildlife was recognized and the Mitigation Corridor was set up as a pathway for migration and as a habitat. To build a freeway through this pristine desert would be environmentally disastrous and a betrayal of the public trust. Why level an ancient saguaro/ironwood forest when there are much less destructive options?.</p> <p>The route would devastate a community of residents who are deeply committed to living in harmony with their environment. As a 27 year resident of the area, I think I have a better understanding of what is at stake than your hired "experts" who spend a few minutes or hours here.</p> <p>I spent years building my home as a peaceful place for my wife and I to spend the rest of our lives. We are not wealthy...not many people around here are. This is all we have and now I find that some "planners" have drawn a line on a map right over my house and it is to be taken from us. There is NOTHING that could ever compensate us for that. And then to destroy so much of the desert that we love, when there are better, cheaper alternatives is more than we can comprehend.</p> <p>I am asking that you reconsider the selection of this "Preferred Route". I know that you requested specific objections to the plan, so I'm attaching a very well researched letter from my neighbor John Lewallen that goes into detail. I agree with every word.</p> <p>But I'm also reminding you that this plan will destroy peoples homes. And lives. And a natural area that is irreplaceable. All when you could choose an alternative. It's not too late.</p> <p>-Eric and Helen Mellen</p> <p>Please read this: I object to the primary selection of a route through Avra Valley. My objection is based on the inadequacy of this route to meet the "Needs" stated in the Preliminary Section Evaluation. In addition, the selected route would have an adverse effect on those that live in the Avra Valley. Following are my objections by stated "Other Desired Outcomes And Needs".</p> <p>Other Desired Outcomes: With the preliminary selection of a route that runs adjacent to the CAP and through the Mitigation Corridor, it is impossible to meet the "Other Desired Outcomes" as stated in the study. These are the protection of sensitive tourist attractions, protection of environmental and cultural resources and maintenance of integrity of wildlife movement. Following are examples of areas that would be adversely impacted by the preliminary route selection:</p> <p>Arizona Sonora Desert Museum is the major tourist attraction in Tucson with over 350,000 visitors annually. The Chairman of the Board of Trustees and Museum's Executive Director have communicated with your team objecting to any freeway route through Avra Valley. These objections are based on the adverse impact a freeway would have on the view-shed, wildlife corridors, habitat modifications including vehicle emissions, roadway runoff, light and noise pollution, and soil and water degradation.</p> <p>The Museum is located within Tucson Mountain Park, and Pima County Mountain Park Management Plan addresses the Mitigation Corridor, the museum, visual, biological, and cultural resources. I-11 would conflict with the county management plan and would damage habitat, wildlife, movement corridors and sensitive tourist attractions.</p>	GlobalTopic_1 and LU-5 and BR-2 and LU-3 and CO-3	No Attachment Submitted	I- 1529 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellen	Eric		Website	6/13/19 4:30 PM AT	<p>Pima County Conservation Lands System - Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and the Mitigation Corridor are included in the conservation lands system. The system identifies priority vulnerable species, cultural resources, special management areas, and critical landscape connections. An interstate highway located in Avra Valley would negatively impact these objectives.</p> <p>Pima County Buffer Zone - Areas within one mile of Saguaro National Park, Tucson Mitigation Corridor are designated to provide adequate habitat, foster unimpeded movement of wildlife, and provide aesthetic visual appearance to and from Pima County public preserves. I-11 would damage the goals of the Pima County Overlay Zone.</p> <p>Needs: There are also serious questions raised for the fulfillment of project "Needs" by a freeway through Avra Valley as follows:</p> <ol style="list-style-type: none"> 1. Population and Employment Growth- Figure 1.4. "Population Density 2015 and 2040 and Planned High-Growth Areas" illustrates that Avra Valley is unchanged for this planning period. In other words, the projected growth resulting from a freeway is non-existent. There is not enough private land in Avra Valley for it to ever become densely populated. However, an "improved" I-10/I-11 freeway route would serve Tucson, which has the infrastructure to benefit from increased traffic. 2. Traffic Growth And Travel Time Reliability - The plan is unable to determine the impact of building an additional spur through Avra Valleys opposed top time and reliability for an enhanced I-10. However, Figure 1.9 shows no change in average speed from 2015-2040. The cost of each alternative is also missing from the report. I believe that ADOT originally recommended enhancing I-10 with a saving of around \$2 Billion compared to building a new route through Avra Valley. Based on current estimates, I understand they figure now exceeds \$3 Billion. 3. System Linkage and regional Mobility -The I-11 proposed build does not envision an additional freeway between Nogales and Tucson. Therefore, this section of the project does not enhance System Linkage and Regional Mobility. These factors are enhanced as as the project extends north and runs between the existing interstates 5 and 15. 4. Access to Economic Activities and Tourist Attractions - There are no "Economic Centers" (Fig. 1.12) defined as "Existing or Emerging Employment Clusters" or "Freight Industry Focus Centers" in Avra Valley. A freeway West of Tucson would bypass the very areas this project promotes as justification for its building. As previously stated, Tucson's major tourist attractions are dependent on maintaining the natural environment. Building a freeway through Avra Valley would very negatively impact on tourist attractions. 5. Homeland Security and National Defense - Are we to believe that a spur through Avra Valley would in any way assist traffic moving South towards Mexico or North/West on I-10? Either route is constricted by the capacity of I-10 or I-19 South. The Southern section of I-11 does not enhance Homeland Security or National Defense and including them in this paper can only serve to sway the uninformed. <p>Thank you for thoughtfully considering my objections to I-11 through Avra Valley. As noted in the EIS, Figure 2.3, "Public Scoping Feedback on Build Corridor Alternative", there is strong opposition to building I-11 through Avra Valley. For reasons stated above, it is preferable to enhance I-10 for the southern section of this far-reaching project. I am hopeful that a less expensive alternative that meets the needs of the project can be found. The destruction of the Avra Valley is unnecessary, harmful to people and</p>			I- 1529 -1a
Mellen	Eric		Email	6/13/19 1:00 AM AT	<p>My comments refer specifically to the proposed route for I-11 through the Avra Valley West of Tucson.</p> <p>The proposed route seems to have been selected despite overwhelming public opposition. This route passes through some of the most sensitive and beautiful areas of the Sonoran desert and will also plow through long-established neighborhoods, destroying homes and lives.</p> <p>I am opposed to the route through the Avra Valley, including the Wildlife Mitigation Corridor. When the CAP was built in this area, the impact on wildlife was recognized and the Mitigation Corridor was set up as a pathway for migration and as a habitat. To build a freeway through this pristine desert would be environmentally disastrous and a betrayal of the public trust. Why level an ancient saguaro/ironwood forest when there are much less destructive options?.</p> <p>The route would devastate a community of residents who are deeply committed to living in harmony with their environment. As a 27 year resident of the area, I think I have a better understanding of what is at stake than your hired "experts" who spend a few minutes or hours here.</p> <p>I spent years building my home as a peaceful place for my wife and I to spend the rest of our lives. We are not wealthy...not many people around here are. This is all we have and now I find that some "planners" have drawn a line on a map right over my house and it is to be taken from us. There is NOTHING that could ever compensate us for that. And then to destroy so much of the desert that we love, when there are better, cheaper alternatives is more than we can comprehend.</p> <p>I am asking that you reconsider the selection of this "Preferred Route". I know that you requested specific objections to the plan, so I'm attaching a very well researched letter from my neighbor John Lewallen that goes into detail. I agree with every word.</p> <p>But I'm also reminding you that this plan will destroy peoples homes. And lives. And a natural area that is irreplaceable. All when you could choose an alternative. It's not too late.</p> <p>-Eric and Helen Mellen</p> <p>Please read this: I object to the primary selection of a route through Avra Valley. My objection is based on the inadequacy of this route to meet the "Needs" stated in the Preliminary Section Evaluation. In addition, the selected route would have an adverse effect on those that live in the Avra Valley.</p> <p>Following are my objections by stated "Other Desired Outcomes And Needs".</p> <p>Other Desired Outcomes: With the preliminary selection of a route that runs adjacent to the CAP and through the Mitigation Corridor, it is impossible to meet the "Other Desired Outcomes" as stated in the study. These are the protection of sensitive tourist attractions, protection of environmental and cultural resources and maintenance of integrity of wildlife movement. Following are examples of areas that would be adversely impacted by the preliminary route selection:</p>	GlobalTopic_4 and GlobalTopic_1	No Attachment Submitted	I- 2431 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellen	Eric		Email	6/13/19 1:00 AM AT	<p>Arizona Sonora Desert Museum is the major tourist attraction in Tucson with over 350,000 visitors annually. The Chairman of the Board of Trustees and Museum's Executive Director have communicated with your team objecting to any freeway route through Avra Valley. These objections are based on the adverse impact a freeway would have on the view-shed, wildlife corridors, habitat modifications including vehicle emissions, roadway runoff, light and noise pollution, and soil and water degradation.</p> <p>The Museum is located within Tucson Mountain Park, and Pima County Mountain Park Management Plan addresses the Mitigation Corridor, the museum, visual, biological, and cultural resources. I-11 would conflict with the county management plan and would damage habitat, wildlife, movement corridors and sensitive tourist attractions.</p> <p>Pima County Conservation Lands System - Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and the Mitigation Corridor are included in the conservation lands system. The system identifies priority vulnerable species, cultural resources, special management areas, and critical landscape connections. An interstate highway located in Avra Valley would negatively impact these objectives.</p> <p>Pima County Buffer Zone - Areas within one mile of Saguaro National Park, Tucson Mitigation Corridor are designated to provide adequate habitat, foster unimpeded movement of wildlife, and provide aesthetic visual appearance to and from Pima County public preserves. I-11 would damage the goals of the Pima County Overlay Zone.</p> <p>Needs: There are also serious questions raised for the fulfillment of project "Needs" by a freeway through Avra Valley as follows:</p> <ol style="list-style-type: none"> 1. Population and Employment Growth- Figure 1.4. "Population Density 2015 and 2040 and Planned High-Growth Areas" illustrates that Avra Valley is unchanged for this planning period. In other words, the projected growth resulting from a freeway is non-existent. There is not enough private land in Avra Valley for it to ever become densely populated. However, an "improved" 1-10/1-11 freeway route would serve Tucson, which has the infrastructure to benefit from increased traffic. 2. Traffic Growth And Travel Time Reliability - The plan is unable to determine the impact of building an additional spur through Avra Valleys opposed top time and reliability for an enhanced I-10. However, Figure 1.9 shows no change in average speed from 2015-2040. The cost of each alternative is also missing from the report. I believe that ADOT originally recommended enhancing I-10 with a saving of around \$2 Billion compared to building a new route through Avra Valley. Based on current estimates, I understand they figure now exceeds \$3 Billion. 3. System Linkage and regional Mobility -The I-11 proposed build does not envision an additional freeway between Nogales and Tucson. Therefore, this section of the project does not enhance System Linkage and Regional Mobility. These factors are enhanced as as the project extends north and runs between the existing interstates 5 and 15. 4. Access to Economic Activities and Tourist Attractions - There are no "Economic Centers" (Fig. 1.12) defined as "Existing or Emerging Employment Clusters" or "Freight Industry Focus Centers" in Avra Valley. A freeway West of Tucson would bypass the very areas this project promotes as justification for its building. 			I- 2431 -1a
Mellen	Eric		Email	6/13/19 1:00 AM AT	<p>As previously stated, Tucson's major tourist attractions are dependent on maintaining the natural environment. Building a freeway through Avra Valley would very negatively impact on tourist attractions.</p> <p>5. Homeland Security and National Defense - Are we to believe that a spur through Avra Valley would in any way assist traffic moving South towards Mexico or North/West on I-10? Either route is constricted by the capacity of I-10 or I-19 South. The Southern section of I-11 does not enhance Homeland Security or National Defense and including them in this paper can only serve to sway the uninformed.</p> <p>Thank you for thoughtfully considering my objections to I-11 through Avra Valley. As noted in the EIS, Figure 2.3, "Public Scoping Feedback on Build Corridor Alternative", there is strong opposition to building I-11 through Avra Valley. For reasons stated above, it is preferable to enhance I-10 for the southern section of this far-reaching project. I am hopeful that a less expensive alternative that meets the needs of the project can be found. The destruction of the Avra Valley is unnecessary, harmful to people and environment, and irreversible.</p>			I- 2431 -1b
Mellen	Helen		Website	5/22/19 5:54 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.</p>	GlobalTopic_1 and GlobalTopic_9		I- 1073 -1
Mellen	Helen		Website	5/22/19 5:54 PM AT	<p>I would also suggest something that has yet to be mentioned, as far as I've seen. An alternative to stacking the I-10 freeway through downtown might be to align the I-11 alongside I-10, over the Santa Cruz River. The river has been channeled and only flows when it rains, so it would not spoil any views of a "beautiful" river. It would keep the truck traffic downtown so that the businesses along the route would not lose out on any revenue and it would be much cheaper than running a whole new freeway through the Avra Valley, which is parallel to and only 20 miles west of I-10 anyway. Thank you for considering my comment on this issue.</p>	GlobalTopic_1		I- 1073 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellen	Helen		Website	7/07/19 6:06 PM AT	<p>[Helen E. Mellen XXXXXXXXXXXX Tucson, AZ 85743</p> <p>July 7, 2019 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>Re: the I-11 Tier 1 EIS Environmental Impact Statement and Preliminary Section 4(f) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg</p> <p>To whom it may concern: I would like to formally protest the "recommended Alternative Route described in the Tier 1 DEIS for Interstate I-11", specifically where it cuts through the Avra Valley west of Tucson.</p> <p>I do not understand why, in spite of overwhelming opposition voiced by many agencies, groups and individuals for many years against an interstate highway through the Avra Valley, this route continues to be the recommended route. There are so many reasons why this should not be the preferred route and why enhancing the I-10 and I-19 (Option "A" and "B") infrastructure would be the much better choice.</p> <p>Some of the reasons for protesting the "recommended Alternative Route" are as follows:</p> <p>While all of these and many other concerns would point to the logical conclusion that the Recommended Alternative Route through the Avra Valley should be scraped once and for all and that co-locating I-11 along existing I-10 and I-19 corridors would be preferable, I have my own very important and emotional reasons for wanting I-11 to NOT go through the Avra Valley. My husband and I have lived on Sinagua Road, bordering the Wildlife Mitigation Corridor for over 27 years. This area is pristine Sonoran Desert with abundant wildlife, mature saguaros and ironwood trees and unbelievably gorgeous views in all directions. We built our own home here and live in harmony with the desert and the wildlife that lives here. We, as well as our neighbors in the area would be devastated by a freeway through this special place not just because of the loss or devaluation of our homes but also because of the destruction of this irreplaceable, beautiful desert. I am attaching a file that shows what it really looks like here, versus what it looks like on ADOT's map of the route. I am also attaching a list of some of the wildlife that we've seen over the years (by no means a complete list of everything we've seen) with a file of some of the wildlife we see routinely here. That file includes a short video clip of a badger, which we've only seen once in all the time we've lived here, just this past April.</p> <p>Thank you for considering my points and for entering my protest in the public records. I am hopeful that reason will prevail and a less costly route that truly meets the needs of the project will be selected.</p>	GlobalTopic_4 and GlobalTopic_1	Mellen_H_I2832	I- 2832 -1
Mellen	Helen		Website	7/07/19 6:06 PM AT	<p>It would negatively impact public lands, including: the federally held Saguaro National Park West, Ironwood National Park, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County); Pima County lands such as Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan; Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. It would also pose a threat to the City of Tucson's water supply.</p> <p>It would negatively impact Wildlife Corridors by severing important wildlife passages between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains and by directly crossing through the Tucson Wildlife Mitigation Corridor that was created as a mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project Canal. As someone who has lived adjacent to the Tucson Wildlife Mitigation Corridor for over 27 years, I can testify to the abundance and variety of wildlife that use the corridor for crossing and for habitat.</p>	R-1 and R-2 and GlobalTopic_1 and LU-5 and WR-2 and BR-1 and BR-2, GlobalTopic_13		I- 2832 -2
Mellen	Helen		Website	7/07/19 6:06 PM AT	<p>It would cause noise, air, light and view pollution which would negatively impact public and private lands, including a protected wilderness area in Saguaro National Park. It would negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. It would cause Urban Sprawl west of the Tucson Mountains, destroying the pristine Sonoran Desert and the rural character of the valley.</p>	GlobalTopic_1, N-1, AQ-1, V-1, R-2 and LU-3		I- 2832 -3
Mellen	Helen		Website	7/07/19 6:06 PM AT	<p>It would negatively impact the economy of the area from the border to Casa Grande: It would cost \$3.4 BILLION more to build the Recommended Alternative Route than it would to co-locate I-11 with I-10 and I-19 through the Tucson Region (according to page 2-33 in chapter 2 of the DEIS), which I would think would make the Recommended Alternative Route a No Starter right there. It would cause economic loss to Tucson by diverting traffic away from Tucson's newly revitalized downtown and growing business districts. It would lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. It would lead to far-flung sprawl development in the Avra Valley, creating a whole new need for costly east-west transportation options and other services. (The fact that this route continues to be brought up by ADOT leads me to think that the development of the Avra Valley and the subsequent enrichment of a few people and groups must be the underlying reason for wanting to put the freeway here in the first place.)</p>	AC-5 and GlobalTopic_1 and E-1 and E-2 and AC-4, LU-3		I- 2832 -4
Mellen	Helen		Website	7/07/19 6:06 PM AT	<p>It would negatively impact private property by encroaching on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in the Avra Valley, in Picture Rocks and in other areas in Pima County and with areas north.</p>	LU-1 and LU-3		I- 2832 -5
Mellen	Sara		Website	6/21/19 10:52 PM AT	<p>I am very disturbed to think of the beautiful Avra valley's beauty being destroyed to contain a completely unnecessary highway project. I-10's corridor can easily contain any traffic that needs to go along this route without ruining yet another important desert environment and disrupting the habitats of many plants and animals. The environmental disruption would be impossible to correct. The only reason for this land being used in this way is to benefit land developers, not the populace as a whole. The benefit to the State of Arizona and to the citizens of the United States is for the land to be maintained in its current state, not to be ruined by being turned into a highway corridor. Please do not route I-11 through the Avra Valley. It would be a travesty and a misuse of both government authority and my tax money.</p>	GlobalTopic_1		I- 1927 -1
Mellmer	Steve and Julie		Website	4/22/19 3:20 PM AT	<p>It would be ideal if the recommended route could be moved one or two miles to the west of CantaMia. Do it this way now before other developments prevent it. We would still want to keep the rest of the recommended route intact though. It is the only route that provides a close link to Loop 303 and proposed SR 30. In other words, it is the only route that would greatly reduce travel time to north and east destinations. As such, it is the only potential I-11 route that would largely alleviate traffic on Estrella Parkway and Cotton Lane. The other routes go out of the way to the west in alignment with existing SR 85.</p>	GlobalTopic_2		I- 235 -1
Mellmer	Steve and Julie		Website	4/22/19 3:21 PM AT	<p>It would be ideal if the recommended route could be moved one or two miles to the west of CantaMia. Do it this way now before other developments prevent it. We would still want to keep the rest of the recommended route intact though. It is the only route that provides a close link to Loop 303 and proposed SR 30. In other words, it is the only route that would greatly reduce travel time to north and east destinations. As such, it is the only potential I-11 route that would largely alleviate traffic on Estrella Parkway and Cotton Lane. The other routes go out of the way to the west in alignment with existing SR 85.</p>	GlobalTopic_4 and GlobalTopic_2		I- 236 -1
Mellmer	Steve and Julie		Website	4/22/19 3:21 PM AT	<p>It would be ideal if the recommended route could be moved one or two miles to the west of CantaMia. Do it this way now before other developments prevent it. We would still want to keep the rest of the recommended route intact though. It is the only route that provides a close link to Loop 303 and proposed SR 30. In other words, it is the only route that would greatly reduce travel time to north and east destinations. As such, it is the only potential I-11 route that would largely alleviate traffic on Estrella Parkway and Cotton Lane. The other routes go out of the way to the west in alignment with existing SR 85.</p>	GlobalTopic_2		I- 237 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mellmer	Steve and Julie		Website	4/22/19 3:22 PM AT	It would be ideal if the recommended route could be moved one or two miles to the west of CantaMia. Do it this way now before other developments prevent it. We would still want to keep the rest of the recommended route intact though. It is the only route that provides a close link to Loop 303 and proposed SR 30. In other words, it is the only route that would greatly reduce travel time to north and east destinations. As such, it is the only potential I-11 route that would largely alleviate traffic on Estrella Parkway and Cotton Lane. The other routes go out of the way to the west in alignment with existing SR 85.	GlobalTopic_4 and GlobalTopic_2		I- 238 -1
Mencke	Sarah		Website	7/08/19 5:46 PM AT	I am opposed to the proposed I-11 freeway project through Avra Valley. Natural resource gems like the Saguaro National Park West and the AZ Sonora Desert Museum would not only see damage due to increased pollution and habitat destruction but would experience negative impacts in tourist dollars and experiences.	GlobalTopic_1, R-2 and E-2		I- 3096 -1
Mencke	Sarah		Website	7/08/19 5:46 PM AT	The Recommended Alternative route would sever critical wildlife corridors and destroy the ability of wildlife species to roam, seek new mates and expand home ranges. The Recommended route would also encourage urban sprawl and destroy the rural character of Avra Valley. I support co-locating I-11 with the existing I-19 and I-10 through Tucson.	GlobalTopic_1, BR-7, LU-3		I- 3096 -2
Mendes	Ron		Website	4/16/19 6:16 PM AT	My biggest concern is with the provided alternate routes, while i understand the cost savings associated with incorporating large segment of existing highway (i10 specifically) this does little to no good for the already over crowded roads of Tucson. Diverting passing-through traffic will greatly increase and traffic flow, highway life and quite possible reduce interstate accident occurrences. It may also be beneficial to add a tucson by-pass that ties back into i10 on the south-east side of tucson.	GlobalTopic_1		I- 109 -1
MENTZ	PATRICIA		Website	6/17/19 10:36 PM AT	I strongly object to the planned I-11 freeway that would bypass Tucson. It passes through some very important and sensitive areas. It is too close to Ironwood National Monument and the Tucson Mountains. Please do not route this freeway through this area.	GlobalTopic_4 and GlobalTopic_1		I- 1719 -1
Mercer	Judy		Website	7/01/19 12:15 PM AT	I am vehemently opposed to the I11 proposal on so many levels. Of course, the basic and most outstanding is the ruination of our gorgeous Sonoran Desert to allow even more development depleting our water supply, harming our desert plants and animals and spoiling our desert forever with noise, pollution and dust. Developing upgrades on I10 is the only way to go, in my opinion. Please consider more user friendly alternatives to this horrendous plan.	GlobalTopic_4, WR-2, N-1, AC-7 and BR-1		I- 2261 -1
Merline	Riley		Website	4/16/19 11:29 AM AT	These comments are regarding the I-11 corridor through Avra Valley. I live on the East side of the Tucson Mountains and spend a great deal of time hiking, watching sunsets, visiting the national park, visiting the Desert Museum with my kids, and much more. The Tucson Mountains and the Avra Valley are what made me fall in love with the area 12 years ago and we live where we do to enjoy the scenic and peaceful setting in and around the Tucson Mountains. An interstate corridor through Avra Valley, right along some of the most popular hiking, biking, etc in Tucson would destroy much of what makes this a magical spot. The opportunities to enhance tourism in this area and the potential it holds for the future would be ruined by such a project. This project is an example of certain interests trumping the well-being and natural environment that makes a place special. I completely oppose the Avra valley I-11 corridor project and if it goes through there should be as far away from the Tucson Mountains as possible. This would be a disgrace.	GlobalTopic_1		I- 92 -1
Merrifield	James		Website	7/06/19 3:12 PM AT	We do not want the I-11 to be close to CantaMia at Estrella. We moved to this area for peace and quiet and a lifestyle that is surrounded by natural beauty. To have a freeway next door to our beautiful community would be very detrimental to our lifestyle and also the value of our beautiful homes.	GlobalTopic_2		I- 2657 -1
Merritt	Marcia		Email	7/01/19 1:00 AM AT	Environmental Impact Study for I-11 Freeway I have been a resident of the Picture Rocks area for 32 years. I live here because of the tranquility of this area, the nearby Saguaro National Park, the desert surroundings, the wildlife, the peacefulness and the quiet atmosphere. The construction of the I-11 highway will destroy all the things that we residents hold dear. Without a doubt the highway will bring constant noise, pollution, desecration of our beautiful area, displacement of many homes, impact on our wildlife, truck stops, strip malls, increased traffic etc. etc. etc. Please ADOT listen to what we are saying and take it seriously! There has to be other alternatives! Perhaps one easy solution would be to designate a Trucks Only lane on our already existing highway system which seems to work in other states. We need to stop this! Marcia Merritt XXXXX@gmail.com	GlobalTopic_1, R-2, N-1, BR-1, AQ-1 and LU-1		I- 3353 -1
Merski	Susan		Website	7/07/19 5:49 PM AT	I am writing in opposition to the proposed I-11 corridor running through Avra Valley. Building more freeways for more cars and trucks is not forward-thinking. Technology is changing, the climate is changing, and transportation will change with it. To run a freeway through the desert of Avra Valley would do tremendous damage to the environment. This is not progress. We cannot maintain our standard of living in this area if we continue to pave the desert. I moved to Tucson in 1971, looking for clean air and warm sunshine for health reasons. Tucson has grown hugely since then, until the entire Tucson Valley has been paved and built. Gone on most days is the clean air. Gone are the cooler-than-Phoenix temperatures, especially at night, as the pavement traps the day's heat. We have sacrificed a lot to bring in more people, build more roads, homes and shops. It has not necessarily been for the best. The I-11 freeway running through Avra Valley will continue the sprawl, obliterating more of the desert. It will impact some of the area's most prized sites, such as Saguaro National Monument, the Desert Museum and Kitt Peak. But more than that it will start the paving and destruction of another valley, as the unchecked sprawl continues. By the way, I bought a home in Tucson over 30 years ago, in mid-town. It was built in 1945. I will not be part of the "Sprawling Growth is Better" Club.	GlobalTopic_1 and AC-3 and AQ-1 and AQ-2 and R-1		I- 2828 -1
Merski	Susan		Website	7/07/19 5:49 PM AT	There are other ways to move people and freight besides building a destructive new freeway. We should be utilizing rail much more than we do. The tracks are already there, running right alongside I-10.	GlobalTopic_4 and AC-9		I- 2828 -2
metcalf	brian		Website	5/29/19 10:35 AM AT	After reviewing portions of the I-11 Draft Tier 1 EIS for the proposed I-11 highway proposal, I have determined that the best course of action is the NO BUILD ALTERNATIVE. I have no objection to renovating, building up the existing transportation corridors, I-19 and I-10. for the following reason. There has already been too much destruction of natural habitat. Protection of the current degree of biodiversity must be our top priority. In order to do so, we have to turn to our proven ability to develop more efficient technologies. Instead of simply laying down more tar and concrete, we need to figure out how to build efficiency into the existing infrastructure. That could entail building additional levels of highway above and below existing highways as well as computer based ways to manage traffic flow throughout the 24 hours in each day. Social changes in work hours and increased reliance on telecommunication to reduce actual physical travel. These suggestions may seem overly simplistic. I am not a transportation or computer expert but I do know that human advancement is based on new ideas and the proposed construction of another physical highway is not worth the environmental and habitat harm. Thank you. Brian Metcalf	GlobalTopic_1, AC-6, AC-3 and BR-1		I- 1103 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
metcalf	brian		Website	4/23/19 8:47 AM AT	I live at Kinney and Bopp Road area and have hiked extensively through out the Tucson Mountains for the last 30 years. I have often thought of the foresight of the people who originally preserved the Tucson Mountain Park for future generations, not only for people but for all of the animals and plants that live within it. Preserving the habitat around the Tucson Mountain Park and Sahuaro West is now the responsibility of our generation. I am deeply concerned about the impact of the proposed route for the the I 11 highway. This is a huge construction proposal that needs to be studied carefully. Please extend the time for public comment for an additional 120 days to September 28, 2019 so that the public has a full opportunity to understand the choices and to comment on them. Thank you.	GlobalTopic_1 and GlobalTopic_9		I- 261 -1
Meyer	John		Website	7/04/19 10:56 AM AT	I think the I19-I10 alignment should be the preferred route for I11. It makes sense to use a route where most of the infrastructure and rights of way are already in place. What doesn't make sense is destroying many miles of desert and established neighborhoods. It is a terrible waste of taxpayer money to not use what is already in place. I oppose the current preferred alignment proposal. Respectfully, John Meyer	GlobalTopic_1		I- 2545 -1
Meyer	Rebecca		Website	6/27/19 7:50 PM AT	I do NOT support a plan to create a roadway close to Saguaro National Park or Tucson Mountain Park. I regularly utilize both of these parks for hiking and especially for bird watching and to see wildlife. It is bad enough that people are allowed to bring dogs to these places to scare away the wildlife and leave piles of dog poop. I cannot imagine the destruction to the parks that will occur with years of heavy construction. I also have worked in animal care. Animals are incredibly sensitive to vibration! Speak to anyone working for University Animal Care at Bio 5 at the University of Arizona to learn more about this and the extreme measures they had to take to keep their animals stress free during the construction of a building nearby. NO ONE will be protecting the animals affected by this proposed bypass. I understand the traffic concerns of traveling through Tucson rather than a bypass, but the routes provided will have an extremely negative impact on the environment and tourism to Tucson. I do not support any bypass near national or state parks. It is not necessary and detrimental to our planet.	GlobalTopic_1, R-2, E-2 and BR-1		I- 2137 -1
Meyer	Sallie		Website	7/04/19 11:00 AM AT	I support the I-19 - I -10 option for the 1-11 highway. It would be better to connect to an existing highway than create an entirely new one. The I-10 is already existing for this connection and would be more convenient and cost effective. I oppose the proposed preferred route. It would be a detriment to the area by creating noise, natural desert destruction, and a possible increase in crime. It would also lower housing prices in the area. As a citizen who lives in this proposed alignment, I do not think this is the best option. I would agree with the proposed option being reconsidered. Respectfully, Sallie Meyer	GlobalTopic_4		I- 2548 -1
Meyers	Jerome		Website	5/14/19 9:11 PM AT	I oppose this proposed interstate. Tucson has special ecology that is already under great strain. To add this road and all the likely sprawl it would encourage is going too far. Inevitable Walgreens and Dollar Stores, Auto Zone's and Circle-K's aren't worth it. Even another strip mall with with a bunch of stores we could drive down the road a short distance to reach isn't worth it. There are already too many, like the Foothills Mall, falling into disrepair as new one's are built on the edge in a boom-bust cycle whose real consequence is to destroy the desert ecology.	GlobalTopic_1, LU-3		I- 913 -1
Michael	Danae		Email	4/17/19 12:54 AM AT	Your website is not adequate to submit comments, so I shall do so this way. Name : Danae Michael, XXXXXXX, Green Valley, AZ 85614. XXX-XXX-XXXX The proposed corridor doesn't work for those of us living in Sahuarita, Green Valley, Tubac, Amado and Rio Rico. You need to move it west of the copper mines and Tinaja Mts. or east of the Santa Rita Mtns. We do not need more congestion, more traffic, more noise and anything else you will be bringing to the area. We do not deserve this project on top of us!!! Danae Michael, University of AZ graduate	GlobalTopic_4, GlobalTopic_1, LU-6		I- 424 -1
MICHAELSON	MATTHEW		Website	4/30/19 3:45 PM AT	Don't take the route from Wickenburg to Nogales. Instead, take it south to SR85 and then to Lukeville.	GlobalTopic_2		I- 354 -1
Michals	Kelly		Website	6/27/19 7:05 PM AT	Routing the highway through Avra Valley is the worst possible option. It is redundant as a road, and damaging to the valley at large, to say nothing of wildlife, scenic Saguaro National Park, the Desert Museum, and the Tohono O'odham nation. This does not benefit the community it will damage, greater Tucson or Arizona, I am strongly opposed to this route. Leave the valley as it is.	GlobalTopic_1		I- 2131 -1
Mick	Rick		Email	6/19/19 1:00 AM AT	Dear Arizona Department of Transportation, I'm strongly opposed to any plan to build a new highway through the Avra Valley west of Tucson, and I ask that you avoid this route for several reasons. 1) The Interstate 11 recommended alternative would cut through sparsely populated open space and sever critical wildlife corridors. Roadkill caused by the vast increase in vehicle traffic would devastate wildlife, and the resulting urban sprawl would destroy vast swaths of habitat. Please listen to the people of southern Arizona and shelve the Avra Valley route — a destructive, outdated proposal that would cause far more harm than good. Sincerely, Rick Mick Tucson, AZ 85701 XXXXX@gmail.com	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2489 -1
Mick	Rick		Email	6/19/19 1:00 AM AT	2) The recommended alternative would pass right next to the Tohono O'odham Nation and such national and regional treasures as Saguaro National Park, Ironwood Forest National Monument, and Tucson Mountain Park. Public lands provide important refuge for wildlife and people alike, and they're a huge contributor to the economic health of our region. Scenic views, air quality, natural quiet, ecotourism and healthy ecosystems — these are the things that we value, and they would all be compromised by the Avra Valley route.	GlobalTopic_1, E-2, R-2 and BR-7		I- 2489 -2
Mick	Rick		Email	6/19/19 1:00 AM AT	3) The recommended alternative passes dangerously close to the land where Tucson recharges and stores water, which could be contaminated by a toxic spill. In an era of increasing drought and decreasing water supplies, risking our water security for a new highway is a terrible idea.	GlobalTopic_1 and WR-2		I- 2489 -3
Mick	Rick		Email	6/19/19 1:00 AM AT	4) The need for a new interstate to bypass the city of Tucson has not been well established. Long-term traffic projections are notoriously unreliable, and we're facing a global climate crisis that makes this sort of project even less justifiable. Transportation planners should be doing everything in their power to help us move away from our dependence on fossil fuels. We need forward-thinking solutions, not 20th-century proposals that would exacerbate the problem.	GlobalTopic_1, AQ-2, AC-4 and PN-3		I- 2489 -4
Mick	Rick		Email	6/19/19 1:00 AM AT	5) Even if this new interstate could be justified, it would make far more sense to locate the route alongside I-10 through the Tucson metro area. The Avra Valley route would cost \$3.4 billion more to construct, while doing far more damage. The city of Tucson and neighborhoods adjacent to I-10 support the Tucson urban route and oppose the preferred alternative.	GlobalTopic_1		I- 2489 -5

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mihoci	Kristin		Website	7/06/19 9:52 AM AT	<p>Hello,</p> <p>My name is Kristin Mihoci and as an advocate for the Sonoran Desert, I implore you to reconsider the construction of I-11. I visited Saguaro National Park and the surrounding area earlier this year and was awestruck at the pristine beauty of the area. I was visiting for photography purposes and to this day it was one of the most special places I have ever visited. I live in Ohio and I took the time to fill this form out and donate to the coalition for sonoran desert protection so that I can continue to give back to this sacred landscape that has made such a lasting impact on me.</p> <p>Thank you for your consideration-</p> <p>Kristin V. Mihoci</p>	GlobalTopic_1 and R-2		I- 2635 -1
Mihoci	Kristin		Website	4/15/19 6:49 PM AT	I'm requesting an extension of the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019 To provide ample opportunity for anyone with comments to have the opportunity to speak their mind.	GlobalTopic_9		I- 67 -1
Mik	M		Website	5/05/19 10:54 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.</p> <p>Thank you for considering my comment on this issue.</p> <p>M. Mik Tucson AZ</p>	GlobalTopic_9		I- 537 -1
Milden	Laurel-Heather		Website	5/08/19 2:16 PM AT	I am opposed to this idea! Too much damage to the desert and all the wildlife.	GlobalTopic_4		I- 649 -1
Miles	Charles		Website	7/02/19 2:13 PM AT	<p>I have been a resident of - and employed in - Tucson, AZ for nearly 20 years. I do NOT support the current recommended I-11 route and believe that effort, budget and time should be put into improving the existing I-10 corridor.</p> <p>The report identifies the strongest objection to using the I-10 corridor thru Tucson as the current congestion and potential difficulties of expanding the I-10 corridor - however I did not find in the report an adequate analysis of what would be possible to achieve in terms of travel speed and congestion with a budget equivalent to the potentially billions of dollars and years (decades?) of time that would be used to build a route around Tucson. While additional I-10 projects are mentioned I believe the analysis of the I-10 corridor leans too heavily on existing conditions rather than on what could be achieved with a time frame and budget equivalent to the proposed new corridor.</p> <p>I hope that the current proposed route is reconsidered and that the opinions of citizens like me that will be impacted by this decision are heard and given strong consideration - in researching this issue I had difficulty finding any support for bypassing I-10, but I can't tell from the available documents if that is being properly considered.</p> <p>Thank you, Charles Miles</p>	GlobalTopic_1		I- 2322 -1
Miles	Charles		Website	7/02/19 2:13 PM AT	The negative economic impacts of routing traffic away from Tucson, esp. in a route where land ownership and usage mean that effective links east into Tucson can not be constructed, is not given strong enough consideration in the report. The current proposed route will reduce not only current traffic and economic benefits to Tucson but will slow growth and opportunities in the Tucson area. With minimal population along the proposed alternative route (and a number of residents that live in the area specifically for the rural lifestyle) there is no equivalent economic impact/benefit for the Avra and Altar Valley area - or for any other areas in Pima County that I am aware of. In addition locating a major truck route west of Saguaro National Park and near Ironwood Forest National Monument is likely to have a negative economic impact on tourism - because it will not provide better access from the Tucson area it will only bring increased noise and light, lower air quality and lower the value of the views that bring so many visitors to the area.	GlobalTopic_1, E-1, E-2, N-1, V-1 and R-2		I- 2322 -2
Miles	Charles		Website	7/02/19 2:13 PM AT	The environmental impacts to the Pima county area are underestimated in the report - while, of course, consideration has been given to environmental impacts I don't believe the report considered the existing environmental planning that has taken place in Pima County to balance growth with environmental and wildlife concerns. Even with modern construction techniques that include wildlife over/under passes the I-11 corridor is an unacceptable barrier to wildlife movement in the area - this is a particularly urgent concern because I-10 and development around Oracle Road along with other development have already fragmented wildlife populations in the area - no longer should we consider areas 'islands' of wildlife, we must consider the connections between areas to preserve the environment.	GlobalTopic_1 and BR-1 and BR-2		I- 2322 -3
Miles	Charles		Website	7/02/19 2:13 PM AT	In addition in the Avra and Altar valleys the environmental impact of the proposed I-11 route is underestimated because it is likely that the land involved will include open space purchases made by Pima County, land that supports Tucson Water and CAP mitigation land. These lands are already compromises that help mitigate current and future environmental impacts - essentially these land types are already 'lands of last resort' and this deserves consideration well beyond what is explained in the report.	GlobalTopic_1 and LU-5		I- 2322 -4
Miles	Melissa		Website	4/16/19 9:13 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p> <p>Considering this project would run literally through my backyard and potentially destroy protected land as well as valuable farmland...affected the natural ecosystem (that's so fragile to begin with) and livelihood of farmers...more time is needed by public to adequately review the proposal and voice our opinions</p>	GlobalTopic_9		I- 114 -1
Milks	Phillip		Website	6/12/19 10:32 AM AT	While a bypass route primarily for commercial use is desirable, I feel that the cost to existing biological diversity would be far in excess of any benefit. Reduction and disruption of habitat is extensive already and more would be tragic.	BR-1		I- 1497 -1
Miller	Barbara and Floyd		Website	5/13/19 2:18 PM AT	ADOT, your plan the proposed I-11 will cut a swath across the state. The Corridor will fragment habitat including lands such as Saguaro Nat. Park. More cars will make more carbon emissions and other pollution. Instead develop rail between Phoenix and Tucson. We two are for the NO BUILD alternative	GlobalTopic_4, BR-2, R-2, AQ-1 and AC-9		I- 873 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Miller	Dean		Website	4/25/19 3:32 PM AT	<p>My comments regarding the I-11 corridor are basically opinions. To begin, the I-19 section needs to be at least 3 improved lanes with ample shoulders each direction due to the extreme addition of automobile traffic between the months of October and April, better known as the snowbird season. Numerous times during this season, accidents occur on I-19 involving elderly people. I believe having 3 lanes each direction will decrease this problem.</p> <p>Looking at the map, it seems to me that it would be less costly to bring the new corridor back out to Marana and connect to I-10 being it will connect to I-10 near Casa Grande anyway. After all, the area between Marana and Casa Grande is going through a major upgrade especially at Picacho. Perhaps near Eloy which could help that town achieve more jobs and revenue.</p> <p>Overall, this corridor is necessary to ease commerce through Arizona and well into Nevada. It will create jobs along its long path between states, cities, and towns. As for environmental impact issues, it never stopped President Eisenhower from building the interstate highway system, so it shouldn't now. Animals know to move when man digs up their habitat and I'm not trying to be insensitive. Man is smart enough to prevent any problems to the environment through technology and just plain know-how.</p> <p>In closing, I simply say, "Build that road!!!" Thank you for the opportunity to respond in favor of I-11.</p>	GlobalTopic_4		I- 284 -1
Miller	Eric		Email	6/07/19 1:00 AM AT	<p>A- Dot Study Team</p> <p>I have been following the study of the I- 11 Corridor coming dangerously close to My Vista Royale subdivision. I am perplexed. This highway does not make a lot of sense to me. There is no funding for the project to date. I hope there never is. The Proposal of putting this highway so dangerously close to an existing subdivision is appalling. I thought that after the last Town council meeting the agreement would be to keep it at least 5 miles away from Vista royalle. Who proposed this green route? And in all honesty what are they thinking. Why isn't Highway 71 being considered for this route. Or in the past there was a black line proposal. What the hell happened to that. This highway will not benefit Wickenburg it will definitely demise the value of my property in Vista Royale. I am completely against any of these routes. I will be actively fighting against this highway, and try to find a way to Flatline any funding that is needed.</p> <p>Best regards Eric J Miller</p>	GlobalTopic_4 and GlobalTopic_5		I- 2411 -1
Miller	Henry		Website	5/31/19 12:58 PM AT	The proposed alternative I-11 route directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.	LU-5 and BR-6		I- 1233 -1
Miller	Henry		Website	5/31/19 12:58 PM AT	The proposed alternative I-11 route will cause significant noise, air, and light pollution, negatively impacting a protected wilderness area in Saguaro National Park.	GlobalTopic_1 and R-2		I- 1233 -2
Miller	Henry		Website	5/31/19 12:58 PM AT	The proposed alternate I-11 route will lead to far -flung sprawl development in Avra Valley, creating a whole new need for East-West transportation options and other services.	GlobalTopic_1, LU-3		I- 1233 -3
Miller	Henry		Website	5/31/19 12:58 PM AT	Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The recommended route would sever existing critical wildlife corridors.	LU-5		I- 1233 -4
Miller	Henry		Website	5/31/19 12:58 PM AT	I can only support utilizing the existing I-19 and I-10 freeway corridors for any further expansion of freeway facilities.	GlobalTopic_4, GlobalTopic_1		I- 1233 -5
Miller	Henry		Website	4/16/19 9:58 AM AT	Please extend the filing dead line for the citizen and impact comments to 120 days since this proposed project will have such a detrimental and permanent effect on our currently pristine landscape and environment. The additional concern I have is that everyone knows that the highway construction is just the initial phase of development and permanent damage to be brought on this beautiful and important natural wonder. Once desecrated, it will never be what is currently is and represents.	GlobalTopic_4 and GlobalTopic_9		I- 87 -1
Miller	Linda		Website	5/20/19 11:48 PM AT	I vote for the no build option. As a nation and a state, we cannot take care of the roads we currently have. Destroying more of the environment in Arizona to build yet another road is pointless and really, just a boondoggle for the construction industry. Killing more wildlife by taking yet more of their habitat is stupid. Destroying the homes and lives of people who live in the "corridor" is cruel and stupid. Creating more pollution by encouraging people to drive more is stupid. Maybe it is time to stop being stupid and not destroy the planet.	GlobalTopic_4, AC-6		I- 1049 -1
Miller	Logan		Website	7/07/19 11:53 AM AT	Moving I-11 west of the Tucson Mountains will have disastrous implications for wildlife of the Sonoran Desert. The interstate will fragment wildlife corridors between the Tucson Mountains and the larger Sonoran Desert to the west of Avra Valley. Populations of big horn sheep and mountain lions living in the Saguaro National Park will no longer be able to expand their gene pool nor roam across their native territory. Furthermore, putting an interstate near a National Park will significantly lower the appeal of the park, thus bringing in less revenue to the Tucson area. People come to these areas to enjoy solitude from the hectic nature of urban living, not to listen to the roar of semis coming from Las Vegas. There is absolutely no reason for I-11 to go around the Tucson Mountains.	BR-1 and BR-2 and R-2		I- 2749 -1
Miller	Logan		Website	7/07/19 11:53 AM AT	I-10 already functions well as an interstate and barely has traffic until you reach Phoenix. Why not put a bypass around Phoenix and abandon the sections south of Picacho Peak? You could simply expand I-10 to allow for greater traffic.	AC-1		I- 2749 -2
Miller	Neil		Website	6/22/19 10:56 AM AT	<p>[Attached Comment]</p> <p>As an Avra Valley property owner, I strongly oppose the proposal to build I-11 through the Avra Valley west of Tucson. If the highway goes through, it will completely ruin one of the few areas of greater Tucson not yet affected by urban sprawl, destroying desert fauna and flora and filling a relatively pristine area with noise and pollution. Besides destroying the beauty and serenity of the desert, it will force many Avra Valley homeowners to lose their homes and property. The Avra Valley route seems vague and poorly thought out, ignoring the will of more than two thousand local residents who signed petitions opposing the idea and threatening Saguaro National Park, the Desert Museum and other staples of Tucson tourism, so important to the area's economic vitality.</p> <p>In short, I believe this route is destructive, unnecessary, and extremely harmful to people, animal life, and the beauties of the desert. If I-11 must be built, please find another route or build nothing at all.</p>	GlobalTopic_4 and GlobalTopic_1, LU-3	Miller_N_11945	I- 1945 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Miller	Patricia		Website	5/31/19 2:14 PM AT	I want the existing I-10 and I-11 expanded instead of building the I-11. It is not necessary to have another freeway that parallels the existing I-10. The I-10 in downtown Tucson should be modified to modernize the freeway for an inner city environment. I object to ADOTS alternative routes because: - It violates the purpose of the Bureau of Reclamation mitigation lands - Would sever critical wildlife corridors. I understand about 7 animal over/underpasses would be built. I live at the Oracle Road underpass and the cost of that and the overpass was \$11 million dollars. That money could be spend elsewhere if your routes weren't done. - Your routes are more expensive to build. - Traffic would be diverted away from Tucson, therefore, it would see reduced revenue and have negative economic impacts. - Would cause significant noise, air and light pollution. Building walls doesn't reduce noise. I have a sound wall next to my home off of Oracle Rd. and the sound is worse than before the wall was built! Increased night light would compromise the Kitt Peak Observatory. - It would encourage urban sprawl and destroy the rural character of the Altar and Avra Valleys. We cherish our open space. - Could jeopardize the Tucson water supply. - Is too close to our Federal Lands and Tribal lands: Saguaro National Park West, Ironwood Forest National Monument, Pascua Yaqui tribe and the Thong O'odham Nation. - Would encroach on private property rights of thousands of private property owners, and lower property values. At the Marana High School open house I was appalled to see how many homes would be affected by having the freeway take their homes and have sound walls built in their backyards. This is not appreciated by just seeing your route maps online and is quite deceptive to the public what could happen!	GlobalTopic_1, GlobalTopic_13, BR-6, E-1, LU-3, WR-2, WR-3, LU-5, LU-1		I- 1235 -1
Miller	Patricia		Website	6/03/19 10:43 AM AT	I want the see the existing I-10 and I-19 Freeway expanded instead of your proposed routes! Another suggestion would be to establish a light rail system between Tucson and Phoenix to take some of the traffic off of the I-10. There are a lot of commuters between these two cities.	GlobalTopic_1 and AC-9		I- 1247 -1
Miller	Patricia		Website	6/03/19 10:43 AM AT	A realtor at one of the open meeting stated for homeowners to check their land values because many have been devalued up to 30%. Is this a maneuver so that if imminent domain is declared on some homeowners that the state or county will not have to pay them their pre-devalued full market value for their homes?? If this is true, that is pretty underhanded. Thank you.	LU-1		I- 1247 -2
Miller	Patricia		Website	5/08/19 4:47 PM AT	Please extend the comment period for the I-11 Freeway to 120 days. My recommendation is to co-locate I-11 with the I-19 and the I-10 through Tucson. The I-10 needs to be widened to three lanes from Phoenix to Casa Grande. Traffic gets bottle necked when it goes down to two lanes. This would improve traffic flow.	GlobalTopic_1 and GlobalTopic_4 and GlobalTopic_9		I- 661 -1
Miller	Patricia		Website	5/08/19 4:47 PM AT	I do not agree with the alternative routes proposed. Critical wildlife corridors would be fragmented and destroyed. Would be more expensive to build. Would cause significant noise, air and light pollution, encourage urban sprawl and destroy the rural character of the Altar and Avra Valleys. Federal, county and tribal lands would be negatively impacted, such as Saguaro National Park West, Ironwood Forest National Monument, the Tucson Mitigation Corridor, Tucson Mountain Park and tribal lands owned by th Pascua Yaqui Tribe and the Tkohono O'odham Nation. Traffic would be diverted away from Tucson's downtown and growing business districts.	GlobalTopic_1, LU-3, GlobalTopic_13		I- 661 -2
Miller	Paula		Email	7/09/19 1:00 AM AT	Carve up the desert and you might as well pave the whole thing. Segmented habitat is no habitat. Just say no!! Paula Miller XXX-XXX-XXXX Sent from my iPhone	GlobalTopic_4		I- 3476 -1
milller	penny		Website	5/11/19 1:16 PM AT	I moved here from WV in 2017 precisely for the solitude and quiet of the desert. I also work as a volunteer at a local park that will be impacted. (I am also a retired zoo director cognizant of the impact of tourism on local economies, and I am a biologist.) At the park I literally speak with visitors every day from Asia, Italy, Germany, and many other countries around the world. I am opposed to corridor 11 for the following reasons: It will fragment and/or destroy critical habitat for endangered species. Don't follow blindly doing what your transportation industry has done for decades. Research how other countries control and manage growth, use emerging technologies to move people and goods, and think outside the box for a change!	GlobalTopic_4		I- 775 -1
milller	penny		Website	5/11/19 1:16 PM AT	It will destroy the quality of life and the economic future for those who have invested their life savings to purchase land in the areas to be impacted.	LU-1		I- 775 -2
milller	penny		Website	5/11/19 1:16 PM AT	it will increase noise, light and air pollution is sensitive habitats.	N-1 and V-1 and AQ-1 and BR-1		I- 775 -3
milller	penny		Website	5/11/19 1:16 PM AT	it will decrease tourism, the lifeblood of Tucson And I ask you to be leaders and visionaries to create a better Tucson by doing these: Explore robust rail systems. So many developed nations use high speed rail, not truck traffic to move goods and people. Lets get away from using transportation systems developed in the 1800's Yes, refrigerated rail cars exist for moving produce from Mexico! Expand what's already there. Do the least damage possible, in areas already damaged. Control growth! The future does not always lie in growth, often true value lies in controlling growth using logical and SUSTAINABLE growth practices.	AC-9		I- 775 -4
Miller	Sharon no to I-11 coridor		Website	6/19/19 6:14 PM AT	No. Do not build I-11 through Avra Valley. Expand I-10. Tucson is growing. Tucson needs to expand I 10, repair Tucon roads. Dont waste tax payer money ,ruin envoroment, and cost the city money and tevenies generated from I-10.	GlobalTopic_4 and GlobalTopic_1		I- 1797 -1
Miller	Stephen		Oral	5/01/19 1:00 AM AT	STEPHEN MILLER: I prefer the Blue Alignment up to Montgomery Road. And then it needs to turn and go on the alignment to Montgomery Road Alignment up to I-8, carry across I-8 to a point just west of Thornton Road and realign on the Blue track again. There's a section there that I'd like to see be moved of the Blue between Montgomery and Thornton.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1028 -1
MILLER	TODD		Website	4/16/19 12:11 PM AT	We badly need another route to get from Maricopa to Phoenix instead of worrying about going between Nogales and Las Vegas! When SR347 gets shut down by an accident there's really no other way to get out of or into Maricopa without going way out of your way AND being stuck in a nightmare traffic jam! Convert the SR347 into a regular highway with on/off ramps at each intersection where there's a traffic light. Add an interchange to and from the I 10 and to and from I 8.	GlobalTopic_4		I- 96 -1

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Millet	Daniel		Oral	5/08/19 1:00 AM AT	<p>DANIEL MILLET: My name is Daniel Millet. I'm a resident of Sahuarita within the corridor. Given the proposals at this state of discovery, now I have detailed scaled maps. I believe they were just made available for the first time in April.</p> <p>That's the time when individuals in my neighborhood where I've lived for 20 years -- almost 20 years -- are discovering for the first time the impact. You can't tell off a big scale map with lines that go through like two towns. So when I look at these impacts, I start to ask questions. They raise questions for the first time. I understand the environmental issues. I understand the impact issues. I understand the growth.</p> <p>I'm asking the question, when you select an option -- you have a preferred option and you want to pick the best of the options, what factors do you consider to choose a route? When it ploughs over a neighborhood that exists, and future planned neighborhoods that developers paid money for and disregards things like -- there's Helmet Peak Road. It goes west. There's a pass. There's 5- or 600 feet. They're private property. They also should have a voice. But where was the neighborhood voice for the first time in your study group? None. So I'm just not really happy about the process of discovering this for the first time, the impact.</p> <p>Somebody already mentioned the due process and notification. Notification in newspapers with a small-scale map and the studies that were introduced that have detailed impacts of colors and options or input from the public, that should be done. And I can tell you that all my neighbors in Sahuarita are aware of it only for the first time because of the mail that came out.</p> <p>That was effective. Nothing else you did before this was effective. I'm unhappy about the process. Now everybody gets a say, everybody gets heard. You should consider the input before you select from the options. That's all I have to say. Thank you.</p>	GlobalTopic_1 and CO-1 and CO-3		I- 1376 -1
Millet	Daniel		Website	7/08/19 10:09 PM AT	<p>After considering the options and impact to my neighborhood community, the no-build option is by far the superior option given the remaining alternative proposed route, south of Tucson, west bypass from I-19 to El Toro road in Sahuarita.</p> <p>Here are there reasons that this is the case.</p> <p>In summary, please consider the No Build option as the best way forward.</p> <p>Daniel Millet</p>	GlobalTopic_1, AC-6	Millet_D_I3183	I- 3183 -1
Millet	Daniel		Website	7/08/19 10:09 PM AT	<p>1) The public communication that lead to the proposed alternatives option was poorly done. Finally only after postcard mailers were sent out in April 2019, the detailed options already were narrowed down from 5 to 2 - build or no build. This was after 2 years of poorly communicated and selective focus groups and public comments that did NOT include impacted resident neighborhoods. And April 2019 was first time the remaining proposed build alternative was clearly identified in detailed satellite maps to residents of the community affirming the size of the impact to our neighborhoods. The extensive public communication and comment that was done in April 2019 should have been done in 2017 before eliminating other options.</p>	GlobalTopic_1, CO-1		I- 3183 -2
Millet	Daniel		Website	7/08/19 10:09 PM AT	<p>2) The El Toro route crosses too many residential neighborhoods impacting a significant population that could have been avoided by simply following existing major roads. For example the Sahuarita Road West of I-19, or the subsequent major exist traveling north from Sahuarita Road on I-19 are much better options given the only impact is to cross mine land or uninhabited tribal land. Not sure what the criteria is, but most important to citizens in my opinion is to NOT significantly impact residential areas as much as possible. You will notice in the attached news article that there is major pushback to the Town of Sahuarita for their premature support of the El Torro route, given their economic only improvement position misrepresented general public opinion. Voters will not be happy with government officials that don't pay proper attention to other factors and mistakenly embrace growth without caution of impact to the communities they represent.</p>	GlobalTopic_1, AC-4		I- 3183 -3
Millet	Daniel		Website	7/08/19 10:09 PM AT	<p>3. The I-19 to I-10 corridor has sufficient right of ways to expand for future required growth. Future traffic pattern forecasts do not consider how technology will lessen the impact of commuter traffic that will flow through Tucson. For example, self-driving cars will reduce travel through interstate as Artificial Intelligence (AI) promote more efficient use of roadways. Employment commutes will reduce as more people telecommute. Technology has a way for optimizing traffic flow, eliminating the need for more expensive west of Tucson interstate highway that increase the negative impact to our environment and small town communities like ours.</p>	GlobalTopic_1, AC-3		I- 3183 -4
Millet	Lydia		Email	5/27/17 7:22 PM AT	<p>To: I-11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007</p> <p>Fr: Lydia Millet, XXXXXXXXXX, Tucson, AZ 85743-9131</p> <p>April 29, 2019</p> <p>A freeway through Avra Valley is a terrible idea. I've lived here for 20 years, and moved here from New York purely because of the unique character of this desert valley. I urge both state and federal agencies to abandon this irrational and destructive scheme to build a bypass through Avra Valley.</p> <p>Our shared home here is a place full of, and surrounded by, beautiful wild places and wildlife. It's a delicate ecosystem, already severely threatened by climate change and looming water scarcity. A freeway would degrade and fragment the area irretrievably, via the footprint of its construction, ongoing pollution, and associated damage. It would clearly block or impede animal migratory pathways, directly hurt wildlife, and forever change the nature of this lovely area, which is so close to numerous valuable biological and cultural sites.</p> <p>It would be much cheaper, by your own estimate of "more than \$3 billion", to double-deck the 10 through the city -- if, indeed, more traffic capacity turns out to be needed at all. The argument that increasing I-10's capacity within the city would create or exacerbate environmental justice problems is largely specious, in part because there's already a freeway through the neighborhoods in question. Indeed Menlo Park, one such affected neighborhood, has already stated that it "prefers" the in-town route.</p> <p>The I-11 project smacks of growth for its own sake and seems to many of us here to be a senseless and arguably corrupt boondoggle. This is "not" the moment for more sprawl development or the many ills, both short and long term, that it brings.</p> <p>I urge you not to push for a massive freeway development in our precious valley, amidst our national parks and monuments. The "recommended alternative" would spend public money very wastefully, break many of our hearts, and harm our communities.</p> <p>Lydia Millet</p>	GlobalTopic_4, GlobalTopic_1, BR-1, BR-10, and AC-4, LU-3		I- 466 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Millis	Dan		Phone	6/12/19 1:00 AM AT	Hello, I am calling to ask you to not route Interstate 11 through Avra Valley or the Altar Valley because I used to live out in that area and it's a terrible idea to try to put an interstate out there. It would impact Saguaro National Park, it would screw up Iron Wood National Monument, it would screw up Tucson's economy by going around Tucson when we have plenty of lanes, we just expanded our interstate highway in Tucson and extended north out of Tucson, so there is plenty of room for all the cars and trucks and we could do a railroad. You already did a study about a rail line between Phoenix and Tucson just build that instead. Come on lets think like, you know, smart people. Let's think ahead, let's of future plans, lets not think of more of the same old crap. We don't need anymore trucks or smog spewing vehicles here in the Tucson area. We need smart solutions. Think of your kids, you know, think of the kids. Kids don't want to deal with climate change and smog. Anyway, my name is Dan Millis. I live at 2625 E Edison Street in Tucson, Arizona and I am very much opposed to any new interstate especially this I-11 project so please do not build it here in my community. If you want to put another lane in on the I-10, fine, but don't build I-11 through Avra Valley or the Altar Valley. Thank you very much. I can be reached at XXX-XXX-XXXX. Goodbye.	GlobalTopic_1, R-2, E-1, AC-9, AC-3, AQ-2		I- 2450 -1
Mills	Julie		Website	5/04/19 9:26 AM AT	I oppose the blue proposed route as it would impact my neighborhood and quality of life as well as home value. Please choose an alternative route that doesn't impact generations of family farms and homes.	GlobalTopic_4, LU-1		I- 521 -1
Milson	John		Website	7/08/19 11:12 AM AT	It is inconceivable to me that you would propose building an interstate between multiple national park sites designed to protect flora, fauna, solitude for visitors, etc. It also crosses Bureau of reclamation lands and passes right next to a major water source for the city of Tucson. Simply put, this is a terrible idea.	GlobalTopic_1, WR-2, BR-6, R-2 and LU-5		I- 2938 -1
Minks	Terry		Website	5/01/19 3:50 PM AT	BUILDING A DOUBLE TIERED HIGHWAY FOLLOWING THE EXISTING I-10 MAKES MUCH BETTER SENSE AND SAVES CRITICAL WILDLIFE HABITAT IN OUR SONORAN DESERT.	GlobalTopic_4 and GlobalTopic_1		I- 372 -1
Mirae	Brenna		Website	5/09/19 11:27 AM AT	This is a terrible and unnecessary idea. The desert of west Tucson is a beautiful wilderness area home to sensitive species found nowhere else in the world. We do not need new roads here. What we need is existing infrastructure fixed within the Tucson city limits. Do not build this road.	GlobalTopic_4, GlobalTopic_1 and AC-7		I- 702 -1
Miranda	Elizabeth		Website	5/03/19 2:18 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 485 -1
Mitchel	John		Website	6/29/19 10:30 AM AT	Please extend the public comment period to 120 days, moving the deadline to September 28, 2019.	GlobalTopic_9		I- 2202 -1
Mitchel	John		Website	6/29/19 11:03 AM AT	The purpose for I-11 is based on flawed assumptions. There is no demonstrable value to the US from providing a direct freeway route between Mexico and Canada outside of fuel and service revenue from increased truck traffic. What the US will get is increased air, noise, and light pollution along the entire route. Also, the portions of I-11 in the southern Arizona region are purported to facilitate traffic movement for increased residential and industrial development, but the issue of supplying water to these new developments is not addressed anywhere. Unless a viable water source can be found, that development will not happen and there will not be increased traffic which would require a new freeway. The city of Tucson has water recharge ponds throughout Avra Valley near the proposed routes for I-11. Pollution from traffic, and possibly hazardous material from accidents or spills, could easily enter the water in those recharge ponds and subsequently the Tucson municipal water supply. The views from the Arizona-Sonora Desert Museum and Saguaro National Park would be negatively impacted by the presence of a freeway in the Avra Valley. If increased traffic needs to be handled, that should be done by improving the existing I-19 and I-10 freeways, not by destroying a rural valley.	GlobalTopic_4, GlobalTopic_1, AQ-1, N-1, V-1, LU-3, WR-2; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 2204 -1
Mitchel	John		Website	6/29/19 11:03 AM AT	Even if I-11 were necessary, paying \$ 3.4 billion extra (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.) to route it through a rural area (Avra Valley) and within less than a mile of a national park (Saguaro West) and a national monument (Ironwood) is a terrible idea. The draft EIS selects a preferred route before performing any actual Environmental Impact, which is completely backwards of the logical methodology for an environmental impact review.	AC-5 and GlobalTopic_1 and E-1 and E-2 and AC-4		I- 2204 -2
Mitchel	John		Website	6/29/19 11:03 AM AT	The preferred alternative through the Avra Valley would increase noise levels and light pollution in the valley significantly. The light pollution would affect the ability of the Kitt Peak observatory to view the night sky. The increased noise, light pollution, and air pollution would also affect the quality of life of all of the residents of Avra Valley and degrade the habitat for the plants and animals living in Saguaro National Park, Ironwood National Monument, and Tucson Mountain Park. Wildlife would also be affected by the additional fragmentation of habitat caused by the construction of a freeway in the valley.	GlobalTopic_1, N-1, V-1, AQ-3, BR-1, BR-2 and BR-5		I- 2204 -3
Mitchel	Sandra		Website	6/11/19 5:56 PM AT	I will write again with a more thorough discussion of why as a 20 years resident of Picture Rocks I feel this is one of the worst things that could ever happen to this area. For now, I just would like to request that the comment period be extended to September 28th, 2019 in order to give everyone time to comment on such an important and potentially life-changing (in a negative way) project. Please seriously consider extending the comment period. This is a huge and very detrimental undertaking and this project needs to be stopped. Thank you. Sandy Mitchel 20 year Picture Rocks Homeowner	GlobalTopic_9		I- 1484 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mitchel	Sandra		Website	6/30/19 7:41 PM AT	<p>I-11 Comments - June 30, 2019</p> <p>To Whom it Concerns:</p> <p>I have lived in Picture Rocks for over 20 years. This is such a unique and beautiful area. The thought of this I-11 Alternative is just sickening. Very important to me personally is the impact it would have on our quality of life out here. It will destroy the rural character of this area as well as negatively impact all of the incredible flora and fauna that this area is noted for. Impacts to our property values are worrisome as well.</p> <p>It will severely and negatively impact Tucson treasures such as Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Arizona-Sonora Desert Museum and Kitt Peak. This is pristine desert. If tourists look to see what they should not miss when visiting Tucson, these are the exact places at the top of that list. So, the I-11 would not only be destroying incredibly unique habitat, but at the same time destroying what makes Tucson "Tucson". Tourism would definitely be negatively impacted.</p> <p>It goes against the County's Sonoran Desert Conservation Plan. It would sever vital wildlife corridors between critical habitat areas of some of the larger species such as the Desert Bighorn. It would destroy sensitive habitat for many unique species that are protected by the Conservation Plan.</p> <p>The increase in noise pollution, air pollution, and light pollution are all very real concerns. Right now, we can see the Milky Way and thousands of stars every night. You can't say that if you live in downtown Tucson. Why would we want to destroy an area that still provides this type of rural atmosphere? We also have very real concerns about an increase in Valley Fever due to disturbing large areas of the valley.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Vehicle emissions would result in Tucson Water's Avra Valley CAP settling ponds being affected and potentially threatening the aquifer also.</p> <p>It makes no sense that a route was chosen BEFORE an Environmental Impact Study was done. How in the world can you choose the best route environmentally when you have already thrown out all the possible alternatives before doing the study? Someone or some company is definitely trying to make themselves some money to the detriment of all of Tucson's treasures and the people who live in this area and love it because of its uniqueness and diversity.</p> <p>We absolutely should not allow a planned private development, Diamond Ventures planned Swan Southlands development to take away the pristine desert and destroy our property values and our quality of life for this company to make more money! Shame on them! This I-11 proposal just makes no sense at all!</p> <p>Each point I have listed above seems like enough to show this is a horrible idea. Put together it is absolutely unconscionable that this is being proposed.</p> <p>Sandra Mitchel XXXXXXXXXXXX Tucson, AZ 85743</p>	GlobalTopic_1, LU-1, LU-3, BR-1, BR-9, R-2, N-1, AQ-1, V-1 and WR-2		I- 2244 -1
Mitchel	Sandra		Website	6/30/19 7:41 PM AT	<p>The recommended alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. It's irresponsible to suggest spending so much more money on this project when we don't have enough funds to properly maintain the roads we already have. It would cost much less to improve existing railroad corridors for cleaner passenger rail service and increased freight traffic.</p>	AC-5 and AC-7 and AC-9		I- 2244 -2
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>I-11 Comments - June 30, 2019</p> <p>To Whom it Concerns:</p> <p>I have lived in Picture Rocks for over 20 years. This is such a unique and beautiful area. The thought of this I-11 Alternative is just sickening. Very important to me personally is the impact it would have on our quality of life out here. It will destroy the rural character of this area as well as negatively impact all of the incredible flora and fauna that this area is noted for. Impacts to our property values are worrisome as well.</p> <p>It makes no sense that a route was chosen BEFORE an Environmental Impact Study was done. How in the world can you choose the best route environmentally when you have already thrown out all the possible alternatives before doing the study? Someone or some company is definitely trying to make themselves some money to the detriment of all of Tucson's treasures and the people who live in this area and love it because of its uniqueness and diversity.</p> <p>We absolutely should not allow a planned private development, Diamond Ventures planned Swan Southlands development to take away the pristine desert and destroy our property values and our quality of life for this company to make more money! Shame on them! This I-11 proposal just makes no sense at all!</p> <p>Each point I have listed above seems like enough to show this is a horrible idea. Put together it is absolutely unconscionable that this is being proposed.</p> <p>Sandra Mitchel XXXXXXXXXXXX Tucson, AZ 85743</p>	LU-3 and AC-4 and GlobalTopic_4	Mitchel_S_13349	I- 3349 -1
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>It will severely and negatively impact Tucson treasures such as Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Arizona-Sonora Desert Museum and Kitt Peak. This is pristine desert. If tourists look to see what they should not miss when visiting Tucson, these are the exact places at the top of that list. So, the I-11 would not only be destroying incredibly unique habitat, but at the same time destroying what makes Tucson "Tucson". Tourism would definitely be negatively impacted.</p>	GlobalTopic_1, R-2 and E-2		I- 3349 -2
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>It goes against the County's Sonoran Desert Conservation Plan. It would sever vital wildlife corridors between critical habitat areas of some of the larger species such as the Desert Bighorn. It would destroy sensitive habitat for many unique species that are protected by the Conservation Plan.</p>	LU-5 and BR-2 and BR-1		I- 3349 -3
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>The increase in noise pollution, air pollution, and light pollution are all very real concerns. Right now, we can see the Milky Way and thousands of stars every night. You can't say that if you live in downtown Tucson. Why would we want to destroy an area that still provides this type of rural atmosphere? We also have very real concerns about an increase in Valley Fever due to disturbing large areas of the valley.</p>	GlobalTopic_1, N-1, AQ-1 and V-1		I- 3349 -4
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Vehicle emissions would result in Tucson Water's Avra Valley CAP settling ponds being affected and potentially threatening the aquifer also.</p>	GlobalTopic_1, GlobalTopic_4, WR-1, WR-2		I- 3349 -5
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>The recommended alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. It's irresponsible to suggest spending so much more money on this project when we don't have enough funds to properly maintain the roads we already have. It would cost much less to improve existing railroad corridors for cleaner passenger rail service and increased freight traffic.</p>	GlobalTopic_1, AC-7, AC-9		I- 3349 -6

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mitchel	Sandra		Email	6/30/19 1:00 AM AT	<p>I-11 Comments - June 30, 2019</p> <p>To Whom it Concerns:</p> <p>I have lived in Picture Rocks for over 20 years. This is such a unique and beautiful area. The thought of this I-11 Alternative is just sickening. Very important to me personally is the impact it would have on our quality of life out here. It will destroy the rural character of this area as well as negatively impact all of the incredible flora and fauna that this area is noted for. Impacts to our property values are worrisome as well.</p> <p>It will severely and negatively impact Tucson treasures such as Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Arizona-Sonora Desert Museum and Kitt Peak. This is pristine desert. If tourists look to see what they should not miss when visiting Tucson, these are the exact places at the top of that list. So, the I-11 would not only be destroying incredibly unique habitat, but at the same time destroying what makes Tucson "Tucson". Tourism would definitely be negatively impacted.</p> <p>It goes against the County's Sonoran Desert Conservation Plan. It would sever vital wildlife corridors between critical habitat areas of some of the larger species such as the Desert Bighorn. It would destroy sensitive habitat for many unique species that are protected by the Conservation Plan.</p> <p>The increase in noise pollution, air pollution, and light pollution are all very real concerns. Right now, we can see the Milky Way and thousands of stars every night. You can't say that if you live in downtown Tucson. Why would we want to destroy an area that still provides this type of rural atmosphere? We also have very real concerns about an increase in Valley Fever due to disturbing large areas of the valley.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Vehicle emissions would result in Tucson Water's Avra Valley CAP settling ponds being affected and potentially threatening the aquifer also.</p> <p>The recommended alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. It's irresponsible to suggest spending so much more money on this project when we don't have enough funds to properly maintain the roads we already have. It would cost much less to improve existing railroad corridors for cleaner passenger rail service and increased freight traffic.</p> <p>It makes no sense that a route was chosen BEFORE an Environmental Impact Study was done. How in the world can you choose the best route environmentally when you have already thrown out all the possible alternatives before doing the study? Someone or some company is definitely trying to make themselves some money to the detriment of all of Tucson's treasures and the people who live in this area and love it because of its uniqueness and diversity.</p> <p>We absolutely should not allow a planned private development, Diamond Ventures planned Swan Southlands development to take away the pristine desert and destroy our property values and our quality of life for this company to make more money! Shame on them! This I-11 proposal just makes no sense at all!</p> <p>Each point I have listed above seems like enough to show this is a horrible idea. Put together it is absolutely unconscionable that this is being proposed.</p> <p>Sandra Mitchel XXXXXXXXXXXXd Tucson, AZ 85743</p>	LU-3 and R-2 and LU-5 and WR-1 and AC-5 and AC-9 and AC-4 and GlobalTopic_1	Mitchel_S_13350	I- 3350 -1
Mitchel	Sandy		Website	7/07/19 11:22 AM AT	<p>Comments on the recommended altyernative route for I-11 through Avra Valley.</p> <p>I strongly oppose this proposal. I have lived out in Picture Rocks for over 20 years now and it is my refuge, my home, my rural space away from freeways, crowds, and city life. As I drove home from work and all the crazy city life, once I was at the top of Gates Pass and could look down on the beautiful Sonoran desert valley, I could finally breathe. A respite, a relief from the busy life in town. The view is astonishing. The Sonoran desert is an incredibly unique habitat that must be preserved for the wildlife, which is phenomenal, the natural habitat and for those of us that relish a little peace and beauty in our lives.</p> <p>Gates Pass, the Desert Museum and Saguaro National Park are all places that we bring family and people from all over the world come to see its beauty and take in a little respite and refreshment for themselves. How can you even contemplate destroying such a unique and irreplaceable resource?</p> <p>If this freeway goes through, it will destroy everything that is unique and beautiful about this area and that is unique to Tucson itself.</p> <p>If the freeway comes, so will on and off ramps, gas stations, mini marts etc. Imagine how beautiful that will look from atop Gates Pass. it will be a travesty.</p> <p>Please, please think of everyone who enjoys this unique habitat and I plead with you as a resident, this is my home! Please don't destroy what gives us so much joy. Please!</p> <p>Sandy Mitchel XXXXX@gmail.com</p>	GlobalTopic_1, LU-3, R-2, and BR-1		I- 2742 -1
Mitchel	Sandy		Website	7/07/19 1:00 PM AT	<p>Your email address I-11ADOTStudy@hdrinc.com is not working today. It sends back an Undeliverable message. Bad timing with tomorrow being the last day for comments and this being a weekend when people will likely be trying to get their comments in. If possible, someone should take a look and see if they can fix it.</p> <p>Thank you.</p>	The I-11 Project Team apologizes for difficulties in providing comments, but the email system was working throughout the comment period.		I- 2762 -1
Mittelmeier	Telsa		Website	7/07/19 9:34 AM AT	<p>Hello,</p> <p>I am writing to express my extreme dis-satisfaction with the proposed I-II route west of Tucson. To me, it is an unnecessary environmental and cultural disaster that caters to the trucking industry. Why not a railway line for shipping? Along with an interstate comes an incredible amount of development designed for the automobile...gas stations, quick marts, etc, etc...which inevitably leads to environmental destruction. The damage done cannot be undone for generations. Please do not go ahead with this route.</p> <p>Sincerely,</p> <p>Telsa Mittelmeier Tucson resident and citizen who values the Sonoran Desert</p>	GlobalTopic_1, LU-3 and AC-9		I- 2724 -1
MmcDonald	John		Website	7/07/19 11:52 AM AT	<p>I feel that this project is unneeded and a waste of money. I believe the negative aspects outweigh the benefits.i have traveled throughout the areas of the various corridors proposed and can envision what would happen to these areas if this were to happen, very little time would be saved, and the loss of natural habitat, homes, and farmland is not worth it! Has thought been given to how Mexico would have to develop their eventual upgrades, or even if they would? It looks to me that the big benefactors will be construction outfits and developers, and the losers will be the people and their natural environment. Please do not build this unwarranted project!</p>	GlobalTopic_4, AC-4, BR-1 and G-1		I- 2748 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Mocarsky	Thomas		Email	6/04/19 1:00 AM AT	<p>As a resident of Wickenburg, I appreciate the goals of the I-11 corridor.</p> <p>However, both the current blue and orange routes as proposed will severely impact the quality of life for residents of Vista Royale and as well as hikers, trail riders and wildlife.</p> <p>I advocate adoption of the VR green alternative which would require a relatively small change to the corridors construction and engineering requirements while accruing substantial quality of life improvements to Vista Royale and as well as the residents of Wickenburg.</p> <p>Thomas Mocarsky XXX-XXX-XXXX</p>	GlobalTopic_5		I- 1691 -1
Modrzejewski	Steven		Email	6/07/19 1:00 AM AT	<p>To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment June 7, 2019 Avra Valley is much more than just desert floor. As regards building Interstate 11 through it, choose another option. There are a list of reasons to preserve Avra Valley, while there exists few if any good ones to build an interstate highway there. I would go so far as to say none. Compelling justifications for the I-11 path through this sensitive corridor are few and those that are, are suspect in my opinion. Public sentiment is soundly against it. Rationale to circumvent Tucson in order to forge a faster, shorter route to Nogales, AZ is premature and ill conceived, even when granted undeserved deference to commerce, progress and growth. Reasons not to build include: • Irrevocable environmental damage • Inadequate justification • Contrived need • Ostensible "evacuation route" • Expense • Economic loss to Tucson proper The Avra Valley corridor is arguably a pristine treasure which would be damaged forever. Testaments of reverence include: • The Arizona Sonora Desert Museum • Tourism • Wildlife ecosystem • Saguaro National Park West • Red Mountain Visitor Center • Tucson City Water Reclamation • CAP canal • Tohono O'odham Nation 1 of 3 To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment • Ironwood National Forest • Kitt Peak National Observatory within sight • A select area preserved and maintained in perpetuity DO NOT route I-11 through this sensitive region because: • The action is irreversible • It degrades all, enhances little • Creates light pollution • Noise pollution • Air pollution • Particulate rain • Interferes with wildlife migration and propagation • Depreciates land an home values • Displaces residents, most of whom would be unable to effect a comparable lifestyle elsewhere • Invites graft, avarice and greed • Ushers in untold gaudy highway businesses • Is strongly opposed Meanwhile, the looming prospect of a potential freeway discourages home sales and confounds homeowner decisions regarding property investments. This unnecessary freeway takes much and gives little. Justification is lacking, but is nil for passing through the sensitive valley west of The Tucson Mountains. Instead, enhance current highways or exercise the "no build" option. Any reservations about routing it closer to the City of Tucson are subordinate to God's work in Avra Valley. 2 of 3 To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment About the sender: • 68 years old • Home stands in 2 proposed paths • Arizona resident since 1970 • Tucson resident since 1973 • Vietnam Era Veteran 1970-73 • 22 years Vocational Counselor with AZ D.E.S. • 40 years Masters level social work • 26 years Avra Valley resident • Retired • Modest income • Current property cannot be comparably replaced • Holdings are the culmination of a lifetime of public service</p>	GlobalTopic_1 and PN-3 and LU-3 and E-1 and R-1 and E-2 and N-1 and AQ-1 and BR-1 and WR-1 and WR-2	Modrzejewski_S_I2407	I- 2407 -1
Modrzejewski	Steven		Email	6/07/19 1:00 AM AT	<p>To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment June 7, 2019 Avra Valley is much more than just desert floor. As regards building Interstate 11 through it, choose another option. There are a list of reasons to preserve Avra Valley, while there exists few if any good ones to build an interstate highway there. I would go so far as to say none. Compelling justifications for the I-11 path through this sensitive corridor are few and those that are, are suspect in my opinion. Public sentiment is soundly against it. Rationale to circumvent Tucson in order to forge a faster, shorter route to Nogales, AZ is premature and ill conceived, even when granted undeserved deference to commerce, progress and growth. Reasons not to build include: • Irrevocable environmental damage • Inadequate justification • Contrived need • Ostensible "evacuation route" • Expense • Economic loss to Tucson proper The Avra Valley corridor is arguably a pristine treasure which would be damaged forever. Testaments of reverence include: • The Arizona Sonora Desert Museum • Tourism • Wildlife ecosystem • Saguaro National Park West • Red Mountain Visitor Center • Tucson City Water Reclamation • CAP canal • Tohono O'odham Nation 1 of 3 To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment • Ironwood National Forest • Kitt Peak National Observatory within sight • A select area preserved and maintained in perpetuity DO NOT route I-11 through this sensitive region because: • The action is irreversible • It degrades all, enhances little • Creates light pollution • Noise pollution • Air pollution • Particulate rain • Interferes with wildlife migration and propagation • Depreciates land an home values • Displaces residents, most of whom would be unable to effect a comparable lifestyle elsewhere • Invites graft, avarice and greed • Ushers in untold gaudy highway businesses • Is strongly opposed Meanwhile, the looming prospect of a potential freeway discourages home sales and confounds homeowner decisions regarding property investments. This unnecessary freeway takes much and gives little. Justification is lacking, but is nil for passing through the sensitive valley west of The Tucson Mountains. Instead, enhance current highways or exercise the "no build" option. Any reservations about routing it closer to the City of Tucson are subordinate to God's work in Avra Valley. 2 of 3 To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment About the sender: • 68 years old • Home stands in 2 proposed paths • Arizona resident since 1970 • Tucson resident since 1973 • Vietnam Era Veteran 1970-73 • 22 years Vocational Counselor with AZ D.E.S. • 40 years Masters level social work • 26 years Avra Valley resident • Retired • Modest income • Current property cannot be comparably replaced • Holdings are the culmination of a lifetime of public service</p>	GlobalTopic_1, GlobalTopic_4, E-1, R-2, V-1, WR-1, BR-2, and LU-1	Modrzejewski_S_I2408	I- 2408 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Modrzejewski	Steven		Email	6/07/19 1:00 AM AT	<p>I forgot to include my address and phone:</p> <p>Steven Modrzejewski XXXXXXXXXXXX Tucson AZ 85743 XXX-XXX-XXXX</p> <p>[Text from Attachment]</p> <p>To: I-11 Tier 1 EIS Study Team From: Steven Modrzejewski; Homeowner, Avra Valley Tucson, AZ Re: Public Comment June 7, 2019</p> <p>Avra Valley is much more than just desert floor.</p> <p>As regards building Interstate 11 through it, choose another option. There are a list of reasons to preserve Avra Valley, while there exists few if any good ones to build an interstate highway there. I would go so far as to say none. Compelling justifications for the I-11 path through this sensitive corridor are few and those that are, are suspect in my opinion. Public sentiment is soundly against it.</p> <p>Rationale to circumvent Tucson in order to forge a faster, shorter route to Nogales, AZ is premature and ill conceived, even when granted undeserved deference to commerce, progress and growth.</p> <p>Reasons not to build include:</p> <ul style="list-style-type: none"> • Irrevocable environmental damage • Inadequate justification • Contrived need • Ostensible "evacuation route" • Expense • Economic loss to Tucson proper 	GlobalTopic_4, GlobalTopic_13, and GlobalTopic_1	Modrzejewski_S_I2409	I-2409 -1
Modrzejewski	Steven		Email	6/07/19 1:00 AM AT	<p>The Avra Valley corridor is arguably a pristine treasure which would be damaged forever. Testaments of reverence include:</p> <ul style="list-style-type: none"> • The Arizona Sonora Desert Museum • Tourism • Wildlife ecosystem • Saguaro National Park West • Red Mountain Visitor Center • Tucson City Water Reclamation • CAP canal • Tohono O'odham Nation • Ironwood National Forest • Kitt Peak National Observatory within sight • A select area preserved and maintained in perpetuity <p>DO NOT route I-11 through this sensitive region because:</p> <ul style="list-style-type: none"> • The action is irreversible • It degrades all, enhances little • Creates light pollution • Noise pollution • Air pollution • Particulate rain • Interferes with wildlife migration and propagation • Depreciates land and home values • Displaces residents, most of whom would be unable to effect a comparable lifestyle elsewhere • Invites graft, avarice and greed • Ushers in untold gaudy highway businesses • Is strongly opposed <p>Meanwhile, the looming prospect of a potential freeway discourages home sales and confounds homeowner decisions regarding property investments.</p> <p>This unnecessary freeway takes much and gives little. Justification is lacking, but is nil for passing through the sensitive valley west of The Tucson Mountains.</p>			I-2409 -1a

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Modrzejewski	Steven		Email	6/07/19 1:00 AM AT	<p>Instead, enhance current highways or exercise the "no build" option. Any reservations about routing it closer to the City of Tucson are subordinate to God's work in Avra Valley.</p> <p>About the sender:</p> <ul style="list-style-type: none"> • 68 years old • Home stands in 2 proposed paths • Arizona resident since 1970 • Tucson resident since 1973 • Vietnam Era Veteran 1970-73 • 22 years Vocational Counselor with AZ D.E.S. • 40 years Masters level social work • 26 years Avra Valley resident • Retired • Modest income • Current property cannot be comparably replaced • Holdings are the culmination of a lifetime of public service 			I- 2409 -1b
Moeller	Gerri		Email	6/03/19 1:00 AM AT	<p>Wickenburg is historical . The VR Green alternative would preserve the land that is the charm and beauty of the Wickenburg area.</p> <p>Sincerely G Moeller.</p> <p>Sent from my iPhone</p>	GlobalTopic_4 and GlobalTopic_5		I- 1670 -1
Moffitt	Kimble & Betty		Email	6/04/19 1:00 AM AT	<p>This letter is in regards to the I11 going behind the subdivision Vista Royal.</p> <p>My husband and I are in our late 70's. We just built our retirement home here on Gold Rock Circle. We feel that there is no other place in Wickenburg that can compare to the beauty and solitude. My husband rides horseback every day in the spectacular desert behind us. There are a number of ponds which provide water to our wildlife. Deer, javelina, quail, coyotes, and our precious desert tortoise. It would be a shame to endanger these.</p> <p>It seems to me the more logical and economical route is highway 71 where you already have a right of way. It is senseless to destroy our way of life and the beautiful homes in our neighborhood.</p> <p>Hopefully there will be someone on your board that is conservative and considerate.</p> <p>As far as the merchants in town, do they want an occasional passer by for customers or the everyday resident of Vista Royal?</p> <p>I am thankful to live in America – 7 generations – where we still have to the right to address our issues.</p> <p>Thank you, Kimble & Betty Moffitt XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 856390</p>	GlobalTopic_4 and GlobalTopic_5		I- 1686 -1
Mohr	Allison		Website	5/06/19 9:46 AM AT	<p>Please don't do this. This will be so destructive to the people who live out here. We came here to get away from the noise of the city. Now you're bringing it to us. This project does nothing to relieve the east west congestion in Tucson. Please do something constructive instead of tearing up the desert which will never recover.</p> <p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_1 and GlobalTopic_9		I- 553 -1
Mohr-Felsen	Ariane		Website	6/04/19 3:20 PM AT	<p>I strongly oppose the construction of another freeway in southern Arizona. This area is comprised of an incredibly sensitive and delicate ecosystem, which provides us our clean air, water, and sense of place. The amount of destruction and disturbance caused by the construction of a freeway will devastate the local environment. Furthermore, it hinders economic growth for the tourist industry, as it threatens Saguaro National Park, a draw for many people. No construction has isolated effects and the same is true for this project. It will impact and threaten native plant and animal species, inhibit migration, shrink habitat areas, and further weaken our resilience.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1264 -1
Mohr-Felsen	Ariane		Website	6/04/19 3:20 PM AT	<p>Saguaro National Park West and Ironwood National Monument are incredibly CRITICAL wildlife corridor that many people have fought for decades to create and preserve. To give up a place that has evolved over thousands and thousands of years for pavement and concrete only benefiting humans is heartbreaking. Saguaros are already a threatened species and this construction would further threaten them. Furthermore, there are Native American sites in both of these protected lands and threatening their existence continues this government's legacy of prioritizing development and the promise of money over the respect for other people and cultures.</p>	GlobalTopic_1, R-2, and BR-2		I- 1264 -2
Molina	Paola		Website	5/11/19 8:43 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 754 -1
Monray	Amanda		Mail	7/08/19 1:00 AM AT	<p>This comment is in opposition to the proposed I-11 route. This proposed route that will bypass Tucson completely will harm the wildlife and natural beauty of the region but will have significant economic impacts for the Tucson region. This recommended route will cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. This will impact Tucson's vital and precious water supply which has already been impacted by toxic spills which have led to Superfund sites in the region. This would sever important wildlife corridors between Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. It will divert important business and consumers away from Tucson hurting the growing economy here. The natural beauty of the region brings tourists from all over the world and this highway will ruin the natural beauty they come to see. Do not build this highway it is bad for the economy and bad for the environment.</p>	GlobalTopic_1, BR-7, WR-2, E-2 and E-1	Monray_A_I3528	I- 3528 -1

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Monroy	Ana Rebeca		Website	7/07/19 10:37 PM AT	The route in question should not be constructed. The recommended alternative route would damage natural resources and negatively impact visitor experiences in the areas in question, especially the Tucson mountains. Degradation of natural resources and public land will result in damages that cannot be mitigated. The proposed route goes through land whose intended use is for the Central Arizona Project canal; this Bureau of Reclamation mitigation lands and building a freeway through this area will cause major damages and complications. The recommended alternative route would destroy critical wildlife corridors. Wildlife in this area, including bighorn sheep, would experience a deadly complications. The alternative route would cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through Tucson. Additionally southern Arizona businesses and estimations would experience significant decreases in revenue would have extensive negative economic impacts throughout southern Arizona. The proposed alternative route would result in a significant increase in various types of pollution including noise, light, and air pollution. Construction would encourage urban sprawl and destroy the rural nature, character, and culture of these areas. Pima County's section 10 Habitat Conservation Plan, which is part of the nationally recognized Sonoran Desert Conservation Plan would be severely impacted by the proposed alternative route. Wildlife habitats would be unnecessarily destroyed. The City of Tucson has expressed opposition for the route as it would run adjacent to the City's major water supply, placing an undue hazard upon an already scarce and invaluable resource. Land, wildlife, and communities will face irreparable damage resulting from the construction of the proposed alternative route, which is unnecessary and costs way more than other proposed projects.	GlobalTopic_1 and LU-3 and BR-2 and AC-5 and E-1 and LU-5		I- 2883 -1
Monroy	Gerardo		Website	7/07/19 11:54 PM AT	The recommended alternative route of I-11 through Tucson would negatively impact critical wildlife corridors, as well as degrade natural resources and the current rural character of Avra Valley and Altar Valley by increasing pollution of all sorts (i.e. light, noise, air, and possibly causing water pollution.) Mitigation lands for Pima County's Section 10 Habitat Conservation Plan would be severely impacted. Most importantly, co-locating I-11 with I-19 and I-10 through Tucson would save thousands of millions of dollars (3,400 million dollars, as I understand.	GlobalTopic_4 and GlobalTopic_1		I- 2893 -1
Monroy	Gerardo		Website	7/07/19 11:54 PM AT	Major water supplies for the city of Tucson would be in close proximity to the proposed alternative route, increasing the danger of irremediable water pollution should a toxic spill occur. It makes no sense for ADOT to consider building a freeway in such close proximity to those vital resources, when making the appropriate upgrades to I-10 through Pima County would be less expensive, it would help minimize urban sprawl.	GlobalTopic_1, WR-2 and LU-3		I- 2893 -2
Monroy	Gerardo		Website	7/07/19 11:54 PM AT	Saguaro National Monument West and the Arizona-Sonora Desert Museum (one of the top ten zoos in the country and one of the most popular places to visit in the Tucson area) would be in relative close proximity to the proposed alternative route. One of the charms of walking through the Arizona-Sonora Desert Museum is that you feel like you are in a rural area. Saturday nights at the museum during the summer have been a very popular activity for Tucsonans for many years. Should the I-11 alternative route through Tucson be approved, the visitor experience would be greatly diminished, resulting in reduced revenues.	GlobalTopic_1, E-2 and R-2		I- 2893 -3
montgomery	amanda		Website	7/08/19 8:42 PM AT	I both support and oppose this freeway. I oppose the stretch from wickenburg to Nogales for the following reasons: Lastly I do not support the preferred route as it goes very close to Palo Verde Generating Station. Has this study contacted PVGS and APS about its potential impact to the nuclear plant's emergency plan and environmental study? Putting the freeway that close to the plant could cause a very large population to have to be evacuated in a short time and would lose that route during an emergency at the plant. Has this been studied? Thank you for your consideration and time in reviewing my comments. Regards Amanda Montgomery	GlobalTopic_2, GlobalTopic_4		I- 3152 -1
montgomery	amanda		Website	7/08/19 8:42 PM AT	Too many homes will be impacted by traffic, pollution, flood zone changes, noise or be lost completely due to placement of road with the preferred option. The preferred option does not promote growth in buckeye or the surrounding area as it will destroy historic family homesteads and farms. This will drive folks away from buckeye. The buckeye waste and water infrastructure will not support more master plan communities should either option bring growth without the addition of new facilities.	GlobalTopic_2 and LU-3 and AQ-1 and N-1 and WR-1		I- 3152 -2
montgomery	amanda		Website	7/08/19 8:42 PM AT	The preferred option does not reduce transit time through the area by much. The no build option I support as those roads are under used and could easily be widened.	GlobalTopic_4, AC-2		I- 3152 -3
montgomery	amanda		Website	7/08/19 8:42 PM AT	The preferred option may impact the burrowing owl populations that live in the farmland irrigation canals. This is a protected species.	GlobalTopic_4 and BR-4		I- 3152 -4
montgomery	amanda		Website	7/08/19 8:42 PM AT	I do support a new road connecting Phoenix to Tucson as I10 in that southern stretch does not support the current traffic amounts and regularly has shutdowns due to accidents near picacho peak. I would support the addition of a new freeway that utilizes the current roads from wickenburg to Casa Grande and a new road from that point to Tucson. I do not support the section that goes through Sahurita. Use I19 as this would limit impacts to the mines and local population.	GlobalTopic_4, GlobalTopic_1		I- 3152 -5
Montgomery	Lucy		Website	7/08/19 9:40 PM AT	Please do not destroy the properties and lovely homes located on Tortoise Trail. These plants are native and must be preserved and the homes were built with love and care and with the heart to enjoy its vegetation, wildlife and surroundings. Thank you!	GlobalTopic_4, BR-1		I- 3169 -1
Montgomery	Martha		Website	7/07/19 2:59 PM AT	I am writing to voice my opposition to the proposed I-11 route both along the I-19 Corridor and through the Rainbow Valley portion of Maricopa County. It makes no sense to have the proposed I-11 go west along a two-lane, rural El Toro Road in Sahuarita or along another two-lane, rural Beloit Road in the Rainbow Valley/Buckeye area, requiring construction of new roadways. It would make far more sense for the proposed roadway to run concurrent with the existing I-19 to I-10 and then westerly along I-8, and northerly along State Route 85. I-8 has moderate use and SR 85 could be widened with minimal impact on residential and business properties. I propose that the utilization of the existing I-19, I-10 and I-8 to State Route 85 roadways would be more cost-effective than incurring the cost of acquiring properties through eminent domain to construct additional roadways and would be of greater benefit to the residents of Arizona. Respectfully, Martha Montgomery	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2791 -1
Montgomery	Martha		Website	7/07/19 2:59 PM AT	The adverse impact to homeowners and the environment of the State's proposed route would far exceed the benefit of the route. I will be straightforward with my concerns: our property values will be negatively impacted and, moreover, we have family along the proposed route whose houses would be destroyed. We are in our retirement years and cannot afford to have to start over at a disadvantage. I realize that an emotional appeal is far less impactful than facts and figures, so I would further like to respectfully comment that the good State of Arizona cannot currently maintain the existing roadways in acceptable condition; to add another roadway would stretch resources even more thinly.	LU-1 and AC-7		I- 2791 -2

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Montgomery	Warren		Website	7/07/19 3:01 PM AT	<p>I am writing to voice my opposition to the proposed I-11 route both along the I-19 Corridor and through the Rainbow Valley portion of Maricopa County. It makes no sense to have the proposed I-11 go west along a two-lane, rural El Toro Road in Sahuarita or along another two-lane, rural Beloit Road in the Rainbow Valley/Buckeye area, requiring construction of new roadways.</p> <p>It would make far more sense for the proposed roadway to run concurrent with the existing I-19 to I-10 and then westerly along I-8, and northerly along State Route 85. I-8 has moderate use and SR 85 could be widened with minimal impact on residential and business properties.</p> <p>I propose that the utilization of the existing I-19, I-10 and I-8 to State Route 85 roadways would be more cost-effective than incurring the cost of acquiring properties through eminent domain to construct additional roadways and would be of greater benefit to the residents of Arizona.</p> <p>Respectfully, Warren Montgomery</p>	<p>GlobalTopic_2 and GlobalTopic_4</p> <p>The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.</p>		I- 2793 -1
Montgomery	Warren		Website	7/07/19 3:01 PM AT	<p>The adverse impact to homeowners and the environment of the State's proposed route would far exceed the benefit of the route. I will be straightforward with my concerns: our property values will be negatively impacted and, moreover, we have family along the proposed route whose houses would be destroyed. We are in our retirement years and cannot afford to have to start over at a disadvantage.</p> <p>I realize that an emotional appeal is far less impactful than facts and figures, so I would further like to respectfully comment that the good State of Arizona cannot currently maintain the existing roadways in acceptable condition; to add another roadway would stretch resources even more thinly.</p>	LU-1 and AC-7		I- 2793 -2
Montjar	Dr. Susan	Estrella Mountain Art Committee	Website	6/16/19 2:49 PM AT	<p>For your careful consideration:</p> <p>The Orange route that goes west of the Estrella Mountain Ranch Communities will have the least impact on the thousands of residents in Estrella Mountain Ranch. Families move here because of the peaceful setting with minimal light at night and the lack of road noise. The aesthetic nature of our communities is what brings in new homeowners who ultimately help Goodyear thrive.</p> <p>If the Orange route is not chosen, thousands of lives will be impacted negatively and the valuation of our properties will be affected. Keep the new freeway as far away from our established communities as possible. If it means increase in tax dollars to construct the freeway farther away, we can live with that. The Lewis Prison and the landfill not be affected at all!</p> <p>Presently, we (EMR residents) have to deal with the pungent order of the feed lots and the pesky flies from the farmlands. Additional noise and light would be enough for people to move away from this burgeoning part of the West Valley, which, over time, would negatively impact the quality of life for everyone.</p> <p>Please consider the bigger picture and do the smallest damage possible to the underserved citizens of Estrella Mountain Ranch residents.</p> <p>Respectfully submitted, Dr. Susan Montjar Estrella Mountain Ranch Art Committee</p>	GlobalTopic_4		O- 29 -1
Moon	Barbara		Website	6/02/19 8:12 PM AT	<p>The major reason that I am opposed to interstate 11 through Avra Valley is the extremely negative impact that such a high volume of traffic with the accompanying noise and air pollution will have on the flora and fauna of this fragile ecosystem. Nothing can mitigate this destruction.</p>	GlobalTopic_4		I- 1246 -1
Moon	Barbara		Website	6/02/19 8:12 PM AT	<p>The wildlife mitigation corridor was granted in perpetuity when the CAP was constructed. What kind of state agency rescinds its grants to the residents of this valley and to the wildlife we cherish? The recommended route would sever wildlife migration corridors from the Ruskridge Mountains to Saguaro National Park, state lands, and Tucson Mountain Park where deer, mountain lions, desert bighorn sheep, bobcats, foxes and many other protected species live.</p>	GlobalTopic_1 and BR-2		I- 1246 -2
Moon	Barbara		Website	6/02/19 8:12 PM AT	<p>Tucson's (and my) water supply will be endangered because toxic spills will destroy the purity of the recharge ponds and the Avra Valley water table.</p>	WR-2		I- 1246 -3
Moon	Barbara		Website	6/02/19 8:12 PM AT	<p>Visitors to Saguaro National Park (imagine standing at Red Hills Visitor Center gazing over a once-peaceful valley now bisected by visual, noise and air pollution from a freeway!) to Tucson Mountain Park and to the Arizona Sonoran Desert Museum will lose the peaceful, quiet ambiance that exists now. Quiet views, dark skies and clean air cannot be mitigated!</p>	GlobalTopic_1, R-2 and V-1		I- 1246 -4
Moon	Barbara		Website	6/02/19 8:12 PM AT	<p>Finally, I do not expect bureaucrats to care that some of my friends will lose their retirement homes, and that all of us will suffer from the loss of our beautiful desert views and quiet nights. Our economic loss would no doubt be some investors gain. This is not progress! This freeway is unnecessary and very harmful.</p>	LU-1 and LU-3 and GlobalTopic_4		I- 1246 -5
Mooney	Penelope		Phone	7/08/19 1:00 AM AT	<p>Hello, this is Penelope Mooney and I think that major highways across land is destructive to wildlife and many other issues that I find them to be negative in my view. So that's my comment. Thank you.</p>	BR-1 and V-1		I- 3441 -1
Moonshadow	Ms		Website	7/08/19 9:55 AM AT	<p>To whom it may concern: I am deeply concerned about this project and how it will affect local wildlife and residents.</p> <p>It seems widening existing roads would be less disruptive.</p> <p>Going thru Saguaro National Monuments is a rape of our natural wilderness.</p> <p>As a citizen of Arizona I am not in favor of this project.</p> <p>Thank you for your time and consideration of my thoughts.</p>	GlobalTopic_4 and BR-1 and R-2		I- 2924 -1
Moore	Dave		Email	7/04/19 1:00 AM AT	<p>This project is a very expensive Tucson bypass. Please do not do it.</p>	GlobalTopic_1		I- 3388 -1
Moore	Elise		Website	7/04/19 7:43 AM AT	<p>I am utterly opposed to a highway parallel to I-10 running through the Sonoran desert. I drive every month to Phoenix and the road is entirely adequate to handle the traffic. The development destroying desert habitat is already occurring along the I-10 corridor. To go through the one pristine area near Tucson for no purpose but greed is a travesty. And what about the light pollution affecting Kitt Peak? I am utterly opposed.</p>	GlobalTopic_1		I- 2534 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Moore	Elise L		Email	7/04/19 1:00 AM AT	I am utterly opposed to a highway parallel to I-10 running through the Sonoran desert. I drive every month to Phoenix and the road is entirely adequate to handle the traffic. The development destroying desert habitat is already occurring along the I-10 corridor. To go through the one pristine area near Tucson for no purpose but greed is a travesty. And what about the light pollution affecting Kitt Peak? I am utterly opposed. Elise L Moore, XXX-XXX-XXXX XXXXXXXXXXXX Tucson AZ 85749	GlobalTopic_1 and V-1		I- 3387 -1
Moore	Joann		Website	7/08/19 5:30 PM AT	I strongly object to the I-11 highway going thru Avra Valley. I bought land here several years ago so I could retire in a quiet and peaceful area. I-11 would run very close to my house which would destroy my dream retirement. I believe it is a waste of money. There is no reason for another interstate highway to run so close to the present I10. Quit wasting taxpayers money and just expand on the existing highway (I10). It also will be to close (or even go thru) the Saguaro National Monument which would destroy it. Lets start thinking about the impact on the environment and people not just the ones who have bought up land to get rich off of an unnecessary Highway.	GlobalTopic_4 and GlobalTopic_1		I- 3090 -1
Moore	Rita		Website	7/08/19 2:35 PM AT	I cannot give up my property, I can't afford anything else, as far as I know all people in the area feel the same and what can we do to stop it	GlobalTopic_4, LU-1		I- 3009 -1
Moore	Rita		Phone	6/25/19 1:00 AM AT	Hello, my name is Rita Moore. I live in Tucson, Arizona. I understand that I-11 is supposed to go through my property. I want to know what I can do to prevent that. All my neighbors want to know what to do to prevent it. We can't lose our properties. Some of us like myself are very poor and we could afford to live anywhere else so please tell me what I can do. My number is XXX-XXX-XXXX. Thank you.	GlobalTopic_1, LU-1		I- 3305 -1
Moore	Rita		Phone	7/08/19 1:00 AM AT	Yes, this is Rita Moore from Tucson, Arizona I have property that I-11 wants to confiscate and I don't know what to do about it or who to talk to but I do not want my property taken, that's all I have. I'm 73 years old, very poor I couldn't live anywhere else if I had to and my family, it was bought and paid for for them so if you can give me any help please call me back at XXX-XXX-XXXX. Thank you. Bye.	GlobalTopic_1, GlobalTopic_8, LU-1, LU-2; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		I- 3434 -1
Moore	Steven		Website	6/21/19 12:30 AM AT	It would be a better use of funds and more modern to research and use a high speed railway that doesn't affect the environment.	AC-9		I- 1868 -1
Moorean	Armand		Hand Written	4/29/19 1:00 AM AT	I am not sure of the route from Nogales to Casa Grande, but the route from Casa Grande to Buckeye would be better with either the orange route or follow the preferred route from Casa Grande to orange (past 60 of atlas map) from purple to green then orange. Thank you.	AC-1	Moorean_A_I2355	I- 2355 -1
Morales	Carlos		Website	6/19/19 10:07 AM AT	After talking with my family and friends, I feel that the I-11 project will have a negative impact environmently in our neighborhood. This the first I've heard of this project and I'm not happy with this project! My family and I chose to live in this area, to be out of the city and live in a quiet neighborhood where is less crime and pollution. This project will have a negative impact on my property value! If the City council and the county need to build this freeway then they to give us top value for our homes!!	GlobalTopic_4, LU-1		I- 1759 -1
Moreno	Jessica		Website	5/29/19 12:52 PM AT	Very few people I have talked to that live in the path of the Recommended Alternative know anything about this project, let alone know about the opportunity to provide public comments. And so many of the private property owners that will be directly affected don't have internet access! What has been done to ensure the communities affected have been properly informed? 1) Please extend the comment period deadline. 2) Please do direct mail outreach to the affected community so that people KNOW about this project in time to provide comments!!! Thank you.	GlobalTopic_1 and GlobalTopic_9		I- 1190 -1
Moreno	Jessica		Website	5/29/19 12:52 PM AT	3) I OPPOSE any route through Avra Valley, which would cause undue harm to local residents and property owners, wildlife, the wildlife mitigation corridor, tribal lands, tourist attractions, Saguaro National Park, Ironwood National Monument (which should be designated Section 4F), dark skies, clean air, and Tucson's water supply and economy. The I-10 (orange) alternative is the ONLY acceptable route worth consideration, ideally combined with serious investments in improved freight rail and passenger light rail to alleviate freeway congestion and better address impacts on our climate crisis. 4) Please address why a Recommended Alternative through Avra Valley was selected before doing an environmental impact study, and in direct opposition to the recommendations of the 2018 I-11 Joint Stakeholder Community Planning Group.	GlobalTopic_1, R-2, BR-1, BR-6, AQ-2, AC-9, CO-3 and AQ-2		I- 1190 -2
Moreno	Jessica		Website	4/12/19 10:16 AM AT	Please extend the comment period for this significant and complex project to 120 days. Thank you!	GlobalTopic_9		I- 29 -1
Moreno	Jessica		Website	7/08/19 12:25 PM AT	I support and echo the comments submitted by the Coalition for Sonoran Desert Protection, co-signed by 28 other organizations including the Arizona Chapter of The Wildlife Society which represents professionals and students across the state in the field of wildlife management and of which I am Board President; the comments of Kevin Dahl from the National Parks Association; and the personal comments of Christina McVie. In addition to these comments I also add my own response to the DEIS: I strongly oppose the Recommended Route and ANY route through Avra Valley and the Bureau of Reclamation mitigation corridor. Sincerely, Jessica Moreno	GlobalTopic_4 and GlobalTopic_1 GlobalTopic_1 and LU-5 and BR-2 and E-3 and E-1 and E-2 and AQ-1 and N-1 and V-1 and LU-3 and WR-2	Moreno_J_I2963	I- 2963 -1
Moreno	Jessica		Website	7/08/19 12:25 PM AT	I do support improvements to the existing I-10 and I-19 corridor (with added mitigation for wildlife including crossing structures), and strongly encourage improvements to freight rail and passenger rail.	GlobalTopic_1 and AC-9		I- 2963 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Moreno	Jessica		Website	7/08/19 12:25 PM AT	<p>In the course of my career as a wildlife biologist and road ecologist I have personally studied the wildlife movement corridors of wildlife, particularly of mountain lions, in and out of the Tucson Mountains. A new freeway through Avra Valley and through the Bureau of Reclamation mitigation corridor would have permanent and devastating impacts to wildlife in the region. The Recommended Route alternative for I-11 would have unmitigatable and devastating permanent impacts to plant and animal species that rely on Avra Valley for habitat and for the wildlife movement corridors that act as critical lifelines between our protected parks and monuments. An I-11 bypass west of the the Tucson Mountains would degrade the genetic health of populations in the Tucson Mountains, causing local species extinctions. In a time when we MUST reverse the exacerbating causes of climate change, this proposal should not continue to be entertained. The high cost to wildlife diversity in the region, which has a direct and critical role in improving human well-being and quality of life (compounded by the negative impacts to our water aquifer, economy, and other factors listed in the comments submitted by others listed above) should make the Recommended Route an impossible option.</p> <p>In 2006, I photographed an adult female mountain lion in the Tucson Mountains who was (at the time) very likely the only reproducing female in the range. I followed her habits and behaviors for three years, and observed her cubs as they grew. In 2010, she was hit and killed on Picture Rocks Road (see attached photo). The Tucson Mountains are already isolated by roads and development, and roads in particular have a tremendous impact on our wildlife populations. Saguaro National Park biologists have noted a concerning decline in mesocarnivores as well - the skunks, raccoons, ringtails, and badgers - Without healthy carnivore populations, the ecosystem begins to fail. We often see this first with the apex (largest) carnivores (mountain lions) and the meso (small) mammal carnivores. I-11 to the west of the Tucson Mountains, further isolated the mountain range and destroying active wildlife movement corridors, would be the nail in the coffin.</p> <p>The proposed wildlife crossing structures offered to mitigate the impacts of a freeway through the existing BOR wildlife mitigation corridor, and the impacts to our investment in wildlife crossing points over the CAP canal, are in no way sufficient. No mitigation can adequately address the negative impacts of this proposal.</p> <p>[Attachment: puma pictures]</p>	BR-2 and BR-4		I- 2963 -3
Moreno	Jessica		Website	7/08/19 12:55 PM AT	<p>One additional comment:</p> <p>It appears that the Recommended Alternative and the Purple Alternative are MILES LONGER in distance than the Orange Alternative. Freight trucks will take the shortest possible distance between points to save time and money. How are you justifying the cost of these alternatives over the shorter, cheaper, less environmentally impactful Orange Alternative, if the point is to provide a Tucson bypass for freight?</p> <p>Clearly, the Orange Alternative is the only feasible option, along with improvements to the rail system.</p> <p>Sincerely, Jessica Moreno</p>	AC-5 and GlobalTopic_1 and AC-9		I- 2973 -1
Morgan	Annette		Website	5/11/19 12:18 PM AT	<p>My family and I purchased our land little over 4 years ago. Our land is located on Indian Kitchen Rd and appears to be right in the path of your proposed path for I-11. The residents in our area are vehemently opposed to this plan. We have a special needs child that we have had to invest a lot of money into to making our home handicapped accessible for. We also have over a dozen pets that my children adore and would be forced to give up if we were forced to move. In addition to this, we purchased our home at a time we were much more financially stable and we would not be able to secure another home loan because since then, my husband was forced to quick his full time job to take care of our 21 year old special needs son and our income has been reduced greatly. This would force us out of home ownership.</p>	GlobalTopic_1		I- 762 -1
Morgan	Annette		Website	5/11/19 12:18 PM AT	<p>On our particular property there is a huge mine shaft that houses an entire family of pure white owls. I'm not sure what breed they are, but they are absolutely stunning to see and are nothing like the typical owls we have ever seen. Building a highway through our area would devastating to every single one of the families and wild life in it's path and we are asking that this plan be reconsidered. There is nothing wrong with traffic using I-10 or I-19 and it's certainly not worth destroying the homes of hundreds of families for some simple convenience.</p>	BR-1, GlobalTopic_4 and GlobalTopic_1		I- 762 -2
Morgan	Gerry		Website	7/08/19 3:49 PM AT	<p>I am writing to explain why I believe that Interstate 11 (I-11) should NOT be built in Avra Valley.</p> <p>My wife and I first discovered this area in 1997. At the time, we were living in Silicon Valley, where I was working as a software engineer. Our intention was merely to drive through Avra Valley, spend a night in Tucson, and head south into Mexico the following day. But when we saw Saguaro National Park West we knew that we wanted to spend more time here to enjoy the wildlife, vegetation, and tranquility of Avra Valley: its clean air and dark skies. We ended up spending several days exploring Avra Valley before finally heading to Mexico.</p> <p>When we returned home to California, I immediately started looking for a technology job in Tucson, and we finally moved here in January 1998. Naturally, we decided to live just west of Tucson, on the edge of Avra Valley.</p> <p>I fear that I-11 would scar Avra Valley forever. Wildlife would lose its territory and migration paths, air pollution would detract from the natural beauty, noise pollution would break the stillness, and light pollution would bring an end to those profoundly dark evenings when you can see the various strands of the milky way. I feel sure that if I-11 had existed back in 1997, Avra Valley would not have been the uniquely fascinating place that we discovered, and that we would never have moved here.</p> <p>I urge you to rethink your plans and NOT to build I-11 through Avra Valley.</p>	GlobalTopic_1		I- 3033 -1
Morgan	LS		Website	6/26/19 1:57 PM AT	<p>NO, NO, NO, NO, AND NO on building a highway through Avra Valley. We have so few resources left for people to enjoy. This is a unique, pristine valley that is home to wildlife, people (many whose homes will be taken, some of whom occupying their family lands for over a century), natural resources, historical petroglyphs and artifacts, natural preserves, tribal lands, dark skies (for Kitt Peak Observatory), to name just a few. There is an option to piggy back this route on to the existing I-10 where none of these conditions exist, yet your materials falsely claim this would destroy natural resources while going through Avra Valley would have minimal impact. Please don't insult our intelligence with these patently false statements. It seems going through Avra Valley would destroy an awful lot, hurt a lot of people, while benefiting a few wealthy land holders that stand to profit from the development that would surely follow this route and ruin Avra Valley forever, turning into just another area of sprawl, with convenience store, shopping centers, motels, etc. There is much much more opposition to this route than there is support, and that opposition comes from the taxpayers that employ you, the decision makers. You work for us, as well as those aforementioned wealthy landowners. Avra Valley is a popular place for tourists and a highway would ruin the appeal causing loss of tourist dollars in all of Pima County. Avra Valley is a unique gem that should be available to be enjoyed by its residents as well as tourists and those residing throughout the Tucson and Pima County area. Do the right thing and do not ruin this beautiful resource with a highway. Places like this are becoming as rare as the California Condor, and would you kill the last few of these magnificent birds?</p>	GobalTopic_4 and GlobalTopic_1, LU-3		I- 2075 -1
Morris Johnson	Pamela		Website	4/30/19 5:45 PM AT	<p>Our community of Vista Royale offers us access to State Lands to the west of our development. The present route for i11 would destroy the only tank for wildlife and cattle/sheep/horses' water year round. Also, our jeeping, horseback riding, hiking, sight seeing would be lost.</p> <p>Please consider relocating your route from 60 north to a new direction, i.e., moving more west - far west - using miles west of Vista Royale and perhaps using 71 to join 93. We love our community and see no reason to come within 1/2 mi. of our community.</p>	GlobalTopic_5		I- 359 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Morrison	Eric		Website	7/08/19 10:27 PM AT	I absolutely oppose the construction of I 11 on environmental destruction bases for sensitive and scenic regions of the state that will extend far beyond the construction itself. I stand with small, long-term property owners whose homes and values will be destroyed, as well. I request that other less impactful alternatives be explored and implemented.	GlobalTopic_4 and LU-1		I- 3191 -1
Morse	Debbie		Other	7/18/19 1:00 AM AT	<p>June 28, 2019</p> <p>ADOT</p> <p>To whom it may concern,</p> <p>First of all let me state that I totally object to the proposed plans to build a interstate from Nogales to Wickenburg. I have always loved Arizona since I first visited in the early 1980's. I am now fortunate to own a home in Marana. My son currently lives there and has served in the US Airforce at Davis Monthan. My daughter in law has lived there her whole life.</p> <p>I grew up and have lived in the Adirondacks of New York State for 57 years of my life. The Adirondack mountains are a state Park in NY, created in 1892. It is massive at more than 6 million acres and is comprised of both public and private land. 2.6 million acres fall under the New York states forest preserve and are designated as forever wild. The areas that are not are monitored by the state forest preserve.</p> <p>I state this because I feel that Arizona needs to do more to protect the beauty of the desert regions it has. The region between Saguaro National Park west and Ironwood National monument needs to be protected and monitored. The beauty of the area is unsurpassed, the wildlife abundant. How could one think of disturbing this for a road that would disrupt the eco system, not to mention the homes and farmers that live there. Is this all about money yes I think so, unfortunately this is the cut throat world we live in. I find that we as Americans who have worked hard have little to say about our rights, our homes and our beliefs. Running this highway thru here is insane with all the problems on the boarder with the drug cartels and illegal immigrants this is like opening a direct route for crime.</p> <p>Arizona needs to think about itself and it's people and not about who is going to make a lot of money off this deal. I am leaving New York State because of our state government, I have always looked at Arizona as a state who stood for the ways of how the county became what is was. Today's society does not think of the impacts of their actions now only who will get more and make the most money.</p> <p>Thank you, Debbie Morse XXXXXXXXXXXX Marana, AZ 85653 XXXXX@hotmail.com</p>	GlobalTopic_4 and LU-3 and R-2		I- 3488 -1
Morton	Laura		Website	4/17/19 12:13 PM AT	Please! Please! DON'T DO IT!!! I am in Illinois; but...I try to get to Tucson, Arizona every year for a simply wonderful trip! I have loved the Sonora desert ever since I was ten years old (I am now 61). It is truly one of the most beautiful places in the United States. So many people love that area and visit it yearly (simply because of it's beauty and special meanings it has to all of them.) Making those changes could very likely put a huge dent into the numbers of tourists that flock to the area. I know I wouldn't go again~ Leave well enough alone....NO! Leave the greatest spot in the USA ALONE!!!!	GlobalTopic_4 and GlobalTopic_8		I- 129 -1
morton	rob		Website	5/28/19 8:05 AM AT	I am very much opposed to the new proposed I-11 project. Please repair and expand current highways in lieu of building out a new corridor that will further restrict the free range of various animal species. Let's use the corridors that are in place. Improve and expand our existing corridors over creating new. thank you rob morton	AC-6 and AC-1		I- 1097 -1
Moser	Dawn		Website	4/24/19 9:05 PM AT	The proposed i11 interchange through Rainbow Valley will have a negative effect on the river bottom wildlife area and cause flood waters to change course. This area already experiences issues with runoff from storms and that level of construction will only amplify these. The wetland area is fragile and a valuable resource for our native wildlife. Please reconsider the proposed route of i11, our river bottom area is vital to keeping our deserts beautiful and the environment healthy.	GlobalTopic_2 and WR-4		I- 282 -1
Moses	Judy		Website	7/07/19 6:04 PM AT	I am opposed to ruining the Saguaro National Park, Ironwood Forest National Monument, Arizona-Sonora Desert Museum, Kitt Peak National Observatory and nearby desert areas. Unnecessary. Build up the existing I-10.	GlobalTopic_1 and R-2 and V-1		I- 2831 -1
Moses	William		Website	4/26/19 10:39 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 288 -1
Mounce	Debra and Bruce		Website	5/12/19 2:15 PM AT	We don't need another interstate when the money would be better spent on improving I-10 and I-8 making I-11 to Las Vegas take off from U-8.	GlobalTopic_10		I- 826 -1
Mount	John		Website	6/19/19 1:56 PM AT	I drive I-19 on a daily basis and do not see that much volume on it. Most of the traffic stays on I-10. A bypass north on the Catalina's would be more feasible for the volume problem.	GlobalTopic_4		I- 1781 -1
Mount	Patricia		Website	6/03/19 2:53 PM AT	I am opposed to the proposed route of I-11 between Nogales and Wickenburg. The area, especially to the west of Tucson, is too environmentally sensitive to support not only the interstate but also the development which will follow. Also, the route crosses land under the jurisdiction of the Tohono O'odham land and their sovereignty should not be abused. Please re-work the plan and focus on the existing I-10 corridor. Wq5h	GlobalTopic_4, GlobalTopic_1, LU-5, GlobalTopic_13		I- 1254 -1
Moynihan	Maureen		Website	7/06/19 8:55 AM AT	If this freeway is built it will destroy a part of the open desert that is vital to Tucson. The environmental impact will be serious - everything that lives in the Sonoran Desert is part of a necessary ecosystem and this highway will disrupt this system, not only near Tucson but throughout the entire 280 mile route. People that live in the western side of the desert live there because they want the peace and quite of the desert. When I lived here in the early 70s, on the weekends I would frequently take an early morning slow drive through the scenic route to the Desert Museum. By the time I moved back here in the early 90s that was no longer a pleasant drive - more houses, people who wanted to drive 50 on the narrow road. Arizona does not need this Highway.	GlobalTopic_4 and GlobalTopic_1		I- 2628 -1
Moynihan	Maureen		Website	7/06/19 8:55 AM AT	Have any of you visited the Desert Museum or wandered the quite beauty of one of the world's most unique deserts? Won't it be "great" to wander through the Desert Museum's grounds hearing not the birds & animals, but the roar of semi-trucks floating into the desert air, and see the sure to follow urban sprawl and commercial enterprises that will destroy more of the local environment. And the water storage facilities in that side of the desert - more contamination will definitely happen. Leave the desert be a desert for all of us who live here as well as the many tourists from all over the world who come specifically to visit this amazing desert. PLEASE DO NOT BUILD THIS HIGHWAY!	GlobalTopic_1, R-2, LU-3, N-2, WR-1, WR-2, and AC-6		I- 2628 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Muckle	Jason		Email	5/14/19 1:00 AM AT	I was unable to attend one of the public meetings but my property is in the middle 11 acres i purchased when i was released from the military. My question is what happens to me and our property should and when this goes through? Thank you Jason Muckle	LU-1		I- 977 -1
Mueller	Pamela		Website	6/19/19 10:53 AM AT	I am opposed to the I-11 plan and I am in favor of DO NOT BUILD conserve the sonoran desert. We keep taking our parks etc. When what we need is to improve our current roads like I10 and I19	AC-6		I- 1773 -1
Mukai	Leona		Website	7/05/19 1:44 PM AT	[Text from Attachment] July 5, 2019 RE: Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 I am protesting the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11 west of Tucson. I have been a resident of Tucson since 1981. I live in the center of the city, near Speedway and Stone Avenue, and frequently escape west over the Tucson Mountains to Jind beauty, tranquility and the precious habitat which once blanketed the greater Tucson basin. The proposal would threaten protection of our federal parks and Tucson Mountain Park. It would be a blight for residents and tourists alike destined for the Arizona-Sonoran Desert Museum and Old Tucson. It would destroy the rural quality for the present residents and agricultural farms. Therefore, I am opposed to the Alternative Route and hope another solution, even if more expensive in the short term, can be found to save this valuable area for many generations to come. Sincerely, Leona Mukai XXXXXXXXXXXX Tucson, AZ 85705 XXXXX@icloud.com	LU-3 and R-2 and G-1 and GlobalTopic_1	Mukai_L_I2597	I- 2597 -1
Mulder	Jan		Email	7/09/19 1:00 AM AT	After attending the Tucson public hearing/open house and reviewing I-11 materials, I believe that an Avra Valley route is not acceptable. Besides considerable shortcomings thus far in the evaluation of impacts on Tucson's water resources and public lands, any subsequent review of that route must fully consider concerns of the Tohono O'odham Nation and other stakeholder groups. Thank you for the opportunity to comment. Jan Mulder XXXXX@cox.net	GlobalTopic_1, GlobalTopic_13		I- 3465 -1
Mulder	Jan		Email	7/09/19 1:00 AM AT	In evaluating potential expansion or reconfiguration of the existing I-10 and I-19 corridors, FHWA/ADOT should first consider redesigning portions of it ?either by submerging or elevating ?in order to reconnect Tucson's downtown and nearby neighborhoods. Other, less costly, options should also be seriously evaluated as a means of reducing project impacts: ? Changes to the management of the existing highways to reduce congestion, including pricing, scheduling etc. ? Technologies that improve traffic flows. ? Enhancements to rail system, including light rail and intermodal transportation. ? Other road improvements to divert traffic from I-10.	GlobalTopic_1, AC-3, AC-9		I- 3465 -2
Mulder	Jan		Email	7/09/19 1:00 AM AT	The cumulative impacts of these options on congestion should be assessed before contemplating either a bypass or an expanded I-10. Additional studies must also be completed and incorporated upfront into the decision process, including: ? A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the project. ? Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River. ? Social and economic equity impacts. Based on completed studies, any build alternative, must respect and avoid impacts on the natural, historic, and archaeological resources.	GlobalTopic_4, GlobalTopic_6, BR-3		I- 3465 -3
Mullen	Mary		Hand Written	5/11/19 1:00 AM AT	I am against the path (most recent) that I-11 is supposed to be constructed. It will literally be in my backyard. I am at Anway and Manville and have been there for 13 years. I moved out there to be away from the city. Noise, pollution, etc. I'm so angry that my property value has drastically gone down in value. I'm sure that this is why, this project. There is a major gas line that runs across Manville Rd. which can't be built over. Funny how the most recent path runs right through city property (Reservation Rd. and Manville Rd.) In addition, our water source will be compromised. All the wildlife will be affected negatively. Our air will be polluted with diesel fuel which causes cancer. Totally against this path through Picture Rocks area.	GlobalTopic_1, LU-1, N-1, AQ-1, WR-2, and BR-1	Mullen_M_I2396	I- 2396 -1
Muller	MaryJo		Website	4/17/19 1:51 PM AT	No new highway in Avra Vallery. You have an environment unique in the world, the only saguaros anywhere. Protect what you have, we all appreciate the beauty of nature out there.	GlobalTopic_1		I- 131 -1
MUNEY	SHIRLEY		Website	6/15/19 2:30 PM AT	In regard to the segment from Nogales to Casa Grande, I see no need for any of the alternatives that would bypass 1-19 and -I-10. If the present highways are congested it is far cheaper to widen them than to construct a new highway. The proposal would divert traffic away from a newly vibrant downtown Tucson, part of which has been developed using public money, and would only encourage urban sprawl in what is now pristine desert. In addition, the proposals would destroy natural habitat and cut through an important wildlife corridor. Also, the additional noise, pollution, and light pollution would have a severe impact on the scientific research being done at nearby Kitt Peak National Observatory, an important resource for our community as well as a tourist attraction. In sum, this is a bad proposal for economic, environmental and scientific reasons. There is no need for a new highway in this area when existing highways serving the same general direction can be widened to allow more traffic as needed, at a far cheaper cost.	GlobalTopic_1 and E-1 and LU-3		I- 1557 -1
Munoz	Eyevan		Website	6/30/19 9:39 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2246 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Munz	Michael		Website	7/07/19 3:30 PM AT	I am supporting the "Orange Route"	GlobalTopic_4		I- 2801 -1
Muraski	John		Website	6/22/19 10:58 AM AT	<p>[Attached Comment]</p> <p>To Whom It May Concern,</p> <p>Although we are recent arrivals to Southern Arizona from the Southern California mess, our family has resided in Tucson for over thirty years. During that time, we saw the city more than double in size. We understand the need for change to accommodate new growth. Increasing commerce is the lifeblood of a community. The adage in business is if you aren't growing, you're dying. The same is true for a city, and Tucson is a perfect example. But, we can temper growth with conservation of our environment and culture. The Sonoran Desert is a delicate ecosystem of competing forces. Its inhabitants oftentimes live on the edge of existence dependent upon weather patterns and the degree of man's incursions. Take for example the residential and commercial developments north and south of the city. Whatever ADOT decides, someone will not be pleased.</p> <p>We think the best route is the one which follows the current Interstate:</p> <ul style="list-style-type: none"> * Adding dedicated commerce lanes in each direction to the existing interstate nullifies the Tucson city council's argument of lost commerce. < We consider the argument negligible since commercial traffic is destination bound not locals looking for a restaurant or museum. * The new construction could boost the appearance of downtown Tucson getting rid of overgrown vacant lots, boarded buildings, and squalid shacks. < It's surprising the City Council hasn't already done this. * Adding lanes necessitates a reduction in the speed limit to 65 MPH in all residential areas--Speed Kills. * Commercial traffic would be restricted to dedicated lanes. Trucks and cars which break the rules would be severely fined. < The increased revenue could defray the cost of added law enforcement. Warnings are nice, but fines pay the bills. * The environmental impact would be less than the other proposals since it does not destroy desert habitats. < A visit to Tucson's Desert Museum would convince any reasonable individual how ridiculous the other proposals are. Just because the land is vacant doesn't mean it's uninhabited. <p>Reading this you may think we're active conservationists, but that notion is far from reality. We are lifetime conservatives, long-time business owners, and educated seniors.</p> <p>Sincerely, John and Rita Muraski</p>	E-1, GlobalTopic_1, GlobalTopic_4, BR-1 and R-2	Muraski_JR_11946	I- 1946 -1
Murdoc	Dwayne		Other	4/12/19 11:59 AM AT	Making a comment on the I-11 interstate 11 freeway; I guess that's what it is; well I'm curious, what are you doing? Gonna give these illegals a quick path through the middle of the valley here? From Nogales to Wickenburg? You're insane. We've got enough freeways here in the valley, there's enough congestion, we don't need anything else, not a straight shot through, unless it will be used only by trucks - semis; that's the only way. I think you guys are ignorant for choosing this, unless you make it specifically for semis and you have border patrol check points all the way through to Wickenburg. My name is Dwayne Murdock; 6232564604 I live in Phoenix Arizona 83rd Ave and Lower Buckeye and I'm looking at your map and I'm not happy.	GlobalTopic_4		I- 182 -1
Murkowicz	paul		Website	7/07/19 10:57 AM AT	Why not just improve I10? It will bypass Phx by continuing south of South Mtn on that new stretch of road. The other options are all wasteful. Then use existing corridors to Vegas.	GlobalTopic_1		I- 2738 -1
Murphy	John C.		Email	6/27/19 1:00 AM AT	<p>*John C. Murphy*</p> <p>*XXXXXXXXXXXXXXXXXX*</p> <p>*Green Valley, AZ 85614*</p> <p>XXXXX@gmail.com</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.naturalhistoryphotography.net&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C55a6cd98daf34ca3f92508d6fb1b6df4%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636972494429291495&sdata=F5R2G5z1mx8Wds2iloO%2Bgm2VnMbn3Dwo6njNBp00R4%3D&reserved=0</p> <p>XXX-XXX-XXXX (home)</p> <p>XXX-XXX-XXXX (cell)</p> <p>I-11 Tier 1 EIS Study Team c/o ADOT Communications</p> <p>1655 W. Jackson Street</p> <p>Mail Drop 126F</p> <p>Phoenix, AZ 85007</p> <p>Dear Study Team:</p> <p>I am an ecologist and herpetologist with a long (1986-present) association with the Field Museum in Chicago. Five years ago, I moved to Arizona. During my career, I have worked on tropical and temperate herpetofaunas in southeast Asia and the eastern Caribbean and the USA. You can find a list of my published papers at https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Ffieldmuseum.academia.edu%2FJohnCMurphy&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C55a6cd98daf34ca3f92508d6fb1b6df4%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636972494429291495&sdata=rlcpxyGMz0PeLajqxt5GX3tkWldJ8Cg2TlrxazRsn0%3D&reserved=0.</p> <p>In this letter I want to express my concerns about the potential impacts of construction of a new freeway, the proposed I-11 through the Avra Valley, and the overall impact of the road on the environment and its wildlife.</p> <p>The Sonoran Desert is a unique landscape and a national treasure as well as biological hot spot for plants and animals. The Avra Valley acts a corridor for wildlife movement, and it holds at least 15 species of vascular plants and animals considered vulnerable to extinction.</p> <p>Construction of I-11 will add another north-south barrier for wildlife and further fragment the Sonoran Desert – well beyond what I-19 has already accomplished. Once the road is in place urban sprawl will spread along its length and widen the urbanized gap wildlife must navigate to move along an east-west axis. Many species are hesitant to cross even narrow roads and urbanized strips, this reduces gene flow, damages the natural landscape and creates another giant eyesore.</p> <p>The only reason to approve this project is to make developers wealthier at the expense of a spectacular landscape and a healthy environment and give short term economic gain to a relatively few individuals. Its time to say no to the greedy and protect Arizona's natural heritage.</p> <p>John C. Murphy</p> <p>-</p> <p>*John C. Murphy*</p> <p>*Academia.edu* *JCM Natural History * *Serpent Research * ORCID</p>	GlobalTopic_1, BR-1, BR-2, LU-3, and AC-4	Murphy_J_I3324	I- 3324 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Murphy	Juliana		Mail	7/08/19 1:00 AM AT	I'm writing to oppose the recommended alternative route to scribes in the Tier 1 DEIS for Interstate 11. Landscape covered in bordered by this proposed route would be irreparably harmed by the introduction of a freeway and its Associated impact. Rare and beautiful stretch of land that supports more than simple economic growth. it maintains the balance of wilderness, diversity of wildlife, Sky darkness, and Majestic character that is increasingly difficult to find and Preserve. The cost to the cultural, natural, and Community aspects of this region would be for higher than any economic benefit, especially since the cost of not co-locating the route with the existing Interstate 10 and Interstate 19 corridors is so high. Widen your focus and consider the broader impact we are counting on you.	GlobalTopic_4, GlobalTopic_1	Murphy_J_I3525	I- 3525 -1
Murphy	Michael		Website	4/10/19 8:59 PM AT	Hello, I have some comments, and concerns regarding the plans to put interstate 11 through southern Arizona. I live in Marana, Arizona and will be directly affected by the plans for this freeway. The amount of homes and farm land that you are taking out by putting in this freeway is extremely concerning to myself, family, and neighbors. We've lived in the Marana/Avra Valley area for over 50 years. This is where I also want to raise my family, without a freeway taking out my home or being in my backyard. We love this area because of how quiet and peaceful it is, and our worst nightmare is to have a freeway take out our homes (or be close to it). It's also so concerning the amount of farm fields these plans take out. My father used to farm, and we know many of the families that now farm those fields. Putting in this freeway is not only taking homes but jobs as well. Since finding out about the plans for I-11 it has put a lot of stress on the community, and we do NOT want the interstate going through Marana/Avra Valley. It doesn't make sense to ruin people's lives to put another freeway parallel to I-10. It's not going to save anyone any time. If something needs to happen the best option is to expand the interstate that already exists. We don't want to have to move, we love our home please don't take it away from us, and our community. Thank you for your time, Michael Murphy	GlobalTopic_1		I- 26 -1
Murphy	Nancy		Website	5/30/19 3:46 PM AT	I have lived in Tucson 50 Years and have enjoyed the open spaces in which native plants and animals can live. The current plan for I-11 is unacceptable for many reasons which include 1. violation of Bureau of Reclamation mitigation lands which were set aside because of earlier projects, 2. prohibitive cost which is much more than co-locating I-11 with I-10 and I-19, 3. severe impact on wildlife corridors by this route which involves the Pima County Section 10 Habitat Conservation, part of the nationally recognized Sonoran Desert Plan.	GlobalTopic_1 and GlobalTopic_11 and LU-5		I- 1220 -1
Murphy	TJ		Email	7/01/19 1:00 AM AT	I have been following the issue of constructing a highway through Avra Valley. I have looked at the proposed route, and must tell you that I am opposed to it. This route would be bad for that desert environment, bad for our economy, and bad for those that live and work in the area from a quality of life standpoint. I would support reconfiguring and expanding the current I-10 and I-19. Please shelve this bad idea of I-11. TJ Murphy Oro Valley	E-1 and GlobalTopic_1		I- 3354 -1
Murphy			Mail	7/08/19 1:00 AM AT	This is very simple; you can relocate the highway and accomplish everything you need to do, and more cheaply, at that. There is no relocation or restoration of priceless natural beauty. We only have one world. It is our responsibility.	GlobalTopic_4, BR-1	Murphy_A_I3529	I- 3529 -1
Musgrave	Nancy		Website	5/12/19 2:27 PM AT	I own and live on 9 acres across the road from Saguaro National Park. Just had a house built there. I am utterly opposed to I-11 through Avra Valley. I believe you severely underestimate the impact to the natural environment as well as to the current and future human environment. I attended the ADOT I-11 meetings and was appalled that the development that would inevitably occur with I-11 has been seemingly completely ignored. The truck stops, the fast food restaurants and motels that would be springing up around and, inevitably, beyond the exits. Followed by housing and even more businesses. All this upheaval and sprawl for little purpose. And not far from the Tucson water-recharging site! Imagine the carbon pollution, the noise, traffic - all the things that will very negatively affect the animals, plants and humans that live in Avra Valley. Highways always bring this development - there's no way to deny that. The effects on this spectacular environment will be devastating. NO to any I-11. NO BUILD.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 827 -1
Mussio	Andrew		Website	5/07/19 2:03 AM AT	I am strongly opposed to any building of any interstates in Avra Valley. The building of an interstate in this area will ruin this special area forever. Once developed, it will not become undeveloped. An interstate is not an island, it needs supportive systems that will encourage even more usage and development. The value of keeping this interstate from being built in this valley is far greater than the benefits from building the I-11 through this stretch of the land. There are economic, cultural and environmental losses that will be devastating if this plan goes through to completion. A report done by NPS found Saguaro National Park alone created \$88,000,000 in economic benefits to Tucson in 2017. The allure and status of this park will be greatly diminished with a large interstate running adjacent to it. Large portions of the land in this valley were federally protected for a reason, to precisely stop development like the I-11 and the development it would bring to the area. It was protected so that future generations of Americans could see, recreate and learn from the beauty of the Sonoran Desert. It will be a decision that the people of Arizona and ADOT will regret for a lifetime.	GlobalTopic_1		I- 580 -1
Myers	Candace		Website	7/08/19 9:50 PM AT	To ADOT, As a long time resident of Tucson I would like to voice my concern over the proposed highway additions/expansions. I recognize the importance of facilitating truck traffic through the area in question, but the Tucson area surrounding mountains and natural landscape are one of the major draws of Tucson tourism (and economy). This ecosystem is especially fragile - particularly if water sources are impacted - and noise is a concern. Any alternative which has a significant negative impact on the environment and natural beauty should be disregarded, with special priority being placed on the protection of the national parks and monuments, and critical riparian habitat in the area (i.e. the Saguaro West, Ironwood National Monument, and the Santa Cruz river). The focus here is clearly on improving the trucking corridor, so my preference would be for the creation of segregated car/trucking lane(s) along the existing Hwy 10 route. The creation of one to two extra dedicated trucking lanes through metropolitan areas would greatly reduce concerns over rush hour traffic and preserve the peace and serenity of surrounding areas. If the insistence is on truly alternative routes, please prioritize those which steer as far as possible from the sensitive areas I mentioned earlier. For the benefit of all those who aren't involved in the trucking industry and our future generations. Candace Myers	GlobalTopic_4, GlobalTopic_1, GlobalTopic_6, E-2, N-1, WR-2, R-2, BR-1		I- 3176 -1
N	Nick		Website	6/27/19 7:06 PM AT	I feel that bypassing Tucson and going through the west side of Tucson will have an immeasurable affect on the environment, and Tucson's economy. Additionally I feel that building a new interstate south of I-8 is a waste. The entire thing is running parallel to existing freeways. Resources would be better allocated to expanding I-10 & I-19. I would rather see a few downtown cultural centers be hurt then an entire new freeway built through west Tucson. Lastly why should Arizona tax dollars go to this project. The only people I see benefiting from this are in Nevada, by building a bypass to save a few minutes on I-10. Which does not even get congested between Tucson and Phoenix.	GlobalTopic_1		I- 2132 -1
Naiman	Karen		Website	5/03/19 8:49 PM AT	Having lived in Tucson for 3 years, and also having been a regular visitor to Tucson starting in 1968, this proposal is absolutely preposterous. Don't destroy the natural beauty of the Sonoran-Arizona Desert for the sake of a needless highway that will simply put money in the pocket of some developer/company who will be the only entities to profit from such a destructive venture. Also, due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to Sept. 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.	GlobalTopic_1 and GlobalTopic_9		I- 508 -1
Najar	Maria		Website	6/24/19 9:01 AM AT	I oppose this route. Stop destroying all of nature's environment.	GlobalTopic_4 and BR-1		I- 2004 -1

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Nakhai	Beth		Website	5/08/19 1:53 PM AT	I am completely opposed to the proposed I-11 Intermountain West Corridor highway. There is no way that this highway should be build. People can use the existing roadways. It may be less convenient for them - but it is completely unacceptable for all of us to have the environment further destroyed by the construction of new and useless highways. Thank you.	GlobalTopic_4		I- 647 -1
Nakhai	Mandana		Website	5/05/19 4:05 PM AT	Please grant an extension of the public comment period from 90 days to 120 days, so that the deadline is extended to September 28, 2019. This project represents an enormous threat to the Sonoran Desert, our greatest resource in the Tucson area and not something that we can squander for a highway extension. The desert and wilderness quality of it is why people cherish this area, and results in the tourism and interest in Tucson that drives our economy. Public lands such as Ragged Top in Ironwood Forest National Monument and wildlife habitat and wildlife corridors for desert bighorn sheep would be irreparably harmed by the Recommended Alternative route for the proposed Interstate 11 freeway A project of this magnitude requires a longer comment period.	GlobalTopic_9		I- 540 -1
Nashimoto	Mireille		Website	7/08/19 11:23 PM AT	I strongly oppose creating a new highway that would interfere with our wild desert landscape. There are many solutions that can prevent this.	GlobalTopic_4 and BR-1		I- 3202 -1
Natoli	Amelia		Website	7/08/19 8:16 AM AT	I oppose the section of I-11 from Nogales to Wickenburg. I-10 already serves as a major corridor along that route, and would be paralleled by I-11. The route would traverse areas that are close to both Ironwood Monument, and Saguaro National Park, disrupting the integrity of the surrounding environment. It would be better to invest in improvements to the existing I-10 corridor. The 4f analysis is also inadequate to assess the impact in rural areas.	GlobalTopic_4 and 4F-1 The Draft Tier 1 EIS address potential effects on land uses, including rural areas. Section 4(f) of the US Department of Transportation Act protects parks, recreation areas, wildlife and waterfowl refuges, and historic sites. The Preliminary Draft Section 4(f) Evaluation in the Draft Tier 1 EIS and the Final Preliminary Section 4(f) Evaluation in the Final Tier 1 EIS assess the potential for the Build Corridor Alternatives to impact these specific types of properties, rather than the potential impacts to broad geographic areas.		I- 2908 -1
Naylen	Greg		Website	6/22/19 6:10 PM AT	Ridiculous!! The blue line proposal will ruin our entire community! The orange disturbs little, why wouldn't you go that way!!!	GlobalTopic_4		I- 1967 -1
Neal	Carol		Website	6/11/19 2:06 PM AT	I am a snowbird from Canada and am just now hearing alot about the new I-11. It is difficult for me to analyse the volumes that have already been studied, however, one of the options seems to go through the residential subdivision of Hidden Valley, where my winter home is. I believe the permanent residents there have launched an objection to this. I cannot tell from your map what roads the proposed I-11 would cross or follow, as the Hidden Valley roads are not named on the map. Please give me this information. I do have a comment, though, and that is I believe existing highways should be utilized as opposed to building a new road from the ground up. In particular, I think it would be far more economical to use Highway 8 from Gila Bend to Casa Grande P.S. What is happening with all the dairies in this area? I would strongly object to expropriation of homes in Hidden Valley.	LU-2 and AC-7 and GlobalTopic_4		I- 1478 -1
Neal	Donna		Mail	7/05/19 1:00 AM AT	How many years, how many meetings, how many times do we have to tell you we do not want I 11 in our backyard or homes being taken! So let me put it this way how much money from tax paying families are you going to lose, when you destroy their homes? How much money are the schools going to lose when the families have to move? How much money are you going to lose from the tourist that come here to see the arizona-sonora Desert Museum, old Tucson Wide Open Spaces, not the highway! I have lived here when you could buy the fourth from the Tucson mountains to the Silver Bells put up with the noise and construction of the C.A.P. West of my house, I pay taxes on but do not use! What happened to the equestrian trail that was to be built beside it? Or the lake that was to be put in the west side of the cap? More lies to get things done! There is a bronze plaque at the Red Hills Visitor Center "the land is something worthy of respect something to be treated gently something to be cared for" Morris Udall - U.S. Congress 1961-1991. You all could learn something from his words!	GlobalTopic_1, E-2	Neal_D_I3510	I- 3510 -1
Neal-Weldon	Amber		Website	6/23/19 8:39 AM AT	I am against the proposed I-11 destroying our pristine desert here in the Sonoran Desert while bypassing the city of Tucson. Building in Avra Valley will rip a scare through some of the last and most pristine Sonoran Desert. At the same time it will mean lost revenue and economic stimulus by causing drivers to bypass the city of Tucson. Please consider building along the existing route.	GlobalTopic_4 and GlobalTopic_1		I- 1975 -1
Neal-Weldon	Amber		Website	5/12/19 11:59 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 860 -1
Neely	Ginger		Website	6/27/19 5:53 PM AT	I can see the need for maybe widening I-10 between Tucson/Nogales and Tucson/Phx to relieve commercial impacts on congestion, and an interstate bypass of Phx to Wickenburg. But a whole new interstate that bypasses Tucson altogether AND cuts right next to a National Park...for what? So trucks can get to Vegas slightly faster? This There is already a N-S interstate in Arizona - why not improve it to make it work instead of reinventing it?	GlobalTopic_1 and GlobalTopic_4		I- 2121 -1
NEFF	ANN		Website	7/03/19 6:53 PM AT	I just don't understand how you can ruin so many lifes and what about all the wildlife, and our beautiful desert use to I 10 it cheaper and it would ruin our beautiful Sonoran desert.. Please :O)	GlobalTopic_4, GlobalTopic_1		I- 2522 -1
Neff	Jeffrey		Website	6/17/19 7:36 AM AT	I am opposed to the proposed location of the new I-11 (through the Avra Valley). believe that the alternative of improving the existing freeway corridor through Tucson is the preferred alternative. Among other things, the Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Further, Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Not only that but lands and wildlife habitat that would be severely impacted by the Recommended Alternative because the route includes mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1610 -1
Neff	Kathy		Website	7/07/19 3:58 PM AT	I oppose the I-11 corridor proposal west of the Tucson Mountains. Among other things, the Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Further, Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Not only that but lands and wildlife habitat that would be severely impacted by the Recommended Alternative because the route includes mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	GlobalTopic_1 and E-1		I- 2807 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Nelson	Carla		Website	7/08/19 8:40 AM AT	I DO NOT support i11 that will affect the lives of a large number of people in our Hidden Valley neighborhoods. It is an unnecessary expenditure of my tax dollars to build a road when there is already a route I believe called the Orange Route that is the I-8 to 85 through Buckeye. I strongly oppose I-11. Wildlife, desert lands and human life will be destroyed by this project if approved. STOP this segment and utilize the roads already in place!	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2911 -1
Nelson	Gary		Website	7/07/19 2:31 PM AT	I support Goodyear's proposal that the I-11 corridor should move a mile west of Rainbow Valley road and Willis Rd.	GlobalTopic_4		I- 2783 -1
Nelson	William		Website	6/19/19 10:09 PM AT	We already have a highway to Nogales. Use that, and if that's not enough, expand rail freight. Don't ruin OUR neighborhood in service of some fantasy of the Nevada Chamber of Commerce. We all know what the highway will bring: yet another sprawl city, pointlessly separated from the city we already have.	GlobalTopic_4, LU-3, AC-9		I- 1817 -1
Nemec	Louise		Website	5/01/19 9:35 PM AT	My preference is the orange alternative. There are so many needs for tax dollars, that my logic cannot justify building new roads when existing roads are available, but a little inconvenient. I support route 93 being upgraded as well. Please rethink the proposal and devote more time studying the orange alternative.	GlobalTopic_4, AC-7		I- 379 -1
Nemec	Matt		Website	5/01/19 9:44 PM AT	What a terrible waste of hundreds of millions of dollars. Why not maintain a no-build from Nogales till the blue alternative intersects with I-8. Once that blue and/or green alternative connects with a proposed Loop 303, you can take that all the way to Rt 60 and upgrade it to meet Interstate standards.	GlobalTopic_4		I- 380 -1
Nenadich	Marjorie		Website	5/07/19 7:41 PM AT	I know people say it would be bad for the environment. I consider myself an environmentalist and have invested in solar panels to help. Nothing worse for the air than gridlock. I've been in Tucson since the 60's. If I had a dollar for every time someone suggested a cross town freeway I'd be very rich. The time to do it is now. Else I-10 will look like bumper to bumper and that will be horrible for the air.	GlobalTopic_4		I- 623 -1
Nessel	Laurie		Website	7/08/19 3:59 PM AT	I've seen the impact of the I-11 corridor in the northern part of Arizona and it is unsettling the degree of impact on the fragile environment the massive project has. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.	GlobalTopic_4 and R-1		I- 3039 -1
Nessel	Laurie		Website	7/08/19 3:59 PM AT	<ul style="list-style-type: none"> Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1, LU-5, BR-6, BR-9 and BR-2		I- 3039 -2
Nessel	Laurie		Website	7/08/19 3:59 PM AT	<ul style="list-style-type: none"> The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1 and E-1		I- 3039 -3
Nessel	Laurie		Website	7/08/19 3:59 PM AT	<ul style="list-style-type: none"> The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. 	GlobalTopic_1, LU-3		I- 3039 -4
Nessel	Laurie		Website	7/08/19 3:59 PM AT	<ul style="list-style-type: none"> The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource 	GlobalTopic_1, WR-1 and WR-2		I- 3039 -5
Netzer	Jodi		Oral	5/08/19 1:00 AM AT	<p>JODI NETZER: Hi. My name is Jodi Netzer, and I'm a director of Tucson Entrepreneurs, and I can say I have a petition in the United States Supreme Court currently regarding due process issues, specifically about notice.</p> <p>I live very close to where the highway is being proposed, and so do a lot of other people. And I know a lot of people have not received direct notice. Due process requires direct notice for an opportunity to be heard, the right to exercise the right to be heard. The 5th and 14th Amendments guarantees these rights. There is a case in 1950 -- Mullane is the case that the U.S. Supreme Court has interpreted the United States Constitution as what due process is for notice. Notice is direct notice.</p> <p>It is not publication. People don't always see a newspaper article on some weekend tucked in page number 120. They might not see a TV station at the exact moment that it is being broadcast. Direct notice is direct mail, period. That is what the United States Supreme Court has interpreted as constitutional.</p> <p>You've heard all these comments on the environment, and I totally agree with all of these. My question is, who is really pushing the project forward and why, and for what interests, what benefits? Because it certainly doesn't benefit all these other people here who live in the area.</p> <p>It may not be in procedural rules, but it could be unconstitutional. Life, liberty, pursuit of happiness, property, all of that is affected, and incorporated into the 5th and 14th Amendments. So I ask you to please reevaluate your study.</p> <p>I live in the Altar Valley area, and all these arguments regarding Avra Valley -- I live just west of the San Xavier Reservation. There are many people who know nothing about this project. I will write a format report to file on-line. This is just off the cuff.</p> <p>So thank you for taking the time to be here. I really hope you consider and absorb all of these issues, and not just do for your special interests and for whoever is paying for this project. Thank you.</p>	CO-2, AC-4 and GlobalTopic_1		I- 1375 -1
Netzer	Jodi		Oral	5/08/19 1:00 AM AT	And pollution, my friends? It reaches way further than the study area. We've heard very little, if anything at all, about light pollution, the mental, emotional, physical, even spiritual aspects people might say is not in your study. These kinds of built environments have a strong impact in so many negative ways that you guys are not evaluating that require evaluation.	All Build Corridor Alternatives would have potential light pollution effects and incrementally increase skyglow by introducing new sources of light. However, mitigation strategies would be developed to minimize light pollution in sensitive areas. The impact of light pollution, or sky glow, is further discussed in Section 3.9 of the Final Tier 1 EIS.		I- 1375 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>To Whom It May Concern:</p> <p>My name is Jodi R. Netzer, Director of Tucson Entrepreneurs, representing over 3,000 members. I live on Fullerton Road, less than a mile between the "Recommend Alternative" route and the Purple Route. I am against the proposed I-11 route.</p> <p>ADOT produced a misleading and false report in its DEIS study. FHWA is the coyote in charge of the chicken coop. The study fails to disclose special interests.</p> <p>The study lacks any study on light pollution, the impacts of sprawl, how on/off ramps will slow local traffic to move around the highway, Buffle grass, long term mental & physical health impacts, takings from i-10 businesses and tourism dollars, and so many other deficiencies. Study does not rate the metrics between environmental, military, cultural, economic data.</p> <p>As I'm down to the last minute to submit comments. Here are my incomplete unedited notes...</p> <p>Weighing height of i-10 and some historic buildings v. destroying land and creating new pollution etc. Using 20th century solutions to a 21st century problem, creating 22nd century problems. Know that distribution house for mail is faulty with zip+4 addresses Burden-shifting duties of notice, different pollutions spread different amounts Fraudulent Misrepresentations – prosecuted in court No possible mitigation Co-location would strengthen the economy of Tucson, which has lots of poverty. Einstein – can't use the same thinking that got us hear – think ahead to 100 years from now. Lack of imagination. Climate change Interconnectivity of Urban sprawl Build on existing infrastructure Tourism dollars The only thing you are looking to mitigate are comments opposing the project Retreat for peace Use the over \$3.4 B pricetag for innovative solutions Port of Entry limited to 4000/day trucks per day, at 3000/day currently Their main concern is transporting good UN Report – biodiversity ADOT taking over environmental process is</p>	GlobalTopic_1, GlobalTopic_8, AQ-2, LU-1, E-1, V-1, LU-3, AC-4, AC-3, BR-1, R-2 and CO-2		I- 3469 -1
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>Financially liable for pollution damageNeighborhoods cut off Mental & physical health Pima County Cultural & Economic Plan Long term costs – environmental & maintenance Overlooked and misrepresented Take away from i-10 businesses Creating more traffic by building a highway 1 person 1 vote – developers Wildlife & plants don't have a voice Study looking at pieces in isolation -- metrics of interconnectivity False representation, false economy Rail alternatives – less cars if there was rail transport between Phoenix & Tucson , all interconnected Use existing infrastructure Few hundred feet from Saguaro National Park Desert Museum – tourism National and international Dark Sky area – Kitt Peak Highway creates more traffic locally – move around the highway, access ramps miles away Fossil fuels @@@@@@@@@@@@@@@@</p> <p>JODI R. NETZER :: CREATIVE COMMUNICATIONS Life & Biz Coaching • Event Production • Networking Performing & Visual Arts • Graphic Design • Video</p> <p>XXX-XXX-XXXX (Mobile) XXX-XXX-XXXX (Google)</p> <p>http://linkedin.com/in/jodinetzer http://facebook.com/jodinetzer http://twitter.com/jodinetzer http://www.JodiNetzer.com http://www.TucsonEntrepreneurs.com</p>			I- 3469 -1a
Netzer	Jodi		Email	7/09/19 1:00 AM AT	I request an extension of at least 120 more days to submit comments due to ADOT's failed duty to provide required direct notice to those who will be affected by various forms of pollution of the proposed highway through Avra and Altar Valleys. Due to lack of time, I submit these random incomplete notes.	GlobalTopic_9 and CO-2		I- 3469 -2
Netzer	Jodi		Email	7/09/19 1:00 AM AT	Besides running Tucson Entrepreneurs, I provide high-end healing sessions at my home, often on the roof, to hear the natural sounds and smell the fresh air of the clean environment. I-11 will gravely impact my business. I will sue according if I-11 continues as planned.	GlobalTopic_4 and AQ-1 and N-2		I- 3469 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>I first heard about I-11 from a friend, not from ADOT. ADOT's alleged distribution list for outreach is sorely insufficient. Many residents in the Valleys still do not know about I-11. I was informed by a worker on I-11 that mail was roughly sent to residents within ½ mile on either side of the proposed route. This is insufficient as anticipated unsustainable sprawl that cannot be mitigated in the complete destruction of precious lands and various forms of pollution (e.g. air, sound, light, water, land) travels at much farther distances. It is ADOT's required duty to supply notice to those who may be effected. Publication is insufficient notice and not everyone picks up a newspaper or watches TV.</p> <p>The concept of notice is a fundamental element of the right to procedural due process. See <i>Mullane v. Central Hanover Bank & Trust Co.</i>, 339 U.S. 306, 314 (1950). See also 16B AM.JUR. 2D Constitutional Law § 934 (1998). To meet the requirements of due process, the notice must be "reasonable and adequate for the purpose, [with due regard afforded] to the nature of the proceedings and the character of the rights which may be affected by it." 16B AM.JUR. 2D, supra note 17, § 934. Notice must "be reasonably calculated, under all circumstances, to apprise interested parties of the pendency of [an] action and afford them an opportunity to present their objections." <i>Larry Dean Dusenbury v. United States</i>, 534 U.S. 161, 168 (2002) (citing <i>Mullane</i>, supra). The primary purpose of the procedural due process notice requirement is to ensure the "deprived person" a meaningful opportunity to be heard. See <i>Mullane</i>, supra (quoting <i>Grannis v. Ordean</i>, 234 U.S. 385, 394 (1914)). In <i>Brody v. Vill. of Port Chester</i>, 434 F.3d 121, 132 (2d Cir. 2005), the court held that the burden on the government to provide notice is "comparatively small" to appraise property owners of their limited opportunity to redress infringement of their property rights. A postage stamp is nothing compared to what is being asked – knock down houses, destroy a sensitive ecosystem, physical and mental impacts of current residents, deter tourists, and many other negative impacts not addressed in the DEIS study. "Publication may theoretically be available for all the world to see, but it is too much in our day to suppose that each or any individual beneficiary does or could examine all that is published to see if something may be tucked away in it that affects his property interests." <i>Mullane</i>, 339 U.S. at 320. "The Supreme Court has repeatedly held that notice by mail is practically 'a minimum constitutional precondition to a proceeding which will adversely affect the liberty or property interests of any party.'" <i>M.A.K. Investment Group, LLC v. City of Glendale</i>, 889 F.3d 1173, 1189 (10th Cir. 2018), quoting <i>Menonite Bd. of Missions v. Adams</i>, 462 U.S. 791, 800 (1983). The M.A.K. Court held that "where, as here, a property owner does not otherwise learn about the blight determination, it violates due process for a City not to send direct notice." <i>Id.</i> "[A] party's ability to take steps to safeguard its interests does not relieve the State of its constitutional obligation." <i>Menonite</i>, 462 U.S. at 799.</p>	GlobalTopic_4, CO-1, CO-2, LU-3, AQ-1, N-1, V-1, and WR-2		I- 3469 -4
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>To Whom It May Concern:</p> <p>The whole I-11 Tier 1 study is flawed by generalizing the impacts by colored routes because each smaller segment has different and specific impacts at differing degrees. Impacts must be studied on a micro level AND macro level to review how they are interconnected and can cause a chain reaction with projections into the future. Impacts should be measured from immediate an through the first 10 years, and each decade after. Think of the impacts in 100 years.</p> <p>Jodi R. Netzer</p> <p>[Original Message Below]</p> <p>> On Jul 9, 2019, at 12:00 AM, Jodi Netzer wrote:</p> <p>> To Whom It May Concern:</p> <p>> My name is Jodi R. Netzer, Director of Tucson Entrepreneurs, representing over 3,000 members. I live on Fullerton Road, less than a mile between the "Recommend Alternative" route and the Purple Route. I am against the proposed I-11 route.</p> <p>></p> <p>> I request an extension of at least 120 more days to submit comments due to ADOT's failed duty to provide required direct notice to those who will be affected by various forms of pollution of the proposed highway through Avra and Altar Valleys. Due to lack of time, I submit these random incomplete notes.</p> <p>></p> <p>> ADOT produced a misleading and false report in its DEIS study. FHWA is the coyote in charge of the chicken coop. The study fails to disclose special interests.</p> <p>></p> <p>> The study lacks any study on light pollution, the impacts of sprawl, how on/off ramps will slow local traffic to move around the highway, Buffle grass, long term mental & physical health impacts, takings from i-10 businesses and tourism dollars, and so many other deficiencies. Study does not rate the metrics between environmental, military, cultural, economic data.</p> <p>></p> <p>> Besides running Tucson Entrepreneurs, I provide high-end healing sessions at my home, often on the roof, to hear the natural sounds and smell the fresh air of the clean environment. I-11 will gravely impact my business. I will sue according if I-11 continues as planned.</p> <p>></p> <p>> I first heard about I-11 from a friend, not from ADOT. ADOT's alleged distribution list for outreach is sorely insufficient. Many residents in the Valleys still do not know about I-11. I was informed by a worker on I-11 that mail was roughly sent to residents within ½ mile on either side of the proposed route. This is insufficient as anticipated unsustainable sprawl that cannot be mitigated in the complete destruction of precious lands and various forms of pollution (e.g. air, sound, light, water, land) travels at much farther distances. It is ADOT's required duty to supply notice to those who may be effected. Publication is insufficient notice and not everyone picks up a newspaper or watches TV.</p>	GlobalTopic_4, GlobalTopic_8		I- 3470 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>> The concept of notice is a fundamental element of the right to procedural due process. See <i>Mullane v. Central Hanover Bank & Trust Co.</i>, 339 U.S. 306, 314 (1950). See also 16B AM.JUR. 2D Constitutional Law § 934 (1998). To meet the requirements of due process, the notice must be "reasonable and adequate for the purpose, [with due regard afforded] to the nature of the proceedings and the character of the rights which may be affected by it." 16B AM.JUR. 2D, supra note 17, § 934. Notice must "be reasonably calculated, under all circumstances, to apprise interested parties of the pendency of [an] action and afford them an opportunity to present their objections." Larry Dean <i>Dusenbury v. United States</i>, 534 U.S. 161, 168 (2002) (citing <i>Mullane</i>, supra). The primary purpose of the procedural due process notice requirement is to ensure the "deprived person" a meaningful opportunity to be heard. See <i>Mullane</i>, supra (quoting <i>Grannis v. Ordean</i>, 234 U.S. 385, 394 (1914)). In <i>Brody v. Vill. of Port Chester</i>, 434 F.3d 121, 132 (2d Cir. 2005), the court held that the burden on the government to provide notice is "comparatively small" to appraise property owners of their limited opportunity to redress infringement of their property rights. A postage stamp is nothing compared to what is being asked – knock down houses, destroy a sensitive ecosystem, physical and mental impacts of current residents, deter tourists, and many other negative impacts not addressed in the DEIS study. "Publication may theoretically be available for all the world to see, but it is too much in our day to suppose that each or any individual beneficiary does or could examine all that is published to see if something may be tucked away in it that affects his property interests." <i>Mullane</i>, 339 U.S. at 320. "The Supreme Court has repeatedly held that notice by mail is practically 'a minimum constitutional precondition to a proceeding which will adversely affect the liberty or property interests of any party.'" <i>M.A.K. Investment Group, LLC v. City of Glendale</i>, 889 F.3d 1173, 1189 (10th Cir. 2018), quoting <i>Menonite Bd. of Missions v. Adams</i>, 462 U.S. 791, 800 (1983). The M.A.K. Court held that "where, as here, a property owner does not otherwise learn about the blight determination, it violates due process for a City not to send direct notice." <i>Id.</i> "[A] party's ability to take steps to safeguard its interests does not relieve the State of its constitutional obligation." <i>Menonite</i>, 462 U.S. at 799.</p> <p>></p> <p>> As I'm down to the last minute to submit comments. Here are my incomplete unedited notes...</p> <p>></p> <p>> Weighing height of i-10 and some historic buildings v. destroying land and creating new pollution etc.</p> <p>> Using 20th century solutions to a 21st century problem, creating 22nd century problems.</p> <p>> Know that distribution house for mail is faulty with zip+4 addresses</p> <p>> Burden-shifting duties of notice, different pollutions spread different amounts</p> <p>> Fraudulent Misrepresentations – prosecuted in court</p> <p>> No possible mitigation</p> <p>> Co-location would strengthen the economy of Tucson, which has lots of poverty.</p> <p>> Einstein – can't use the same thinking that got us hear – think ahead to 100 years from now. Lack of imagination.</p> <p>> Climate change</p> <p>> Interconnectivity of</p> <p>> Urban sprawl</p> <p>> Build on existing infrastructure</p> <p>> Tourism dollars</p> <p>> The only thing you are looking to mitigate are comments opposing the project</p> <p>> Retreat for peace</p>			I-3470 -1a
Netzer	Jodi		Email	7/09/19 1:00 AM AT	<p>> Their main concern is transporting good</p> <p>> UN Report – biodiversity</p> <p>> ADOT taking over environmental process is</p> <p>> Impacts on property</p> <p>> Financially liable for pollution damage</p> <p>> Neighborhoods cut off</p> <p>> Mental & physical health</p> <p>> Pima County Cultural & Economic Plan</p> <p>> Long term costs – environmental & maintenance</p> <p>> Overlooked and misrepresented</p> <p>> Take away from i-10 businesses</p> <p>> Creating more traffic by building a highway</p> <p>> 1 person 1 vote – developers</p> <p>> Wildlife & plants don't have a voice</p> <p>> Study looking at pieces in isolation --- metrics of interconnectivity</p> <p>> False representation, false economy</p> <p>> Rail alternatives – less cars if there was rail transport between Phoenix & Tucson , all interconnected</p> <p>> Use existing infrastructure</p> <p>> Few hundred feet from Saguaro National Park</p> <p>> Desert Museum – tourism</p> <p>> National and international</p>			I-3470 -1b

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Newton	Doug		Email	5/09/19 1:00 AM AT	<p>Dear sirs:</p> <p>I attended the meeting in casa Grande, Az. on May 1 to find out how ADOT intends to place I-11 in Arizona.</p> <p>I do not understand why you feel it necessary to create a new freeway rather than tie into existing roads such as Highway 85, I-8, and I-10.</p> <p>Your preferred choice creates destruction of farm land, people's neighborhoods, riparian areas, and natural Sonoran desert features.</p> <p>To be specific I request that ADOT not place the freeway between sections 26-33, the area south of Casa Grande called the Santa Cruz flats for the following reasons:</p> <ol style="list-style-type: none"> 1) Destroys riparian areas along the lower Santa Cruz river and Green wash to Green reservoir. This area is a rich riparian area due to irrigation runoff and rainfall. It supports growth of Gooding's willows, Athel Tamarisk, and Mesquite Bosque's and is used by many bird species and mammals such as the Crested Caracara. 2) Affects areas identified as Sonoran savannah grasslands which are rare in Arizona and have their own set of birds and other species. 3) Impacts the hunting of doves and quail during hunting season by the elimination of habitat used by these birds. <p>Additionally, ADOT should not build the freeway between sections 52-64. The area across Highway 238 south and west of Maricopa as it destroys farmland, neighborhoods, residences, and Sonoran desert features.</p> <p>In conclusion, the freeway should follow Highway 85 to I-8, and follow I-8 to I 10.</p> <p>Thank you Doug Newton XXXXX@cox.net</p>	GlobalTopic_4 and WR-4 and BR-3 and AC-1		I- 992 -1
nibler	george		Website	5/12/19 8:28 AM AT	<p>I support the poorly-termed "no-build alternative", that includes building additional lanes in appropriate EXISTING road corridors. There should be no new construction, especially in the AVRA valley. Thank you - George Nibler, Tucson</p>	AC-6		I- 813 -1
Niccum	Ryan		Website	4/30/19 2:22 PM AT	<p>Hello,</p> <p>Please extend the public comment period for the I-11 Draft Tier 1 EIS. I strongly oppose the proposal for I-11. The proposed highway would have a negative impact on the wildlife in the area, and the Sky Islands as well. We do not need another highway.</p> <p>Regards, Ryan Niccum XXX-XXX-XXXX</p>	GlobalTopic_4 and GlobalTopic_9		I- 351 -1
Nicholas	Brian		Website	4/22/19 9:25 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 257 -1
Nicholas	John		Website	5/02/19 10:25 AM AT	<p>To: Arizona Department of Transportation From: John Nicholas Comment on I-11 Draft tier 1 EIS and State Route 30 Studies</p> <p>I have been following the I-11, Loop 303 and the State Route 30 studies for a number of years and now that you have preferred alternative routes on each I have a few comments.</p> <p>I attended your public hearing on the I-11 in Wickenburg and had a number of questions answered. But, I had one question that most of the your staff could not answer and the one that could said that the proposed route East of State Route 85 at Buckeye and then turning south before crossing the Gila River could be looked at as an extension of Stare Route 30 and Loop 303 going south over the Gila. If this is so I am for it. It would be great for economic development in the Buckeye, Goodyear and Surprise area and would act as a bypass for I-10 and Yuma traffic going to the East valley or Tucson.</p> <p>I would like to see this part of the I-11 given a higher priority and try to have it completed within the next eight years and then work on State Route 85 to Wickenburg and then down to Casa Grande.</p>	GlobalTopic_2		I- 387 -1
Nicholas	John		Other	5/02/19 10:48 AM AT	<p>Comment on I-11 Draft tier 1 EIS and State Route 30 Studies</p> <p>I have been following the I-11, Loop 303 and the State Route 30 studies for a number of years and now that you have preferred alternative routes on each I have a few comments.</p> <p>I attended your public hearing on the I-11 in Wickenburg and had a number of questions answered. But, I had one question that most of the your staff could not answer and the one that could said that the proposed route East of State Route 85 at Buckeye and then turning south before crossing the Gila River could be looked at as an extension of Stare Route 30 and Loop 303 going south over the Gila. If this is so I am for it. It would be great for economic development in the Buckeye, Goodyear and Surprise area and would act as a bypass for I-10 and Yuma traffic going to the East valley or Tucson.</p> <p>I would like to see this part of the I-11 given a higher priority and try to have it completed within the next eight years and then work on State Route 85 to Wickenburg and then down to Casa Grande.</p>	GlobalTopic_2 and GlobalTopic_8		I- 723 -1
Nicholas	Monica		Website	7/08/19 4:42 PM AT	<p>This project will destroy thousands of acres of desert, having a permanent negative impact on plants and wildlife in the region. We are in a climate crisis and have lost half of the world's wildlife in the last 40 years. We need more wildlife crossings on existing highways, not a new road to nowhere that will create barriers for wildlife to find food and reproduce. We need to preserve what undeveloped land is left, not isolate Ironwood Forest National Monument and create islands of National Forest. Our taxes need to go to improving and implementing shared transportation like more buses and trains for commuters. There isn't enough water to sustain this massive urban sprawl. Let's focus on improving existing roads, using less fuel and improving public transportation. Just like with the horrific Rosemont Mine, the financial benefits of this project to the community will never be able to replace the beauty of the Sonoran Desert. Once it is developed, it is gone forever. Tourism is a very important part of the economy in Pima County, people come here for birding, cycling, hiking and all things outdoors. They don't come here for ugly highways that destroy the desert, abandoned strip malls and new housing developments that will fall apart in 20 years. I oppose this project.</p>	GlobalTopic_1, AC-7, LU-3		I- 3062 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Nicholson	Charli		Website	6/15/19 12:43 PM AT	I strongly oppose any new highway west of the Tucson Mountains. It would destroy the lovely desert and endanger the water table. Any additional needs can be met by expanding I-10 and I-19 in Tucson. Do not ruin the natural lands in Altar and Avra Valley as well as the Saguaro National Park West.	GlobalTopic_1 and R-2		I- 1550 -1
Nicholson	Leonard		Website	4/26/19 4:19 PM AT	I strongly oppose any new highway on the west side of the Tucson Mountains. The destruction of more desert area and animal life is unnecessary. I feel the additional traffic of a new route between Nogales and Wickenburg can best be handled by additional lanes or raised lanes along the existing I10 and I19 routes through Tucson. Please take a lesson from the Europeans and stop ravaging our natural countryside except when it is absolutely necessary. This is clearly not such a need.	GlobalTopic_1		I- 291 -1
Nickason	Fred and Ann		Website	5/14/19 9:46 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 900 -1
Niemi	Mikki		Website	6/19/19 6:54 AM AT	We don't need NEW road bypass enlarge I-10	GlobalTopic_4		I- 1749 -1
Niemic	Heather		Mail	7/18/19 1:00 AM AT	July 8, 2019 To whom it may concern, Please do not use the recommended alternative described in the Tier 1 DEIS for Interstate 11. Not only is this an abuse of power of the use of public lands, but will have far reaching impacts to the local economy. The encroachment on the rights of those who own property in the area will have a negative effect not only on property values but also to tourism and research conducted in the area on wildlife and at the observatory. In conclusion, I oppose the alternative route for I-11. As a public servant it is your job to constituents in your district. Please do your job, and listen to our concerns. Sincerely, Heather Niemic	GlobalTopic_1, GlobalTopic_4, LU-1, V-1, E-2, and R-2	Niemic_H_13489	I- 3489 -1
Nienhouse	Kevin		Website	6/20/19 1:22 PM AT	Highly unnecessary for the Marana and Tucson Areas. At times running only a mile away from and parallel to an existing freeway (I-10) that functions perfectly fine. Eliminating the lower portion of the I-11 project would save families their land, privacy, dark skies, and sanctuary, while preventing habitat loss in the highly coveted and protected Sonoran desert that surrounds Tucson.	GlobalTopic_1, LU-1, V-1 and BR-1		I- 1854 -1
Nijemcevic	Antoinette		Website	6/27/19 1:34 PM AT	I'm against the I-11. It's unnecessary. It's an unnecessary amount of money that needs to be spent we can invest that money into other things like whining are roads fixing roads. and also we're going to damage so much of the environment just so that you guys can travel 20 minutes sooner somewhere if people are that lazy then they shouldn't work so far or live so far from where they need to be. Do not build the I-11. Thank you.	GlobalTopic_4 and AC-7		I- 2100 -1
Nivison	Jamie		Website	5/11/19 12:34 PM AT	I would like to see a projected plan future studies that include, maintenance funding showing where the money comes from to maintain I-11, as well as our public rural roads, as well as I-10. I-10 could be much better maintained as it is, but we are constantly told that there simply isn't enough money to care for it as is truly needed. So why are we spending money on a new interstate? We cant even maintain the one we have! Despite that the studies are currently being down to evaluate the impact on the environment, wildlife, and resources, once the studies are complete and data is collected, is that it? Are there going to be continuous studies being done to ENSURE that the impact is having adverse effects? With current climate changes, pollution and carbon footprints set to increase, and constantly changing circumstances, how can anyone be sure that the impact of I-11 will not affect these things years from now? I would like ADOT to prove beyond a shadow of doubt that this will not happen. I would like to see a lot more solid and concrete plans for future studies. What is the plan if adverse events occur? Does construction just stop? If we can't even manage what we currently have, we, as responsible citizens and human beings should not or ever continue to add to the problem. We need to fix what we have.	GlobalTopic_4, GlobalTopic_8, and AC-7		I- 766 -1
Nixon	Tadd		Oral	4/30/19 1:00 AM AT	MS DAR: So Tadd Nixon. And you're addressing the panel, and Kristen there is recording as well. TADD NIXON: My name is Tadd Nixon. I'm a homeowner here in Wickenburg. I live in Vista Royale, which is one of the areas that will be most affected in our community by the orange proposed, maybe the newest proposed site. I more want to ask a question and maybe get it on record, and I will also do that through the other sound byte, but I'm curious as a homeowner what the impact of a large interstate will be for our particular neighborhood? I am also a commercial and residential appraiser, so I have a little bit of knowledge as to what one of these large construction projects will do, as well as the transportation that will be pushing through our neighborhood. Currently, because you have issued a -- you've issued the routes, you have already affected property values for residential people within this particular area. The measurement of that affect is very difficult; however, anybody who wants to sell property within that section of land will be affected by having to disclose it. In other words, their length of time to sell will be longer because anybody who might want to buy will be affected by that. And secondly, the noise ramifications of an interstate is much more vast than Highway 89. And so from a neighborhood perspective, I'm concerned with proximity of this route within close proximity to about 60 houses. As well as the possibility of onramps and off ramps onto 89, 93, which runs parallel to the 640 acres. Thank you.	GlobalTopic_4, GlobalTopic_5 and LU-1		I- 1012 -1
Nixon-Bell	Kimberly		Website	5/10/19 4:11 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 738 -1
Noble	Tom		Website	6/19/19 2:57 PM AT	Arizona's greatest natural resource is it's beauty and abundance of wildlife. The destruction of wild lands in favor of commercial interests is unacceptable. Urban sprawl in the Sonoran Desert is not sustainable. This project will create endless problems for future generations.	GlobalTopic_4, LU-3 and BR-1		I- 1786 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Noel	Robert		Website	5/08/19 1:31 PM AT	<p>I went to the meeting in Nogales on May 7th and I was not very impressed! I asked a few questions and I was ignored by 2 ADOT employees who were stationed at the table to assist the public. My questions were:</p> <p>1) Why are you having a meeting in Nogales where it will not be affecting them much? And the next meeting is in Tucson. Why not have it in Sahuarita or Green Valley since that is where they want to connect new Route 11 to Route 19? Note: We were there from 4:00pm until 5:00pm and there were only about 75 to 100 people there! I figure they don't want it anywhere around Sahuarita or Green Valley because that is where they would get the most opposition from and the place would be packed! And why have it after the snowbirds have left?</p> <p>2) Why did they scrap the route that would go to the west of I-19 thru the mountains? I was told because it would interfere with the Mines??? And it's cost effective to stay on flat land! Who's more important? Us or the Mines?</p> <p>3) There is never an open discussion at either meeting I have been to! A lot of people I know say that ADOT will do what they want and these meetings are just to make us think that we have input into this project whereas their minds are made up to move forward with this project!</p> <p>Schedule a meeting at the Casino in Sahuarita or at a GVR meeting facility in Green Valley!</p>	GlobalTopic_4 and CO-3 and CO-5		I- 644 -1
Nolan	Richard		Email	4/11/19 7:55 AM AT	<p>April 10, 2019 Re: Comment on the Draft Tier 1 EIS and new suggested routing.</p> <p>The proposed Draft Tier 1 EIS while simpler in design does not utilize existing highways to lessen the need to purchase more land nor does it lessen the displacement of citizen land owners. Well thought out signing would lessen the chance of motorist confusion caused by the greater utilization of existing highways.</p> <p>The need for a new major highway between Nogales and Casa Grande is highly suspect.</p> <p>A suggested alternative plan is attached.</p> <p>Sincerely, Richard Nolan XXXXXXXXXXXXXX Maricopa, AZ 85138</p>	GlobalTopic_4	No Attachment Submitted	I- 411 -1
Norman	Bernice		Website	7/07/19 5:50 PM AT	<p>We retired to this wonderful community 3 years ago, and are happily settled here. We hoped it would be our last move. We've made improvements to get the home ready to retire in place. We were surprised to learn recently that one of your recommended routes would cause us to lose our home. Several of the recommended routes cause considerable dislocation to Sahuarita residents. It would seem preferable to make expansion to I19 and I10 to allow the anticipated traffic increase. Locating a major road 5 miles from an existing road does not seem cost effective whatsoever.</p> <p>What agency should have had the duty to directly inform us of this impact? Why wasn't a meeting scheduled for public input in this area as there were in several other areas?</p>	AC-7 and CO-5 and GlobalTopic_1		I- 2829 -1
Norman	Bob		Website	7/06/19 8:06 AM AT	<p>What attracted us to the Sahuarita area and specifically to our home, was the quiet neighborhood. We also wanted an area that allowed for wild animals to be present. The area we are in is one of the very few with larger lots. This allows Bobcats, coyotes, and javelina to pass through. We also have a large variety of birds we see. We are in our 70's and do not think we can move again. The proposed corridor does not provide an attractive alternate route for truckers since it is longer than going through Tucson. I believe the preferred route would be through Tucson. Going through Tucson will decrease pollution and avoid additional miles for truckers.</p>	AC-1 and BR-1 and LU-3		I- 2627 -1
Norman	James		Website	6/18/19 8:22 AM AT	<p>I feel this proposed course for the I-11 will benefit my home community. Thank you.</p>	GlobalTopic_4		I- 1725 -1
Norman	Pati		Website	4/12/19 7:20 PM AT	<p>I would like to express to ADOT my comments. I am a retired truck driver. Having traveled nearly every single highway in the lower 48 states, and visited 80% of the major cities in the lower 48 states, I feel I must say I-11 has got to be one of the most redundant and unnecessary highways that a state could ever dream up. Its placement in relation to current interstates and designated routes between Wickenburg and Nogales makes it another colossal waste of highway use funds and grants. Not to mention the displacement of property owners and residents. I feel strongly about this. So much so that I make it a point to attend every public access meeting about this issue. If Arizona Department of Transportation is aspiring to operate as a highway overburdened state like California, keep this type of sprawl up. Who will be paying to maintain this I-11 highway? The same people who pay for I-10? Why would a state agency assume the people who will be directly displaced or affected by this I-11 project, want their taxes to go sky high to pay for a road they did not want in the first place? I IMPLORE ADOT to please use care and good sense when it comes to this project going forward. Arizona is NOT made of money. The people of Arizona are not historically affluent people. To have a new interstate built congruently alongside an existing interstate is in my opinion a stupid use of states money. Plus it looks ridiculous on a map.</p>	GlobalTopic_4, LU-3		I- 40 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Norman	Sonya		Oral	5/08/19 1:00 AM AT	<p>SONYA NORMAN: I'm Sonya Norman. I've lived my life in Tucson. I'd like to begin by thanking you for hosting these public meetings. While I don't see the need for I-11, if it were to happen, I recommend the orange alternative, as it uses existing corridors. The ADOT study team instead has selected a route through Avra Valley as a preferred alternative for the following reasons:</p> <p>First, it provides a military mobilization and emergency evacuation routes. But we have other highways. We have frontage roads. We have Ajo, Benson. You can go all the way to New Mexico or Casa Grande on other routes.</p> <p>And we don't have natural disasters. We don't have earthquakes or hurricanes. The only foreseeable natural disaster that would require emergency evacuation might be a wildfire that would be fueled by mesa grasses. And ironically, the construction of I-11 through the desert would exacerbate the spread of these fuels and increase the likelihood of huge fires closing roads.</p> <p>Second, ADOT states their preferred alternative avoids non-mitigatable impacts to the districts in Tucson. All we already have a freeway running through downtown. The impacts of increased noise levels of widening the corridor are minimal compared to clearing vast sections of desert. There is no possible mitigation for this.</p> <p>Now, I do understand that from ADOT's point of view, it's more difficult to build through the city, but I think that you're up to the challenge. Furthermore, a build through downtown provides an opportunity to rectify past mistakes, to reconnect some of the neighborhoods that were divided when I-10 first went in. Seattle and Boston have done just this. With \$3 million in avoided costs by using the downtown corridor, there would be extra money to be innovative.</p> <p>I also want to comment on the Marana-to-Casa-Grande section. ADOT's preferred alternative would create a new corridor here as well, with the justification that it provides access to planned growth areas. In other words, it provides for urban sprawl. That was the model that gave us Los Angeles. That was the model that the California Department of Transportation built on 50 years ago.</p> <p>You are the Arizona Department of Transportation and it's 2019. You know that sprawl leads to crawl, to traffic jams. Please do not create a 100-mile-long city from Tucson to Phoenix that spreads out laterally across our dessert. You have smart engineers. Let them be creative. Maybe build a double-decker structure or separated no-access lanes, or something else. But don't use taxpayer money to pave our desert.</p> <p>Finally, running a freeway through Avra Valley would have a negative economic effect on tourism by deteriorating business from the Desert Museum, Saguaro National Park, light pollution for Kitt Peak. So please leave the desert as it is, and save all of us billions of dollars. Thank you.</p>	GlobalTopic_4, GlobalTopic_1, LU-3 and E-2		I- 1351 -1
Norman	Sonya		Website	4/17/19 4:01 PM AT	Should this project be funded, I feel that the Orange Alternative, from Chapter 2 Figure 2-11 of your Corridor Draft Tier 1 EIS should be the preferred route, NOT the recently selected Recommended Alternative, from Chapter 6. The Orange route costs 3 billion less than the Recommended Alternative according to Table 2-8. It disturbs open land less because it utilizes the existing freeway route through Tucson, all the way up to Gila Bend.	GlobalTopic_4		I- 136 -1
Norman	Sonya		Mail	4/18/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007</p> <p>Dear Study Team, I am writing concerning the proposed 1-11 Corridors. While I do not see the need to construct, nor even contemplate this new freeway, I would like to share comments on the recently Recommended Alternative.</p> <p>IF a new 'truck route' is developed, it should definitely be the ORANGE Build. This option follows existing freeway routes. In using existing routes it disturbs open land less. Arizona already suffers from expansive growth of cities and suburbs, at the cost of rural lifestyles and natural areas for wildlife. New construction amplifies the spread of fire-vector invasive grasses, which the Arizona Department of Transportation is already spending millions of dollars on along the right-of-ways.</p> <p>In addition to the fact that no one in southern and central Arizona that I have spoken with favors routes through San Pedro or Avra Valley, as these are relatively undisturbed rural areas, we are perplexed by the fact that ADOT has selected a preferred route -through Avra Valley -which according to your study would cost 3 billion more than the Orange route. As a taxpayer, we do not comprehend: the route that no one wants, that cost more, is the preferred route.</p> <p>Would it be possible to respond to this letter with an explanation?</p> <p>Thank you for your attention,</p> <p>Sonya Norman</p>	GlobalTopic_4, LU-3, BR-1, GlobalTopic_1 and AC-5	Norman_S_I3225	I- 3225 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Norman	Sonya		Website	5/02/19 3:16 PM AT	<p>Hello,</p> <p>I see that the Recommended Alternative is the one that disturbs the most rural areas and costs the most, by over 3 billion dollars. I feel that it would be fiscally as well as environmentally more responsible to choose the Orange Alternative as shown in Chapter 2, Figure 2-11.</p> <p>The Orange Alternative utilizes the existing freeway route through Tucson, all the way up to Gila Bend. We should be containing urban sprawl along existing corridors, not furthering it.</p> <p>Avra Valley, east of Tucson, still has very good wildlife habitat and is important for animals in their moving between mountain ranges. The Preferred Alternative would strongly deteriorate the value of Saguaro National Park, Ironwood National Monument, and the Arizona-Sonoran Desert Museum, all of which bring millions of dollars to southern Arizona. The added light pollution will adversely affect Kitt Peak Observatory's functionality.</p> <p>Furthermore, the construction itself would stir up the Valley Fever spores that are especially prevalent in Avra Valley, and it would exacerbate the invasive buffelgrass problem that the municipalities and county are currently trying to keep under control.</p> <p>For these reasons, I strongly recommend against the Preferred Alternative.</p> <p>Thank you, Sonya Norman</p>	GlobalTopic_1, LU-3		I- 472 -1
North	Clint		Email	6/06/19 1:00 AM AT	<p>My wife and I are property owners at nine irons ranch. In review of the proposed routes for the new I11 corridor, we definitely would prefer the VR Green Alternative route. We look forward to building in the near future and the open space of Wickenburg that drew us to the nine irons property was very important to our decision to buy our property to build and retire on. PLEASE keep the open space and uniqueness of Wickenburg in all future improvements and decision making.</p> <p>Clint North OES Equipment "Your one stop for construction equipment and supplies" XXX-XXX-XXXX </p>	GlobalTopic_4 and GlobalTopic_5		I- 2415 -1
North	Donna		Website	7/08/19 9:30 AM AT	<p>I live in Cantamia and agree with the City of Goodyear's proposal to mitigate the impact on our community but also feel that I-11 is needed and the Audobon proposal is too far west to be of benefit to the West Valley. Please keep the purple route.</p>	GlobalTopic_2		I- 2920 -1
Northup	William		Website	4/18/19 10:09 AM AT	<p>In viewing the map, the "blue" route seems to me to be a bad choice as it routes directly through developed areas and would require expensive re-location of entire neighborhoods. The Orange and Green routes seem much more reasonable and displace many less homes. According to the map, the blue route goes directly through my neighbor's houses and would destroy our neighborhood. My family and neighbors would strongly oppose this option. I urge you to go with the "orange or green" routes as they do not impact neighborhoods or families. The "orange" route appears to utilize existing roads and freeway routes, which I assume would save money in development and construction costs. Please feel free to contact me if you have any questions.</p>	AC-1		I- 152 -1
Norton	Shane		Oral	4/29/19 1:00 AM AT	<p>MR. SHANE NORTON: That's me. Hi. I think everything been said that I was going to say. But just to tell you how it personally impacts -- we've been in Buckeye for about 15 years, and about 10 years ago we bought some land on Beloat. And about a year and a half ago we started building a house.</p> <p>Now when we first bought it, there was no flood plain. And like some other people said, that's somehow been fabricated. We went on to build our house, that wasn't a flood plain, and now it is. Anyhow, we had to built it up 4 feet in the air to get out of the flood plain. Cost us a whole lot of money. Buckeye is still taking the money for permits, just if anyone else is building their house. They're not reducing those at all.</p> <p>So now we're done. We're actually going to move into it this week. And pretty disappointing. It's kind of a black spot on that, what should be a happy time knowing that a house is going to be worthless now. Because like the lady said before, no one is going to even consider buying that or the other land around.</p> <p>With this shadow, and even if it's proposed in the future, it may happen or may not happen it doesn't matter. No one -- if I had known, I wouldn't have bought the lot that I did knowing that there's a chance that that could happen.</p> <p>So I think I speak for a lot of people, because as of today, there's houses being built up there now, and they're out of the flood plain. So those will be destroyed. That flood plain crap don't work.</p> <p>But it's almost like that route just plows right through several acre lot subdivisions, a lot of farmland, as mentioned, over there. And if you go down there any morning, there's all kinds of birds and animals. So it's going to adversely affect that area regardless of what the presentation says. It's going to damage. And honestly, I'm okay going to the desert, a couple of box trails get misplaced, but a lot of people keep their homes.</p> <p>So that's all I have to say. Thank you.</p>	LU-1 and GlobalTopic_4		I- 1181 -1
Norton	Shane		Oral	4/29/19 1:00 AM AT	<p>And you know, like others have said that orange -- orange route is the way to go. The roads are there and makes zero sense -- I live on Beloat Road, by the way, I don't know if I mentioned that.</p>	GlobalTopic_4		I- 1181 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Norton	Shane	Anonymous	Email	4/30/19 2:17 PM AT	<p>To Whom It May Concern,</p> <p>I have been a buckeye resident for the past 15 years moving here with my family into one of the housing developments. My wife and I are both from small rural towns in Arizona and have always had a goal for moving out of the housing development to raise our kids in a more rural setting. We purchased an Acre of land in 2013 the White Fence Farms subdivision which is located south of Beloat road between Rainbow and Watson roads. We have saved everything for the past 6 years and this past year, were able to finally build our new home there. Our new home is set to close May 1, 2019. We have been excited and made many life choices around this next chapter in our life. On Friday, April 26, 2019, on the City of Buckeye Facebook page, there was a notice about the meeting at the Paloverde Education center regarding the new I-11 Corridor. I had known about this road, but it was never shown coming down Beloat road. As you can imagine, there is a huge pit in my stomach as well as my wife and kids, finding out that the house we saved and built, costing us \$350,000, may not be there for very many years. We suffered through the first housing downturn and spent many years rebuilding our credit and savings to get to this point. This new announcement will almost certainly devalue our home so much we may once again be upside down on our mortgage. I work in the construction field and have been fortunate to be here in the valley for 15 years and not having to relocate, but the possibility is always there for me. If I have to move because of work, I will be faced with trying to sell a house that no one wants to buy because it will have limited years before it gets destroyed. This is not right.</p> <p>I was able to attend the meeting held at the Paloverde Education Center on May 29, 2019. It was very informative. There were several hundred people in attendance, all of which seemed to be taken by surprise from the new routing. It became very clear at this meeting that the government agencies involved with planning this freeway are going to go with the route which makes the most sense for commerce and business through the affected cities. There are other alternative proposed routes, one of which takes a path south of Buckeye through the Sonoran National Monument. We were told that this route is less preferred because it is Federally protected, but there is a corridor which does exist. Also, this is less preferred because of the impact on the environment in that area. Although we need to protect our deserts, we need to consider human life impacts above all.</p> <p>There is an orange route and a green route which would eliminate most of the impact to the people of Buckeye and Rainbow Valley. It seems like everyone involved with getting an actual vote or a participating member of the committee to approve the new routing, is not living in the path of the new freeway and will not be affected either way. The homeowners and landowners need to have more of a voice and consideration in the planning of this project. I would hope additional meetings will be held with actual Q/A and not just a panel staring blankly on as community members voice their concerns.</p> <p>Please take my comments into account when making the final determination on which route to finalize for this freeway. Please consider the impact on people over commerce. Through the last 200 years as this country has dealt with innumerable instances of big government or big corporations strong arming regular citizens to execute their agendas. Please do not make this another example.</p> <p>Thank You</p> <p>Shane Norton Project Manager direct XXX.XXX.XXXX main XXX.XXX.XXXX fax XXX.XXX.XXXX</p>	GlobalTopic_2		I- 470 -1
Nosko	Leeanne		Website	7/07/19 11:45 AM AT	<p>I oppose building the highway near our land. It will take part of our property, we live on Ranchito Verde off of Sandario in Tucson, so that is an obvious reason I oppose it. Additionally it will impact our quiet desert life here, the animals, the stars, the quiet, the character.</p> <p>My husband and I moved her a little over 2 years ago, we enjoy living among others who enjoy quiet, respectful living. We have invested quite a bit of money and hard work into our small one acre parcel of land, we have landscaped, planted many specimen trees, beautified our land and house. The proposed corridor would ruin yet another piece of unspoiled desert. The people who live here have obviously made a deliberate decision to live off the beaten to death path. Many are elderly. That would all be ruined. What will happen to our lovely saguaro, the rabbits, the javelina, the coyotes, the starry night skies? When will it stop? Where do people have to move to get away from the crushing, ugly, soulless advance of 'progress'?</p> <p>There are alternatives, build it in an area that is already ruined, already ugly, already dirty. Must everything be ruined and sacrificed for commerce? Not a rhetorical question, ask yourself that question thoughtfully...must every nice place be ruined?</p> <p>Please put it somewhere else. We love our quiet, we pay taxes, we beautify our property, we love our desert nights, our clear skies.</p>	GlobalTopic_1, BR-1, N-1, V-1		I- 2744 -1
Nottingham	Emily		Website	7/03/19 8:30 PM AT	<p>I am opposed to the I-11 proposed route through Avra Valley. It would have serious negative impacts on Saguaro National Park, one of our National and State treasures. The impacts to visitor experiences will reduce the economic benefits from the Park to the State. In addition, the fragile environment that supports dessert life will be eroded.</p>	GlobalTopic_1		I- 2525 -1
Nowicki	James		Website	4/17/19 3:04 PM AT	<p>Although I hope the green alternative route is ultimately chosen to minimize disruption to my area, I believe excessive illumination along the route will be a curse on the land. I highly value the dark night sky of the far west valley and pray that lights on the corridor are prudent, well aimed and minimal. I furthermore ask that a warm color spectrum with minimal blue light is chosen.</p>	GlobalTopic_4 and V-1		I- 134 -1
Nunziata	Ronald		Website	6/15/19 6:57 AM AT	<p>I would like the green route to be used. The blue route comes very close to our retirement community of Cantamia.. I moved all the way down here for many reasons. But the number one reason was isolation and quiet. This freeway alignment would encroach on that. I would ask the powers that be to give some respect to us seniors who worked their entire life. And not disturb our retirement homes!!!</p>	GlobalTopic_2		I- 1546 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
nwaigwe	Dwight		Website	5/31/19 12:34 AM AT	<p>Dear Reader,</p> <p>I am saddened to learn that ADOT is planning to build Interstate -11. My immediate (and still) thoughts when hearing about this was that it is a waste of money (especially the proposed Tucson bypass), and that it would damage our environment.</p> <p>Interstate-11 is a waste of money. We need to spend money where it is needed, not waste it. The traffic on Arizona highways (except in the immediate vicinity of the Phoenix metro area during rush hour) is light. Such light traffic does not justify spending billions of dollars on another highway. Alaska already did this, resulting in their infamous "bridge to nowhere". Let's spend money where we need it! Fixing uneven roads, reducing water runoff by improving water catchment etc should be a priority.</p> <p>Also important to consider is the cost of Interstate-11 to our environment. We are in a period of massive extinction not seen during the age of the dinosaurs. This is scary. It is equally amazing how we can be such poor stewards of our planet-the planet that provides us with life! Extinction is irreversible, as are the other changes we impose on our surroundings. This proposed Interstate-11 is not worth it. The cost to our homes (our environment) outweighs the benefit (of which there hardly is). This highway will fragment the habit of animals which live in the vicinity of the highway. It is well known that fragmented habit means many animals can no longer survive there.</p> <p>The proposed Tucson bypass shows that there is a lack of serious study or consideration done for this project. For instance, this bypass is longer than the Interstate-10 through Tucson. In other words, drivers can expect to waste time using it. This is ironic. As a Tucson resident, I do not see the need for this bypass. Interstate-10 is more than sufficient. Driving it is smooth sailing.</p> <p>Let's save our money and use it where it is needed most- a brand new Interstate-11 is not the answer. We should fix current roads and improve their design (environmentally and ergonomically) before building anything new. A brick layer should not build a house on a poor foundation. Secondly, we stand a lot to lose environmentally from this proposed highway, and the clock cannot be turned back. A cost benefit analysis, in my opinion, reveals that this project is a waste.</p> <p>Sincerely, Dwight Nwaigwe, Ph.D candidate in applied mathematics at The University of Arizona</p>	GlobalTopic_4 and BR-4 and AC-4 and GlobalTopic_1		I- 1227 -1
Obermayr	Corinna		Website	6/20/19 10:31 AM AT	Do not complete this project. It is an unwanted and unnecessary waste of money which will destroy huge amounts of natural habitat for no real purpose. We should build things because they are needed, not just for the sake of building.	GlobalTopic_4		I- 1847 -1
O'Connor	Timothy		Website	7/08/19 10:29 PM AT	In good conscience, I support a no build alternative. The economics of developing existing roadways, excluding I-10 need to be considered, including expanding rail. The hope is to create an efficient route that would benefit smaller Arizona communities instead of new isolated roadways that are financially questionable.	AC-6, AC-9		I- 3192 -1
Oden	Hannah		Website	7/08/19 3:34 PM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. The proposed route would damage invaluable natural resources and sever critical wildlife corridors. Locating the proposed Interstate 11 so close to public lands that serve as economic engines for our region is unacceptable. Moreover, diverting traffic from the downtown area, currently undergoing revitalization, would further negatively impact the local economy.</p> <p>This proposal is short sighted and lacks justification. Building a new interstate will not alleviate congestion on other roadways. Rather, it would invite sprawl west of the Tucson Mountains and thus create increased traffic and congestion within the very corridor that was meant to alleviate this problem. Interstate 11 will only exacerbate traffic, and the sprawl that comes with it would create a whole new need for additional roadways and services.</p> <p>Thank you for considering my comments.</p>	GlobalTopic_1 and LU-3 and BR-2 and E-1 and AC-2		I- 3025 -1
Oden	Hannah		Website	7/08/19 3:34 PM AT	It is absurd that the Recommended Alternative is \$3.4 billion more expensive than other alternatives, and this figure doesn't include the long-term costs of environmental damage and negative impacts to the local economy.	GlobalTopic_4 and AC-5		I- 3025 -2
Oehme	Keith		Oral	5/08/19 1:00 AM AT	<p>KEITH OEHME:</p> <p>Keith Oehme. You guys got a tough job, man. You guys have heard a lot of stuff today about impacts and environmental impacts.</p> <p>I'm just going to tell you a personal thing. My wife and I own a home that we purchased from my mother when she was diagnosed with cancer about eight years ago.</p> <p>It's a home that my wife, my grown daughters, and my young grandchildren have decided to keep in our family for future generations.</p> <p>It's a home with beautiful nighttime star gazing, piercing sunsets, views of Kitt Peak, endless mountain ranges, hundreds and hundreds and thousands of saguaro cactus reaching into the blue sky. And it's a home that in both options of your corridors is going to be bulldozed.</p> <p>I've -- since I've owned the home, I've put weekend after weekend of sweat equity into it to build a home with no maintenance so myself, my wife, should I pass, and my children and grandchildren and great-grandchildren will have a place to go and just be able to enjoy the serenity of the Tucson mountains and the views.</p> <p>The home and the lifestyle I've detailed is right in the middle of both corridor options, as I mentioned. And the thought of that is just like a knife running through the middle of my heart.</p> <p>The effects on my family, as well as my neighbors, the Saguaro National Park, Desert Museum, surrounding areas, it will be greatly impacted should either of these options be chosen.</p> <p>The quality of life, the visitors that come into the area, it's just going to detract from the experience forever. It's not going to be able to be repaired should that option be chosen.</p> <p>So there's noise, there's air, there's light, visual pollution, as well as the potential 3 to \$4 billion of additional funding that's going to be required over an I-10 option.</p> <p>It's my desire to let you representatives know that I support the no-build option, and I encourage you to find and explore other options so our community and visitors to the area can enjoy a unique and pleasurable desert experience. Thank you for your time.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1340 -1
Oelhafen	Bill		Email	6/05/19 1:00 AM AT	My wife and I and all my neighbors support the proposed vr green alternative. We moved to Wickenburg to escape the suburban life and embrace the rural life style. The vr green alternative is the best plan to provide maintaining that rural peaceful environment. This proposal moves the noise and site of the interstate as far away as possible from the most people. I hope adot makes the correct decision in this matter. Bill Oelhafen Sent via the Samsung Galaxy S7 edge, an AT&T 4G LTE smartphone	GlobalTopic_5		I- 1698 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Oelhafen	Marcy		Email	6/06/19 1:00 AM AT	<p>Dear ADOT:</p> <p>I am a resident in Wickenburg Ranch and have been since October of 2017. I recently saw the proposed Routes from Draft Tier 1 for the I-11. I am writing to share my thoughts with this proposal which is I am not in favor of either route depicted. I would like to endorse the Proposed VR Green Alternative.</p> <p>I have several reasons for supporting this Alternate proposal.</p> <p>1) The residents in Vista Royale did not expect, nor do they desire, to have a major interstate highway right next to their residences. Especially if there is an alternative that can resolve with a different solution</p> <p>2) I already live right next door to Highway 93, and although the noise doesn't hit the 68 decibel reading for federal regulations, the trucks and motorcycles that come through are very loud at times. We even put extra insulation in every wall of our house, both internal and external, and can still here some of the loudest vehicles</p> <p>3) I do not want any further noise from this highway. Our expectation was that the highway would be a good "10 miles west" of 93 (heard this when ADOT came to visit at Wickenburg Ranch about noise from roundabouts).</p> <p>4) I understand the desire of the city/businesses for tourists on this road to stop in Wickenburg, but where the VR Green Alternative proposal goes still allows for the I-11 to take them there.</p> <p>All in all, the proposal seems reasonable.</p> <p>Thank you for your time and consideration, Marcy Oelhafen XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_4 and GlobalTopic_5		I- 1708 -1
Officer	John		Oral	5/11/19 1:00 AM AT	<p>JOHN OFFICER:</p> <p>My name is John Officer. I would just like to thank ADOT for the great way of showing what the plan is with the TV screens that people can look up their address. And then, you know, nobody wants it in their backyard, but the way that you guys have displayed what the plan is, is way above and beyond what's been done before. Thank you.</p>	GlobalTopic_4		I- 1470 -1
Oglesbee	Colin		Website	6/21/19 7:12 AM AT	<p>I oppose building I-11 west of the Tucson Mountains. In fact, I oppose building I-11 anywhere in Pima County, due to the severe environmental impact it will have on Sonoran desert land and our water supply. I-11 should begin in Casa Grande.</p>	GlobalTopic_1		I- 1871 -1
O'Grady	Jim		Website	7/08/19 6:59 PM AT	<p>I'll say this...No! Widening I-10 is a better alternative</p>	GlobalTopic_4		I- 3124 -1
O'Hare	Margie		Website	5/15/19 3:40 PM AT	<p>I do not support the proposed I-11 construction plan (Draft Tier 1 EIS). I attended the public meeting at Marana High School on May 11. The 20-year plan is based on population growth of at least half a million in the region studied. The proposed alternative route goes through desert that is adjacent to a national park and national monument, not to mention conservation areas previously set aside as mitigation for the construction of CAP.</p> <p>Our region is in the midst of a years-long drought. It seems that planning is being done from the viewpoint of ample water supplies. The reality is more likely dwindling water availability, therefore negative population growth in the coming years, not more residents.</p> <p>Rather than ruin the character of Avra and Altar Valleys with a wildlife corridor-blocking freeway, our state would benefit from improvements not only to the exiting I-10 corridor (widening where needed and a lower speed limit for trucks), but utilization of existing rail corridors to expand passenger and freight travel, as well as consideration of light rail options.</p>	GlobalTopic_1, R-2, BR-2 and AC-9		I- 924 -1
Olding	George		Website	6/22/19 10:02 PM AT	<p>I am 100% opposed to to I11 because I own property within 10 miles of Saguaro National Park. This unnecessary freeway will ruin the National park area and destroy my property value. I advocate no build. I am opposed to the money I pay in taxes to be used for this nonsensical project. If you choose to build this project I will permanently leave Arizona. You need to correspond to the majority demand of the people in this area to abandon this project.</p>	GlobalTopic_1 and E-2		I- 1970 -1
Olivas	Laura		Email	6/01/19 1:00 AM AT	<p>Thank you for your review of my commentary regarding I-11 Draft Tier 1 EIS. Laura Olivas Sent from Outlook</p> <p>[Dear Study Team:</p> <p>I am humbly writing in response to the call for comments regarding the I-11 DRAFT TIER 1 EIS. As a private citizen and Arizona native I would like to voice my concerns regarding this proposed project. I have many concerns that seem to be similar to the Arizona Game and Fish agency, who are in opposition to the I-11 project. The concerns are apparent it seems, the destruction of miles of wilderness areas would further stress the extremely delicate eco-system and wildlife of the desert. The Saguaro National Park and the Sonoran Desert National Monument east of Gila Bend are areas that may be impacted. Another major concern is the human displacement, from small communities on the proposed route. The impact on Native American reservation and traditional lands may be considered a form of encroachment due to the close proximity of I-11. The Avra Valley water rights and water supply to Tucson is an additional consideration.</p> <p>I recently began traveling monthly from Buckeye to Tucson. The I-10 alternates dangerously from 2 to 3 lanes, several times on the route from metro Phoenix to Tucson. It is dangerously congested at times (a family member was in a near fatal accident where the I-10 narrows abruptly to 2 lanes south of Phoenix last year). This route is being widened incrementally and this is long overdue. Until the full funding and completion of an optimal I-10 Phoenix to Tucson route is made, the consideration of I-11 should be postponed and then re-evaluated.</p> <p>To avoid heavy Phoenix metro traffic rush hours, I also choose to take state Route 87 from Buckeye to Gila Bend/I-8, connecting to the I-10/Casa Grande, to Tucson. In my experience, this is a good alternate route with normally less traffic. This existing route could be developed for higher capacity and undoubtedly less cost, than creating new freeway that further divides and disrupts the Sonoran desert ecosystem and wildlife corridors.</p> <p>Thank you for your consideration. Sincerely, Laura Olivas]</p>	GlobalTopic_4, GlobalTopic_1, GlobalTopic_2, GlobalTopic_13, BR-1, BR-2, R-2, AC-7, and WR-2;	Olivas_L_11648	I- 1648 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Olivas	Laura		Email	6/01/19 1:00 AM AT	<p>I am sending a corrected version of my original submission on 5/31/19. My original submission incorrectly mentioned state route 87, and not the correct state route 85.</p> <p>Thank you. Laura Olivas</p> <p>Sent from Outlook</p> <hr/> <p>From: laura olivas Sent: Friday, May 31, 2019 10:32 PM To: I-11ADOTStudy@hdrinc.com Subject: Re: I-11 Draft Tier 1 EIS Public Comment</p> <p>Thank you for your review of my commentary regarding I-11 Draft Tier 1 EIS. Laura Olivas Sent from Outlook</p>	Corrects information provided in previous comment		I- 1649 -1
Oliver	Derek		Website	6/17/19 4:51 PM AT	I am not in favor of constructing a new interstate which so closely parallels an existing interstate. It is an unnecessary waste of billions of taxpayer dollars. If I10 and I19 are not sufficient, then they should be expanded rather than constructing a new freeway which would cut through dozens of miles of virgin desert land. If another corridor is necessary, it shouldn't be constructed so close to an existing travel corridor. Perhaps an alternative route much farther to the west connecting into interstate 8 would be better. I travel on I10 almost daily and don't believe the traffic to be so heavy that a new interstate is justified. Adding an extra lane would be more than sufficient in my opinion.	GlobalTopic_1, GlobalTopic_4		I- 1711 -1
Olkkola	Susanne		Website	6/24/19 5:43 PM AT	I oppose the currently proposed alignment of I-11 that would have the effect of bypassing the existing interstate 10. I support the expansion and reconfiguration of the existing I-10 and I-19 corridor as the only acceptable alternative for the proposed I-11 highway. Any alternative route that would result in the construction of a new interstate highway in or through Avra Valley would produce enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources that could not be adequately mitigated and that are contrary to the interstate design standards and criteria that must be applied to this project. The proposed I-11 in its current route is simply totally unacceptable	GlobalTopic_1		I- 2019 -1
Ollerhead	Peggy		Oral	5/08/19 1:00 AM AT	<p>PEGGY OLLERHEAD: Good afternoon. My name is Peggy Ollerhead, and I'm a resident of Pima County. I'm here to voice my opposition to the purple route of the proposed I-11 freeway, which would take traffic through Avra Valley and increase the ambient noise levels in this ecologically diverse area, home to the Saguaro National Park, Ironwood National Monument, Tucson Mountain Park and Arizona Sonoran Desert Museum, all dedicated to protect the flora and fauna of the Sonoran Desert.</p>	GlobalTopic_1, LU-5		I- 1355 -1
Ollerhead	Peggy		Oral	5/08/19 1:00 AM AT	<p>We live in a noisy environment, and it's getting noisier. And one of the largest contributors is transportation, noise generated by traffic. Noise presents diverse threats to species and ecosystems. Some of the concerns of the impact of noise on wildlife include altered vocal patterns to mitigate masking -- the threshold for detecting a sound is increased due to the aggregate of background sounds; reduced populations in noisy areas; changes in habitat use; changes in vigilance and foraging behaviors, impacting species who use sound to help them find their prey, or conversely to avoid being eaten by predators; changes in the structure of ecological communities; impacts on individual physiology and fitness -- elevated stress hormone levels and reduced reproductive success; altered energy budgets, having to spend more energy to meet basic needs; increased irritability, more agonistic behavior, aggressive and defense behaviors and suppressed food intake.</p> <p>Your own ADOT ambient noise monitoring data reported in Appendix E.8 of the draft Environmental Impact Statement highlights the unique peaceful environment that exists in the Avra Valley area. The four monitoring stations you located in Saguaro National Park reported the lowest decibel levels of any of the 45 areas studied along the proposed route.</p> <p>Ironically, your own figure of common outdoor and indoor noise levels, on page E.8-2, includes a picture of the landscape with our beloved Saguaro as an example of a serene sound environment. Let's keep it an accurate representation and protect this ecological treasure from the onslaught of noise a freeway would bring. Thank you. I've included a bibliography and citation of research mentioned in my comments with my written copy. Thank you.</p>	N-1 and BR-1and R-2		I- 1355 -2
Ollerhead	Peggy		Website	4/15/19 5:01 PM AT	Please extend the period for comments to the full 120 days. This is such a short time to prepare comments on this important issue.	GlobalTopic_9		I- 62 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Olmstead	Scott		Website	7/06/19 2:26 PM AT	I am strongly opposed to building a freeway through the Altar Valley west of the Tucson Mountains because it would encroach on Ironwood Forest National Monument and be a disaster for wildlife populations. The small roads in that area already produce many road-killed animals, especially at night, and an interstate freeway would increase this mortality exponentially. I welcome improvements and modernization of the I-19/I-10 corridor but please no new freeway footprint west of the Tucson Mountains.	GlobalTopic_4, GlobalTopic_1, R-2 and BR-2		I- 2653 -1
olsen	carl		Website	4/30/19 7:15 PM AT	have you studied the areas that already have existing roads such as highway 71 . you could improve the one road that already exist rather than building new roads .what is the enviromental impact on the proposed area .do you know what type of wildlife exist in the proposed I-11 route and what impact it will have on them.i believe there are grazing cattle in the proposed area . are they loosing more grazing land.noise from the freeway is going to be a factor also .hwy 93 in front of us I-11 behind us.not to mention our property value to go down. we moved here to be away from the city life	GlobalTopic_5, N-1 and BR-1		I- 363 -1
Olsen	Tanya and Carl		Email	4/23/19 7:23 PM AT	I, Tanya/Carl Olsen also are residents in Vista Royale for 23 years. We feel that with I-11 being at our back door and in our back yard that our property value will depreciate in value, but more importantly more of our natural environment and wildlife will be disrupted. Why are we destroying people's livelihoods and the environment when there are already existing roadways on both sides of I-11 that can be used. Just 10 miles or 10 minutes west you have SR-71 that goes into US 60 that runs into I-10. Going east 8 miles you have Vulture Mine road that also runs into I-10. All these roads are paved and useable and ready to be improved and become I-11 without disrupting anything or anyone. Didn't I-11 start so we could to get from Point A to Point B. Knowing your knowledge and experience this could easily be done by using and improving on the EXISTING ROADWAYS and not destroy any more natural habitat. After further thought I believe you would come to the same conclusion. Thank you Sent from my iPad	GlobalTopic_5 and LU-1 and LU-3 and AC-1		I- 447 -1
Olsen	Tanya L.		Hand Written	4/30/19 1:00 AM AT	I, Tanya Olsen, am currently a resident of Vista Royal and have been since its inception 23 years ago. I feel that we plus all the homeowners in Vista Royal will lose the value of the property and house value if I-11 is built right at our back door. I would like to see it moved to an existing corridor SR 71 10 miles or 10 minutes up the road and SR 71 runs into Hwy 60 that runs into I-10. Win win situation for residence, wildlife and everyone involved.	GlobalTopic_4 and GlobalTopic_5	Olsen_T_I2365	I- 2365 -1
Olsen-Mikitowicz	Victoria		Mail	7/08/19 1:00 AM AT	As a resident of Tucson and active voter hiker and Tucson Enthusiast I posed the recommended alternative route described in the tier 1 DEIS for Interstate 11. The recommended alternative route would cause irreversible damage to the natural resources of the surrounding area-public lands that offer a unique Inspiring landscape that is the very beating hearts of Tucson. No one comes to Tucson without wanting to wave at a great and towering Saguaro. And if opposing the recommended alternative route for the sake of the Saguaro Zone intrinsic value is not enough of a motivator, shame on you, but there are economic incentives as well. Downtown Tucson, the arizona-sonora Desert Museum and Saguaro National Park would see reduce revenue and negative economic impact. The recommended alternative route would cause significant noise, air and light pollution in an area known for dark sky and encourage urban sprawl. as a society we hold value to this area that transcends the structure of the market. Stand strong to protect this area it is precious inestimable treasure that provides essential assets at a micro and macro scale. As a public servant stand against the recommended alternative route. What is right for our city, environment in all that moral for the greater good.	GlobalTopic_1, LU-3	OlsenMikitowicz_V_I3518	I- 3518 -1
Olson	KD		Website	6/23/19 10:37 PM AT	I am very concerned with the health of the animals we bring to winter in Thunderbird Farms. The increase in air pollution, noise pollution and increased stress will be affecting their health. We literally bought a home in Thunderbird Farms to get AWAY from these factors!!	GlobalTopic_4		I- 1993 -1
Olson	KD		Website	6/23/19 10:38 PM AT	I am very concerned with the health of the animals we bring to winter in Thunderbird Farms. The increase in air pollution, noise pollution and increased stress will be affecting their health. We literally bought a home in Thunderbird Farms to get AWAY from these factors!!	GlobalTopic_4, AQ-1 and N-1		I- 1994 -1
Olson	Marie		Website	6/16/19 9:04 AM AT	I respectfully request that the public comment period for the proposed I-11 alternative route (Tucson area) be extended for 120 days, until September. This project would have massive effects on our ecosystem, and likely large long term effects on our economy. Our tourism industry depends on an intact desert. The public needs to be able to learn about the impact of this project and comment on it: the significant cost, the potential damage to our natural features, and economic impact on our treasures, the ASDM and SNP - west.	GlobalTopic_9		I- 1574 -1
Olson	William	Estrella Mountain Ranch Developers, LLC	Website	7/08/19 11:02 PM AT	Please see attached 7 page Letter from Estrella Mountain Ranch Developers, LLC as respects 22,000 -acre Estrella Master Planned community [Text from Attachment] Estrella Mountain Ranch Developers, LLC 5090 N. 40th Street, Suite 210 Phoenix, Arizona 85018 July 8, 2019 Sent Via: U.S. Mail and Electronic Mail I-11ADOTStudy@hdrinc.com Interstate 11 Tier I EIS Study Team C/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Re: Estrella Mountain Ranch Developers, LLC (Estrella) - Comments on I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4 (f) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg dated March 2019 Dear Interstate 11 Tier I EIS Study Team: Newland Real Estate Group, LLC, as Development Manager for Estrella Mountain Ranch Developers, LLC, would like to put on record its preference for the Recommended Corridor Alternative for Interstate 11 alignment, as reflected in attached Appendix A Figure 6-4 Recommended Alternative, which is attached hereto and made a part hereof by this reference, which generally has the same alignment with the proposed SR303L, subject to specific clarifications below. In conclusion, the city of Goodyear and Estrella Mountain Ranch Developers, LLC have made significant investments in our community's future by planning for development around a future Interstate Highway/State Route freeway corridor. The four existing and proposed economic activity and employment centers within the Estrella master planned community would be strongly supported and enhanced by the access and substantial mobility capacity provided by a future SR 303L South extension/I-11 trade corridor as identified herein without bifurcation of the Estrella community. The appropriate placement of these freeway corridors are the backbone of regional economic development envisioned within Estrella and city of Goodyear.	GlobalTopic_4 and GlobalTopic_2	Olson_W_EstrellaMtnRanch_B20	B- 20 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Olson	William	Estrella Mountain Ranch Developers, LLC	Website	7/08/19 11:02 PM AT	<p>Please feel free to contact me at XXX-XXX-XXXX if you have any questions or concerns regarding Newland Real Estate Group, LLC and Estrella Mountain Ranch Developers, LLCs position on this very important project.</p> <p>Thank you. Bill William Olson Senior Vice President</p> <p>cc: Interstate 11 Tier I EIS Study Team c/o ADOT Communications 1655 W. Jackson St., Mail drop 126F Phoenix, AZ 85007</p> <p>Julie Arendall City Manager City of Goodyear XXXXXXXXXXXXXX Goodyear, AZ 85338</p> <p>Rebecca Zook City Engineer City of Goodyear XXXXXXXXXXXXXX Goodyear, AZ 85338</p> <p>Appendix A: Figure 6-4 Recommended Alternative [ADOT] [Figure Attached] Appendix A2: Figure 6-4 Recommended Alternative [ADOT] – location at westernmost 400' of the 2000 foot corridor (represented by the left hand smooth gray radius arc depicted below) [Figure Attached] Appendix B: Estrella Land Use Plan [Figure Attached] Appendix C: City of Goodyear 2025 General Plan - Land Use and Transportation Plan [Figure Attached]</p>			B-20 -1a
Olson	William	Estrella Mountain Ranch Developers, LLC	Website	7/08/19 11:02 PM AT	<p>1. First, that Interstate 11 alignment will be situated upon or further west of the westernmost four hundred feet of the 2000 foot corridor near the Willis Road and Rainbow Valley Road intersection alignment per attached Appendix A2 to allow adequate buffer between Interstate 11 and the numerous residential developments along Estrella's west and south boundary including of CantaMia (~1,700 total dwelling units) and Montecito Phase 3 (~2,200 total dwelling units) in the Estrella master planned community.</p> <p>2. Second, that the I-11 should follow the alignment of the SR303L corridor as included in The Goodyear General Plan which was approved by the Goodyear voters in November 2003 and has been identified in numerous transportation studies conducted by the Maricopa Association of Governments. The city Land Use and Transportation Plan is attached as Appendix C).</p> <p>3. Third, we ask that ADOT recognize that the Estrella master planned community, initiated development in 1985, constitutes roughly 32 square miles or nearly 20% of the City of Goodyear's land area at ~22,000 acres of combined land just west of the Estrella Mountains and has worked hand-in-glove over the years with the city of Goodyear, ADOT, MAG and other stakeholders on the SR303L and the I-11 Corridors to support Goodyear's growth plans for expansion into the southern area of the city.</p> <p>4. Fourth, please recognize that Estrella is expected to provide a total of approximately 51,000 residential units (approximately 144,000 residents [using an average household size of 2.82; Estrella Strategic Plan – December 31, 2006] and is anticipated to create 51,644 jobs. At present, Estrella is home to approximately 16,000 residents. Estrella is anticipated to help in realizing the city's vision for a resilient and diversified economy by providing an opportunity for locally based employment and economic opportunity, and serve as a home to an educated and healthy workforce. Estrella master planned community provides a well-connected roadway network, and aims to provide an efficient multimodal transit system and options for other modes of travel. The development potential of the Estrella community is directly linked to the future SR 303L South Extension and Interstate 11 Trade Corridor going through this area.</p> <p>5. Fifth, the master land plan for Estrella (Appendix B – Land Use Plan) was developed in the early 2,000's with the assumption that the future SR 303L South would cross the Gila River and remain west of the Estrella community and then traverse to the east through Estrella between the Germann Road and Queen Creek Road alignments as shown in Appendix B. The key theme of the strategic development plan for the community identified four activity centers within the community, with the future freeway corridor providing access to these centers of business and commerce. The freeway corridor would provide opportunities for local and regional economic development. This plan for Estrella was developed in coordination with the city of Goodyear, and the city agreed with the importance of connected activity centers when it adopted the Estrella master plan into its General Plan document.</p>	GlobalTopic_4 and GlobalTopic_2		B-20 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Olson	William M.		Email	7/11/19 1:00 AM AT	<p>Dear Mr. Van Echo,</p> <p>Thank you for the opportunity presented to the stakeholders and community members to provide input on ADOT's Recommended Alternative for the future Interstate 11 corridor through Central Arizona, as well as the Draft Environmental Impact Statement (DEIS). The recent Public Meetings were very helpful in expanding the understanding of the direction that this project has taken, and I would like to complement you on their success. For the purpose of continuity, we submitted a letter to you June 2, 2017 (Appendix F to the attached Letter) on behalf of Estrella Mountain Ranch Developers, LLC (EMRD) regarding its 22,000-acre Estrella master planned community putting on record our strong preference for the I-11 alignment alternatives 'M' and 'N' as shown on the Central Section Maps during the early 2017 Agency Coordination and Public Information Meetings. We are sending the attached letter as further clarification on our 2017 letter as part of the most recent Interstate 11 Recommended Alignment in the Draft Environmental Impact Statement (DEIS) and to provide more precise specificity to our July 8, 2019 letter. Thank you for your valuable time and consideration.</p> <p>Best regards, Bill</p> <p>WILLIAM M. OLSON Senior Vice President, Division Manager</p> <p>TEL. XXX-XXX-XXXX CELL XXX-XXX-XXXX FAX XXX-XXX-XXXX XXXXX@newlandco.com XXXXXXXXXXXXXX Phoenix, AZ 85018 NEWLANDCO.COM [https://sitemgr1.newlandco.com/media/9618204/newland-logo-sig.jpg] ESTRELLA BROKERS, LLC, DESIGNATED BROKER</p> <p>CONFIDENTIALITY NOTICE: The information contained in this electronic mail transmission is confidential. It may also be subject to the attorney-client privilege or be privileged work product or proprietary information. This information is intended for the exclusive use of the addressee(s). If you are not the intended recipient, please notify the sender immediately by telephone (602-468-0800) and you are hereby notified that any use, disclosure, dissemination, distribution (other than to the addressee(s)), copying or taking of any action because of this information is strictly prohibited.</p>	GlobalTopic_4, GlobalTopic_8 and GlobalTopic_2	Olson_W_I3483	I-3483 -1
Olson	William M.		Email	7/11/19 1:00 AM AT	<p>[Text from Attachment]</p> <p>July 11, 2019 Via U.S. Mail and Hand Delivery</p> <p>Mr. Jay Van Echo Project Manager Interstate 11 Alternatives Analysis / Tier 1 EIS Arizona Department of Transportation ("ADOT") 1655 W Jackson St., Mail Drop 126F Phoenix, AZ 85007</p> <p>Re: Newland Real Estate Group, LLC ("Newland") and EMRD Clarifications to Comments on the Interstate 11 Recommended Alignment in the Draft Environmental Impact Statement (DEIS)</p> <p>Dear Mr. Van Echo,</p> <p>Thank you for the opportunity presented to the stakeholders and community members to provide input on ADOT's Recommended Alternative for the future Interstate 11 corridor through Central Arizona, as well as the Draft Environmental Impact Statement (DEIS). The recent Public Meetings were very helpful in expanding the understanding of the direction that this project has taken, and I would like to complement you on their success.</p> <p>For the purpose of continuity, please refer to my letter to you from June 2nd, 2017 (Appendix F) on behalf of Estrella Mountain Ranch Developers, LLC (EMRD) regarding its 22,000-acre Estrella master planned community putting on record our strong preference for the M1 alignment alternatives 'M' and 'N' as shown on the Central Section Maps during the early 2017 Agency Coordination and Public Information Meetings.</p> <p>We have now reviewed the DEIS in great detail and looked at the location of the 2000' corridor alignment through the Estrella Master Planned Community, as illustrated in the Recommended Alternative, and compared it to the future Loop 303 corridor alignment in the City of Goodyear 2025 General Plan: Land Use and Transportation Plan. Appendix A illustrates the I-11 Recommended Alternative in relation to the City of Goodyear Transportation Plan.</p> <p>It is understood that at the Tier 1 Environmental Impact Statement (EIS) level, the focus is on identifying a broad 2000' wide general corridor alignment where the future I-11 facility could be built, and therefore the exact location of the facility within the 2000' corridor has not been determined at this time. However, in this specific case of Estrella Master Planned Community, more specific location of the I-11 corridor is needed due to the existing planning in place (Estrella Master Plan and City of Goodyear Transportation Plan), and ongoing platting and subdivision construction.</p>			I-3483 -1a

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Olson	William M.		Email	7/11/19 1:00 AM AT	<p>As illustrated in Appendix A, the H1 Recommended Alignment in many places does not coincide with the SR 303L South alignment, as adopted in the City of Goodyear 2025 General Plan. Between Ray Road and Germann Road, the recommended alignment is only less than a half-mile to the east of the SR 303L alignment, but goes up to half-mile west between Germann Road and the future Hassayampa Freeway. This change in locally adopted alignment of the freeway would significantly impact the planned activity centers and residential neighborhoods, some of which already exist.</p> <p>With this letter, Estrella Mountain Ranch Developers, LLC (EMRD) and Newland would like to reiterate our commitment to the future I-11 corridor and record our strong request to ADOT to re?ne the [-11 Recommended Alignment to follow the centerline of the SR 303L alignment through Estrella, as shown in the City of Goodyear Transportation Plan.</p> <p>Please feel free to contact me if you have any questions or concerns regarding Newland Communities" position on this very important project.</p> <p>Thank you</p> <p>William Olson Vice President of Newland Real Estate Group, LLC Development Manager</p> <p>CC: Via Electronic Mail Julie Arendall City Manager City of Goodyear XXXXXXXXXXXXXX Goodyear, AZ 85338</p> <p>Rebecca Zook City Engineer City of Goodyear XXXXXXXXXXXXXX Goodyear, AZ 85338</p>			I-3483 -1b
Olson	William M.		Email	7/11/19 1:00 AM AT	<p>The master plan for Estrella was developed in the early 2000's with the assumption that the future SR 303L South would traverse through the Estrella community. The key theme of the strategic development plan for the community identified four activity centers within the community, with the future freeway corridor providing access to these centers of business and commerce. The freeway corridor would provide opportunities for local and regional economic development. The Estrella Strategic Development Plan is attached to this letter (Appendix B) for your reference. The master plan for Estrella was developed in coordination with the City of Goodyear, and the City bought into the concept of connected activity centers when it adopted the Estrella master plan into its General Plan document.</p> <p>The City of Goodyear 2025 General Plan, in its future Land Use and Transportation Plan, identified the SR 303L/I-11 corridor as a major transportation artery through the city, and through the Estrella Mountain Ranch Development. The Land Use and Transportation Plan (see attached Appendix C) identified a generally north-south freeway alignment and a generally east-west freeway alignment for the SR 303L corridor. The City of Goodyear envisions the Estrella master planned community playing a critical role in the growth of the City by providing a compatible mix of land uses that foster a quality community; providing an integrated lifestyle with residential neighborhoods, commercial activity centers, and a variety of trails, open space, and recreational activities; and ensuring that a good mix of land uses and zoning will ensure a stable revenue stream in the future.</p> <p>The I-8/I-10 Hidden Valley Transportation Framework Study conducted by the Maricopa Association of Governments (MAG) also identified the future SR 303L South freeway corridor as part of the Recommended Framework (Appendix D). In addition, the Interstate 10/Hassayampa Valley Transportation Framework Study also called for the SR 303L South Extension (Appendix E).</p> <p>As mentioned in our earlier letters to ADOT, the City of Goodyear and EMRD and Newland have made significant investments in our community's future by planning for development around a future interstate highway/freeway corridor. As mentioned before, the four existing and proposed economic activity centers within the Estrella master planned community would be strongly supported and enhanced by the access and substantial mobility capacity provided by a future SR 303L South extension/I-11 trade corridor. These freeway corridors are the backbone of regional economic development envisioned within Estrella and city of Goodyear.</p>	GlobalTopic_4		I-3483 -3

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Olson	William M.		Email	7/11/19 1:00 AM AT	<p>Dear Mr. Van Echo,</p> <p>Thank you for the opportunity presented to the stakeholders and community members to provide input on ADOT's Recommended Alternative for the future Interstate 11 corridor through Central Arizona, as well as the Draft Environmental Impact Statement (DEIS). The recent Public Meetings were very helpful in expanding the understanding of the direction that this project has taken, and I would like to complement you on their success.</p> <p>For the purpose of continuity, we submitted a letter to you June 2, 2017 (Appendix F to the attached Letter) on behalf of Estrella Mountain Ranch Developers, LLC (EMRD) regarding its 22,000-acre Estrella master planned community putting on record our strong preference for the I-11 alignment alternatives 'M' and 'N' as shown on the Central Section Maps during the early 2017 Agency Coordination and Public Information Meetings. We are sending the attached letter as further clarification on our 2017 letter as part of the most recent Interstate 11 Recommended Alignment in the Draft Environmental Impact Statement (DEIS) and to provide more precise specificity to our July 8, 2019 letter.</p> <p>Thank you for your valuable time and consideration.</p> <p>Best regards, Bill WILLIAM M. OLSON Senior Vice President, Division Manager TEL. XXX-XXX-XXXX CELL XXX-XXX-XXXX FAX XXX-XXX-XXXX XXXXX@newlanco.com XXXXXXXXXX Phoenix, AZ 85018 NEWLANDCO.COM</p> <p>[https://sitemgr1.newlandco.com/media/9618204/newland-logo-sig.jpg]</p> <p>ESTRELLA BROKERS, LLC, DESIGNATED BROKER</p> <p>CONFIDENTIALITY NOTICE: The information contained in this electronic mail transmission is confidential. It may also be subject to the attorney-client privilege or be privileged work product or proprietary information. This information is intended for the exclusive use of the addressee(s). If you are not the intended recipient, please notify the sender immediately by telephone (602-468-0800) and you are hereby notified that any use, disclosure, dissemination, distribution (other than to the addressee(s)), copying or taking of any action because of this information is strictly prohibited.</p> <p>CONFIDENTIALITY NOTICE: This e-mail may contain confidential or privileged material which is intended for the sole use of the intended recipient(s). Any review, use, distribution or disclosure by others is strictly prohibited. If you have received this e-mail in error, please notify the sender immediately and delete the message and any attachments from your computer.</p>	GlobalTopic_4 and GlobalTopic_2	No Attachment Submitted	I- 3484 -1
Olvera	Vannette		Website	7/08/19 2:10 PM AT	Keep preserving the desert and its wildlife, no freeway needed	GlobalTopic_4, BR-1		I- 2997 -1
OMDAHL	Ray		Website	4/16/19 6:03 PM AT	<p>I-19 from exit 56 (Canoa Rd up to exit 87) has an unsatisfactory accident rate already. This stretch of road can't handle more traffic. Drivers are unable to keep their cars under control. The speed limit should be reduced. The trees in the median and ditches need to be removed. Many people live close to the freeway in Green Valley. More traffic would be very harmful to Green Valley.</p> <p>If you are going to build this road please route it to the west of the mines near Green Valley. PLEASE!</p>	GlobalTopic_4, LU-6		I- 108 -1
Oppmann	Hillary		Website	7/08/19 11:00 PM AT	<p>I lived in Tucson for 5 years and still love to visit -- we were there this winter and learned of the plans for the I-11 highway. How can you possibly propose building a new highway through or close to all these protected lands and rural areas that provide critical habitat for wildlife? The damage would be irreparable and lead to a massive increase in urban sprawl near sensitive lands. So many wildlife corridors would be disrupted and never be recovered. The Recommended Alternative route would damage both natural resources and negatively impact the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.</p> <p>As we watched the sunset from Gates Pass this winter, a favorite Tucson tradition, and during our visit to the Arizona-Sonora Desert Museum, I tried to imagine a huge new highway cutting through the desert. What a tragedy that would be. Please, please, do not put the highway there. And do not bypass downtown Tucson!</p> <p>Thank you,</p> <p>Hillary Oppmann Minneapolis, MN (but an Arizonan forever!)</p>	LU-3 and BR-1 and E-2 and E-1 and GlobalTopic_1		I- 3200 -1
Oppmann	Hillary		Website	7/08/19 11:00 PM AT	<ul style="list-style-type: none"> • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. 	GlobalTopic_1, LU-5, BR-6, BR-2 and BR-9		I- 3200 -2
Oppmann	Hillary		Website	7/08/19 11:00 PM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. 	GlobalTopic_1 and E-1		I- 3200 -3
Oppmann	Hillary		Website	7/08/19 11:00 PM AT	<ul style="list-style-type: none"> • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. 	GlobalTopic_1 LU-3		I- 3200 -4
Oppmann	Hillary		Website	7/08/19 11:00 PM AT	<ul style="list-style-type: none"> • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1, WR-2 and WR-3		I- 3200 -5
Oppy	Myra		Website	6/22/19 9:44 AM AT	I strongly do NOT support i11 cutting thru beautiful desert. Listen to the public. Leave our beautiful land alone. Aho	GlobalTopic_4		I- 1941 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Orabone	Kenn		Website	7/03/19 12:20 PM AT	<p>To whom it may concern,</p> <p>I lived in Tucson for 18 years, still return to visit, and hope to perhaps live part time again after retirement in the splendor of Tucson and surrounding environment. The proposed I-11 route would damage a large swath of the area which was one of my favorites. The wilderness areas surrounding Tucson are a huge part of the overall experience of living in Tucson. Without areas like the wilderness to the west, Tucson will lose a large chunk of what draws people there in the first place.</p> <p>The proposed route will also impact public lands such as Saguaro National Park West. The route will sever important wildlife corridors and "forever" damage lands to the west of the Tucson. Damage done to this area and the wildlife within cannot be undone and will have negative impacts upon the area for centuries in the future.</p> <p>A future Tucson in which the travesty of the proposed I-11 route has happened, would not be a Tucson in which I would want to return to live.</p> <p>Please consider alternatives which do not destroy what makes this entire area special and worthwhile preserving.</p> <p>Yours sincerely, Ken Orabone</p>	GlobalTopic_1 and LU-3 and R-2 and BR-1		I- 2500 -1
Oravetz	Roger		Website	4/17/19 3:21 PM AT	<p>From looking at the corridor map, I would suggest removing the "jog" Eastward that starts North of Sahuarita and go around Sahuarita and Green Valley on the East side. Hook on to I-19 South of Green Valley. This would remove some of the traffic congestion now getting heavy in Green Valley/ Sahuarita, and go around it. More vacant land West of town as well to make construction cheaper. Could have an Exit road to Sahuarita/Green Valley for access.</p>	GlobalTopic_1		I- 135 -1
ore giron	omar		Website	4/30/19 2:16 PM AT	<p>I am writing in opposition to the proposed highway. What is needed is that those funds be used towards a train system. The environment and the economic impact of this highway is one that we can't afford.</p>	GlobalTopic_4 and AC-9		I- 350 -1
O'Reilly	Marian		Website	5/17/19 2:34 PM AT	<p>I am writing to support the No Build Alternative.</p> <ol style="list-style-type: none"> 1. As localities, states and a nation, we are unable to afford to maintain our existing infrastructure in acceptable condition, and adding this massive number of lane miles will be that much less affordable in the future. 2. The proposed I-11 extension will divide one of the world's unique desert habitats, thus degrading Saguaro National Park West and Tucson Mountain Park as important reserves and supplements to undeveloped desert lands. Not only does the native ecology perform needed ecoservices (stormwater mitigation, heat reduction, etc.) to the region, it attracts visitors and money. 3. This proposed freeway will encourage sprawl development which will tax water resources and rural communities and counties. 4. New and expanded infrastructure is proven to induce new traffic rather than providing long term congestion relief. A number of ideas have been floated for shifting freight traffic to nighttime hours, reducing local congestion in Tucson (locals using the freeway for local traffic), and encouraging multi-modality and other traffic reducing strategies. Building a new freeway is exciting, but real solutions to listed problems lie elsewhere. 	GlobalTopic_1, LU-3		I- 945 -1
Orkney	Garth		Website	6/12/19 3:04 PM AT	<p>I oppose the two Draft Tier 1 routes near where they merge with SR93. I firmly believe and alternate route further to the west of Vista Royale is much preferable. The current routes pass far too close to Vista Royale and will have harmful environmental effects on the Vista Royale property owners.</p> <p>I am a property owner in Vista Royale and see no need whatsoever to route the proposed I-11 within one mile of the Vista Royale west boundary. The "VR GreenAlternative" leaves a buffer of at least a mile from Vista Royale which is a much more sensible and less damaging routing. I see no need for the freeway route to be sited within one mile of Vista Royale. It will greatly disrupt lifestyle and property values for no good reason.</p> <p>Thank you for this opportunity to voice my opposition to the two current proposed routes.</p> <p>Sincerely, Garth Orkney XXX-XXX-XXXX</p>	GlobalTopic_4 and GlobalTopic_5		I- 1504 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Ortega	Miguel		Oral	5/08/19 1:00 AM AT	<p>MIGUEL ORTEGA: Hello. My name is Miguel Ortega, and I'm a west-side resident of Ward 1. And I would like to talk to you about some concerns that I have as a resident and also as a candidate for the Ward 1 Council Office.</p> <p>We often receive bad news in May. I used to work for a council member, and a lot of challenging ideas to residents often come up in May.</p> <p>And that always raises a concern for me, because May is when people get very distracted. They start making plans to go out of town, to go on vacation.</p> <p>And the dead of summer is not the best time to discuss issues that have -- could have profound impact on our small businesses and our environment. And this truly is a double whammy.</p> <p>The ramifications if this particular proposal of I-11 goes through will have a major impact on our economy and our environment.</p> <p>So I would ask you to consider extending the conversation and, in fact, maybe opening it up to become more open and more transparent so more residents can take part in this discussion.</p> <p>This is way too important -- much too important to discuss during the dead of summer.</p> <p>Our general fund is extremely important to us. Our general fund supports our roads, our police department, fire department, and our schools.</p> <p>And to potentially take away funds through sales taxes by way of moving traffic from Mexico and from other tourists that are going through I-10 would be extremely devastating to us.</p> <p>I don't think that this merits a few months of discussion over the summer. This is something extremely important that we all need to discuss.</p> <p>Our environment. A lot of the residents that I have been talking to while I've been walking door to door during my campaign, the very first thing they tell me is how much they love the west side, how much they love the south side, and the nature and beauty of it.</p> <p>That is something that is extremely true to Tucson. That is something that we love. Our environment is something that we treasure.</p> <p>But let's put that aside for a second and talk about the impact of something like this.</p> <p><i>Old Tucson, the Sonoran Desert Museum, which is nationally renowned. Why on earth would we do anything to severely impact the beauty of our Sonoran desert along that</i></p>	GlobalTopic_1, CO-2, CO-3, and E-1		I- 1334 -1
Ortiz	Richard		Website	6/19/19 11:41 PM AT	<p>The I-11 has been planned for many years. This plan would relieve I-10 of the truck traffic as planned. The short sighted vision, inability to see the safety benefits only reinforces the incompetence of the Tucson City Council. The few that would be affected should not outweigh the needs of the many. The environmental is minimal for the size of this project. Build I-11! Richard Ortiz</p>	GlobalTopic_4	Ortiz_R_11826	I- 1826 -1
Ortiz	Samuel		Website	6/17/19 6:27 AM AT	<p>[The proposed I-11 will affect Tucson, Arizona Sonora Desert Museum, Saguaro National Park and Ironwood forest National Monument. Tucson has visitor coming up from Mexico and down from Canada, without tourism, the town will be affected. Tourism comes from around the world including China. In 2016, tourist spent 21.1 billion dollars in Arizona (Fisher). In 2016, Pima county provide 82.8 million dollars in local taxes, compared to Maricopa 590.3 million. Social media create publicity for AZ and its natural wonders, which causes interest from other countries and come to AZ to see for themselves the natural wonders (Fisher). State parks received 2.78 million visitors in 2017 and generated 17.9 million dollars (Harris). The Arizona Sonora Desert museum would be impacted, which is a place where schools take children to teach them about the environment that we live on, about 35,000 school children annually (Desert Museum). Facts about AZ Sonora Desert Museum: • The Museum was founded in 1952 and is dedicated to the interpretation of the bi-national Sonoran Desert region. • 85% of what you will experience is outdoors. • The grounds are comprised of 97 acres of which 47 are developed and curated; there are two miles of walking paths, 16 individual gardens, 1,200 native plant species and 56,000 individual plants. • The animal collection currently includes 230 native mammals, reptiles, amphibians, insects, and birds including a multi-species hummingbird aviary. • The Museum was named the #9 Museum in the U.S. by TripAdvisor in 2014. The Museum was also named the #5 Public Garden in the U.S. by TripAdvisor in 2013. And the Desert Loop Trail was included in USA Today's 10Best Zoo exhibits in the U.S. in 2015. • The Museum hosts about 400,000 visitors annually and reaches approximately 35,000 school children each year through field trips and outreach programs. • The Warden Aquarium opened in January 2013: a freshwater gallery focuses on the region's rivers, native fish and conservation efforts while the salt-water gallery showcases marine life from the Gulf of California. A hands-on tide pool encounter offers twice-daily interpretations for visitors. • The Museum includes an Earth Sciences Center which recreates an underground cave, complete with stalactites and stalagmites, and houses one of the world's most comprehensive regional mineral collections in the world. • There are three live animal presentations: Live and (sort of) on the Loose, showcasing often-misunderstood venomous reptiles, Fur Feathers & Fangs, featuring native mammals, reptiles and birds, and Raptor Free Flight (seasonal), where visitors watch from the flight path as native birds of prey whiz by so close visitors can feel the brush of feathers. There are two presentations daily and each demonstrates different birds. One program showcases Harris' Hawks, the only raptors in the world that hunt as a family group using strategy, like wolves. • Daily events on-grounds include complimentary interpretive orientation tours, animal keeper interactions where visitors can watch feedings, enrichment activities or animal training sessions for veterinary care procedures, and docent engagement stations. • The Desert Museum Art Institute was founded in 2001 to promote conservation through art education. The Art Institute has a permanent traveling collection and offers a variety of visual art classes throughout the year. • The ASDM Press publishes an assortment of natural history, wildlife, plants, children's, and guide books featuring the Sonoran Desert Region. • The museum complex includes two gift shops featuring authentic southwest jewelry, pottery, gift items, books, and gardening items. • Two restaurants offer dining choices: the Ocotillo Café for fine dining and Ironwood Terraces with a casual, food-court setting. There are two additional snack shops on the grounds.</p>	GlobalTopic_4, GlobalTopic_1 and E-2	Ortiz_S_11606	I- 1606 -1

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Ortiz	Samuel		Website	6/17/19 6:27 AM AT	<p>• The Museum has discontinued the sale of water in plastic bottles. However, refillable water bottle stations and fountains are located throughout the grounds.</p> <p>• The museum is open daily, year-round; hours vary by season. On Summer Saturday evenings the Museum is open until 10:00 p.m. with themed programs especially for families after 6 p.m.</p> <p>• The Museum is located 14 miles west of Tucson in Tucson Mountain Park, just 2 miles from Saguaro National Park (West) Visitors Center.</p> <p>The Saguaro National Park in 2014 received about 673 thousand visitors, which help support 610 jobs and the local economy receive 58 million dollars (NPS1). In 2017, the park had about 976 thousand visitors and supports 866 jobs and benefit local economy of 88,682,500 dollars (NPS2). That equals returning 10 dollars for every 1 dollar invested. Visitors come from around the country and the world. The National Park Service (NPS) say that "Visitors can experience exceptional wilderness, scenic views and a richly diverse ecosystem, all in close proximity to a large urban community."</p> <p>Facts about the Saguaro National Park: "The report shows \$18.2 billion of direct spending by more than 330 million park visitors in communities within 60 miles of a national park. This spending supported 306,000 jobs nationally; 255,900 of those jobs are found in these gateway communities. The cumulative benefit to the U.S. economy was \$35.8 billion. The lodging sector received the highest direct contributions with \$5.5 billion in economic output to local gateway economies and 49,000 jobs. The restaurants sector received the next greatest direct contributions with \$3.7 billion in economic output to local gateway economies and 60,500 jobs. According to the 2017 report, most park visitor spending was for lodging/camping (32.9 percent) followed by food and beverages (27.5 percent), fuel (12.1 percent), souvenirs and other expenses (10.1 percent), admissions and fees (10.0 percent), and local transportation (7.5 percent)" (NPS2).</p> <p>Per the Bureau of Land Management (BLM) "This Ironwood Forest National Monument is made up of 129,000-acres and contains a significant system of cultural and historical sites covering a 5,000 year period. Possessing one of the richest stands of ironwood in the Sonoran Desert, the monument also encompasses several desert mountain ranges including the Silver Bell, Waterman, and Sawtooth, with desert valleys in between. Elevation ranges from 1,800 to 4,261 feet. Three areas within the monument, the Los Robles Archeological District, the Mission of Santa Ana del Chiquiburitac and the Cocoraque Butte Archeological District are listed on the National Register of Historic Places" (BLM). It is better to build on top of the existing I-10 route. ?</p> <p>Fisher, Howard; https://tucson.com/business/tourists-visiting-arizona-spent-a-record-billion-last-year/article_8b649c3c-a553-505d-b2db-75e26bb71b73.html</p> <p>Harris, Craig; https://www.azcentral.com/story/news/local/arizona-investigations/2017/08/18/arizona-state-parks-revenue-visitation-and-some-staff-pay-rise-under-director-sue-black/574797001/</p> <p>Desert Museum; https://www.desertmuseum.org/about/fastfacts.php</p> <p>NPS1; https://www.nps.gov/resources/2016.htm?id=52736661-1DD8-B71B-0B83FE3916484289</p> <p>NPS2; https://www.nps.gov/sagu/learn/news/tourism-to-saguaro-national-park-creates-88-682-500-in-economic-benefits-in-2017.htm</p> <p>BLM; https://www.blm.gov/visit/ironwood]</p>			I- 1606 -1a
Ortolano	John		Oral	4/29/19 1:00 AM AT	<p>MR. JOHN ORTOLANO: Hello. I've been studying all the documents since actually the inception of for Interstate 11. I actually speak in favor of it. I've been a state trooper for over 20 years.</p> <p>And currently in this county we have 263 people a day moving to this country. Anybody that travels the current interstate system in Maricopa County knows getting from the West Valley to anywhere is atrocious. Typical commute time from Buckeye to downtown Phoenix in early morning typically runs on a great day, 45 minutes, sometimes up to an hour and a half, which is excessive.</p> <p>Hopefully, with the Loop 202 extension, the creation of State Route 30 and the State Route 30 extension along with Interstate 11, hopefully, that will alleviate all the congestion problems that we're already experiencing in the West Valley.</p> <p>I've looked at all the other proposed routes or -- excuse me -- alternatives. I don't see them as being as viable. I read virtually every document that's been made available for Interstate 11. I think you did a lot of research. A lot of people are complaining that communities will be disrupted.</p> <p>I actually support the proposed route. The proposed route will actually go right through my house. But I'm looking for the greater good of the community. I'll have to move. I've lived in Buckeye for 12 years now. I love living here, but I understand that, you know, progress has to come. Sometimes people have to move.</p> <p>One of the additional things that a lot of people aren't considering, the proposed route, would actually provide relief to some of people that are going to be replaced in the upcoming hundred year flood plain study that has been approved. There are going to be a lot of people in the proposed route that will be, if they stay there, will be mandated by their -- their home loans, to be purchasing flood insurance.</p> <p>So there's a lot of things to look at. I fully understand. I've lived here for a number of years. The good and the bad for this. And I actually speak in favor of the proposed route, and I only ask that they -- whatever is decided, that we move quicker than slower. Because, like I said, 263 people a day are moving into Maricopa County. And we're way behind the eight ball with getting improvements done, and I appreciate all the hard work you've done so far. Thank you.</p>	GlobalTopic_4		I- 1149 -1
Oslik	Norman		Email	7/02/19 1:00 AM AT	<p>I support the City of Tucson's resolution in opposition to the I-11 bypass route via Avra Valley that will produce "enormous adverse impacts to economic, environmental, historic, cultural and archaeological resources..." There are better, less harmful alternatives.</p> <p>Norman Oslik XXXXXXXXXXXX Tucson, AZ 85701 ---</p> <p>This email has been checked for viruses by Avast antivirus software. https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.avast.com%2Fantivirus&data=02%7C01%7C1-11ADOTstudy%40hndinc.com%7C7f19573204d44787995e08d6ff1b4339%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636976889892272245&sdata=zvde0x0zpSR62yEcqNzpGBY9pUF08pF0wC11KUjOviY%3D&reserved=0</p>	GlobalTopic_1		I- 3365 -1
Osterman Ray	Brenda		Website	6/19/19 8:53 PM AT	I do not feel this is a wise use of our precious desert land. It will not be beneficial. I-10 is a perfectly acceptable corridor.	GlobalTopic_4		I- 1809 -1
Ostrem	Jim		Website	5/03/19 3:59 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 493 -1
Otero	Ruben		Website	6/25/19 9:14 AM AT	I dont understand how kicking people out of their homes to build a freeway is the best solution? People love living away from all the hustle and bustle from the city but with the installation of this freeway will ruin the nature that is out here. Horrible freeway, if people dont like the original route then they themselves can go move away or go live somewhere else.	LU-1		I- 2033 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Otis	David		Website	7/02/19 6:56 PM AT	Why is my biggest question? What monetary value (other than personal gain by some property owners that will sell their land). Where is the study on how it will improve Maricopa? Is there even an exit planned for Maricopa? Where is the study depicting the need for this? My house is right in the planned path of this, it will ruin my life upset everything I have planned for retirement. How am I going to get in and out while they are building it? Will I be able to get in and out after it's built? I for the life of me can not see ANY advantage. The last one was highway 8, I travel that now and again, and very seldom see more than two or three vehicle traveling with me. This just makes no sense at all. I see nothing on this website that tells my WHY we need this. Environmental impact studies are great, but they need to be AFTER the need is established and agreed upon. Why aren't we doing something that will benefit Arizona? Something like another Rt 17 parallel, so people don't die as much on route 17. No not needed is my opinion.	GlobalTopic_4, GlobalTopic_8, LU-1 and PN-3		I- 2338 -1
Otis	David		Website	7/03/19 4:56 AM AT	The most reasonable solution is the Orange route. It is already there and will be the most affordable and more important less intrusive.	GlobalTopic_4		I- 2344 -1
Otis	Georgi		Website	7/02/19 3:38 PM AT	I am begging PLEADING that you folks choose the ORANGE option. If you look at my address you will see the other 2 options run RIGHT THROUGH my quiet solitude. This whole thing bothers me for many reasons: 1. It will serve Maricopa NOTHING. There is nothing between here and Wickenburg for which Maricopans yearn. We all travel /commute to Phoenix ...maybe Tucson on a daily basis...never too Wickenburg. It will only serve as a headache during construction and stealing our minutes in traffic upon completion.PLease don't make headaches...relieve them. 2.For the amount of money this will cost why on earth are the existing routes not good enough :I-8 and 85? The way is already paved and plowed through. It should be used. Please use your resources wisely . 3.I have heard the argument' For Homeland Security'. Why does Homeland Security need ANOTHER route when one exists ALREADY!?!? Actually 2...there is the OTHER interstate ...I-10...Please steer clear of Mayer. 4.We purchased our home out where we are NOT because we had no other options. We purchased our home here because it is peaceful. A retreat for us from the big city. We can see the stars at night, view the Milky Way, and hear nothing ...no rowdy neighbors, no 18 wheelers plowing through, just silence. That will end with a highway in our back yard. Everything we have worked for and dreamed of will be gone. I am 99.999999% sure everyone nearby feels the same. Why not keep the route away from our solitude? Please respect our choice. 5.My husband commutes to Scottsdale every day ..an hour and a half one way. This is the extent that we have gone to in order to have our piece of nature and a place where our sheep can be happy. Please don't ruin it. 6.People come from all localities to our wilderness area with their ATVs and recreational vehicles ...with the freedom to traverse in a wide area of property that is free for them and their families to use. Please don't take that away from anyone.. The proposed BLUE route just seems so frivolous, a waste of my taxes, and unnecessary, as there are already 2 options this very day in existence. Whoever thinks the blue route is a good idea must have financial interests or are totally ignorant of the life we all have purchased out here... This is the way we live and we love it. We make sacrifices *hauling water, poor internet, no cable* to live here. I am begging again. Pleading ...please please do me and all my neighbors a huge favor. Give us the gift and approve the orange route .Please.	GlobalTopic_2, PN-1, V-1, AC-4 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2324 -1
Ottosen	Kelsey		Website	7/06/19 8:33 PM AT	I think this is not a necessary plan. It will not only cost a lot, but it interferes with the already infringed upon homes of wildlife we have here in Arizona. Urban and suburban planning has already forced wildlife like bobcats, coyotes, mountain lions, javelinas, and numerous species of reptiles, to find homes in our own backyards, and it has decreased their food supply. This is not only dangerous to us, but also to them, oftentimes causing them to be hit by cars and driven to starvation if food cannot be found. While some projects are necessary, this one is not. How about fixing up I-10 instead? Or finding a less invasive plan.	E-3, BR-1 and GlobalTopic_4		I- 2686 -1
Oved	Dan		Website	6/21/19 1:00 PM AT	I'd prefer if you do not disturb the sanctity of Saguaro National Park West, the Desert Museum, Ironwood National Monument, and all the pristine areas of Avra Valley. These areas are critical for our wildlife, water supply and economy. Tucson traffic is not so bad as to warrant a bypass. Put money into widening I-10 instead.	GlobalTopic_4 and GlobalTopic_1		I- 1899 -1
Oved	Dan		Website	5/13/19 5:49 PM AT	I am opposed to having a highway in such close proximity to our treasured Saguaro National Monument, Desert Museum, and Kitt Peak Observatory. Highways need infrastructure and we are sure to have gas stations, restaurants, lighting, noise pollution, etc. in what is now valued open expanse. Would more lanes on I-10 provide the relief drivers need? Money in that direction might be an answer. Thank you.	GlobalTopic_1 and R-2 and V-1		I- 888 -1
Overlock	Christopher		Website	7/08/19 2:28 PM AT	I am opposed to any construction of I-11 which goes through the Avra Valley. The desert solitude it offers is unparalleled. Having lived many years in Arizona, I have enjoyed these areas immensely. We do not need more freeways through the desert. Thank you.	GlobalTopic_1		I- 3005 -1
Owen	Daniel		Website	5/30/19 3:17 PM AT	I would like to state that I support the proposal route identified as the blue route. Thank you. Daniel T Owen	GlobalTopic_4		I- 1216 -1
Owens	Amber		Oral	4/29/19 1:00 AM AT	MS. AMBER OWENS: Hi. I'm Amber Owens. I was born and raised in the community of Palo Verde. And I mean, I could stand here and argue, give you all the reasons everybody has. It's going right through our community. It's going to split it in half. There will be no more Palo Verde. There will be no more Arlington community. It's going through the farm fields where we -- you know, our way of life and our living and all of that. But I mean, I understand progress. I understand moving forward. I'm a business owner. You know, I don't know -- and I haven't read all the details, so I don't know exactly when the studies have taken place and all that. But it looks like the proposed line, yeah, it's on the outlying areas, maybe, of the big growth and the boom. But if you're looking at 15 to 20 years out, you need to be looking where there's nobody at. Where there is no homes. There are no fields. Go out in the desert, create new communities, you know, create that growth. If you're looking at Buckeye, Buckeye is annexed out all over the place. COMMUNITY MEMBER: Too far. MS. AMBER OWENS: You know, go out into the outlying areas where there's no one at and you're not disturbing. For today, yeah, I agree the orange line is the way to go. But I get we're looking long term. So let's look long term and let's not look in the immediate, you know, what -- what do we need right now because it isn't going to fill a need that we have right now. It's just going to cause more problems. You know, you can't just move those canals, and let's move all of the farmland and all of that type of thing. So let's go where there isn't going to have so much destruction of what's existing and create new life somewhere else.	GlobalTopic_2, GlobalTopic_4 and LU-3		I- 1182 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
P	R		Website	7/02/19 4:35 PM AT	<p>Please note that my comments specifically address the entire Marana to I-19 section of the proposed recommended route of I-11. I have reviewed the online documents and attended the public presentation in Tucson.</p> <p>As mentioned, those aspects were considered where Tucson residents that might be impacted by the expansion of the existing I-10 through Tucson were concerned, but not for the rural residents of the recommended route.</p> <p>In Summary: Whether you like it or not, the only truly compressive solution, with both consideration of lifestyle, economic impact, and alleviation of I-10 traffic congestion through Tucson is the expansion of I-10 through Tucson with some improvement of I-19 from Nogales to Tucson. I truly hope you give public input as much weight as your own technical and none human environmental studies, and not just fulfillment of a process requirement. Thank you</p>	GlobalTopic_1 and E-1		I- 2329 -1
P	R		Website	7/02/19 4:35 PM AT	<p>I am very disturbed to learn that the process does not include any study or consideration of the impact to lifestyle and economics of the area residents. You're presentation however stated that consideration was given to these aspects in deciding that improving and expanding the existing I-10 through Tucson was not a viable alternate.</p>	GlobalTopic_1, E-1, E-2, LU-3		I- 2329 -2
P	R		Website	7/02/19 4:35 PM AT	<p>Your current study includes consideration of wildlife, native vegetation, access of emergency services and commuting, tribal lands, etc.; but nothing about lifestyle and economic impacts to the residents of the recommended route study area. During the public presentation in Tucson I specifically sought out the individual with your staff who I was told would oversee those aspects of the study "if" they existed. I was told by that individual that, NO, those aspects are not considered in the study. A complete insult to the residents of the area.</p>	LU-3 and E-4		I- 2329 -3
P	R		Website	7/02/19 4:35 PM AT	<p>I was also told by your staff that another alternate route was not recommended as the primary because it borders, not transverses, tribal land. I know this land and it is only used for grazing with absolutely no sacred or tribal use other than sparse grazing. I was told by your staff that that alternate route would not be used because the tribe does not want even a route along its border. Yet you give no consideration to a private property owner who lives on their property and whose lifestyle and economics will be severely impacted by the recommended route bordering their property.</p>	LU-1, GlobalTopic_13		I- 2329 -4
P	R		Website	7/02/19 4:35 PM AT	<p>The recommended route does basically nothing to reduce the I-10 traffic through Tucson, nor commuter traffic to/from Tucson. The vast majority of traffic through Tucson is I-10 traffic not I-19 traffic. The recommended route does nothing for commuters to/from Tucson or the vast amount of I-10 through traffic. It only serves I-19 commercial traffic which wants to bypass Tucson. As such I-10 traffic through Tucson and commuter traffic will not be reduced by the recommended I-11 route and require future expansion of I-10 through Tucson anyway.</p>	GlobalTopic_1		I- 2329 -5
Pacheco	Jenny		Website	7/02/19 5:30 PM AT	<p>I am in favor of orange route. I don't want this highway ruining my neighborhood.</p>	GlobalTopic_4		I- 2333 -1
Packer	Roger		Oral	5/11/19 1:00 AM AT	<p>MR. ROGER PACKER: Good afternoon. My biggest concern is that I don't see why we need another freeway when we've already got one going all the way from Wickenburg to the border. Building another freeway isn't going to solve anything. You've got improvements being made out here on I-10 and I-19 all the way up there to Phoenix and beyond. You've got a bypass around some of this at the 303 loop or whatever it is. It's pretty much completed, three lanes in either direction from I-10 up to Grand Avenue, which stays going up to Wickenburg. You just need to do a little improving in a few spots.</p> <p>Now, that's going to cost you a heck of a lot less money than three billion dollars to build another dog-gone freeway. And I don't think there's any way in the world you're going to build another freeway for three billion dollars. Two or three times that maybe. And it's going to take you a lot of years, and it's going to disrupt a lot of communities and a lot of people's lives, not to mention the countryside and everything else.</p> <p>I don't think we need any of that. We don't need it. You don't need to screw up things any worse than they already are. I mean, how many bypasses are enough? You know, one corridor down through here is enough if you do it right. And you just need to finish what you got started. And I see the people out there working on it right now, and that's fine, but let's finish up what we've got started before we start something else.</p> <p>You know, that's basically what I've got to say. Anyway, that's it.</p>	GlobalTopic_4 and E-3		I- 1437 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Packer	Roger		Oral	5/11/19 1:00 AM AT	<p>ROGER PACKER: I'm Roger Packer. I came down here today about this I-11 corridor. I personally do not believe we need another freeway from Wickenburg down south -- to down south of Tucson. We already have a corridor in place. It needs to be finished and maybe even a few improvements.</p> <p>Now the corridor starting from down south on I-19 is already getting some work done on it up towards south Tucson. Once that's finished that will be a six-lane corridor two lanes -- or three lanes in each direction. Through downtown Tucson it's four lanes in each direction. And then drops down to three lanes when it gets up north of Tucson, I believe, around Ruthrauff Avenue or whatever it is. It's three lanes from there all the way on out to Picacho Peak.</p> <p>Now at Picacho Peak there is work going on right now adding a third lane in each direction which has been in the work program for I don't know how many years. It needs to be finished. And there's a little bit of work yet to do where I-8 comes into I-10, but that's in construction right now, so there will be three lanes all the way from Tucson up to about mile post 185.</p> <p>At 185 it's only two lanes in each direction, but it's been my understanding that that has been scheduled to be improved with an additional lane in each direction now for I don't know how many years, but that should probably be the next thing that they work on.</p> <p>Now through Phoenix you have four lanes or more, but you also have Interstate 17 which has a bypass truck route around south of downtown Phoenix up west of downtown Phoenix to rejoin I-10. And all of that is in place with their interchange and everything.</p> <p>Then you go out to Exit 124 and they have just completed or mostly completed Loop 303 which goes up to Grand Avenue or U.S. 60, I believe it is, where the last time I was up there a year ago they were working on the interchange at that point.</p> <p>From there you have Interstate 60 or Grand Avenue going all the way out to Wickenburg. Now at present that is two lanes in each direction. It needs some overpass interchanges for four or five country roads that cross U.S. 60. There are two maybe three roundabouts that you have to go through to get on out north of Wickenburg to U.S. 93. And those should be changed to a regular interchange and do away with the roundabouts to make the traffic flow easy.</p> <p>Once that's done you have just about the perfect corridor all the way through. And if at any point somebody feels that that's not enough, there is room enough to add one or even two more lanes in each direction all the way from Wickenburg to Nogales. And this all can be done for a lot less than the three billion dollars that they're talking about for another freeway.</p> <p>Most of this money has already been allocated to finish up I-10 and I-19 and wherever else that they're currently under construction. The money I'm talking about if they wanted to make any further improvements could come out of that three billion dollars they're talking about, maybe a third of it to finance putting in another lane or two in each direction along this corridor that I've just described.</p>	GlobalTopic_4 and AC-7 and E-3 and AC-1		I- 1473 -1
Packert	Roger		Phone	4/22/19 1:42 PM AT	Yes this is Roger Packert, I'm at 520.328.6619. I wanted to get registered to speak at the Marana High School on May 11.	4/24/19 called Mr. Packer and confirmed he was signed up to speak in Marana.		I- 254 -1
Page	Alyssa		Website	7/08/19 8:53 PM AT	<p>This I-11 proposal by the Federal Highway Administration and ADOT is in reality a Tucson by-pass route. A by-pass route through Avra Valley is NOT acceptable in so many ways. Financially, Tucson area will lose revenue, it will fast track traffic from Nogales to Phoenix. Do not allow this section of the planned road to skip Tucson. We need the tourism, the business, the infrastructure investment and the route is considerably shorter through Tucson. The people of Tucson want to keep the urban sprawl contained as much as possible and this plan will greatly add to urban sprawl on the other side of the mountain. Conservation-wise this plan runs counter to the principles laid out in the nationally recognized, Pima County Conservation Plan. Finally, it would also greatly diminish the character & uniqueness of Saguaro National Park and the famed Sonoran Desert Museum?, and would push the fragile Sonoran Desert flora and fauna into fragmented territories leading to a decline in species numbers and their variety. The natural state of the area is part of what brings tourists. Should the Avra Valley area have I-11 running through it the desirability to see serene, beautiful desert as in Saguaro National Park, will be nullified. Please invest the money for this Avra Valley I-11 section into improving, expanding and even adding commuter lanes through Tucson instead of destroying miles and miles of Avra Valley. By doing so, our area will benefit economically, environmentally and will better able to compete in a global economy with said improvements.</p> <p>Thank you. Alyssa Page</p>	GlobalTopic_1, E-1, LU-3, R-2, BR-2, BR-9, and V-1		I- 3158 -1
Pakus	Steve		Website	5/09/19 7:03 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 692 -1
Paladini	Janet		Website	5/07/19 11:01 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 629 -1
Paloma	Rosa		Website	5/13/19 3:24 PM AT	<p>The Recommended Alternative is the one that disturbs the most rural areas and costs the most, by over 3 billion dollars. I feel that it would be fiscally as well as environmentally more responsible to choose the Orange Alternative as shown in Chapter 2, Figure 2-11.</p> <p>The Orange Alternative utilizes the existing freeway corridor for most of its route. We should be containing urban sprawl along existing corridors, not furthering it.</p> <p>Also, Valley Fever is especially prevalent in Avra Valley, and the construction would stir up the spores. One person has died of Valley Fever in the area.</p> <p>Furthermore, a new freeway would exacerbate the invasive buffelgrass problem that the municipalities and county are currently trying to keep under control. ADOT already spends millions on dollars on annually of ROW weeds, and this would only increase the amount that needs to be funneled to control the fire hazard.</p> <p>For these reasons, I strongly recommend against the Preferred Alternative.</p>	GlobalTopic_1 and BR-7 and LU-3		I- 878 -1
Paloma	Rosa		Website	5/13/19 3:24 PM AT	Avra Valley, east of Tucson, still has very good wildlife habitat and is important for animals in their moving between mountain ranges. The Preferred Alternative would strongly deteriorate the value of Saguaro National Park, Ironwood National Monument, and the Arizona-Sonoran Desert Museum, all of which bring millions of dollars to southern Arizona. The added light pollution will adversely affect Kitt Peak Observatory's functionality.	V-1 and BR-5		I- 878 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Paloma	Rosa		Phone	5/13/19 1:00 AM AT	Hello, this is Rosa Paloma and we should not have a freeway through Avra Valley. If we need to transport more produce or whatever it is, goods, from Mexico to Canada, we should utilize rail. Rail is far more efficient in terms of carbon dioxide emissions per load of material that's traveled, it disturbs the land far less. We have rail lines. We could put in a new rail line from Nogales up to as far as we need to go. But that is what we should be using, not using the freeway and not using trucks, we should be using rail. Thank you.	GlobalTopic_1, AQ-1 and AC-9		I- 969 -1
Parce	Don		Website	7/02/19 11:03 AM AT	The damage to the Sonoran desert especially near Saguaro NP is too much.	GlobalTopic_1		I- 2308 -1
Parcheta	Susan		Website	5/03/19 7:57 PM AT	I'm writing to support the extension of public discussion on the I-11 issue to allow more time for the analysis of environmental impact.	GlobalTopic_9		I- 505 -1
Paredes	Cathy		Website	6/19/19 11:06 AM AT	I prefer the Orange Route. It uses the existing I10 and I19. It would put less stress on the environment and its habitats. It would develop I10 and I19 to a larger capacity which is needed.	GlobalTopic_1		I- 1774 -1
Park	Benjamin		Website	7/01/19 8:22 PM AT	Please do not proceed with the I-11 recommended alternative route. The route clearly disrupts sensitive desert lands and wildlife habitats, which are crucial to the greater Tucson area. These lands are absolutely essential to the region. They draw large volumes of tourism; Saguaro National Park, Ironwood Forest National Monument, The Arizona-Sonora Desert Museum - All which would all be irreparably disrupted by a highway bisecting these lands. It would devastate not only the wildlife and open spaces, but also the quality of life for those living in the greater Tucson area, such as my family - It is an area that I grew up in and cherish. It offers a crucial respite of quiet, rural nature and unspoiled natural beauty that is essential to the way of life in the region, and has inspired and will continue to inspire countless visitors. The I-11 would destroy all of that. The only alternative that would be useful and feasible is to expand the I-10, which not only would be far less expensive financially, but also would benefit the actual citizens of the Tucson area by keeping traffic moving through the city, rather than bypassing it and its businesses, rather than destroying the peace, freedom and quality of life that the residents of the area hold dear. Please do not proceed with the I-11 recommended alternative route.	GlobalTopic_1, E-2		I- 2293 -1
Park	Karin		Website	5/30/19 12:47 PM AT	I have read the documents and EIS available on the website, and because the documents show that the proposed I-11 will have substantial impacts on existing wildlife habitats, local communities, national monuments, public lands, riparian areas and air quality, I urge ADOT to pursue the no build alternative. It would make so much more sense to provide some form of public transportation instead, such rail or enhanced bus service between Phoenix and Tucson.	GlobalTopic_4 and BR-1 and AC-9		I- 1208 -1
Parker	Cody		Oral	4/29/19 1:00 AM AT	MR. CODY PARKER: Good evening. My name is Cody Parker. I'm a resident of Palo Verde. As I look around this room today, I see a lot of my friends and family that are here tonight. A lot of this family that you guys have proposed to go through the Palo Verde area, a lot of that farm ground has been in generations, five to six generation of families. And when I saw that proposal, I just -- I was really heartbroken. It affects a lot of us. It affects the school. It affects the community that's been there and been integrated in that area for a long time. And it just makes no sense for me to go out and wipe out an area like that when you can use existing infrastructure, I-10, I-8, Highway 85, to be able to get what you guys want to get accomplished. Thank you.	GlobalTopic_2		I- 1159 -1
Parker	Don		Website	4/16/19 2:14 PM AT	I carefully planned my retirement from a noisy, over-crowded Orange Co., Ca. to be in the great, quiet, little town of Wickenburg, Az. I did not move here to have a freeway constructed in my back yard! The plans I see on your website put it much too close to Wickenburgs western boundary. Freeways bring light pollution, noise pollution, air pollution, traffic and litter to name a few of the negatives. The constant noise of automobiles, trucks and motorcycles travels for miles across the open desert, especially at night. Please don't ruin the serenity of our fine community. Put your freeway somewhere else, preferably far, far to the west or not at all.	GlobalTopic_5		I- 104 -1
Parker	Judith		Oral	5/11/19 1:00 AM AT	JUDITH PARKER: My name is Judith Parker. People call me Judy. I retired from managing the museum and gift shop at San Xavier Mission last July. I'm still on contract for the Franciscans. The thing that I'm concerned about is that the tourist industry in Tucson and southern Arizona is almost \$4 billion. 3.4 billion I think in 2017, expected to go up in -- when we get the 2018 report. The number one visited place is the Desert Museum, the Saguaro National Park West, Old Tucson and Tucson Mountain Park, San Xavier mission. Again, tourism is our number one industry that people come out here to see those four locations, and the routing is going to impact it negatively. It's going to cause air pollution, water pollution, and noise pollution, as well as drain our aquifer. The thing that I wanted to stress is, I don't understand why the state is not looking at going on State Route 85. It makes a lot more sense to come down and then hit the deep-water port of Guaymas from a geographical and from an economical standpoint. And if I had to choose a route between going through our valley or going through I-10 in Tucson, I would say Tucson would be a way to go. You've got your hotels, you've got your gas stations, you've already got the routing straight down into Nogales. If you're looking at connecting up into Sonoita, Puerto Penasco and Guaymas, then State Route 85 makes more logical sense. Did I use my time? Thank you.	GlobalTopic_1 and R-2 and E-1 and E-2 and AC-1		I- 1402 -1
Parker	Judith		Website	6/27/19 1:33 PM AT	The proposed I11 route through Avra Valley will destroy a beautiful wildlife corridor and the natural habitat for Saguaro Cacti. Ill through Avra Valley would have a negative economic impact on Southern Arizona which is largely dependent on tourism. Use and improve I10 which has all the commercial support facilities in place. If the goal is to access the port at Guaymas Mexico, than improving SR85 would make intelligent sense without disrupting the lives of many residents in Avra Valley and Hidden Valley.	GlobalTopic_4 and GlobalTopic_1 The I-11 Tier 1 EIS study area was defined by the 2014 I-11 and Intermountain West Corridor Study.		I- 2099 -1
Parker	Robert		Oral	4/29/19 1:00 AM AT	MR. ROBERT PARKER: My name is Robert Parker, and I live in Palo Verde, and I live on Hazen Road. And you're idea with this freeway going, it's going to take out my residence, my son's residence, and many other people in that area. If you build this freeway where you're going down Hazen Road, I said you're going to make it on the southbound reach. We're going to be in the flood plain. And on the north side of us we're going to have a Highway 11. And that will just be a detriment to our property values. And another thing is I think you should use existing roads. You can put more pavement down, you can put more cement down and cover up some of the weeds that are there and some of the litter. And I think people would appreciate that. And I hope you will use the orange route. That is by far the best route.	GlobalTopic_2		I- 1168 -1
Parker	Sue		Phone	7/08/19 1:00 AM AT	Hello, my husband and I back in 1985 purchased a couple of acres out near Valencia and Sandario Road. We have held that property since then and now we were just up on line just checking, I don't know why but we were. We found that the I-11 corridor is running probably within 1000 feet of our property and we were never informed and we have held this property as I said since 1985 and we would like to know why we weren't told or we would have been at the public discussions. So my number is XXX-XXX-XXXX. That's XXX-XXX-XXXX and my name is Sue Parker. Thank you very much. Bye.	CO-1 and CO-2 Please see the I-11 project website www.i11study.com for more information regarding the project location.		I- 3450 -1
Parker	Ted		Phone	7/08/19 1:00 AM AT	Yes, I own some property very close to where your proposed corridor is going through and I haven't been notified. I'm here in Tucson, Arizona and I have property around Ajo highway Arizona 86 and Sandario Road and I was never notified that this was going to happen and now I see that today is the last day to comment on it. I would like to be notified of future meetings. So I can be notified at XXXXXXXX and that's Tucson 85726 and my name is Ted Parker. My phone number is XXX-XXX-XXXX and of course that's area code 520. Thank you.	GlobalTopic_1, CO-1, and CO-2		I- 3447 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Parker	Vincent		Website	6/20/19 2:31 PM AT	No I-11. I'm sick of these so called public meetings that waste our time. The public officials that show up are more like sales men pitching BS statements like how much commerce it'll bring to Tucson-How? Your re-routing traffic away from the city! How is that good commerce? The reservation doesn't want I-11 coming through their land, your cutting into or next to the Saguaro National Park, and others, crossing a major gas line off of Mile Wide Road, substations, Tucson City Water aqua lakes, and then over the CAP canals! To top it all off- you then call immanent domain on our homes to squeeze in I-11 -seriously? At public meetings you try to down play everything like nothings going to change this is early in the stages of a study that you have already spent millions on. This isn't going to effect you or your neighbors for another 20 years bla, bla, bla! I call BS. This is a massive waste and a tragic turn for environmental, social, and economic values for West Tucson. Go spend 300 million on I-10 and fix the pot holes that are already there before you start another project you can't maintain. Tell your private investors to go buy land that doesn't cause negative impacts to society as a whole. That's all we need is another highway running parallel to an existing highway are you kidding me?	GlobalTopic_1, PN-3, R-2, LU-1, AC-4 and E-1		I- 1857 -1
Parker	Vincent		Website	4/08/19 3:18 PM AT	How will families with homes effected by the I-11 recommendations be compensated? How will you determine property values? How long before there is an offer and how long do families have to make arrangements?	LU-1		I- 9 -1
Parks	Lew		Website	6/28/19 3:00 PM AT	Thank God we saw this in time. We were planning to buy a winter home near Tucson and the map shows this would be right in our new back yard. Looks like you're cutting off your nose to spite your tourism and snow bird business.	GlobalTopic_4 and E-2		I- 2183 -1
Parra Cano	Maria		Website	7/07/19 4:40 AM AT	To whom it may concern: For over 20 years my family has taken part of various Native American ceremonies in an area that would potentially be impacted by construction and the freeway. Not only would this impact our religious community but will also impact ceremonial resting places for our relatives, wildlife, natural habitat and indigenous history in the area. My family, along with many others urge you to take these items in mind.	GlobalTopic_4; In order for the I-11 Project Team to avoid ceremonial and other sensitive places they have to be told where they are.		I- 2705 -1
Pariott	Priscila		Website	4/30/19 12:48 PM AT	I reviewed the 3 alternates for the I-11. I would like to present my concerns for the blue route, which comes close to a planned community on the Estrellas. Not only would it disturb such a beautiful setting, but it would be build extremely close to a residential area. I would also like to recommend the orange route, close to Gila Bend. Having a close fwy would bring some growth to the town, which would be welcome. People move to hidden communities for the quietness.	GlobalTopic_2		I- 347 -1
Parris	Joel		Oral	5/11/19 1:00 AM AT	MR. JOEL PARRIS: Hi. My name is Joel Parris. I wish I had written a statement. I wish I was so organized here. I have much stronger feelings about things, having listened to all of the opposition in forming this project. I, like one of the other speakers, feel a disbelief that we are here. I need to speak because I was silent the first time the I-11 project came up. It was defeated for many reasons. I was silent. And I even supported the recent bond issues, millions and millions of dollars to improve I-10, exactly for the reasons posited here in the brochures supporting this project, to facilitate transportation past Tucson. I was here in this valley when NAFTA was enacted, and I see that that's listed as a reason for I-11, to facilitate goods from Mexico to Canada, while for the last two years, our federal executive branch has worked against that, effectively withdrawing from NAFTA, imposing 25 percent tariffs on the major goods coming from Mexico. Our Department of Transportation has planned many impediments to Mexican drugs crossing the border. I have friends who are truck drivers, mostly in the northwest. And right now there is a lady who spoke about not knowing about the future and AI. We do know that it's not recognized in any of the literature here, but we do know that automated transport is the near future, not the distant future. We have engineers here in Tucson working on automated transport, and they tell me -- one guy said to me the other night, you're lucky your kid is 16 and he'll learn to drive a car. My kid is six; he never will. His future is here. In northern California, on the I-5 corridor, truckers are already participating in automated UPS deliveries through the state and north/south from Canada through Seattle, Portland, down to California. Five trucks in a row, 75 miles an hour. They're driving 12 inches apart from each other because they think with one brain. That frees up a lot of space on the freeway. Everyone up there talks about how we don't need more freeways because there will be a lot more space on the roads as trucks become more automated, more controlled, more safe. They free up miles and miles of open lanes for cars. I listened when ADOT told us that I-10 would be improved and that light rail corridors would move people from Tucson to Phoenix. Why are we here? I'm sorry. I would like to tell you about my friends and the economic effect on businesses, on tourism, transportation. I'm sure other people will talk to you about that. I hope you'll listen.	AC-3 and AC-9		I- 1448 -1
Parrish	Jami		Website	6/18/19 6:59 AM AT	I strongly do NOT support this project. We have to protect our desert. I don't see a need for this highway. Please DO NOT proceed with this project	AC-6		I- 1723 -1
Parry	Melissa		Website	6/25/19 9:25 AM AT	As a resident of Sahuarita, I oppose the freeway interchange at El torro Rd. I chose to live in Sahuarita because I wanted to live in a small town. I like being disconnected from Tucson. The Sahuarita Town council has overstepped the residents.	AC-1		I- 2034 -1
PARSLEY	MICHAEL		Website	6/19/19 11:36 AM AT	Please consider using a route that is already being occupied by or close to a current road. Maybe the orange route that looks least intrusive. Please don't damage Palo Verde, Buckeye and Rainbow Valley using the blue route. My Mothers parents homesteaded in Palo Verde and the land is still being used by relatives to this day. I have lived in Buckeye since 1963, all my life and work in Palo Verde. I understand that we have to make way for progress but please try to do so in the least intrusive way. Thank you, Mike Parsley	GlobalTopic_2		I- 1778 -1
Parsons	Doug		Website	5/03/19 4:20 PM AT	To whom it may concern: Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 496 -1
Passerby	Michael		Website	7/06/19 3:27 PM AT	Would rather see you utilize the interstates we have. Save money and will keep the peaceful neighborhood peaceful.	GlobalTopic_4 and AC-7		I- 2658 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. <ul style="list-style-type: none"> Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1 and LU-5 and BR-2 and AC-5 and E-1 and E-2 and LU-3 and WR-2		I- 2937 -1
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	IMPACTS TO PUBLIC LANDS The Recommended Alternative route is located perilously close to a wide array of public lands, including: <ul style="list-style-type: none"> Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. 	GlobalTopic_1, GlobalTopic_13, R-2 and BR-9		I- 2937 -2
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route: <ul style="list-style-type: none"> Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. 	GlobalTopic_1, BR-2, BR-6 and LU-5		I- 2937 -3
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would: <ul style="list-style-type: none"> Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. 	GlobalTopic_1, N-1, V-1, R-2, LU-3 and AQ-1		I- 2937 -4
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: <ul style="list-style-type: none"> Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION). Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. 	GlobalTopic_1 and E-1, LU-3		I- 2937 -5
Paszkiwicz	Theresa		Website	7/08/19 11:05 AM AT	IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: <ul style="list-style-type: none"> Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 	LU-1		I- 2937 -6
Patrick	Michael	The Trust for Public Land	Website	7/02/19 8:11 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 33 -1
patterson	marge		Website	5/10/19 7:51 PM AT	Hello: It appears, from Chapter 2 of the MAR-2019 DEIS and from the 04-DEC-2017 Alternative Selection Report, that the "Orange Build" (expanding and co-locating on existing highways) is far and away the best option: (a) It is adjacent to and serves many more freight/ employment centers, (b) it will cause far less pointless destruction of our iconic desert areas (please remember that the economies of Tucson and much of Arizona are heavily reliant on tourism), and (c) it costs far less to boot! Go Orange! To alleviate concerns about Orange not reducing congestion as much as the Green or Purple options, I would respectfully suggest that the millions (or billions) of dollars saved by using the Orange option be directed to improving local transit service (frequency and operating hours) and park-and-ride lots so that local traffic will not have to use cars on the interstate for commuting (which seems to cause a large chunk of traffic between Ajo and Ina Roads on I-10 in Tucson). Thank you for your time and kind attention. I look forward to discussing the details and minutiae of how the Orange Option will be effectuated. -Marge	GlobalTopic_4		I- 741 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Patton	Anna		Website	4/16/19 9:18 PM AT	<p>This proposal is an absolute waste of time and money. The citizens of Arizona do not need or want this. The impact on our beautiful untouched landscape will be unavoidable, add to that the cities and towns that will lose revenue by being bypassed by travelers will devastate many communities that rely on the traffic from both people traveling for business and pleasure including all of the commercial vehicles that businesses rely on for revenue. Money would be better spent by investing in the existing infrastructure of roads, bridges, rest areas, etc.</p> <p>There are currently 1,944 bridges in need of repair in Arizona at an estimated cost of \$1.4 billion. About 150 bridges across Arizona have been labeled "structurally deficient" in a report by the American Road and Transportation Builders Association (ARTBA).</p> <p>Investment in infrastructure can help save lives and improve economic productivity. But state legislators don't always make transportation spending a priority. Arizona's roads, support, maintain, and can increase the economic activity of every town, city, county and Arizona, but they can also have the opposite affect without maintenance and management. Seventeen percent of Arizona's urban roads are in poor condition, and driving on roads in need of repair costs Arizona motorists \$1.5 billion a year in extra vehicle repairs and operating costs –that's \$318 per motorist!</p> <p>Investing any funds into a new highway system we don't need or want is a huge waste of money and resources. Until we solve the issues we already have, no new corridor should be built.</p>	GlobalTopic_4 and AC-7		I- 115 -1
Paugh	Dorothy		Website	5/11/19 1:17 PM AT	<p>SE AZ is a birding mecca to some 60 million Americans and millions more from other countries who seek the beauty of nature and birds. My husband and I just spent over \$6,000.00 on our 9-day vacation in SE AZ. We came to see the stunning vistas, unique habitats and wildlife, especially birds.</p> <p>We used the Tuscon-based global birding tour company Wings. Our group included an Australian, a South African, 3 from MD and 1 each from WA and AK. Disrupting wildlife habitats and migration would have a significant economic impact as well as an irreversible environmental one. Birdwatchers will not travel to AZ to see another super-highway, box stores, and unsustainable development.</p> <p>The Sonoran Desert and Avra Valley as well as the species that depend on these habitats for life are precious and must be protected, not disturbed any further by human activities.</p>	BR-3 and BR-7		I- 776 -1
Paul	Bev		Website	6/20/19 12:15 AM AT	I strongly & vehemently OBJECT to this invasion of our peaceful, remote homestead of 12 years! We moved out here for serenity and to enjoy the tranquility and quiet of nature, far from the rush of the city. PLEASE do not ruin all the hard work and money invested into our beautiful land for our immediate and extended family for many generations to come. Absolutely NO to the proposed interstate. Thank you!	GlobalTopic_4 and LU-1		I- 1828 -1
Paul	Bev		Website	7/08/19 2:21 PM AT	Please leave our beautiful lands, homes, nature habitats, peace & quiet AS IT. NO - a zillion times. NO NO NO NO!!!!	GlobalTopic_4		I- 3001 -1
Paul	Jessica		Website	7/08/19 7:00 PM AT	I oppose the Recommended Alternative route through Avra Valley and support co-location with I-10 and I-19 in southern Arizona	GlobalTopic_1		I- 3126 -1
Paul	Linda		Website	7/08/19 5:21 PM AT	I am opposed to the proposed I-11 freeway through Avra Valley. A main reason I moved to Arizona, and in particular Tucson, was for the beauty and naturalness of the desert. While progress is important, doing so at the expense of our natural lands and wildlife destroys the reason why many of us have chosen Arizona. Maintaining open spaces and corridors for wildlife is critical to keeping southern Arizona livable. Please do not disrupt countless animals and soothing desert scenery to speed up travel. Look for a more acceptable alternative that doesn't destroy our reason for being here in the first place.	GlobalTopic_1		I- 3088 -1
Paulsen	Jeff and Teresa		Email	6/05/19 1:00 AM AT	<p>To whom it may concern, My husband and I are brand new owners of a home in the Wickenburg Ranch community.</p> <p>We definitely agree I-11 is a much needed interstate. This email is asking for your consideration of, instead of the current proposed routes in the draft tier-1, to look at the VR Green Alternative route. The current blue and orange routes are too close to major subdivisions. The green alternative route is supposedly a route that is a more acceptable route for the homeowners. The VR Green Alternative route moves it away from the subdivisions and is to keep costs in line with what is already proposed. The Green Alternative seems to keep all sides happy and is doable. The people who bought homes in those subdivisions did so because of the views, open space, trails, and close to Wickenburg. Please keep that in mind when making your decisions.</p> <p>Thank you for your time, Jeff and Teresa Paulsen</p>	GlobalTopic_5		I- 1697 -1
Pawlak	Lois		Website	7/05/19 7:32 PM AT	<p>I am extremely opposed to the building of I-11 from Nogales to Wickenburg. It will have an irreversible impact on the earth and immensely change Arizona in so much of a negative way that it will never recover. The corridor selected for this freeway will literally destroy wildlife, decimate wildlife corridors, destroy desert plant life, add an immense amount of light pollution crippling an important Arizona astronomy industry, add enormous vehicle pollution, bring unwanted development which will result in blight and a flood of people that would ruin this area forever, endanger our water supply and run dangerously close and/or through areas such as Saguaro National Monument and The Ironwood Forest that we've fought hard to designate as places that need to be preserved as they are so unusual. Also very important to this area is the Arizona Sonora Desert Museum and their educational efforts. And let's not forget the people that will lose their land and homes. This is another way to take from home owners what they have worked hard all their lives to have. It's like relocating to another country after being forced from the one you grew up in.</p> <p>Again, I am highly opposed to I-11, no matter what corridor may be proposed. There is no way to mitigate the incredible damage, loss of wildlife, pollution to the water supply, and degradation of human lives as a result. I do not believe that a comprehensive environmental impact has been done by knowledgeable people, or these issues would have been identified. Gone should be the days where we sacrifice the earth and everything on it for a freeway to move junk from our ports and other countries to those in other states. Arizona will most likely not even be benefactor of this freeway and instead have to foot the bill again for large business. It is similar to the SunZia electrical project that just abused Arizona to provide more power to California from New Mexico. It's ridiculous as we all must be working to make power, grow our food, and make our goods as close to home as possible. Due to all of the negative impacts, and more I have mentioned, I urge the powers that be to choose the "no build" option for I-11.</p>	GlobalTopic_4 and R-2		I- 2617 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pawlak	Lois		Website	7/05/19 7:32 PM AT	<p>There are thousands of people who do not want this project to come to fruition, but we hear nothing from those that have brought this proposal in front of our government agencies. All of us who are against I-11 know this is a push by government to put this freeway in at the request and collusion of wealthy developers and businesses owners - the 1%. They want to add to their wealth at any cost to the rest of the population and our wildlife and make us believe it is us who will benefit from the project. This type of abuse to the planet, wildlife, and population that would be highly devastating is ludicrous. Where is it going to end that development should not be at any cost? In Arizona this can end here by coming to the conclusion that we do not move forward with this project in the proposed corridor through Avra Valley from Nogales to Wickenburg.</p> <p>I do not believe that a new freeway is needed anywhere in Arizona, yet the powers in charge see the need through their rich business contacts (many probably not even Arizona residents), so it's their mission to make it happen. This is a misuse of power not only at the State level, but at the Federal level as those at the state lobby for the money for freeways. The need only comes from the developers, who have always had a bigger say in Arizona than the rest of the tens of thousands of people that live here. We've learned nothing from the disasters of growth in other states (California I-210, Dallas, San Diego, and many many more) and even term this 'planned development' and use terms such as "master planned communities" even though the only thing taking into consideration during the planning is how much money a company will make per acre.</p>	GlobalTopic_4		I- 2617 -2
Pawlak	Lois		Website	7/05/19 7:32 PM AT	<p>More efficient use of freeways is needed and software modeling done by transportation Engineers here at the U of A show can reduce rush hour peaks. The actual creation of a high speed rail through Arizona along the same corridor as is already used is very much needed, but not surprisingly our State government seems to ignore. Arizona is also home to at least one company who is operating the driverless semi truck, which will be adding efficiency and safety to our freeways, reducing the need for more freeways. The younger generations will be using the driverless cars, which will also improve efficiency of transportation, reducing the need for a new freeway. Once again money is buying politicians who are willing to sacrifice our beautiful scenery, delicate wildlife and riparian areas, and our health, so the 1% and capitalism can win again. Arizona has historically been a developers paradise and we all know it, but for some reason the powers that be that come up with projects such as I-11 think no one will notice if they slip through just one monstrous freeway.</p>	AC-3 and AC-9 and GlobalTopic_4		I- 2617 -3
Paxton	April		Website	7/07/19 12:10 AM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11.</p> <p>I am a legal Arizona resident, have been for 38 years. Currently stationed overseas with my active duty military spouse. I grew up on land that is within the proposed lines of this freeway. Land my family has owned for over 40 years. Blood sweat and tears have been poured into the land along with love joy and life. This land that will be ripped apart is sanctuary to so many living beings. Beautiful untouched desert.</p> <p>All personal emotions aside, the Coalition for Sonoran Desert Protection has done an excellent job of explaining why this proposed route is detrimental for all involved. I wholeheartedly endorse their findings.</p> <p>Thank you for your time and consideration, April Paxton</p>	GlobalTopic_4, GlobalTopic_1		I- 2699 -1
Paxton	April		Website	7/07/19 12:10 AM AT	<p>To build this freeway requires a significant amount of natural environment to be destroyed. It will effect wildlife, live stock, farms, water supply, and peoples livelihood.</p>	GlobalTopic_4		I- 2699 -2
Pearson	Bruce		Oral	4/29/19 1:00 AM AT	<p>MR. BRUCE PEARSON: Good evening. My name is Bruce Pearson. I live at XXXXXXXXXX. I heard about this proposal months and months and months ago by a friend of mine that lives out in the Tonopah area. And he was -- his concerns were the road proposal was going right through someone's house, which that would be a super high impact.</p> <p>And I think everybody in this room thinks it's going to be a very high impact no matter how close to residents this is or their businesses or their farm, or what's been going on in Palo Verde for 100 years. And this is extremely high impact. And based on what I'm seeing -- I'm a truck driver. And I don't -- I fail to say the need, number one, for this kind of a highway at this point.</p> <p>Now, that's just my personal opinion. But the 85 corridor is available to go north and south. And like the other gentlemen said, the 303, the 202 and the 101. You can go on and on about all the infrastructure that's going on in town that does basically the same.</p> <p>It doesn't go to Canada, I realize that. But is there a need really to go from Mexico to Canada? I mean, I don't know what that's all about. But the wonderful I appreciate the thought process, but to me, it's just way too high of impact and these little towns around here to tolerate that kind of routing.</p> <p>And the routing that the -- the proposed routing that I've seen is, to me, is such a zigzagging situation, and it almost seems like you're -- it's trying to be as high of impact as it can versus low impact.</p> <p>I would -- please take a look at the high impact that this proposal, this number one proposal is asking the residents of our great area to accept. Thank you.</p>	GlobalTopic_2 and PN-3		I- 1161 -1
Pechuzal	Caroline		Website	6/19/19 10:24 PM AT	<p>The ends of the proposed i11 do not justify the means. There is not enough demand for commerce and transportation along the proposed highway route, and the destruction to natural resources that would be necessary to build this highway would be a waste. Arizona should not be wasting money on an unnecessary highway when we still have not fully funded education and our existing roadways, like the I 10 are in need of repairs and updates.</p>	GlobalTopic_4, PN-3, AC-7 and E-3		I- 1819 -1
Peek	Jerry		Website	6/21/19 7:46 AM AT	<p>Routing a freeway through the now-peaceful Avra Valley would destroy the character of this area. It's so near Tucson, yet so far: There's almost total quiet.</p> <p>I suggest upgrading I-10 and I-19 instead -- possibly to double-decker through central Tucson. This would have the advantage of expanding business to stores in Tucson -- instead of encouraging sprawl in the now-undeveloped Avra Valley.</p> <p>Please don't destroy the character of this wonderful place with fleets of 18-wheeler trucks. The Avra Valley, its parks and tranquility, is part of what makes Tucson special.</p>	GlobalTopic_1 and PN-2 and LU-3 and E-1		I- 1872 -1
Pena	Mary		Phone	6/21/19 1:00 AM AT	<p>Yes, I am calling for the I-11 for them to let us know where it's supposed to run. I'm in Sahaurita so I don't know if it's coming this way. My name is Mary Pena and it's XXXXXXXXXX in Sahaurita, Arizona 85629. If you could please send me a copy so I know where it's at so if we can decide if this is good or bad. Okay. Thank you so very much. God bless you and have a wonderful evening.</p>	CO-1 and CO-2 All project information can be found on the I-11 project website at www.i11study.com.		I- 3276 -1
Pendleton Miller	Laura		Phone	7/08/19 1:00 AM AT	<p>Hello, my name is Laura Pendleton Miller and I would like to voice my opposition to I-11 going through Avra Valley. If you have questions or I need to leave anything else, I can be reached on my cell phone XXX-XXX-XXXX. Thank you, bye.</p>	GlobalTopic_1		I- 3455 -1
Penzone	Trevor		Website	7/08/19 10:00 AM AT	<p>I oppose I-11 through Avra Valley.</p>	GlobalTopic_1		I- 2925 -1
Pepper	Maz		Mail	7/08/19 1:00 AM AT	<p>I am a 3rd generation Tucsonan. I have seen this "old pueblo" grow into a beautiful city. Please concern the impact I-11 would have pon all living life here! I believe this would be very damaging both natural resources and degrade the visitor experience. Please stop!</p>	GlobalTopic_1, E-2	Pepper_M_I3538	I- 3538 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Perazzo	LynetteLynette 3		Website	6/19/19 4:42 PM AT	My husband & I strongly oppose this unnecessary I-11 project. The section coming through Sahuarita is especially upsetting, as it will directly ruin our neighborhood. We live in Rancho Buena Vista, and spent our life savings purchasing a house here. This will not only ruin our property values, but also destroy the rural character we enjoy. We beg you to find another route, or better yet, shelve this project altogether!!!!	GlobalTopic_1, LU-1		I- 1789 -1
Perdue	Tess		Mail	7/08/19 1:00 AM AT	I am a resident of Tucson and opposed to the proposed interstate 11 project. The project would negatively impact the diverse Wildlife which Tucsonans strive to protect. A large draw of Tucson, and the ability for it economically expand, is due to the beautiful and rare wildlife. Destroying this wildlife would remove the heart of our city and detract from the economic boost we received from our tourist. Along with the economic pitfalls, the I-11 project is morally wrong and short-sighted to the future generations of our city. This project would set the precedent to degrade other protected areas around Tucson, leaving the possible distinction of our wildlife and plants. Please reconsider supporting this project.	GlobalTopic_1, E-1, BR-7	Perdue_T_I3527	I- 3527 -1
Perez	Lydia		Website	7/07/19 6:10 AM AT	I vote for the orange route. As a person who just bought a house in Buckeye. I do not want more traffic. Keep old Buckeye peaceful.	GlobalTopic_4		I- 2706 -1
Perez	Stella		Oral	5/07/19 1:00 AM AT	STELLA PEREZ: My name is Stella Perez, and I am the CEO for the Santa Cruz County Community College. And I just wanted to share that Rebecca did an outstanding job explaining to me the recommendations and the benefits of the I-11 and the new model for the value of the -- let's see how I would explain it. I was caught in the value of moving the -- the value of the I-11 from Nogales to midstate, and she really explained the value of moving the I-11 across state and then out of state, and then really looking at transporting goods, products, and services across the state and then opening up the standard freeways for the public. It just was really informative.	GlobalTopic_4		I- 1104 -1
Perillo	Sonia	Audubon Arizona	Website	7/05/19 2:25 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 37 -1
Perkins	Glenn		Website	6/22/19 1:31 AM AT	I oppose this project in the strongest. Why we would build a highway that mirrors I-10 for a limited number of citizens is beyond belief. The cost and benefits don't add up. Something stinks here. Glenn Perkins	GlobalTopic_4		I- 1931 -1
Perlmutter	Barb		Hand Written	5/11/19 1:00 AM AT	My family saved our entire lives to buy a chunk of property within the 35 mile radius of Kitt Peak National Observatory. We wanted to be away from city lights, noise, pollution, and traffic. We wanted to be near wildlife, peace and quiet and especially dark skies. We saved up for a telescope and observatory. If this proposed I-11 corridor gets built, everything we dreamed of and built would be crushed, ruined. ? We love our dark sky, our wild animals, our peace and quiet. Please -- please -- please consider using our existing I-19 and I-10 freeways. We have so many better uses for this tax money. This is not a good idea and EVERY neighbor I have spoke to DOES NOT WANT this freeway.	GlobalTopic_1 and V-1	Perlmutter_B_I2392	I- 2392 -1
Perlmutter	Barbara		Oral	5/11/19 1:00 AM AT	BARBARA PERLMUTTER: My name is Barbara Perlmutter. I live in Picture Rocks. My husband and I saved our whole lives to buy a house out here in the rural community. My husband is an astronomer, and we purposely bought out here because we're near Kitt Peak. It has lighting regulations and it's quiet. We bought on this side of the Tucson Mountains that so it would block the city light and the highway noise and headlights and everything that lights up the night sky. So putting another corridor on the other side of us -- we're east of Sandario -- would ruin everything we've saved for and wanted to do. And I can't imagine the wildlife that would be affected, all to gain a couple minutes for -- and billions of dollars, like the gentleman with our federal budget. We've got so many more things that are better to spend money on. We need to keep our dark sky here in Tucson, and I think all the astronomers would agree with me there. Thank you.	GlobalTopic_1, LU-2, N-1, V-1 and BR-1		I- 1400 -1
Perlmutter	Jeff		Website	5/11/19 1:08 PM AT	I am an astronomer and I love the dark sky of Picture Rocks, Arizona. Building this I-11 corridor through our community is a terrible idea. Not only would it affect the homes within the 35 miles radius of Kitt Peak National Observatory that enjoy the benefits of special lighting regulations, it would adversely affect the area with smog, traffic, noise, wildlife deaths, etc. Our country is in a financial crisis and spending these billions of dollars for an unnecessary highway is the worst idea we have ever heard of. There are so many more valid improvements we can make to our citizens lives instead of creating another cement roadblock to our wildlife and human enjoyment. Please listen to the communities that will be negatively impacted. Don't try to line the pocketbooks of greedy investors that have no concerns for our wonderful area in the Sonoran Desert.	GlobalTopic_1		I- 773 -1
Perozeni Corbus	Jan		Website	5/30/19 8:12 AM AT	I am against this proposed I-11 corridor from Wickenburg to Nogales. Do not build! We do not need another freeway...destroying beautiful desert and adding more vehicles. I instead would like to see rail service between Phoenix and Tucson...more public transportation-type services that move people and maintain the fragility of the desert. Thank you for reading my comment.	AC-6 and AC-9		I- 1199 -1
Perozeni Corbus	Jan		Email	5/30/19 1:00 AM AT	I am against this proposed I-11 corridor from Wickenburg to Nogales. We do not need another freeway...destroying beautiful desert and adding more vehicles. I instead would like to see rail service between Phoenix and Tucson...more public transportation-type services that move people and maintain the fragility of the desert. Thank you for reading my comment. Jan Perozeni Corbus XXXXXXXXXXXXXXXXXX Scottsdale, AZ 85262	GlobalTopic_4, AC-9		I- 1638 -1
Perri	Matt		Website	4/15/19 7:19 PM AT	More time is needed for me and many others to do a complete and honest study in order to give a thorough and honest response. Thanks for your consideration. Matt Perri	GlobalTopic_9		I- 69 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Perrigo	Joe & Coreen		Email	6/10/19 1:00 AM AT	We are residence of Wickenburg Ranch and are in favor of the VR Green Alternative route around Vista Royale. We feel it is too close to major subdivisions. It would greatly impact the Vista Royale and other subdivisions with more loud truck noise! Joe & Coreen Perrigo XXXXXXXXXXXXXXXXXX Wickenburg, Az. 85390	GlobalTopic_4 and GlobalTopic_5		I- 2423 -1
Perrill	Bob		Email	6/30/19 1:00 AM AT	It looks to me like the new overpasses over I-10 are wide enough that I-10 could be expanded on its current route to 10-12 lanes with the center two lanes restricted for through traffic only. This would be far cheaper than stacking and waaaay better than destroying Avra Valley. Bob Perrill XXXXXXXXXXXX Tucson AZ 85743 In Avra Valley -----Original Message----- From: donna gill To: I-11ADOTStudy Cc: Luke Safford ; pbrown ; Barbara Brown ; Richard Hill ; cblankenship6 ; bentnancy ; Susan Rohr ; Thomas Langdon Hill ; wjones1940 ; John Consedine ; Vi ; James Chamesky ; Bob Perrill Sent: Fri, Jun 28, 2019 11:34 am Subject: Oppose I-11 route To all it may concern: The proposed route would be economically, environmentally, and sociologically disastrous. Economically, it favors only the developers and speculators who knew what was coming and bought up land or already are building same-old same-old subdivisions or who will benefit from a chopped up landscape. Dividing Ironwood National Monument and The Tucson mountains would negatively impact animal migrations and populations and add to the decline of mountain lions and others. It also would destroy habitat, air quality, float and fauna, views, and peace and quiet at Saguaro National Park West, Arizona Sonora Desert Museum, and Tucson Mountain County Park -- three of the most visited and cherished icons in Tucson -- and a draw for tourists from around the world. And their wallets. These tourist facilities bring millions of dollars a year into Tucson, a community that already struggles economically. Hurt them, hurt Tucson and Arizona, which as a whole depends heavily on tourist trade. The route also doesn't account for the water shortage that already exists in Avra Valley and other areas in and west of the Tucson Mountains. How will all those new housing developments furnish water for all those people. Some areas are meant to remain rural. The economic impact also includes many of the wonderful residents, ranchers, and farmers who will be displaced from Picture Rocks and surrounding rural areas. Tucson is constantly seeking affordable housing. Where do you suggest the displaced people go? Many families have lived there for generations.	GlobalTopic_1		I- 3348 -1
Perrill	Bob		Email	6/30/19 1:00 AM AT	I also doubt that it will save any time for truckers and others going around Tucson. It will just destroy natural wonders and environmental quality. This road creates no gain, only loss. Instead, Why not turn I-10 into a double decker, with the top layer for through traffic only, north to south ends, perhaps Ajo to Twin Peaks or Red Rock? It would be less disruptive. There has to be a better way, if the road is needed at all. Donna Gill XXXXXXXXXX Oro Valley AZ 85737 XXXXX@gmail.com Sent from my iPad			I- 3348 -1a
Perry	Joy		Website	5/12/19 11:09 AM AT	In my view, this exercise/project is trying to compensate now for lack of foresight decades ago. I understand why some might want to find an alternative route for commercial traffic from Nogales northward. However, it's clear from looking at a map of the various alternatives and "preferred" alternative that a new I-11 corridor would be environmentally disastrous. In addition, this call for comments is premature - the Tier 1 EIS won't even be completed until next year. You're asking the public to weigh in on your proposal before comprehensive information about impacts is available. Your "preferred" route seeks to bypass Tucson by shifting heavy volumes of diesel traffic (and its associated emissions) west of the Tucson Mountains and into the Avra Valley. I strenuously object to this option, which would seriously erode air quality, wildlife and ecosystem connectivity and quality, noise levels, the viewshed from the mountains and Desert Museum and more. Any of the routes proposed will have harmful impact, but this one really is an overachiever in that regard. But there's no room for expansion in the existing I-10 corridor, you say. I say: try harder. Yes, you may find that alternatives to stay within the existing interstate highway corridor would be more expensive, but that's the reality the whole region will need to deal with. While your preferred alternative for the southern section west and north of Tucson is most egregious, I also object to alternative routes for the central and northern sections that deviate from existing road corridors for essentially the same reasons as stated above. There's no appropriate place to site a new interstate highway any more. The answers have to come from finding solutions within existing corridors.	GlobalTopic_1 and AC-1		I- 818 -1
Perry	Lee		Website	4/19/19 8:23 AM AT	I am concerned about including Section N in the preferred alternative. My concern is that placing structural fill parallel to and within the Gila River and its various intersecting drainages will raise flood elevations and have significant impact on existing dwellings and businesses in and adjoining the project area. Have you considered moving the alignment from Beloit Road to the south side of the Gila?	GlobalTopic_2		I- 174 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Perry	Lee		Website	7/07/19 12:44 PM AT	I support the Orange Route from I8 north along 85 to I10 as it avoids established neighborhoods and the Gila River floodplain.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2758 -1
Perry	Marlin		Phone	6/27/19 1:00 AM AT	Yes, my name is Marlin Perry, I'm a registered voter and I'm against the I-11 project. I live in Avra Valley on Puma Road and I do not want the interstate through my desert. Follow 10. Have a good day.	GlobalTopic_1		I- 3328 -1
Person	Lynda		Website	7/01/19 10:02 PM AT	I am opposed to an additional freeway in Arizona. This is a great opportunity to advance a passenger rail service linking Tucson, Phoenix, Flagstaff and Las Vegas. What a huge advancement in travel this would be for Arizona! Please, more trains, less cars.	GlobalTopic_4 and AC-9		I- 2297 -1
Perto	Lisa		Website	5/23/19 2:35 PM AT	I would like to take this opportunity to request the comment period be extended. The current time period is too short for a project of this magnitude. Extend for a total of 120 days!!	GlobalTopic_9		I- 1076 -1
Perto	Lisa		Website	5/23/19 2:35 PM AT	I am also opposed to the preferred route for I-11. First is I-10 and I-19 can't even get completed and significant amounts of taxpayer funds would be spent on I-11. Again and again I-10 and I-19 needs finishing. Why not just expand I-10 and I-19 through Tucson its always under construction anyways and this route would cost save 3.4 Billion Dollars. We have a corridor that if expanded will both protect our virgin land while increasing traffic capacity. Everything you have heard over and over but will NOT listen to.... The I-11 route you have chosen will THREATENS WILDLIFE HURT TOURISM DESTROY JOBS ALONG I-10 THE ROUTE SHOULD NOT RECEIVE ANY FURTHER INVESTIGATION!!!!!!	GlobalTopic_1 and AC-7 and E-3		I- 1076 -2
Perto	Lisa		Website	5/23/19 2:35 PM AT	Saguaro National Park, Ironwood Forest National Monument, and the Arizona-Sonora Desert Museum, would all be negatively affected not to mention wildlife corridors. There is no logic! WHY construct a new highway immediately adjacent to these parks and destroy the resources that have been protected. Lisa Perto	GlobalTopic_1, R-2 and BR-2		I- 1076 -3
Peters	T.		Email	7/03/19 1:00 AM AT	Interstate 8 is an existing Route; it is a four lane divide high the exact same road that the new proposed freeway is. I-8 from Casa Grande to Gila Bend and then go on to State Rote 85 to Buckeye. This route is more favorable then going through an established community. What is 16 minutes compared to a life time spent living in hidden Valley gone. How about the cost of this new built project; compared to all the homes, farms and business that will be destroyed in Thunderbird Farms,Hidden Valley and other small Arizona Community. There is a lot of confusion on why not just use Route I-8. I have been very informative on why they want to cut through a low to middle class, retired area. These people are helpless to fight back and ignored by the population and the city. They stay to them selves and do not frequent town on a daily bases. But that is not the main reason for this attack on a small poor community. The maps you are using are over 25 years old and hard to read. Some of the street names are wrong or the road is just missing. How do you really know who lives out here if you don't have the correct information from the Town of Maricopa leaders; who just want more patriots at the casino 16 min quicker. If any one thinks it traffic congestion Maricopa is worried about or if the trucker has to spend another 16 minutes to get to their destination; should be the person to come out here and talk with us old timers; That can't get out of our home to attend these meetings. I'm available to entertain you in my home; if someone would like to be more informed about the decisions that are being made that directly effect me, my family and friends. Concerned Land Owner trying to get the information out there R. Borer and T. Peters	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 3376 -1
Peters	T.		Email	7/03/19 1:00 AM AT	IT'S WATER RIGHT!! See The Town of Maricopa has been trying for years to take these lands by annexation and have failed every time due to the push back of these people living out there. Maricopa Leaders have to push this route through; it could be there last chance to own the private water rights of these small land owners. This route is the best way for city console to finally own this rare commodity. On the tears of those who will lose what they struggled to have and keep. I know like many others will soon know is a lot of the Hidden Valley and Thunderbird Farms community have the largest underground lake in Arizona under our feet. I worked for years for the water department out here. I know there is a underground waterfall that drops a 1000 feet into this Arizona Great Lake on my property. That is why they are pushing for this route instead of the already existing and money saving route 8. The Town of Maricopa needs these privately owned water rights to sustain there under though and under prepared Town growth. No matter how many lives are destroyed in the name of greed.	GlobalTopic_4 and GlobalTopic_2; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 3376 -2
Peters	T.		Email	7/03/19 1:00 AM AT	Before I was permitted to build anything on my property; bought in 1992. I had to pay \$2500 for a Habitation Tortoise route interruption fee/permit. We have seen on several occasion over the years a pair of tortoise taking the same route through my property to or from the mountains that sit behind my home. Are these creatures not protected; like many families out here. It is not a good feeling not knowing when big business will be knocking on the door and tell you this is what were giving you; know leave.	BR-1, BR-2 and LU-1		I- 3376 -3
Peters	Zach		Website	6/20/19 6:20 AM AT	This unnecessary project is detrimental to the Sonoran desert, will do nothing but promote sprawl in an already water scarce area, and the money could be better spent. If goods between Canada and Mexico are so important, invest in high speed rail, or add express Lanes to the highway we already have. To carve a another parallel highway would be irresponsible.	GlobalTopic_1, GlobalTopic_4, LU-3, AC-9 and WR-2		I- 1831 -1
PETERSON	CODY		Website	5/13/19 4:44 PM AT	The purple or 'X' segment of the future I-11 would be the best route for a positive visual impact on users as well as providing maximum accessibility for residents of the future Douglas Ranch. This is an exciting development in the growth and success of the west valley. Opportunity both residential and commercial quickly followed the construction of the 303 and the I-11 will undoubtedly bring the same.	GlobalTopic_4 and E-3		I- 884 -1
Peterson	Debbie		Website	7/07/19 1:45 PM AT	We are asking you to support the "orange route" through the Gila River area instead of the "blue route". The "orange route" will have less of an impact on the environment which would bisect marshlands and agricultural fields that birds like the federally endangered Yuma Ridgways's Rail rely upon. In addition, the impact on neighborhoods, farms, families and existing established communities would be lessened. The monetary impact of the "orange route" would be substantial and should be considered in this route. The current infrastructure in place on I-85 would lend itself to the "orange route". Respectfully Debbie Peterson	GlobalTopic_4, BR-4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2772 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Peterson	Katya		Oral	5/08/19 1:00 AM AT	<p>KATYA PETERSON: So I guess I should say good evening, and thank you very much for this opportunity to have my comments recorded.</p> <p>I feel pretty strongly that we're embarking -- it feels like we're embarking on something really sinful and really frightening and really wrong.</p> <p>I feel like we're talking about intruding into the quality of life of this valley. I feel like we're doing something pretty drastic to the economy, which is based -- this economy here is based on tourism. And I feel like we're really striking against the protection of our natural resources.</p> <p>We have Ironwood Tree Park. We have Saguaro National Monument Park. We have the Arizona Desert -- Arizona Sonoran Desert Museum. We have CAP water reclamation.</p> <p>I really have a hard time understanding why we would put so much of our precious desert and resources at risk, at danger.</p> <p>I don't understand why we would be threatening human life, why we would be threatening wildlife. I don't understand what is being proposed and for whom it is being proposed.</p> <p>I understand that you folks here have no authority other than to be listening to me and to all the other brave folks who get up to talk.</p> <p>But I hope they can hear us loud and clear in Washington where they do -- where the money must be coming from, the developers who are here, loud and clear in Tucson, in our valley, who have very different values.</p> <p>I want to understand who are the adults in charge, and what are they thinking for our next generations. Thank you very much.</p>	GlobalTopic_1 and E-2 and R-2 and AC-4		I- 1343 -1
Peterson	Tim		Website	5/07/19 12:43 PM AT	<p>I've looked at your planned preferred alternative and the other proposed routes, and they all seem absurd!</p> <p>Did you get the same people who planned the Aviation Parkway in Tucson to do this proposal? Because they both seem to be planned by the same totally incompetent people who wasted a lot of money on something that is hardly used and parallels I-10 that is only a mile away. This I-11 route(s) are identical. Something that will cost way too much money, be little used and does not really cut down on the distance you have to travel.</p> <p>If any of you had any brains the I-11 route would be from Amado, go just west of Three Points and connect to state highway 85 near Gila Bend.</p> <p>The route you propose is at the most 10 miles from I-10. I just can't believe that people who want to be taken seriously would actually propose such a plan; you make yourselves look like fools. Not to mention the devastating impact to Saguaro National Park West, the Desert Museum and Tucson Mountain Park.</p> <p>Why isn't this cutting through part of the completely deserted portion of the Tohono O'odham Reservation where it cuts significant mileage off of the route and has little if any impact on anything!</p>	GlobalTopic_1		I- 601 -1
Petition			Other	6/13/19 1:00 AM AT	<p>[May 14, 2019</p> <p>West Valley Community Members</p> <p>The Honorable Doug Ducey Governor of Arizona 1700 W. Washington Phoenix, AZ. 85007 Dear Governor Ducey,</p> <p>We, the business owners, land owners, home owners, and community members who will be directly affected by the interstate 11 are voicing our strong objections to the Arizona Department of Transportation and the Federal Highway Administration's "preferred" Blue corridor. Our concerns consist of the negative consequences our West Valley will sustain if this route is designated. This proposed corridor will reek havoc on the agricultural land, businesses, schools, churches, and individual residents in our communities.</p> <p>The Blue corridor completely alters the Buckeye Conservation and Drainage District's water delivery system. In short, this is the irrigation system for 17,000 acres of land. The canal itself, the laterals, the head gates, as well as irrigation wells would be displaced. This disruption of water delivery at any time would be devastating to not only farmland in the area near the route; but also thousands of acres that are watered by the BWCCD. The impact of this possible disruption would amount to millions of dollars of losses in crop production, as well as jobs lost in the agriculture sector. The economic burden would be felt across our state.</p> <p>Hundreds of homes, from small homes to custom homes, stand in the path of this route. Many of these families are descendants of the first homesteaders on this land. There is no way to define the value of this heritage. Regardless of time lived in this area, the value of our property set by the state as they condemn it, will not begin to adequately compensate for our homes and our rural lifestyle.</p> <p>We heard during the April 29th public meeting in Buckeye that even if ADOT and the FHWA do proceed with the Blue corridor designation it may not come to fruition for 20 to 30 years. However, if this corridor is designated our property values drop immediately because of the unknown factors this corridor presents for the future.</p> <p>The impact to our communities, specifically our businesses, schools, and churches would drastically change the face of our West Valley. A great many businesses of various types in the direct path of this route could ultimately be lost. Those lying in close proximity of the route would have either altered access or be denied access completely. Jobs and employment would effectively be lost.</p>	G-1, GlobalTopic_2, E-3, LU-1 and G-2	Petition_I2077	I- 2077 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Petition			Other	6/13/19 1:00 AM AT	<p>Our schools, our children's education, would be threatened. Most of the communities affected are rural districts, thus encompassing many miles serviced by our schools. Transportation would be difficult and costly for families, as well as school districts, and ultimately the state. This route causes, at the least, changes in bus runs and family schedules; and at the worst the real possibility of the closing of schools. Travel time to and from schools would be increased, encroaching on the school day. We could see a similar effect on our church and community groups. This route carves through the heart of many small towns and communities. We join together for community wide functions and activities to support families and individuals alike. This would threaten the well being of our West Valley life.</p> <p>in summary, we strongly object to the state of Arizona moving forward with the Blue corridor. The divisive nature and the impending destruction to our communities is far too great. However, the proposed Orange corridor, which uses existing roadways appears more conducive to the I-11 goals and with far fewer negative effects to West Valley communities.</p> <p>Respectfully, West Valley Community Members</p> <p>CC ADOT Director John S. Halikowskij</p>			I-2077 -1a
Petition			Other	6/13/19 1:00 AM AT	Thousands of acres of prime farm ground could be deemed useless, affecting our state's contribution in feeding and clothing the people of our nation. It is vital that our country consider the national security risks that come into play if agriculture continues to be devalued across our United States. Arizona has always considered agriculture of high importance to our economy; as evidenced by our 5 CS taught in schools and the field crops represented in our State capital's mosaic seal.	G-1 and E-4		I-2077 -2
Pfingstag	Bill		Phone	6/03/19 1:00 AM AT	Good afternoon. I'm Bill Pfingstag, I live in Vista Royal and I'd like to add my voice to the request to seriously consider moving the connector of I-11 as it passes Vista Royal west, northwest about five miles to give more clearance to our community here at Vista Royal. Thank you for your attention. Goodbye.	GlobalTopic_4 and GlobalTopic_5		I-1676 -1
Phelan	Charles		Website	7/07/19 3:38 PM AT	<p>I am opposed to the Recommended Alternative route for I-11 through Altar and Avra Valleys, and favor the No-Build Alternative.</p> <p>Creating an interstate highway through this portion of the Sonoran Desert would have severe detrimental effects on the rural character and natural resources of the region. The visual, noise, air, and light pollution created during and after construction would destroy the natural environment and quality of life for those living within miles, as well as ruining the desert experience for the thousands of visitors to Saguaro West National Park, Arizona Sonora Desert Museum, Tucson Mountain Park, Kitt Peak, and Ironwood National Monument. It would also create a barrier to the natural movement of the many species of wildlife that have inhabited the region for far longer than we have.</p> <p>As a driver throughout Arizona, I occasionally travel AZ-85 between Gila Bend and Buckeye, the supposed 'bypass route' around Phoenix. I'm afraid I-11 will become what AZ-85 is: an underused white elephant, lined with prisons and landfills.</p> <p>Please, ADOT, do the right thing: listen to me and the many other concerned individuals and organizations that have voiced their opposition to the Recommended Alternative route for I-11 through Altar and Avra Valleys, and select the No-Build Alternative.</p> <p>Charles Phelan Tucson, AZ</p>	GlobalTopic_4 and GlobalTopic_1		I-2804 -1
Phelan	Charles		Website	7/07/19 3:38 PM AT	Furthermore, I believe the proposed I-11 highway from I-10 to I-19 is unjustified and unnecessary, and I support the No-Build Alternative. Recent and upcoming changes to I-10 from Phoenix to Tucson eliminate several 'bottlenecks'. Most traffic on I-10 is bound for destinations to the east and west, and is not heading to or from I-19. Any money to be spent on the Recommended Alternative route for I-19 would be better utilized elsewhere. Traffic on I-10 west of I-19 is never as bad as traffic on I-10 east of I-19 and elsewhere in the region.	AC-6 and GlobalTopic_1		I-2804 -2
Phelan	Kathy		Website	5/16/19 7:49 PM AT	I am writing in opposition to the ADOT I-11 Recommended Corridor Alternative. I attended the Public Meeting in Tucson on May 8th. I am a Tucson resident and I found the public comments very informative. I thought your public presentation was informative, well organized, and your employees courteous. I listened to many thoughtful and well founded public comments objecting to the project.	GlobalTopic_1 and GlobalTopic_4		I-935 -1
Phelan	Kathy		Website	5/16/19 7:49 PM AT	As I learned more, I became fearful that the hearing was just a pretext. I got the impression that your job was clearly to promote the ADOT I-11 Recommended Plan. In hopes that public comment may have impact, I want to notify you that I very strongly object to the I-11 Recommended Corridor Alternative through Avra Valley. The environmental impact on our treasured Pima County natural resources is unacceptable. But even more basically, the Purpose and Need for I-11 explained in your publication is shockingly out of date. You are justifying another interstate on the basis of criteria that ignores Arizona's growingly scarce water, and even more alarmingly does not consider the ways this project will contribute to climate change. I strongly support the No Build Alternative.	AC-6		I-935 -2
Philabaum	Carl		Phone	7/08/19 1:00 AM AT	I oppose the current plans for highway 11.	GlobalTopic_4		I-3458 -1
Philabaum	Carl		Phone	7/08/19 1:00 AM AT	Hello, I oppose the I-11 road. Thank you, bye bye.	GlobalTopic_4		I-3461 -1
Phillips	Logan		Website	6/17/19 2:02 PM AT	<p>Monday, June 17, 2019 664 S Main Ave Tucson, Arizona</p> <p>RE: I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg</p> <p>To Whom It May Concern: I am writing to express my absolute opposition to all route alternatives other than the no build option.</p> <p>Every route except the no build option would open up ecologically important desert spaces to new commercial and residential development, a factor that is overlooked in this environmental impact statement. The presence of a new freeway corridor would fragment important habitat and inevitably lead to more environmental destruction.</p> <p>The impacts to Saguaro National Park West are not fully appreciated in this study. The adverse impact on views and the enjoyment of the National Park would be impossible to mitigate.</p> <p>This EIS does not adequately take into account the reality of climate crises and the increase in carbon emissions facilitated by this project. It is urgent that the Arizona Department of Transportation chose the no build option on this project and instead re-focus on supporting both freight and passenger rail.</p> <p>Furthermore, this project is absolutely not worth the price tag nor the environmental impacts, which are in fact impossible to mitigate fully. The stated motivation of saving "an hour of driving time between Nogales and Wickenburg by 2040" is ridiculous on its face, all the more so when considering that all proposed routes closely parallel I-10 which in 2019 is still only four lanes wide in some sections.</p> <p>For all these reasons and many more, this statement is deeply flawed in its willful ignorance of the chain reaction of environmental impacts sparked by the misguided I-11 project. This is a freeway that would be built for the sake of building a freeway, and it has no meaningful public support. As an Arizonan who funds ADOT through my taxes, I demand that this project be abandoned before it becomes any more wasteful than it already is.</p> <p>Sincerely, Logan Phillips</p>	GlobalTopic_4, GlobalTopic_1, AC-6, AC-9, and E-3	Phillips_L_11626	I-1626 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Phinney	Martha		Email	7/01/19 1:00 AM AT	<p>The most outrageous thing that can happen to our beautiful land to the west is to put in an additional highway directly through some of our most delicate and spectacular scenery Tucson has. This would be a senseless act.</p> <p>I understand that you need to get through our area with your transport plans, however it does NOT need to cut through our precious wildlife habitat.</p> <p>The easiest and less expensive solution is to work along with existing Highway 10.</p> <p>You must consider this as the better option. No one loses out. You get your goods transported and we do not lose our desert habitat, peace and quiet.</p> <p>This area that you are threatening to cut through with a new highway, is the sole reason why Tucson is so beautiful. Tucson is not just the city. It is the surrounding areas untouched by highways that make Tucson ,Tucson!</p> <p>MHP</p>	GlobalTopic_1 and LU-3		I- 3352 -1
Pichon	Tom		Website	7/07/19 4:26 PM AT	I live in the CantaMia subdivision and am appalled that you are planning a major highway right next to my home! With all the vacant land available to your planners why wouldn't you consider moving the proposed road farther away from my home? There appears to be a strong likelihood that this road will become a major freight corridor which will increase the noise and light pollution for my community! Please consider moving your finalized pathway as far away from the Community of CantaMia as possible!!	GlobalTopic_2, LU-2, N-1, V-1, and AC-1		I- 2816 -1
Pierce	Wayne		Website	5/24/19 8:51 PM AT	In my opinion the orange alternative between I10 and Casa Grande is the only logical alternative for that segment of I11. It uses roadways and right of ways that are already in existence,therefore requiring less expenditures and also avoids a sizable eminent domain acquisition hassle and the destruction of many farms, homes and businesses.	GlobalTopic_1 and LU-1		I- 1084 -1
Pierport	Roy		Mail	5/25/19 1:00 AM AT	<p>Re: Interstate 11 Recommended Corridor Alternative To whom it may concern:</p> <p>Division of Neighborhoods: This route would divide neighborhoods and demolish homes and dairies.</p> <p>In Conclusion: The better route through the above described area would be to follow the green route beginning in Rainbow Valley to approximately Hazen Road and then follow the orange route along Hwy 85 to I-10. Thank you, Roy D. Pierpoint, President Ella L. Pierpoint, Sec'y Treas.</p>	GlobalTopic_2 and GlobalTopic_4	Pierport_R_I3241	I- 3241 -1
Pierport	Roy		Mail	5/25/19 1:00 AM AT	<p>Destruction of Farmland: We wish to comment on the Recommended Corridor Alternative designated by the blue on ADOT maps, more particularly the area where the recommended corridor crosses the Gila River in Rainbow Valley where it straddles S. Tuthill and Jackrabbit Trail, and proceeds west through farmland to straddle Belloat Road and eventually intersects Hazen road in south Buckeye and Palo Verde before turning north again near 341stAvenue.</p> <p>Statistics cited in farm reports say that 1.5 million acres of farmland are destroyed every year in the U.S. Recently I visited with some of the farmers who are located within the recommended blue corridor and they said their farmland would be divided in such away as to have farm fields on both sides of the freeway.</p> <p>Farmers and their equipment would have a difficult time accessing fields on both sides of the freeway. This impacts approximately 500 acres of choice farmland along a 14-mile strip in Buckeye north of the Gila River. Once the I-11 corridor was built development would take out more farmland on each side on the I-11 much like what has occurred along other freeways.</p>	GlobalTopic_2, GlobalTopic_4, and G-1		I- 3241 -2
Pierson	Deedee		Email	6/09/19 1:00 AM AT	<p>Sir or Madam It is my opinion that this proposed highway is completely unwarranted. Full disclosure, I do live very near the proposed site in Avra Valley and I did choose to live here for the peacefulness. I would also like to state that I am not against growth and progress, as long as it makes sense and is well thought out.</p> <p>I can see where those of us within our little community will be giving up our peacefulness, but cannot find any benefits, especially for us. I don't personally feel that we need a more direct path from Mexico to Las Vegas, which is the only clear benefit I can see. There have been numerous road construction projects in the Phoenix area. The current improvements being made on I-10 south of Phoenix will be beneficial for the Tucson to Phoenix traffic issues. There is an improvement plan in the works for I-17 to help alleviate issues north to I-40. Interstate 10 in the Tucson area is slated for additional work to reduce traffic at on and off ramps where the railroad tracks cause traffic back ups. If attempting to alleviate tucson traffic, I-11 is not the answer.</p> <p>These opinions are based on state maintained roads alone, not even going to discuss here the mess that we deal with where it pertains to the abilities of Pima County or the City of Tucson to build and maintain roads and control traffic, which are simply atrocious.</p> <p>Thank you for your time and consideration, Deedee Pierson XXXXXXXXXXXX Marana, AZ 85653 XXXXX@gmail.com</p>	GlobalTopic_4 and GlobalTopic_1		I- 2422 -1
Pierson	Deedee		Email	6/09/19 1:00 AM AT	It is my opinion that repairing current roadways and constructing a business loop would be far more beneficial if the state is just looking for a place to spend some money. I personally hit pot holes on I-10 near Twin Peaks so big that it literally jerked the steering wheel from my hand and shot my car into the right lane. They were, thankfully, promptly repaired, but I don't feel that they will hold up, based on other patches around the area. Building a loop would allow us northwest Tucsonians to frequent more business on the eastern corridor and those who live on the east side could take a trip to the north west side to see our beautiful landscape, gorgeous sunsets and amazing skies. Not to mention the affected farm land in our area, much of which as already been shut down when acquired by the City of Tucson. Farming is necessary to our survival and it allows for "open space" which is exactly what many of us came here for.	GlobalTopic_1 and AC-7		I- 2422 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pigott	Christine		Website	6/19/19 5:26 PM AT	Just say NO to I-11 through El Toro and Twin Buttes, Sahuarita. This route destroys a beautiful area that supports wildlife habitat, saguaro and many other cacti. It will also displace many homeowners who have put their heart and souls (not to mention \$\$) into their little piece of heaven. It seems that we already have great freeways that could/should be used. I-19 and I-10, with a little improvement, surely would meet the transportation needs and benefit cities like Tucson, Phoenix, and other cities along the route. Please do not take away our peace, night skies, and happiness for the I-11 corridor through our wonderful neighborhoods. Thank you, Christine Pigott	GlobalTopic_1		I- 1794 -1
Pigott	Christine		Other	6/25/19 1:00 AM AT	["Please oppose/stop ADOTS TIER 1 I-11 preferred route. This I-11 destroys hundreds of miles of beautiful desert that will be gone-forever!! It also displaces wildlife that is spectacular, such as great-horned owls, deer, javelina, coyotes, quail and many other birds and lizards. Many homeowners will lose their homes. No amount of compensation will replace the beauty of this area. Instead, the I-11 Corridor could easily use existing freeways., such as I-19 and I-10 with minimal impact. This would also save billions of dollars. Please oppose the I-11 corridor and/or use your office to stop it!! Thank you! Sincerely, Christine Pigott Sent from my iPad"]	GlobalTopic_4 and GlobalTopic_1		I- 2079 -1
Pigott	Christine		Website	7/04/19 9:59 AM AT	Please remove the Sahuarita to Mariana portion of I-11 from consideration. This will devastate wildlife and habitat, plants, and some of our most precious protected areas FOREVER!! Also hundreds of families will lose land that has been in the family for generations. Money will not replace the homes we cherish. Thank you! Christine Pigott	GlobalTopic_1		I- 2541 -1
Pigott	Christine		Email	6/25/19 1:00 AM AT	June 16, 2019 Dear I-11 ADOT Study, My husband and I are vehemently opposed to the planned I-11 Corridor between Twin Buttes and El Toro roads. This highway will destroy beautiful desert scenery, Wildlife, peace and quiet in our neighborhoods, and most of all our property values. Property is one of the greatest assets most families have. If the implementation of I-11 is allowed, this will have a devastating effect on personal wealth and on the overall values of the communities involved. Our area is home to spectacular terrain, wildlife, and plant life anywhere. I-11, whether right on top of us or a mile away, will destroy that beauty. The natural home of all of the wildlife and birds would be destroyed—permanently. We oppose the recommended route of the I-11 corridor, which threatens many families, private property, wildlife and the rural character and natural resources we treasure. Surely there is another route that would not have such a negative impact on so many. Sincerely, John W. and Christine A. Pigott Rancho Buena Vista Sahuarita, AZ.	GlobalTopic_1 and LU-1 and BR-1	Pigott_C_I3302	I- 3302 -1
Pigott	John		Website	6/20/19 8:03 PM AT	I-11 is a resounding NO!!! This freeway is a waste of money when I-19 and I-10 could be used. Too much is at stake if I-11 happens, our precious desert ecosystem will be damaged. Cherished homes will be lost for no good reason. I absolutely oppose I-11!!!	GlobalTopic_4, BR-1, AC-7 and LU-1		I- 1863 -1
Pigott	John and Christine		Mail	6/16/19 1:00 AM AT	June 16, 2019 Dear I-11 ADOT Study, My husband and I are vehemently opposed to the planned I-11 Corridor between Buttes and El Toro roads. This highway will destroy beautiful desert scenery, wildlife, peace Twin and quiet in our neighborhoods, and most of all our property values. We oppose the recommended route of the I-11 corridor, which threatens many families, private property, wildlife and the rural character and natural resources we treasure. Surely there is another route that would not have such a negative impact on so many. John W. and Christine A. Rancho Buena Vista Sahuarita, AZ.	LU-1 and LU-3 and GlobalTopic_4	Pigott_JC_I3491	I- 3491 -1
Pigott	John and Christine		Mail	6/16/19 1:00 AM AT	Property is one of the greatest assets most families have. If the implementation of I-11 is allowed, this will have a devastating effect on personal wealth and on the overall values of the communities involved. Our area is home to spectacular terrain, wildlife, and plant life anywhere. I-11, whether right on top of us or a mile away, will destroy that beauty. The natural home of all of the wildlife and birds would be destroyed-permanently.	LU-1 and LU-3 and BR-1		I- 3491 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pippin	Teresa		Website	4/17/19 6:08 PM AT	<p>I am opposed to the proposed Blue Corridor for Interstate 11 that passes through Green Valley and turns west between Green Valley and Sahuarita. I am a full-time resident of Green Valley. I believe the Purple Alternative that would turn west in the Arivaca area would have less of an environmental impact on air quality and people and is thus a better study consideration.</p> <p>My concerns are:</p> <p>Air Quality - Last year, the air in Pima County violated the U.S. Environmental Protection Agency's ozone standard for the first time in the 44-year history of Pima County Department of Environmental Quality's air quality monitoring. This was reported by PIMA county on 4-16-19. Running the Interstate through Green Valley contributed to the already heavy traffic creating air pollution in the city and county.</p> <p>Green Valley's location – The first sections of Interstate 19 to be opened to traffic were a three-mile from I-10 to Valencia Road, in 1962 and a two-mile in Green Valley in 1963. The freeway between Rio Rico and Nogales, Arizona was completed in 1974. The major section between Green Valley and Rio Rico was finished in 1978. Founded in the 1960s most of Green Valley is built along what is now Interstate 19 on both sides. As best I can measure, about 10 miles of Interstate 19 runs through the middle of Green Valley which is mostly residential. Green Valley is considered one of the premier retirement destinations in the US.</p> <p>Age of Green Valley Residents – the 2010 census reports 21,391 residents in Green Valley with a median age of 72. Most of Green Valley is age restricted for seniors. Air pollution and traffic are the enemy of the elderly. Most seniors are not agile and responsive drivers (but don't tell them). Interstate 19 is used by seniors to move from one end of town to another. Increased traffic will likely result in more collisions/fatalities between senior drivers and large trucks.</p> <p>Climate in Green Valley – The wonderful mild weather doesn't require the use of climate control for much of the year. Windows are open and people with an average age in their 70s are generally not working hence they are at home. A tremendous amount of time is spent outdoors by retirees. The air quality is very important to this group of people. Air pollution contributes to health issues at higher rates for the elderly which also results in early death.</p> <p>Noise for residential areas – As I mentioned, about 10 miles of Green Valley has homes on both sides of Interstate 19. The Arizona Department of Transportation applied mill and fill and rubberized asphalt treatment to lessen the noise of the freeway last year. The drone of traffic at the current level is already deafening for those living close to I-19.</p> <p>Area where Interstate 19 would split off into Interstate 11 between Green Valley and Sahuarita - The area shown on the map is primarily residential. How would all those homes be impacted? On the map, it looks as if many might have to be removed.</p> <p>In summary, using the purple option turning west in Arivaca and bypassing Green Valley/Sahuarita would: create less air pollution due to reduction of the combined density of Green Valley residential traffic, I-19 and I-11 traffic; reduce noise pollution through the 10 miles of Green Valley; lessen the impact on the lives and health of elderly people; and lower the interaction with interstate traffic and senior Green Valley drivers for a safer interstate. Please shift your study from the Blue route to the Purple alternative.</p> <p>[Attachment: Pima County Media Release -- Health affecting air pollution season arriving soon]</p>	GlobalTopic_1. GlobalTopic_4 and AQ-1	Pippin_T_I139	I- 139 -1
Pirtle	Lynda		Website	7/08/19 10:12 PM AT	Do not create a new freeway and blade our desert. Co-locate I-11 with I-19 and I-10.	GlobalTopic_1		I- 3185 -1
Pirtle	Lynda		Website	5/06/19 2:41 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 562 -1
Pitzer	Beach		Website	6/21/19 10:19 AM AT	<p>Improve, widen existing I19, I10, I8 & Hiway 85: the ORANGE ALTERNATIVE</p> <p>Any other alternative will destroy and chop up: Santa Cruz Valley Ironwood Forest Nat.I Mon Saguaro NP Sonoran Desert Nat.I Mon Untold square miles of pristine sonoran desert environment which this state is noted for</p>	GlobalTopic_1 and AC-1		I- 1887 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pizzimenti	John		Website	7/04/19 1:49 PM AT	<p>ADOT recommended alignment.</p> <p>I wish to echo Council Member Durham and oppose the I-11 by pass through Avra Valley. Hearing from ADOT and City staff it was clear to me that the cost, negative environmental impact and potential damage to City infrastructure and sustainability outweighs any benefits. Particularly troubling is the proximity of the proposed bypass to the City of Tucson's \$250 million (2000-2004 dollars) CAP water recharge facilities, known as the Central Avra Valley Storage and Recovery Project and Southern Avra Valley Storage and Recovery Project (CAVSARP and SAVSARP). These facilities recharge CAP water into our aquifer and provide water resources to our entire region. The reason for the location of the CAVSARP/SAVSARP is the excellent permeable soil that allows the water to percolate in the aquifer.</p> <p>Council Member Durham with Dick Thompson, Lead Hydrologist for Tucson Water at SAVSARP.</p> <p>Two of three alternative routes would require that recharge basins, like the one shown in the photo above, be moved. But ADOT hasn't done the soil geology work necessary to know whether they can be moved. They're working very well in their present locations. Moving them creates a risk of decreased performance or that they won't work at all.</p> <p>One of the reasons CAVSARP & SAVSARP work so well is that the soil is porous, making infiltration to the aquifer relatively rapid. Let's say a tanker truck carrying hazardous chemicals tips over. We would be hard pressed to prevent contamination of the aquifer from which we pump our drinking water.</p> <p>There is no way I am going to let anyone take that risk with our water. That's why I said at the Council meeting, "Over my dead body will ADOT build a freeway in Avra Valley!"</p> <p>CAVSARP in Avra Valley.</p> <p>It is also not just our water; the City of Tucson has an agreement with the City of Phoenix to bank some of their water allocation in our aquifer. I imagine Phoenix would be interested in protecting that asset.</p> <p>In addition, the negative economic impact to the City would be incredibly high. Bypassing our established local businesses is reckless. The cost to build the new freeway while not currently maintaining I-10 is irresponsible. The destruction to natural habitat and wildlife is immense. ADOT planners from the Phoenix area have not been able or willing to address these issues thus far.</p> <p>I half joked at the Council meeting that Phoenix-centered ADOT is trying to make Tucson more like Phoenix lots of sprawl with freeways everywhere. That is not Tucson</p>	GlobalTopic_4, WR-1, WR-2, GlobalTopic_8, BR-1 and GlobalTopic_1		I- 2565 -1
Plenk	Bruce		Website	6/20/19 8:43 AM AT	<p>I am unalterably opposed to a new freeway in the Avra Valley. There are several reasons for this. First, the special landscapes such as national parks and monuments nearby, including Saguaro N.P., Ironwood N.M., Tucson Mountain Park, and the open landscapes and big vistas of the Avra Valley would be horribly and permanently changed by a noisy, busy road through the area. The quiet beauty, some would say starkness, of the place is what makes it unique and draws tourists to visit and some desert dwellers to live. A new interstate highway would forever ruin that vista and that lifestyle. The native plants and animals would be harmed as well and the CAP mitigation corridor, put in place to protect the wildlife of the Valley would become meaningless.</p> <p>The highway would permanently conflict with and damage all of the progress of preserving the desert near Tucson of the Sonoran Desert Conservation Plan, a wonderful community based program to preserve the area around Tucson for future generations. Chopping it up with a noisy, dirty road is not part of that plan. And this does not even get to the likely development near the road of fast food, service areas, repair locations, etc, that seem to inevitably follow along with road building.</p> <p>Tucson area voters have in the past voted against a freeway in the Avra Valley and are voting against it again now. Please eliminate the Avra Valley alternative and focus on improving transportation from Nogales north by other means. A train from Nogales to Las Vegas which could handle freight would be a good start, along with passenger service too. The tractor trailers could drop their loads in Rio Rico or Nogales as now, but load the trailers on a train, ship the trailers north and unload and connect with tractors at that point. The same amount of freight could be moved much more efficiently using existing or improved track. AND the long overdue passenger service, especially from Tucson to Phoenix, could be incorporated into this plan.</p> <p>So develop a train, improve existing highways as needed, and preserve Avra Valley and the Sonoran Desert!!</p> <p>Thanks</p> <p>Bruce Plenk Tucson</p>	GobalTopic_4, GlobalTopic_1, V-1, R-2, BR-6 and AC-9		I- 1838 -1
Plenk	Bruce		Website	6/20/19 8:43 AM AT	<p>A highway there would be hugely expensive. Some use the figure of \$3.4 BILLION more than alternative routes through Tucson. Spending this additional money for a destructive construction project is ridiculous, particularly when existing infrastructure around the US is in such bad shape.</p>	GlobalTopic_1, E-3 and AC-7		I- 1838 -2
Pochan	Paul		Website	6/12/19 1:38 PM AT	<p>After thoughtful revue of documents, I support the "ORANGE" proposed route that will utilize existing and currently built right-of-way. Much of this existing route has been improved recently(last 5-8yrs). Land will not have to be acquired and reduce existing farmland in certain areas. The "ORANGE" route avoids going through or near established population areas, therefore eliminating some access congestion.</p>	GlobalTopic_4		I- 1501 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Poggi	Christina		Website	6/20/19 5:01 PM AT	I have lived in Three Points for 19 years with my husband. We have chosen this area strictly for its rural atmosphere and desert surroundings. We have 4 children who attend Robles elementary and are very concerned for the safety of our children and desert surrounding with increased traffic. The rural nature of this area will be eliminated when a freeway bypass is introduced and will put the community at risk.	GlobalTopic_1 and LU-3		I- 1860 -1
Poindexter	Wanda		Website	4/22/19 3:07 PM AT	<p>It will take me longer than the allowed time to study and understand the proposal. I have many concerns and will need to do research and talk to people. I've read the proposal and several articles and I will attend the May 8 opportunity to learn more.</p> <p>My family and I are concerned about the impact of the proposed route on the desert, small communities, tribes, individuals, animals, water and air. We attended the previous rounds of public input and cannot understand why following the footprint of existing I-19 and I-10 was not followed.</p> <p>In our over 60 years of living in Tucson, the area of the proposed alternative has been precious to us for many reasons. Spending much time in what-we-thought-was-protected desert, small rural communities where gardening & food harvesting is practiced; important and sacred tribal lands; animal and plant corridors--this seems SO WRONG to us.</p> <p>We ask that the public comment period be extended by 3-6 months. The current comment period is too short, less than 2 months, which is not enough time for people to thoroughly read the draft, understand, have questions answered and formulate comments.</p> <p>Please extend the public comment period Thank you for considering this reasonable need.</p>	GlobalTopic_9		I- 234 -1
Pokrant	Jeff		Website	6/18/19 1:16 AM AT	I support the road.	GlobalTopic_4		I- 1722 -1
Pollack	Bonnie		Oral	4/30/19 1:00 AM AT	<p>BONNIE POLLOCK: Bonnie.</p> <p>I live in Vista Royale. The road's coming right behind our house in there. I also ride my horses back in that country. I've ridden it a lot. I know the area. I know that when you come through, you're going to go through three water areas.</p> <p>Things maybe you don't know, the grazing lines follow that railway track. There's also power lines back there that follow that railway track. There's nothing between us and almost Aguila.</p> <p>Things you don't think about, we're in the wildlife flight for waterfowl that use those three tanks. In those three tanks, I have seen pelicans, cranes, sandhill cranes, blue herons -- what were the other ones? The pink birds. I have seen turtles in there. I have seen every kind of wildlife there is from snow geese to swans come through on those ponds and use that. You're going to devastate that.</p> <p>They're going to say there's more water spots up the way. Yes, there is. But there's nothing along the wildlife, the cattle, the sheep, the javelina, the cougar, I've seen them there, ringtail cat. This is what you're going to wipe out when you bring that road up into our area between those tanks, when you have a perfectly good area mapped by the railway tracks, by where the power lines go through and connect into Highway 71.</p> <p>People in Wickenburg have said they want the road to come in to be close to Wickenburg. We're not in Wickenburg; we're in Yavapai County. We're out there for a reason. We love our desert, we like the animals that go in there that roam. With that highway coming through, you're going to section those animals off behind us. You're going to bring in a small corridor, a couple of diamond shapes. There is no water in there now because you guys have just wiped it out.</p> <p>If we had a private person do that in the 6 state of Montana, where I'm from, the EPA would come in 7 and you'd probably go to jail. I have a feeling ADOT 8 doesn't abide by those rules. You cannot touch a waterway 9 where birds come to and migrate from. These are things 10 you're going to get rid of in that area that we are. 11</p> <p>Not only that, we have a subdivision, a section of land, a lot of people, we're out there because we love the desert, we like the land. We like being out there. We take care of that facility. We know what's going on on that state land. And with that road coming in, you're devastating our little community, too. And there's no reason to have it come that close to our development. When the railway tracks and the power lines are just a little bit further out behind Black Mountain, where the road should go, where it could connect into Highway 71 very easy because you're going to have to put a big intersection in there anyway.</p> <p>I have a few more seconds, but I think I've said what I want to say. I'll let someone else speak.</p> <p>MS. DARR: Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		I- 904 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pollack	Dee		Other	5/02/19 7:05 PM AT	<p>As the deputy director for transportation/state engineer, I hope you can help our cherished community just a few miles north of Wickenburg.</p> <p>----- Forwarded message ----- From: Dee Pollock <XXXXX@gmail.com> Date: Thu, May 2, 2019 at 6:05 PM Subject: I 11 Draft Tier 1 Environmental Impact statement To: Dee Pollock <XXXXX@gmail.com></p> <p>Dear I 11 Tier 1 EIS Study Team c/o ADOT Communications:</p> <p>I would like to share the shock and disbelief of our community regarding your proposed freeway through our part of the desert that connects to highway 93 N. just beyond the Vista Royale subdivision consisting of hundred and 60 luxury homes.</p> <p>First, our subdivision was a historical ranch in the late 1800s and early 1900s located about 7 miles Northwest of Wickenburg. There is a tremendous water pool underneath our land, hence the ranch was quite successful. The parcel was sold with the expectation it would be quite successful as an isolated piece in the middle of an enormous landscape of Arizona state lands. Lo and behold your freeway takes direct aim at the western boundary of Vista Royale and completely cuts off the entire community to desert access much less the proximity will destroy the peace and quietness much less our ability to ride horses, as many do, in Vista Royale on our morning rides in the desert.</p> <p>We all find this simply unbelievable when transportation has flat, usable, 15 mi.² of desert with only creosote bushes and rattlesnakes. The alternative is ridiculously obvious. Unlike typical neighborhood disputes with road transportation, there is no loser in this case study wherein you move your approach towards or at Highway 71 Turn off to Congress and do not destroy historical sites, vital wildlife water tanks Nor the enormous economic impact of a lovely quiet beautiful subdivision isolated and surrounded by state lands in the middle of nowhere.</p> <p>Your approach as you take off from highway 60 near the Wickenburg airport is on the path of utter destruction of three areas: first, the famous historical Wickenburg massacre site which I've included documentation as attachments herein. Second, vital waterways, three tanks to be exact with the largest of them. The only one that retains water all year. Three., The economic disaster of land values to a simply beautiful and peaceful Vista Royale subdivision for obvious reasons. Taking your proposed highway west three or 4 miles out from Vista Royale or 7 miles to the highway 71 interchange is so obvious we as a community are shaking our heads in utter and total disbelief.</p>	GlobalTopic_4 and GlobalTopic_5	No Attachment Submitted	I-2002 -1
Pollack	Dee		Other	5/02/19 7:05 PM AT	<p>Neighbors have called your department and received comments such as Wickenburg city Council desire your proposed route to allow closer access to the town. Nothing could be further from the truth. The mayor spoke of this at your study session a few days ago. Furthermore, I had dinner with one all of the senior counselors on our Wickenburg city Council and he said the entire counsel is in favor of the 71 interchange connection so I ask, why in the hell are you targeting a populated area within a 100 yards or so, destroying desert wetlands, and tearing up an historical massacre site?</p> <p>Thank you, Dee Pollock XXXXXXXXXXXXXXX Wickenburg, Arizona landline XXX-XXX-XXXX]</p>			I-2002 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pollock	Bonnie		Website	4/21/19 10:17 AM AT	I live in vista Royale and your proposed location for our subdivision would devastate this area! Not only are you passing ridiculously close to a multitude of home owners but the alternative is to expropriate some. On an environmental note the road way is passing through a tank which is a vital water area for a multitude of wild life. There is water in this tank about 95% of the time. As I frequent the desert on foot, horseback and ATV and have on so many occasions seen waterfowl...cranes, Herron's, geese, duck, and even pelicans that frequent this tank during migration... also, deer, Javelina,bobcat,ring tail cat, coyotes, river toads and on rare occasion a tortoise! This is what you are destroying. You would devastate the wildlife in this are. Please reroute this route much farther back and connect closer to 74 where you will have a perfect place to connect with out disrupting wild life and our subdivision.	GlobalTopic_5		I- 207 -1
Pollock	Dee		Oral	4/30/19 1:00 AM AT	DEE POLLOCK: Do you time the three minutes? So I'm a neighbor of — of Lori, and I thought she covered probably 70 percent, so I don't want to duplicate it. But at first, my compliments to the amount of work you folks have gone through, the amount of information you've disseminated, and the overall riding concern that we would have of eliminating traffic on 93, should be commended for that. On the negative side, reviewing your maps that make a beeline for a fabulous subdivision. And I had my wife take a picture of the vastness of the desert out there. Often, it's a tradeoff from one community to another, somebody's going to lose, and then you guys are kind of stuck with the lesser of the two evils. In fact, there is no loser in this vastness of the desert from ten miles straight from our backyard all the way to the 71. And why in the world do you even have an alternative that wipes out the nicest, most expensive home in Vista Royale? Why in the world you would carve in a fabulous community when you have the alternative of going to 71, it is beyond comprehension because there's no loser. There's creosote and rattlesnakes out there. It's flat. So the economic devastation of a community, I'm not in the real estate business, 20, 30 percent decrease in property values, 75, 85 yards from our state land fence. We bought a decade ago for the privilege of walking out on the state land, and it will be coridored off and we'll lose that. Self-serving but not entirely; there's a community of 160 houses. The environmental impact of destroying water tanks. There's one water tank that your highway will go right through the middle of, that in fact is the only tank that doesn't dry up. And I'm sure that you know it's the monsoons in the summer that fill them up before the January rains. All seven tanks out there, they all dry up except one, and you guys are going right through the middle of it. And I could have my wife describe the number of animals and things that we see out there. We take our dogs for a swim like twice a week. 4, 3, 2, 1. So I — (Timer beep.) MS. DARR: Okay. So if you have further comments, just fill out another card because we're just going to need to keep going through each person for three minutes apiece. There's nothing that prevents you from filling out another card, but we're just trying to give everybody their time. THE WITNESS: Thank you for your time.	GlobalTopic_5		I- 1001 -1
Pollock	Dee		Email	6/04/19 1:00 AM AT	Please read our website: https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.protectourwickenburglifestyle.com%2F%3Ffbclid%3DlwAR3dDPdzqLwNSiATuzwq8RXjc8Qh1_b7fYSXEPkvVbJvp9-QWtm_fXlyZBY&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7Cad4906c79eae44004a1f08d6e90223b9%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636952592731581093&sdata=LWBkmFCw2cefbq%2Fi%2Fb0VRdMjw00rutJHT3Sp5pkGw4%3D&reserved=0 Sent from my iPad We pray you will understand our issues. Please contact if there are any questions or concerns.....to include if and why you lean towards not supporting our just and fair proposal. Sincerely, Dee Pollock XXXXXXXXXXXXXX Wickenburg, Az 85390 XXXXX@gmail.com	GlobalTopic_4 and GlobalTopic_5		I- 1685 -1
Pollock	Dee		Website	6/24/19 10:46 AM AT	I am a resident of Vista Royale and would like to submit my comments again on the importance of protecting the sanctity and peacefulness of this small upscale residential community. I support the V2 alternative as expressed on our Vista Royale website. The most common sense approach that the majority of our members would like would be an intersection to highway 71... Not that far from the V2 alternative. Go West you guys... We have vast desert land on flat terrain that causes no duress to anyone except rattlesnakes.	GlobalTopic_4 and GlobalTopic_5		I- 2007 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pollock	Dee		Mail	5/02/19 1:00 AM AT	<p>Dear 111 Tier 1 EIS Study Team c/o ADOT Communications: I would like to share the shock and disbelief of our community regarding your proposed freeway through our part of the desert that connects to highway 93 N. just beyond the Vista Royale subdivision consisting of hundred and 60 luxury homes.</p> <p>First, our subdivision was a historical ranch in the late 1800s and early 1900s located about 7 miles Northwest of Wickenburg. There is a tremendous water pool underneath our land, hence the ranch was quite successful. The parcel was sold with the expectation it would be quite successful as an isolated piece in the middle of an enormous landscape of Arizona state lands. Lo and behold your freeway takes direct aim at the western boundary of Vista Royale and completely cuts off the entire community to desert access much less the proximity will destroy the peace and quietness much less our ability to ride horses, as many do, in Vista Royale on our morning rides in the desert.</p> <p>We all find this simply unbelievable when transportation has flat, usable, 15 mi. 2 of desert with only creosote bushes and rattlesnakes. The alternative is ridiculously obvious. Unlike typical neighborhood disputes with road transportation, there is no loser in this case study wherein you move your approach towards or at Highway 71 Turn off to Congress and do not destroy historical sites, vital wildlife water tanks Nor the enormous economic impact of a lovely quiet beautiful subdivision isolated and surrounded by state lands in the middle of nowhere.</p> <p>Your approach as you take off from highway 60 near the Wickenburg airport is on the path of utter destruction of three areas: first, the famous historical Wickenburg massacre site which I've included documentation as attachments herein. Second, vital waterways, three tanks to be exact with the largest of them, The only one that retains water all year. Three., The economic disaster of land values to a simply beautiful and peaceful Vista Royale subdivision for obvious reasons. Taking your proposed highway west three or 4 miles out from Vista Royale or 7 miles to the highway 71 interchange is so obvious we as a community are shaking our heads in utter and total disbelief.</p> <p>Neighbors have called your department and received comments such as Wickenburg city Council desire your proposed route to allow closer access to the town. Nothing could be further from the truth. The mayor spoke of this at your study session a few days ago. Furthermore, I had dinner with one all of the senior counselors on our Wickenburg city Council and he said the entire counsel is in favor of the 71 interchange connection so I ask, why in the hell are you targeting a populated area within a 100 yards or so, destroying desert wetlands, and tearing up an historical massacre site?</p> <p>Thank you</p>	GlobalTopic_5 and WR-2 and G-2 and LU-1 and LU-5	Pollock_D_I3229	I- 3229 -1
Pollock	Dee		Email	4/22/19 9:48 PM AT	<p>Satellite photo of the proposed freeway literally will destroy the water tank area located a little over 1 mile from our Vista Royale neighborhood.</p> <p>This is a vital water area for a multitude of wildlife. There is water in this tank area about 95% of the time. All other tanks for a 12-15 sq mile area completely dry up in the late summer months. At a bare minimum, you would hope transportation would honor this desert wetlands area and move it just 3 miles west of the tank and have minimal environmental damage. As frequent visitors to the desert on foot, horseback at ATV we have on many occasions Watched waterfowl... Cranes, Herron's, geese, ducks, and even pelicans that frequent this tank during migration also, dear, javelina, bobcat, ringtail cat, coyotes, river toads and Rare occasions the tortoise!.....this is what you are destroying.</p> <p>What a huge environmental impact that can easily be avoided to move this proposed freeway to intersect with Highway 71 that connects to Congress and a gala without disrupting the enormous amount of wildlife much less the huge impact to the Vista Royale residence.</p> <p>For your information, the GPS bearings for the tank 34 0' 52" N 112 50' 59" W. If interested, will send pictures of the small lake. Hopefully, we can work through this in a peaceful manner. If it turns adversarial and/or you do not return comments to me and for all of the people in our area there will be one hell of a good fight. For starters, we shall contact every environmental organization in the state of Arizona and, without a doubt, employ the services of a good environmental lawyer. Obviously, our objective is to get the roadway changed to the intersection of Highway 71 and 93 N. In the short run, even 3 miles west of the wetlands area would put you in dry desert land of nothing but creosote bushes.</p> <p>Sincerely, Dee Pollock XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 home landline: XXX-XXX-XXXX email address: XXXXX@Gmail.com</p> <p>Attachments area</p>	GlobalTopic_5 and BR-1	No Attachment Submitted	I- 441 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pollock	Dee		Email	5/03/19 1:05 AM AT	<p>Dear Sirs:</p> <p>I, along with nearly all of my neighbors attended your public hearing held at the Wickenburg Community Ctr., Tuesday, April 30, 2019.</p> <p>Among the many things that the participants discussed at their three-minute time allotment, we missed sharing some really disturbing news regarding your proposed route from Highway 60 North of the Wickenburg airport to highway 93 N. ADOT will completely destroy a wonderful famous historical site with the following bearings: 33 59' 22" N 112 51' 12" W. I can only hope that you people will recognize this impact. Not only will your proposed freeway destroy the entire site, access, should you change your route, would still be completely cut off to the public like ourselves that live in the Vista Royale subdivision (34 1' 48" N 112 50' 38" W) or access from highway 60. Either by horse or an ATV, we see I half a dozen people or more each weekend traveling to see this wonderful site... Easily over 100 or more in a typical year.</p> <p>Under separate cover, I am sending you pictures and historical information for documentation purposes.</p> <p>Thank you, and I look forward to hearing from you before we take our issue to other authorities.</p> <p>Dee Pollock XXXXXXXXXXXXX Wickenburg, Arizona landline... XXX-XXX-XXXX</p> <p>[Pictures attached I-837, I-838, and I-839]</p>	GlobalTopic_5		I- 836 -1
Pollock	Dee		Email	5/03/19 1:08 AM AT	<p>Forwarded message -----</p> <p>From: Dee Pollock</p> <p>Date: Thu, May 2, 2019 at 4:43 PM</p> <p>Subject: Wickenburg massacre site documentary information</p> <p>To: Dee Pollock</p>	GobalTopic_5 The site described and coordinates provided are located outside of the Recommended and Preferred Alternative corridors. The site of concern is approximately 3,000 feet east of the Preferred Alternative, and 2,700 feet east of the Recommended Alternative. The Preferred Alternative shift in the Wickenburg area moved the corridor farther away from the site.	Pollock_D_I837	I- 837 -1
Pollock	Dee		Email	5/03/19 1:10 AM AT	<p>Forwarded message -----</p> <p>From: Dee Pollock</p> <p>Date: Thu, May 2, 2019 at 4:21 PM</p> <p>Subject: 1937 department of Arizona highway marker on highway 60 near the Wickenburg airport</p> <p>To: Dee Pollock</p>	GlobalTopic_5 The site described and coordinates provided are located outside of the Recommended and Preferred Alternative corridors. The site of concern is approximately 3,000 feet east of the Preferred Alternative, and 2,700 feet east of the Recommended Alternative. The Preferred Alternative shift in the Wickenburg area moved the corridor farther away from the site.	Pollock_D_I838	I- 838 -1
Pollock	Dee		Email	5/03/19 1:11 AM AT	<p>Forwarded message -----</p> <p>From: Dee Pollock</p> <p>Date: Thu, May 2, 2019 at 4:22 PM</p> <p>Subject: Grave marker placed by the local Wickenburg historical Society at the historical Wickenburg massacre site</p> <p>To: Dee Pollock</p>	GlobalTopic_5 The site described and coordinates provided are located outside of the Recommended and Preferred Alternative corridors. The site of concern is approximately 3,000 feet east of the Preferred Alternative, and 2,700 feet east of the Recommended Alternative. The Preferred Alternative shift in the Wickenburg area moved the corridor farther away from the site.	Pollock_D_I839	I- 839 -1
Poole	Cris		Email	7/09/19 1:00 AM AT	<p>[Text from Attachment]</p> <p>To ADOT and FHWA,</p> <p>We are greatly angered and saddened by the Recommended Alternative route described in Tier 1 DEIS for Interstate 11, especially the portion that runs through rural Avra and Altar Valleys. We support the No-Build Alternative for I11 or no I11 at all. We oppose using 3.4 billion dollars in taxpayer money to pay for building a stretch of brand new super highway from the border to Casa Grande rather than co-locating I11 with I-19 and I-10 through Tucson, or upgrading the existing railroad's capacity. We would rather see such funds go to the repair and maintenance of all the neglected roads in the state. We would also rather see some of that 3.4 billion dollars go toward protecting and maintaining our underfunded public lands, rather than assaulting them, as the DEIS Tier 1 Recommended Alternative Route would.</p> <p>After attending multiple presentations to the public by ADOT and FHWA, plus listening to a public hearing held in May, we can't think of any true benefits to the people of Arizona that aren't far outweighed by negative impacts. Even the so called benefit of planned high growth areas in Maricopa County sound like a nightmare. Whose water are they going to take to get what they'll need?</p> <p>Southern Arizona has much to lose in choosing the recommended route:</p> <p>Signed, Debra Christine Poole (Tucson, AZ) and Junardi Armstrong (Tucson, AZ)</p>	AC-7 and AC-5 and GlobalTopic_1	Poole_C_I3468	I- 3468 -1
Poole	Cris		Email	7/09/19 1:00 AM AT	<p>The Recommended Alternative route runs so close to protected federal and tribal lands west of the Tucson Mountains that it may just as well plow directly through the center of them. Saguaro National Park West and Ironwood National Monument boundaries lie 1,300 ft. and 400 ft. respectively from the recommend I-11 route. The route runs close to Tucson Mtn. Park which flies in the face of Pima County's Sonoran Desert Conservation plan Section 10. Noise, air, and light pollution due to heavy truck traffic are incompatible with protected wild land health and habitat, with visitor experience and attraction of tourist dollars, and with the mental and spiritual wellbeing of the Tucson community.</p>	GlobalTopic_1, R-2, E-2 and BR-9		I- 3468 -2
Poole	Cris		Email	7/09/19 1:00 AM AT	<p>Wildlife corridors linking mountain ranges, from Wickenburg to Mexico, are a vital part of the region's ecology. The Recommended Alternative route in the Avra Valley west of Tucson transects wildlife corridors between the Tucson Mountains and the Ironwood Forest Natl. Monument and the Waterman Mountains. This is not acceptable.</p> <p>Routing I-11 through the Tucson Mitigation Corridor (implemented as a required mitigation for the federal CAP canal) is cynical and outrageous. Attempting to mitigate the destruction of a pre-existing mitigation defeats the purpose for which those lands were set aside. What's the point of mitigation in the first place if it's not upheld? All this reminds us of the Wild West "treaties" the federal government made and routinely broke with Native Americans, and progressively still make in regards to wildlife.</p>	GlobalTopic-1, BR-2, BR-6 and LU-5		I- 3468 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Poole	Cris		Email	7/09/19 1:00 AM AT	<ul style="list-style-type: none"> The potential for groundwater pollution due to chemical spills, routine freeway runoff, and the inevitable development of urban sprawl in the Avra Valley threatens Tucson's water supply. The Tucson Valley already suffers the effects of groundwater contamination, subsidence, and diminishing quantities of Colorado River water. Tucson depends on groundwater that is collected in Avra Valley recharge basins and stored in the aquifer directly below the Recommended Alternative Route. 	GlobalTopic_1, WR-3 and LU-3		I- 3468 -4
Poole	Cris		Email	7/09/19 1:00 AM AT	<ul style="list-style-type: none"> The proposed route usurps private property rights of thousands of property owners and will displace many low income families and seniors. Our legacy for future generations will be the remaining wild lands we manage not to destroy. The I-11 Recommended Route would be a legacy to big money interests and corporate oligarchy. 	LU-1 and LU-3 and EJ-1		I- 3468 -5
Porter	Beverly		Email	6/24/19 1:00 AM AT	<p>To whom it may concern:</p> <p>I have lived on Mile Wide Road just west of Sandario for over 31 years. It is a pristine area and the construction of I-11 through Avra Valley would destroy a precious habitat. I do not want to have to give up my beautiful 1 acre property for a freeway.</p> <p>It makes more sense to just add additional lanes to the existing freeway and leave this area alone. I recently went to visit my dad in Utah, having to travel on the I-11 around the Hoover Dam. What a waste of taxpayer money to divert traffic around that beautiful area. There was no place to get off or turn around. It was an awful experience and when I returned home, I made sure that I did not get on the I-11.</p> <p>Please consider what you are doing and leave the Avra Valley and Picture Rocks area alone!</p> <p>Sincerely, Beverly Porter</p>	GlobalTopic_1 and BR-1		I- 3296 -1
Porter	Jenise		Website	4/12/19 6:10 PM AT	The comment period for this major project should be extended to at least 120 days. The impacts of this highway are far reaching and should be advertised throughout the region in order to gather comments from a wide range of Arizona residents.	GlobalTopic_9		I- 38 -1
Porter	Peg		Website	5/31/19 12:22 PM AT	<p>NO to I-11 thru AVRA and ALTAR VALLY. I-10 and I-19 Already Exists. Don't destroy the Peacefulness and the Sanctity of the VALLEY and LIFE</p> <p>It is A WAY of LIFE. It's OUR LIFE and it is EVERYTHING that We Have WORKED for OUR ENTIRE LIFE.</p> <p>When we built our house my husband inadvertently cleared a little over a greater percentage of the land than what is allowed by Pima County.</p> <p>We were required by Pima County to draw a map of our 4.3 acres and indicate the location and the size of every Saguaro and Ironwood tree on the property.</p> <p>We were also required by Pima County to indicate the size and placement of any that were re-located or destroyed. We had to submit this map to Pima County. They needed to review, confirm and approve it PRIOR to us getting our building permit. We built the house around the cacti and trees.</p> <p>But now you are telling me that none of the saguaros, ironwoods or land matters because you want to come and plow our house, shop and property down for an unnecessary interstate.</p> <p>During the building process I sought out the Pima County Inspector's approval for the outdoor lighting as this is a low light area due to Kitt's Peak.</p> <p>But now you want to come and pollute the sky with smog and light even though it is a low light area.</p> <p>The original owners of this area loved the desert so much that they created Protective Covenants. They further state that any desert plant, including barrels, ocotillos etc., that is in the way of construction should be relocated. Only single-story site-built homes, painted desert colors are allowed. No farm animals are allowed and only three dogs are allowed at any one time. No intrusive outdoor lighting, etc.</p> <p>These Covenants are filed at Pima County on 05/05/2000 with Ann Rodriguez, Pima County Recorder, Docket # 11292.</p> <p>Pima County claimed that this was a sheet flood area. We had to build up the pad to a tune of over \$9000.00 just in trucking a lone.</p> <p>They also required enlarged footings, adding additional expenses. Mind you that this was during the financial crises of 2007-2008, so the price of everything sky rocketed.</p> <p>Since that time, we have planted over 50 mesquite trees, some Palo Verdes and a numerous variety of cacti.</p> <p>We loved the area so much that we also bought the 4.2 acres next door. Hoping someday to build a small casita so that others may enjoy this beautiful desert.</p>	GlobalTopic_1		I- 1231 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Porter	Peg		Website	5/31/19 12:22 PM AT	<p>We have added 2000 gallons of water catchment tanks, use gray water for some trees and are looking at adding solar and more catchment tanks. We respect the water.</p> <p>But now that doesn't matter either because you want to come and pollute the CAP, Sandario Water Company wells, Avra Valley Water Company wells, people's personal wells and ground water.</p> <p>We have done many upgrades, wrought iron, landscaping, walkways etc. This is one of the nicest neighborhoods here with custom built homes and this is where you choose to put an irresponsible interstate?</p> <p>We built our house out of the Amvik Insulated Concrete Forming (ICF) system for better insulation. The ICF walls are approximately 12 inches thick. There are over 300 yards of concrete in the house and shop so it's not like we can jack them up and put wheels underneath them and tow them down the road. And neither can any of our neighbors. There is even a new home being built in this neighborhood.</p> <p>So even though we are hyper-responsible and vigilant and have worked our asses off our entire life for this place, followed all of the rules, and then some, you are now telling us that none of that matters. Because you do not have to follow those same rules and that you have chosen this custom- built home area in Avra Valley to put an unneeded and completely irresponsible interstate through.</p> <p>An interstate that breaks all of the rules that we had to follow and destroys this Valley, Sonoran Desert, National Monument, Tourism, Quality of Life, Water and Air and so much more. Not to mention our 8 and half acres, home, shop, Tortoise Trail and neighborhood.</p> <p>It mortifies me to think that there are human beings who would do this to others, not to mention destroy this valley when I-10 and I-19 already exist.</p> <p>No one and I mean NO ONE should have this hanging over their head. Not even if you live in a paper grocery sack or cardboard box. Home is Sanctuary.</p> <p>NO to I-11 thru AVRA and ALTAR VALLEY. Don't destroy the Peacefulness and the Sanctity of the VALLEY and LIFE</p> <p>It is A WAY of LIFE. It's OUR LIFE and it is EVERYTHING that We Have WORKED for OUR ENTIRE LIFE.</p>			I- 1231 -1a
Porter	Peg		Oral	5/11/19 1:00 AM AT	<p>MS. PEG PORTER: I'm Peg Porter. I'm a resident of Avra Valley. I-11 through the Avra/Altar Valley when I-10 and I-19 already exist is the very worst of a real bad idea.</p> <p>It is also a bad idea to look at this area on a map and declare this extraordinary valley as the preferred route. What is preferred is that it remains the one-of-a-kind place on the planet and the global destination that it is.</p> <p>In 1929, the approximately 20,000 acre Tucson Mountain Park was established. It is one of the largest natural resource areas managed by a local government in the United States.</p> <p>In 1933, Saguaro National Monument, not Park, was established by then President Herbert Hoover. Education and a spectacular view are provided at the Red Hills Information Center. Signal Hill contains Hohokam petroglyphs dating from 300 to 1450 AD.</p> <p>Our state cactus, the saguaro, grows slowly and can live 150 to 200 years. They produce our state flower and are home to our state bird, the cactus wren. The park is a global destination. Adding a freeway within 1,300 feet of the park boundary, really bad idea.</p> <p>In 1952, the 98-acre Desert Museum was established. It continues research and conservation to this day and is, again, a global destination.</p> <p>In 1958, Kitt Peak National Observatory was established. It is known to have one of the darkest skies in the US. It has one of the world's largest and most important array of optical and radio telescopes. Groundbreaking astronomical research is done. And, again, a global destination.</p> <p>In 1990, the 2065 acre Baboquivari Peak Wilderness area was established. Both it and Kitt Peak are located on the Tohono O'odham Nation tribe lands and are considered sacred.</p> <p>In 2000, the 188,619 acre Ironwood National Monument was established. Some Ironwood trees have been thought to live up to 800 years or more. There are more than 200 known Hohokam and Paleo Indian archeological sites dating between 600 and 1450 AD. To place a freeway within 400 feet of the boundary on multiple locations? A real bad idea.</p> <p>So here we are in 2019, and I can't even believe that we're having this discussion, having people in a room looking at this extraordinary place on the planet that we live in as a route on a map for them to destroy. Real bad idea.</p> <p>Once the air and the water are polluted, tourism has left and the valley is decimated, these things are gone. There is no more global destination. It is irreversible. There is no going back for do-overs. They are gone, and they are not coming back. That is a heartbreaking, sickening and gut-wrenching huge mistake and a real bad idea.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1447 -1
Porter	Peg		Website	7/04/19 10:58 AM AT	<p>No I-11 Thru Avra/Altar Valley.</p> <p>As we are all aware Arizona has a huge problem with human, drug and contraband smuggling. If you destroy the beautiful Sonoran Desert and our home you have just provided the bad guys and the victims a new route to take advantage of out in the middle of no where.</p> <p>You need to keep it on 1-10 and 1-19 where you have spent millions of dollars to upgrade and already have the resources and procedures to oversee the kinds of issues</p> <p>No I-II thru Avra/Altar Valley</p>	GlobalTopic_4 and GlobalTopic_1		I- 2546 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Porter	Peg		Website	7/04/19 12:00 PM AT	<p>No i-11 Thru Avra/Altar Valley</p> <p>As we are all aware, and I would think that ADOT would especially be aware of, is that we have a blowing dust dilemma on our freeways in Arizona.</p> <p>I have personally witnessed the immediate aftermath of one of these horrific accidents caused by a haboob. I was on my way to Phoenix and the horrific accident had just happened by Picacho Peak. I was on the frontage road and was able to slowly pass by.</p> <p>Through the rolling dust I was able to make out many semis that were jack knifed. Many with cars underneath the semi trailers. Some cars wedged under so tight and far that there was no longer a distinguishable roof on the car. I hate to think about what happened to the people inside of those cars. Many cars piled up with each other. Semi's on their sides. Cars on their sides. Cars upside down. It was so horrific that it was surreal.</p> <p>This is not the only section of our freeways where a haboob causing accidents is an issue. If you proceed with your ridiculous proposal you will be creating another dangerous section of freeway where blowing dust is an issue.</p> <p>How do I know this? Well because I will in on 8 and half acres and in one of the custom built homes that you plan on demolishing. We have been on this property for approximately 13 years and had planned on staying for the rest of life but that is another story. My point being is that I am very familiar with the area.</p> <p>We can see a lot of flat desert to our south and west. Also the farmland on the reservation gets plowed multiple times a year and the soil is very loose. We can watch the blowing dust start and grow, blowing up the valley towards Picacho Peak. The dust can get so big, tall and thick that I cannot see my neighbors house.</p> <p>We know that Picacho and Willcox are not the only places where blowing dust is an issue. If you proceed with this totally unnecessary interstate, you have just created another very dangerous stretch of road and had better be prepared to have a pile up here and then right after a pile up at Picacho.</p> <p>This will lead to unnecessary lose of life, toxic run off and toxic spills. Further destroying our beautiful Sonoran Desert after you make more dust by your destructive construction.</p> <p>I am hoping that you will listen to the people that live here or have been here and stop looking at these valleys from a room some where as just a route on map. It is not a route on a map. It is a one of a kind place on the planet and people come here to see if from all over the world.</p> <p>As we are all aware, and I would think that ADOT would especially be aware of, is that we have a blowing dust dilemma on our freeways in Arizona.</p> <p>Don't add to the problem by destroying Avra and Altar Valley. Keep i-11 over on the other side of the mountain where you have spent millions on upgrades on i-10 and 19.</p> <p><u>NO i-11 in Avra/Altar Valley</u></p>	GlobalTopic_4 and GlobalTopic_1		I- 2552 -1
Porter	Peg		Website	7/08/19 3:43 PM AT	<p>No I-11 thru Avra/Altar Valley. You already have I-10 and 19</p> <p>Water is a precious resource and must be respected not be wasted or contaminated.</p> <p>Tucson has been plagued with contaminated water wells. The wells by the Tucson International Airport, the dumps, Davis Monthan Air Force Base, Marana and the list goes on.</p> <p>In May in 2019 Arizona Department of Environmental Quality (ADEQ) closed 9 wells in Tucson due to contamination from former dry cleaners, gas stations and fuel dumps. Although the 9 wells have been closed there is still the concern that they can still pollute underground water. The wells will be cleaned. However, that can take a year to up to decades.</p> <p>Wendy Flood from ADEQ stated "There is still the concern about human health and the environment".</p> <p>Tucson is at the end of the Central Arizona Project (CAP) so I would think that keeping the CAP water free from pollution and contaminates would be a huge priority. However, where you are proposing your "Preferred" route there is the CAP canal and recharge ponds that are open to the air.</p> <p>How do I know this? I can see the canal and ponds from my house. Yes, I live in one of the houses/properties that you plan to demolish. Our property butts up against the canal. Your proposed interstate would be next to the canal and Tucson water source. It would also be extremely close to the recharge ponds.</p> <p>Contamination from construction and air pollution raining down on it would be the start. The gas stations that would be needed along the route would add to further pollution. The run off from the oils and chemicals on the road adding to the pollution and then ultimately toxic spills. This would take decades to decontaminate to make safe for consumption</p> <p>Not only would this ridiculous proposal contaminate the CAP, the source for the City of Tucson Water Company. It would also pollute other sources of water for residents of these valleys. There are small water companies, such as Sandario Water Company, Avra Valley Water Company, as well as others, and many privately-owned wells.</p> <p>Water shortages are expected to show up in Tucson in the very near future. Due to growth, depletion of our ground water and climate change.</p> <p>There is this thing called a Global Climate Crises. Maybe you have heard of it.</p> <p>Water is a precious resource and must be respected and not wasted or contaminated.</p> <p>No I-11 thru Avra/Altar Valley. You already have I-10 and 19</p>	GlobalTopic_1, GlobalTopic_4 and WR-2		I- 3030 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Porter	Peg		Website	7/08/19 5:30 PM AT	<p>No I-11 thru Avra/Altar Valley. I-10 and 19 already exist.</p> <p>No one, and I mean NO ONE, approves, agrees or wants your misguided proposal of an interstate through Avra/Altar Valley. When I tell people of your Preferred route they are horrified. No one in their right mind would ever even consider putting an interstate through our pristine Sonoran Desert. Makes me question why you are so insistent that this is your "Preferred" route</p> <p>The millions of dollars of tax payer money that you have spent on this proposal is quite shameful and disgusting. It could have been spent on so many other things. I can look out my widow, and tell you I-11 a bad idea, and that doesn't cost a dime</p> <p>When I look out my window, I can see all of the Saguaros and Ironwoods on our property that you want to demolish. All of the Saguaros and Ironwoods that we had to count, draw a map of location and size, that had to be submitted and approved by Pima County prior to them issuing our building permit.</p> <p>I can see Kitt's Peak National Observatory. We also required to have a certain type of outdoor lighting, required by law, as this is a low light area because of the Observatory</p> <p>No one, and I mean NO ONE, in their right mind would ever even consider putting an interstate through our pristine Sonoran Desert. Makes me question why you are so insistent that this is your "Preferred" route. It is totally irresponsible in so many ways.</p> <p>It appears that our hard earned tax payers dollars are burning a hole in your pocket. Makes me wonder whose pocket are you in?</p> <p>No I-11 thru Avra/Altar Valley. I-10 and 19 already exist.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3089 -1
Porter	Peg		Website	7/08/19 5:30 PM AT	<p>I can see Baboquivari, the Quinlan Mountains, Silver Bell Mountains, Silver Bell Mine, the mines in Sahuarita, the Santa Rita Mountains, Tucson Mountain Park, Gates Pass, Desert Museum, Saguaro National Park, Red Hills Information Center, the Red Hills, Mount Wasson, Central Arizona Project (CAP) canal and recharging ponds. Not to mention all of the beautiful flora and fauna, native to our pristine Sonoran Desert. The sights, the sounds, the smells only found here.</p>	GlobalTopic_1		I- 3089 -2
Porter	Rosa		Phone	5/02/19 5:05 PM AT	<p>Sí, me llamo Rosa Porter y quiero dejar un mensaje sobre la caraterra que quieren hacer, la autopista. No deben de ponerlo en el desierto allí por Avra Valley. El nunca har. Será mejor a ponerlo en la ciudad donde ya temenos autopista. Cuesta mucho menos y no destruya el desierto. Por favor, deja el parte de Avra Valley. No lo toques. Déjalo como esta. Pone el freeway allí por Tucson donde ya todo esta... ya allí freeway. Y pues mi numero es XXX-XXXX.</p> <p>[Google Translate: Yes, my name is Rosa Porter and I want to leave a message about the caraterra you want to do, the highway. You should not put it in the desert there by Avra ??Valley. He will never do. It will be better to put it in the city where you already have a motorway. It costs much less and does not destroy the desert. Please, leave the part of Avra ??Valley. Do not touch it. Leave it like this. It puts the freeway there by Tucson where everything is already ... already there freeway. And then my number is XXX-XXXX.]</p>	GlobalTopic_1		I- 834 -1
Porter	WJ		Website	7/02/19 6:38 PM AT	<p>Absolutely SHAME ON YOUR PROPOSAL for trying to destroy an a major part of an ecosystem with hundreds of thousands- if not millions of protected desert Saguaros (state cacti) that take 100's of years and endure THEIR environment (not yours). They continue grow to new heights- inch by inch and year after year. What about all of the other wild life, and it's inhabitants? You want to just murder the whole beautiful area and bulldoze it and to put up a HIGHWAY?? What are all of the people who have put all of their blood sweat and tears into making a life for themselves, abiding by rules that save all the protected species (in ordinance with the county, and every other entity) going to do? What of their years of hard work to make their best and final homes (or at least what they THOUGHT were) going to do if your monstrosity comes to fruition? Move to Texas because it's 'affordable' for them now? You are gonna eminent domain there asses and make them move to the city, or to some crappy shrub desert with nothing but dirt and weeds?</p> <p>The Desert Museum is there for a reason. Old Tucson, there for a reason. President Bill Clinton made a National forest out of the Saguaro Monument for a reason. The whole area along the back side of the Tucson Mountains should remain protected, anywhere within that beautiful valley. If you build a highway that doesn't go directly through those areas it will still destroy them. Do Arizona and yourselves a favor and leave this whole area alone. This is foolish whomever mustered up this 'grand idea'. Go mess up something that is not so beautiful. If you must build a monstrosity to make it more convenient for people to get from mexico to wherever the hell you are taking it (north) find some land that is no where near these sacred places. Find one that is not through people's life work. Find that is not one of a kind and that does not have beautiful homes made by people who RESPECT the land, the people who didn't want to play in the asphalt jungle. They would live in Metropolitan Phoenix area if they wanted that. That is I can imagine what will be of this area, after all of it's one of a kind uniqueness is gone.</p> <p>MAYBE just leave it be. You need access to Nogales. Really? Did this proposal start by the person putting up the wall to make a point? Or perhaps the opposite- it is so unclear what the hell you are thinking. Much like the deranged one. Trying to be over-populated like parts of California? Is this what you are trying to accomplish? This is about as intelligent as the wall idea....</p> <p>I propose anyone thinking off building a massive highway should spent a day (sunrise to sunset) in January, one in March, one in May, one in August, maybe one say November. You would know how spectacular this area is, and the beautiful things it endures and accomplishes for it's inhabitants. You would then realize what the hell you are proposing is preposterous. Don't wreck this place! Its not just going to grow back! Once you demolish it, we could only see what was the best space in the Sonoran Desert on the internet (the new history book).</p> <p>There would be no objection if you did these things, unless money were all that spoke to your soul. Then I suppose that would make you soul-less, which most people aren't (I still believe). Have a soul. See what you are doing for exactly what it is. Go spend some time there, meet the people who inhabit this place, visit their wonderful homes, experience the back side of the Tucson Mountains.</p> <p>[Attachment: Photos]</p>	GlobalTopic_1, GlobalTopic_4, R-2, BR-1, BR-4, LU-1, and V-1	Porter_W_12336	I- 2336 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Potillo	David		Email	6/03/19 1:00 AM AT	<p>6/3/2019</p> <p>To Whom it may concern,I'm writing this letter to you and other officials involved in the proposed Interstate I-11 project.The reason for my concern is that my family has lived in the area where this freeway maybe constructed according to your online maps,for more than 30 years.My wife and I moved to this area to raise a family of three children and ourselves.We felt it was a better choice than raising our kids in the big city of Phoenix,AZ. My dad and myself started a small machine shop/ repair shop in 1983 , we relocated it to this address of 52397 W.Teel Rd. Maricopa ,AZ.85139 in 1986 constructing two buildings for the purpose of the business .</p> <p>We just received a notice on are gates along with are neighbors 2 to 3 days after the public meeting were completed.We had no idea we were in the path of another major government project? We have already had to deal with The CAP project coming thru are back yards , then we had the 525 KVA SRP powerline from Palo Verde Nuclear Generating Station to East Mesa ,AZ. come thru here and take the front portion of are property leaving us with a 150 ft. tower in the yard. "Note" we of course had no choice in matter it was forced on all of us .</p> <p>If me and my family are forced to relocate are home , two buildings for the business it will be a large expensive burden upon us that the government should pay for. Which would include cost of replacing acreage , a home , two commercial buildings ,moving of heavy machinery weighing as much as 28,000 lbs. a pc. ,3 phase electrical power etc. Not to mention the stress we have to deal with such move.</p> <p>The better alternative ,less expensive route high lighted in orange on your on-line maps that follow I-8 freeway would be a better choice. Maybe with the funds saved using that route ,they could be used to expand Hwy.347 Maricopa rd. to move more traffic effectively. David Potillo</p>	LU-1		I- 1659 -1
Potillo	David		Email	6/04/19 1:00 AM AT	<p>Forwarded message -----</p> <p>From: D P Date: Mon, Jun 3, 2019 at 9:41 AM Subject: Concerns about location of I-11 To:</p> <p>6/3/2019</p> <p>To Whom it may concern, I'm writing this letter to you and other officials involved in the proposed Interstate I-11 project. The reason for my concern is that my family has lived in the area where this freeway maybe constructed according to your online maps,for more than 30 years. My wife and I moved to this area to raise a family of three children and ourselves.We felt it was a better choice than raising our kids in the big city of Phoenix, AZ. My dad and myself started a small machine shop/ repair shop in 1983 , we relocated it to this address of XXXXXXXXXXXX Maricopa ,AZ.85139 in 1986 constructing two buildings for the purpose of the business .</p> <p>We just received a notice on are gates along with are neighbors 2 to 3 days after the public meeting were completed. We had no idea we were in the path of another major government project? We have already had to deal with The CAP project coming thru are back yards , then we had the 525 KVA SRP powerline from Palo Verde Nuclear Generating Station to East Mesa ,AZ. come thru here and take the front portion of are property leaving us with a 150 ft. tower in the yard. ""Note"" we of course had no choice in matter it was forced on all of us.</p> <p>If me and my family are forced to relocate are home, two buildings for the business it will be a large expensive burden upon us that the government should pay for. Which would include cost of replacing acreage, a home , two commercial buildings ,moving of heavy machinery weighing as much as 28,000 lbs. a pc. ,3 phase electrical power etc. Not to mention the stress we have to deal with such move.</p> <p>The better alternative, less expensive route high lighted in orange on your on-line maps that follow I-8 freeway would be a better choice. Maybe with the funds saved using that route, they could be used to expand Hwy.347 Maricopa rd. to move more traffic effectively. David Potillo</p>	GlobalTopic_4		I- 1680 -1
Potillo	David		Mail	5/29/19 1:00 AM AT	<p>Interstate 11 Project</p> <p>To Whom it may concern, I'm writing this letter to yqu and other officials involved in the proposed Interstate -11 freeway project.The reason for my concern is that my family has lived in the area where this freeway maybe constructed according to your on line maps, for more than 30 years. My wife and I moved to this area to raise a family of three children and our selves. We felt it was a better choice than raising our kids in the big city of Phoenix. My dad and myself started a small machine shop /repair shop in1983 ,we relocated to this address of 52397 W.Teel Rd. Maricopa ,AZ. 85139 in 1986 constructing two buildings for the purpose of the business. We just received notice on are gate along with our neighbors 2 to 3 days after the public meeting were over with. We had no idea we were in the path of another major government project? We have already dealt with the CAP project coming thru are back yards,then we had the 525 KVA SRP power line from Palo Verde Nuclear generating station to east Mesa ,AZ. come thru here and take the front portion of are property leaving us with a 150ft. tower in the yard . We had no choice on this ,it was forced upon us.</p> <p>Sincerely, David Potillo</p>	GlobalTopic_4	Potillo_D_I3244	I- 3244 -1
Potillo	David		Mail	5/29/19 1:00 AM AT	<p>If me and my family are forced to relocate are home and business it will be a large expensive burden upon us that the government needs to pay for.Which would include cost of acreage ,a home ,two buildings for the business ,moving of heavy machinery weighing as much as 28,000 lbs. 3 phase electrical power etc.</p>	LU-1		I- 3244 -2
Potillo	David		Mail	5/29/19 1:00 AM AT	<p>The better alternative ,less expensive route in orange on the maps that follow Interstate 8 would be a much better choice. Maybe then taking the excess funds and use them on Hwy.347 Maricopa rd. to expand it. With a population of approximately 50,000 people in this area trying to travel into Phoenix it is truly needed.</p>	GlobalTopic_4		I- 3244 -3
Potosky	Steve		Website	4/19/19 1:16 AM AT	<p>To whomever this may concern:</p> <p>As a commuter and resident in Arizona, I ask that you allow for public comments until September 28, 2019, on behalf of the construction of the proposed Interstate 11. This will give individuals additional time to look at both sides of the proposal, as well as alternative routes. Thank you.</p> <p>Steve Potosky</p>	GlobalTopic_9		I- 171 -1
Potosky	Steve		Website	7/08/19 4:22 PM AT	<p>To whomever this may concern:</p> <p>The Recommended Alternative Route on Tier 1 for Interstate 11 would be a disaster. Economically, it would cost an additional \$3,400,000,000 to construct than to bridge it with the I-10 and I-19 routes, within the Tucson metro area. This route would be adjacent to Tucson's main reservoir, leaving the possibility open to a hazardous spill if a cargo truck were to crash or overturn. Further, preserves and parks throughout downtown Tucson would be adversely affected by this freeway.</p> <p>Please reconsider the Recommended Alternative Route for the co-located route, or no additional route, at all. Thank you.</p>	GlobalTopic_1 and WR-2		I- 3055 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Potosky	Steve		Website	7/08/19 4:22 PM AT	Ecologically, it would alter the mitigation lands designated by the Bureau of Reclamation and Pima County's Section 10 Habitat Conservation Plan. This will threaten wildlife, and offset the science dollars that have been put into studying these sensitive areas. Wildlife corridors would end-up being shut off/fragmented, as migrations of mountain lions, desert bighorn sheep, Sonoran tortoises, etc. would be cut off.	GlobalTopic_1, BR-6		I- 3055 -2
Potter	Karen		Oral	5/11/19 1:00 AM AT	<p>KAREN POTTER: My name is Karen Potter. I don't see the need for I-11 at all. You look at I-8 and there's never any traffic on I-8 as it is now. I live in the Sierrita Mountains and it is quiet. I have spent my life savings on the property that we own there and we are not moving. We moved there because it is affordable, quiet, out of the city and dark. We are free out there in the mountains.</p> <p>You have an alternative corridor running right around our mountain which will bring noise and no matter how well your walls -- sound walls are built, it will be noise unacceptable to what we have now. There is no noise. You can hear a car coming miles away right now. To hear the zoom of cars constantly and the glaring lights in our low-light district because of Kitt Peak, you will ruin God's country building this highway.</p> <p>It is not necessary. You have other choices. You have I-10. And since you are ADOT state highways can take care of any of the additional traffic that you are looking at in the future. We do not need an interstate highway coming through the west Tucson area.</p>	PN-3 and N-1 and V-1 and GlobalTopic_1		I- 1464 -1
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>To: Arizona Department of Transportation Subject Interstate 11 Tier 1 Environmental Impact Statement Corridor Study-Final Comments (H.R. 1612 - Intermountain West Corridor Development Act of 2015) In addition to the very brief and impromptu recorded statement I provided on May 11th at the 1-11 Public Meeting at Marana High School, following are my final comments on the Tier 1 EIS.</p> <p>However, since you do have a want to run a highway around the Sierrita Mountains. I hope that you would provide access near the town of Robles Junction to the highway, easing our travel to the Sahuarita area. Right now there is no public path over the mountains.</p> <p>Our opinions and reasons are no less important than government and corporate opinions and reasons, but alas they do not seem to hold the same weight in the environmental impact study process. Fish & Wildlife, US C&BP, Cities, Counties, Tribal government and environmental alliances all fall under the classification of organized group or government entity. These are the types of stakeholders whose comments and ideas take priority when it comes to ADOT and FHWA listening to, and working with, all stakeholders to help define a Build-Corridor (or No-Build Corridor) Alternative. I understand that there are existing regulations in place to protect those areas, but what about protecting the areas of human habitat. It is my opinion that protecting human habitat is just as important as protecting habitats for plants and other creatures of this earth.</p> <p>Obviously the area tribal government also does not find a need for, support, nor want a Build-Corridor because they are not allowing construction to cross tribal land to do so. The same holds true with state/national parks and wildlife sanctuaries. In order to work with these entities, ADOT and FHWA has honored their wishes and concerns and routed the corridor alternatives around their areas; you call it mitigation. In doing so you are instead encroaching on residents' homesteads and the serenity of our lives. I am wondering why ADOT & FHWA are not seriously interested in the views of the folks who are actually affected the most by the impact of a Build-Corridor in our neighborhood. This disregard to resident input is contrary to the intent of the process; the reason for holding public meetings, and is absolutely in violation of the intent of the regulations that require the study/input process in the first place (the Tier 1 Environmental Impact Statement (EIS), required by the National Environmental Policy Act (NEPA)).</p> <p>Other Things to Consider</p> <ol style="list-style-type: none"> 1. The Study's projected use of highways may be exaggerated due to the ever rising cost of vehicles, coupled with the ever increasing cost of government regulations required to maintain use of vehicles (registration/title/license/insurance/maintenance). Future use of vehicles will see a more limited increase due to the ballooning lower class in this country not being able to afford a vehicle (similar to the way many now can no longer afford to buy homes). 2. The relevance of evacuation due to disaster is unfounded. This area of the country is not vulnerable to disasters such as tornado, flood, earthquake or hurricane. This area of the country is vulnerable to drought, airstrikes, war and martial law. Drought does not require evacuation of the population; people will go willingly one by one. Airstrikes/war will be countered by the numerous US armed forces stationed within this state. Additionally, there can be no evacuation from an airstrike/war because once it happens it's too late for evacuation. Even if disaster evacuation was a factor, rail, air and bus would be the fastest and most effective vehicles to evacuate people; not a highway system. 3. The benefits of a Build-Corridor are limited to the shipping and warehouse industries, a limited percent of the construction industry during construction of the Corridor, and ADOT maintenance personnel after the Corridor is complete. 	GlobalTopic_1, GlobalTopic_4, AC-7, PN-3, C0-3 and E-3	Potter_K_I3242	I- 3242 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>4. The benefits to the southernmost portion of the proposed Corridor are limited to gas station/truck stop, trucking and warehouse jobs. Very few area residents will benefit from this new commerce because we are farmers and cattle ranchers, or we have already made a great life here and love it just the way it is. We made a choice to live rural and the reasons for that choice will be destroyed by a Build-Corridor to and through our communities.</p> <p>5. The preferred Build-Corridor Alternative will bypass the municipalities of Marana and Tucson and will take away existing commerce along 1-10 created by travelers, i.e. existing gas stations, motels and restaurants. In contrast, the diversion of commercial traffic via an expanded and improved SR85 between Gila Bend and Lukeville would only take away commercial traffic whose destination is into Mexico and would not impact Casa Grande, Marana, Tucson and Nogales existing commerce. Vehicles that are destined for Mexico would not be traveling with tourists on Interstates 8, 10 and 19 and would not be adding burden to already congested US C&BP border crossing in Nogales.</p> <p>6. With the (finally) ongoing expansion of 1-10 lanes between Phoenix and Tucson, coupled with (consider a future) expansion of 1-19 lanes between Tucson and Nogales, the existing Interstates could be made ample to handle traffic from Phoenix to Nogales. If you plan it correctly and thoughtfully. Wide frontage roads can be created between the exit ramps to handle more local traffic (check out TX-183 Airport Freeway in the Irving Texas area).</p> <p>I have exerted much thought and taken the better part of my day to try to submit my thoughts to you in a way that you could comprehend and which would not offend you. I hope that you will seriously consider my points. Thank you for consideration and your time.</p> <p>Respectfully, Karen Potter XXXXXXXXXXXX Tucson AZ, USA XXXXX@aol.com</p> <p>cc: US Senator Martha McSally -404 Russell Senate Office Building, Washington DC 20510 US Senator Kyrsten Sinema -317 Hart Senate Office Building, Washington DC 20510 US Congressman Raul Grijalva AZ -District 2-1511 Longworth House Office Building, Washington, DC 20515 US Congressman Ann Kirtpatrick -AZ District 2-309 Cannon House Office Building, Washington, DC 20515 US Congressman Paul Gosar -AZ District 4-2057 Rayburn House Office Building, Washington, DC 20515 US Congressman Ruben Gallego -AZ District 7 -1131 Longworth House Office Building, Washington, DC 20515 Sen Andrea Dalesandro -AZ Senate District 2-1700 W Washington St. Phoenix AZ 85007 Rep Rosanna Galbaldon -AZ House District 2-1700 W Washington St, Phoenix, AZ 85007 Rep Daniel Hernandez Jr -AZ House District 2-1700 W Washington St. Phoenix AZ 85007 President Donald Trump -The White House -1600 Pennsylvania Ave. Washington DC 20500</p>			I-3242 -1a
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>From: XXXXX@aol.com To: I-11ADOTStudy Subject: Proposed High-Capacity, Controlled Transportation Corridor (aka 1-11) Date: Sun, May 21, 2017 12:42 pm</p> <p>I have some rough suggestions for your preponderance of the corridor from Las Vegas to Mexico. via the Nogales port of entry.</p> <p>I never said this would be easy but it would be perfect. Thank you in advance for your consideration of these rough suggestions. I hope you do not just 'blow-off' the suggestions, but that you actually think about the impact.</p> <p>Sincerely, Karen Potter XXXXXXXXXXXX Tucson AZ, XXXXX@aol.com</p> <p>CENTRAL ARIZONA PROJECT CANAL The CAP canal has allowed the cities it serves to grow, even in arid country. It begins at the Colorado River and moves water uphill, from Lake Havasu (elevation 447 (photo of map attached)</p>			I-3242 -1b
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>Let me start by saying that I am not convinced that Arizona needs another Interstate. However I recognize that there are those in Arizona who want another Interstate. What we really need is water. Southern Arizona's water supply cannot support the population growth that some studies predict. "Finally, water remains a concern for the long run. Shortages in the West have the potential to drive up residential and business costs and restrict growth." (excerpt from Arizona Third Quarter Economic Outlook Update 30-Year Long-run Forecast Horizon By George W. Hammond, Ph.D., Director and Research Professor, EBRC, September 1, 2017). Water can be incorporated into a transportation plan, especially commercial transportation, to relieve future crowded roadway conditions. The plan may be expensive up front but the abundant future benefits would be well worth the initial efforts. I don't know how many times I have heard folks joke, whenever there is seasonal flooding in other portions of the United States, that what we need is a system to re-distribute the water. It's no joke and I am not the only one who thinks that.</p>	GlobalTopic_4		I-3242 -2

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Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>1-11 Corridor in General</p> <p>Although a No-Build Corridor Alternative is solicited as a consideration, I understand that in reality it is actually only being used as a base plan for comparison purposes and the decision is already made to construct a Build-Corridor to serve as a mostly commercial route to connect trade between Canada, USA and Mexico via Las Vegas NV, and divert commercial traffic from California's Interstate 5.</p> <p>The Las Vegas to Mexico connection does not necessarily have to include the Tucson area for it to serve its stated purpose. Therefore, my input is basically the same as it was at the beginning of this scoping process, which is: There is no need for another Interstate through Arizona. Not now and not in the foreseeable future.</p> <p>My only comment in support of a Build-Corridor would be the possible need for a new State Route from the existing SR93 to 1-10 using as much existing roadway as possible and connecting as soon as possible (Wickenburg Road/3551h Avenue). Since there is an existing Phoenix Bypass Route, it is obvious that it has been previously determined that it is desirable to re-route commercial vehicles around the city of Phoenix. Therefore, it makes sense to divert commercial vehicles from Las Vegas onto the existing Phoenix Bypass Route (SR85) off of 1-10 near Buckeye.</p> <p>However, deviating from any currently proposed Build-Corridor, in my opinion it would be 'best' to use the existing SR85 as a Build-Corridor Alternative. This route is already in place and is a direct route into Mexico. It is logical to travel straight down the Phoenix bypass route of SR85 south of Phoenix, through Gila Bend. Continue to run the bypass straight down SR85, through the Organ Pipe Cactus National Monument into Lukeville AZ at the border to Mexico. The cactus and wildlife disposition will be minimal. "... the ultimate 1-11 facility would be approximately 400 feet wide." (excerpt from Study Overview at i11study.com). SR85 is already a designated Phoenix bypass route and it would serve the same purpose for Tucson. Seriously improve/expand the SR85 to accommodate commercial and tourist travel. Any commerce that is specifically slated for Casa Grande, Marana, Tucson, Nogales, New Mexico and Texas can use 1-8 as they do today. As I am sure you are aware, 1-8 is presently a very under-utilized Interstate (I travel from south of Tucson to Gila Bend once a month).</p> <p>It would be insanity to approve a Build-Corridor from Buckeye to Casa Grande, through Stanfield and other towns, just to improve drive time.</p>	GlobalTopic_4 and GlobalTopic_2		I- 3242 -3
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>We have existing Interstates 8, 10 and 19: extensive State Routes 93 and 85, numerous railways of different types (including Burlington Northern, Union Pacific and Amtrak), 3 International Airports and a number of Municipal Airports that are more than capable of facilitating the transportation of supplies and tourists to and from the Kingman, Gila Bend, Phoenix, Casa Grande, Marana, Tucson, and Nogales areas.</p> <p>1-11 Corridor from Marana to Nogales</p> <p>This is the area that affects me directly as the Build-Corridor Alternatives will run along South Sierrita Mountain Road and cut east around the Sierrita Mountains where I live, seriously disturbing the peace and quiet and beauty of God's country. From the meetings I have attended, it would appear that the majority of area residents (myself included) do not have a need for, nor want, another Corridor cutting north/south from Casa Grande to Nogales. Further, it does not appear to me that ADOT and FHWA are seriously listening to the outcry of opinions and concerns from actual residents within the proposed Build- Corridor areas; therefore, unfortunately I believe that our many opinions and concerns are not being seriously considered.</p> <p>As area residents, we are the folks who have chosen to live west of the Tucson Mountains for a number of reasons. My family's reason is because this sparse area represents the epitome of all that we love and live for, the lifestyle that is ours and the environment in which we wish to continue our family legacy. We need the freedom from "city life", solitude from the crazy world we live in, a connection to this earth. room to raise our livestock and our family ... peace and quiet. All of this will be forever ruined when any Build-Corridor comes through on the west side of the Tucson Mountains.</p>	GlobalTopic_1		I- 3242 -4
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>7. Tucson is a tourist town. That's all it has going for it...the 'Old Pueblo' in the "Wild, Wild West" (not necessarily a bad thing).</p> <p>a. You will ruin the entire Tucson tourist experience by desecrating our beautiful land with a new Interstate. Tourists come here to get away from 'city life', to connect with the beauty of the natural habitat (harsh as it is sometimes) and the "wild, wild west". The same reasons as the residents who have chosen to live in this area, because of the land's serenity, beauty, wildlife and opportunity to be free in the open spaces. Even if the Build-Corridor is not in our backyard, it will still ruin our tourism and livelihood with its noise, lights and interference with hiking, views, and A TV recreation with the restricted east/west travel.</p> <p>b. Tucson needs a fluid 1-10/1-19 to bring in customers directly from Mexico, Texas and Phoenix. There is another solution besides highway or railway. Waterway. I again submit my previous letter; a vision for new transportation and recreation system (see attached). The City of Tucson is beginning to see the value of waterways (see attached utility insert). If you're going to do something about north/south transportation, do something GREAT. Quit half-stepping it and goofing around like you are doing with the 1-19/1-10 Interchange problem. Make a real, sustainable plan.</p>	GlobalTopic_1, GlobalTopic_4, E-1, E-2, V-1, and R-2		I- 3242 -5
Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>I ask you to consider a waterway, There appear to be viable waterways (some dried up) that make most of the distance between Las Vegas, NV and Nogales, AZ. Consider Roosevelt Lake, the Colorado, Verde, Agua Fria, Salt, Gila, and Santa Cruz Rivers. Possibly also throw in the Central Arizona Project (CAP) system route and the San Pedro River.</p> <p>Water would be a welcome resource for most all concerned, therefore reducing resistance to the corridor as a whole. Consider the benefits of a waterway to riparian habitats, ranching, farming, residential (homes with views & water ports) and commercial (resorts) development, transportation (barges, cruise boats), tourism and recreation (cruises, nature watching, biking, hiking, hunting, fishing, swimming, camping), and renewed life to the desert vegetation and critters.</p> <p>Waterway lighting would likely be sufficiently low so as not to interfere with Kitt Peak's continuing astronomy research.</p> <p>We have been in such a long drought, with no reprieve in sight that we actually need to do something about the lack of water in Arizona. Our washes used to run with water; now they don't. You should make it so they run again. Control the waterway if you need to; locks like the Panama Canal. Re-use the water if you need to via a pumped water line (like natural gas & fuel lines). Use the water from natural sources like the Colorado, snow from the mountains, rainwater. Maybe even figure out how to relieve the flooding in the eastern U.S by bringing that water west where it is welcome and needed. Use the dirt from the construction of deeper/wider waterways to fill in below sea level areas such as in New Orleans.</p> <p>Many of the right of ways likely are already established. This would be a grand coordination between ADOT, US Army Corps of Engineers, Tribes and AZ Water Department. See http://www.azwater.gov/azdwr/gis/ We don't need more highways in this beautiful desert of ours, but we could certainly use more water. If you are going to do something for us, do it all the way Make something GREAT!!!</p>	GlobalTopic_4; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 3242 -6

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Potter	Karen		Mail	5/27/19 1:00 AM AT	<p>Working with Water</p> <p>The Santa Cruz River Heritage Project</p> <p>The Santa Cruz River has played a central role in the long history of this region, sustaining communities for thousands of years. In the early 20th century, groundwater pumping for agriculture and urban growth put extreme stress on the river, eventually leaving the riverbed in Tucson completely dry for most of the year – but that is about to change! This June, Tucson Water will launch the Santa Cruz River Heritage Project reintroducing a ribbon of flowing water to an area just south of A Mountain and downtown Tucson. Each day, up to 2.8 million gallons of reclaimed water (please see sidebar – What is Recycled and Reclaimed Water?) will be released into the Santa Cruz reviving a piece of the river's former beauty and vitality with a flow that is expected to travel more than a mile before soaking into the ground. Over time, bike riders, joggers, walkers, and equestrians along the downtown section of "The Loop" trail will see improved river conditions and flowing water to admire. This project will also complement historical and cultural community projects in the area such as Mission Garden, and support the return of native plant species and endangered wildlife. What is Recycled and Reclaimed Water?</p> <p>Advanced technology makes it possible for communities to use water more than once – recycling it – before passing it back into the natural water cycle. Recycled water includes gray water, which is relatively clean wastewater collected from baths, sinks, and clothes-washing machines; reclaimed water, which is specially treated wastewater for applications such as irrigation, dust control, firefighting, and industrial uses; and stormwater.</p> <p>To conserve drinking water, Tucson Water has provided reclaimed water to irrigate parks, schools, golf courses, and neighborhood landscapes since 1984. It is an important water resource and Tucson Water maintains more than 160 miles of pipe and 15 million gallons of surface storage in the reclaimed water system. Today, reclaimed water represents about 10 percent of our water resources. For more information about reclaimed water in our community please visit tucsonaz.gov/water/what-is-reclaimed-water. The benefits of the Santa Cruz River Heritage Project go far beyond the surface. The project is an excellent example of how Tucson Water continues to ensure reliable water resources for our community in innovative ways. Recycling wastewater is one of Tucson's most important water conservation tools. Currently, only about half of Tucson's reclaimed water is used by customers. The excess is discharged into the Santa Cruz River farther downstream, near the city's northwestern edge. The location of that discharge causes Tucson Water to lose physical and legal control of this valuable resource as it continues to flow north and out of our water system.</p> <p>The Santa Cruz River Heritage Project will use existing infrastructure to bring a portion of that reclaimed water to a location farther south, where it will flow in the riverbed and percolate through the ground to enter the aquifer. Once in the aquifer his water is stored for later use, effectively "keeping it local." The return of a perennial water flow near the heart of the city creates an opportunity to reconnect with our cultural heritage, improve the environment, and safeguard a sustainable water future for us all.</p> <p>It's amazing what can happen when you just add water! You can learn more about the Santa Cruz River Heritage Project at tucsonaz.gov/water/SCRHP.</p>	GlobalTopic_4, GlobalTopic_6, WR-1, WR-2, WR-3		I- 3242 -7
Poucy	Douglas		Oral	4/29/19 1:00 AM AT	<p>MR. DOUGLAS POUCY: Again, like some of the other gentlemen that was talking using existing roads, the 8's not very well traveled or the 85, to the 10 to Sun Valley Parkway, which was originally meant for this project.</p> <p>MS. KRISTIN DARR: Can you get up just a tiny bit closer to the microphone?</p> <p>MR. DOUGLAS POUCY: I don't know.</p> <p>MS. KRISTIN DARR: I know.</p> <p>MR. DOUGLAS POUCY: Originally, built for this project. A few miles past on Tessa, you go cross the desert and then up to the 93. And I can't see displacing all these people. That's all I got.</p>	GlobalTopic_2 and GlobalTopic_4	The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	I- 1170 -1
Poulos	Bonnie		Website	6/20/19 2:12 PM AT	For a project of this magnitude and impact, the comment period should be much longer than the current 56 day time frame. Extension of the comment period to the end of September would indicate that the federal government is really interested in citizens' comments. The current comment period of less than 2 months does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1856 -1
Poulos	Bonnie		Website	7/05/19 5:01 PM AT	<p>I am adamantly opposed to any route for a freeway through the Avra Valley or west of I-10. This proposal is simply a developer's wet dream to develop and exploit undeveloped farmland and promote urban sprawl in a manner similar to Phoenix.</p> <p>The urban sprawl that this corridor would bring to our region would be disastrous to our natural and cultural landscape. Phoenix may think that building more freeways is smart, but here in Tucson we consider it the prime way to destroy the character of a city and its natural surroundings.</p> <p>This is a proposal that if moved forward will bring citizens out to physically stop the construction. This is our community and we have the right to decide not to sacrifice our physical landscape for ideas concocted elsewhere that have had no respect for the future ramifications to our lives.</p> <p>I say NO to the proposed freeway corridor route through the Altar and Avra Valleys.</p>	GlobalTopic_4, LU-3, AC-4 and GlobalTopic_1		I- 2609 -1
Poulos	Bonnie		Website	7/05/19 5:01 PM AT	The route proposed in Avra and Altar Valleys is not needed. Modifications to the existing freeways (I-10 and I-19) to accommodate through traffic and trucks would cost far less and accomplish improved movement of goods without destroying our quality of life and our protected lands.	GlobalTopic_1		I- 2609 -2
Poulos	Bonnie		Website	7/05/19 5:01 PM AT	Your proposed route through the Avra/Altar Valleys would sever essential wildlife corridor connections. It would negatively impact Saguaro NP West, Ironwood Forest NM, the Tucson Mitigation corridor, and the Arizona-Sonora Desert Museum. It would bring noise, light and air pollution to a rather pristine area near to a national observatory that depends on dark skies.	BR-2 and BR-1 and R-1 and V-1		I- 2609 -3
Poulos	Bonnie		Website	7/05/19 5:01 PM AT	The proposed route is a boondoggle idea put forward by corporate interests who care nothing about using eminent domain for their pet projects and stealing property from citizens whose wish is to live in a rural southern Arizona area. It is as though they looked at a map and thought, here is all this open space we can take over and not worry about building within an already built environment. If there is a dire need for a corridor that moves trucks and goods through this area without the congestion of urban traffic, then double-deck I-10 or put in a bypass that is immediately adjacent to the I-10 and I-19 existing corridors. It is the economically prudent alternative and will save taxpayers billions of dollars in right of way and construction costs. It might not line the pockets of developers and corporations, but that is not the purpose you state for this new roadway.	GlobalTopic_1 and AC-4		I- 2609 -4
Poulsen	Barb		Website	6/23/19 2:03 PM AT	I am absolutely opposed to the I-11 Interstate project. And from the survey results and feedback I've read online, seen and heard from other Arizona residents both in my area and beyond, I'm not unique in this perspective. From a community, homeland security and environmental perspective, I see nothing to recommend another interstate that displaces wildlife, agricultural operations, people etc... and adds another loud, massive concrete eyesore when there are existing vehicular corridors that could be added too, expanded etc... not to mention other forms of transport (i.e.: rail) utilized to move people and goods. Arizona is rapidly becoming an unattractive concrete jungle when it comes to traffic infrastructure - particularly anywhere near a major centre. Hopefully, you will truly consider the voices of the residents, taxpayers and stakeholders aside from government and big business.	GlobalTopic_4 and AC-9		I- 1984 -1

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Powell	Elizabeth		Website	5/11/19 4:57 PM AT	I lived in Marana during the 1970s and was active with the Arizona-Sonora Desert Museum for most of that time so I understand completely how any Interstate through that area would devastate the natural setting, or at least what's left of the natural setting that was once there in spite of all the growth that's taken place over the years. What I don't understand is how the people that are elected to represent the people and the places those people live in continually do their best to destroy the very areas and environment that make those living conditions fit for humans, the wildlife and the plants that belong there. We really do need a new definition for the word progress.	GlobalTopic_4		I- 803 -1
Powell	Leon & Jackye		Email	6/16/19 1:00 AM AT	As long time residents of Wickenburg we support the "VR GreenAlternative" route around Vista Royale. Thank you Leon & Jackye Powell XXXXX@wildblue.net XXX-XXX-XXXX	GlobalTopic_4 and GlobalTopic_5		I- 2468 -1
Powell	Ramona		Website	6/23/19 9:46 AM AT	[Same text in Attachment] Please consider the proposed alternative below. It appears that the I-11 construction has already began in Reno to Las Vegas Nevada. The next step is to continue to Wickenburg Arizona following Hwy 60. Once to Wickenburg Arizona, one of the proposed routes is to cut across to Gila Bend Arizona to I-8/Hwy 85. We propose continuing the construction using Hwy 85 to Ajo-Why-Sells-Three Points/Robles Jct. From Three Points Arizona they can use Sasabe Hwy 286 that goes directly into Mexico. This route also takes you into a less vacation traveled access, fewer cars, where a upgraded check station for trucks can be created. You also have the option of picking up the proposed route from Hwy 85 through Green Valley, Arivaca, Amada to I-19 to Nogales check station. The above alternative routes have very little impact to the environment that has not already been introduced. Thank you, Richard and Ramona Powell XXXXXXXXXXXXX Tucson, Az 85735 XXXXX@gmail.com XXX-XXX-XXXX	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	Powell_RR_11977	I- 1977 -1
Prairie	Thomas		Website	7/07/19 1:18 PM AT	[Text from Attachment] July 5, 2019 Comments on the proposed I-11 corridor: 1. I question whether an alternate route to I-10 and I-19 is necessary. I use I-10 and I-19 quite often and do not find an undo amount of truck and commercial traffic. I believe the best option is to do nothing. 2. An alternate route would be expensive and burdensome to taxpayers. The trucking industry would be the main beneficiary of an alternate route. 3. It would be considerably disruptive to the land, the people and wildlife along the corridor. Even if wildlife bridges were included in the design it would still provide a rear barrier to the movement of wildlife. 4. Please consider not doing anything. If you must do something use the present I-10 and I-19 interstate corridors. Thank you, Thomas Prairie XXXXXXXXXXXXX Tucson, AZ 85737 XXX-XXX-XXXX XXXXX@comcast.net	GlobalTopic_1 and BR-2	Prairie_T_I2766	I- 2766 -1
Precup	Margaret		Website	7/07/19 9:46 AM AT	I support building using one of the proposed alternative sites, specifically using the orange route that avoids endangered bird habitats. Thank you.	GlobalTopic_1		I- 2726 -1
Precup	Mark		Website	7/07/19 9:47 AM AT	I support building using one of the proposed alternative sites, specifically using the orange route that avoids endangered bird habitats. Thank you.	GlobalTopic_1		I- 2727 -1
Presnall	Carrie		Website	4/21/19 10:27 PM AT	Please extend the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019. The preferred alternative will affect a large area, with potential negative impacts on federally protected lands, open spaces, private property. Thus, the public needs the full 120 days in order to review the DEIS and submit well-informed comments Thank you for considering my comment on this issue.	GlobalTopic_9		I- 225 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Prezelski	Tom		Oral	5/08/19 1:00 AM AT	<p>TOM PREZELSKI: Good Evening. My name is Tom Prezelski. I am a former transportation planner for Tohono O'odham Nation and I was a member of the Arizona State legislature, and I served as the ranking democrat on the House Transportation Committee for six years. So I'm familiar with this issue. I was working on this issue maybe -- about a dozen years ago, when it first came up.</p> <p>There was a lot of cynicism among ADOT staff that spoke to me privately about the issue. The price of gas was nearing \$4 a gallon, if you'll remember back then. And there were a lot of questions about whether freeways were actually practical.</p> <p>A lot of transportation planners were saying that all we do with a freeway is create a new corridor for development, and quickly that development generates traffic. And any conjecture about relief or anything about moving commerce more quickly, that disappears once you have all that extra traffic on that corridor, and you have to look at a new corridor.</p> <p>So there was a belief among the folks who spoke to me privately that this was not being pushed by a need for moving commerce from Mexico; that this was actually being pushed by real estate interests who merely wanted to develop that corridor. If that were to happen here, we have track homes and strip malls along this new corridor, and it will quickly become useless as a means of relieving traffic.</p> <p>And then we will be here in this room, or a room very similar to this, talking about the need suddenly to build another freeway, maybe plowing through the San Gabriel Valley, maybe knocking down Oregon Pipe, whatever.</p> <p>So we need to start looking at some other solutions to these problems, rather than simply building more lane-miles of freeway, because that's not working. It's just creating more traffic and more congestion, and creating a need to have more freeways. We were looking very seriously at the port of Tucson, increasing capacity of rail in southern Arizona. I don't know if the proposals are still on the table, but really, we need to look at other things than building a freeway, especially one which will quickly become useless as soon as it's built. Thank you.</p>	AC-4 and AC-9 and GlobalTopic_4		I- 1365 -1
Price	Christian	Mayor Price: Maricopa	Oral	5/01/19 1:00 AM AT	<p>MR. CHRISTIAN PRICE: Hi. My name is Christian Price, C-h-r-i-s-t-i-a-n, P-r-i-c-e, and I'm the mayor of the City of Maricopa. I'm just here today to voice my support for the I-11 project and specifically the project that deals with Segment 4 from Casa Grande to Buckeye.</p> <p>This is the portion that really follows the traditional Hassayampa Freeway study and something that the Tier 1 EIS has gone through and kind of validated. This is that combination of purple and green routes and one in which we're very supportive.</p> <p>You know, a lot of folks have come in, whether they've said it to you or not or saying it through written comments, they're talking about the I-8 to 85 and the problem with that is, frankly, that it's not used now by the truckers and that's a real issue and so we want to make sure that we are helping move things forward.</p> <p>Especially when you look at the City of Maricopa that I represent, we have an area that needs additional bypass routes, it needs additional economic development and while we're a city that's highly growing very quickly, we currently have 53,000 people, we had 1,200 people as of the 2000 census, and so we continue to move very quickly and forward and so really we're looking at the economic development side of things as it pertains to this additional freeway.</p> <p>The capacity that exists and the overall support for it I think is something that is overall something very high and as I represent 53,000 people, I can tell you that as a majority, when folks hear about this route and as it comes through the Maricopa planning area, they're very excited about it. They're excited about the extra capacity, the economic development side of things. They're also excited about the alternatives to West Phoenix, something that they really have a hard time doing when you go up the 347.</p> <p>So this is one of those key issues and, again, I'm part of the I-11 coalition from the broad-base statewide as well as the Pinal County I-11 coalition and, again, one of the things I just want to hammer home is that in that process, trucks are not using the 8 to 85 issue now and if they're not going to continue to use that and they're not going to use it more moving forward, then really it doesn't benefit us to use that route. We are looking for additional methods and means by which we can continue to grow.</p> <p>So, again, without belaboring the fact, the purple and the green from Casa Grande to Buckeye extending through Maricopa is the route that we support and we feel it would be most advantageous to increasing economic development in supporting the growth for this western Pinal region that is not going to stop growing. It's going to continue to accelerate at a high pace. You know, at one point we were the fastest growing city in the entire country. That's returning and it's coming and it's happening quickly.</p> <p>Thank you for your time and I appreciate and look forward to seeing the results.</p>	GobalTopic_4		E- 0 -1
Price	Edith		Website	5/07/19 1:16 PM AT	<p>I am opposed to the I-11 corridor west of Tucson. It will impact Tucson Mountain Park, the crown jewel of Pima County, a natural resource park that provides a wonderful peaceful open space for hikers, mountain bikers and equestrians. It is a wildlife sanctuary that is needed for the greater Tucson area. With a freeway running just to the west of Tucson Mountain Park, that peace and quiet will be gone, more development will come over time and TMP as well as Saguaro National Park and the Arizona Sonora Desert Museum will suffer.</p> <p>The cost of building this stretch of freeway could be used to upgrade I-19 and I-10 in the parts that need to be upgraded. A lot of work is already being done to upgrade I-10, is that not enough? Do you seriously foresee that much traffic on I-10 that it constitutes another freeway to the west?</p> <p>Please consider that this west of Tucson freeway will destroy the areas eco-tourism.</p> <p>Thank you for your review of comments.</p>	GlobalTopic_1, E-2		I- 602 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
PRICE	KARI		Website	5/16/19 10:31 AM AT	The impact of the "preferred" alternative (blue) and the purple alternative would be catastrophic to my residence with the "preferred" blue alternative corridor being only 1/2 mile from my house, and the purple alternative corridor being only 2-1/2 miles from it. The increased traffic noise would be non-stop, the beautiful mountain views from my front windows would be obstructed, the air quality from commercial vehicle exhaust would degrade and replace blue skies with brown haze. The horses and wildlife I've admired in these areas would be displaced. Even though an official flood analysis on my residence resulted in the determination that it was not in the 100-year flood plain by just a few feet, the resulting change to the topography from this I-11 project could change that for the worse. Because the flood analysis on my property resulted in good news, my husband and I decided to put our life savings into renovating our place into what is now a beautiful home built to last far beyond our lifetimes. There are beautiful homes recently built a quarter mile northwest of ours that would be similarly impacted. Even though Parks are supposed to be kept quiet and serene for others to escape to for mental refreshment, the reality is that many residents avoid them because of the homeless who congregate there, many who have mental issues and seem unsafe to be around, and leave trash and relieve themselves there – therefore, I don't view the Parks as being an alternative solution to finding solitude. In summary, this I-11 project would be catastrophic to my residence and livelihood, and those nearby, if either the "preferred" blue or purple alternative corridors proceed.	N-1, V-1, AQ-1, BR-1, GlobalTopic_4 and WR-3		I- 926 -1
Price	Mary		Website	7/03/19 12:00 PM AT	Please see uploaded letter file from Mary V. Price and Nickolas M. Waser for our comments on the DEIS, and uploaded copy of i11 planning document from 2014. Thank you Mary Price and Nick Waser [Attachment: 2014 Urban Design Studio Report "I-11 Supercorridor Study"] [July 3, 2019 FROM: Mary V. Price, PhD and Nickolas M. Waser, PhD XXXXXXXXXXXXXX Tucson, AZ 85718 TO: Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007 RE: DRAFT TIER 1 EIS from Nogales to Wickenburg We are residents of Tucson and scientists who have studied the ecology of North American deserts, including the Sonoran Desert, for over 45 years. We sent you a scoping letter on May 23, 2017 asking that the draft EIS address several serious concerns about probable detrimental impacts of proposed Alternative routes through the Avra Valley. We asked you to address: 1) Impacts to Tucson's Eco- and Cultural Tourism industries. 2) Impacts to the Sonoran Desert Ecosystem and Sensitive and Endangered Species. 3) The potential to solve multiple existing transportation challenges by choosing Alternative Route B, which builds on the existing I-19 and I-10 infrastructure. We specifically ask that you: Thank you for your attention. Respectfully submitted, Mary V. Price	E-2, E-1, BR-1, BR-4, AC-3 and GlobalTopic_1	Price_M_I2398	I- 2398 -1
Price	Mary		Website	7/03/19 12:00 PM AT	We have read the draft EIS and preliminary 4(f) evaluation, and are deeply disappointed by the lack of detail in your analyses. Although you have acknowledged some issues related to our concerns 1 and 2, you have done virtually nothing regarding our request #3—in fact, you have chosen a preferred alternative that, even with your very superficial cost analysis, is far more expensive than Alternative B. Here we reiterate our concerns and ask that you conduct further detailed analysis for each alternative of likely impacts, their costs, and the costs of effectively mitigating those detrimental impacts. We ask furthermore that you include in your analysis lost opportunity costs of not starting to modernize our transportation infrastructure at this time.	GlobalTopic_4 and AC-5 and AC-3		I- 2398 -2
Price	Mary		Website	7/03/19 12:00 PM AT	• include in your analyses the costs of truly mitigating the detrimental environmental effects of the Avra Valley route.	GlobalTopic_1		I- 2398 -3
Price	Mary		Website	7/03/19 12:00 PM AT	• include in your cost-benefit analyses the probable impacts of the Avra Valley route on such aspects of the Tucson area economy as lost ecotourism revenue, lost revenue from routing traffic around Tucson proper, increased costs of fire management from spread of invasive plants, and environmental degradation. • include in your cost-benefit analyses the "lost opportunity" costs of failing to plan for modern multi-modal transportation links between Nogales, Tucson, and Phoenix that take advantage of existing rail corridors. • include in your cost-benefit analyses the "lost opportunity" costs of not taking this opportunity to improve the existing I-10 corridor through Tucson's city center to move toward the goals articulated in the "Imagine Greater Tucson" planning effort and "Tucson General Plan" document. • identify alternatives other than the Avra Valley bypass to provide for redundant emergency and defense routes and include them in your cost analyses. • address the discrepancies in the DEIS's cost analysis for the alternative routes and those presented in the i-11 Supercorridor Study done by the University of Arizona's Interdisciplinary Urban Design Studio that was completed in Spring 2014, in collaboration with the Sonoran Institute, ADOT, ASU, UNLV (see attached). For example, the DEIS estimates the construction cost of Avra Valley alternative C will be \$2.4 billion, vs. \$4.2 billion in the 2014 Supercorridor Study.	GlobalTopic_1 and AC-9 For additional information regarding the project cost analysis please see Section 6.6 of the Final Tier 1 EIS.		I- 2398 -4
Priddy	Brenda		Website	4/27/19 9:40 PM AT	While looking closely at the map, the recommended route (in blue) encroaches on the CantaMia subdivision in Estrella Mountain Ranch. CantaMia is an existing development with over 800 homes, and another 900 to be built in the coming years. I would strongly recommend using an alternate route in the area of Rainbow Valley and Willis Roads, moving construction and noise further away from this development. Brenda Priddy	GlobalTopic_2		I- 302 -1
Pritchard	Debra		Website	6/10/19 2:05 PM AT	This beautiful area will never be the same if this highway is built. The peace and solitude will never be reclaimed and the damage to animal and bird populations is beyond comprehension. This area is a sanctuary for the city-dwellers nearby and the many visitors who have never experienced the joys of the desert. In our more and more crowded environments, an area such as this becomes harder and harder to find. A superhighway will destroy this forever	GlobalTopic_4		I- 1311 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Pritt	Melvin		Other	5/29/19 3:43 PM AT	<p>[To whom this concerns,</p> <p>I am writing this letter today to express my concerns with the proposed I-11 Draft tier 1.</p> <p>I am a homeowner in the Vista Royal Subdivision located 6 miles west of Wickenburg. I have been a resident for 10 years. My choice to purchase a home in this subdivision was made due to two reasons. First, the quality of homes located in the area and second, having access to government land behind my home. If the proposed highway is built as you have presented, the road would be placed between my house 8: horse barn. Obviously this creates a problem.</p> <p>A highway so close to the Vista Royal subdivision will greatly reduce the property values of all the homes located in this area. My home would likely have to be removed all together. My objection is not the highway itself, it is that there is miles of state land directly behind my home that could be used to build this highway, without loss of my home.</p> <p>Most if not all the residents of Vista Royal have homes in this area because they are avid outdoorsman, and value having government land so close to their homes, which allows them to ride horses, hike, bike or use their off road vehicles. Building this road where it is proposed does not allow for the residents of Vista Royal to use this land.</p> <p>The economic loss to this community and its residents should be enough to consider an alternative route for the proposed highway. Besides economic loss, there is loss of wildlife to consider as they will also be impacted by the construction of this road.</p> <p>Thank you for including us in the decisions you are considering for our area. It is our hope that you will take our concerns into consideration before making any final decisions.</p> <p>Melvin Pritt XXX-XXX-XXXX]</p>	GlobalTopic_4 and GlobalTopic_5	Pritt_M_I1251	I- 1251 -1
Prival	David		Website	7/08/19 4:58 PM AT	<p>I am a wildlife biologist who has lived in Tucson since 1997. I have conducted reptile and amphibian inventories and surveys in Saguaro National Park-West and state lands north of Tucson and west of I-10. I am writing to strongly oppose the portion of the I-11 Recommended Alternative between Sahuarita and Casa Grande.</p> <p>Saguaro National Park-West, Picacho Peak State Park, and state lands just west of I-10 support the easternmost populations of several reptile species, including Chuckwallas, Desert Iguanas, Desert Horned Lizards, Western Shovel-nosed Snakes, Sidewinders, Sonoran Green Toads, and Western Narrow-mouthed Toads.</p> <p>Currently, there is significant connectivity between these eastern populations and those located farther west. The construction of a major highway through Avra Valley would vastly increase roadkills as well as cut off these populations and possibly eventually eliminate them, despite the construction of wildlife crossings that may or (more likely) may not be used by these species. None of these species, nor the likelihood that the Recommended Alternative will result in range reductions for some or all of these species, were considered in the EIS.</p> <p>Other wildlife populations inhabiting these parks and lands are already largely cut off from populations located further east by I-10. Surrounding these lands with interstates on both sides is certain to reduce biodiversity and greatly diminish the ecological value of these supposedly protected areas. The value of these lands as tourist attractions, as well that of the famed Arizona-Sonora Desert Museum, will also be reduced, causing a negative economic impact to our community.</p> <p>Sincerely, Dave Prival</p>	BR-1 and BR-2		I- 3075 -1
Prival	David		Website	7/08/19 4:58 PM AT	<p>In my 22 years of experience, there are rarely significant delays due to traffic along I-10 between I-19 and Casa Grande, except when caused by construction and where the interstate narrows to two lanes per side. Construction delays are temporary and lanes can be added to improve traffic flow. These improvements are already part of the No Build Alternative. This is a far cheaper and simpler solution than the Recommended Alternative for this section. It still accomplishes the goal of improving ease of transportation through the area, and does so without dramatically increasing negative effects on wildlife populations or cutting off wildlife connectivity between National and State Parks and lands further west.</p>	AC-6 and PN-3		I- 3075 -2
Prosser	Morag		Website	6/24/19 10:19 AM AT	<p>This is a terrible plan We travel there often because it is an area of the US that remains unspoiled by urban intrusion and is a unique landscape. Why would you destroy the beauty of the Sonoran desert; the cacti and other flora and fauna when you have a perfectly functional freeway already. It is damaging the future for generations. Please stop, think and protect our diminishing landscape. This is what Arizona is really about. Sincerely Morag Prosser</p>	GlobalTopic_1 and LU-3		I- 2006 -1
Prosser	Sean		Website	6/22/19 6:37 PM AT	<p>This is an awful idea. We travel there twice per year because it is an area of the US that remains unspoiled by urban intrusion. Why would you destroy the beauty of the Sonoran desert; the cacti and other flora and fauna when you have a perfectly functional freeway already. It is damaging the future for generations. Please stop, think and protect our diminishing landscape. This is what Arizona is really about. Sincerely Sean Prosser</p>	GlobalTopic_1		I- 1968 -1
Proveaux	Sheree		Website	5/21/19 2:20 PM AT	<p>As a mother of 4 young boys, I chose to move to Rainbow Valley to allow them to grow up learning what it is like going outside to play, farm life, and more. If you choose the proposed blue route, this will not only impact wildlife, but will create noise pollution and disrupt an entire community of people who choose to live in a more remote area. I am asking that you please consider the orange route as this would be the most fiscally responsible in using highways and roads that are already in place. It would also have the least amount of impact on homes, wildlife, and nature. Thank you.</p>	GlobalTopic_2 and GlobalTopic_4		I- 1053 -1
Provence	Sydney		Website	6/27/19 6:43 PM AT	<p>This is a redundant highway that would run parallel to an existing highway. This is a waste of funds and does not justify the environmental impact to the area.</p>	GlobalTopic_4		I- 2127 -1
Punteney	David		Website	5/24/19 7:36 AM AT	<p>I strongly oppose the I 11 project going through Avra Valley. There is no need to put a highway right next to the existing I 10. The proposed route is less than half a mile from my home. This would ruin the quality of life that we have in Avra Valley.</p>	GlobalTopic_1		I- 1081 -1
Punteney	David		Website	6/26/19 4:10 PM AT	<p>I oppose the I-11 going through Avra Valley. I live between Trico and Anway on Spur Bell In. This would make my home less than half a mile from the interstate. I-10 is sufficient with all the upgrades that are being made. I drive from my home to Phoenix, Kingman and Tucson all the time for work. I do not want I-11 ruining my way of life</p>	GlobalTopic_4 and GlobalTopic_1		I- 2082 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Purdon	Dennis		Website	5/27/19 4:35 PM AT	<p>"Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region " ...who the hell is Paying for this ??? Just who is profiting from this terrible plan...I saw busloads of tourists from all over the World at the visitor center,they will not come (and spend money) to watch a freeway :(:(</p> <p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.</p> <p>The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p> <p>The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.</p> <p>Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.</p> <p>The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p> <p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <p>Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations.</p> <p>County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.</p>	GlobalTopic_1, GlobalTopic_13, N-1, AQ-1, V-1, LU-1, LU-3, R-2, E-3, WR-2, E-1, BR-1, BR-2, BR-9 and E-2		I- 1094 -1
Purdon	Dennis		Website	5/27/19 4:35 PM AT	<p>Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation. Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.</p> <p>Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.</p> <p>Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.</p> <p>Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.</p> <p>Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.</p> <p>Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p>			I- 1094 -1a
Purdon	Dennis		Website	5/27/19 4:35 PM AT	<p>Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.</p>	LU-5		I- 1094 -2
Purdon	Dennis		Website	5/27/19 4:35 PM AT	<p>The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p> <p>Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.</p> <p>In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.</p> <p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p>	BR-1 and BR-2 and LU-5 and R-1		I- 1094 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Purdon	Dennis		Website	5/27/19 4:35 PM AT	<p>The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p> <p>Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.).</p> <p>Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.</p>	GlobalTopic_1		I- 1094 -4
Purdy	Robin		Oral	5/11/19 1:00 AM AT	<p>ROBIN PURDY: I'm Robin Purdy. My biggest reason for being here is because I really, really do not want this highway. I've lived out here for over 20 years. I have a good friend who lives on Sandario and Manville, and she's already has a lot of problems with people that shouldn't be here coming, and she had her house robbed.</p> <p>And I feel that's one of the biggest scares, is that if there's a freeway out in the middle of nowhere, that it's just easy for people that are already on drugs, in vehicles, or human trafficking -- it's just easier for them to -- to have an easier way to manage that. That's one of my factors.</p> <p>The other fact, of course, is environmental. And I was talking to -- I don't know the young man out at the big map. I asked him what the whole point of this is, and he said a highway from the north to the south because there isn't one, basically. But I said, okay. Well, most of the -- and he said economic commerce.</p> <p>I don't know if you guys know, but the elementary school, within the last five years -- there's two of them, right next to each other, that serviced K through 6. They closed one of them because there wasn't enough kids to fill both schools. When I moved out here, there were 1,200 kids in one elementary school, so they split it in half.</p> <p>The opposite happened. There's only one elementary school with less than 500 kids. Because most of the people who live out here, we don't have new families come out. So the people who lived out here are getting older, or are people who are retiring. I have lots of neighbors who come in the last five years that are all retired people. It's not growth. They want to get away from stuff.</p> <p>To me, this is ruining a way of life that -- we all live out here because we love it. We want to protect it. And this really upsets me, because I just feel like this is something we have no control over, and I hope you guys listen. Thank you.</p>	GlobalTopic_1 and LU-3		I- 1401 -1
Purdy	Robin		Oral	5/11/19 1:00 AM AT	<p>So I said, Well, commerce -- most of the stuff that comes into the United States starts in California, comes across I-10. It doesn't come from Seattle. It doesn't come from Portland. It comes from California. From what I've read in reports, it's going to be cheaper if you do a double-deck on I-10 for \$2 million.</p> <p>To me, right there -- we're Pima County residents. We have one of the highest tax rates in the state already. People who live out here predominantly don't have a lot of money. So that's going to tax us.</p> <p>Also, I'm sure if you put a highway in, you're going to get commerce. You're going to get businesses. We live out here because we don't want to live by the mall. If we did, we'd live in town. They're also talking about economic growth. Well, most of the economic growth, even in Marana, is along the freeway. It's not out here.</p>	GlobalTopic_1 and LU-3		I- 1401 -2
Putney	David		Email	5/15/19 1:00 AM AT	<p>To whom it may concern, My family moved to Avra Valley because we do not like living in the city, we do not like the hustle and bustle of the city. We strongly oppose the I-11. The proposed routes will be ? mile from my house. It makes no sense to build an interstate right net to another.</p> <p>Have a blessed day,</p> <p>David Puntney G&J Development XXX-XXX-XXXX phone XXX-XXX-XXXX cell XXXXX@gjdev.com</p>	GlobalTopic_1		I- 1111 -1
quarles	edward		Website	7/07/19 6:54 AM AT	<p>interstate 8 dead ends into interstate 10 ,your proposed route thru hidden valley is about 5 miles difference.you need to stay on blm land around west side of hidden valley. instead of making a short swipe thru private land to get to i-8. the i-8 has no traffic from gala bend to i-10. why WASTE more money and private land going to the same place ? real people need to lay out roadways not computers.</p>	GlobalTopic_4, AC-4		I- 2707 -1
Queisser	Henne		Website	6/21/19 5:59 PM AT	<p>I oppose the alternative proposed by ADOT and FHWA. I-11 is unnecessary. Upgrading the existing freeways, I-10 and I-19, is an effective and sufficient option. Upgrading commercial rail traffic to off-load the highways is also an option, as is building a high speed passenger light rail line between Tucson and Phoenix to reduce vehicle traffic. The proposed I-11 route will destroy many fragile desert ecosystems and have an extremely negative effect on wildlife. Also, it will destroy Sahuarita and Tucson metropolitan businesses which will be by-passed by the proposed route. The future will bring many technological changes and advancements for transportation. Adding freeways should not be part of the future.</p>	GlobalTopic_4, AC-9, E-1		I- 1914 -1
Quinones	Giovanne		Website	6/20/19 9:19 PM AT	<p>I-11 should not be built.</p>	GlobalTopic_4		I- 1865 -1
Quist	Tanya		Website	7/01/19 11:49 AM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. Further, the proposed route would be more expensive than other alternate routes and also have significant impacts on environmental resources including, plant, wildlife and water quality - any one of which demands re-evaluation of the plan.</p>	GobalTopic_1, R-2, E-2, AC-5, BR-1 and WR-2		I- 2259 -1
R Newton	Douglas		Website	7/06/19 5:52 PM AT	<p>I oppose the placement of the i11 freeway between Wickenburg and Nogales for the following reasons.</p> <p>1) You have chosen to place the freeway on the west side of the white tank mountains where no one lives. However your justification for this freeway is because of the growth in Maricopa county. Anyone in the greater Phoenix area who wishes to drive to Las Vegas must drive over 100 miles west of Phoenix in order to connect with this freeway. why not place the freeway closer to Phoenix, connect it to the 303 and to I 10. that will allow folks in Phoenix to drive only to the 303 to catch the freeway to Las Vegas.</p> <p>3)The chosen placement of i11 will impact thousands of acres of farmland, disrupt rural communities, destroy desert and riparian areas in the Santa Cruz flats area.</p> <p>4) In conclusion, It would save millions of dollars and disruption of people's lives if you added lanes to i10 to handle increased traffic and stopped i11 at the intersection of the 303 and i10. Thank you.</p>	AC-1 and LU-3 and AC-5		I- 2673 -1

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R Newton	Douglas		Website	7/06/19 5:52 PM AT	2) You claim that this freeway is necessary to handle increased traffic. However you are spending millions of dollars to add lanes to I 10. I see that you have received 10 million dollars in the latest state budget to add lanes to I 10. If that is being done to handle increased traffic why is it necessary to create a new freeway that parallels I 10.	PN-3		I- 2673 -2
Rabb	David		Website	5/08/19 5:26 PM AT	I strongly oppose the preliminary proposal to route I-11 through Avra Valley. I support the, instead, the route through Tucson with improvements to the I-10 corridor.	GlobalTopic_4 and GlobalTopic_1		I- 664 -1
Radachy	Sarah		Website	4/20/19 9:48 AM AT	I am contacting you on behalf of the I-11 tentative route going through Palo Verde Arizona. This is a small farming community. One that has always been quiet and home to generations of families, farmers and dairy producers. On the economic standpoint. Connecting directly to the already established highway 85 from the 10 makes more sense. ADOT wouldn't have to purchase these long established farms and the quiet community of Palo Verde can remain peaceful. When I heard of this route I reached out to my fellow farmers and they had not received any information on this route. These are their livelihoods! I urge you to rethink this route going through Palo Verde Arizona.	GlobalTopic_2		I- 189 -1
Radarian	Forrest		Website	6/27/19 3:06 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2105 -1
Rahn	Philip		Website	5/12/19 11:30 AM AT	This is not a good idea. In coming decades a sustainable infrastructure design will need to account for much-increased use of mass transit over every range of travel; local, long-distant, etc. Even with electric motors, individual autos will have to decline. Airplane travel must decrease in a major way. Buses and trains, therefore, will once again be primary modes of travel for a majority of the population. In less than a century we will not need yet another highway carving up the ever-diminishing wild places in this world. In America, the West still has a lot of open space; and for both the rights of Nature's non-human organisms to a natural existence, to the long-term planning that best serves our own species now more than ever, I-11 should not happen. As an alternative I would suggest a slight widening of I-10 between the junctions with I-8 and I-19, updating the I-10 between Tucson and El Paso, Texas and between Phoenix and Beaumont, California. Also maybe improving Highways 93 and 60 between Wickenburg and the existing I-11 outside of Boulder City, Nevada and Phoenix and Wickenburg, respectively. These would ease congestion on and update the condition of existing infrastructure, which is already needed. Even with widening the overall environmental impact would be less than that of a new swath of destruction through mostly untouched wilderness which is doomed to become a pile of expenses and stranded assets in the future. It would also be an ideal opportunity to construct wildlife corridors over and under the highway, as well as install roadside solar energy arrays and easily accessible wind turbines. (Even if the energy production infrastructure isn't build in conjunction with the road work, areas for future projects could be already identified during surveying and planning, and prepared through designation and site-grading.) For the Tucson area in particular this would also have negative impacts on the local economy. constructing a new interstate leg through the Avra Valley will draw off commercial traffic that helps support local businesses and taxes. It will also tip the area onto the slippery slope of urban sprawl. One thing that has been a bane to Phoenix, like L.A., is the degree to which it has spread itself over its entire region. Tucson has done fairly well avoiding the same trend and the social problems that come with such spreading out. It should be allowed to continue as it is, not forced onto the path of becoming a southern echo to the Valley in the years to come. Thank you.	GlobalTopic_1 and AC-3 and E-2 and AC-1, LU-3		I- 820 -1
Raine	April		Website	6/28/19 12:25 PM AT	We are losing entirely too much land to businesses and not preserving wildlife, plant life, etc. In addition, new roads will only contribute to the heat Factor.	GlobalTopic_4 and BR-1		I- 2174 -1
Rainey	Lola		Website	4/15/19 8:06 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 71 -1
Rains	Sheri		Website	5/15/19 6:03 PM AT	I just bought almost 10 to come home to Tucson to set up my retirement place! Been living near Houston Texas for 13 years I was so happy that The picture rocks area was still the rural section of Tucson I remembered!! This is wrong on every level please route this along the existing corridor of I-10 and leave our wonderful desert life alone!!	GlobalTopic_1		I- 928 -1
Rakoci	Crystal		Email	6/21/19 1:00 AM AT	To Whom It May Concern- I'm sure you are getting plenty of lengthy emails in regards to I-11. I'm hoping I don't have to fill this email with all the reasons I disagree w/ this interstate coming through this area... To keep it short and sweet. I oppose this travel way! I hope you are listening to the voice of the people. Have a great day!	GlobalTopic_4		I- 3271 -1
Rambo	David & Reno		Mail	7/05/19 1:00 AM AT	I'm writing in the strongest possible opposition to this highway. I can't understand why you are all so driven to destroy the beauty of this area west of the Tucson Mountains. You have sought the destruction of our foothills by Portland Cement, graciously giving us a nasty view of mine pits from our windows. More large vehicle traffic with Vulcan's Aggregate pit, to Monsanto and the dump on Avra Valley Road, which not only significantly increased our traffic but also left our roads littered with trash. Now, you want to complete the ruination by destroying the desert with a highway. Infect our aea with an escalating crime rate. Saguaro national Park West is a sanctuary for animals, plants, open space, and natural beauty, not to mention the terrible impact on Kitt Peak Observatory. The residents of this wonderful valley, where people respect the animals, their neighbors and community, and the peaceful way of life that we want to live and die in, will be unequivocally and permanently obliterated by the highway. In conclusion, I implore you to make those improvements to I-10 and not decimate our desert and home.	GlobalTopic_1	Rambo_DR_13513	I- 3513 -1
Ramchandra	Sanjeev		Email	5/06/19 6:47 AM AT	[Attached PowerPoint Presentation with new proposed route] Greetings, ADOT Interstate 11 Project: I have created a proposal for an alternative I-11 corridor between Wickenburg and the Mexico Border that you may find interesting. It addresses congestion due to increased trade while also discussing how more tourism to Mexico will benefit the Arizona economy. Please see the attachment for my presentation slides which are very brief and to the point. Thanks again for your time and attention and feel free to share this information with anyone else who may find interest in this. -S.R.	GlobalTopic_4	Ramchandra_S_1845	I- 845 -1

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Ranjel	Alberto		Website	6/19/19 8:27 AM AT	<p>Adding a new trans-state highway is potentially exciting, but in this case it is more harmful than helpful. With the money being spent recently on the widening and re-developing of I-10 along the corridor from Phoenix to Tucson, as well as a significant portion of it that goes through Tucson, there is no real need for a bypass. Traffic is already being alleviated to the point where the routes are virtually unblocked in Tucson even at the peak travel times. Once construction on the already-scheduled work is complete I-10 will move much more smoothly. True, there is a bottleneck in Phoenix because of the sheer amount of traffic present, but there are already bypasses around the Phoenix metropolitan area.</p> <p>Additionally, with the proposed route of I-11 bypassing all major metropolitan centers in Arizona, there is the possibility for the freeways and thus the areas around them to die out completely. Long-haul truck drivers are part of the economy of each city they pass through, spending money on food, lodging, fuel, and other incidentals. Some small towns across the American Southwest which were bypassed by an interstate died completely, and others have a trickle of the economic growth they once had to sustain themselves.</p> <p>In summary, the proposed bypass is potentially more harmful economically to local business, and is an unnecessary expense considering all the work that is currently being done on the existing interstate to improve both the quality of the drive and the speed of transit.</p>	GlobalTopic_4, GlobalTopic_1, E-1		I- 1755 -1
Ransom	George		Website	7/08/19 12:16 AM AT	<p>This is to register my strong opposition to a new interstate being planned almost parallel to the existing I-19 in southern Pima County. Not only is the building of a redundant interstate un-necessary, but a huge waste of money--money the public doesn't have.</p> <p>After considering the proposed routing schemes, I can only conclude that something so unpractical and grandiose must have been devised as a class project for a sophomore engineering class.</p> <p>This interstate would be a disaster for the scenic communities of Green Valley and Sahuarita if it is built separately from I-19, or if it diverges from I-19 within those communities. As a prime example, for the new interstate to diverge from I-19 and be redirected along Twin Buttes Rd in Sahuarita would not only entail the destruction of beautiful long-established neighborhoods, but must ascend 1000 ft in elevation into the sloping flanks of the Sierrita Mountains--imagine the traffic noise that will create.</p> <p>Then, there would be the further destruction of the fragile desert landscape in the area.</p> <p>Last but not least, the disruption of the local hydrology by the unavoidable roadway cuts through the landscape would have a negative impact on the marginally producing water wells that rural homes in this area depend on.</p> <p>If you need more interstate capacity, add some lanes to the existing I-19.</p>	GlobalTopic_1 and AC-7		I- 2895 -1
Ratliff	Brian		Website	5/08/19 11:44 AM AT	<p>The proposed I-11 interstate would have a significant negative impact on Souther Arizona.</p> <ol style="list-style-type: none"> 1. Water : The state can barely meet demand now. Any significant new population growth would have dire consequences on the water supply 2. Natural habitats and scenic land: The plan corridors cut though several protected areas. Construction alone would have negative impact on wildlife and the natural beauty of Southern Arizona.and would negatively impact the scenic beauty of the state 3. Pollution: The corridor would increase the amount of traffic and it by products pollution at a time where global warming is on the rise and air quality is falling. 4. Tribal Land: The corridor passes through the Torino O,Odom nation. Having we took a enough land from native Americans in the name of economic growth! <p>Summary: Arizona does not need more roads as the roads we have are not adequately maintained by the state now.. There are smarter less damaging way to improve economic growth in the state. By being a more Technologically driven state. The United Nations has produce a report claiming many species are at risk of endangerment due to human impact on the environment.The state has a finite limit of resources. We are already pushing the state to it limits of what it can support as temperatures continue to rise in the state</p>	GlobalTopic_4 and GlobalTopic_1		I- 637 -1
Ratliff	Brian		Website	5/08/19 11:46 AM AT	<p>The proposed I-11 interstate would have a significant negative impact on Souther Arizona.</p> <ol style="list-style-type: none"> 1. Water : The state can barely meet demand now. Any significant new population growth would have dire consequences on the water supply 3. Pollution: The corridor would increase the amount of traffic and it by products pollution at a time where global warming is on the rise and air quality is falling. Summary: Arizona does not need more roads as the roads we have are not adequately maintained by the state now.. There are smarter less damaging way to improve economic growth in the state. By being a more Technologically driven state. The United Nations has produce a report claiming many species are at risk of endangerment due to human impact on the environment.The state has a finite limit of resources. We are already pushing the state to it limits of what it can support as temperatures continue to rise in the state 	GlobalTopic_1, AC-3, BR-7; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 638 -1
Ratliff	Brian		Website	5/08/19 11:46 AM AT	<p>2. Natural habitats and scenic land: The plan corridors cut though several protected areas. Construction alone would have negative impact on wildlife and the natural beauty of Southern Arizona.and would negatively impact the scenic beauty of the state</p>	BR-7		I- 638 -2
Ratliff	Brian		Website	5/08/19 11:46 AM AT	<p>3. Pollution: The corridor would increase the amount of traffic and it by products pollution at a time where global warming is on the rise and air quality is falling.</p>	AQ-1		I- 638 -3
Ratliff	Brian		Website	5/08/19 11:46 AM AT	<p>4. Tribal Land: The corridor passes through the Torino O,Odom nation. Having we took a enough land from native Americans in the name of economic growth!</p>	GlobalTopic_13		I- 638 -4
Ratliff	Brian		Website	5/08/19 11:54 AM AT	<p>The proposed I-11 interstate would have a significant negative impact on Souther Arizona.</p> <ol style="list-style-type: none"> 1. Water : The state can barely meet demand now. Any significant new population growth would have dire consequences on the water supply 2. Natural habitats and scenic land: The plan corridors cut though several protected areas. Construction alone would have negative impact on wildlife and the natural beauty of Southern Arizona.and would negatively impact the scenic beauty of the state 3. Pollution: The corridor would increase the amount of traffic and it by products pollution at a time where global warming is on the rise and air quality is falling. 4. Tribal Land: The corridor passes through the Torino O,Odom nation. Having we took a enough land from native Americans in the name of economic growth! <p>Summary: Arizona does not need more roads as the roads we have are not adequately maintained by the state now.. There are smarter less damaging way to improve economic growth in the state. By being a more Technologically driven state. The United Nations has produce a report claiming many species are at risk of endangerment due to human impact on the environment.The state has a finite limit of resources. We are already pushing the state to it limits of what it can support as temperatures continue to rise in the state</p>	GlobalTopic_4, GlobalTopic_1, BR-1, and AQ-2, GlobalTopic_13		I- 639 -1

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Ray	James		Website	6/28/19 11:51 PM AT	I am 100% certain that the health of the overall Tucson community would be negatively effected by the presence of the I-11. The unjustified use of resources and obstruction to the land is entirely unnecessary. I am convinced that the Tucson community is firmly against this expansion. Wildlife is an essential part of Tucson being Tucson. To further impose upon natural habitats is against what it means to live here. I thank you for reading my comments James Ray	GlobalTopic_1, BR-1, and E-1		I- 2193 -1
Ray	Katharina		Website	6/28/19 5:37 PM AT	Please do not disrupt or disturb the environment or beautiful views of gates pass and saguaro west. That is my favorite spot in Tucson.	GlobalTopic_1		I- 2187 -1
Rayl	Robert		Website	7/08/19 10:04 PM AT	NO! This is an opportunity for the government to buy our land against our will for less than we have scrounged into it!	GlobalTopic_4		I- 3181 -1
Redinger	Paula		Website	4/16/19 10:48 AM AT	I prefer expanding existing travel corridors rather than creating new ones. I feel it is the wiser environmental choice. ... Thank you.	GlobalTopic_4, AC-7		I- 89 -1
Redinger	Paula		Website	4/16/19 10:48 AM AT	Additionally, I feel given the large scale of this project, the public comment period is far too short. Please consider expanding it to 120 days.	GlobalTopic_9		I- 89 -2
Redman	Jason		Website	4/10/19 7:16 PM AT	I prefer the Purple option as it seems to make the most sense. Here are some reasons: 1. It's smart to align with SR30 in the western Phoenix Metro area. This will both save costs and ensure the freeway coincides with development in that growing part of the valley. 2. It's good that the plan to Casa Grande follows a new route instead of concurrence with SR85 and I-8. It's a shorter route and logically makes more sense for a true Phoenix Bypass. 3. Concurrence with I-10 until Marana makes sense from a cost perspective. There is no reason to build a new route to the west in a sparsely populated area. There is room to expand existing I-10 in this area. 4. Building a bypass of Tucson to the west is also a good idea as it eliminates rush hour traffic concerns within the city allowing the flow of traffic to continue seamlessly. 5. Concurrence with I-19 does make sense south of Tucson, but the one area where I disagree with the purple option is the connection with I-19. It might be better to use the green connection in Sahaurita as it would go through more of a growth area. At a little over \$7 billion, the purple option seems reasonable considering the overall benefit to the region and North America as a whole. As always, funding will be a challenge, but perhaps we might eventually get some smart politicians :) Thank you for listening and providing these documents, Jason Redman Phoenix, AZ	GlobalTopic_1, GlobalTopic_2, GlobalTopic_7, GlobalTopic_4		I- 24 -1
Reed	Bryan		Website	6/30/19 6:29 PM AT	Highway maintenance budgets fail to adequately maintain the current system. Adding more highway miles to maintain seems unsustainable. Improving the existing I-19/I-10 corridor would appear more cost effective. Please do not spoil the current viewshed of the West Tucson Mountains.	AC-7, GlobalTopic_1 and V-1		I- 2242 -1
Reed	H		Website	7/01/19 8:54 PM AT	Two things. Get rid of sound walls in most areas. My family likes to look at the beautiful desert. Second is, stop adding rocks to the landscaping. Allow the freeways to grow natural vegetation. This will reduce on the overall cost of the freeway and maintenance. Most other states does not waste as much money on decorating freeways and allow the natural setting along the freeway. This will make this project cheaper and will highlight all of the beautiful areas of this state.	GlobalTopic_3		I- 2295 -1
Reed	Janice		Website	7/08/19 1:45 PM AT	Please accept my comments on I-11 Draft Tier 1 Environmental Impact. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. IT IS JUST NOT NECESSARY AND WILL DO SO MUCH MORE HARM THAN GOOD.	GlobalTopic_1, LU-3		I- 2985 -1
Reed	Janice		Website	7/08/19 1:45 PM AT	• The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.	GlobalTopic_1 and R-2		I- 2985 -2
Reed	Janice		Website	7/08/19 1:45 PM AT	• The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	BR-1 and BR-2 and LU-5		I- 2985 -3
Reed	Janice		Website	7/08/19 1:45 PM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1 and E-1		I- 2985 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Reed	Jim		Mail	6/15/19 1:00 AM AT	1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007 RE: RECOMMENDED ALTERNATIVE ROUTE FOR INTERSTATE 11 We are completely against building Interstate 11 Alternative route which is planned for west of Tucson through the Altar and Avra Valleys as it is an incredibly destructive plan. JUDY REED JIM REED [Attachment has signed letter with the same text]	GlobalTopic_1	Reed_J_I3254	I- 3254 -1
Reed	Judith and James		Mail	6/25/19 1:00 AM AT	1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ. 85007 RE: RECOMMENDED ALTERNATIVE ROUTE FOR INTERSTATE 11 We are absolutely opposed to the plan to build Interstate 11 Alternative route which is planned for west of Tucson through the Altar and Avra Valleys. It is simply too destructive to the area. Please respect the wishes of those who are in opposition. JUDITH REED JAMES REED	GlobalTopic_1	Reed_JJ_I3499	I- 3499 -1
Reed	Patrick		Website	7/08/19 1:46 PM AT	Please accept my comments on I-11 Draft Tier 1 Environmental Impact. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	GlobalTopic_1, LU-3		I- 2987 -1
Reed	Patrick		Website	7/08/19 1:46 PM AT	• The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.	GlobalTopic_1 and R-2		I- 2987 -2
Reed	Patrick		Website	7/08/19 1:46 PM AT	• The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.	BR-1 and BR-2 and LU-5		I- 2987 -3
Reed	Patrick		Website	7/08/19 1:46 PM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1 and E-1		I- 2987 -4
Reeves	Jim		Website	6/21/19 9:54 AM AT	NO, No, No! I11 through Avra Valley would have a drastic negative environmental impact! No to mention a devastating economic on Tucson. Please describe alternatives, including using the funds envisioned for I11 on improvements to existing I10 & I19.	GlobalTopic_1		I- 1884 -1
Reeves	Kellie		Website	6/20/19 10:58 AM AT	[NO]	GlobalTopic_4		I- 1848 -1
Reeves	Kellie		Website	6/26/19 1:19 PM AT	I do not approve of this.	GlobalTopic_4		I- 2074 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Reichenbacher	Frank		Website	6/08/19 3:52 PM AT	<p>Please see attached letter</p> <p>[I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>SUBJECT: Comments on Proposed Interstate Highway 11 Draft Tier 1 Environmental Impact Statement</p> <p>In the 1980s and 1990s I conducted, first as an employee of the Arizona Nature Conservancy and then as a private consultant, biological clearance studies in connection with the U.S. Bureau of Reclamation (BOR), Central Arizona Project (CAP). In 1983 I discovered a large population of a rare plant called the Tumamoc globeberry in the planned route of the CAP in Avra Valley. In 1986, Tumamoc globeberry was listed federally endangered by the U.S. Fish and Wildlife Service (FWS).</p> <p>I participated in pre-listing negotiations between BOR and FWS and helped develop commitments by Reclamation intended to offset CAP impacts and conserve the species. These commitments included purchase and permanent preservation of known populations of Tumamoc globeberry in Avra Valley.</p> <p>Three of the Tumamoc globeberry preserves are on or very near the current proposed route alternatives of the proposed I-11 in Avra Valley. The properties are south of Picture Rocks Road to near Mile Wide Road and west of Sandario Road.</p> <p>My research on the distribution and status of Tumamoc globeberry in Arizona and Sonora, Mexico conducted after listing, resulted in discovery of more populations. That information together with the Reclamation's permanent preserves and other factors convinced FWS that delisting was warranted. This was done in 1993.</p> <p>The species largely dropped off agency priority lists, but in 2007 I began to revisit the Tumamoc globeberry. What I found was a very alarming drop in populations of the species at some sites, including in at least one of those purchased and set aside by BOR.</p> <p>Although Tumamoc globeberry is no longer an endangered species, there is nothing in the law that would preclude reviewing the current status of the species with a review to possibly reversing that decision.</p> <p>In my conversations with various agency personnel I have been given reason to believe that although Tumamoc globeberry is not listed anymore, it has not been forgotten. I would suggest, however, that the Arizona Department of Transportation is not taking this issue seriously.</p>	BR-1	Reichenbacher_F_I1306	I- 1306 -1
Reichenbacher	Frank		Website	6/08/19 3:52 PM AT	<p>It is not too late, however. My recommendation is that project managers work with Reclamation and Fish & Wildlife to find ways to completely avoid the Tumamoc globeberry preserves in Avra Valley so that further complications, such as adverse biological opinions, are completely avoided.</p> <p>Although I do not make a living as a project consultant anymore, and I already have a very full-time job, I would be happy to engage with ADOT and others to move the project forward and, at the same time, look to conserve this unique element of the Sonoran Desert Biome.</p> <p>Sincerely Yours, Frank W. Reichenbacher President, Bio-Concepts, Inc. XXXXX@bio-con.com]</p>			I- 1306 -1a
Reichenbacher	Frank		Oral	5/08/19 1:00 AM AT	<p>FRANK REICHENBACHER: Hello. My name is Frank Reichenbacher. I'm a Tucsonan who happens to live in Scottsdale. In the 1980s and 1990s, I conducted biological clearance studies in connection with the U.S. Bureau of Reclamations, CAP. In 1983, I discovered a large population of a rare plant called Tumamoc Mulberry in the planned route in the CAP in Avra Valley.</p> <p>In 1986, Tumamoc Mulberry was listed federally endangered by the U.S. Fish and Wildlife Service. And I had participated in a previous negotiation between the Bureau of Reclamation and Fish and Wildlife, and helped develop commitments intended to offset CAP impacts and conserve species. These commitments included purchase and permanent preservation of known population of Tumamoc Mulberry in Avra Valley.</p> <p>Three of these Tumamoc Mulberry preserves are now very near the currently proposed route alternatives in Avra Valley. The properties are south of Picture Rocks Road and west of Sandario Road. After listening to my research on the distribution of the status of Tumamoc Mulberry in Arizona and Sonoran Mexico resulted in discovery of more populations.</p> <p>That information, together with the idea that the reclamation of permanent preserves were in place, and other factors convinced Fish and Wildlife that was warranted. This was done in 1993. After that, the species largely dropped off the endangered priority list.</p> <p>But in 2007, I began to revisit populations of Tumamoc Mulberry in the Tucson area. And what I found was a very alarming drop in population numbers of the species at some sites, including at least one of those purchased and set aside by the Bureau of Reclamation.</p> <p>Although Tumamoc Mulberry is not an endangered species any longer, there is nothing in the law that will preclude reviewing the status of the species and possibly reversing the decision. In my conversation with the agency personnel, I have been given reason to believe that although it is not listed, it has not been forgotten.</p> <p>I would suggest however, that the Department of Transportation and the Federal Highway Administration are not taking this issue seriously enough. It is not too late, however. My recommendation is that project managers work with Reclamation and Fish and Wildlife to find ways to completely avoid the Tumamoc Mulberry reserves in Avra Valley, so that further complications, such as adverse biological thinning is completely avoided.</p> <p>Although I do not make my living anymore as a project consultant, I have a very full-time job. I would be happy to engage with ADOT and others to conserve this unique element of the Sonoran Desert. Thank you.</p>	BR-1		I- 1371 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Reilly	John		Website	7/04/19 4:44 PM AT	I believe there is a need to update IH 10 outside Tucson but I believe the plan for IH 11 is needlessly expensive, costly, and negatively impacts those who live in the area. Please reconsider your plans and find a way to achieve your goals without so much negative impact.	GlobalTopic_1		I- 2568 -1
Reilly	Joseph		Website	7/01/19 10:39 PM AT	High speed rail would be much more effective and should share the I10 corridor to inhibit ozone pollution and 2.5 particulates being increased in the metro region's air.	GlobalTopic_4, AC-9		I- 2298 -1
Reilly	Mary		Website	4/30/19 10:31 AM AT	It appears the "purple" alternative route would have the most positive impact on the quality of life of Green Valley residents. The traffic noise increases every year as the quantity of truck traffic rises. This is a community of seniors who moved here to get out of rat race and commuting. Personally I don't feel comfortable driving on I-19 and can't imagine how it would be with more traffic. Businesses here wouldn't suffer because nothing here can accommodate semis. In addition, the community needs a "sound barrier" especially on the northern edge where the homes are immediately adjacent to the highway. This is an imperative if the government insists on going with their preferred route. Government is suppose to work for the people. Here would be a good place to start.	N-1		I- 345 -1
Reinhardt	Jeff		Oral	5/08/19 1:00 AM AT	JEFF REINHARDT: Hello. Good afternoon, everyone. My name is Jeff. I'm a Tucson resident. I live in Menlo Park, kind of west of downtown. I came tonight. I don't often come to events such as this. I find that a lot of these public comments tend to fall on deaf ears. I hope that today does not. I hope that, you know, as we live in a democracy, that we are able to voice our opinions and have them matter. I was initially very concerned about the I-11 development. I struggle very much, after reading some of the preliminary report, to understand what the need is for this roadway, other than that it is a pretty clear -- it is a pretty clear device to spur development, especially in places like Tucson's west side. Any of you who've driven down Ajo Way recently probably have noticed the roadway widening and flood measures of improvement there. It seems pretty clear that Tucson, much like other cities, would like to expand the residential and commercial capacity on the west side of the city, and Altar and Avra valley. I think that this is a disastrous plan. When you look at the route of I-11 -- and it's purely parallel to I-10 for much of the way, especially through Western Pinal County and Marana -- it's almost farcical to me. I had to laugh. I mean, come on. Are we really going to build an interstate less than ten miles west of an existing one? And so I think that we're dealing with a situation here, where there is purported need that I think is both capricious and arbitrary. This need is actually, I think, more for the developers and corporations that are going to probably benefit from these westside developments. I don't see a problem with our existing roadway system. I've encountered less traffic in the corridor that we're trying to reroute around here, than most corridors in this country between major cities, such as Tucson and Phoenix. Sometimes I think we need to remember how good we actually have it out here, and not try to build a megalopolis between Tucson and Phoenix. It's safe to say that we're going to be struggling over the next 50 years with a lot of limiting environmental issues, such as water. Further development will only make that harder for people who already call this place home. And I really hope that as a community, we can join together to avoid that. Thank you.	GlobalTopic_1		I- 1362 -1
Reitz	Stella		Website	6/19/19 10:23 PM AT	I am opposed to the "Recommended Alternative" route located west of Tucson through the Altar and Avra Valleys. Protection of our LIMITED natural resources dictates avoiding this route if at all possible. A 400-foot wide highway corridor is only the "camel's nose under the tent" of development -- just look at other highways across the country. It is a FAILURE of OUR stewardship responsibility if Arizona supports this sprawl -- a failure from which we/the land will NEVER be able to recover.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1818 -1
Reitz	Stella		Website	6/19/19 10:23 PM AT	Co-locating I-11 along the existing I-10/I-19 routes -- whether by expanding the number of lanes laterally or multi-decking -- would satisfy the need to increase road capacity for commercial CANAMEX traffic AND increase capacity for non-commercial traffic in the Tucson-Phoenix corridor, with less/none of the negative impacts of the Altar/Avra Valleys route. It may be more expensive up front, but the long-term savings environmentally are incalculable.	GlobalTopic_1		I- 1818 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Reitz	Steve		Mail	5/21/19 1:00 AM AT	<p>May 21, 2019 XXXXXXXXXXXX Tucson, AZ 85719</p> <p>Jay Van Echo Project Manager Interstate-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007</p> <p>Dear Mr. Van Echo:</p> <p>On May 8th, I attended the 1-11 Draft Tier I Public Hearing at the Tucson Convention Center, where I learned that the 1-11 Recommended Corridor Alternative (RAC) will include a supplementary Interstate highway west of the Tucson Mountains. At the hearing, I spoke with several representatives from ADOT and listened to members of the community voice their concerns about the RAC. During my two hours at the TCC, from 4 to 6pm, no one from the community spoke in favor of it. After weighing the primary issues (need, cost, and impact), I am writing to request that your study team reconsider the RAC, specifically, Section 2.</p> <p>The chart on page 9 of Highlights of the 1-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation, Nogales to Wickenburg summarizes "Sensitive Environmental Resources and Potential Impacts" for each of the Build Corridor Alternatives. For Section 2, Sahuarita to Marana, the chart lists seven bulleted environmental impacts for the Purple/Green corridor alternatives (essentially the RAC) and three for the Orange corridor. Two impacts, one related to Section 4 (f) of the Transportation Act of 1966 and one to archeological sites and historic properties and districts, allow for direct comparison.</p> <p>The first bullet in each list (Purple/Green and Orange) refers to potential impacts to land and properties protected under Section 4(f). The study team apparently favors the Purple/Green corridors (RAC) over the Orange corridor owing to a belief that the impacts to the Purple/Green corridors are mitigatable. (In fact, it seems to me that this belief is the study team's basis for choosing the RAC. The table "Rationale for Selecting the Recommended Corridor Alternative" lists four bulleted items for Section 2, but only two refer specifically to the Sahuarita to Marana section, the two that address the Section 4 (f) concerns. The third and fourth bullets are listed in other sections and, more to the point, in each case, depend on predictive assumptions-"attracts and diverts traffic" and "facilitating efficient mobility"-that beg the question).</p> <p>To return to the chart "Sensitive Environmental Resources and Potential Impacts" for each of the Build Corridor Alternatives:</p> <p>I find this hard to believe.</p>	GlobalTopic_1	Reitz_S_I3240	I- 3240 -1
Reitz	Steve		Mail	5/21/19 1:00 AM AT	<p>Yesterday's (5/20/2019) Arizona Daily Star article titled "Could 1-10 projects change plans for proposed 1-11 ?" suggests that ADOT's current and planned improvements to 1-10 invite a reconsideration of the proposed 1-11 RAC. It's my hope that your study team will follow this suggestion and take another look at the RAC.</p> <p>Respectfully,</p> <p>Steve Reitz</p>			I- 3240 -1a
Reitz	Steve		Mail	5/21/19 1:00 AM AT	<p>The Purple/Green and Orange corridors share another pair of Section 2 bullets that allow direct comparison: "impacts to archeological sites and historic structures" and "impacts to archeological sites, and direct and indirect impacts to historic properties and districts." The Purple/Green corridors are assessed as having "Mostly low to moderate potential" impact while Orange corridor is assessed as having a "High potential" impact.</p> <p>The single remaining Orange corridor bullet, impact to "Tucson neighborhoods," must therefore be weighed in relation to the remaining five Purple/Green bullets ("Avra Valley ... [wildlife] species isolation," "impact to Three Points and Picture Rocks communities," "High potential impact to Pima pineapple cactus and its habitat," "Potential to impact visual resources and noise levels for visitors to the Saguaro National Park West" and "potential noise impacts to surrounding area"). For purpose of comparison, these bullets might fairly be aggregated as impact to the area west of the Tucson Mountains.</p> <p>In light of the chosen RAC, it appears that your study team believes that the impact of an Interstate highway to the area west of the Tucson Mountains-where no Interstate exists-would be less than the impact to Tucson neighborhoods-where an Interstate exists.</p>	GlobalTopic_1, AC-2		I- 3240 -2
Reitzel	Jayne		Website	6/06/19 9:09 AM AT	<p>I oppose the I-11 project going thru our community Rancho Buena Vista. This is small development of 78 custom build homes on at least an acre. This is part of Sahuarita and offers a wonderful option for people to purchase a home with natural surroundings and abundant wildlife.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1270 -1
Renfrow	Robert		Website	4/16/19 7:33 PM AT	<p>This has got to be the absolutely most insane plan I have seen since the proposal to build an interstate over Reddington pass and along the San Pedro river decades ago. Thank God that didn't go through. It is easy to see now in retrospect how totally ruinous that would have been.</p> <p>This proposal is in the same category of utter disregard for the environment- both natural and cultural, what a slap in the face!</p> <p>This unnecessary Interstate (what's wrong with widening I-10 some more?) manages to just barely thread it's way between unspoiled National Parks, Native American reservations, the AZ Sonora Desert Museum, ancient petroglyph sites etc. etc. etc. spilling noise, ugliness and pollution into these areas. It will completely destroy any solitude west of the Tucson Mountains. We will be able to enjoy the drone of endless traffic while visiting the hugely popular Desert Museum. This will naturally foster ungodly urban sprawl all over the valley between Tucson and the Reservation. This boondoggle will of course cut off uncountable animal travel routes.</p> <p>This highway could hardly be on a more destructive route even if you tried. It's as if someone sat down and asked "how can we cause as much damage to southern Arizona as possible?"</p>	GlobalTopic_1, LU-3		I- 111 -1
Renno	Kathy		Website	7/08/19 11:32 AM AT	<p>The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. This route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. It would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. This Alternative route would also sever critical wildlife corridors, destroying the ability of wildlife species to disperse, roam, find new mates, and expand their home ranges. The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. Please don't build this portion of the proposed I-11!!!</p>	LU-3 and AC-5 and BR-2 and WR-2 and GlobalTopic_1		I- 2946 -1
Resident	Benson		Website	5/10/19 11:46 PM AT	<p>I do not believe that I 11 should be built. It would absolutely ruin the wild lands of that of that part of our state. As a citizen of southern AZ I most certainly do not support this. If I talk to someone who does support this, or who is unsure, I will most certainly be trying to convince them of why this should not happen. Terrible terrible idea.</p>	GlobalTopic_4		I- 749 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Resident	Local		Website	6/25/19 2:38 PM AT	The best option would be to double deck I-10 thru Tucson. It is an established freeway and expanding it that way will have ZERO impact to homes/people/wildlife. Going thru Picture Rocks/Avra Valley will ruin 1000's of desert growth and wildlife. It will destroy homes and lifestyles. Many of us have worked our entire life to have our property out away from the city and now you want to dump a freeway right thru the middle. It will take out both sides of the valley. If it has to be out here then at least use the further out route - the one away from Picture Rocks. Although it is said it will only take 60 some homes those people will get nothing for all the years of hard work on their land and all the people who live along it but will not be eligible for relocation are left holding the bag. And it will be a bag of drugs from Mexico. Yes land out here is cheap and we will get what 50K? If we are lucky. There is no where we can replace our acreage and home for that price. This is not a smart idea to give drug runners a faster way to get drugs delivered. It will ruin Desert Museum and Old Tucson with smog from the truckers that will carry up to the base of the Tucson mountains and stay there while polluting everything in its path.	GlobalTopic_4, LU-1, AQ-3 and GlobalTopic_1		I-2056 -1
Rethman	Michael		Website	4/05/19 8:50 PM AT	This project needs to be completed ASAP. However, it's unfortunate that the initial focus is from Nogales to Wickenburg, areas already well-connected by existing roadways. The early emphasis OUGHT TO HAVE BEEN between Phoenix and the Nevada line via Wickenburg. Central Arizona and northern Arizona have long been poorly served by north-south roadways and I-11 is a means to help mitigate that -- but building from Nogales to Wickenburg does no such thing. Thanks for the opportunity to comment.	GlobalTopic_10		I-2 -1
Reuss	Suzanne		Website	7/08/19 7:14 PM AT	I support the proposed orange route rather than the chosen blue route, thereby protecting Gila River Area marshlands and making better use of existing infrastructure. Thank you.	GlobalTopic_2		I-3129 -1
Reyes	Alexis		Website	7/07/19 3:11 AM AT	I would not like a different interstate rerouted around Tucson. That defeats the purpose of fixing our interstate going through Tucson and Phoenix and even going east towards Texas. I definitely disagree with this plan.	GlobalTopic_1		I-2704 -1
Reyes	Barbara		Website	5/02/19 9:26 PM AT	We would like to know if our property will be on the main route and how soon our property will be purchased, so we can begin to make plans. We own 4.2 and 4.4 acre vacant parcels, plus 4.7 acres our custom home is on. Our son also has a custom home behind ours, on 4.7 acres, which seems to be included on the route, also. We are on 5007 N. Avra Road, just north of Manville. Although we are content living out here, we are not against I-11 being planned. We just need to know when we will be bought out and have to move. The map we saw a few months ago, shows I-II route going right over our property.	LU-1		I-477 -1
Reyes	Barbara		Website	5/02/19 9:33 PM AT	We would like to know if our property will be on the main route and how soon our property will be purchased, so we can begin to make plans. We own 4.2 and 4.4 acre vacant parcels, plus 4.7 acres our custom home is on. Our son also has a custom home behind ours, on 4.7 acres, which seems to be included on the route, also. We are on 5007 N. Avra Road, just north of Manville. Although we are content living out here, we are not against I-11 being planned. We just need to know when we will be bought out and have to move. The map we saw a few months ago, shows I-II route going right over our property.	LU-1		I-478 -1
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	[See Attachment] Also emailed to: I-11 ADOTsttdv@lidlinc.com Re: the 1—] 1 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(1) Evaluation (Draft Tier 1 EIS) Nogales to Wickenburg Dear Ms. Van Echo, I would like to take this opportunity to provide input during the public comment period on the Draft Tier 1 EIS referenced above.	Thank you for your input and interest in the I-11 Corridor Tier 1 EIS. FHWA and ADOT value the feedback on the Draft Tier 1 EIS provided by your office	Reyes_R_Grijalva_E1	E-1 -1
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	I am concerned that the current comment period is too short for a comprehensive review of this extremely large document (762 pages plus appendices). I request that the comment period be extended for a total of 120 days- which is common for projects of this magnitude and controversy- making the revised due date for comments August 3, 2019.	GlobalTopic_9.		E-1-2
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	I support efforts to physically connect Arizona and Nevada via transportation corridors to facilitate Canadian and Mexican trade routes. The City of Tucson and the metro region of Pima County would benefit most by enhancing existing infrastructure that already provides the connection: Interstate 10 and 19. or option "A" and "B" that have been included in your route studies. I am very concerned that a hybrid option of routes going through Altar and Avra Valley has instead been chosen for the preferred alternative in the Draft Tier I EIS. This route would necessitate building new interstate. This route would negatively impact rural communities in Avra Valley. Saguaro National Park. Tucson Mountain Park. Ironwood Forest National Monument. and other protected open spaces and wildlife corridors. I pointed this out during the scoping process in a June 1, 2017. letter to project manager Jan Van Echo. For the record I would like to repeat my concerns: This proposed route of the Interstate would bring in new development. roads. traffic. and have a negative impact on dark skies, wilderness values, and quality of life for residents of that community. Even a limited access roadway would still open this mainly undeveloped area to massive sprawl. Residents of my district affected by this option have called my office expressing these same concerns. Pima County voters have consistently opposed opening up the far western areas of Pima County to development via this transportation corridor. At some point, the Federal Highway Administration and the Arizona Department of Transportation must be responsive and support alternatives that provide economic opportunity in the existing metro region and not continue to promote routes that local voters have overwhelmingly opposed. Frankly, it troubles me that after two scoping periods and a stakeholder engagement process that resulted in widespread opposition to proceeding with any route through Avra Valley — and with serious concerns expressed all along by cooperating land and wildlife managing agencies — your study has determined that the much more costly alternative with greater negative impacts and fewer benefits for Pima County is the preferred alternative.	GlobalTopic_1		E-1-3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	<p>One explanation for this conclusion is that a Tier I analysis is not enough for a federal process to come up with the better route alternative. The tiering of the required environmental compliance means that the decision is not informed by the best information and that vague promises of future mitigation is enough to allow the incredible decision to bisect an important wildlife mitigation area with a major freeway. This calls into question the Department of Transportation's unusual practice of coming to a decision without the full environmental compliance that most other federal projects regularly require.</p> <p>A proposed MOU giving the state environmental compliance responsibilities for federal highway projects in Arizona, which would include the Tier 2 study further demonstrates the inappropriate fragmentation of planning and compliance this project will receive, especially compared to projects with this smt of impact on protected lands that our community would normally expect.</p> <p>Another issue of concern is the regularity with which this route keeps resurfacing. Voters overwhelmingly voted against a ½ cent sales tax that would have funded a similar project back in the mid-1980s. The Picture Rocks community along with many other Pima County residents and organizations have and continue to vocally oppose it, yet this route keeps being promoted as the preferred option.</p>	GlobalTopic_8, GlobalTopic_1, and BR-6		E-1-4
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	Very little is being done to address alternatives to continuous freeway expansion, such as facilitating the expansion and use of intermodal shipping yards. facilitating the creation of public rail transportation lines as alternatives to continuously promoting freeway development—especially in pristine habitat corridor areas. I consistently remain opposed to any highway plan that opens up the Avra Valley to widespread environmental destruction.	GlobalTopic_1 and AC-9		E-1-5
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	The possible fast tracking of this project. despite information typically disseminated by the project's managers at public meetings that there is not current funding available. is concerning. While that may be currently true. this project is in conjunction with the Federal Highway Administration. I-11 and Intermountain West Corridor Study (IWCS) completed in 2014. With talk in Congress about developing an infrastructure spending package, the state appears to be attempting to remove all barriers to fast tracking this project once. and if. funding is available. If Congress is able to pass an infrastructure package. the voters will have no say. as planning will be completed. and routes will have been previously selected.	GlobalTopic_1, GlobalTopic_4, and GlobalTopic_8		E-1-6
Reyes	Ruben	Congressman Grijalva: U.S. Representative	Website	5/09/19 12:40 PM AT	If the project's purpose is to provide a high-priority north to south transportation corridor to connect to major metropolitan areas and markets with Mexico and Canada. then I believe that the best option is using Interstate 10 and 19. which already includes metropolitan Tucson and protects the environmentally sensitive area west of Tucson.	GlobalTopic_1		E-1-7
Reyes	Ruben		Oral	5/08/19 1:00 AM AT	<p>RUBEN REYES: Ruben Reyes. I'm here on behalf of Congressman Grijalva. I will also be submitting this letter for the record but felt it important to speak as well.</p> <p>I would like to take this opportunity to provide input for the Tier 1. I have concern that the 56-day comment period is too short for a comprehensive review of this extremely large document.</p> <p>It requires that the comment period be extended for a total of 120 days, which is common for a project of this magnitude and controversy, making the revised due date for comment August 3, 2019.</p>	GlobalTopic_9		I- 1341 -1
Reyes	Ruben		Oral	5/08/19 1:00 AM AT	<p>I support efforts to physically connect Arizona and Nevada via transportation to corridors that facilitate Canadian and Mexican trade routes.</p> <p>The city of Tucson and the metro region of Pima County would benefit most by enhancing existing infrastructure that already provides the connection, Interstate 10 and 19, or Option B, that has been included in your route studies.</p>	GlobalTopic_1		I- 1341 -2
Reyes	Ruben		Oral	5/08/19 1:00 AM AT	<p>I am very concerned that an option called D, formerly CD, has instead been chosen for the preferred alternative to the draft here. This route would negatively impact rural communities in Avra Valley, Saguaro National Park Tucson Mountain Park, Ironwood Forest National Monument, and other protected open spaces and wildlife corridors.</p> <p>I pointed this out during the scoping process in a June 1, 2017, letter to the project manager.</p> <p>Frankly, it troubles me that after two scoping periods and a process that resulted in widespread opposition to proceeding in any route through Avra Valley and with serious concerns expressed all along by cooperating wildlife agencies, your study has determined that the much more costly alternative with greater negative impacts and fewer benefits for Pima County is the preferred alternative.</p> <p>My explanation for this conclusion is that a Tier 1 analysis is not enough for a federal process to come up with a better route alternative.</p>	GlobalTopic_4, GlobalTopic_9 and GlobalTopic_1		I- 1341 -3
Reyes	Ruben		Oral	5/08/19 1:00 AM AT	<p>The tiering of the required environmental compliance means that the decision is not informed by the best information, and the vague promises of future mitigation is enough to allow the incredible decision to bisect an important wildlife mitigation area with a major freeway.</p> <p>This calls into question the Department of Transportation's unusual practice of coming to a decision without the full environmental compliance that most other federal projects regularly require.</p> <p>A proposed (undecipherable), getting the environmental compliance responsibility for federal highway project in Arizona, which would include the Tier 2 study -- Am I done?</p>	GlobalTopic_8		I- 1341 -4
Reynolds	Julie		Website	6/29/19 4:30 PM AT	I am very concerned about the very short deadline for public comment on the proposed Interstate 11 bypass plan. I'm also concerned that this bypass, if allowed to go forward, will irreparably harm unique and beneficial landmarks (Sonoran Desert Museum, Tucson Mountain Park and Saguaro National Park West to name a few) as well as open lands, wildlife and birdlife. Besides being important to me as a resident, property owner and voter, these treasures are critical to southern Arizona's economy. There are already too few places without pollution, noise and other damage to our environment. We cannot put a single transportation priority above these natural habitat priorities. And we certainly should not do that without sufficient time for the public to make their voices heard on this plan. Therefore, I respectfully request that you extend the deadline. Sincerely, Julie Reynolds	GlobalTopic_9 and R-2 and GlobalTopic_4		I- 2215 -1
Reynolds	Waid		Website	4/17/19 4:28 PM AT	It's disgusting that Arizona plans to waste billions of tax dollars on yet another freeway while I-10 between Tucson and Phoenix still has only two lanes over much of its length, and Tucson/Pima County have the poorest maintained roads in the nation. In addition, the concept of placing a noisy, polluting freeway immediately adjacent to Saguaro National Park West and the Desert Museum is beyond idiotic. We have a viable freeway corridor in I-10 and I-19. Enhance that corridor. Don't create another noisy, polluted wasteland called I-11! Maintain Pima County roads properly!	GlobalTopic_1		I- 137 -1
rhodes	rex		Website	6/27/19 7:37 PM AT	Please no I-11 highway- the natural land is more important- thank you for listening	GlobalTopic_4		I- 2135 -1
Rhynard	Steve		Website	7/03/19 11:07 PM AT	I am adamantly opposed to the the i11 recommended alternative route that would go through Avra Valley and the Saguaro National Park. As a business owner for the past 38 years in downtown Tucson the last thing we need is to divert traffic away from our downtown area, the economic impact to the businesses along I-10 would be significant. The negative environmental impact on the Saguaro National Park, Tucson Mountain Park and the Tucson Mitigation Corridor would be tremendous.	GlobalTopic_4 and GlobalTopic_1		I- 2531 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Rhynard	Steve		Website	7/03/19 11:07 PM AT	Lastly, to think that Tucson has a traffic problem on I-10 through Tucson is absolutely laughable. We spend a couple of months per year traveling to Southern and Northern California to meet with out clients in person, the traffic in those areas can be overwhelming at times, if you think that Tucson's traffic now or in the future would even come close to the traffic on the Interstates in the LA and Bay areas is ridiculous, WE DO NOT have a problem with traffic on the existing I-10 route through Tucson, to pursue a route to by pass the area is insane and extremely short sighted. The proposed Avra Valley route and the negative economic impact it will have on the businesses along the existing I-10 route through Tucson is deeply concerning. The obvious choice is to work within the existing I-10 and I-19 route.	GlobalTopic_1 and E-1		I- 2531 -2
Rice	Clark		Oral	5/07/19 1:00 AM AT	CLARK RICE: I would be in favor of the I-11 interstate highway being built showing the purple alternative near the town of Amado at the Arivaca junction, whatever they call it, because I feel that building it in a more northerly location such as Sahuarita would be highly disruptive to a growing, prosperous community, whereas the two roads would meet, in my mind, down by Amado, it would greatly improve the local economy, which is almost zero right now, because you'll have a truck stop, motel, some kind of a restaurant, you know. this always happens. And so I think it would be of great benefit to those people down there. And I also feel that building a Y intersection between two interstates in the middle of an existing town is just having kind of an invitation to disaster. And west of I-19, in Sahuarita, you have to go up an extreme grade. And I believe interstate highways are limited to 6 percent. I'm no engineer, but I use that road that exists there sometimes now, and I believe it's about an 8 percent grade. So it costs a lot more money to build a road up a grade than it does over somewhere that's fairly level.	GobalTopic_1		I- 1105 -1
Rice	Clark		Oral	5/07/19 1:00 AM AT	CLARK RICE: My name is Clark Rice, and my comment is that after seeing what you might call the purple alternative that would go west, down near the town of Amado, I would be in favor of that, because Amado is a very depressed area. And anything that helps the economy -- which I'm sure there would be truck stops and businesses put there -- anyway, the new freeway would help tremendously. Also, the freeway taking off in Sahuarita, near -- pert near in the middle of what's getting to be a pretty good-size growing town, I feel for public safety, that that's a really bad idea. And it's also an expensive way to go. The country, west of I-19, is quite uphill. Sahuarita Road, which I use sometimes, I would estimate is an 8 or 9 percent grade, and I think the interstates are limited to a 6 percent. So moving all that earth can get expensive. And we've got a long time before we need to really worry about this freeway. They're estimating 2040, and we'll probably all be dust in the ground by the time it's built. But that's how I think maybe things should happen. Thank you.	GlobalTopic_4		I- 1108 -1
Rice	William		Phone	7/08/19 1:00 AM AT	I'm voting no on I-11 going through Avra Valley. Once again, I am voting no on I-11 going through Avra Valley.	GlobalTopic_1		I- 3449 -1
Rich	JV		Website	7/06/19 3:58 PM AT	Of the three alternatives suggested, I support the orange route because it disrupts as little wildlife habitat as possible and uses the maximum amount of existing roads where habitat has already been disturbed. I also support the no action alternative, with funds instead going to support a passenger rail route between Phoenix and Tucson and Nogales. This would have the least environmental impact and be more cost effective in addition to having little physical disruption because it would use all or mostly existing rail lines.	GlobalTopic_4 and AC-9		I- 2660 -1
Richard	Rebecca		Website	7/03/19 1:45 PM AT	Please stop this destructive I11 proposal for the area west of the Tucson Mountains. We are already at the verge of extinction of most life on this planet. It is unnecessary and extremely damaging to wildlife and human life. Thank you for allowing comments. Rebecca Richard	GlobalTopic_1		I- 2505 -1
Richards	Bette		Oral	5/08/19 1:00 AM AT	BETTE RICHARDS: My name is Bette Richards, and I'm the editor for the Picture Rocks Digest. And I can tell you this is the most popular thing we've written about in years. As I go home, I go over Picture Rocks Pass, drive through the Saguaro National Park, which changes every single day, is a site of the most beautiful things you can see. I go down Sandario Road and then get to Manville. As I'm on Sandario and Manville Road, I can see 100 miles. And then I go west on Manville Road for about eight miles. If I went nine miles, I'd be at Ironwood National Forest. During that time, I can see for 100 miles. And when I get home, if people come to visit me, I will say, Listen, just listen. And they'll say, I don't hear anything. And I'll say, That's it. Listen to the quiet. As you come down that mountain and you go down through into the Avra Valley and back up again, as I do all the time, your blood pressure drops, everything goes away. Your eyes look far, far away, instead right here in front of you, or from here to where the TV set might be or the computer might be. You can get to see something and hear something that's totally different than you do anywhere else. And this is good for your mental and physical health. Now when you build a highway, and I get to Manville and Sandario Road, I'm going to see trucks, one after the other, and I'm going to hear, swish, swish, swish 24 hours a day. And as I go home, I have to try to get past that freeway. I don't know how I'm going to do it. To tell you the truth, I may have to go a lot further away to do it. I already have to drive 30 miles to get to the nearest grocery store. And I love that and I wouldn't change it. But with that highway, I might have to go even further. And as I go, I'm going to be subjected to the diesel fuel, which will burn my eyes, make my asthma worse, make me all stressed out because I have to drive through that mess. It isn't worth it. This highway will destroy the mental and physical health of thousands of people, animals and plants for two minutes faster trip to get to Nogales. That's insane. And I adamantly oppose the next one, the next review going to ADOT instead of staying with the federal government.	GlobalTopic_1, R-2, N-1, LU-3 and AQ-1		I- 1350 -1
Richards	Bette		Website	4/13/19 10:28 AM AT	It is obvious that you are not interested in anything anyone wants to say except the developers who you can do favors for. The Avra Valley route is the most expensive and most destructive. You have managed to ignore the alternative to double deck I-10 over the downtown Tucson area. You have ignored the economic impact of the destruction of the Saguaro National Park West and Arizona Sonoran Desert Museum with the pollution that this highway will cause. You will forever make it impossible to use the telescopes of Kitt Peak as the highway vehicle lights will exceed the dark skies mandate needed for them. This was not even considered in your report. You conveniently only considered the street lights on the highway. Your mitigation of destroying animal access does not even consider what the destruction of Sandario Rd. might do to the residents that need it to access their homes or to get to the reservation to buy hay for their animals. In addition, the last few years ADOT has spent millions widening and changing access to I-10 and I-19 from Phoenix south to Nogales insuring there is no real congestion on this stretch of road. Now we will destroy a world known tourist destination (the only one in this area) to gain a whole 2 minutes in the trip from Phoenix to Nogales. Wow! Can't beat that. All this to allow two foreign countries better passage through the USA. I AM IN ABSOLUTE OPPOSITION TO ALL OF THIS.	GlobalTopic_1		I- 46 -1

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Richards	Betty		Oral	5/11/19 1:00 AM AT	<p>MS. BETTY RICHARDS: My name is Betty Richards, and I'm the editor of Picture Rocks Digest. I live in Avra Valley obviously. I live near Picture Rocks.</p> <p>When I go out at night, it's really, really dark. And as you can see, I'm not too handy anymore. I'm getting old. And I need a flashlight. But I don't need trucks. If the moon is shining, it's light enough for me to see wherever I want to go, and if I sit there watching the sunset and the stars come up, there are a billion, bazillion stars, and I can see the Milky Way. Yeah, we see the Milky Way all the time. If that highway is put in there, I'm going to be looking at trucks. I'm not only going to be subjected to the noise and the fumes, which will make me ill; it will kick up my asthma, but I also will be subjected to the lights.</p> <p>Now, you said that the lights are going to be mitigated in such a way that they aren't going to be harmful to wildlife or anything else that exists or Kitt Peak. However, you only made conditions for or considered conditions for the lights that would be on the roadway.</p> <p>What about the trucks? What about the truck drivers, like my husband and my nephew, who light up their trucks like Christmas trees and run down that highway? The trucks run down the highways mostly at night when there is no congestion. They run in and out of the cities only during the day in order to load and unload. They aren't out there during the days, during the rush hours most of the time anyway. They are out on the highways at night.</p> <p>Our highway will become a light stream all night long. Not only will I be able to go without lights in my house, save on all my electric bills, but I will not be able to sleep because of the lights and the noise, and my animals would be in harm. This is so harmful, it's amazing. And all we're doing this for is to give two extra minutes to get to Nogales? That's insane. That's absolutely insane.</p> <p>I am adamantly opposed to this. This is going to ruin the health, mentally and physically, of thousands and thousands of people, animals, and plants. We are going to be destroyed with this.</p> <p>In addition to this, I am adamantly opposed to ADOT taking over the next environmental study, because no matter what you say, the major conclusion is, oh, this causes damage, but it won't meet our goal. Our goal is to build a highway, period, not mind the environment.</p>	GlobalTopic_1, V-1, BR-1		I- 1424 -1
Richards	Bill		Website	6/03/19 11:24 AM AT	This corridor is needed. Wildlife crossing are important.	GlobalTopic_1 and BR-2		I- 1249 -1
Richards	Christopher		Website	5/02/19 12:35 PM AT	<p>I strongly oppose any further destruction to the natural environment of Arizona in the name of rapacious greed. Highways are deadzones for wildlife and cultural wastelands.</p> <p>Has anyone ever said "Arizona, what a beautiful state...surely it needs more asphalt highways cutting through the desert valleys!"</p> <p>Improve the highways we have and spend the remaining money on education or health services.</p>	GlobalTopic_4		I- 471 -1
Richards	Lynn		Email	6/22/19 1:00 AM AT	<p>I would like to advocate NOT building a freeway through Avra Valley. Rather than destroying the open space and pristine desert surrounding Ironwood Forest National Monument, Saguaro National Park West, Kitt Peak National Observatory, and the Arizona-Sonora Desert Museum, efforts should be made to restore the railway system already in place to take the semis off of I-19 and I-10. Or perhaps, a truck only lane added to I-10.</p> <p>I-11 is an unnecessary expenditure which will do far more harm to what makes Arizona special. Ecotourism is huge to Arizona and particularly to this area and a major roadway would ruin a great part of our economy.</p> <p>Thank you,</p> <p>Lynn Richards XXXXXXXXXXXX Tucson, AZ. 85710</p> <p>Sent from my iPad</p>	GlobalTopic_1, BR-1, R-2, E-2 and AC-9		I- 3278 -1
Richards	Lynn		Website	5/03/19 8:42 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 507 -1
Richards	Lynn		Email	5/11/19 1:00 AM AT	<p>A friend of mine was just at the 5 hour meeting at Marana High School. There were only a few people out of the approximately 55 who spoke that were in favor of this. I am one of those folks who are adamantly opposed to destroying this part of Arizona for a freeway that is not necessary. The comments of the opposition were heartfelt, fact-based, personal -- beautiful to behold.</p> <p>However, I believe the ADOT folks who were standing around to answer questions and interpret maps were sharing false information (that the light concerns have been mitigated, the corridor is only 400 feet wide, there really is no other option, etc).</p> <p>And I'm not sure how much the "panel" of ADOT representatives actually heard as there was the distinct impression that they were only there because they had to be.</p> <p>Please stop this plan and go back to making I-19 and I-10 better.</p> <p>Lynn Richards XXXXXXXXXXXX Tucson, AZ 85710</p> <p>Sent from my iPad</p>	GlobalTopic_1		I- 954 -1
Richards	Lynn		Email	5/11/19 1:00 AM AT	Ecotourism is incredibly important to Arizona and this area is vital to our economy as is because of the fragile diversity it holds. It may not look like its vital to our economy with the sparse population, but we need to keep our open spaces. We do not need another highway nor the highway stops that will further ruin this area.	GlobalTopic_4 and BR-1		I- 954 -2
Richards	Nancy		Website	6/20/19 7:09 AM AT	<p>I would like to see more consideration to utilize the railroad system already in place and to upgrade it as needed instead of building a new interstate.</p> <p>Another alternative would be to build a designated interstate just for diesel trucks along the existing interstates.</p>	AC-9		I- 1833 -1

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Richardson	Rex		Website	4/21/19 11:24 PM AT	Moved here to get away from the traffic and the smog pollution and to be part of the desert, this highway through the desert will ruin it all. Also if you come through the desert were wondering why you choose the most expensive alternative, as citizens were running out of money to pay taxes were	GlobalTopic_4		I- 226 -1
Richardson	Tom		Website	7/09/19 12:22 AM AT	I oppose the selected route for I-11. It is more expensive than adding it next to I-10 and I-19 and would impair the visitor experience at the Desert Museum, Saguaro National Park, and Ironwood National Forest. It will have an adverse effect on wildlife and pose a threat to Tucson's water supply were a toxic spill occur. It is opposed by the City of Tucson.	GlobalTopic_1, WR-2		I- 3207 -1
Richey	J.		Mail	5/15/19 1:00 AM AT	Please reconsider your current I-11 plans. I am not a "nimby" but think you can do better. Thank you, Joe Richey No! I do not support taking I-11 through Avra Valley. Julie Richey	GlobalTopic_1 and GlobalTopic_4	Richey_J_I3236	I- 3236 -1
Richey	Mike	Maricopa Ace Hardware	Website	4/22/19 12:59 PM AT	As a business owner in Maricopa, AZ, I support the Blue Recommended Corridor. It is critical for growth and to solve the transportation dilemmas we face getting into and out of our community. Thank you for the opportunity to comment.	GlobalTopic_4		B- 3 -1
Richey	Mike		Email	5/27/16 5:27 PM AT	As a business owner in Maricopa, AZ, I am in complete support of Building this Roadway in the Blue Recommended Corridor. It is critical for the growth of our community, and the quality of life here, as transportation options are in short supply. I urge you to expedite this study and funding mechanisms to complete the construction of I-11. Thank you for the opportunity to comment. Mike Richey Maricopa Ace Hardware XXXXXXXXXXXX Maricopa, AZ 85139 XXX-XXX-XXXX	GlobalTopic_4		I- 440 -1
Richman	Sarah		Website	7/08/19 2:00 PM AT	The proposed project is a dangerous threat to biodiversity in the Sonoran desert. The proposed corridor will disrupt habitat and breeding ground for endemic plant and animal species of great cultural and economic importance. I urge you to reconsider the plan to build a second interstate corridor and instead focus on improving public transportation infrastructure as an incentive to keep cars off the road and improve travel on the existing I-10 roadway. Yours sincerely, Sarah Richman, PhD Department of Ecology and Evolutionary Biology University of Arizona	BR-7 and AC-9 and AC-7		I- 2991 -1
Richt	Crystal		Website	7/07/19 8:30 PM AT	As a proud Tucson resident who has lived in Pima county for the last 25 years of my life and who cares very deeply about my home region, I fervently oppose the I-11 recommended alternative route through Altar and Avra Valleys. Absolutely no solution should include a bypass route of any fashion west of the Tucson mountains. The Sonoran desert is the crux of this community. As such, it is already facing needless threats at a time in our society when we should be doing everything we can to protect what's left, rather than demolishing more of it with weak mitigation plans. This means considering innovative solutions to problems associated with growth, not falling back to the same archaic infrastructure and sprawl plans that continue to propel us towards environmental crises. The proposed route through Avra valley bulldozes through a treasured pristine area that is already celebrated and recognized as irreplaceable both locally and nationally for its inherent value. If left intact, it also has value as a contributor to Tucson and surrounding areas' heritage and economy. The I-11 route poses unnecessary and unwanted threat to too many attributes in the region that should be top priority for protection, and therefore is too great a sacrifice to ask of Pima county. These attributes at risk include but are not limited to: • Our C.A.P. canal system that supplies water to a large metropolitan area and the Bureau of Reclamation Mitigation lands which should be subject to no further development • Important (and increasingly rare) wildlife connectivity corridors for at-risk species such as the Western Burrowing owl and the Tucson shovel-nosed snake • Our recreational economy (which is tied with our community identity) • Our monumentally unique and treasured federal lands such as Saguaro National Park West and Ironwood Forest National Monument, county lands such as Tucson Mountain Park, and tribal and private lands. These are all sensitive areas and are interconnected when we talk about what will be irreversibly impacted by this bad plan. Please do not build. No amount of proposed mitigation will be enough to curb irreversible losses to this area, and no argument in support of this is strong enough in the face of everything we stand to lose. The number of threats to a region we deeply care about in this proposal is overwhelming and this comment only scratches the surface. I hope you see with the volume of opposition to this, including our city council and numerous organizations important to this community, that this is not the solution.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2866 -1
Richt	Crystal		Website	7/07/19 8:30 PM AT	CAP The C.A.P canals that supply our desert city water are surrounded by the Reclamation and Building Mitigation corridors, which were established to prevent future development in these critical areas yet would be developed with the alternative route. How can we as members of the public be expected to ever trust the systems and processes in place when they can be thrown out for additional high-impact projects? In addition, in order to successfully support the central Arizona region, the CAP canal system needs to remain secure, stable and renewable, and a freeway that butts right up against the system in a mitigation corridor unnecessarily compromises that goal. All it takes is one collision involving toxic substance (a common cargo load on highways) in the area and our precious water is irreversibly contaminated. There is no mitigation that would comfort me from that threat. The persistence of this proposal shows a failure of respect for decisions that have already been made regarding protecting places in our region.	WR-2		I- 2866 -2
Richt	Crystal		Website	7/07/19 8:30 PM AT	WILDLIFE CORRIDORS No amount of wildlife bridges or tunnels over and under an isolating highway will mitigate the damage that will be done to the natural habitat and freely migrating wildlife that currently resides in the region. If a highway is built within 1300 feet of the Saguaro National Park boundary as proposed in the DEIS, it will completely sever and isolate Saguaro National Park West. As urban sprawl continues, we are only further propelling the large decline we are already seeing according to multiple government reports.	BR-1 and BR-2 and R-2 and LU-3		I- 2866 -3

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Richt	Crystal		Website	7/07/19 8:30 PM AT	SAGUARO NATIONAL PARK AND ARIZONA-SONORA DESERT MUSEUM It's no secret that the iconic scenic lands that make our desert home to the west of the Tucson mountains draw tourism and recreation to the region because they are largely untouched. A disruptive and severing bypass freeway does not belong in it. The few attractions that do exist in the region such as the Arizona-Sonora Desert Museum and Saguaro National Park are monuments to the natural place and economic generators on their own because of that. The Sonoran Desert Museum alone draws in over 400,000 visitors per year which speaks to the importance of the natural history surrounding our region. They stand to lose heavily if a light and sound-polluting eye-sore of a highway is allowed to encroach on the wild lands that draw these visitors in the first place.	R-2 and V-1		I- 2866 -4
Richt	Crystal		Website	7/07/19 8:30 PM AT	IRRVERSIBLE DAMAGE AND LIKELY SPRAWL IN TREASURED AND RARE WILDLANDS A new freeway only lends itself to more sprawl in a very ecologically sensitive region, which absolutely cannot be allowed to occur. With a UN report of nearly 1 million species at risk of extinction due to human activity precisely like that proposed by the I-11 route through Avra valley, we simply cannot allow this to move forward.	LU-3 and GlobalTopic_1		I- 2866 -5
Richt	Crystal		Website	7/07/19 8:30 PM AT	NO NEED Even if the countless ugly scars this would leave in a sacred region were not a very real threat, (they are), the plan itself is wasteful and unnecessary. There are better solutions. According to the draft DEIS the cost of building this new route would cost \$3.4 billion more than that of co-locating I-11 with I-19 and I-10 through the Tucson region, a solution heavily supported by the community. Why would anyone allow this highway to rip through such a special place when we don't have to?	GlobalTopic_1 and PN-3		I- 2866 -6
Richt	Crystal		Website	4/12/19 5:22 PM AT	The enormity and scale of potential negative impact this proposed project would have on our valued federally protected lands housing the saguaros that make this home, private property, and local open spaces deems appropriate that this public comment period for this project be extended by 120 days to September 30, 2019. The current public comment period for devastation of this scale is unacceptably short and fails to give our community members enough time to thoroughly review the Draft EIS to provide thoughtful, well-informed comments for your review and consideration. Thank you.	GlobalTopic_9		I- 36 -1
Richter	Kristine		Website	7/05/19 11:32 AM AT	I am asking that your team moves forward with the proposed orange route for the I-11 project. According to the Draft Environmental Impact Study, the "orange route"1 that follows existing Highway 85, I-8, and I-10 would have the least impact on wildlife and riparian areas across the Gila River area. The currently proposed I-11 corridor (blue route) bisects Gila River area marshland and agricultural fields that birds, like the federally endangered Yuma Ridgway's Rail rely upon. The corridor would interrupt and further divert water and prevent some water from returning to the Gila River, a critical lifeline for Arizona's birds and other wildlife. Also, the Avra valley proposal is ridiculous. No one wants unnecessary construction through a rural area when I-10 is available and viable for use as part of the I-11 corridor. Our desert needs protection, development already eats up so much of our environment. Your route choice should make the least impact a priority. Use existing roads when possible. Be forward thinking and conservative towards the environment	GlobalTopic_2 and GlobalTopic_1 and BR-1		I- 2591 -1
Ricker	Jim		Website	6/29/19 5:36 PM AT	Dear Sirs, I was watching a program on TV the other night about Saguaro National Park and it prompted me to write you. I oppose the proposed alignment, the preferred alternative, of I-11. It is a travesty. I grew up in Arizona and over my more than 60 years, have watched our beautiful Sonoran Desert carved up and fragmented to the point of absurdity. Many of the few remaining large portions of desert lie in the proposed I-11 corridor. Your proposed highway would seriously compromise the integrity of Saguaro National Park, Ironwood National Monument, Tucson Mountains and the entire Avra Valley. The direct and cumulative impacts of this proposed freeway to these natural and cultural iconic places simply cannot be mitigated. This route should not be under consideration. I visit Tucson routinely with the purpose of going to The Desert. Your proposal will seriously damage the natural resources and negatively impact the experiences of millions of visitors who come here for the same reason I do. The impacts to Tucson by this freeway are numerous. From creating sprawl, to threats to the city's precious water supply to the economic losses due to diverting traffic from the core, this project is a disaster for Tucson. It is a disaster for The Desert. And, of course, there is the problem with cost. The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Who came up with this ridiculous location? Its 2019 and time to learn from past mistakes and move into the future with fresh ideas and innovative plans, not the 19th Century thinking this proposal represents. Please keep The Desert intact for the benefit of future generations. Abandon this proposal. Sincerely, Jim Ricker	GlobalTopic_1, R-2, AC-2, AC-3, LU-3, WR-2 and E-1		I- 2216 -1
riddick	gerard		Website	6/25/19 5:07 PM AT	I believe that the I 11 corridor is ill conceived and will do permanent damage to the Tucson Mountains, Saguaro NP West and the Ironwood monument as well as all the land encompassing that wide area. This will isolate these important ecologies and continue the depletion of Arizona natural habitat. We should focus on the I10 passages as they have already been cut. I question the need for such a corridor as well. Projects such as this will scar the landscape in perpetuity and should be considered from the perspective of species and life for future generations. Needless to say I am strongly opposed to this and given the vote, will vote NO! Thank you.	GlobalTopic_1		I- 2061 -1
Ridgway	MaryJane		Email	6/03/19 1:00 AM AT	I live in Wickenburg but am not seriously impacted with your current placement. Having said that, I fail to understand why you would ever consider putting this corridor so close to Vista Royale homes. They, most certainly will have a huge impact on their quality of life, and their property values will absolutely plummet, not to mention the noise factor. Turn this around and see how you personally would like this to be happening to you and how it would impact you. I've seen alternative routes that move this interstate a reasonable distance from this subdivision. These people bought or built their homes never knowing you would change the direction it was originally proposed for. In all good conscience, please do the right and honorable thing here and move it away from this kind of impact. MaryJane Ridgway Sent from my iPad	GlobalTopic_4 and GlobalTopic_5		I- 1660 -1
Ridgway	Phil		Email	6/03/19 1:00 AM AT	The I-11 freeway should be placed as far away from Wickenburg as possible. This would have the least effect on the residences near the proposed route.	GlobalTopic_4 and GlobalTopic_5		I- 1661 -1
Riggs	Gene		Email	5/26/19 1:00 AM AT	Totally against the proposed highway.	GlobalTopic_4		I- 1285 -1
Rigo	Martinez		Phone	6/12/19 1:00 AM AT	Yes, I would like to know how we can find all this out. We don't have a computer. That's why I'm calling. I need to have, I guess, a map of where this I-11 is going to go. My name is Martinez Rigo and I'm at area code XXX-XXX-XXXX. Thank you.	Called Martinez and found his address on the interactive map and let him know where the recommended alternative was in relation to his house. He submitted a comment through the mail.		I- 2443 -1
Riley	Chris		Website	5/09/19 6:10 AM AT	Dear ADOT and FHWA, I do not support building or reconstructing any road between Nogales and Wickenburg, AZ. The United States has too many roads already and cannot afford to maintain the ones we have. The limited funds we have for roads should be put toward maintaining the over-abundant roads we already have nation-wide and in Arizona. Thank you for your consideration of my comments - Chris Riley	GlobalTopic_4 and AC-7		I- 690 -1

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Rilling	Ann		Website	4/20/19 3:15 PM AT	I am writing to request that the public comment period for this project be extended to Sept. 28, 2019. The current May 1st deadline for comments offers insufficient time for thorough review of the Draft EIS. Thank you, Ann Rilling Tucson, Arizona	GlobalTopic_9		I- 194 -1
Rilling	Ann		Website	7/01/19 11:53 AM AT	I am writing to express my strong oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route will irreparably harm protected public lands and iconic tourist attractions. Critical wildlife corridors would be severed and fragmented. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. The City of Tucson and the vast majority of its citizens oppose this route. I urge you co-locate this new freeway with I-19 and I-10 through the Tucson region.	GlobalTopic_1, R-2, BR-2, N-1, AQ-1, V-1, and LU-3		I- 2260 -1
Ringenburg	Mooning		Phone	6/13/19 1:00 AM AT	My name is Mooning Ringenburg. I live in the area of I-11 proposed road. I think that they should not build I-11. I would like to see them either add a truck lane, both coming and going, on I-19 and giving cars at least two lanes, perhaps three. It looks like you might have enough access there for that. It would not disrupt as many lives and homes that I-11 will. It also wouldn't disrupt the wildlife as much. I have been watching the progress of this since the concept began. I haven't changed my mind on whether or not I'd like to see that happen. My answer is no. My phone number is 520-578-1100. Thank you for this opportunity.	GlobalTopic_1, GlobalTopic_4		I- 2455 -1
Ringler	Chris		Website	5/08/19 4:26 PM AT	I am absolutely against the I-11 south of Casa grande. I get the need north of Phoenix as there is not a good alternative route. South of Casa Grande all this does is parallel I-10/I-19. It would take money from Tucson. It would destroy a lot of desert and wildlife habitat, it would destroy Picture rocks, and Mariana. All of this just to have a another Interstate a literally a couple of miles west of an already existing one. This does not serve as a new access to anything that does not have access like it would on the Northern stretch. Please do not move forward with the Southern part of this project.	GlobalTopic_7		I- 655 -1
RINGLER	KRISTI		Website	5/08/19 4:26 PM AT	I am absolutely against the I-11 south of Casa grande. I get the need north of Phoenix as there is not a good alternative route. South of Casa Grande all this does is parallel I-10/I-19. It would take money from Tucson. It would destroy a lot of desert and wildlife habitat, it would destroy Picture rocks, and Mariana. All of this just to have a another Interstate a literally a couple of miles west of an already existing one. This does not serve as a new access to anything that does not have access like it would on the Northern stretch. Please do not move forward with the Southern part of this project.	GlobalTopic_7		I- 656 -1
Ringler	Taryn		Website	5/08/19 4:27 PM AT	I am absolutely against the I-11 south of Casa grande. I get the need north of Phoenix as there is not a good alternative route. South of Casa Grande all this does is parallel I-10/I-19. It would take money from Tucson. It would destroy a lot of desert and wildlife habitat, it would destroy Picture rocks, and Mariana. All of this just to have a another Interstate a literally a couple of miles west of an already existing one. This does not serve as a new access to anything that does not have access like it would on the Northern stretch. Please do not move forward with the Southern part of this project.	GlobalTopic_7		I- 657 -1
Rios	Babette		Website	6/22/19 11:50 AM AT	We are not in favor of the proposed route because, the proposed route would go right above our home. If it doesn't go directly above then it would be right next to our house. The impact would decrease the value of our land and home, increase pollution, and noise. We moved out to Hidden Valley because, it is quiet and outside of Maricopa proper. This proposal would affect our lives due to these negative impacts. Imagine if someone proposed to build a freeway above your home. How would that affect you? Who is benefitting from this proposal? Who has invested in land in this area?	GlobalTopic_4, AC-4, and LU-1		I- 1952 -1
Rios	Babette		Website	6/24/19 10:50 AM AT	I am opposed to the two routes that go through Papago Road and Allegro area. I am open to the new freeway that travels around the mountain if it doesn't impede upon other home owners in that vicinity.	AC-1		I- 2008 -1
Rios	Gabrielle		Website	6/24/19 10:57 AM AT	For the I-11, I am in support for the Orange Trail for the list of reasons below: 1) Orange trail is owned by ADOT 2) The environmental impact study is done 3) The roads are graded 4) No save homes or businesses would be lost 5) It would save taxpayers billions of dollars	GlobalTopic_4		I- 2009 -1
Rios	Gabrielle		Website	6/25/19 11:19 AM AT	Below are the list of reasons why I am for the Orange Route: 1) Owned by ADOT 2) Environmental impact study done 3) Road is graded 4) No home or businesses lost 5) Save tax payers billion of dollars	GlobalTopic_4		I- 2045 -1
Rios	Stanley		Website	7/09/19 12:34 AM AT	I support the Orange route since it is already owned by ADOT. The environmental impact study is already completed and right of ways already secured. Millions of tax payers dollars would be saved by using this existing route (I-8 and State Route 85). There would be no tearing down of homes and business if ADOT would use the Orange route rather than the Purple or Green routes. Why ADOT would even consider using the Purple or Green routes is beyond me since there is no benefit to those of us living in the Hidden Valley area of Maricopa. I also see no benefit to the residents of Maricopa since the Purple/Green routes are southwest of Maricopa and seriously doubt the use of these routes to drive into the Phoenix metro area or the West side of the Valley. I appreciate your time and consideration for reviewing my comments. Signed, Stanley D. Rios -taxpayer	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 3208 -1
Ritz	Gregory		Website	6/22/19 10:44 AM AT	As a land owner in Thunderbird Farms I am opposed to the proposed Interstate 11 coming through Thunderbird Farms. This highway should be moved further south to minimize the impacts on residents. I do feel the best route would be to utilize the Interstate 8 corridor and connect with the existing North/south highway 85 nearer to Gila Bend. Both interstate 8 and highway 85 are already 4 lanes and by adding 1 more lane in each direction would this would allow the new highway to take much of the Phoenix bypass traffic from Interstate 10.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1944 -1
Roati	Richard		Website	4/08/19 6:13 PM AT	I do not support the construction of a new freeway between Nogales, Arizona and Casa Grande, Arizona. I-10 is perfectly capable of handling the traffic in that area now and in the future. The routes for I-11 in the Avra Valley will be harmful to migrating animals, and harmful to the rural environment in the area.	GlobalTopic_1 and GlobalTopic_9		I- 14 -1
Roati	Richard		Website	4/08/19 6:13 PM AT	I request that you extend the comment period for 120 days, as many people are still unaware of this proposal.	GlobalTopic_9		I- 14 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Robben	Michael		Email	4/16/19 11:54 PM AT	<p>Just received you brochure in the mail. You did a great job of providing a vague outline of a new highway ! We figured out what is proposed, by the pictures and not by any wording, in the brochure. How about sending more detail info as to what you want.</p> <p>And...why no meetings in Sahuarita/Green Valley ? Don't we figure into this superhighway ?</p> <p>In case you don't realize this...not everyone has a computer or is skilled enough to go to the website.</p> <p>Try again - Please !</p> <p>Michael</p>	<p>CO-1, CO-3 and CO-5</p> <p>Beginning April 5, 2019, the Draft Tier 1 EIS was available to view/download on the study website (http://i11study.com/Arizona) and hardcopies were available to review at 25 repository locations throughout the study area, as listed in all of the public outreach materials. Please see the Final Tier 1 EIS Appendix G for more information.</p>		I- 423 -1
Robbins	Gary E.		Email	4/07/19 10:57 PM AT	<p>*GARY E. ROBBINS, P.C.* *Collaborative Family Lawyer* XXXXXXXXXX XXX-XXX-XXXX</p> <p>Flagstaff, AZ 86001-4610 https://nam05.safelinks.protection.outlook.com/?url=www.garyrobbinsaz.com&data=02%7C01%7C1-11ADOTStudy%40hdrinc.com%7C6b8f05b1fb894b3a35d08d6bba40a5f%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636902710560806419&sdata=VEwcvq%2Fofqmnal51kgdhfn3CsLiYkRsjk%2ByFWXG6LBQ%3D&reserved=0 XXXXX@gmail.com</p> <p>April 7, 2019</p> <p>Arizona Department of Transportation I-11ADOTStudy@hdrinc.com</p> <p>Re: Interstate 11</p> <p>Dear ADOT: I am in 99% support of the Recommended Alternative.</p> <ul style="list-style-type: none"> - I agree with Segment D with a connection to I-19 around Sahuarita Road, which would allow for the development of the "Sonoran Corridor." - I agree with the cross-over around Marana to connect with I-10. - I agree with Segment N which would mirror AZ-30, to provide a reliever to I-10. - I agree with straightening out I-11, and not having the odd bump eastward in the purple plan for Segment X. <p>So, what don't I agree with?</p> <p>If I had it all my way, I would bisect the Ironwood Forest National Monument and the Tohono O'odham Nation by moving I-11 fifteen miles west of Sandario Road. (If memory serves, a National Monument's borders can be altered, without the approval of Congress.) In the alternative, I-11 would be right on the eastern border of the Ironwood Forest National Monument and then would bisect about five miles of the Tohono O'odham Nation</p>	<p>GlobalTopic_1, GlobalTopic_2, GlobalTopic_4, GlobalTopic_13</p>		I- 402 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Robbins	Gary E.		Email	4/07/19 10:57 PM AT	<p>I grew up in Arizona. My family moved to Arizona in 1956 when I was four years old. I live in Coconino County, and 30% of my county is Native. I did not fully appreciate Native Americans and their incredible ties to the land until after I moved to Flagstaff in 1992.</p> <p>I have seen two examples of the interaction between ADOT and our Native Citizens.</p> <p>First, I mourn that we were never able to come to an agreement with the Gila River Indian Community to have AZ 202, be on the northern edge of their Community, instead of having to create a notch through the South Mountain Park.</p> <p>Second, I celebrate that the Pima Freeway was built on the Salt River Pima Maricopa Indian Community. That took a great deal of tact, respect and patience. I fully appreciate that the loss of land is a terrible loss to our Native populations. Part of my proposal would be to negotiate with the families whose land would be bisected and to be willing to move the specific footprint of I-11 a mile to the east or west of their allotted land.</p> <p>The benefit of this proposal is two-fold. First, it could spark economic development for the Tohono O'odham Nation. Second, many of the people living Avra Valley have a huge issue with I-11. Moving I-11 five to fifteen miles west of Sandario Road would address that. Other than this one suggestion, I believe that the Recommended Alternative made every other right decision for the placement of I-11.</p> <p>Please feel free to contact me if you have any questions or concerns. I will look forward to hearing from you.</p> <p>Very Truly Yours, GARY E. ROBBINS, P.C.</p> <p>Gary E. Robbins, P.C. XXXXXXXXXXXX Flagstaff, AZ 86001 XXX-XXX-XXXX XXXXX@gmail.com</p> <p>https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fgaryrobinsaz.com%2F&data=02%7C01%7C1-11ADOTStudy%40hdinc.com%7C6b8f05b1fb894b3a35dd08d6bba40a5f%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636902710560806419&sdata=33E9qs%2FDWpFpF8xCcJl8eRR1KmUYVG3PIQBkxr5hoQ%3D&reserved=0</p>			I-402 -1a
Robbins	Gary E.		Email	4/07/19 10:57 PM AT	<p>I suggest that ADOT make a respectful request to the Tohono O'odham Nation to ask them if they would be willing to have I-11 bisect the eastern five to fifteen miles of their Nation, with an offer to build one or two interchanges where I-11 would cross their Nation so that would be available to economic development. To accomplish this, we might offer additional land just south of this eastern portion of the Nation. We might also agree to add further land to the Ironwood Forest National Monument to assuage the interests of the environment community.</p>	GlobalTopic_13		I-402 -2
Roberts	Jennifer		Website	6/28/19 12:01 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I-2173 -1
Roberts	Ned		Email	5/22/19 1:00 AM AT	<p>Dear Sir or Madam:</p> <p>My sister and her husband bought 10 acres of land off Sandario 40 years ago, and have built a unique home there. My sister has created a mile of trails within her property, marked by boundary stones. They are not wealthy and planned to live there until the end of their lives.</p> <p>The proposed freeway will disrupt the quiet life they have created for themselves.</p> <p>Can you give me some information about whether and how homeowners either in the 2000' corridor or near it will be compensated for the destruction of their lifestyles and homes?</p> <p>Thank you,</p> <p>Ned Roberts</p>	LU-1		I-1272 -1
Roberts	Richard		Website	5/27/19 12:35 PM AT	<p>I understand that no changes can be made along an Interstate highway unless changes are made to that highway. If I-11 runs through Green Valley, AZ along I-19 and I-11 remains 4-lane, can changes, i.e. noise walls, etc, be made along I-11 through this stretch?</p>	LU-6		I-1091 -1
Roberts	Sarah		Hand Written	5/08/19 1:00 AM AT	<p>I am concerned that any of the build alternatives will destroy important wildlife habitat, including rare riparian areas. All the "Build Alternatives" would have serious impacts on rural communities surrounding Tucson. The Build Alternatives would negatively impact Saguaro National Park - a true gem! We do not need to build I-11 to decrease travel time by 45 minutes!! We need to reduce our carbon footprint and the Build Alternatives would only increase carbon footprints. I urge you to support the No Build Alternative.</p>	BR-1, GlobalTopic_1, AQ-2, R-2, AC-8 and AC-6	Roberts_S_I2373	I-2373 -1
Robertson	David		Website	6/21/19 6:49 PM AT	<p>This is a road to nowhere. It is not needed. It will do more harm than good. I am against this stupid waste of money. There are better ways...</p>	GlobalTopic_4		I-1920 -1
Robies	Richard		Mail	7/08/19 1:00 AM AT	<p>Regarding the proposed interstate 11 Corridor, I am writing as a concerned citizen in opposition. Arizona with its diverse Wildlife delicate and beautiful plant species and spectacular Scenic views cannot afford the irreparable damage this concrete, Steel, [illegible], Generating infrastructure will cause. The desert slums it on sit and dunabill, however, the entire ecosystem is a delicate, worthwhile, irreplaceable resource we must protect! Responsibility to protect? It's for today's generation so that others in the future can enjoy. Impact on tourism, the valuable Water Resource and the avra valley, and Wildlife within this proposed boundaries will grossly be at risk. It is our responsibility to build right, meaningful infrastructure to benefit arizonans and protect Our natural resources. Proposal undercuts that commitment. While many will propose economic benefits, the main benefit Arizona has to offer is its natural beauty Open her own deserts, wildlife, and precious resources, water. Rather than Focus on [illegible] that concentrate on accommodating economic engines that transport goods, people, and stuff, Concentrate on protecting our Irreplaceable beauty that all enjoy and can genuinely experience. I hope that you will study this issue not only from the economic perspective of trade and travel But from my perspective that economies include protecting invaluable resource that is Arizona.</p>	GlobalTopic_1	Robies_R_I3521	I-3521 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Robinson	Brian		Website	4/30/19 1:42 PM AT	<p>Last evening I attended the meeting at the Palo Verde Education Center and after careful consideration I have determined the following. For the State and Federal highways authorities to follow the Blue route is wrong. The homes and farmlands that will be destroyed is malice and is not in the best interest of the people. The Orange route would get the job done without impacting so many people.</p> <p>I served 30 years in the armed forces and in that time I moved 19 times in the best interest of my country. I retired late 2016 and custom built my dream retirement home. Many things were considered in choosing our location, as a 100% disabled combat veteran with documented PTSD, we sought a very quiet and close knitted community. That community is going to be decimated by your primary route, my home will be split in two. Please strongly consider changing routes and save so many great people from loosing so much.</p> <p>Thank you, Brian Robinson</p>	GlobalTopic_2		I- 349 -1
Robinson	Dave		Email	5/11/19 1:00 AM AT	<p>On Sunday, May 21, 2017, 10:13:19 AM CDT, DAVE ROBINSON wrote:</p> <p>I-11 going through Avra Valley would destroy the beauty of the Sonoran desert and the wildlife that is living here. This area is a major tourist attraction with Desert Museum, Kitt Peak, Wildlife Museum etc. Kitt Peak location was ultimately selected because it was away from the lights which plaque so many other cities. We moved here from Denver to the desert to get away from all the noise and light pollution that highways bring. Why destroy such a beautiful area of nature, and spend billions of dollars, when a much less expensive alternative exists such as double-decking 1-10? Why are we spending this to bring more jobs to Mexico? This concept emerged 27 years ago and no longer is relevant. I-25 going north and south has become a drug smuggling freeway. Why have another one? It is hard to support the American government when they have the power to destroy such a precious, beautiful resource such as the Avra Valley area of the Sonoran Desert.</p>	GlobalTopic_4 and GlobalTopic_1		I- 951 -1
Robinson	Jill		Website	7/08/19 7:21 PM AT	<p>Thank you for the opportunity to comment on the proposed I-11 corridor.</p> <p>While I am in favor of the project overall, I am concerned about the negative impact the close vicinity to my home in CantaMia will have on our enjoyment of our retirement home.</p> <p>I request that the route that travels closest to Cantamia be rejected.</p> <p>Thank you</p> <p>Jill Robinson</p>	GlobalTopic_4, GlobalTopic_2		I- 3133 -1
Robles	Angela		Oral	4/29/19 1:00 AM AT	<p>MS. ANGELA ROBLES: Hi. My name is Angela Robles. And I am a fifth generation dweller inside Buckeye. My forefathers were ones of the original settlers in Liberty. And I believe that you guys have considered a lot of the environmental impact, but there's also a big historical impact.</p> <p>And I love that our mayor, Mayor Meck, has done such a great job as Buckeye has expanded to preserve both history with innovation. And I think that needs to be taken into consideration.</p> <p>There's a section of I-11 that will literally destroy my family homestead, my family heritage, the old family farm. I also work with somebody who has a wedding venue, and my kids go to school in Palo Verde. And that highway will tear between the wedding venue and the school.</p> <p>And so I think with small tweaks, that can happen, with the planning, if we go a little bit further south, a little bit further north. Again, I didn't study all the documents. But I studied the maps. And we -- I just think that a little -- some of those farm fields need to be taken more into consideration if we could move just a little bit farther south.</p>	GlobalTopic_2		I- 1151 -1
Robles	Angela		Oral	4/29/19 1:00 AM AT	<p>I am in favor of the project as a whole. I do believe it will help alleviate our -- our roadways. I think it will help -- greatly help with community times. I travel to Maricopa regularly four or five times a week, and I am greatly in favor of a different route.</p>	GlobalTopic_4		I- 1151 -2
Robles	Angela		Oral	4/29/19 1:00 AM AT	<p>I just think that we shouldn't tear through those farm fields, or that we should consider the historic impact that is going to be made through the development of that roadway. If we could use more existing roads, like Highway 85 and expand that better. And I also understand that we need to consider alternative routes for accidents and those types of things. We can't have just one roadway.</p> <p>But if we could move it just a little bit further south or a little bit further north, we could save same -- we could minimize the impact on the current people who live in that Palo Verde area. Thank you.</p>	GlobalTopic_2		I- 1151 -3
Robles	Ronni		Website	5/30/19 10:11 AM AT	<p>I am opposed to the building of I-11. It will disrupt the precious desert environment that is depended on by wildlife and poor people who live out in the desert to avoid the congestion and development that constitutes the city of Tucson.</p>	GlobalTopic_1 and GlobalTopic_4		I- 1201 -1
Rochester	Jacob		Website	6/20/19 8:13 AM AT	<p>As a former, and possibly future, resident of Arizona, I oppose the I-11 route through Avra Valley. It would have a dramatically negative impact on the local environment and the global climate at a time when we must be reducing our greenhouse gas emissions to zero. Improvements should be made to the existing I-10 and I-19, as well as public transportation options within and between Tucson and Phoenix.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1836 -1
rochester	jason		Website	7/06/19 7:11 AM AT	<p>i know that progress is inevitable. i have seen many beltways around cities. this plan for I-11 cannot proceed in it's current route! nowhere have i seen a beltway that runs against a national park. we who live here drive slow and watch for animals. i've seen many in my 20 years here! A beltway will destroy the park, and many species it was formed to protect! Also, have you consulted Kitt peak?! Light pollution from Tucson is bad, a freeway under their nose?! just give up on so many important ideas from the past that were meant to carry well into the future? for convenience? No! do not do this!</p>	GlobalTopic_1, V-1, PN-3		I- 2625 -1
Rochester	Teresa		Website	6/25/19 12:11 PM AT	<p>I11 is a terrible idea for the environment and the economy. I 10 needs to be updated to support future traffic. I 11 will obly cause more congestion in the new areas that cannot support the pollution or the economic impact. Tucsons economy will suffer if there is a bypass.</p>	GlobalTopic_1, AC-7 and E-1		I- 2047 -1
Rodda	Kandis		Website	6/21/19 12:38 PM AT	<p>I am adamantly opposed to the proposed location of the I11 corridor through the environmentally sensitive Avra Valley. Why would ADOT propose a new interstate that circumvents Tucson? A highway adjacent to I10 & I19 makes so much more sense. Listen to the interests of Southern Arizona & co-locate this new interstate by the existing I10 & I19.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1898 -1
Roderique	David		Hand Written	4/29/19 1:00 AM AT	<p>Fantastic – love the alignment. Let's get it built as soon as possible.</p>	GlobalTopic_4	Roderique_D_I2356	I- 2356 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Rodgers	Ann C.		Email	6/16/19 1:00 AM AT	I am FURIOUS that this project even still EXISTS! TO make Everything in that area the Opposite of it's current low lights, quiet beauty of All the Kitt's Peak, Saquaroo National Park camping areas, The World Famous Saquaro Desert Museum, Old Tucson, Baboquivri, of the Navajo Nation...you Name it, it's Out there! To Ruin all that Beauty..by the Greedy Ones secretly making it continue is Evil, in my Opinion! We residents there And in The Pima County Tucson area voted and signed Petitions. AGAINST THIS PROJECT! BUT THE current Greedy Wealthy ones in Maricopa County did all necessary to Block these voter's Petions and votes Against it happening! So, it's time to make them STOP this "Concrete and Pollution" project For Sure! Sincerely, Ann C. Rodgers	GlobalTopic_1, V-1, N-1, R-2 and AC-4		I- 2469 -1
Rodrigues	Yvonne		Website	7/07/19 12:18 PM AT	I am selecting the 'Orange Route' be the one chosen. This alleviates the issue the City of Goodyear has and also spares marshland on the Gila Rive from destruction. Marshland in AZ is a rare commodity and if some can be saved by adjusting a route I am all for it.	GlobalTopic_4		I- 2755 -1
Rodriguez	Lionel		Email	5/31/17 7:22 PM AT	No to I-11 in the Tucson-avra valley Area!!@!! Respectfully, Mr & Mrs Lionel Rodriguez Lionel Rodriguez Rod's Concrete Works, LLC XXX-XXX-XXXX **	GlobalTopic_1		I- 464 -1
Rodriguez	Mari		Website	6/12/19 4:00 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1505 -1
Rodriguez	Patricia		Hand Written	5/08/19 1:00 AM AT	My name is Patricia Rodriguez and I am a Tucson native. My husband and I have been married for 38 years and since we began our journey together we always dreamed of owning "our little piece of earth - where we could have a safe place for our family, children and grand children - safe from crime, bad influences and pollution. A place where we could raise animals, have horses, run free, enjoy nature, beauty, wild life and fresh air, endless hikes and less traffic. Exploring, hiking and learning about nature" are things our grand kids learn to do when they come over. Horseback riding in our back yard. To even consider putting an interstate in our yard/neighborhood is tragic, selfish and OBSURD! We oppose I-11. We chose No Build option.	GlobalTopic_4	Rodriguez_P_I2376	I- 2376 -1
Roedl	Randall		Email	6/02/19 1:00 AM AT	I own a home in Wickenburg. I vehemently object to ADOT's preferred I 11 routing as it connects to Hwy 93 near Vista Royale. The suggestion by officials in Wickenburg that the connection be as close to Wickenburg as possible without concern for owners in Vista Royale merely demonstrates their disregard for these home owners. Then again why should they care Vista Royale owners don't vote in Wickenburg Any layman can study a map and quickly conclude that I 11 should blend into existing AZ 71 and then into 93.... Respectfully R Roedl Sent from my iPhone	GlobalTopic_4 and GlobalTopic_5		I- 1653 -1
Rogers	Jeff		Website	7/08/19 10:41 AM AT	This is an absolutely awful plan that should be stopped dead in it's tracks. Rather than carve up more of the Sonoran Desert, why not invest the time and money in a high speed rail line? It's more cost effective and will wipe out less of the desert and operate far more efficiently both in terms of fuel and volume than yet another 400 ft wide scar that destroys wild life corridors, contributes to an already challenging issue as far as air quality and overall noise and all the crap that Interstate Highways bring. A ridiculous idea! NO!	AC-9 and LU-3		I- 2931 -1
Rogers	Julie		Website	7/04/19 5:39 PM AT	As a long-time volunteer with Saguaro National Park, I strongly oppose the building of an I-11 freeway through the beautiful Sonoran Desert wildlands west of Tucson. There are a thousand reasons why this proposal is not only a bad idea but also an egregiously thoughtless one. I will focus on three aspects pertinent to why I love, and volunteer in, our Saguaro National Park: A freeway would destroy the unique experience of silence and beauty that currently exists in Saguaro National Park and other protected natural lands west of Tucson. Hikers would struggle to find trails not impacted by the noise and ugliness of commercial traffic. Visitors from all over the world would be disappointed in their experience and go elsewhere on future trips. And our beloved wildlife would suffer irreparable harm. For all these reasons I oppose an I-11 freeway west of Tucson, and I urge you to abandon this ill-conceived plan. Julie Rogers	R-2, N-1, V-1, E-2, BR-1 and GlobalTopic_1		I- 2573 -1
Rogers	Julie		Website	7/04/19 5:39 PM AT	1) Silence vs. Noise. A freeway would bring inescapable noise to an area that is now blessed with silence. Areas free from human-caused noises are necessary to the health of us as persons and as a society. A freeway full of noisy trucks would make it impossible to find silence while recreating in Saguaro National Park, Ironwood National Monument, and adjacent natural areas. These areas have been set aside in part to provide a respite from the noises of our hectic daily lives, and they must be preserved.	GlobalTopic_1, N-1 and R-2		I- 2573 -2
Rogers	Julie		Website	7/04/19 5:39 PM AT	2) Beauty vs. the Ugly. A freeway would bring a huge, ugly scar to an area of great natural beauty. Humans need the beauty of Nature for healing of soul and body. A freeway, with its accompanying trash and debris, would be a permanent stain on the natural beauty of our Sonoran Desert. The blight of a years-long construction process would be simply unbearable. The beauty of Avra Valley must be cherished and protected.	GlobalTopic_4 and V-1		I- 2573 -3
Rogers	Julie		Website	7/04/19 5:39 PM AT	3) Clean Air vs. Pollution. A freeway would bring tons of toxic vehicle emissions each day to an area with historically clean air. Clean air is necessary for the health of both humans and wildlife. Clean air also allows for clear vistas of scenic beauty. Trucks and other vehicles belching their toxic, polluting fumes would negatively impact all these values. The clean air in the natural areas west of Tucson must be guarded and conserved.	GlobalTopic_4 and AQ-3		I- 2573 -4

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Romeo	Joan		Website	6/30/19 11:25 AM AT	I am against the i-11 proposal primarily because of the impact on the land and wildlife, also people that will be displaced. Travel to the same areas can be done on I-19 and I-10. Do improvements to these two highways to improve flow if needed. Our environment needs to be protected for future generations of people and wildlife.	BR-1, LU-1 and GlobalTopic_1		I- 2226 -1
Romero	Josie		Website	6/19/19 9:41 PM AT	I am recently my moms caregiver. She has lived on Sandario and Park Rd. for 35 years We are so opposed to this I-11 corridor She and my Father built their home from the ground up she is well set trees and plants and her home that they have worked and earned for years. We have an interstate add to that one don't up root us for this nonsense. All their hard work and sacrifices for this new interstate has to go away	GlobalTopic_1		I- 1815 -1
Romo	Maddie		Website	7/06/19 4:37 PM AT	Please do not use the route that runs through Thunderbird farms, and hidden valley. I think it will only have a negative impact, please use the orange route.	GlobalTopic_2 and GlobalTopic_4		I- 2663 -1
Ronstadt	Michael		Phone	7/08/19 1:00 AM AT	Hello, my name is Michael Ronstadt and I would like to register my disapproval of the I-11 corridor. I think this is a terrible idea especially where it goes through Green Valley to Picture Rocks location in the Tucson area so my input is no. Find another solution. Thank you.	GlobalTopic_1, LU-6		I- 3451 -1
Roof	Joan		Email	4/28/19 10:52 PM AT	Please consider another route. There is Pima Mine Road which is not as developed as the many homes along Duval Mine Road in Green Valley and the Commercial crowded area near I-19. You will destroy this area! There are so many less developed areas you could use. A resident of N. Via Alamos, very close to Duval Mine Road. Please use common sense to choose another route. Joan Roof a resident of Green Valley. Joan Heike Roof, "The journey is the destination"	AC-1		I- 463 -1
Roop	Meg		Website	7/04/19 6:14 PM AT	It is my belief that this road will negatively impact the wildlife in this area which has been a natural habitat for a large variety of desert species. If we need more roads, I believe we should just widen I-19. It is a prime habitat of the Sonoran Desert Tortoise which is endangered.	BR-1		I- 2575 -1
Roos Meeler	Sandra		Website	5/09/19 1:15 PM AT	As a resident that will be directly affected by this proposed interstate I have to object it. I moved out to this area to escape the traffic and congestion. Your recommendation will put an interstate right next to my neighborhood /home. This will have negative effect on the lifestyle we all chose to live in this area, suaguaro park and ironwood forest. There will be negative impact on groundwater and animals in the area. I do not believe this is the best place for an interstate as it will not have any positive impact on this area. Loud noise, truck routes, destroying the natural environment are not reasons we all live in the "country".	GlobalTopic_4 and GlobalTopic_1		I- 708 -1
Rooth	Sherry		Website	6/20/19 8:46 AM AT	My husband and I purchased this home on Sandario Road in 2010. We will move permanently from Seattle to this home but live here a good part of the year. We wanted a quiet retirement free from city noise, pollution, close neighbors and busy streets!!!! We have 4 large dogs and plan to build a horse arena and add horses to our property. This Interstate would defeat all purpose of living in this gorgeous area and destroy all hopes of the retirement most people out in this area moved here for. We are devastated by this proposal and it would break us! We've added onto our property with all the correct permits allowing us to expand for our future plans. We'd never get paid off for the value of what we've made out here and wouldn't be able to pursue this dream of retirement for our future in Tucson!!!! Please do not allow this I-11 project to consider ruining this Avra Valley/Saguaro park area of Tucson. It would be awful to think it was more important to allow a truck route to relieve congestion over the value of the people prospering in this environment. We'd lose everything if this happened!!!	GlobalTopic_1		I- 1839 -1
Ropp	Susan		Oral	5/08/19 1:00 AM AT	SUSAN ROPP: My name is Susan Ropp, and I don't have anything written down. I'm just going off the top of my head. I have two particular issues that I don't feel anyone is addressing at all, which is huge to Arizona, to Pima County, to Tucson, to everybody: Kitt Peak. Kitt Peak is worth millions and millions of dollars. People from all around the world book that facility every single night. The Vatican owns a telescope up there. I'm sure they're going to be pleased. This -- what Kitt Peak brings to Tucson are research scientists. It supports the University of Arizona. It's just -- economically it's a disaster for our community. It's a disaster if you live in Arizona. You've got more to lose than you're giving yourself credit for. Do you live in Arizona? Does anybody live in Arizona? Yeah. This is big money that comes into Tucson because -- and it comes into Arizona because of Kitt Peak. I really, really wish and would like to see you make sure that when you sit down to make your final decisions, that you include people from Kitt Peak on your decision board and ask them if there's anything you can do to, your favorite word here, mitigate this. It's a disaster for us economically and for who Tucson is. I mean, this is -- it's the difference between -- I know some of you are from Phoenix, and I don't mean to be rude, but it's like Los Angeles to Santa Barbara is Phoenix to Tucson. Tucson is kind of a place to come and get back in touch with nature and remember the earth and something to lead to our posterity. I used to live in California, San Juquin Valley, behind San Juquin Valley, Fresno -- is that my beep -- oh, god -- Sierra Nevadas, right behind there, you wouldn't know there was a molehill back there, much less the largest mountains in the United States. That was pretty much it. Thank you for your time. SUSAN ROPP: Hello again. Susan Ropp. I forgot to say -- I kind of said it already -- was lack of communication. There was something very odd about the way the people of -- well, people -- the way the people of Tucson were not informed. It was as if it was only an Avra Valley problem, and people in Valley were informed, you know, through e-mails. We sat up on corners with our little card tables, you know, like we're selling Girl Scout cookies or something. And we're out in the boondocks. And Tucson was never given any real information about how this was partially their issue, too.	V-1 and CO-2 and CO-5		I- 1332 -1

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Ropp	Susan		Oral	5/08/19 1:00 AM AT	<p>Nobody -- I called -- last year, around summertime, when they were having public comments, I called around the university, I called around the water department, things like that. These people knew nothing about it. I was the one that told them.</p> <p>And there was no sense that they knew about the possibility of the contamination of water out there to the water supply for Tucson. It's as if you would almost think it's on purpose to -- everything was so uncoordinated and that the issue didn't affect so many people.</p> <p>I don't know what you're going to do about that or if anybody cares. But this needs to be communicated.</p> <p>As far as I'm concerned, it needs to be communicated to the entire state, because it does affect so many people. And that's not been made clear to anyone.</p> <p>And the other thing that was mentioned to me, a gentleman out front -- what's his name, McDonald? I don't know.</p> <p>At any rate, he said there's such a thing as a CSSW -- the Context-Sensitive Solutions. And, evidentially, there's been absolutely no effort to make any study of dealing with this issue.</p> <p>So if, indeed, what seems obvious to most people, that we've already got a solution, if, indeed, that can't be, then I would like to request that somebody look into the CSS, whatever, whatever.</p> <p>Did we all know what it was? The Context-Sensitive Solution. There we go. Thank you.</p>			I- 1332 -1a
Ropp	Susan		Oral	5/08/19 1:00 AM AT	The other thing I would like to mention is the reservoirs in Avra Valley. That is a source of drinking water for Tucson. And there's no way to not contaminate that water source if you've got these fuel trucks going back and forth.	WR-2		I- 1332 -2
Rorabaugh	Pat		Phone	7/08/19 1:00 AM AT	Hello, my name is Pat Rorabaugh. I live in Tucson, AZ. I am a member of the Sonoran Desert Museum and I am completely against, I repeat, against the I-11 freeway through Avra Valley. This recommended alternative for Interstate 11 bypassing Tucson is going to cut right through rural Altar and Avra Valleys. It will be a disaster to the Saguaro National Park West. To Ironwood National Monument, to the Sonoran Desert Museum, for our water supply, wildlife, public lands, and our economy. I am completely against this. It would be a disaster. Widen I-10 and go from there. But do not put another freeway, we do not need another freeway through Avra Valley. Thank you very much. If you need to contact me. I'm at XXXXXXXXX Tucson 85749. Thank you. Goodbye.	GlobalTopic_1, R-2, BR-1, WR-2, E-2		I- 3439 -1
Rose	Barbara		Oral	5/08/19 1:00 AM AT	<p>BARBARA ROSE: Good evening. My name is Barbara Rose. I am a long-time resident of the Northern Tucson Mountains. My work involves producing and teaching about desert foods, with the focus on taking care of the Sonoran Desert watersheds and building local interest in designing desert-smart homes and communities for a more sustainable future.</p> <p>The alternative and only measure for I-11 that I support is adding to I-10 and the existing interstate system, and following the science and economics based research and recommendations of the Sustainable Cities Lab, a transdisciplinary study by The University of Arizona, Arizona State University, University of Nevada at Las Vegas, the best location for the I-11 corridor which was submitted to ADOT in 2016.</p> <p>I'm a nervous public speaker. Okay. The analysis of environmental and other impacts is clear. There is absolutely no reason to destroy another critical watershed and wildlife corridor for a highway.</p> <p>I believe the majority of the promotion for this false alternative is developer- and speculator-driven. It's incomplete, it's imperfect and it's disturbingly disingenuous. There's an ethic among a lot of harvesters that says, Don't take more than 10 percent of the area where you are harvesting, so leave plenty for the animals. But what happens when 100 people keep harvesting 10 percent of what's left? This is where we are with your improbably proposed alternative.</p> <p>The development of I-11 and its aftermath would fragment plants of the Avra Valley and beyond that have been designated as necessary landscape to protect this part of the Sonoran Desert, in light of natural and cultural resources already over-harvested for many years.</p> <p>I love this place. And if you live and work here in the southwest, I would guess you do too. So do the right thing. Help protect it and take care of it. All of us will thank you. Thank you.</p>	GlobalTopic_1 and AC-4		I- 1373 -1
Rose	Barbara		Website	5/07/19 11:50 AM AT	<p>The alternative and only measure I support is adding to I-10, following the recommendations of the UA/ASU/UNLV Sustainable Cities Lab, a transdisciplinary study on the I-11 corridor, submitted to ADOT in 2016.</p> <p>The analysis of environmental impacts are clear. There is absolutely no reason to destroy another critical watershed and wildlife corridor.</p> <p>I believe quite a lot of your promotion of this false "alternative" is developer/speculator-driven, incomplete, incorrect, and disingenuous.</p> <p>Thank you for your consideration.</p>	GlobalTopic_1, BR-2, AC-3 and AC-4		I- 597 -1
Rose	Carrie		Website	7/01/19 3:46 PM AT	We DO NOT want an Interstate in our area. We moved way out here to enjoy the desert and the silence with the sonoran animals. This would increase the construction, dust, traffic, detours, and noise. We are strongly against this.	GlobalTopic_4, BR-1 and N-1		I- 2278 -1
Rose	Vita		Email	5/30/19 1:00 AM AT	Say all the plants and animals and even the rocks. We have a beautiful, fascinating, special world out here where everything exists in synchrony and dynamic balance. If destroyed, it will never regain its magic. We have clean air, quiet mornings, golden sunsets? Earth shaking thunderstorms and we can see the Milky Way at night. Please listen to all the denizens of the place. Blessings	GlobalTopic_1 and LU-3		I- 1640 -1
Rosen	Dennis		Website	6/26/19 9:22 AM AT	I would like the land west of Tucson to remain unexploited. I like the feel of the "old west". Make the city, the city; and keep the desert, the desert (untamed and wild).	GlobalTopic_1		I- 2069 -1
Rosen	Gail		Website	7/07/19 11:22 AM AT	NO!!!	GlobalTopic_4		I- 2741 -1
Rosenburg	Mark		Phone	6/13/19 1:00 AM AT	Hello, my name is Mark Rosenburg. I live in Picture Rocks, Arizona. I am totally against this I-11 freeway. ADOT and the federal department of highways has totally ignored the residents and the general Tucson area's wishes against this freeway. The economic reason posed and the reasons for this highway are not founded in reality. It will only create more urban congestion and ruin our desert. Do not build this highway. We do not want it. Period.	GlobalTopic_1		I- 2460 -1
Rosengren	Jenna		Website	6/22/19 2:48 PM AT	I absolutely object to the I-11 project. The Tucson Mountains, Saguaro NP West and surrounding areas are beautiful wild places where people recreate and wildlife thrive. It makes me sick to think that there could be a highway built through and near to these special places. There are enough highways and roads, this project is absolutely unnecessary, and is NOT supported by the community. Please listen to those that know best: community members and organizations that put people and places before profit and environmentally unfriendly actions and decisions. Spend tax dollars, time and energy instead on better public transportation and the conditions of current roads.	GlobalTopic_1, AC-7		I- 1956 -1
Rosenthal	Diane		Website	7/08/19 2:37 PM AT	I do not want any freeway or interstate within 10 miles of my home. This would put the interstate less than half a mile of my home. I do not want to be displaced from my home. I do not want to be forced to sell my home to accommodate any freeway or interstate. I am a homeowner in the path of this project and strongly oppose the proposed interstate I-11 corridor.	GlobalTopic_4 and LU-1		I- 3010 -1

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Ross	Melanie		Website	6/23/19 11:52 PM AT	I oppose the proposed I-11 corridor bypassing Tucson and going through Avra Valley. First reason is that it will affect my home according to the maps. But also because the desert is a very valuable commodity that we can't live without and we are encroaching on it too much as it is. It is a delicate balance. Also protecting our night sky is just as important as the desert for all of the telescopes that we have operating in the area. We don't want to lose our opportunities for scientific research. Once these things are gone, we never get them back. Please do everything in your power to use the existing corridor with I-19 and I-10. Thank you.	GlobalTopic_1, V-1 and LU-3		I- 1997 -1
Ross	Stephanie		Oral	5/01/19 1:00 AM AT	STEPHANIE ROSS: I'd like to know how they determine where the road will be in the Tier II review for the Green and Purple Alternatives. Because looking at them right now, they go through a lot of backyards, including my own, and there are a lot of families out there that will be displaced by this and affected greatly if they have to be displaced.	GlobalTopic_8		I- 1027 -1
Rossetter	David		Website	5/13/19 7:36 PM AT	I am concerned with the plan to route I-11 through the Avra Valley. This is a very sensitive area for wildlife and desert environment that will be greatly affected by the plan. I am especially worried about the impact on the Ironwood Forest NM and Saguaro NP West as well as the Arizona Sonoran Desert Museum. In addition, the route would run very close to the Avra Valley Recharge Basin for Tucson's ground water system. If one has to build the highway (which seems doubtful since our president doesn't seem interested in more contact with Mexico) I would try and route it away from Ironwood NM and then as far west in the Avra Valley as possible. Still, development will affect many residents on that side as well as the native tribal lands.	GlobalTopic_1		I- 893 -1
Rossetter	Dr. Pamela		Website	5/15/19 12:02 PM AT	As a resident of Pima County and 11th generation Arizonan, I want to strongly oppose the western bypass around Tucson. I feel that it should be obvious for a variety of reasons that the best option would be to increase the capacity of the current, very old stretch of I-10 that already exists. You are well aware of the delicate nature of our Sonoran Desert ecosystem and the adverse impact this construction would have on: native lands, two national parks, countless wildlife that currently roam this area, polluting the view shed and adding noise pollution to the two National Parks and the Arizona Sonora Desert Museum.	GlobalTopic_1, R-2, BR-1, and V-1		I- 917 -1
Rossetter	Dr. Pamela		Website	5/15/19 12:02 PM AT	I hold a PhD in Environmental Sciences and have read the EIS, which to me pretty clearly states that the western option would degrade the ecosystem of the Sonoran Desert and would not add any value to human commerce. Please improve the existing I-10 freeway and don't add yet another unnecessary roadway.	GlobalTopic_4, GlobalTopic_1 and BR-7		I- 917 -2
Rosso	Brit		Website	4/16/19 12:17 PM AT	I am requesting that you provide an extension to the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019. 56 days is not enough time for a public comment period for such a large project proposal. thank you.	GlobalTopic_9		I- 97 -1
Rothas	Marla		Oral	4/29/19 1:00 AM AT	MS. MARLA ROTHAS: Hi. My name is Marla Rothas. We live on Beloit Avenue. I believe if you're going to pick one and it has to be done, why not use the orange one? You would go down Route 8 up to 85, and then connect to 11. Right now you're going through Rainbow. You're going through all those homes. You're going to take out all the Beloit. All the businesses. You got Bill's Hay Sale has been there for years and years. They're the main source where all the farmers, all the people with animals, agriculture, that's where they get their hay. And then you're going to go on, and you're going to go through and you're going to take up the Buckeye Equestrian Consider. I'm not mentioning all of the homes that you're taking out. Besides we've got eagles out there, all around Hidden Lake, all of the that. You're going to take all of those. We got burrowing owls that are supposed to be protected. There's just no reason for it. There's just no reason, none at all, to go that route in the blue zone. And all that is -- is -- Interstate 10 right now is one of the biggest drug trafficking in the United States. So now you're going to make it to Nogales all the way up to Canada. That's a straight route. MS. MARLA ROTHAS: You're not going to tell me that that's what you're getting, all of this, because it isn't. All it's doing is benefiting maybe Buckeye, or you guys. No reason to spend billions of dollars when you've already got highway there.	GlobalTopic_2 and GlobalTopic_4 and G-1 and BR-1 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1165 -1
Rothas	Marla		Oral	4/29/19 1:00 AM AT	Why would you take everybody's home and destroy them for a benefit when it's out on 8? It makes no sense. And I also believe that you guys are pushing the flood plain through our neighborhood just so that this has been in effect for five years just for the fact that our homes are going to be worth less money, and you couldn't sell them for less money. We're going to make nothing. Everybody is going to go broke. They're not going to get their money that's worth for their house. You know, there's a lot of mobile homes out there. They're going to get nothing. They're going to be homeless.	LU-1		I- 1165 -2
Rothrock	Leilani		Website	5/12/19 4:24 PM AT	There is no intelligent reason that the I-11 can't follow the I-19 and I-10 except to satisfy the lobbying efforts of rich land investors. The environmental impact can't be accurately measured. The desert has already been changed so much that rain patterns have changed for good in Tucson. This freeway will be horrible for the community. The plants and animals will be irreparably harmed. Phoenix has excelled in attaching & crisscrossing one freeway over another. Please don't ruin more of our precious desert!!!	GlobalTopic_1 and BR-1 and AC-4		I- 857 -1
Rottenfusser	Rudolf		Website	6/22/19 4:53 PM AT	My wife and I are deeply concerned about the proposed I-11 project. Rather than upsetting the pristine environment, it would seem to be most prudent to improve on I-19 and I-10, considering possibly the addition of more lanes. This would also stabilize the existing commercial structure, built on the proximity to the existing Freeways. Please scrap the plans for I-11, as well meant as they were. Thank you! R. Rottenfusser	GlobalTopic_1, E-1		I- 1961 -1
roulet	michelle		Website	5/11/19 12:35 PM AT	I object to the I-11 project, I will list a few of the reasons. The money spent for this road could be better spent than winding a road to the avra valley area and then having the traffic from this road enter I-10 at one of the most dangerous areas of I-10. The I-10 corridor around the pichaco peak area is one of the deadliest on this freeway, and yet there is nothing being done to address this issue, just add more traffic through and expensive and useless road. Also being a business owner on emigh rd., I had to pay for a conditional use permit. This was supposed to allow me to do business in a rural area. Putting a highway through the area that my customers use to access my place of business completely nullifies the monies I spent to operate my business. I also have problems with the way my tax dollars are being spent on this project. The idea that it is a highway that go from nogales to wickenburg is just another spin that is put on this project. The highway doesnt go to wickenburg. I-10 does. Upgrade I-10. I believe that there does need to be another highway west of Tucson, from the time I moved to avra valley (20 Years), I was under the impression that there would be a corridor that went from south tucson to I-8, this makes sense to me. This project is a complete waste of money and time and is constantly spun to try to make is sound good to everyone who knows better. For a final word I object	GlobalTopic_1 and GlobalTopic_4		I- 767 -1

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Rowe	Chris		Website	6/03/19 3:35 PM AT	On April 6th you released your Environmental Impact study with a new "preferred alternative route" that had not been seen before. This route follows the CAP and cuts across miles of pristine desert lands. This route would cause irreparable damage to the natural resources in the area, resources which several thousand people flock to every year to see, bringing millions of dollars into the local economy. The Desert Museum, Saguaro National Park West, Kit Peak and the Ironwood Forest National Monument would be spoiled and not hold the same magical attraction to those visitors. The noise, light and air pollution would ruin this area, not to mention the possibility of polluting the CAP water supply (which you use to help make the water drinkable for Phoenix and East Tucson), you are opening that up to the possibility of hazardous material spills and acts of terrorism. As a taxpayer I also have an issue with paying \$3.4 billion more than it would cost to co-locate the I-11 with the current I-10. This plan makes no sense other than to cater to the developers desire to have access to the Avra valley and turn it into a Phoenix type sprawling suburb to Tucson. This plan reeks of desperation to railroad this plan through the people of Pima County and Avra Valley with total disregard for the potential damage to the environment, wildlife and residents of the area. We are totally against the plan to put the I-11 through the Avra valley.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 1258 -1
Rowe			Phone	7/05/19 1:00 AM AT	Hello, this is Mrs. Rowe, I live on Silver Bell Road. You're planning to build this truck route right across from us behind the neighbor's house right across the street. I'm very, very unhappy about it. We live a very quiet country life out here and as far as we're concerned that truck route is going to ruin this place that we love and I'm very, very unhappy about it. I don't know if there is anything you can do, can move it further away but I just wanted to give you my opinion and I know my neighbors feel the same way. None of us are happy about this. You can call me back at 520-682-5000 if you want to talk to us about it. Thank you. Bye bye.	GlobalTopic_4		I- 3390 -1
Roy	Robert		Website	5/11/19 3:39 PM AT	Dear Sirs, Avra Valley is one of the few places we have left in Southern Arizona that is mostly untouched by large scale development. It is abutted up to Saguaro National Park and the Desert Museum. It also still has dark skies and a large animal habitat that is the "Sonoran Desert Cactus Forest," which on the east side of the mountains is being developed rapidly out of existence. Growing up in Phoenix I saw the beautiful desert developed into non-existence. The Phoenix Mountain Preserve and South Mountain Park are just a sterile replica of their former natural glory. South Mountain Park even after a long bitter fight, has been encircled and choked off by ADOT's development of a freeway that has killed this once naturally vibrant and beautiful park. I plead that you as design engineers to come up with something other than the killing off of a beautifully lush and vibrant part of the Sonoran Desert. Be creative, do a long range non-destructive plan for the future generations of the natural world and the humans that are part of it. Sincerely, Robert and Linda S Roy	GlobalTopic_1		I- 796 -1
Rubach	Anonymous10		Phone	5/15/19 1:00 AM AT	Hello, I am in opposition of I-11 being so close in proximity to Wickenburg and I believe it should be pushed out to the west, closer to interstate 71. Thank you.	GlobalTopic_5 and GlobalTopic_4		I- 1115 -1
Rubach	Tefney		Phone	5/16/19 1:00 AM AT	Hi this is Tefney Rubach and I am calling about the I-11. If you could call me back or you could just voice my opinion that we are really not wanting the I-11 to come through our area. Thank you. Bye.	GlobalTopic_4		I- 1120 -1
Rudd	Nancy		Website	5/22/19 10:05 AM AT	I am strongly opposed to the construction of physical border barriers across Arizona's southern border. --Physical borders are a costly and ineffective way of addressing illegal immigration and drug traffic and once in place will be permanent. Technological approaches are less costly, more effective, and more adaptable to changing circumstance. --Physical barriers are an eye-sore--ruining the natural beauty of the landscape --Physical barriers are potentially catastrophic for many species of wildlife that need free movement across the border to maintain viable populations--a point made by many conservation groups. --Physical barriers will do harm to the already challenging lives of indigenous peoples --I do not share the fortress mentality underlying this proposal and strongly object to being forced to live as in a fortress.	PN-1		I- 1063 -1
Rudd	Nancy		Website	5/22/19 10:15 AM AT	I am opposed to the plan to create an I-11 highway west of Tucson. There is no proposal to build an entirely new interstate through the proposed area that would not do a great deal of harm to the now beautiful, unspoiled landscape and its wildlife. To the extent that the current I-19/I-10 corridor is inadequate for current/anticipated traffic, widening it will do far less harm and is probably less costly.	GlobalTopic_1		I- 1065 -1
Rudd	Nancy		Website	5/22/19 10:15 AM AT	Further, the anticipated switch to autonomous trucks in the foreseeable future will likely speed truck traffic through the area at a much faster pace than is currently the case making an entirely separate highway unnecessary.	GlobalTopic_4 and AC-3		I- 1065 -2
Rude	Nancy		Email	5/08/19 1:00 AM AT	I strongly oppose the building of the Avra Valley freeway (I-11) I live on the west side of Tucson and absolutely do not want this freeway to go through our beautiful desert. Not only will it compromise the Kitt Peak telescopes with light pollution; run within view - and sound - of Saguaro National Park, Ironwood National Monument and the Arizona-Sonora Desert Museum changing them forever, but it will destroy pristine habitat and cut off important wildlife corridors. Additionally, private property will be seized; hundreds of people and pets will contract valley fever; and Tucson proper will miss out on travelers who spend millions on food, gas and overnight accommodations. Improving I-10 is a much more ecologically just and practical alternative. Please do not build this freeway!! Nancy Rude XXXXXXXXXXXX Tucson AZ 85745	GlobalTopic_1 and LU-3 and V-1 and R-2 and E-2		I- 986 -1
Ruhe	Doug		Website	7/01/19 5:25 PM AT	We don't want our way of life destroyed by your I-11 in Hidden Valley. Use the orange route. It already exists and will save billions of taxpayers dollars as well as preserving our natural desert.	GlobalTopic_4		I- 2284 -1
Ruiz	Cecilia		Website	7/03/19 11:28 AM AT	I OPPOSE the proposed I-11 route. This would not only impact our home, life and community but multiple other families that have worked so hard to build a life in Sahuarita. You can not bulldoze our homes! PLEASE DO NOT APPROVE THIS ROUTE.	GlobalTopic_1, LU-1		I- 2352 -1
Ruiz	Cecilia		Website	7/03/19 11:38 AM AT	I OPPOSE the proposed I-11 route. This would not only have a negative impact our home, life and community but multiple other families that have worked so hard to build a life in Sahuarita, AZ. Wildlife would also suffer. You can not bulldoze our homes! PLEASE DO NOT APPROVE THIS ROUTE.	GlobalTopic_1		I- 2354 -1
Rupert	Peggy		Website	7/08/19 6:26 PM AT	Like so many others in Tucson, including Coalition for Sonoran Desert Protection, I am asking that you abandon the I-11 plan and use our existing interstates 10 and 19. Make the right choice in this situation and use what we already have in place. Thank you.	GlobalTopic_1		I- 3113 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Rupert	Peggy		Website	7/08/19 6:26 PM AT	Among my concerns are loss of our fragile and dwindling desert landscape along with habitat and corridors for our wildlife. Inevitably, in my opinion, another paved structure with cars speeding north and south will damage our region with more noise, more pollution (both from exhaust and lights), and ultimately make us LESS desirable for tourism (and living) than more so. In addition, the development that would occur along the route could hurt existing Tucson-area businesses as people bypass the Old Pueblo. I have many more reasons why I think the I-11 plan is a bad one, but I'll leave you with this last one: The Desert Museum, which is an icon and treasure. The views to the west are undeniably some of the most spectacular desert vistas -- it draws visitors from around the world. Once it's gone, it's gone. Undoubtedly some folks stand to benefit from this I-11 plan, but it's out of greed and is short-sighted.	GlobalTopic_1, BR-1, BR-2, E-1, E-2 and R-2		I- 3113 -2
Rupert	Peggy	Peggy Rupert	Email	4/18/19 3:54 AM AT	(I am submitting my comment via email as your website URL shows that the submission site is NOT SECURE. In this day and age, the website should be secure.) The public comment period is only 56 days, which really does not give most people adequate time to review the draft of the environmental impact statement. The period needs to be extended to 120 days (end of September) or longer if allowed. Any reasonable person/group knows that a rush to judgment can lead to poor outcomes -- in this case, the unnecessary destruction of the pristine desert environment and diminishing habitat for flora and fauna in our region. Many people who live along the proposed route also will likely be negatively impacted with more pollution, noise, trash, etc. that comes with this type of "progress." It seems like a lot of squeeze for very little juice. The least you can do is give the public more time to thoughtfully review the environmental impact statement so that the full ramifications of the proposed interstate can be addressed and considered by the public at large. Thank you. Peggy Rupert Virus-free. https://nam05.safelinks.protection.outlook.com/?url=www.avast.com&data=02%7C01%7C11ADOTStudy%40hrinc.com%7C1d156670a9884fc4160008d6c3a92355%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636911528544863137&sdata=OFegSf0ln8vjZrHDf6mbrmY%2FEve6YhV09ATeZXJXSo%3D&reserved=0 <#DAB4FAD8-2DD7-40BB-A1B8-4E2AA1F9DFD2>	GlobalTopic_4 and GlobalTopic_9		I- 428 -1
Rushlow	Roger		Website	6/28/19 11:44 AM AT	Opposed to the route due to impact on pristine landscapes including Ironwood NM, Saguaro Park, Desert Museum, and other non designated but important desert habitat. Do your JOB and develop other, better options that are acceptable to ALL the stakeholders.	LU-3 and R-2 and AC-1		I- 2171 -1
Russell	Jenny		Website	6/19/19 8:25 PM AT	Please don't build a new interstate. Improve and expand the existing freeway. Creating a new freeway will destroy wildlife, erode the charm of our rural areas, and take business away from Tucson.	GlobalTopic_1, BR-1, LU-3 and E-1		I- 1804 -1
RUST	CLAYTON		Website	4/18/19 5:50 PM AT	I think this is a pretty big waste of tax payer money. I understand however that I might be lacking in some information regarding why this is being done. So, if it must be done, I would go with the orange route as indicated on the alternative route map. It would seem to me that would be the least troublesome and invasive for the residents in the area. I am biased however, due to the fact the recommend blue route goes right beside (literally on the southern border of) my property.	GlobalTopic_4, AC-1		I- 165 -1
S	Laura		Website	7/07/19 4:00 PM AT	The environmental impacts are not complete. More research is needed. Also needed are ways to address and correct the environmental disturbances and impact.	CO-3		I- 2808 -1
S	Leon		Website	4/18/19 11:32 AM AT	Hello, I am opposed to the construction to the proposed highway due to the impact it will have on the wildlife that travels and resides in this area. I am requesting an extension of the public comment period from 56 days to 120 days, so that the new deadline is extended to September 28, 2019.	GlobalTopic_4 and GlobalTopic_9		I- 154 -1
S	Mike		Website	5/04/19 2:36 PM AT	I am opposed to the PREFERRED I-11 ROUTE (Blue) because it will unnecessarily destroy homes, valuable cactus land, and areas that create money thru tourism. It will also have a negative effect on the water quality of the CAP and considering the drought we are currently in is unacceptable. It will also bring air, light and sound pollution to a fragile area which will also effect Kitt Peak, an internationally valuable scientific facility. Please don't be short sighted and do damage to this area that will never be recovered.	GlobalTopic_1 and V-1 and AQ-1		I- 531 -1
Sacco	Mr. Edward & Dr. Sandra		Website	4/21/19 12:18 PM AT	We live in the community of Cantamia which we chose because of its remote, quiet & peaceful environment. The "recommended" route that you chose is a little too close for comfort to an area that currently does not have highway noise. Please reconsider the area of rainbow valley road and reposition to another area under consideration. Thank you	GlobalTopic_2		I- 211 -1
Sachs	Karl		Website	7/06/19 3:39 PM AT	Don't do it. It will cost way more than budgeted, take longer than expected, and destroy too much.	GlobalTopic_4		I- 2659 -1
Sackett	Mark		Website	6/21/19 10:33 AM AT	After looking at the proposed route of this highway from Sahuarita to Phoenix, I conclude it would be foolish to construct it where proposed. Many places it appears to be approximately five miles from existing I-10. What a waste of resources and tax dollars! I don't know what believed time savings would be from Nogales to Phoenix, but I doubt it would be more than 10-15 minutes over what is now about a 3 hour journey. I believe the majority of people traveling north along I-19 from Nogales to Sahuarita are headed to Tucson, for errands, to shop, to visit friends and relatives, to access the Tucson airport, and to attend the many functions in Tucson. If built, I believe the proposed route as it now exists, will be little used between Sahuarita and Casa Grande. It will be like the eastern portion of I-8, which I have taken maybe 12 times, and which is little traveled by either cars or trucks. I take I-8 to avoid the congestion of I-10 in Phoenix when going to California. The proposed funds for this route will be a very poor use of tax dollars. I don't know if a new interstate highway is actually needed (what are the "facts" concerning this) but I think a better route could be picked which would not tear up the lands and increase noise, congestion, and air pollution close to the Desert Museum, Saguaro National Park, and Tucson Mountain Park. I believe this would be a rather poor choice of using billions of dollars to benefit a relatively few number of people, while having the deleterious repercussions set forth above.	GlobalTopic_1, GlobalTopic_4, E-3, AC-2 and R-2		I- 1888 -1
Sage	Damon		Website	5/07/19 11:56 AM AT	The proposal for a new interstate I11 is completely unnecessary. Traffic flows very well up I19 to I10, especially with the recent expansion of the freeway. Secondly the new interstate will damage areas of the sonoran desert that currently have avoided destruction. Please reconsider this option.	GlobalTopic_1 and GlobalTopic_4 and BR-7		I- 598 -1
Saks	Adam	UltraStar Multi- tainment Center at Ak-Chin Circle	Website	4/22/19 10:32 AM AT	Dear Sir or Madam, As a business leader for the Ak-Chin Indian Community, I am writing today in my support of the ADOT recommended alternative route for I-11 which includes the 2000 ft wide Corridor. The Ak-Chin Indian Community and the many business enterprises that make up and surround the Maricopa region would benefit greatly with the addition of this Corridor.	GlobalTopic_4, GlobalTopic_13		B- 2 -1
Saks	Adam	UltraStar Multi- tainment Center at Ak-Chin Circle	Website	4/22/19 10:32 AM AT	I firmly OPPOSE the No Build option as that does not make sense for the future growth of the region. The traffic we will see, the economic impact, the opportunities for jobs and business growth will be tremendous. I highly encourage the I-11 study committee to continue with and move forward on the 2000 ft wide Corridor alternative option.	GlobalTopic_4		B- 2 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Saks	Adam	Adam Saks	Email	4/22/19 5:39 PM AT	<p>Dear Sir or Madam,</p> <p>As a business leader for the Ak-Chin Indian Community, I am writing today in my support of the ADOT recommended alternative route for I-11 which includes the 2000 ft wide Corridor. The Ak-Chin Indian Community and the many business enterprises that make up and surround the Maricopa region would benefit greatly with the addition of this Corridor. I firmly Oppose the No Build option as that does not make sense for the future growth of the region. The traffic we will see, the economic impact, the opportunities for jobs and business growth will be tremendous. I highly encourage the I-11 study committee to continue with and move forward on the 2000 ft wide Corridor alternative option.</p> <p>Thank you,</p> <p>Adam Saks President Chief Operating Officer Dynamic Entertainment Group UltraStar Multi-tainment Centers Office XXX-XXX-XXXX Cell: XXX-XXX-XXXX Fax: XXX-XXX-XXXX</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.ultrastarus.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Ce3e14facbdf348f8a37e08d6c740fe2f%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636915479295605386&sdata=CMseyZxCIMHNSleaxys%2BQVsb1FpxKlJkDa%2BbBIShtc8%3D&reserved=0</p> <p>https://nam05.safelinks.protection.outlook.com/?url=www.nextlinks.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7Ce3e14facbdf348f8a37e08d6c740fe2f%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636915479295605386&sdata=pTAVCjQzL7XMI98HBZO6%2B0sGP1fRa8hbxe2KjK7ftY%3D&reserved=0</p> <p>XXXXX@ultrastarus.com</p> <p>"I don't like Bullies! I don't care where they are from" Captain America</p>	GlobalTopic_4 and E-4, GlobalTopic_13,		I- 438 -1
Salay	Mike		Phone	6/11/19 1:00 AM AT	Yes, I'm 100% against this i-11. It'll run through our subdivision and destroy property values all around here not to mention the desert so please, don't continue with this. Thank you.	GlobalTopic_4, LU-1, BR-1		I- 2438 -1
Salaz	Cynthia		Website	5/08/19 2:19 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 650 -1
Sample	Jill		Website	4/29/19 8:44 AM AT	I strongly oppose the suggested route for I-11 which would run just east of Sierrita Mountain Road. First of all, the co-location of I-11 with I-19 and I-10 makes the most sense, and the best use of funds. Secondly, I moved to this rural part of Tucson for my health. I have had a Multiple Chemical Sensitivities disability for many years, and have severe reactions to chemicals. The obvious air pollution would endanger my health & safety. Please reconsider this travesty and waste of tax payers dollars. Allow those of us who choose to live here for clean air to continue doing so.	GlobalTopic_1 and AQ-1		I- 317 -1
Sanchez	Danielle		Website	7/01/19 2:53 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, I strongly oppose the building of this unnecessary freeway. Cutting through the open lands will sever wildlife migration paths and disrupt habitat. Most importantly to me, the freeway is located too close to the city's water supply. It is ridiculous to build next to our most important resource, and it doesn't make sense for the future of all Tucsonans. Furthermore, this project will divert traffic from downtown, potentially impacting local businesses. There is no reason for this freeway as it is currently planned. Southern AZ is special because it is not a sprawling wasteland like Phoenix. Thank you for considering my comments on this issue.	GlobalTopic_1		I- 2274 -1
Sanchez	Maria		Website	6/21/19 10:52 PM AT	The recommended alternative is alright to me, it serves as a good bypass for Tucson (the orange alt. would not help congestion as its already a freeway and in a major urban area, more affordable to route freeway to the west than rely on the current I10/I19!) and it would boost economic growth around the freeway near Phoenix & Tucson metro areas which would be good. Please get this project done like the South Mt. Freeway because freeway projects really help improve the quality of life for people. So long as the freeway isn't going thru national parks, I don't see how it is a problem. Please disregard complaints that it is 'on the edge' of parks, that is a bad excuse, the park boundaries designate what should be protected and what should be utilized for everyone's benefit. Good luck with this project!	GlobalTopic_4		I- 1928 -1
Sanders	Linda		Email	6/03/19 1:00 AM AT	<p>I absolute recommend the Green Alternative and strongly object the the blue or orange proposed routes. Either of those 2 terrible routes would have a dreadful impact on Vista Royale. PLEASE DO NOT USE THOSE TWO ROUTES. MOVE IT WEST.</p> <p>Linda Sanders</p> <p>--</p> <p>Linda Sanders, CRS, GRI Century 21 Arizona West XXXXXXXXXXXXXXXXXXXX Wickenburg AZ 85390 XXX-XXX-XXXX cell XXX-XXX-XXXX fax XXXXX@q.com</p>	GlobalTopic_5		I- 1662 -1
Sanders	Linda		Mail	5/30/19 1:00 AM AT	<p>Dear Sirs,</p> <p>Upon reading in the Wickenburg newspaper about the potential location of hwy I-11 near the western boarder of the subdivision of Vista Royal, I am very much against the proposed location. The homeowners along the west side of the subdivision bought these lots and homes and paid a premium for this location abutting state land. I am sure that every owner knew that this public land might not be unused forever. But they, along with myself and many people I have spoken with, never dreamed that ADOT and the Town of Wickenburg would be so thoughtless to place this highway so close to this beautiful development. If this location is selected the property values of hundreds of residents will plummet. Please move this highway further west where it won't harm property owners.</p>	GlobalTopic_4 and GlobalTopic_5	Sanders_L_13245	I- 3245 -1
Sanders	Richard		Website	5/08/19 4:29 PM AT	The preferred route (blue on the map) for the I-11 freeway that runs through Palo Verde, AZ is a terrible idea. This route greatly impacts the small farming community of Palo Verde. The route will destroy lots of farmland and houses in the area including mine. This route is not necessary and absolutely the worst option out of the 4 choices. The option that makes the most sense is option #4, the purple route. This alternate route uses Highway 85 that is already in and has been established for years. There is more than enough room in between the existing corridor already in place and this would be way less impactful on the residents of this area. Also, people in the area already use this route to bypass the congestion in Buckeye on some of the busier roads like, Miller and Watson, so it is a familiar route with people in the area.	GlobalTopic_2		I- 658 -1

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Sands	Patrick		Website	6/21/19 9:11 PM AT	How much do you need to hear to not do this? NO ONE here wants this. You want to devastate a pristine wildlife corridor for a highway that NO ONE here wants. Please just NO.	GlobalTopic_4		I- 1926 -1
Sandvic	Dean		Oral	4/30/19 1:00 AM AT	MS. DARR: Okay. Thank you. Dean Sandvic. DEAN SANDVIC: First, I want to thank you for being here to listen to us. We do appreciate it. Thanks for not starting that. That's good. (Laughter.) Anyway, I am — I reside in Vista Royale as well. I have an easterly exposure, so I'm about probably a half a mile from where your interstate will go, as proposed. I think you've heard from the other people that the impact of the preferred route that she was showing impacts our neighborhood seriously. It comes within, looks to be like at least, about 100 yards, several houses. And to the west of those houses, it's open for about 7 or 8 miles until you hit 71. There's a lot of room to relocate this road. Point is, it's not necessary for this preferred route to be the route. We don't need an interchange at the corner of our -- of our subdivision, and we don't need a highway or a freeway that's going within a hundred yards or so of the existing subdivision when we have miles and miles of desert that it could go through.	GlobalTopic_5		I- 1006 -1
Sandvic	Dean		Oral	4/30/19 1:00 AM AT	As to the -- as to the issue of the tanks, that's a real issue. It does impact wildlife. There isn't much wildlife out there, and what there is surrounded -- or is at the tanks. That's where the wildlife is seen. There's a lot of ducks, there's duck hunters out there, deer hunters. And if you take away those tanks, you take away that part of the desert. And again, it is not necessary for you to go out there. I urge you to listen to everybody that's here and just be reasonable, and recommend that the thing be moved a ways away. We already have a freeway on one side, Highway 93. And we have this big junction that will obviously create gas stations, truck stops, those kinds of things. It's just not necessary to put it in a residential neighborhood. Thank you.	GlobalTopic_5		I- 1006 -2
Sarabia	Michael		Email	7/02/19 1:00 AM AT	My name is Michael Sarabia and I live at XXXXXXXX in Tucson Arizona. I am supporting the recommended corridor alternative and the detailed engineering and environmental process that was included. Additionally I oppose the No Build Option. Multiple previous studies/plans have recommended a true alternate route or corridor. This bypass would provide an alternate route for north-south traffic from and to Mexico. I believe it would also enhance the trade corridor and relieve some truck traffic from Interstate 10. Thanks in advance for your consideration on these topics. Best regards, [DSW Commercial] Michael A. Sarabia XXXXXXXXXXXXX Tucson, AZ 85718 p. XXX-XXX-XXXX XXXXX@dswcommercial.com	GlobalTopic_4		I- 3364 -1
SARABIA	SANDRA		Website	7/02/19 4:41 PM AT	I support the recommended alternative north/south trade corridor option as well as the environmental process that was included. Vehemently opposed to the No Build Option. I believe this alternate plan is logistically, financially (Cost) and economically (benefit) a much better solution. To use a medical analogy, the circulatory system brings nourishment and health to the entire body; our infrastructure is inadequate and I believe has cost us in new industry, community growth and put us at a disadvantage to our neighboring metropolitan regions. As a native Tucsonan and Commercial Property Manager, I ask that you support this very crucial corridor.	GlobalTopic_4		I- 2330 -1
Sargent	Dale		Website	7/07/19 9:25 AM AT	As recent transplant from California to Arizona and after living a quarter mile off the 5 freeway at the begin of the grapevine for 29 years in Castaic, California I have for once become accustom and appreciative of the quite residing in Goodyear and as a resident of Canta Mia. In it current iteration the proposed route for the I-11 may be routed uncomfortably close to our home located adjacent to Rainbow Valley and Willis Road. At our home in California we were not able to enjoy the outdoors use to the noise of highway traffic, especially from trucks utilizing their Jake brakes as they descended the pass. I do not want to come off as a NIMBY but would appreciate the stretch of highway being shifted to the furthest route West of the Canta Mia development and any wildlife corridors as possible. Thank you for your consideration to my and others suggestions. Respectfully, Dale Sargent	GlobalTopic_2 and BR-2		I- 2722 -1
Sarich	David		Website	6/27/19 7:50 PM AT	I am opposed to the proposed I-11 for several reasons. First off, it seems to me to effectively benefit Nevada more than Arizona. It seems like your neighbor creating a walking trail through your yard to get to the store more quickly. Second, I would not like to see the disruption this would cause to the Tucson Mountain Park and Saguaro National Monument including the wildlife therein. I frequently hike in those areas as I am located close to them and greatly value them and feel the proposed corridor would effectively wreak havoc on the environment. Third, I believe that it would likely harm the local economy as well since many tourists utilize those areas, especially during the annual Tucson Gem and Mineral Show. Please consider those who live in Tucson and value the areas surrounding the proposed corridor.	GlobalTopic_1, GlobalTopic_4, R-2 and E-1		I- 2138 -1
Sauberan	Clark		Website	5/11/19 2:28 PM AT	1st, in the Tucson sector it make the most sense to use the existing infrastructure, specifically I-10 & I-19, the orange option on the transportation map. Trying to find alternate routes only leads to complications that will negatively impact tourism, recreation, wildlife and the overall environment.Saguaro Natl Park, Tucson Mt. Park and the Sonoran Desert Museum all need preserving for future generations to enjoy. Building a truckers by-pass-route will only degrade the already fragile Sonoran Desert habit and ecosystem. Fact: Diesel fuel emissions is harmful to the well being of the Saguaro cactus forest, noise pollution from semi-trailer trucks will impact the Desert Museum and Tucson Mt Park experience, and the wildlife will be trapped within the parks between Tucson and the highway. The west side of the Tucson Mts. is a jewel in the desert that attracts people from all over the world and their tourism dollars benefit all of the greater Tucson area. Not only is it a great place to visit, but it's also a great place to live with its own unique quality of life. A major highway would only degrade/destroy an incredible place on the planet Earth. Oh, and let's not forget that the Sonoran Desert is the only place in the world that Saguaro cactus grow and we should be in awe and reverence of that fact!	GlobalTopic_1, E-2, R-2, and BR-1		I- 784 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Sauer	James		Website	7/08/19 2:53 PM AT	<p>I'm writing to express my concerns with the proposed alignment of I-11 Recommended Corridor Alternative through undisturbed desert lands, further carving up our natural spaces. This is short-sighted and far from best design practice.</p> <p>While it is being justified on a cost basis, the true costs to the environment has not been included in that calculation:</p> <ul style="list-style-type: none"> - How much does it cost to create the beauty of the natural desert environment? - How much does it cost to create natural wildlife corridors? - How much does it cost to create natural view-sheds for the Arizona-Sonora Desert Museum? - How much does it cost to create natural view-sheds for the Saguaro National Park? - How much does it cost to remove the noise and light pollution? <p>Design best practice would be to improve an already disturbed area, not disturb a beautiful, natural site. The I-10 corridor through Tucson is already impacted. Investing to improve this corridor would improve our city, our state, and not destroy natural and cultural resources that can never be recovered at any cost.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3013 -1
Sauers	Diza		Website	6/28/19 1:12 AM AT	<p>There is no reason nor purposed significant need for this bypass. We know that this will destroy whole swathes of the natural desert that hang in such a delicate balance - rife with singular species. If the introduction of six or seven predatory animals can change the flow of rivers (Yellowstone's reintroduction of 6 wolves to its ecosystem) we know that blading miles and miles of desert will have permanent destruction to plants, birds, insects, wildlife, and (yes) humans. DO NOT allow this to happen. There is NO PERCEIVED NEED and it is NOT WANTED. This will cause significant harm to our environment, which is already in a perilous and fragile state. No on your watch. Not on my watch. STOP. Just STOP.</p>	GlobalTopic_4, PN-3, BR-1		I- 2154 -1
Sausman	Karen		Oral	5/11/19 1:00 AM AT	<p>MS. KAREN SAUSMAN: Good morning. My name is Karen Sausman. I live in Marana, Arizona. Thank you for allowing me a few seconds of your time this morning to talk about this particular project.</p> <p>I have been – my whole career has been in conservation biology and conservation science and conservation work, and I'm here more to talk to the people that are behind me than to you. It's going to be important for everyone who cares about the natural environment of the Sonoran Desert in this region to stay involved with this project over the many years that it's going to take to evolve into whatever winds up happening.</p> <p>It is exhausting to watch projects like this develop and track them for, in some cases, tens of years this one has already been.</p> <p>But it is important for our children and our grandchildren that we stay involved in monitoring projects that have an impact on wilderness and totally natural landscapes. It is critical to the environment that we all live in. I like to tell kids that the earth is like a spaceship or an airplane, if you will, and we're flying, and it's the only plane we've got. We're not ready to live on Mars yet. And every time we do something to hurt the environment, it's like pulling a rivet out of the wing of an airplane. One little rivet here and one little rivet there, and pretty soon you don't know when you've pulled the last rivet, because that's the rivet that was finally holding the plane together.</p> <p>So cumulative action against our environment has been going on in huge force for nearly 100 years. It is now being recognized. And if we want to have anything like our planet to live on for our children and grandchildren and their children, it's going to be up to all of us today to teach children about conservation and to help monitor activities such as the one being presented to us for this potential freeway roundabout, taking it through some of the most pristine areas that we have in the Sonoran Desert.</p> <p>I thank you for listening to my comments. I can only encourage those in the decision-making body to consider, at all costs possible, the requirement to do the least harm to our environment. Thank you.</p>	GlobalTopic_4 and LU-3 and BR-1		I- 1419 -1
Savarese	Monica		Website	6/29/19 9:26 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, please extend the public comment period for this project by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months, and it's unacceptable since it does not give the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for taking into consideration my comment on this issue.</p>	GlobalTopic_9		I- 2219 -1
Sawyer	Cheryl		Website	4/29/19 7:33 PM AT	<p>I am a member of the Arlington community. I have lived there for the past 23 years, my husband was born there. We are strongly against the building of the blue option for the I 11. It makes no sense to destroy a community and the agriculture within it when there is a perfectly viable option (the orange option) to use existing infrastructure to build the freeway! Please reconsider destroying our communities and our way of life and costing the tax payers way more than it would if the existing infrastructure is used. We need American Agriculture to feed the world with growing populations etc. Lets not build where our farmers are providing a service to our country and our people. Don't waste my money, use the existing roads to make a larger and better freeway option.</p>	GlobalTopic_2		I- 328 -1
Sawyer	Kristen		Website	5/08/19 12:42 PM AT	<p>What is the end result of development if we have no more land to develop? We are at a critical point in this country. The natural world, the home that provides our very resources to live, is exhausted. The more we build, consume, and "develop," the less we will have in the long run. It does not matter that Phoenix and Tucson are continuing to grow. Why don't you consider environmentally-friendly alternatives? How can you efficiently use what is already here, already in place, rather than slice through the Sonoran sands to create more? This is not necessary, and it is harmful. With the report showing anticipated damage to the environment and communities, one wonders why the state is choosing to spend funds on this, when we already have a decent highway that is being updated at this very moment, rather than any of the other VITALLY important issues--education reform, immigration assistance, health care. Building more veins of transport is going to weaken this city, both financially and environmentally. If you are concerned about the growth of both cities, then be an innovator of change, rather than a duplicator of what was. How can you rethink public transport in an environmental way? How can you utilize the sun and wind of this state to power buses that help connect the cities more so? How can you encourage FEWER people to drive, rather than more, and in doing so, actually minimize the carbon footprint in this state? We all saw how Tucson is one of the fastest growing cities in terms of heat temperature in the country. And really, the idea is to build MORE reflective asphalt that will just add to climate change, increase the heat gathered here? Think smarter. Be better. Innovate with the betterment of the city and its people in mind. Moving forward, this era is pivotal. How will Tucson and Phoenix, this sun corridor, choose to adapt? We're desert people. We know adaptation, but we need this reflected in our local and state government. Building contracts and business partnerships for more development will not sustain this city when temperatures rise even more and water becomes that much more of a scarcity. I send these words hoping to encourage you to think differently, and to open up a conversation of not just environmental protection of this strip of land being considered for the highway, but the spiritual preservation of this place. Thank you. Kristen Sawyer</p>	GlobalTopic_4		I- 642 -1
Schaad	Gerrienne		Website	4/16/19 12:59 PM AT	<p>As a visitor to the Tucson area and the Saguaro National Park, I would be less inclined to visit and spend my tourist dollars in an area where more roads are built and more land is ruined. Follow the corridor that is already created through Tucson. Yes expand the lanes, but why construct on wild lands?</p>	GlobalTopic_4 and GlobalTopic_1		I- 100 -1
Schachter	Josh		Website	5/04/19 5:41 PM AT	<p>Dear ADOT and FHWA,</p> <p>I am deeply concerned about the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property. Due to this, I am requesting that the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 533 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schaefer	Wendy		Website	7/05/19 9:32 PM AT	The proposed alternate route through Thunderbird Farms in Maricopa would be catastrophic to our community. The cost to reroute, billions, does not seem to be prudent when the i-11 can utilize i-8, only increasing the total travel time by 15 minutes. Home owners in the Hidden Valley and Thunderbird Farm area currently enjoy a low cost of living, rural agricultural lifestyle. We all have horses and other livestock. Building a freeway through the middle of it will destroy our way of life. Please reconsider use of the i-8. It is far more budget friendly and will add negligible added travel time to the commuter.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2620 -1
Schafer	Suzanne		Website	4/24/19 4:37 PM AT	I will send a more detailed comment before the deadline but this comment is to ask that the comment deadline be extended. This is a gigantic undertaking and many members of our community are only learning about it now at this stage since it is getting more publicity. this alternative will have a huge impact and the costs must be understood and considered carefully in terms of lands, open space, animals and plants, and also the emissions and other costs of the construction itself. Please extend the comment period at least through the summer and into September or October, past Labor Day and the start of next academic year. Less than 2 months is not long enough for members of the public to review the Draft Environmental Impact Statement and write comments worthy of your serious consideration. Thank you for your consideration of my concerns.	GlobalTopic_9		I- 278 -1
Schaffner-Fegard	Corina		Website	7/08/19 10:15 PM AT	The area of the proposed I11 runs over a major aquifer. The vibration of a major highway could potentially affect the aquifer over time. Surface grading and rerouting of major desert runoff will impact humans and wildlife. This area is also part of countless desert species that are now fairly unencumbered in their travels. A highway would directly affect wildlife movement. Additionally this project would be cost prohibitive when compared to a much simpler option of increasing I10. Construction has successfully shown that widening I10 does improve flow. There are only a few peak times when congestion gets bad on I10 and I19. Most of the time these roadways are at speed limit. Why build a massive project in a sensitive desert area at great cost, when expansion of I 10 is a simpler solution. There is the additional impact of light pollution which will also impact Kitt Peak as well as everyone in the area. Noise pollution and garbage will also become much more of an issue out here with a highway. Flooding is also a frequent issue in this area which will further affect traffic flows if placed out here. Expansion of I 10 should be a priority as it is the simplest, most cost effective option and will benefit the downtown community with increased traffic to businesses	GlobalTopic_1		I- 3188 -1
Schaller	Amy		Website	5/07/19 4:15 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 608 -1
Scheeler	Anthony		Website	6/19/19 8:31 PM AT	This is not a necessary project. It'll cost millions to the taxpayers and provides no real benefits to the people living along the route. Why not widen 19 and then i10 between Marana and Phoenix?	GlobalTopic_1		I- 1805 -1
Scheffel	Liesl		Website	6/21/19 7:47 AM AT	I am writing to ask you to not allow the Interstate 11 project to move ahead. This proposed roadway will turn a quiet rural area into a freeway. But more concerning are the impacts to the Greater Tucson area. The proposed route goes very close to Saguaro National Park and the Arizona-Sonora Desert Museum, both of which are huge tourist draws in the area. Negative impact on these area will have a negative impact on the economy of Southern Arizona. In addition to the economic impact, this route will be disruptive to wildlife and the people who live in the area. I truly cannot understand why an Interstate route would be planned around Tucson instead of widening the existing interstate and thereby pumping needed money into the Tucson economy, especially since the proposed interstate rejoins I-10 north of Tucson. Thank you, and I urge you to please not destroy our natural beauty and wildlife areas. Liesl Scheffel, Marana Resident	GlobalTopic_1, R-2, E-1, E-2, V-1 and BR-1		I- 1873 -1
Scheinkman	Tracy		Website	5/07/19 10:00 AM AT	I am commenting on the draft I-11 Nogales to Wickenburg proposed route. I am against the portion of this route that goes through Avra Valley west of Tucson. This route would be disastrous for Saguaro National Park and Tucson Mountain Park. It would cut off wildlife from surrounding mountains, fragment the habitat, and ultimately destroy one of Tucson's greatest natural gifts. Additionally the light pollution from vehicles and businesses that would pop up along the route would destroy any possibility of maintaining Kitt Peak National Observatory. Kitt Peak Observatory brings in millions of dollars in grants each year. Thus losing two great drivers of our economy, in addition this route would run near or through the Ironwood National Monument that was set up to protect the largest expanse of rare Ironwood trees in the world. Saguaro National Park and Kitt Peak Observatory would likely be lost to us, Ironwood National Monument would be heavily impacted.	GlobalTopic_1		I- 590 -1
Scheinkman	Tracy		Website	5/07/19 10:00 AM AT	There is an alternative. Expand I-10 along it's original route with a specific lane(s) for trucks. This is the route preferred by the people of Tucson and the town of Picacho. Thank you.	GlobalTopic_1		I- 590 -2
Schembri	Janie		Website	4/17/19 8:15 AM AT	No to the Avra Valley route! This morning, I marveled at the absolute silence of our desert. No human sounds at all...No cars, airplanes, honking horns. Can you imagine this being taken away by an unnecessary highway? I implore you to reconsider this route and save our desert!	GlobalTopic_1		I- 118 -1
Schembri	Janie		Website	6/10/19 12:36 PM AT	Not in my backyard! No to Interstate 11 through Avra Valley. Attached is a statement from Tucson Weekly May 30-June 5, 2019 edition. Shame on you! [Attachment-newspaper cartoon: No Interstate]	GlobalTopic_1	Schembri_J_I1310	I- 1310 -1
Schembri	Janie		Oral	5/11/19 1:00 AM AT	MS. JANIE SCHEMBRI: Good afternoon. My name is Jaime Schembri, and I've lived three miles west of the Desert Museum since 1982. As previously mentioned by the other speakers, I moved out here for the dark skies, the peaceful desert environment, the ability to observe incredible wildlife, room to enjoy my privacy, and the affordable housing. Building an interstate through Avra Valley will destroy all of what I have enjoyed for 37 years. But this is just me sounding selfish. I am here today to fight for the dark skies, a safe environment, and room to enjoy nature for my students and their parents, many of whom were my students years ago. I am a teacher at Picture Rocks Elementary and have been for more than 20 years. This interstate will displace many of our families, staff, and my kids, my kids who love riding bikes, quads, horses, chasing lizards, watching the international space station fly overhead, participating in 4H, drinking safe water, breathing clean air. Picture Rocks is a Title 1 school with a large low-income student population, and we obtained federal funds that provide all children the opportunity to receive a fair high-quality education. Where are they supposed to go? Where should they go to have a lifestyle where they can enjoy such things and have affordable living in close proximity to a large city like Tucson? Where in the world can we replace this wonderful way of life? We don't have the money to just pick up and move, let alone fight back. My students, my kids, deserve to grow up and have -- deserve to grow up here and go to a separate school, just as my son did. I am not trying to persuade you on my behalf, but on behalf of the children and families who voted for you to do the right thing in their best interests. So this is for Carlos, Renee, Ashley, Bailey, Taylor, Brandon, Devon, Travis, Daniel, Patrick, William. This is our school, our home, our community. Please don't ruin our heaven with Interstate. Thank you.	V-1, LU-3, BR-1,WR-2, AQ-1, and GlobalTopic_1		I- 1428 -1
Schembri	Janie		Website	6/13/19 7:43 PM AT	My neighbors and I received this in the mail today. You can NOT, with a clear conscience, do this to us in Avra Valley! We love our homes, the desert, and our way of life. Shame on you for trying to take this away from us! How can you sleep at night? I know we can't.	GlobalTopic_1	Schembri_J_I1532	I- 1532 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schembri	Janie		Website	6/16/19 11:57 AM AT	Hmmmm....wonder why the routes of I-11 go through low income properties with families who can't fight back legally or just up and move??? I DO NOT BELIEVE YOU ARE BEING A NON-DISCRIMINATORY ARIZONA DEPARTMENT OF TRANSPORTATION! You are taking advantage of us, taking away our only equity in life. Shame on you! NO to I-11!	GlobalTopic_1 and EJ-1		I- 1578 -1
Schembri	Janie		Website	6/16/19 12:06 PM AT	Hey, look what was in today's paper, Arizona Daily Star, Tucson? Feel bad yet? NO to Interstate 11! https://tucson.com/opinion/local/local-opinion-proposed-i-west-of-tucson-a-backwards/article_8889dfba-c738-5d2a-9f55-2a4c06d381ea.html	GlobalTopic_4		I- 1579 -1
Schembri	Janie		Website	4/18/19 6:28 PM AT	No to proposed preferred route through Avra Valley! How ironic and "sick" that my taxes will be used to build this unnecessary highway through my home and my neighbors' homes! Then, after I am displaced, my taxes continue to fund and maintain it! Make this route unacceptable in our beautiful desert!	GlobalTopic_1		I- 166 -1
Schembri	Janie		Website	4/19/19 4:02 PM AT	Here's what I received today. It should be added to the public comment section and added to the record. Ms. Schembri, Pima County Board of Supervisors Chairman Richard Elias opposes the construction of an Interstate 11 freeway, especially if it would be built along the Draft Tier 1 EIS preferred route through Avra Valley, impacting extremely negatively hundreds if not thousands of residents, Tucson Mountain Park, Saguaro National Park West, Ironwood Forest National Monument, Pascua Yaqui Tribe, Tohono O'odham Nation, the Bureau of Reclamation Corridor for the Central Arizona Project, Pima County open-space lands for wildlife passage between mountainous habitat areas, and the Arizona-Sonora Desert Museum. Not to mention it would promote more pollution-spewing and climate-changing car and truck travel. Very bad idea. Thank you for contact us, Keith Bagwell Executive Assistant, Office of Pima County Supervisor and Board Chairman Richard Elias XXX X XXXXXXXX XX XXXX XXXX Tucson, Arizona 85701 XXX-XXX-XXXX XXXXXXXXXXXXI@pima.gov www.pima.gov/district5	GlobalTopic_1 and GlobalTopic_4, GlobalTopic_13		I- 184 -1
Schembri	Janie		Website	6/25/19 1:22 PM AT	In today's Arizona Daily Star...why won't you listen to the people???? WE DO NOT WANT AVRA VALLEY DESTROYED!!!!	GlobalTopic_1	Schembri_J_12053	I- 2053 -1
Schembri	Janie		Website	4/21/19 9:27 AM AT	No to I-11 route through Avra Valley! Imagine walking out on a moonless night and seeing the Milky Way overhead. Spilled milk in the sky--gone. Viewing meteor showers----gone. Vivid constellations---gone. Don't ruin our heavens with I-11!	GlobalTopic_1		I- 206 -1
Schembri	Janie		Website	7/07/19 10:11 AM AT	It would be super efficient and cost effective to add two lanes to the existing Interstate 10 through Tucson exclusively for cargo trucks. Why destroy the Sonoran Desert and the lives of many families? No to I11 through Avra Valley!	GlobalTopic_1		I- 2730 -1
Schembri	Janie		Website	7/07/19 1:09 PM AT	Do you want to stop contributing to global warming and climate change???? Leave the natural habitats ALONE! Do not destroy our beneficial desert with an Interstate Highway by raping our homes and land! No to I-11! No to Avra Valley routes!!!!	GlobalTopic_1		I- 2764 -1
Schembri	Janie		Website	7/07/19 4:12 PM AT	From Aldo Leopold's A Sand County Almanac First line: "There are some who can live without wild things, and some who cannot." I cannot. Don't take away our wild things. No to Interstate 11 through Avra Valley.	GlobalTopic_1		I- 2813 -1
Schembri	Janie		Website	4/25/19 6:19 PM AT	It's time to stop the idea that the I-11 corridor through Avra Valley is a good idea. It is not OK to have years and years of construction that will ruin the desert, homes, and the peaceful lifestyles of hundreds of people. The dust will stir up Valley Fever spores that will infect people and pets. The noise will be intolerable. Please don't make this route (any of them) a viable option. Thank you.	GlobalTopic_1		I- 286 -1
Schembri	Janie		Website	4/26/19 5:14 PM AT	Imagine being a tourist---visiting the Arizona-Sonora Desert Museum, Saguaro National Park West, Old Tucson, Ironwood Forest....Then looking down at an ugly, polluting, denuded Sonoran Desert with trucks zooming down an unnecessary interstate highway . What message does this send to those who are here to discover the beauty of our American treasure? Lip service to respecting our natural resources, that's the message! \$\$\$ over Planet Earth. Shame on you!	GlobalTopic_1		I- 293 -1
Schembri	Janie		Website	4/28/19 9:01 PM AT	Spent a couple of hours on the corner of Mile Wide and Sandario Road this morning trying to make our neighbors aware of this crazy plan to destroy our desert. Please make it stop!!!!	GlobalTopic_1 and GlobalTopic_4		I- 315 -1
Schembri	Janie		Website	7/08/19 9:49 PM AT	Here's my last plea for the last day of public comments. I am begging. Please don't ruin our heaven with I-11. No files, no formats attached. Just a heartfelt cry from my soul. Don't do this. Ever.	GlobalTopic_4		I- 3175 -1
Schembri	Janie		Website	5/05/19 5:06 PM AT	The vultures are circling us! What should we do????Where should we go???? Many of us in Avra Valley are getting cold calls from real estate agents wanting to make offers on our homes! I-11 routes through Avra Valley have? not been approved, right? Why are the ambulance chasers closing in?? Is the route really decided already and these meetings/public comments a ruse?	GlobalTopic_1		I- 541 -1
Schembri	Janie		Website	5/11/19 3:34 PM AT	I am amazed that so few people who live in Avra Valley know about ADOT's plan to destroy our desert life. And then it hit me. Not everyone out here wants or has internet access. I didn't until a few months ago. I had to use the public libraries' computers or ones at work. This crazy plan is not on the news every day. People just don't know that their lives and livelihoods are at a severe risk of being ruined forever. I think that I-11 through the desert is an atrocious plan. Do not build anything or use existing transportation corridors. Leave our desert alone!	CO-3 and GlobalTopic_1		I- 795 -1
Schembri	Janie		Website	4/16/19 6:31 AM AT	No to Avra Valley route!!! Too many families will be displaced. Shame on you for thinking that our rural community doesn't matter. Lives will be ruined. This is an unnecessary highway.	GlobalTopic_1		I- 80 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schembri	Janie		Website	5/13/19 7:02 PM AT	<p>Good afternoon. My name is Janie Schembri and I have lived 3 miles west of the Desert Museum since 1982. As previously mentioned by the other speakers, I moved out here for the dark skies, the peaceful desert environment, the ability to observe incredible wildlife, room to enjoy my privacy, and the affordable housing. Building an interstate through Avra Valley will destroy all that I have enjoyed for 37 years.</p> <p>But this is just me sounding selfish.</p> <p>I am here today to fight for the dark skies, a safe environment, and room to enjoy nature for my students and their parents—many of whom were my students years ago. I am a teacher at Picture Rocks Elementary and have been for more than 20 years. This interstate will displace many of our families, staff, and "my kids". My kids who love riding bikes, quads, horses, chasing lizards, watching the International Space Station fly overhead, participating in 4-H, drinking safe water, breathing clean air. Picture Rocks Elementary is a Title 1 school with a large, low-income student population and we obtain federal funds that provide all children the opportunity to receive a fair, high-quality education. Where are they supposed to go? Where should they go to have a lifestyle where they can enjoy such things and have affordable living in close proximity to a large city like Tucson? Where in the world can we replace this wonderful way of life? We don't have the money to just pick up and move, let alone legally fight back. My students, my kids, deserve to grow up here and go to a great school, just as my son did. I am not trying to persuade you on my behalf, but on the behalf of the children and families that voted for you to do the right thing in their best interest. So this appeal is for Carlos, Renee, Ashley, Baylie, Taylor, Riley, Reese, Coati, Marissa, Zander, Dorian, Danielle, Patrick, Bryce, Ariella, William, Adriana, Chris, Jeannie, Ruben, Hailey, Brandon, Devon, Travis, and their families.</p> <p>This is our school, our home, our community. Please don't ruin our heaven with Interstate 11. Thank you.</p>	GlobalTopic_1		I- 892 -1
SCHER	BRUCE		Website	7/03/19 3:26 PM AT	<p>HELLO MY COMMENTS ATTACHED AS A DOCx FILE, 1 PAGE THANKS SO MUCH BRUCE</p> <p>[Text from Attachment] HELLO</p> <p>3 JULY 2019</p> <p>MY NAME IS BRUCE AND I SPEAK FOR THE TREES. I LIVE WITHIN ABOUT 1/4 MILE MAXIMUM FROM YOUR PROPOSED ROUTE. WITHIN EARSHOT AND AIR QUALITY DEGRADES OF THE LIKELY HWY 86/11 INTERCHANGE. THE PROPOSED ROUTE SKIRTS MANY HERETOFORE RURAL/ QUIET NEIGHBORHOODS. MANY PRIVATE LAND HOLDERS ARE AFFECTED! MOSTLY THOSE PEOPLE ARE POOR. THIS WILL CHANGE THAT? HOW? DO THEY WANT IT? PROBABLY NOT...AND THEY WILL POSSIBLY NOT SHOW UP FOR HEARINGS TO SAY SO. MANY AREAS OF WORLD CLASS NATURE FOR WHICH OUR REGION ARE FAMOUS WOULD BE AFFECTED, DEGRADED. SAME FOR WILDLIFE AND TREES. IS IT WORTH THE SACRIFICE OF ALL THIS ENVIRONMENTAL QUALITY? VERY CLOSE TO WHERE I LIVE IS LIKELY TO TURN COMMERCIAL WITH TRUCKING, SHIPPING AND RELATED SUPPORT SERVICES ALONG THE EXISTING FRONTAGE ROADS. THE ROAD IS PROPOSED AS NECESSARY TO ACCOMMODATE FUTURE PROJECTED COMMERCE, AND BENEFITS MAINLY THE CORPORATE TRADERS IN FAR OFF LOCATIONS (MOSTLY OUT OF STATE?), MAYBE SOME LOCAL JOBS OVER TIME. THE NOTION OF LOCATING ROUTES AS AN ENDS TO MINIMIZING OBSTACLES CREATES AN UNDUE BURDEN ON PRIVATE PROPERTY HOLDERS IN THIS CASE. OUR SACRIFICE GOES FOR THE SAKE OF WHAT LARGELY AMOUNTS TO CORPORATE TRADE BENEFITS SOMEWHERE ELSE. A FAMILIAR STORY OF CORPORATE IMPOSITION? NO MORE RURAL VALLEY LIVING WITH THAT. EVEN IF THAT'S WHY WE CHOSE TO LIVE HERE! THE ROAD PROPOSAL IS A SQUIGGLY LOOP/BYPASS FOR TUCSON, MESSING UP NEIGHBORHOODS IN RED ROCK TOO. IT DOESN'T LOOK VERY GOOD FROM ABOVE..BIRDS EYE VIEW....JUST SAYING...BAD FENG SHUI! AS I UNDERSTAND IT THE CITY OF TUCSON DOESN'T LIKE THIS PROPOSED ROUTE EITHER. THEY ARE CONCERNED FOR LOST REVENUES? WATER RISKS AT RECHARGE PONDS? A ROUTE THROUGH TUCSON IS PROJECTED TO BE CHEAPER. IS THERE SOME MEASURE OF FISCAL RESPONSIBILITY HERE? CONSIDER ALSO THE ADDED CARBON FOOTPRINT OF THIS FUTURE TRAFFIC CORRIDOR THRU LOOP AROUNDS AND SQUIGGLES OVER TIME. LIKELY IT WOULD PROMOTE UNSUSTAINABLE URBAN SPRAWL AND ATTENDANT CARBON/DIESEL SMOG. ASTHMA , RESPIRATORY AND CARDIAC MORBIDITY DIRECTLY CORRELATES TO AIR QUALITY. YOUR ROUTE CREATES MANY NEW PATIENTS! MY NEIGHBOR PROPOSES A SOLUTION TO THE TRAFFIC CAPACITY ISSUES: HE SUGGESTS THAT THE COMMERCIAL TRAFFIC OF THE KIND THIS HIGHWAY EXPECTS (ie CONNECTING MEXICO CITY WITH POINTS NORTH) COULD BE METERED BY MANDATE TO TRAVEL THE EXISTING I10/I19 ROADWAY AT CERTAIN HOURS(8 PM-4 AM?) DAILY, AVOIDING LOCAL HIGH VOLUME TRAFFIC TIMES. PERISHABLE GOODS CAN BE SHIPPED WITH GOOD TIMING. NO DOUBT TECHNOLOGY CAN FACILITATE THIS. A SMOOTH/PREDICTABLE BORDER CROSSING HELPS! ALSO-THE ROBOT TRUCKS ARE COMING, WE TELL THEM WHEN IT IS OK TO PASS, SI? PLEASE DONT LET THE ROBOTS AND THEIR CORPORATE MASTERS OWN THE ROAD! THIS WOULD REQUIRE LARGE TRUCK STOPS TO ACCOMMODATE TRUCKERS&ROBOTS WAITING FOR DARK. NO DOUBT PRIVATE COMMERCE WILL PROVIDE IT. SAVE THE MONEY. SAVE THE ENVIRONMENTAL IMPACT ON US ALL. PLANT MORE TREES AND HELP THEM FIND</p>	GlobalTopic_4 and LU-3 and LU-1 and EJ-1 and E-3 and AC-3	Scher_B_I2513	I- 2513 -1
Schildt	Sue		Website	6/19/19 9:42 PM AT	<p>I strongly oppose the routes given as optional I-11. This area is a natural resource to our community, and home to many animals and saguaros. My friends would lose their hard-earned-worked built horse ranch if I-11 happens. My horses are there. I do not want to move them or watch years of building in the ranch be torn down.</p> <p>Please just follow I-10 through the Tucson area. Don't destroy our desert.</p>	GlobalTopic_1, LU-1		I- 1816 -1
Schirmer	Christine		Website	7/01/19 12:54 PM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. Some of the reasons are that:</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1, R-2, BR-2, E-2, N-1, AQ-1, V-1, BR-9, LU-3, WR-1, and WR-2		I- 2265 -1
Schirmer	Christine		Website	7/01/19 12:54 PM AT	<p>• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p>	AC-5 and GlobalTopic_1		I- 2265 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schjoll	Martin		Website	4/18/19 4:09 PM AT	The proposed blue recommended route destroys family history in farming and ranching in the Buckeye and Palo Verde areas. The I-11 (blue route) will forever change the landscape and country style of living that so many people cherish. As a project manager, reducing project costs and providing minimal impacts to all stakeholders is elementary. The orange route already has most of the infrastructure in place (tax dollars already spent). With a few minor modifications to interstate junctions with the orange route, you minimize project costs and reduce the latter impacts. The blue environmental impact is arguable as it does not take into account the loss of commercial farm/ranch land and destroys more land than any other proposed route.	G-1, AC-5, and GlobalTopic_2		I- 162 -1
Schlack	Frances		Oral	5/11/19 1:00 AM AT	MS. FRANCES SCHLACK: My name is Frances Schlack. I live at XXXXXXXXXXXX in Picture Rocks, and I've lived there for 26 years. And this is why I-11 is not needed through Avra Valley in my opinion. From Casa Grande area going north, the proposed I-11 corridor makes sense because it is more directly -- because it more directly connects two major urban areas, greater Phoenix and Las Vegas, and it introduces a new interstate highway route through an undeserved portion of our state. Additionally, one of the supposed benefits of the new road, shifting commercial trucking away from I-10, could be duplicated by offering incentives to the trucking industry and its drivers to use the existing roads when other vehicle usage is low, for instance, between midnight and 5:00 a.m., instead of during high volume hours. So I believe that the approach should be to build the northern part of I-11 first as a separate project. This would allow us to see if the expenditure of money on the southern part is not needed. And one more item. We need to know with certainty who the current or recent land owners are, either corporate or private, of the property along the route who will benefit from the sale of their land for use in this proposed Avra Valley project. Thank you.	GlobalTopic_10 and GlobalTopic_1		I- 1420 -1
Schlack	Frances		Oral	5/11/19 1:00 AM AT	But we are not looking ahead adequately at changing technology which will make part of this proposed project from I-19 to Casa Grande unnecessary. Having vehicles exit I-19 only to take a meandering route through Avra Valley and end up back near I-10 in Marana or Casa Grande is a redundancy of the I-10 freeway. Current and future innovations will significantly increase the capacity of our existing highways and potentially make the I-11 through Avra Valley obsolete before getting completed. We are already seeing how adaptive route control, driver's vehicle technology, and interactive communication between vehicles, with or without drivers, will soon make many or most cars and trucks partially or fully autonomous and will allow those vehicles to coordinate with each other and travel faster, more steadily, and more closely together on already existing roads and highways, I-19 and I-10 included.	AC-3 and GlobalTopic_1		I- 1420 -2
Schlagel	Larry		Website	7/07/19 7:22 AM AT	This has already costs thousands of personnel dollars of meetings , for a ridiculous 45 minute driving savings From Nogales to wickenburg , the most user friendly plan is The existing I19 to I10 and widen as needed , the orange proposal is the most cost effective with out disrupting the existing communities our pristine desert the property value declines next to I 11 , the city of Tucson does not want to lose the commercial traffic as dollars will. Bypass existing established truck centers hotels restaurants , the individual who has thought up these ridiculous alternate routes m. Needs to put a dollar amount on cost the price of removing families disrupting whole communities, Just widen 19, widen. 10 As needed , repair our city roads , and call it good , we live here because we wanted to get away from the freeway , not have it at our front door , thank you. Larry Schlagel	AC-8 and GlobalTopic_1 and E-1		I- 2711 -1
Schlegel	Angela		Website	6/30/19 12:57 PM AT	I am deeply concerned about the proposed I-11 route and its potential disastrous effects on wildlife and the quality of the land. Our land quality and wildlife health are already hurting due to rampant unchecked development, mining operations, and the border wall. In addition, this route does not represent a desperate need by any communities and will certainly do more harm than good. Please help preserve the natural landscape of Southern Arizona and the open land that is our most valuable asset.	LU-3 and BR-1 and GlobalTopic_4		I- 2231 -1
Schlieff	George		Website	5/18/19 3:59 PM AT	Highway noise and accidents from the Duval Mine exit to the Canoa Ranch exit on I 19 in Green Valley are of great concern to me. Increased traffic brought about from the current I 11 proposal would escalate both of these concerns. Bypassing Green Valley would alleviate the noise problem and make I 19 through Green Valley safer.	LU-6, N-1		I- 1017 -1
Schmahl	Larry		Email	7/05/19 1:00 AM AT	Dear sir or ma'am, I am aware that the purpose behind this interstate is to bring development to the Avra Valley and the un-developed western Pima County and Pinal County. However, there is NO available WATER for ANY development in these areas. Just because developers and local governments want development to drive the economy doesn't mean its feasible in our desert environment. Rivers that once flowed above ground have been depleted to the point that they now only flow during thunderstorm events. Groundwater pumping is lowering the water tables dramatically. Water is a finite recourse in the desert. It does not renew itself. We don't have enough water to support the development which will come with a new interstate. This is a very BAD idea! Sometimes, you have to realize that just because there is money to be made, it doesn't make it a good idea or a sound decision. Future generations will pay the price for this very BAD idea. Sincerely, Lawrence J. Schmahl Vail, AZ	GlobalTopic_1, AC-4, WR-1; Population and employment forecasts in the travel demand model used for the I-11 Tier 1 EIS were provided by the State Demographer. Those statewide projections are based on local governments' General or Comprehensive Plans, which are put together before developers must prove a 100-year water supply under the Arizona Department of Water Resources' Assured Water Supply Program. Therefore, the amount and density of proposed development may not reflect the true availability of water, which in turn, can impact travel patterns, capacity, and needs. Tier 2 studies will update the traffic analysis using regional travel demand models with updated population and employment projections.		I- 3393 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schmidt	Justin		Oral	5/11/19 1:00 AM AT	<p>MR. JUSTIN SCHMIDT: My name is Justin Schmidt. I am old and stiff. I came here years ago because of the beauty and magic of the desert around Tucson. I came because we had places like Saguaro National Park, Ironwood Forest National Monument, the Desert Museum, Tucson Mountain Park, and all of the rest of Avra Valley. I would hope my grandchildren would be able to enjoy the peacefulness, beauty and natural charm of the area in the future.</p> <p>I have two points to bring up. First, we've heard much about the devastating impact the proposed alternate I-11 would have on the environment, including animals and plants, and on the people who currently live in and cherish the area. A lesser-known impact is the effect the sound generated by a high-speed highway running through the environment will have on the wildlife that inhabits that area. Highway traffic is noisy and will disturb the normal behavior of animals living in the valley. For example, owls, which hunt at night, primarily using sound, are unable to effectively hunt their prey when near noise sources such as highways. There are many examples that could be cited.</p> <p>In conclusion, the alternate Interstate I-11 is not only unnecessary, it is highly destructive, and if excess capacity must be made, then it should be achieved by building improvements along the current Interstates 19 and 10 by either widening the highway when necessary or building a double-decker system. This system would not only be cheaper, but it would also be much more effective in solving the problem. Thank you.</p>	LU-3 and BR-1 and N-1 and GlobalTopic_1		I- 1434 -1
Schmidt	Justin		Oral	5/11/19 1:00 AM AT	The second point I wish to make is so far as I know, nobody has pointed out -- certainly not conspicuously pointed out -- that the money involved in this project is prohibited by state regulations to being used for the most sensible solution to the traffic problem, that is building a rail system instead of unnecessary highways. This fact should have at least been highlighted and could have been mentioned as something we as citizens would take to our representatives in Phoenix to have the laws changed or modified to allow this money to be utilized in whatever means most effectively solves the transportation problem, and not just limited to highways.	AC-9		I- 1434 -2
schmidt	justin		Website	4/18/19 4:44 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 164 -1
Schmidt	Kurt		Website	7/04/19 11:14 PM AT	I do not support the construction of I-11 through Avra Valley. This would be a disaster for both the natural and man-made environments of this area. If greater volumes of traffic are to be accommodated in association with the transcontinental highway from Mexico through the U.S.A. to Canada, then the better alternative is to widen I-10 through Tucson.	GlobalTopic_4 and GobaTopic_1		I- 2580 -1
schmidt	li		Website	4/18/19 4:42 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 163 -1
schmidt	li		Website	5/11/19 4:56 PM AT	after attending May 11, 2019 public hearing, speaking with Jay (Echo) at great length, I want to make sure that the final decision will be either no I-11 or build via expanding I10/I19, do not destroy ARVA VALLEY. Nature and human in harmony. Otherwise, nature will ultimately win. Human demise is sped up. Please act on: be kind to nature. Work out a balance to maximize the harmony. Thanks.	GlobalTopic_1		I- 802 -1
Schmidt	Lis		Oral	5/11/19 1:00 AM AT	<p>MS. LIS SCHMIDT: My name is Lis Schmidt, and I'm going to present the following: Saguars, barrel cacti, Sonoran Desert, coyotes crossing, desert tortoises crawling, Avra Valley. No build Highway 11 or build via expanding I-10, I-19. Don't destroy Avra Valley. Rebuild. No I-11, but extend I-10, I-19. Nature and human in harmony.</p> <p>I'm going to use a 1970's song and sing this song to present more for you.</p> <p>(The following is sung as a song by Ms. Schmidt.)</p> <p>MS. LIS SCHMIDT: Saguars, barrel cacti, Sonoran Desert, coyotes crossing, desert tortoises crawling, don't destroy Avra Valley. No build I-11. Build via expanding I-10, I-19. Nature/human in harmony.</p> <p>Thank you for listening. Please, no build highway or build expanding I-10, I-19. Nature/human in harmony. Thank you.</p>	GlobalTopic_1 and AC-6		I- 1433 -1
Schmidt	Nancy		Website	6/21/19 4:58 PM AT	1. Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration.	GlobalTopic_9		I- 1910 -1
Schmidt	Nancy		Website	6/21/19 4:58 PM AT	2. At first glance, the Preferred Alternative route runs between Saguaro National Park and Ironwood Forest National Monument and would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. This is unacceptable to me. Thank you for considering my comment on this issue.	GlobalTopic_1, R-2, BR-2 and LU-3		I- 1910 -2
Schmitt	Patti		Website	7/07/19 12:01 PM AT	This is running too close to Santa Mia. Not only effective homes, but all the wildlife we have out here. Please reconsider an alternate route. Santa Mia when completed will have over 1700 homes.	GlobalTopic_2, BR-1		I- 2751 -1
Schmugge	Peter		Website	5/09/19 4:57 AM AT	I live about a mile from the proposed "blue" route... And I'm all for it. As much as I moved out here for peace and quiet, I also know that progress happens, and it's easier to build now than it will be to build it 30 years from now... So, build the freeway. We'll accept it or move, but either way, it needs to happen.	GlobalTopic_4		I- 689 -1
Schneiderman	Carol		Website	6/13/19 8:14 PM AT	<p>I have been a Tucson resident for 45 years and am strongly against the proposed I-11 corridor. It is time for us to reimagine growth and take into account the people and animals who have inhabited the Avra Valley area as well as Tucson. There are some 25,000 people --mostly low-income young families, seniors, vets, working men and women - who will be exposed to noise, air and water pollution, a new Valley Fever corridor, hazardous cargo, smuggling, etc. Tourism will suffer and Tucson will lose jobs.</p> <p>Avra Valley is also an invaluable home to animals, insects, birds and plants. It's a place for them to thrive and a corridor where deer, bighorn sheep and other creatures can cross from mountain range to mountain range without too many obstacles.</p> <p>Even though the study states that the road would only be 400 feet wide, each exit would likely become a node of development, expanding outward over time.</p> <p>This road would be a travesty and instead of leading us in a new direction in terms of our thinking about growth, would hard-wire a concrete path into our beautiful desert and have unimagined and well-known effects on all life in the desert.</p>	GlobalTopic_1		I- 1533 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schorr	S. L.		Email	7/08/19 1:00 AM AT	<p>Please see attached letter concerning the recommended alternative routing for I-11. Feel free to contact me to discuss further or with any questions you may have.</p> <p>S. L. Schorr Senior Partner XXX-XXX-XXXX office XXXXX@lrrc.com mailto:XXXXX@lrrc.com></p> <hr/> <p>[cid:image002.png@01D535A2.B7950B30] Lewis Roca Rothgerber Christie LLP XXXXXXXXXXXXXXXXXXXX Tucson, Arizona 85701-1611 lrrc.com</p> <hr/> <p>This message and any attachments are intended only for the use of the individual or entity to which they are addressed. If the reader of this message or an attachment is not the intended recipient or the employee or agent responsible for delivering the message or attachment to the intended recipient you are hereby notified that any dissemination, distribution or copying of this message or any attachment is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the sender. The information transmitted in this message and any attachments may be privileged, is intended only for the personal and confidential use of the intended recipients, and is covered by the Electronic Communications Privacy Act, 18 U.S.C. ?2510-2521.</p>	GlobalTopic_4	Schorr_S_I3426	I- 3426 -1
Schorr	S. L.		Email	7/08/19 1:00 AM AT	<p>[Text from Attachment]</p> <p>VIA US MAIL and EMAIL TO: I-11ADOTStudy@hdrinc.com</p> <p>1-1 1 Tier I 1318 Study Team c/o ADOT Communications 1655 West Jackson Street Mail Drop 12613 Phoenix, Arizona 85007</p> <p>Re: Recommended Alternative Routing for 1-11</p> <p>To the 1-11 Tier 1 EIS Team: I am a supporter of the Recommended Alternative Routing for 1-1 1. Additionally, I am a strong opponent of the no-build option. A new 1-1 1 routing is critical to the further development of trade and commerce both with Mexico and throughout the Southwestern United States. AS a former Chair of the Arizona State Transportation Board and a founding member and ?rst Chair of the Pima County Regional Transportation Authority, I fully understand and endorse the need for continued infrastructure development. Here are a few of my reasons for supporting the recommended alternative as well as some concerns that I believe need to be answered in the EIS.</p> <p>Comments in support of the recommended alternative: -- Multiple previous studies or plans, including several conducted by ADOT, have recommended a true alternate route/corridor. -- Provides an alternate corridor that enhances the ability to address regional emergencies, evacuations, or defense events. -- Would serve as a trade corridor and relieve truck traf?c from 1-10, potentially avoiding the need to widen 1-10.</p> <p>I would ask that you consider each of my comments and expand some of the analysis in the ?nal Tier 1 EIS report. Greater detail on the costs of the 1-10 option as well as expanded analysis of the economic impact regarding both potential increase or loss of international trade with Mexico would provide a clearer picture of why the recommended alternative is the only true option as presented.</p> <p>Sincerely, S. L. Schorr</p>			I- 3426 -1a
Schorr	S. L.		Email	7/08/19 1:00 AM AT	<p>Concerns regarding the 1-10/Orange alternative: -- The level of detail for the orange (1-10) alternative is inadequate, even for a Tier 1 study. -- It fails to identify whether the proposed addition of 2-3 lanes on 1-10 will be accomplished by widening, tunneling, double decking, or removing the frontage roads. -- I believe the cost estimate is inaccurate; it is estimated at \$586 M. This seems low for any of the above options. 0 A discussion and an estimate for the various options should be included, as many of the opponents to the current recommendation cite both the lower cost and each of the three options as possible. 0 Based on recent costs of improvement along 1-10, this estimate cannot be accurate. -- 1-10 alternative fails to provide an alternate option for north/south traf?c flow resulting in a single point of failure for traf?c.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3426 -2
Schorr	S. L.		Email	7/08/19 1:00 AM AT	<p>Arguments against the no-build option: -- A no-build option would place Arizona at signi?cant disadvantage to Texas as an entry point into the U.S. marketplace. -- Increased congestion in the downtown area, as predicted in the 2008 ADOT study, is detrimental to attracting new employers, as travel time is an important selection factor. -- I-11 business case was justi?ed on International Trade; no-build hinders international trade.</p>	GlobalTopic_4		I- 3426 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schorr	S. L.		Email	7/08/19 1:00 AM AT	<p>Please see attached letter concerning the recommended alternative routing for I-11. Feel free to contact me to discuss further or with any questions you may have.</p> <p>S. L. Schorr Senior Partner XXX-XXX-XXXX office XXXXX@lrrc.com [cid:image002.png@01D535A2.B7950B30] Lewis Roca Rothgerber Christie LLP One South Church Avenue, Suite 2000 Tucson, Arizona 85701-1611 lrrc.com This message and any attachments are intended only for the use of the individual or entity to which they are addressed. If the reader of this message or an attachment is not the intended recipient or the employee or agent responsible for delivering the message or attachment to the intended recipient you are hereby notified that any dissemination, distribution or copying of this message or any attachment is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the sender. The information transmitted in this message and any attachments may be privileged, is intended only for the personal and confidential use of the intended recipients, and is covered by the Electronic Communications Privacy Act, 18 U.S.C. ?2510-2521.</p>	GlobalTopic_4 and GlobalTopic_8	No Attachment Submitted	I- 3427 -1
Schorr	S. L.		Mail	7/08/19 1:00 AM AT	<p>Lewis Roca Rothgerber Christie LLP XXXXXXXXXXXXXXXXXX Tucson, AZ 85701-161</p> <p>July 8, 2019</p> <p>VIA US MAIL and EMAIL TO: I-11ADOTStudy@hdrinc.com</p> <p>I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 West Jackson Street Mail Drop 126F Phoenix, Arizona 85007</p> <p>Re: Recommended Alternative Routing for 1-11</p> <p>To the I-11 Tier 1 EIS Team: I am a supporter of the Recommended Alternative Routing for I-11. Additionally, I am a strong opponent of the no-build option. A new I-11 routing is critical to the further development of trade and commerce both with Mexico and throughout the Southwestern United States. As a former Chair of the Arizona State Transportation Board and a founding member and first Chair of the Pima County Regional Transportation Authority, I fully understand and endorse the need for continued infrastructure development. Here are a few of my reasons for supporting the recommended alternative as well as some concerns that I believe need to be answered in the EIS.</p> <p>Comments in support of the recommended alternative: <ul style="list-style-type: none"> The level of detail for the orange (I-10) alternative is inadequate, even for a Tier 1 study. It fails to identify whether the proposed addition of 2-3 lanes on I-10 will be accomplished by widening, tunneling, double decking, or removing the frontage roads. I believe the cost estimate is inaccurate; it is estimated at \$586M. This seems low for any of the above options. <ul style="list-style-type: none"> A discussion and an estimate for the various options should be included, as many of the opponents to the current recommendation cite both the lower cost and each of the three options as possible. Based on recent costs of improvement along I-10, this estimate cannot be accurate. I-10 alternative fails to provide an alternate option for north/south traffic flow resulting in a single point of failure for traffic. </p>	GlobalTopic_4 and GlobalTopic_8	Schorr_S_I3516	I- 3516 -1
Schorr	S. L.		Mail	7/08/19 1:00 AM AT	<p>Arguments against the no-build option:</p> <ul style="list-style-type: none"> A no-build option would place Arizona at significant disadvantage to Texas as an entry point into the U.S. marketplace. Increased congestion in the downtown area, as predicted in the 2008 ADOT study, is detrimental to attracting new employers, as travel time is an important selection factor. I-11 business case was justified on International Trade; no-build hinders international trade. <p>I would ask that you consider each of my comments and expand some of the analysis in the final Tier 1 EIS report. Greater detail on the costs of the I-10 option as well as expanded analysis of the economic impact regarding both potential increase or loss of international trade with Mexico would provide a clearer picture of why the recommended alternative is the only true option as presented.</p> <p>Sincerely, S. L. Schorr</p>			I- 3516 -1a
Schorr	Tom		Oral	4/29/19 1:00 AM AT	<p>MR. TOM SCHORR: Good evening. I got a real simple -- this is -- personal deal here. But basically the blue route cuts right through any neighborhood and my house and you know, four or five houses next to me.</p> <p>And recognizing even if there was a real proven need for this type of travel corridor anywhere, I would have to agree with Richard, the orange route looks more sensible to me.</p>	GlobalTopic_4 and LU-1		I- 1164 -1
Schorr	Tom		Oral	4/29/19 1:00 AM AT	<p>My concern is in the interim while all this is going on, what -- you know, the people that live in these corridors, they look at selling property at any time in the future, if it's a residential property, you know, that's going to put kind of a shadow over me and my salability of my -- my property and so on. That's what concerns me.</p> <p>Because I don't know what the -- you know, when this is going to be eventually constructed or if it will be constructed. But you know, between now and then, then what? You know, who's going to want to buy a home, you know, in the route of a freeway? So, anyway, that's my primary concern. Thank you.</p>	LU-1		I- 1164 -2
Schosker	Roxane		Phone	6/14/19 1:00 AM AT	<p>Inaudible...You dumb bitch, cant even beep for a message. Hey, this is Roxane Schosker, XXX-XXX-XXXX. You mother fuckers want to destroy more of the desert so rich people can get trucks through. Fuck that shit. Aint no way. Ill be out there with a goddamn fucking shotgun and Ill shoot every trucker and fucking anybody who takes my land away. Fuck you all.</p>	GlobalTopic_4		I- 2479 -1
Schosker	Roxane		Phone	6/26/19 1:00 AM AT	<p>Hi, I recently bought property in the I-11 area, anyway not just that I am concern about the keeping of nature and not highways or interstates. If you could please send me some information or let me know how to vote not for it, please call me at XXX-XXX-XXXX and we can go from there, I do not have computer access at the moment. I live in the Marana area pretty much in the desert right where the I-11 might be running by. Again, thank you and my name is Roxanne, thanks.</p>	GlobalTopic_4, LU-2		I- 3322 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schreiber	Robert		Website	4/19/19 9:09 AM AT	Hoping against hope the committee selecting these routes considers the green alternative through Rainbow Valley if, indeed, the satellite representation is accurate. While the dual use of the future AZ Loop 303 and AZ Slate Route 30 is to be commended and understandable, the loss of housing represented by the satellite images causes me to ask you to reconsider, and go with the green alternative in the RV section. Thanks for your time.	GlobalTopic_2		I- 175 -1
Schroeder	Kevin		Website	5/31/19 12:59 PM AT	I support the Orange Route going via I-8 to Gila Bend, Up the existing 85 and then on to 1-10. This route would take traffic around Phoenix relieving some congestion and provide important traffic to Gila Bend and use a very little traveled Interstate, I-8. It also protects the watershed of the Gila and Hassayampa by cutting across the Gila rather than following the Gila. The other option through Arlington is a horrible idea, it destroys the arable land of the area.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1234 -1
Schroeder	Andrew		Website	5/22/19 10:09 AM AT	I'm writing to express my opposition to the alternative route for Interstate 11. The recommended alternative route would damage the natural resources that define Tucson and draw visitors here (in turn damaging our local economy). The route would sever critical wildlife corridors and destroy the ability of wildlife to roam and expand their home ranges. These are coupled with the fact the alternative route would cost a full \$3.4 Billion MORE than co-locating I-11 with the existing interstates through Tucson. Put simply: building the Interstate I-11 extension along the proposed alternative route is a plan that maximizes damage to our natural and economic resources... and will only open a Pandora's box of future road construction.	GlobalTopic_4 and GlobalTopic_1		I- 1064 -1
Schroeder	Barry		Website	4/20/19 5:22 PM AT	I'm for the I-11 corridor and prefer the recommended route	GlobalTopic_4		I- 198 -1
Schroeder	Kathie		Website	4/17/19 9:12 AM AT	Please extend the. Comment period to 120 days to allow all persons interested to have full information and time to make reasonable, responsible comments on this important proposal. Thank you.	GlobalTopic_9		I- 122 -1
Schroeder	Kathie and Alan		Email	7/09/19 1:00 AM AT	To whom it may concern, I am writing for my family to comment on the proposed i-11 concept. We all agree. In fact, we all agree with almost every comment we have read or heard at the meetings we have attend against the issue. Every commenter made very good, substantiated comments presenting reasons why the idea of an i-11 corridor is beyond horrible and disastrous for our Sonoran environment, wildlife, pollution, residents, every aspect of our lives here. I will list a few of the reasons why we soundly reject this concept, but keep in mind, please, that we consider everything you have already heard and read from other responders against i-11 as valid and well spoken. There simply is no need for this corridor, which seems to be planned to benefit the trucking industry, or some other big dollar entity that has no concern for the population it will be negatively impacting. We do not want an i-11 corridor. Please reject this concept and throw it in the trash. NO on I-11! Thank you for your consideration, Kathie and Alan Schroeder Heather, Hannah, Holly and Lily Kline, Becky Burnet XXXXXXXXXXXXXX Tucson, AZ. 85739 Sent from my iPad	GlobalTopic_4, GlobalTopic_1, AC-4		I- 3478 -1
Schroeder	Kathie and Alan		Email	7/09/19 1:00 AM AT	I-10 already exists. There is capacity to make it wider if that is the goal, to have more lanes for northbound/southbound traffic. I-10 has been there for years and no new areas will need to be disturbed or ruined in making it wider. No old exits to existing cities or towns will feel the lack of travelers stopping and feel the economic disaster this brings with it. This is paramount, along with all the other equally destructive effects this new highway will bring with it. Our Tucson economy thrives on the I-10 truck and traveler traffic passing and stopping here. Smaller areas, for instance Casa Grande, could feel a much more devastating impact by lack of traffic. The Picacho area, the Ostrich Ranch and others will feel the tremendous loss of business if a new I-11 by-passes those areas.	GlobalTopic_4, GlobalTopic_1, E-1		I- 3478 -2
Schroeder	Kathie and Alan		Email	7/09/19 1:00 AM AT	Much sweat and tears went into establishing Saguaro Park West and it is a JEWEL of the Sonoran Desert. Just considering the building process, much less the everyday disturbance once the highway is in use, one realizes that our fragile Sonoran Desert would pay an enormous price for this folly of an un-needed new highway. This is fact and any resident of this glorious desert will agree. Our desert cannot survive as it is today with a new UN-NEEDED highway ripped through it. The plants and animals we all enjoy coexisting with will be gone from the area. A new barrier across their natural movement will diminish the populations and isolate gene pools. The cost is far beyond any small, individualized benefit. It will NOT benefit most of us who live and love this desert. The impact on our entire environment will be too great. New areas of disturbed desert will effect the dust storms and possibly spread more Valley Fever across the area. New areas of disturbed water, under and above ground, will change life immeasurably.	GlobalTopic_1, R-2, BR-1		I- 3478 -3
Schuett-Hames	Robin		Website	4/20/19 10:25 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 202 -1
Schulman	Jack		Website	6/15/19 9:28 PM AT	I believe that the proposed highway should UNDER NO CIRCUMSTANCES be built through the proposed Avra Valley route. It would make much more sense, have much less impact and be much less costly to expand the exiting I-19 and parts of I-10. Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 1567 -1
Schulman	Sarah		Website	6/15/19 8:58 PM AT	I am opposed to any route through Avra Valley for I-11 because of the negative and destructive environmental and cultural impact it would have on this area.	GlobalTopic_1		I- 1566 -1
Schultz	Delores		Website	7/05/19 2:40 PM AT	I do not support the building of a highway bypassing Tucson to the west. This will pass through pristine desert next to 3 different designated park areas. Once the roadway is present, would not gas stations, rest areas, and strip malls be next? Tucson is known for birding, hiking and outdoor beauty. I would be in favor of constructing a freeway parallel to I-10 or widening I-10 with designated truck lanes. Please consider an alternative to the proposed I-11.	GlobalTopic_1 and LU-3		I- 2603 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schurz	John		Email	4/22/19 5:07 PM AT	<p>Greetings. I wanted to write to express that I am in favor of the 2,000 ft. wide recommended corridor alternative for I-11. I believe this to be the best option. Thank you for your consideration. J</p> <p>John D. Schurz President & General Manager Orbitel Communications Maricopa XXX-XXX-XXXX Sun Lakes XXX-XXX-XXXX</p>	GlobalTopic_4		I- 436 -1
Schwamberger	Christine		Oral	5/11/19 1:00 AM AT	<p>MS. CHRISTINE SCHWAMBERGER: Christine Schwamberger. My name is Christine Schwamberger. I support the no-build alternative and oppose all other alternatives. I am utterly outraged that the preferred corridor of this huge industrial project, that your agencies have designated as the preferred corridor -- let me start again.</p> <p>I am utterly outraged that your agencies have designated that the preferred corridor of this huge industrial project be placed immediately adjacent to the Sonoran National Monument.</p> <p>And I would like to take this opportunity to say that I have watched ADOT pave this state over for the last 30 years, and I'm tired of it. The Sonoran National Monument's pristine desert habitat for plants and animals is a rare place of serenity. In Arizona, which is a place that is already a free-for-all for development, the Sonoran National Monument is one of the few lands set aside for protection. One of the few lands set aside for protection. This freeway would kill all of the animals and utterly ruin this pristine desert place.</p> <p>And I resent having to be here on my day off to have to speak up to try to save it. In this era of dangerously increasing temperatures and increased ozone, the I-11 project is literally life-threatening because of its enormous heat island effect and increased ozone. The EIS does not address these two issues. The heat island, the amount of concrete, steel and asphalt required to build this gargantuan project would create an enormous heat retainer in a community already subject to increased temperatures.</p> <p>Here is a recent article in the Tucson Daily Star, April 24th, 2019. Tucson is the third fastest warming city in Arizona, the third fastest warming state in the country. Ozone. Tucson reached dangerous levels on Thursday, April 25th, as reported in the Star. Sensitive people were warned to stay inside and to reduce driving. This enormous freeway and its enormous semi truck traffic from Mexico will have serious deleterious effects on the human and environmental health of this community.</p> <p>It is about time that these environmental and health threats and limitations be seriously addressed through innovative and environmentally sound technologies and not built on the same old tired, obsolete and self-obsolete freeways. Yes, freeways are self-obsolete. Once built, they attract ever increasing amounts of traffic and are always requiring to be widened.</p> <p>That freeways are obsolete technology is easily proven by looking at Phoenix with its enormous amount of freeways. The traffic has never been worse. Freeways are an obsolete technology and a threat to our health. This I-11 project must never be built.</p>	AC-6, R-2, BR-1, LU-3, AC-3 and AQ-2		I- 1455 -1
Schwamberger	Christine		Website	7/07/19 3:02 PM AT	<p>I am vigorously opposed to this unnecessary, and unacceptably damaging project to the environment. It is time that building projects started taking climate warming into account. Tucson has had record high temperatures and ozone for the entire country. Tucson is the 3rd fastest warming US city, Arizona Daily Star, April 24, 2019. It is time now to change the way things are built to address this before we hit crisis levels. Existing freeways, and railways provide the perfect answer. No one has asked for this freeway. In whose interest is it being built? The proposal through Avra Valley is ridiculous. The trucks will run over the animals and their pollution will kill the cactus.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2794 -1
Schwamberger	Eric		Oral	5/11/19 1:00 AM AT	<p>DR. ERIC SCHWAMBERGER: I'm Dr. Eric Schwamberger. I've been an environmental professional for more than 40 years. Much of my career has been spent working on examining EIS's. I support the no-build alternative and oppose all proposed build alternatives for the I-11 corridor.</p> <p>It is offensive to myself and I think to a large part of the public that the two greatest environmental concerns of our time in this region in particular, water availability and climate and temperature changes, are for all intents and purposes not considered by this EIS.</p> <p>This corridor is being proposed explicitly to facilitate growth and development; however, it does not calculate and consider indirect and cumulative effects of growth and development on groundwater supplies. The EIS states that the project could have indirect, cumulative effects on water resources, but it is silent on what these effects might be.</p> <p>It is laughable to believe that a project of this size designed to encourage growth and commerce would not have negative effects on groundwater resources in this region.</p> <p>Additionally, the corridor -- the need for the corridor is assumed, but the assumptions on which the build alternative is justified are not supported, and many of them are now outdated and incorrect after only a few years.</p> <p>In particular, the 2014 Intermountain West Corridor study, the basis of the proposed corridor, justifies a corridor based on gross statistics and demographics that are demonstrably already outdated. For example, the projected growth statistics that do not consider local and regional growth limitations due to water availability, do not consider growth changes due to local and regional warming trends that are already being documented and measured and have not been updated to consider changes of local and regional population trends that are already occurring.</p> <p>Your EIA is also already outdated, as many of the improvements to existing infrastructure that it states would be needed without the corridor, such as improvements on the Ina Road intersection, have already, in fact, taken place.</p> <p>In sum, the I-11 corridor is assumed to be needed, but the assumptions on which the need is based, as stated in your EIS and its related documents, are not supported; they are not justified; and many are already demonstrably out of date.</p> <p>Finally, the narrow scope of the EIS means it does not adequately consider the project's overall impact to environmental items of greatest concern to the current local and regional affected population.</p>	AC-6 and WR-2 and AQ-2		I- 1456 -1
Schwamberger	Eric		Oral	5/11/19 1:00 AM AT	<p>Similarly, the EIA nowhere considers the indirect or cumulative effects on either global or regional temperatures and climate caused by the very development that the project is intended explicitly to create.</p>	AQ-1 and AQ-2		I- 1456 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Schwamberger	Eric		Website	6/30/19 8:25 PM AT	<p>See my comments in attached file.</p> <p>[Text from attachment]</p> <p>May 11, 2019 5769 W. Midnight Chorus, Tucson I am Dr. Eric Schwamberger.</p> <p>I support the "No Build Alternative" and oppose all proposed Build alternatives for the I-11 Corridor.</p> <p>It is offensive to the public that the two greatest environmental concerns of this time, and this REGION: Water availability and Climate and temperature changes, are for all intents and purposes NOT considered by this EIS.</p> <p>The corridor is being proposed explicitly to facilitate growth and development, However, it does NOT adequately consider indirect and cumulative effects of growth and development on groundwater supplies. The EIA states that the project could have indirect and cumulative effects on water resources but is silent on what those effects might be. It is laughable to believe that a project OF THIS SIZE, designed to encourage growth and commerce, would NOT have negative effects on ground water resources.</p> <p>Similarly, the EIA nowhere considers the indirect and cumulative effects on either local or regional temperatures and climate caused by the very development that the project is intended to create.</p> <p>Additionally, the need for the corridor is assumed, but the assumptions on which the "Build alternative" is justified are not supported and many of them are now outdated and incorrect.</p> <p>In particular, the 2014 Intermountain West Corridor Study, the basis of the proposed corridor, justifies the corridor based on growth statistics and demographics that are demonstrably already outdated.</p> <p>For example, the projected growth statistics that do not consider local and regional growth limitations due to water availability, do not consider growth changes due to local and regional warming trends that are already being documented, and have not been updated to consider changes in local and regional population trends that are already occurring.</p> <p>The EIA is also already outdated as many of the improvements to existing infrastructure that is states will be needed without the corridor, such as improvement of the INA Road intersection, have already taken place.</p> <p>In sum, the I-11 corridor is assumed to be needed, but the assumptions on which the need is based, as stated in the EIS and all the related documents are not supported, are not justified, and many are already demonstrably out of date. Finally, the narrow scope of the EIS means it does not adequately consider the project's overall impacts to environmental items of greatest concern to the current local affected population.</p>	GlobalTopic_4, GlobalTopic_8, AQ-2, PN-3 and WR-1	Schwamberger_E_I2245	I- 2245 -1
Schwartz	David		Website	6/27/19 5:16 PM AT	<p>I oppose the construction of an interstate that bypasses Tucson. It is especially abhorrent when considering the environmental impact this would have on Saguaro National Park West, as well as the surrounding mountains, currently protected from the pollutive impact of our traffic by a high capacity interstate 10 route through Tucson. Improving the capacity of I10 instead of constructing the proposed I11 would ensure this protection.</p> <p>Furthermore, I agree with the Tucson City Council's opinion that implementation of an I11 bypassing Tucson deprives Tucson of economic opportunity to service the traffic that would otherwise pass through the City.</p> <p>Quoting Joe Ferguson and Shaq Davis at Arizona Daily Star (source: https://tucson.com/news/local/federal-state-and-local-agencies-voice-concerns-over-environmental-impact/article_690f15f7-fcf3-5c81-8449-ad26ead4e22c.html):</p> <p>"The Arizona Game and Fish Department, for example, noted that a new highway west of Interstate 10 would only further fragment wildlife movement in the region. It also noted that in 2007, the Arizona Game and Fish Commission took a unanimous position of opposition to all routes for a similar I-10 bypass. A staffer pointed out that the current I-11 proposal again goes through the Avra Valley, as it did more than a decade earlier when it was known as the I-10 Phoenix-Tucson bypass study."</p> <p>Do not build I-11.</p>	GlobalTopic_4, GlobalTopic_1, R-2 and BR-2		I- 2118 -1
Schwartz	Ivy		Website	4/15/19 8:38 PM AT	<p>I do not believe that we need another interstate highway through Tucson. We need rail. By the time this is built, we will need to be converted to solar and other sustainable energies. If non-rail transportation options are seen to be imperative, then the proposed Interstate 11 should be along the current Interstate 10. The Avra Valley location would destroy the wildlife linkages from Tucson Mountain Park, the Tortilila Mts, and Saguaro NP across to the Catalina Mountains. This isolation of wildlife would lead to extinction of these wildlife populations. They need room to roam! It would also add air, noise, dust pollution, and emit alot of CO2 into the atmosphere during the construction process. Plus more residential and commercial development would follow, further threatening the ecosystem and turning a rural area into a suburb. WE SAY NO!</p>	GlobalTopic_1 and AC-9		I- 73 -1
Schwemm	Amy		Website	7/08/19 10:24 PM AT	<p>I strongly oppose the I-11 due to negative impact on Saguaro West and Ironwood. Do not destroy the wildlife connectivity, millions of plants and irreplaceable beauty that draw tourist dollars and quality of life for residents. A Tucson westside resident, Amy Valdes Schwemm</p>	GlobalTopic_1, R-2, BR-2, BR-6, and E-2		I- 3190 -1
Schwengel	Barb		Website	7/07/19 7:14 PM AT	<p>I support the Orange alternate route</p>	GlobalTopic_4		I- 2844 -1
Sciaudone	Christine		Website	4/17/19 10:12 PM AT	<p>Preference would definitely be for the "green route" as the proposed I-11 heads into Goodyear, AZ.</p> <p>We are looking forward to this road being completed. The stretch of US93 north of Wickenburg is very dangerous where it is only 2 lanes with no divided highway. Nevada did a great job in their I-11 bypass around Boulder City. Thanks for the opportunity to comment.</p>	GlobalTopic_5		I- 142 -1
Sconzert	Brad		Oral	5/08/19 1:00 AM AT	<p>BRAD SCONZERT:</p> <p>Hello, gentlemen. My name is Brad Sconzert. I've been a Tucson resident for about 15 years now. First of all, I commend you guys for sitting here in front of all these people and taking all these brutal comments with the calm reserve that you're demonstrating right now. Unfortunately, I'm not going to be any nicer. So I feel that I understand and support progress and change, and economic growth, and all that explanation that's there in the document.</p> <p>However, this is a modern problem, and I-11 is an archaic solution. It's unacceptable. We've already made a footprint here in the desert with I-10 and I-19. We need to modernize them.</p> <p>So for me -- and I think I speak for a lot of people -- the only acceptable solution is either no-build -- well, the only two acceptable solutions are no-build or modernize what we've already done in the desert. You can't keep disturbing the desert in the name of progress or economic growth, with these kind of predictions for future traffic that are maybe going to degrade surface levels to C or D, or some arbitrary system that we invent to degrade how we feel when we go back and forth between work and home.</p> <p>You know, those things are not -- to me, they're not acceptable justification for a massive project of this scale. There's even plenty of groups, coalitions, businesses -- I work for Caterpillar. Caterpillar is against at least one of the routes that go right through our proving grounds. You know, we're here trying to do exactly what you say the development is for; develop economic growth for Tucson. So you know, these routes, these recommended alternatives, don't feel all that considerate for the local community.</p> <p>So I think that in closing, for me, again, the only acceptable solution is modernizing what we've already done here in the desert and this community. I'm an engineer by trade. I would be willing to change my career and help with that project. I would leave my job and help preserve this desert and the place that I call home, in order to make an acceptable solution and everybody happy.</p>	GlobalTopic_1 and AC-6		I- 1388 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
SCOTT	SUSAN		Website	7/05/19 9:00 PM AT	After reading the I-11 Draft Tier 1 Environmental Impact of March 2019, I would like to comment on the study that discusses the shortest and fastest route for evacuation of the North/South (N/S) populations of Arizona. I am reminded that during the evacuation of New Orleans in 2005 I realized that in Mesa, AZ we had very few options to evacuate during an emergency and that has been compounded for me since my move to Maricopa, Az. Because we have only one road that is an access to Maricopa N/S, trying to use I-10 when it is a N/S evacuation for Tucson, Casa Grande, Coolidge, eastern Pinal Co does not seem feasible. A N/S I-11 is necessary and has the potential to save many lives during an emergency in Arizona.	GlobalTopic_4		I- 2619 -1
Scoville	Ken		Website	7/03/19 10:19 AM AT	It is rare that the Tucson City Council would all vote to oppose anything but they all recognize the severe environmental impacts of the I-11 proposal. This area was recognized by C.B. Brown who was the County agricultural agent in 1920's Tucson. He lobbied Carl Hayden to take this area of the Tucson Mountains be with held from homesteading and in 1930 became Tucson Mountain Park. In the early 1960's a portion of the park became the West section of Saguaro National Monument to protect from mining interests. This became Saguaro National Park West decades later. There are significant corridors that support this national park and all the other resources that surround the area. A major trucking and commerce corridor would be considered a bad idea in the 1960's. We know so much more about the environment today that this proposal is just a disaster in the 21st century. The world is changing and there are ways to adapt to greater transportation along the existing corridor of I-10. If I-11 is built, it will be an example of an environmental disaster known around the nation. Please eliminate this 1950's concept and join the 21st century with adaptions of the current corridor that will boost the economy of Tucson and preserve the unique environment of the Saguaro National Park West and Avra Valley. Thank You, Ken Scoville native to Arizona and historian	GlobalTopic_1 and R-2		I- 2347 -1
Scraggs	Paul		Website	5/07/19 5:32 PM AT	While I am only a single voice, and a snow bird at that, I find it very sad that ADOT would even consider such a proposal which would permanently damage a beautiful area of the state that nature has given us. Arizona does not need I-11. If such a highway must be built, perhaps a route much less damaging to the beauty of Tucson Mountain Park and Saguaro National Park West could be found. Add a few miles to the highway if you must build it, but keep it away from our park! I use the word "our" because I consider it belonging to everyone. As a winter visitor, I have supported the parks financially over the years, so I feel I can be included in the "our" group. PLEASE think this thing through, and come up with a solution that works for everyone.	GlobalTopic_1 and R-2 and LU-3		I- 616 -1
Seacat	Melaney		Website	6/17/19 7:13 AM AT	I am opposing any route through Avra Valley	GlobalTopic_1		I- 1607 -1
See	James		Website	7/07/19 8:18 PM AT	I am in favor of the orange route. This is my choice as it will less impact on wildlife and wetlands. It will also protect the Canta Mia community from the noise of the Interstate 11 traffic route. There has to be a point where we can protect out communities from the ever present commercial and transportation expansion. Quality of life should be important in Arizona. Point of information, I do not live in Canta Mia. Go for the orange route. James See	GlobalTopic_2		I- 2861 -1
Seeba	Sean		Website	6/21/19 6:23 AM AT	Building another interstate in southern arizona the skirts tucson and plows through a environmentally sensitive valley would be a disaster. We need to be looking at working to improve the interstate system we already have first before even considering a proposal like this. This idea that we need more roads at the expense of the environment is short sighted and does not take into consideration the impact that more cars and trucks will have on global warming. Don't build I-11.	GlobalTopic_1		I- 1870 -1
Segal	Bob		Website	5/03/19 2:34 PM AT	I strongly support co-locating the proposed highway I-11 along the I-19 and I-10 corridor from Nogales to Casa Grande. This destructive proposal would not only create a new highway in relatively un-disturbed Avra Valley, but it would isolate Saguaro National Park West and Tucson Mountain Park from surrounding deserts by busy highways.	GlobalTopic_1		I- 489 -1
Segal	Bob		Website	5/03/19 2:34 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 489 -2
Seibold	Michael		Email	6/24/19 1:00 AM AT	To whom it may concern: We are both strongly opposed to the proposed I-11 route that has been proposed. The project will impact our water, two magnificent national parks, and create more and more sprawl, which we neither need nor want. Yes, we need more transport capacity from Mexico north. However, widening I-10, and improving technology on that road, is clearly a superior path when one considers the environmental damage the proposed I-11 would to the desert west of Tucson. Please reject this proposal. Thank you for your consideration of this important issue. Michael Seibold & Maurice "Rici" Peterson XXXXXXXXXXXXXX Tucson, AZ 85716	GlobalTopic_1, GlobalTopic_4, R-2, WR-2, LU-3, and AC-3		I- 3298 -1
Selgo	Jim & Kandy	Jim & Kandy Selgo	Email	4/23/19 5:49 PM AT	ADOT, We've looked over the proposed routes for the new I-11 and one of the alternate routes (blue) runs directly up against our neighborhood, Canta Mia (Goodyear). Canta Mia is a 55+ development that is about 5 years old and is 14 miles south of the I-10 on Estrella Parkway in Goodyear, AZ. Estrella Parkway dead ends at Canta Mia. We appreciate the efforts to build a new Interstate and realize that it could bring additional development, stores, shopping, restaurants, etc. but that is precisely why we decided to purchase a home at Canta Mia two months ago. At the risk of being a NIMBY, most of our retired citizens purchased homes in Canta Mia because it is on the road to nowhere and we have little traffic. We purchased homes in Canta Mia knowing that we would have to drive 5-14 miles for groceries, shopping, etc. It is the reason many of us purchased our homes and being located away from traffic, noise, and population is a good thing for our residents. It is hard to see on the map that is provided, but it appears as though the proposed route would be a few miles to the west of Canta Mia and that would be acceptable. The alternate route (blue) that runs directly up against Canta Mia would be contrary to why we purchased homes in that community. We moved two months ago from an area in Avondale that was 2 miles west of the 101 and 1 mile north of the I-10 and we could easily hear the traffic on those two highways. We moved to Canta Mia for peace and quiet, as well as being removed from traffic and heavy populated areas. I would like to ask that the proposed route run far enough south and west of Canta Mia to allow us to continue the lifestyle many of us longed for in our later years. Thank you, Jim & Kandy Selgo XXXXXXXXXXXXXX Goodyear, AZ 85338 XXX-XXX-XXXX	GlobalTopic_2		I- 446 -1
Sensabaugh	Joanne		Website	5/22/19 6:13 PM AT	The negative impact of this project astounds me. Considering the many families this will displace, disruption to animal habitats and the ruination of our desert, it seems you may find a more cost effective way to move traffic. Please find another way.	GlobalTopic_4		I- 1074 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Serrano	Ricardo		Website	4/18/19 6:45 PM AT	I support the i11 corridor (Purple), because I feel this project will be good economically for Southern Arizona. This project long-term will result in economic growth in addition to alleviating the crowded I-10 corridor which has resulted in several serious accidents.	GlobalTopic_4		I- 167 -1
Serrano	Robert		Website	7/04/19 11:00 AM AT	As a resident of the area, I enthusiastically SUPPORT the recommended alternative. Not only will this road provide the quickest, most efficient route to Las Vegas, it will also act as a catalyst for further economic development of western Pinal and Maricopa counties. BUILD I-11!!	GlobalTopic_4		I- 2547 -1
Severson	Marc and Susan		Website	6/25/19 2:59 PM AT	We cannot continue to destroy huge swaths of the natural world simply for our own expediency! This project is wasteful and unnecessary. As long time residents of the Sonoran desert (over 50 years each), we are totally against ADOT pursuing this project. Thank you.	GlobalTopic_4, PN-3		I- 2057 -1
Sewell	David		Website	7/08/19 2:08 PM AT	I am writing to oppose ADOT's Recommended Alternative Route for I-11 through the Avra Valley, to the west of Saguaro National Park. I support instead a route that would improve the existing freeways along I-10 and I-19 in order to support projected commercial traffic increase. Thanks, David Sewell	GlobalTopic_4 and GlobalTopic_1		I- 2994 -1
Sewell	David		Website	7/08/19 2:08 PM AT	You'll note that I'm writing from Virginia. I'm a former Tucsonan who returns often to southern Arizona. Through my federal taxes I support Saguaro National Park, and through voluntary donations I support several conservation and historic preservation initiatives in the region. I'm well aware of the challenges to biodiversity posed by construction of impassable barriers, whether vehicular or otherwise, and feel they should be avoided whenever possible. An Avra Valley route could be mitigated with wildlife crossings, but much better would be no such route in the first place. The areas of and surrounding Saguaro National Park, the Tucson Mountain Park, and Ironwood Forest National Monument are to southern Arizona what the Grand Canyon is to northern: a landscape of surpassing beauty and (relative) solitude, with rich archaeological/cultural history and a wealth of indigenous species. Preserving these areas as intact as possible is our obligation as Arizonans and as Americans.	R-1 and R-2		I- 2994 -2
Seyfert	Brian		Website	7/05/19 5:19 PM AT	To whom this concerns. I choose the orange alternative which is the shortest & most cost effective to build double decking I-10 thru Tucson or No Build Alternative. Running I-11 thru Avra Valley. I-11 will effect Saguaro National Monument West, citizens & property owners of Picture Rocks/Avra Valley with noise, light pollution, emissions & some will loose their property which they have invested blood, sweat, tears & lots of money to build up including myself of 27 years. We moved out into Picture Rocks/Avra Valley for the peace & quite, the views & wildlife. Where ADOT wants to build I-11 thru city of Tucson property in front of my place west of Anway Road I have Great Horned owls that nest at my place & hunt on city of Tucson property at night. There are mountain lions that migrate from the Silverbell Mountains to the west side of the Tucson Mountains, & the mule deer in the area. Not to mention making it easier for the Sinola Cartel to transport drugs & human traffic thru Avra Valley. I talk to border patrol on a regular basis. Ironwood National Monument, city of Tucson property, & private property around Anway Road they use. John McCain who is dead, Jeff Flake who is stepping down because he does not like the way Trump administration is operating, & Chuck Huckelberry Pima County Adminastrator endorsed I-11 for commerce. Run I-11 thru Chuck Huckelberry's front yard see how he likes it disrupting his way of life. Now we citizens/property owners of Picture Rocks/Avra Valley get to deal with the after effects. If I-11 is built thru Avra Valley we will have noise, light pollution, emission haze, loose wildlife, & some people will be forced to move. Not good. Think Do Not Destroy citizens of Picture Rock/Avra Valley way of life that they built.	GlobalTopic_1 and AC-6 and R-2 and LU-3 and BR-1		I- 2611 -1
Sgambellone	Gail		Website	7/02/19 12:52 PM AT	PLEASE find an alternate route than the one which would run along Hazen Road. It would destroy our neighborhood, and no one wants the interstate running that close to where they live. Property values would be negatively impacted, and no one would want to buy a house with the interstate right next door. Please only consider routes that will NOT destroy our homes, neighborhood, property and surrounding farms. Thank you!	GlobalTopic_2		I- 2318 -1
Shafer	Charles		Website	7/05/19 6:18 AM AT	A high-priority, high-capacity, access-controlled transportation corridor already exists within the study area, in the form of I-10 and I-19. Metropolitan areas and markets in the Intermountain West with Mexico and Canada are already connected by existing interstates from Nogales through Tucson and the Phoenix metropolitan area. The Preferred Alternative in fact bypasses most of these areas. The only purpose that the Preferred Alternative could actually address, is emergency and military use, but what sort of emergencies do we expect will require evacuation? Are these emergencies proportionate to the proposed investment, or might those resources be invested more effectively elsewhere—e.g., in maintaining the infrastructure we already depend on?	GlobalTopic_4 and AC-7		I- 2582 -1
Shafer	Charles		Website	7/05/19 6:18 AM AT	Reduction of congestion and improvement travel efficiency could be better achieved by expanding mass transit options, including higher-quality inter-city bus service (FlixBus has recently expanded into our market), shuttle service, and/or passenger rail. This would not only improve mobility and travel efficiency, but would also take cars off of the existing interstate – thereby reducing congestion.	GlobalTopic_4, AC-9 and PN-3		I- 2582 -2
Shafer	Charles		Website	7/05/19 6:18 AM AT	Economic vitality will be more effectively supported by investing in smaller towns and cities in the area, where those investments have the best chance of generating a return.	GlobalTopic_4		I- 2582 -3
Shanks	Nick		Website	6/17/19 1:25 PM AT	I am against the building of the new interstate in the Avra Valley. I am concerned with the impact it would have in the Tucson Mountain District of Saguaro National Park. Saguaro National Park is a beautiful area and showcases the Arizona icon Saguaro Cactus. We need to protect this resource from excess noise, pollution and all the other ill effects of having another interstate border our park. It's our duty to ensure future generations of Arizonans and Americans can experience the thrill of an escape to a place that is still wild and free.	GlobalTopic_1		I- 1624 -1
Shannonbimbo	Scott		Phone	4/18/19 5:45 PM AT	Hi My name is Scott Shannonbimbo I live at XXXXXXXXX my phone number is XXX-XXX-XXXX I would like to know if someone can give me a call back to find and see where I can find on your website what lobbyist worked and provided information for the proposed routes and I guess that's it I just wanna know who is lobbying for the route and hopefully someone gives me a call back thank you bye bye	AC-4		I- 252 -1
Shapiro	Eve		Phone	7/01/19 1:00 AM AT	Hi, this is Dr. Eve Shapiro. I'm calling about the interstate 11 recommended alternative. I'm definitely opposed to that. I think it would be a disaster for the Saguaro national park west, iron wood national monument, our water supply, wildlife...and the economy and it would set back decades of conservation progress. The desert can't afford a freeway through Avra Valley. It should be co-aligned with I-10 and not an additional road. Our environment is extremely important, we need to protect it. Thanks very much. Eve Shapiro, I'm in Tucson. XXX-XXX-XXXX.	GlobalTopic_1		I- 3357 -1
Shapiro	Eve		Website	5/04/19 7:13 AM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue. In addition, I strongly support co-locating the proposed highway along the I-19 and I-10 corridor from Nogales to Casa Grande.	GlobalTopic_4 and GlobalTopic_9		I- 514 -1
Shaw-Anders	Sandie		Website	7/07/19 11:58 AM AT	The best route for I-11 is the proposed orange rout as it has the least environmental impact and utilises infrastructure already in place	GlobalTopic_4		I- 2750 -1

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Sheeley	Mary		Website	7/05/19 11:14 AM AT	I and other concerned citizens are opposed to the destructive plan to build a freeway through rural Altar and Avra Valleys. This is a precious and irreplaceable landscape bordered by protected public lands and iconic tourist attractions. Building a free way right through this area would irreparably harm the very things we have sought to protect. I and others will oppose any elected officials that support such a plan. Please consider the long term impacts of this plan, what it will destroy, and how it will affect the character of our community, and all we have to lose by such a measure.	LU-3 and GlobalTopic_1		I- 2590 -1
Sheeley	Mary		Website	7/05/19 11:14 AM AT	The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. We have already lost too much critical wildlife habitat in southern Arizona. If we do not preserve the lands and wildlife we have left, we will have destroyed the very things that we love about living here - the desert. Our desert and the wildlife are the very reason I choose to live here. Destruction of this area with a freeway would create a place I would not wish to call home.	GlobalTopic_4 and BR-2 and LU-3		I- 2590 -2
Sheldon-DiVito	Mary Jo		Website	6/21/19 2:04 PM AT	I am a 68 year old 46 year resident of Tucson. I am also a business woman who is invested in Tucson. Having the I11 freeway go around Tucson to Marana makes no sense. It destroys a beautiful valley that holds our water, a National Park, the Desert Museum, and other protected parks. In addition to doing that, it will also destroy Tucson. Businesses will suffer, the people of Tucson will suffer. I would like to know who is pushing this I11 corridor through Avra Valley. What is their agenda? This needs to be made public now. Sincerely, Mary Jo Sheldon-DiVito	GlobalTopic_1, R-2, E-1 and AC-4		I- 1902 -1
Sheldon-DiVito	Mary Jo		Website	6/21/19 2:04 PM AT	The existing I10 should be modified and improved to handle additional traffic. It is a less expensive solution. It is the obvious solution.	GlobalTopic_1		I- 1902 -2
Sheperd	JoAnn		Website	6/06/19 10:32 PM AT	I am writing to oppose the construction of I-11. My opposition is based on the damage this highway and the ensuing development along its corridor would cause the environment. The impact this project would have on our desert flora and fauna is unacceptable, especially the devastation it would cause to habitat connectivity. Humankind has destroyed enough of the natural world and its non-human inhabitants. It's time to draw the line and focus on preserving what we have left.	GlobalTopic_4		I- 1297 -1
Sherbrooke	Skylar		Website	6/27/19 6:27 PM AT	The cost and damage that would be caused by the proposed project are not worth the benefits that it would bring. The Sonoran Desert is an incredible place that draws people from around the world to Arizona. As a local Tucsonan for the vast majority of my life I have experienced both the cultural and economic value of this desert though spending time recreating and working in this specific area. I have worked with wildlife filmmaking in ways that would not be possible if the desert in this region were damaged. I am sure that there are countless others who rely on this desert not only for their personal enjoyment but also to earn a living. In addition to the loss of the desert the cost of the project is too great and not what the state of Arizona should be focusing on at the moment.	GlobalTopic_4, PN-3 and E-2		I- 2126 -1
Sherwood	Jan		Website	7/07/19 3:15 PM AT	Orange route using a lot of existing roads sway from homes and least effect on wildlife	GlobalTopic_4		I- 2797 -1
Shifflett	Diane		Oral	5/11/19 1:00 AM AT	DIANE SHIFFLETT: Hello. The Sonoran Desert is home to the Saguaro, the only place on this planet where these majestic cactus grow. The billions that will be invested in this recommended route will cut through large areas of Saguaro. Do we have an estimate of how many Saguaro would be displaced? Many of them would probably die before having a chance to be relocated, and a long-term prognosis for a healthy Saguaro habitat would be deeply compromised. The average cost for a single Saguaro is \$1,200. Right now, there are only two options on the table, build the I-11 or not build the I-11. The orange alternative is the only option I can support, as it uses existing interstate highway corridors. And yet the proposal is for the most destructive option. Don't let our only choice be to cut through the desert for a brand-new highway for short-term economic reasons. Get creative with already existing roadways and plan further down the road than 2040. The Saguaro, if healthy, lives an average of 150 to 175 years, and some make it to 200. What will our Sonoran Desert be in 2169, exactly 150 years from now? This proposed destruction of future habitat and water resources is unconscionable. Thank you.	LU-3 and GlobalTopic_1 and AC-6 and AC-9		I- 1411 -1
Shifflett	Diane		Oral	5/11/19 1:00 AM AT	The Arizona Department of Transportation needs to consider future needs, and consider high-occupy vehicle lanes, designated truck lanes, bullet train, or other alternatives. I encourage you to be open-minded about the true cost of this proposed highway. What does our region gain from trucking companies getting to their destination 45 minutes faster? Is cutting a swath through precious, irreplaceable desert land, home of flora and fauna found nowhere else on this planet, the only way to provide for our communities? I think we're better than that. The Interstate 10 has plenty of room to grow, whether it be via frontage roads and access which would go up to a two-tiered system, or even a toll road. Improving existing roadways and highways would allow impossible congestion on the I-10 to allow for emergency defense or other homeland concerns.	AC-9 and AC-3 and LU-3 and GlobalTopic_1		I- 1411 -2

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Shifflett	Diane		Website	6/18/19 10:04 AM AT	<p>The Sonoran Desert is home to the saguaro, the only place on this planet where these majestic cactus grow. The billions that would be invested in this proposal — all three options on the map — cut through large areas of saguaro. Do you have an estimate of how many saguaro would be displaced? Many of them would die before having the chance to be relocated, and the long term prognosis for healthy saguaro habitat would be deeply compromised. The average cost to remove a single saguaro is \$1200.</p> <p>Right now there are only two options on the table: build the I- 11 or not build the I- 11. The Orange Alternative is the only option I can support, as it uses existing interstate highway corridors. And yet the most destructive option is the preferred.</p> <p>Arizona Department of Transportation needs to consider future needs and consider lightrail, a high occupancy vehicle lane, a designated truck lane, a bullet train, or other alternatives. I encourage you to be open minded about the true cost of this proposed highway.</p> <p>What does our region gain from the trucking companies getting to their destination 45 minutes faster? Is cutting a swath through precious irreplaceable desert land — home to flora and fauna found no where else on the planet — the only way to provide for our community? I say we are better than that.</p> <p>The interstate 10 has plenty of room to grow, whether it be via the frontage roads and access already available, or to go up with a two-tiered system — or a toll road. Improving the existing roadways and highways would allow for the rare event of impossible congestion on the I-10 due to an emergency to allow emergency, defense or other homeland security concerns be mitigated.</p> <p>Don't let our only choice be to cut through the desert for a brand new highway for short term economic reasons. Get creative with already existing roadways, and plan further down the road than 2040.</p> <p>The saguaro, if healthy, live an average 150 to 175 years, and some make it to 200 years. What will our Sonoran Desert be in 2169, exactly 150 years from now? This proposed destruction of future habitat and water resources is unconscionable.</p>	LU-3 and GlobalTopic_1 and AC-9 and AC-6		I- 1730 -1
Shifflett	Peter		Oral	5/11/19 1:00 AM AT	<p>PETER SHIFFLETT: My name is Peter Shifflett. I don't have a prepared statement, but I'd like to say a few things.</p> <p>I guess I would just accept and stipulate that this expansion, this is needed for our economic development in the future, and so we need to do an expansion of the roadways.</p> <p>So that being a given, I think that it's important that we do our engineering properly. Right now, we already have roadways going through this land that have been there for quite a long time. If they're insufficient to handle the traffic, that means that we need to make them more efficient. If they're insufficient to do it, we need to make them handle the truck more efficiently.</p> <p>I know that that's difficult to do, it's expensive and it's disruptive to our community. But it needs to be done, because in order to rip a gash through territory, certain areas of which are absolutely precious and unavailable anywhere else in the world, it's much better to spend the money to do proper, efficient transportation mitigation in the existing corridors.</p> <p>For example, if one were to make an overhead roadway -- I know this is expensive. But rather than making a 260-mile gash, you take roughly 20 to 24 miles, starting, let's say, from Irvington Road, with an overhead thing running right over the existing roadway.</p> <p>We bring it back down, let's say somewhere around Cortaro, or just a bit further. This is roughly 24 or 25 miles of roadway. I know it's expensive to do this, and it would take quite some time. But it won't disrupt absolutely priceless territory.</p> <p>And in addition to that, the traffic that would be coming through won't be shuttled around Tucson, where Tucson then loses the economics of the tourists and the personal traffic, but also the truckers. Instead, you would have an interchange that allows you to go onto the upper level. You'd probably want to make it a toll road, to pick up and mitigate some of the expenses that way.</p> <p>And then another exchange down around, let's say, Cortaro, or perhaps one more in the middle, to allow this traffic this valuable economic asset to Tucson, this traffic to be able to get on and off.</p> <p>And I guess that's about all I have to say. Thank you.</p>	GlobalTopic_1, GlobalTopic_4, E-1		I- 1412 -1
Shifflet	Ron		Website	4/16/19 12:45 AM AT	<p>Great job thus far with the new I-11 freeway. Tucson, sadly, has fallen way behind on traffic movement, since all of the freeway dollars have stayed in Maricopa County.</p> <p>There is also a need to add a second "loop" from east Tucson to the north, allowing traffic to bypass the traffic congestion of I-10. Houton Road, north to Sabino Canyon, follow the mountain and reconnect with the I-10 somewhere around Cartaro Farms.</p> <p>While tackling a project of this size, you may as well go ahead and add the loop so avoid further traffic congestion as Tucson continues to grow.</p>	GlobalTopic_4		I- 79 -1
Shiple	Pete		Website	4/17/19 7:47 PM AT	<p>The posed alignment from Wickenburg through Buckeye to Rainbow Valley is concerning to me. This alignment looks to encroach on wilderness borders. These are some of the few monumental nature foundations left in this area. A passage such as the one posed will have costly affects geologically and to wildlife. Affects that will be irrevocable. There are a few existing passages that could suffice providing the right offers are made. Such as Sun Valley Parkway to the Ogdan Rd alignment into Morristown. Please consider a route closer to the White Tank Mountains. SR85 has a great corridor that leads to the destination. It already exists and looks to have room for expansion.</p> <p>Thank you for the consideration. Respectfully Pete Shiple</p>	BR-1 and AC-1		I- 140 -1
Shipman	Steven		Website	6/19/19 7:35 AM AT	<p>This proposal is a massive waste of needed funds to repair and widen the existing I-10 corridor.</p>	GlobalTopic_4		I- 1752 -1
Shirazi	Afsoon		Website	7/08/19 8:42 AM AT	<p>As a Southern Arizona Resident, I honor my Indigenous neighbors and I honor the Earth. The expansion of I-11 will harm our natural environments, unique only to this part of the world. NO to I-11By!!!!</p>	AC-6		I- 2912 -1
SHORT	PAULA		Website	6/13/19 1:19 PM AT	<p>I am not understanding why we need to have another interstate added to the Arizona infrastructure, when we do not seem to have the funds to care for the roads that we already have. This proposed interstate affects not only where my family lives, but my extended family, my church, the park that we love. I am not understanding how the families and businesses are not a concern. My family and I recently moved to Sahuarita so that we could be close to family, in a rural environment where our children and hopefully grandchildren will be able to grow and have space to run around and be children. This proposed interstate will most likely take what we have worked so hard to achieve and destroy it. For what? Another Interstate that is not needed.</p>	GlobalTopic_4, AC-7, LU-1 and R-1		I- 1522 -1

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Shultz	Mel	JDM Partners LLC	Website	7/06/19 5:18 AM AT	<p>[Text from Attachment]</p> <p>XXXXXXXXXX Phoenix AZ 85016 XXX-XXX-XXXX</p> <p>July 5, 2019</p> <p>Dear Sir/Madam:</p> <p>This letter concerns the section of the proposed Interstate 11 located in Buckeye, Arizona, between 1-10 and Wickenburg. The proposed recommended alternative has significant negative ramifications on major planning efforts between MAG, the Town of Buckeye, and many landowners in the region, including our Douglas Ranch project (a 37,000 acre master-planned community in Buckeye Arizona). For the following reasons, we ask that ADOT depart from the I11 Draft Tier 1 Environmental Impact Statement and instead choose Alternative Route Option X when it issues the Final Environmental Impact Statement.</p> <p>By traveling more internally through the City of Buckeye, Option X would better improve regional mobility for people and goods and directly access the significantly large economic activity center planned within this portion of the city. By comparison, the recommended alternative as currently presented would run through the much less densely populated, as planned, sectors of the Douglas Ranch MPC.</p> <p>Resident traffic loading and access would require a majority of the area's residents to travel several additional miles to even access Interstate 11 and, ironically, increase the number of vehicle miles driven and at slower speeds.</p> <p>We recognize that everyone's objective with the Tier One study is to come up with a plan that will allow state and local government agencies to immediately move forward with a Tier Two study for those segments of independent utility that meet federal requirements and not have the Tier One, once completed, literally sit on a shelf without further progress in the development of Interstate 11. However, this is exactly what will happen if the current recommended alternative route moves forward and is not amended to follow Option X. Numerous planning documents, master plans and development agreements will need to be re-planned and negotiated requiring the expense of additional time and resources by local and regional governments.</p> <p>Finally, opportunities for the development of intermodal corridors such as commuter rail and/or Amtrak to run in concert with Interstate 11 will be eliminated by following the recommended alternative through the extreme western edge of Douglas Ranch. Only Option X, will bring those transportation options to the core of a major economic and residential community within the City of Buckeye and Western Maricopa County.</p>	GlobalTopic_4 and AC-9	Shultz_M_JDMPartners_B14	B-14 -1
Shultz	Mel	JDM Partners LLC	Website	7/06/19 5:18 AM AT	<p>We hope it is both helpful and enlightening to have this additional information on the past engagement, reliance and commitments between landowners throughout this region with regional planning organizations and the City of Buckeye who went through a carefully designed planning process. Also, by having a better understanding of what the future holds for this region, how it will truly develop over the next 10-50 years, will provide you with a clear vision and the specific details necessary to adjust the recommended alternative to follow Option X through the City of Buckeye.</p> <p>Nowhere have we found where "length" is a criteria for determining the future alignment of Interstate 11. As outlined above, clearly, Option X better meets the most important purpose and need objectives as set forth by ADOT for the development of Interstate 11.</p> <p>We urge you to move the recommend alternative to Option X within the City of Buckeye.</p> <p>Very truly yours, Jerry Colangelo David Eaton Mel Shultz</p>			B-14 -1a
Shultz	Mel	JDM Partners LLC	Website	7/06/19 5:18 AM AT	<p>Demographic and Planning Context</p> <p>For decades, population flows within the United States have been from the Northeast and Midwest to the sunbelt regions across the South. As a beneficiary of this long-term demographic trend, Arizona consistently ranks among the fastest growing states in America. In Arizona, Buckeye is its fastest growing city, placing it in the top five in the United States. And the fastest growing master planned community (MPC) in metropolitan Phoenix, Tartesso, is located in Buckeye.</p> <p>North of Interstate 10, Buckeye contains numerous current and future master planned communities (MPCs) making it well-positioned to welcome these new residents. In addition to Tartesso, these MPCs include Festival Ranch (another current top performer), Spurlock Ranch, Sun Valley, Elianto, Hassayampa Ranch, Trillium, and Douglas Ranch. Additionally, Belmont and others MPCs are located adjacent in Maricopa County's jurisdiction.</p> <p>Collectively, these MPCs north of I-10 will host over one million future Buckeye citizens, and all the residences, jobs, amenities, and commercial activities to support them.</p>	LU-4		B-14 -2
Shultz	Mel	JDM Partners LLC	Website	7/06/19 5:18 AM AT	<p>The Hassayampa Framework Study</p> <p>Buckeye recognized that it needed to plan transportation infrastructure to connect and accommodate these planned population and commerce centers to each other and the broader existing regional community and economy. Through a synergistic, multi-year, participative process, they joined stakeholders in this area to create the Hassayampa Framework Study, which has been officially accepted by the Arizona State Transportation Board, the Maricopa Association of Governments (the relevant Metropolitan Planning Organization), Maricopa County, and the City of Buckeye. The Hassayampa Framework study is a multijurisdictional document that all of these regional stakeholders have relied on in the past and should be able to depend on going forward when making decisions about transportation planning.</p> <p>In that vein, the City of Buckeye incorporated the Hassayampa Framework Study's contents for its General Plan for the critical area north of I-10. All MPCs north of I-10 were required to follow it in their large-scale community master planning negotiations and agreements with Buckeye. This was not a burden. It has since been used as a mutually negotiated, reliable, authoritative tool used by both parties to guide major land planning decisions such as housing densities, and land use categories. Along major highway corridors, plans for greater density of population are included along with jobs, apartments, and other more intense uses by the planned interchanges.</p> <p>Douglas Ranch—The Home of Interstate 11</p> <p>This is exactly what occurred at Douglas Ranch, located north of I-10 in Buckeye. One hundred percent of the proposed I-11 north of I-10 in Buckeye is contained within Douglas Ranch, a 59 square-mile community that will be home to as many as 300,000 residents. Douglas Ranch participated in the Hassayampa Framework Study through its iterations over years of meetings. The Framework Study identified a future high-capacity corridor on the route shown in the I-11 Draft Tier 1 Environmental Impact Statement as Option X.</p>	GlobalTopic_4		B-14 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Shultz	Mel	JDM Partners LLC	Website	7/06/19 5:18 AM AT	<p>Option X and Project Purpose</p> <p>Option X follows the route Buckeye and private land owners have relied on in their negotiations and planning maps and agreements and just modifies the recommended route by an eastern curve inside the Douglas Ranch MP.</p> <p>Option X also better meets the objectives of the Draft Tier 1 EIS, as stated in I-11 public purpose and need documents, by "providing access to planned growth areas" in Buckeye and is "consistent with local and county level planning." For the area of Buckeye, north of I-11, the draft recommended alternative does NOT follow the local, Maricopa County DOT plans, or for that matter, ADOT state planning, all of which contain and adopted the Hassayampa Framework Study and the Buckeye General Plan.</p> <p>Option X would provide a high-priority, high-capacity, access-controlled transportation corridor to serve the needs of future Buckeye residents 300,000 or more in Douglas Ranch alone and over 1,000,000 when you include surrounding MPSC and would stimulate significant employment growth. Douglas Ranch, with entitlement for 59,000,000 square feet of commercial space, in reliance on the Hassayampa Framework study, has planned a major commerce center in the center of the Douglas Ranch MPC. Option X will provide access to this job hub.</p> <p>Option X would better enhance the entire high-capacity transportation network in this region of Maricopa County, thereby, supporting the area's economic vitality. Option X was studied, chosen and settled upon after a review of other alternatives as part of the Hassayampa Framework Study for this very reason.</p>	GlobalTopic_4		B-14 -4
Shurson	Lauren		Email	5/30/19 1:00 AM AT	<p>To whom it may concern,</p> <p>I would urge you to pursue the no build alternative and to instead focus on rail between Phoenix and Tucson. As someone who lives in the Phoenix metroplex but commutes to Tucson, this is a much more valuable solution. In addition, I think there could be economic gain. We came from Tacoma, Washington. It is now the "hottest" real estate market in the country. It is because of cheaper housing, but a easy commute by train to Seattle. This would also offset some of the housing woes you are having in Phoenix.</p> <p>Thanks, Dr Lauren Shurson</p>	GlobalTopic_4, AC-9		I-1637 -1
Sickles	Everett	Mayor Sickles: Wickenburg	Oral	4/30/19 1:00 AM AT	<p>MS. DARR: Everett Scales? Is that it? I'm sorry. You're the mayor.</p> <p>MAYOR SICKLES: Sickles. Wait until I get up here and I call you names. (Laughter.) Obviously, I'm Everett Sickles, I'm the mayor here. And we tried to find a sweet spot so we keep our positions and stay in office.</p> <p>The thing that we're really looking at -- and I don't quite understand, we got up here, and I've already got calls on Vista Royale that says, why is it by my back door? At the beginning when we started this, a year or so ago, it wasn't close to Vista Royale; it was supposed to go way out towards on 71. So I don't know why it changed, but obviously, it changed.</p> <p>But the thing I'm really concerned about being mayor is the economy. And whether you're talking about the economy of Wickenburg, whether you're talking about Phoenix, United States; Montreal, Canada, which I've been to, studying of trade. Trade is the number one issue, and we've got to keep that on the forefront.</p> <p>What I don't understand is, how are we going to face this? We have our own mini bypass. We've got the truck routes out here on 93 and 60. And I went down to Circle K right after that happened, and I said, I want you to track how much business you lost. Says, I lost 50 percent. How can we afford to lose that much business? I had a guy that was just after my service station, he came from California, wants to move to Arizona, loved my station, ADEQ approved, all the bells and whistles, three years old. Called me yesterday, don't want your station. I said, what's wrong with it? He said, you left out I-II. So it's kind of scary.</p> <p>I proposed at the beginning with one of your engineers, when we first started, I said, I love your concept of moving freight from Nogales up to Canada, I get that. But why don't you take that and make that a truck route, for trucks only, unless you pay a high toll or something? Make the smaller vehicles come through our towns and keep that economy going. And I still have not got an answer from anybody except, I'll take it under advisement. Thank you.</p>	GlobalTopic_4 and GlobalTopic_5		E-1 -1
Siegel			Phone	7/03/19 1:00 AM AT	Hi, I would be greatly affected by this highway. I'm chemically sensitive and I moved to this area to be away from traffic and the pollution of a lot of vehicles. Thank you.	GlobalTopic_4 and AQ-1		I-3378 -1
Sigler	Anonymous14		Phone	5/16/19 1:00 AM AT	I live in Wickenburg, in the outskirts of Wickenburg on the western side and I just want to express that I very much oppose the town council's goal to locate I-11 so close to our town. I believe it's an insult to all the people who moved here to enjoy the spaces and the quietude and the mountain views and so on. I definitely oppose the town council's intention to locate this highway so close to our town. Thank you.	GlobalTopic_5 and GlobalTopic_4		I-1121 -1
Sigler	Robert		Phone	5/17/19 1:00 AM AT	Yes, my name is Ronald Sigler. I am a resident of the Wickenburg, Arizona area and I believe that the proposed I-11 alignment is too close to Wickenburg especially north of Wickenburg. It impinges on areas that are already occupied by homes. While I-11 serves a useful purpose, it can also be distracting as far as quality of life and I do not believe it needs to be located as close to Wickenburg as the proposed alignment. Thank you.	GlobalTopic_4 and GlobalTopic_5		I-1126 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Silins	Joe		Oral	5/08/19 1:00 AM AT	<p>JOE SILINS: Hi. My name is Joe Silins. I'm a contractor. I live here in Tucson. I've been here for about 19 years now. I grew up in Mesa.</p> <p>And I have a lot of clients out in Picture Rocks, Avra Valley, west side of Tucson, where this would -- recommended corridor alignment would impact those areas greatly in terms of devastating the natural environment, the quality of life, and the visual qualities of that area.</p> <p>Basically, these people moved out to this area for the rural nature of it. I have a lot of friends and family who come to Tucson to enjoy the natural environment of the climate.</p> <p>And that's one of the primary areas that people go to, Tucson Mountain Park, the Desert Museum, Saguaro National Park.</p> <p>And I did read through the environmental impact statement, and I didn't really think that in terms of the scale of the impact of the different corridor alignments that the scale -- the severity of developing a freeway through these pristine natural areas was adequately assessed in comparison to expanding the corridors, such as the corridor along the I-10 orange alternative in terms of the relative impacts environmentally and to those areas.</p> <p>I think -- I did talk with someone over there in the public information area, and she mentioned that the I-10 has been extended to capacity relative to projections.</p> <p>But I think we're creative people. I think the solution can be found to adequately account for population growth and transportation growth and not develop this freeway in this area locally.</p> <p>I think in terms of national security, developing our infrastructure further to a point of not being able to properly maintain our roads and transportation corridors doesn't really indeed impact -- increase national security, but it decreases it and increases those burdens on taxpayers.</p>	LU-3 and R-2 and GlobalTopic_1 and PN-1		I- 1342 -1
Silins	Joseph		Website	5/07/19 7:43 AM AT	<p>Please extend the public comment period to 120 days for this massive public project with huge environmental and monetary impacts. The current public comment period is not adequate to collect enough feedback relative to the scale of this proposed project.</p> <p>Thank you, Joe</p>	GlobalTopic_9		I- 582 -1
Silvermail	Donald		Website	7/03/19 8:03 PM AT	I oppose the I11 corridor construction because it will cause truck traffic on I19 through Green Valley to skyrocket. There aren't even any sound barriers on I19 through GV! This idea is ill-conceived and should be abandoned.	GlobalTopic_4, LU-6		I- 2524 -1
Simmons	Katie		Website	7/07/19 7:48 PM AT	This is a road to nowhere. It destroys natural desert habitat. This is a huge mistake, they should seek other alternative: follow existing roads or don't even bother with this project. Save the desert. A big No to this project.	GlobalTopic_4, AC-2		I- 2855 -1
Simmons	Linda		Website	7/07/19 7:46 PM AT	Find another alternative to this road project. It will destroy natural habitat. NO.	GlobalTopic_4		I- 2854 -1
Simons	Dhara		Website	7/05/19 10:45 AM AT	The proposed route past Saguaro National Park and the Arizona Sonora Desert Museum will disrupt the environment of these national attractions and amazing resources, while also moving away a significant economic resource for the city of Tucson. I believe instead that we should widen the I 10 corridor significantly in this stretch. Thank you.	GlobalTopic_1 and R-2 and E-1 and E-2		I- 2587 -1
Simpson	Hyatt		Website	4/19/19 5:42 PM AT	<p>#1: I oppose the preferred alternative that routes this project through the Avra Valley.</p> <p>#2: I support using RAIL as a more logical and environmentally responsible alternative, which you seemed not to consider. In lieu of that, I support co-locating with I-10!!! Surely the savings would vastly outweigh building a whole new route. You can save yourselves a lot of grief, time, and maybe lawsuits if you co-locate with I-10.</p>	GlobalTopic_4, GlobalTopic_1 and AC-9		I- 187 -1
Simpson	Hyatt		Website	4/19/19 5:42 PM AT	#3: Finally, I request an extension of the comment period. Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 187 -2
Simpson	R.J.		Website	4/13/19 9:45 AM AT	I think that you will have a lot of unhappy Arizonans with this proposal. Most of, if not all of us moved out towards the Buckeye and Rainbow valley area to get away from the Freeways and hectic city lifestyle. The Green route on the map is something I would never want to see happen. There is a ton of wild life and open nature out there in general. The environmental impact would be terrible. You also impact a lot of Arizonans recreational area and activities. This is are public lands! Stick with the Orange route. It will save are Tax dollars for a more purposeful use. Such as something Arizona state Citizens want...	GlobalTopic_2		I- 44 -1
Sing	Caitlin		Website	7/08/19 12:38 PM AT	I oppose the I 11 due to environmental reasons.	GlobalTopic_4		I- 2969 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Singleton	Rick & Nicki		Email	6/02/19 1:00 AM AT	<p>My wife and I have lived on our land and in our house for more than 40 years. I purchased 2-1/2 acres in the early 1970s, and built my house on it in 1978. We raised our children here. It is our home.</p> <p>Building I-11 through either of the proposed Avra Valley routes will not only destroy our home, but many others who have chosen to live outside the city limits, to enjoy the peace and quiet, embrace the natural desert, the dark night sky. Choosing this route will prove more difficult to sell our homes, should we be forced to. Just by virtue of the fact the potential construction has been announced, our property values are in jeopardy. Time will tell what that will do to property values in the near or distant future.</p> <p>But an even bigger detriment to this area than people losing their homes and property to urban sprawl, which we thought Tucson was against, will be the huge negative impact to the desert and wildlife who call this area home. It would sever wildlife corridors and destroy the ability of wildlife to live as they were meant to. The national parks and monuments will be in perilously close proximity to the interstate. It would ruin the visitor experience and deteriorate the surroundings. It would cause significant noise, air, and light pollution. Gone would be the night skies – Kitt Peak's scientists' research work would suffer.</p> <p>Construction through Avra Valley would potentially jeopardize Tucson's major water supply if there were a toxic spill. There will be years of intrusive construction. Valley fever risk will be drastically increased. The actual highway's width notwithstanding, the inevitable buildup around such highways will occur, ruining the rural desert area that it is now. The Central Arizona Project has already required mitigation of these lands. Construction of another federal project would be impossible to mitigate the impacts further. It will affect federal, county, and tribal lands, some of which were purchased and are protected under existing conservation plans.</p> <p>Pima County has written a letter of support to NOT build this corridor through the Avra Valley route. City of Tucson has also expressed their concern for the impact it would have on their water retention basins.</p> <p>We support the NO BUILD option first. And if the powers that be absolutely insist on spending money where it is not warranted, our second choice would be to build the corridor incorporating existing I-10 and I-19 roadways.</p> <p>Rick & Nicki Singleton XXXXXXXXXXXXXXXXXX Tucson, AZ 85743</p>	GlobalTopic_4 and GlobalTopic_1		I- 1652 -1
Singleton	Rick & Nicki		Email	6/02/19 1:00 AM AT	<p>Building the actual corridor is hugely expensive, in and of itself. Fifteen million dollars has already been spent on the environmental study. Building the corridor through Avra Valley would cost \$3.4 billion more than converging it with I-10 and I-19 through Tucson. Maintenance of it would be more expensive. And the negative economic impact of drawing traffic away from downtown Tucson would be huge.</p>	E-3 and GlobalTopic_1 and E-1		I- 1652 -2
Singleton	Rick & Nicki		Mail	6/02/19 1:00 AM AT	<p>June 2, 2019</p> <p>To: 1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W Jackson St Mail Drop 126F Phoenix, AZ 85007</p> <p>Dear Team:</p> <p>My wife and I have lived on our land and in our house for more than 40 years. I purchased 2-1/2 acres in the early 1970s, and built my house on it in 1978. We raised our children here. It is our home.</p> <p>But an even bigger detriment to this area than people losing their homes and property to urban sprawl, which we thought Tucson was against, will be the huge negative impact to the desert and wildlife who call this area home. It would sever wildlife corridors and destroy the ability of wildlife to live as they were meant to. The national parks and monuments will be in perilously close proximity to the interstate. It would ruin the visitor experience and deteriorate the surroundings. It would cause significant noise, air, and light pollution. Gone would be the night skies - Kitt Peak's scientists' research work would suffer.</p> <p>Construction through Avra Valley would potentially jeopardize Tucson's major water supply if there were a toxic spill. There will be years of intrusive construction. Valley fever risk will be drastically increased. The actual highway's width notwithstanding, the inevitable buildup around such highways will occur, ruining the rural desert area that it is now. The Central Arizona Project has already required mitigation of these lands. Construction of another federal project would be impossible to mitigate the impacts further. It will affect federal, county, and tribal lands, some of which were purchased and are protected under existing conservation plans.</p> <p>Pima County has written a letter of support to NOT build this corridor through the Avra Valley route. City of Tucson has also expressed their concern for the impact it would have on their water retention basins.</p> <p>We support the NO BUILD option first. And if the powers that be absolutely insist on spending money where it is not warranted, our second choice would be to build the corridor incorporating existing I-10 and I-19 roadways.</p> <p>Rick & Nicki Singleton XXXXXXXXXXXXXXXXXX Tucson, AZ 85743</p>	GlobalTopic_1, LU-3, BR-1, R-2, N-1, AQ-1, V-1, WR-2 and BR-9	Singleton_RN_I3246	I- 3246 -1
Singleton	Rick & Nicki		Mail	6/02/19 1:00 AM AT	<p>Building I-11 through either of the proposed Avra Valley routes will not only destroy our home, but many others who have chosen to live outside the city limits, to enjoy the peace and quiet, embrace the natural desert, the dark night sky. Choosing this route will prove more difficult to sell our homes, should we be forced to. Just by virtue of the fact the potential construction has been announced, our property values are in jeopardy. Time will tell what that will do to property values in the near or distant future.</p>	GlobalTopic_1		I- 3246 -2
Singleton	Rick & Nicki		Mail	6/02/19 1:00 AM AT	<p>Building the actual corridor is hugely expensive, in and of itself. Fifteen million dollars has already been spent on the environmental study. Building the corridor through Avra Valley would cost \$3.4 billion more than converging it with I-10 and I-19 through Tucson. Maintenance of it would be more expensive. And the negative economic impact of drawing traffic away from downtown Tucson would be huge.</p>	GlobalTopic_1, E-3 and E-1		I- 3246 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Sipe	Allen		Website	6/27/19 9:29 PM AT	I strongly oppose the proposed I-11 path in Avra Valley. Aside from the fact that it is illogical to have two highways running parallel so close to each other, the main concern is the economic consequences of lost traffic in Tucson, and the unnecessary sacrifice of relatively untouched natural land. The whole proposal makes so little sense, the cynic in me wants to ask the question who owns the land on or nearby the proposed route that would stand to benefit. I honestly don't see how any neutral observer would support this. Also, one additional point I haven't seen mentioned is a counter to the potential problem cited regarding unmanageable traffic in the corridor when looking out 20 years or more. I believe that automated cars will change traffic/congestion in ways we cannot possibly imagine. Because there is no way to even speculate what the situation will look like at that time, it would be foolish to make large-scale investments. We should rely as much as possible on existing infrastructure (including improvements to it) until we have better information to work off of.	GlobalTopic_1, PN-3, AC-4, AC-3		I- 2148 -1
Sipe sr.	Dennis		Website	6/19/19 7:40 PM AT	This would be a disaster for southern Arizona land, environment, and the people that live here, you need to use the highways that are already assigned, to allow I-11 to proceed through our land and property is definitely against everything I stand for America is the greatest country on Earth, please don't ruin it for Money gains , figure out a better way to Transport. Than you	GlobalTopic_1		I- 1802 -1
Sirkis	Jon		Website	6/23/19 3:29 PM AT	I strongly oppose I-11 being aligned west of Tucson. There is no need for I-11 at all.	GlobalTopic_1		I- 1987 -1
Sirkis	Jon		Phone	6/24/19 1:00 AM AT	Hi, I'm leaving a message regarding the I-11 corridor. My name is John Sirkis. I am opposing the I-11 corridor alignment west of Tucson. I actually oppose the entire project but I especially oppose the corridor west of Tucson. My phone number is XXX-XXX-XXXX if you want to give me a call. Thanks very much. Take care.	GlobalTopic_1		I- 3291 -1
SIRKIS	JON		Website	4/15/19 4:13 PM AT	I respectfully request that the comment period be extended for 120 days (until Sept. 28, 2019). Thank you.	GlobalTopic_9		I- 57 -1
Sivigliano	Stephen		Email	4/18/19 5:42 PM AT	I have no problem of improving the existing Rt. 93 from Wickenburg, to Nevada, and U.S. 60 from Phoenix to Wickenburg. It should be widened to "3" "lanes" in EACH direction, all the way from Surprise to the Nevada border and beyond. Not only would this be cheaper than the bloated federal plan for I-11 (no matter the exact routing), but would be good for Whitman, Morristown, Wickenburg, and even Congress.	GlobalTopic_4		I- 431 -1
Sivigliano	Stephen		Email	4/18/19 5:42 PM AT	The problem I have is with the SINISTER agenda of the globalists who passed this NAFTA agreement under Bush 1, and by congress quietly without properly telling US, THE PEOPLE what this agenda is. It will not only bankrupt Americans, but steal away our right to govern our own nation, eventually creating the North American Union, exterminating the U.S.A as a nation. It's all a part of the evil U.N. Agenda 21. Also, it will load up our highways and even streets with large trucks from Mexico, poorly maintained, driven by poorly trained Mexican drivers, resulting in huge numbers of major traffic accidents, killing many Americans, temporarily detouring them from the highway, onto lesser highways and streets, causing more traffic chaos. Additionally, it would vastly increase the flow of drug traffic, human sex/slave trafficking, and more illegal aliens (future democrat voters) crossing our once-sovereign borders. I implore you to check out this website in it's entirety. https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.google.com%2Fsearch%3Fq%3D%263D%26superhighway%2Bsystem%26rlz%3D1C1GCEU_enUS821US821%26oq%3D%26NAFTA%2Bsuperhighway%2Bsystem%26aqs%3Dchrome..69i57.11740j8%26sourceid%3Dchrome%26ie%3DUTF-8&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C70d16353ca4942e8373808d6c41cbff4%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C63691202509455530&data=VZ%2B3KwEQ%2BVHTS40d9L6aiJm0xTzgv45v%2Bzf0PzWf84M%3D&reserved=0 I thank you in advance for your time reading this letter and attached website. If you believe in America, then you can make an educated decision. Later. Stephen Sivigliano, Wickenburg, AZ, XXX-XXX-XXXX	GlobalTopic_4		I- 431 -2
Skelly	Marlene		Website	6/20/19 6:06 PM AT	[No comment added, only three attached parcel maps]	GlobalTopic_2	Skelly_M_11862	I- 1862 -1
Skinner	Mr. Gail Harold		Website	5/12/19 5:56 PM AT	I feel that it would be far better and cheaper to do whatever is necessary to widen or stack the existing U.S. 10 that goes through Tucson than to further destroy wildlife corridors through Avra Valley and other parts of our state. There has been far too much Destruction of habitat already.	GlobalTopic_4 and GlobalTopic_1		I- 858 -1
Skinner	Tom and Jane		Email	6/17/19 1:00 AM AT	Dear Sir/Madam: We are writing to express our concern about the proposed recommended alternative presented in the DEIS for Interstate 11. As note in the DEIS, this alternative will have substantial negative impacts on the environment, much less so than the "orange" alternative, which we would prefer. The time savings for travel under the proposed alternative and the other reasons for its choice do not, in our opinion, justify the additional environmental damage and dollar expenditure that would occur. The destruction of wildlife habitat and corridors, particularly for those of desert bighorn, the impacts on the Ironwood Forest National Monument, Saguaro National Park, and on water sources in the area, and species of concern noted in the Sonoran Desert Conservation Plan are disturbing. We would prefer funds be used to pursue expansion and improvements along the existing I-10 corridor to Casa Grande. Thank you for your consideration. Sincerely, Tom and Jane Skinner XXXXXXXXXXXX Tucson, AZ 85749	GlobalTopic_1 and AC-8 and BR-1 and BR-2 and R-2		I- 2405 -1
Skomra	Ed		Website	6/23/19 7:39 PM AT	Can't believe that I-10 is not the way to go. How many Law Enforcement resources will it require to monitor I-11 to make it a safe and drug free passage ? Total misuse of money in my opinion.CRW2	GlobalTopic_1		I- 1992 -1
Skomra	Joyce		Website	6/23/19 10:45 PM AT	I am 100 percent against I-11 coming through Agra Valley and destroying such beautiful land, taking away people's homes they have worked hard for also killing off the wild life. This is WRONG. Add on to I-10 it's there and do what needs to be done to it and save millions and millions of tax payer dollars.	GlobalTopic_1		I- 1995 -1
Skousen	Janet		Website	5/04/19 9:41 AM AT	According to the study map, if the blue route is chosen, it will destroy thousands of homes and many historical sites. The orange route is mostly all desert at this time and would still give people the ability to get from point A to point B. The orange route will also hurt or impact fewer environmental areas. If the fields that grow food crops are taken away, there won't be any food stores to buy food! It also takes away the green growth that is necessary to replenish our oxygen!	GlobalTopic_4		I- 523 -1
Sliva	John		Website	6/21/19 7:52 AM AT	Use the existing corridor through Tucson. Clean up the mess there and add lanes north to Phoenix. Stay out of the Avra Valley!!!	GlobalTopic_1		I- 1876 -1

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Smalzer	William		Website	6/04/19 3:45 PM AT	<p>[To: ADOT From: William Smalzer A concerned citizen of Tucson and Arizona Date: June 4, 2019 Re: I-11</p> <p>I was distressed after talking to a number of ADOT officials at the public hearing in Tucson recently. Their words were somewhat noncommittal, but their tone was one that communicated "I-11 is a done deal." Every citizen who spoke publicly voiced concerns and a position against building I-11 west of the Tucson Mountains, at least during the hour that I attended the session. The panel members seemed glassy-eyed and waiting for things to be over.</p> <p>When asked why we wouldn't just put this money into improving I-10, officials (outside the hearing) implied this was not a good idea, while offering no specific reasons. We already have this major corridor, through some of the ugliest desert in Arizona between Tucson and Phoenix. Why destroy so many hundreds of square miles of desert to accommodate truckers wanting a faster route north? We on the east side of the Tucson Mountains will not cross over to hook up with I-11 to save a few minutes, so that argument is mute.</p> <p>The fact that the proposed I-11 route is so close to the the San Xavier reservation, Desert museum, and Saguaro National Park West is an affront to those of us who have lived here and who love this area of the state and the riches it offers. The secluded nature of the west side of the mountains is the right context for these cultural icons.</p> <p>Please put more thought into improving the I-10 corridor, even to building a rail line on land that is already dominated by an interstate highway.</p> <p>William Smalzer]</p>	GlobalTopic_1, R-2 and AC-9; Following the public review period for this Final Tier 1 EIS, FHWA and ADOT will publish a Record of Decision (ROD) that contains a Selected Alternative. If FHWA and ADOT select a Build Corridor Alternative in the ROD, the build alternative would be implemented in segments as funding is available. If the No Build Alternative is selected, no project would occur.	Smalzer_W_I1265	I- 1265 -1
Smith	Alan		Website	7/02/19 10:19 PM AT	<p>This proposed Interstate HWY (I-11) is being placed too close to the water supply for Tucson. Based on the map, how will the reservoirs and water leach fields to the east or west of HWY I-11 be protected? I-11 will no doubt allow the transport of hazardous materials and in the event there were to be an accident involving hazardous materials a major portion of the Tucson water supply has the potential to be severely contaminated. Additionally, the proposed route over or along Sandario Road is prime Saguaro Desert, home to many species of wildlife that will be irreparably damaged. I ask you to please consider other routes such as a double layer over the current I- 10 route. Thank you.</p>	WR-1, WR-2		I- 2343 -1
Smith	Amanda		Website	6/12/19 9:07 PM AT	<p>I do not agree with the I-11 location. This is going to displace many families from their home as well as lower property values. Noise in the area will increase, environmental habitation will be destroyed, and it will end up being a poorly made decision if it gets built.</p> <p>I understand that the state is wanting to place a new interstate for ease of transport, but our beautiful desert and wildlife should not suffer for human hubris. We are not the only living things sharing this world, but unfortunately that fact seems to have been forgotten.</p> <p>So I do not want this interstate built. Not just because it will affect me and my home life, but because we will be putting our natural wildlife (flora and fauna) in even more danger than we already have.</p>	GlobalTopic_1 and LU-1 and N-1 and BR-1		I- 1516 -1
Smith	Anna		Website	6/28/19 7:21 AM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 2157 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Smith	Anthony		Oral	5/01/19 1:00 AM AT	<p>ANTHONY SMITH: I support the big picture such as an idea of a Thomas corridor for I-11. The problems with a no-build solution is the existing roads will become unsafe and we will experience superextreme congestion. The existing I-8, Highway 85, I-10 truck route is ineffective and currently avoided by the trucking industry.</p> <p>I prefer the I-2, L and N legs of the route that's been selected as the recommended alternative. The reasons are because it is located in areas of major population and economic growth. The route is consistent with MAG, Maricopa Association of Governments, Hassayampa/Hidden Valley study for improving transportation in western Pinal. Additionally, it significantly reduces time and travel for trucking and moving goods, thus spur economic growth. Finally, by providing an alternative route near the city of Maricopa, it will reduce congestion on State Route 347 and improve its safety.</p> <p>Additionally, I prefer the Montgomery Road alignment to I-8 rather than the Chuichu Road. The reason is is because that would avoid travel in an existing industrial corridor and the location of major new manufacturing projects.</p>	GlobalTopic_4 and GlobalTopic_2; The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1026 -1
Smith	Anthony		Oral	5/01/19 1:00 AM AT	<p>MR. ANTHONY SMITH: My name is Anthony Smith. First I want to start with the problems with the orange alternative. The orange alternative uses existing road that will become unsafe and continue to have extreme congestion. The existing I-8, Highway 85/I-10 truck route is ineffective and is currently avoided by the trucking industry.</p> <p>I prefer the green alternative. This is located in areas of major population and future economic growth. This route is consistent with Maricopa Association of Government, Hassayampa, Hidden Valley study for improving transportation in western Pinal. It significantly reduces the time travel for trucking and moving goods to spur economic development. By providing an alternative route near the City of Maricopa, it will also reduce congestion on very unsafe State Route 347 and improve travel in that area.</p> <p>In addition, I prefer a modification to the green alternative that would be the Montgomery Road alignment to enter I-8 rather than the Chuichu Road intersection. The reason is because that alternative route going to Montgomery would avoid traveling through an existing industrial corridor and is the location for our major new manufacturing projects. Thank you.</p>	GlobalTopic_4 and GlobalTopic_2		I- 1032 -1
Smith	Anthony	Pinal County I-11 Coalition	Website	6/13/19 1:56 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 27 -1
Smith	Anthony	Pinal County I-11 Coalition	Website	5/20/19 10:50 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 5 -1
Smith	Benjamin		Website	5/14/19 12:24 PM AT	<p>I think having I-11 running through Avra Valley is an awesome idea. The area is beautiful and the Saguaro National Park could use the better access of a freeway so close. I would love to see better traffic management in Tucson. If this would route some of the commercial vehicles around the city, that would ease the burden on I-10. Also, this would give greater access for folks in Picture Rocks and Avra Valley increasing business and growth in the area. My vote is to "BUILD THE WALL"! Just kidding. What I meant to say was build the road. Feel free to contact me @: 520-661-2692 (Cell) or 520-750-5277 (Work). Thank you for giving me an opportunity to add my thoughts and good luck. Have a great day.</p> <p>Benjamin F. Smith</p>	GlobalTopic_4 and GlobalTopic_1		I- 906 -1
Smith	Brad		Website	5/07/19 3:01 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 606 -1
Smith	Cyndil		Website	6/22/19 8:33 AM AT	I'm writing as a citizen concerned for the environmental impact of this proposed development. I remain unconvinced that the benefits will outweigh the risks to our wildlife, not to mention the impact on our water. please do not move forward with this without first finding a solution to the problems it will cause.	BR-1 and WR-2		I- 1935 -1
Smith	Debbie		Phone	6/17/19 1:00 AM AT	My name is Debbie Smith, I'm a property owner of 13 years on Valencia Ranch Road. I need to know if I am going to be affected by this. This is ridiculous. I don't have a computer, all I have is my cell phone. I do not, I can't get on the international website. Please call me back 520-870-4344. This is ridiculous. I've worked all my life to get what I got and they want to come and put a freeway through here. It's crazy. Please call me otherwise I'll go to the library tomorrow and see if I can contact you on the web.	Called Debbie and let her know where her house was in relation to the recommended corridor. Let her know she could submit a comment by calling the I-11 hotline and leaving a message.		I- 2493 -1
Smith	Debra		Website	5/11/19 3:03 PM AT	<p>I am opposed to the green and purple routes highway 11 as I feel it infringes on property belonging to good standing citizens. These are not the Americans that had 300,000.00 dollars to buy a new house. These are folks who had nothing, built with the little they had and year by year improved on a piece of property as they had means. These are the creative, modern homesteading individuals that carry on the spirit of the early Americans. Punishing these people by taking their land and leaving property over built with expensive new houses on dinky lots is the worst slap in the face one could do.</p> <p>Furthermore, I feel like the people here all "government people" presenting the information have an unfair bias towards this project. These people are the one who have the 300,000.00 dollar houses and despise the ones who don't. Their pretend politeness does not justify snubbing other Americans who are endangered in losing their house and more importantly their property.</p>	GlobalTopic_1, EJ-2, AC-4		I- 790 -1
Smith	Don		Website	4/18/19 10:07 AM AT	PLEASE DO NOT build the I-11 corridor thru beautiful Avra Valley. I'm a 14 yr resident who purchased my home and property off of Sandario Rd for the tranquility of the desert. I do NOT want to hear or see multiple vehicles and trucks in front of my home. When I go outside now all I hear is birds singing. I enjoy the deers, and other wildlife. I enjoy raising horses, goats, pigs, dogs and cats. I don't want to be disturbed by sirens, big rigs, loud tires, jake brakes. I'm a senior citizen and retired military. I deserve to live in peace and quiet. I just cannot pick up and move my retirement home elsewhere. Please consider other locations.	GlobalTopic_1		I- 151 -1
Smith	Don		Website	7/04/19 5:06 PM AT	Please DO NOT build this I-11 corridor fwy thru Avra Valley. This fwy will impact me and my family personally. I live off Sandario Rd and Synder Hill Rd. I am a US Navy Veteran retired. I want my retirement yrs to be peaceful and quiet. I want my horseback riding days to be peaceful. I don't want to breathe smog while I garden or tend to my grandchildren and livestock. I don't want to hear sirens, trucks, and loud motors. STOP YOUR PLANS and find alternatives. Thank you	V-1, AQ-1, N-1 and GlobalTopic_1		I- 2571 -1
Smith	Geoffrey		Website	5/11/19 3:06 PM AT	My wife and I bought with the intent of building a home on our property. The home is half done. The area, in population, has grown over 10 times in population since we moved in. The area is the alternative to living in Tucson proper which is full of crime, over populated and over priced. We are on the side of the line or the edge of the corridor. This means we do not know what will happen to our home. I can't build another. I'm retiring from work in 7 weeks. The entire eco system on this side of the mountain is being threatened and so is our home as well as all our neighbors. This area that you want to put a freeway into is the new growth in Tucson that you will shut down. I asked and was told the I 10 corridor couldn't be built up big enough for all the traffic expected. I then asked if the reason why was they would have to take to many homes to do it. "Yes" it would cost too many homes to widen the I10 corridor. Can it be done? Why yes. Atlanta GA. has 10 lanes at some points. What's the cost. Peoples home just as it is on our side of the mountain. Reconsider your route please. This is our retirement you intend to threaten. Thankyou Geoffrey Smith.	GlobalTopic_4 and GlobalTopic_1		I- 791 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Smith	Jackie		Website	4/21/19 1:32 PM AT	<p>Hello,</p> <p>I-11 should NOT go through Avra Valley! It would cost taxpayers \$3 Billion more, than if you improve I-10 through Tucson! Build a double-decker on I-10 through Tucson and improve I-10 in Tucson instead. Also, Tucson businesses near I-10 in Tucson will lose business due to the traffic diversion/bypass, if you put an I-11 through Avra Valley. Tucson will lose tourism money, because an interstate through Avra Valley will negatively impact Saguaro National Park West, Ironwood National Forest, Kitt Peak Observatory, Native American petroglyphs and burial grounds, and the wildlife in and around the Desert Museum. Wildlife, some endangered, will not have access to water sources, food sources, and mates. Water sources for people will be contaminated, if I-11 runs through Avra Valley. Many people will lose their entire homesteads! They do not have the means to relocate. Many are low-income, and/or elderly, and/or minority. You're taking advantage of an underserved community. Families will be torn apart! People will lose a place for their horses, livestock, dogs, and cats. These people moved to the Picture Rocks area to be away from the city and freeways, and enjoy the natural surroundings of Saguaro National Park West, deer, owls, big horned sheep, mountain lions, javelina, horned toads, bobcats, desert tortoises, coyotes, jack-rabbits, and much more, some endangered. Avra Valley says NO to I-11!! Voters say NO to I-11 through Avra Valley. Taxpayers say NO to I-11 through Avra Valley.</p>	GlobalTopic_1		I- 213 -1
Smith	Jacqueline		Oral	5/08/19 1:00 AM AT	<p>JACQUELINE SMITH:</p> <p>Hi. I'm Jacqueline Smith. I was born and raised in Tucson, and I just wanted to let you know that I'm opposed to building Interstate 11 anywhere in the Avra Valley. And I hope that you use the existing I-10 to build a double-decker, or do something similar to that.</p> <p>Everyone that's been here before can drive over to Picture Rocks and drive over Gates Pass and see the pristine beauty of the area around the Sonoran Desert Museum and the Saguaro National Park West, petroglyphs and Ironwood National Forest, and everything else in that area. And we're all concerned about all of the wildlife there and the beauty that draws people internationally, and we all come out there to enjoy the beauty and the quiet and the peace and the hiking, and other outdoor activities like that.</p> <p>So I just wanted to let you know to please use the existing I-10. Thank you.</p>	GlobalTopic_1		I- 1379 -1
Smith	Jacqueline		Oral	5/11/19 1:00 AM AT	<p>MS. JACQUELINE SMITH:</p> <p>Hi. My name is Jacqueline Smith, and I live near Sandario wildlife. I would like to request that you set up another meeting like this in September because we haven't received anything in the mail to let us know about this meeting, and I think you need to kind of go out and tell the community what's going on so that they have time to come up and also give a comment. I think a lot of people are missing today because they didn't receive anything in the mail.</p> <p>I just want to say, I was born and raised in Tucson, and I live in the Avra Valley area. We all moved out here to be out in the country. The families that are here want to leave their land and homesteads to their children and grandchildren, horses, ranches, livestock. Some of the people will be forced off of their homesteads and ranches due to eminent domain.</p> <p>The Interstate 11 and the subsequent urban sprawl would really change this entire area, and it would look more like Phoenix. We don't want that. We live out there to enjoy the friendly and quaint and charming atmosphere. Neighbors help other neighbors around here.</p> <p>I-11 through Avra Valley would pollute our water supply for all of the Tucson area - oil, gas, pollution from all the tractor-trailer spills. This is a terrible idea. I-11 is a lose, lose, lose situation for Avra Valley and Tucson. Everyone that drives through Picture Rocks knows the unique beauty of this area.</p>	GlobalTopic_1, CO-1, CO-2, LU-3		I- 1423 -1
Smith	Jacqueline		Oral	5/11/19 1:00 AM AT	<p>I'm a taxpayer, and voters should be made aware that building I-11 through Avra Valley will cost 3.4 billion dollars more than improving the existing I-10 and I-19, which need improving anyways. What a waste of money for taxpayers and voters.</p> <p>Tucson will lose so much money in tourism if these places have a noisy interstate full of trucks and subsequent urban sprawl going through the areas of Saguaro National Park, Tucson Mountain Park, Ironwood National Forest. There would be a large negative effect on wildlife. Light pollution would render most of the scopes on Kitt Peak useless. Tucson is known worldwide for its planetary sciences, astronomy and astrology.</p> <p>Putting up an I-pass around Tucson would erase all the efforts to revitalize downtown Tucson. Look at all of the money that has been spent in recent years to revitalize downtown Tucson. Thank you for your time.</p>	GlobalTopic_1, E-1, E-2, V-1, LU-3		I- 1423 -2
Smith	Janice		Website	7/08/19 6:51 AM AT	<p>Worst plan I've ever heard of. No thoughts as to the wonderful natural resources of our beautiful saguaro Park. Kill this</p>	GlobalTopic_4		I- 2902 -1
Smith	Jaye		Website	6/12/19 4:53 PM AT	<p>I am very disturbed that the I-11 corridor is being considered for the Altar and Avra Valleys west of Tucson. As a long-time southern Arizona resident, the last thing this area needs is another interstate. The pollution the road will cause and the additional impact on cultural and environmental resources does not warrant its approval or construction. Your lack of understanding of the cultural impact on archaeological sites and other tribal-important land use issues is appalling. The traffic on I-10 will not change by adding another freeway to the region. Please, do not let this commercially-backed project spoil the beautiful desert area that many of us call home.</p>	GlobalTopic_1		I- 1508 -1
Smith	Jeffrey		Website	7/08/19 4:58 PM AT	<p>To Whom it may concern,</p> <p>The persons who is responsible for picking the route for an alternate route from Nogales to Wickenburg could not have made worse choices. This route disrupts quiet neighborhoods, cuts off wild life from migratory routes, puts unnecessary hardships on property owners, creates more dangerous driving environments for the citizens of this area, and does nothing to shorten the route desired. perhaps a better look at a STATE map would help. there are possible routes for just sort of an improvement, key word being IMPROVEMENT, without the disruption to established neighborhoods, quiet housing areas and without endangering any more of the desert inhabitants, (the wild life we all love and value).</p> <p>I am not an engineer, but I could offer other routes were none of the above would be an issue or different construction methods could be used to minimize disruption to both people and animals.</p> <p>Please feel free to contact me if I can be of any help in taking a far more logical view of a route that would be of greater benefit to those this benefit is supposed to apply.</p> <p>Thank you,</p> <p>Jeffrey W. Smith, Citizen and Property owner, Green Valley, Arizona.</p>	GlobalTopic_4, N-1, LU-1, LU-6, BR-1, and BR-2		I- 3077 -1
Smith	John		Website	4/25/19 10:24 PM AT	<p>It is a WONDERFUL accomplishment! Please know how much the taxpayers SUPPORT all tiers of I-11 Corridor development.</p> <p>We can't wait to drive on it.</p> <p>Thanks! Keep up the great work. J. Smith</p>	GlobalTopic_4		I- 287 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Smith	John Stanley		Email	7/03/19 1:00 AM AT	Gentlemen: The proposed corridor in Sahuarita, Arizona, is not acceptable to MANY residents in that area. Ranch Buena Vista subdivision is strongly opposed. Over 100 persons attended a town council meeting in Sahuarita objecting to the ADOT proposal on I-11. I, previously, wrote a letter to ADOT outlining how residents in Sahuarita would be damaged by the proposed corridor. I have driven down El Toro road many times. Home values and living conditions in the surrounding areas will be destroyed. Access to Sahuarita Road will be denied when traffic is proceeding north on La Canada, unless an EXPENSIVE overpass over La Canada is built. ADOT should recognize that the I-11 highway is Not Popular with a great many tax paying citizens of this state. John Stanley Smith, XXXXX@cox.net Sahuarita resident for the past 25 years	AC-1 and GlobalTopic_4		I- 3375 -1
Smith	John Stanley		Email	7/03/19 1:00 AM AT	ADOT should listen to the taxpayers who live in this area. It seems to me that ADOT should pursue and increase in the gasoline tax to provide for more highway patrol vehicles on I-19. My wife and I drive at the speed limit of 75, or slightly less, on I-1 and we are passed by practically every vehicle going 85 or 90mph. Many times they bunch up with no more than a car length separates them. No wonder there are so many accidents on this road.	GlobalTopic_4		I- 3375 -2
Smith	John Stanley		Mail	6/17/19 1:00 AM AT	June 17, 2019 1-11 Tier 1 EIS Study Team c/o ADOTS Communications 1655 W. Jackson St., Mail Drop 126F Phoenix, AZ 85007 Re: 1-11 Corridor ,Sahuarita, Arizona Gentlemen: I have studied the ADOT proposal for the 1-11 corridor adjacent to Twin Buttes Road in Sahuarita, Arizona. My wife and I live in the Rancho Buena Vista subdivision. We reside at XXXXXXXXXXX, Sahuarita, Arizona 85629. Our subdivision would be adversely affected by this corridor. The traffic noise would be terrible, along with possible air pollution. In addition there is the possibility of homes being razed between Twin Buttes Road and El Toro Road. Home values in the Rancho Buena Vista subdivision would be reduced drastically and may not be saleable. Home values would be damaged in the area west and east of La Canada as well. Some homes east of La Canada may also have to be razed. Along with destruction of homes, and home values, a traffic problem would certainly ensue. The corridor would cross La Canada and would deny direct access to Sahuarita Road which runs east to west. There are in excess of 1000 homes between Duval Mine Road and Sahuarita Road. Many residents in this area proceed north on La Canada to Sahuarita Road to gain access to the shopping center east of 1-19. Also, many of us use the north bound entry to 1-19 off of Sahuarita Road. Refuse vehicles, emergency vehicles, police vehicles, commercial trucks and residents would be force to an alternative route. There ae many residences at the end of Lan Canada with the entry to these residences at Sahuarita Road and La Canada. Blocking La Canada access to Sahuarita Road would be force vehicle traffic back to Duval Mine Road to gain access to 1-19 north or south. Duval Mine Road, at present, has heavy traffic ... I firmly believe the ADOT must find a alternative route. Perhaps north and west of Pima Mine Road where there is no residential area. Sincerely, John Stanley Smith XXXXX@cox.net XXX-XXX-XXXX c/c Town of Sahuarita, Town Council	GlobalTopic_1 and N-1 and AQ-1 and LU-1	Smith_J_I3492	I- 3492 -1
Smith	John Stanley		Mail	6/17/19 1:00 AM AT	Along with destruction of homes, and home values, a traffic problem would certainly ensue. The corridor would cross La Canada and would deny direct access to Sahuarita Road which runs east to west. There are in excess of 1000 homes between Duval Mine Road and Sahuarita Road. Many residents in this area proceed north on La Canada to Sahuarita Road to gain access to the shopping center east of 1-19. Also, many of us use the north bound entry to 1-19 off of Sahuarita Road. Refuse vehicles, emergency vehicles, police vehicles, commercial trucks and residents would be force to an alternative route. There ae many residences at the end of Lan Canada with the entry to these residences at Sahuarita Road and La Canada. Blocking La Canada access to Sahuarita Road would be force vehicle traffic back to Duval Mine Road to gain access to 1-19 north or south. Duval Mine Road, at present, has heavy traffic ...	LU-1 and AC-2 and GlobalTopic_4		I- 3492 -2
Smith	Karen		Phone	6/21/19 1:00 AM AT	My name is Karen Smith. I reside in Tucson, Arizona. I am a registered voter, zip code 85743. I am opposed to I-11 as a needless destruction of residential and wildlife harmony. All transportation needs could be better met by expanding the capacity of I-10 already in a wide corridor. XXX-XXX-XXXX is my telephone number.	GlobalTopic_4, GlobalTopic_1		I- 3273 -1
Smith	Mary		Website	4/22/19 7:22 PM AT	We live in Green Valley, along the highway of I19. We would love to have an easier route to get up north. Most of this is out in the desert. The only thing that should be added is noise barriers installed to cut down the highway noise where ever there are homes along a so called frontage road both sides to the highway.' Thank you	GlobalTopic_4 and N-1		I- 255 -1
Smith	Marysue		Website	6/28/19 4:50 AM AT	The I-11 freeway is unnecessary for commercial or personal travel and would devastate a vast swath of pristine desert. This irresponsible project would do little to boost Arizona's overall economy and would only serve to line the pockets of developers.	GlobalTopic_4, AC-4		I- 2155 -1
Smith	Nathaniel		Website	6/20/19 11:33 AM AT	I deeply oppose running I-11 through the Avra Valley area west of Tucson. It would negatively impact the environment in the area. I am an avid user of the Ironwood Natl Monument and the western section of Saguaro National Park. Both areas are quiet and serene. Running high capacity trucks through the middle of those parks and all the traffic and environmental degradation that would come along with the project is terrible. I would be much happier with improvements to I-10 through Tucson in order to meet needs of traffic. Spoiling several of the remaining tracts of desert in the area would be a huge loss.	GlobalTopic_4 and GlobalTopic_1		I- 1850 -1
Smith	Nicole		Website	6/22/19 3:38 PM AT	We are 100% as a tax payer in this directly affected community AGAINST this proposal. The traffic noise, disruption of quiet community living and the demolition of homes to put in a highway that already has other effective alternatives is reprehensible!!	GlobalTopic_4, N-1 and AC-1		I- 1958 -1
Smith	Raymond		Oral	4/30/19 1:00 AM AT	MS. DARR: Thank you. All right. Raymond Smith? RAYMOND SMITH: Well, for what it's worth, I'm a Vista Royale resident also. We all bought horse property out there so we could ride. And now you're encroaching on us, and our values to sell are going to go down because everybody's afraid of I-11. So if you could just push it to 71 and follow that transmission line, it would be perfect. That's just us being -- wanting what we want. So you're just getting kind of close, seems like. No comment? MS. DARR: They're not allowed to comment. RAYMOND SMITH: You're a good poker player. Obviously, we don't want it that close. It's cutting off a lot of recreation and property value for us.	GlobalTopic_4 and GlobalTopic_5		I- 1009 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Smith	Raymond		Mail	5/20/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>May 20, 2019</p> <p>To: 1-11 Study Team</p> <p>My purpose for writing this letter is to voice my concerns with the two current Alternative Proposed Routes for future Corridor 11 west of Wickenburg (specifically west of Vista Royale housing development). I feel an alternative route several miles west of this neighborhood would better meet the needs of our neighborhood/community. Either of the two current Alternative Proposed Routes for future Corridor 11 will have a negative impact on my community/neighborhood and surrounding neighborhoods.</p> <p>My wife and I live at 21575 W. Date Creek Road, Wickenburg, AZ 85390 in a development called Vista Royale. We built our house in 2002 after an extensive search to find a nice, quiet neighborhood/community we could buy a lot in, build our dream home on, live in, and eventually retire in. We sought out an area with a little more space and views of the desert, as did the majority of the residents (if not all) in this development. We paid a premium to have this extra open space with beautiful views of the desert surrounding us (the lots in this development start out at over two acres and increase from there). We wanted to have an area to retire in to enjoy the solitude of the wide open spaces, the desert and the abundant wildlife as we walk and ride with easy access to trails. We have very much enjoyed this over the years - It has become a part of our lives. Many of our residents are horse owners and ride on the adjoining state trust land. This life the residents of this community have worked so very hard to achieve will be devastated if the 1-11 Corridor is placed adjacent to or even within close proximity to the west side of our neighborhood.</p> <p>According to your Recommended Alternative Corridor for 1-11, there are two current proposed routes immediately west of Vista Royale. In the section of the proposal just west of our neighborhood, these two proposed routes veer over to the northeast so they are adjacent to homes on the west side of Vista Royale (and one of the proposed routes eliminates houses on the northwest corner of the neighborhood). This does NOT MINIMIZE THE IMPACT TO EXISTING DEVELOPMENT as your study states. I request that the proposed route be shifted to the west as far as possible -at least two miles (to connect with State Route 93 at milepost 187 or further west). There is sufficient State Trust Land (approximately 7-8 miles of State Trust Land) to move your proposed routes to the west as you have previously indicated with prior proposed routes. Please consider the following NEGATIVE impacts the two current proposals will have on our neighborhood and surrounding community/neighborhoods:</p> <p>1) Destroys water tank/tanks used by wildlife. The hot summer months can be devastating to wildlife in our area. Your proposed routes will pass through a water tank southwest of Vista Royale that has water in it approximately 95% of the year. The Black Hill Tank has water in it when others dry up in the hot summer months, and is used by wildlife of all types (deer, javelina, bobcat, coyotes, rabbits, ducks, geese, cranes, cattle and many others).</p>	GlobalTopic_4 and GlobalTopic_5	Smith_R_I3239	I- 3239 -1
Smith	Raymond		Mail	5/20/19 1:00 AM AT	<p>2) Wall off our neighborhood on the west side. Placing Corridor 11 adjacent to Vista Royale will essentially wall off our neighborhood from trails on the west and southwest side of our neighborhood, and destroy the open views we have enjoyed for years and paid a premium for. We will NOT be able to use trails we have used for almost 20 years. It also destroys the 93/60 connector trail. Moving 1-11 further to the west will retain open area for use and help to preserve open views we have enjoyed for years.</p> <p>3) Noise pollution. The additional noise from a major highway this close to homes will be tremendous. We already have State Route 93 to the North and the traffic has increased tremendously over the last several years. This will place another major highway directly to the west side of our neighborhood. With the additional noise it will be difficult to use our outdoor space we have enjoyed for almost 20 years.</p> <p>4) Light pollution. One of the reasons we chose this area to buy a lot and build our dream home was because of the night sky. You see we do NOT have any street lights in our neighborhood. This makes it so very nice to see the night sky - we have enjoyed star gazing for almost 20 years. Having a major highway veering toward our neighborhood with headlights streaming in our windows will certainly change that. Also, will there be commercial development (truck stop) as is common for a major interchange? That would certainly add to the issues with noise/light pollution.</p> <p>5) Negative Economic Impact. Corridor 11 can have nothing but a NEGATIVE IMPACT on Vista Royale Residential Development. Property values will decline as we have already noticed. Real estate agents are now explaining that buyers do not care to look in this neighborhood any longer due to the future 1-11 interchange. We fear that state land will eventually be sold for commercial use (truck stops), which would only further negatively impact Vista Royale Residents.</p> <p>In order to minimize the impact to the existing development (Vista Royale) as your study indicates, I feel the 1-11 Tier 1 Study Team needs to move 1-11 as far away from Vista Royale Residential Development as possible. As I have previously mentioned, there is sufficient State Trust Land (approximately 7-8 miles of State Trust Land) to move your proposed routes to the west as you have previously indicated with prior proposed routes. One of these routes was labeled "Route T," and there is a new "Vista Royale Alternative Green Route" proposed by a resident as well.</p> <p>Thank you for your consideration of this proposal.</p> <p>Raymond Smith</p>			I- 3239 -1a
Smith	Rick		Website	4/08/19 6:06 PM AT	I am not sure where my land is in conjunction to the map you have provided. My land is XXXXXX and I wonder if you can show my property on the map provided so I can learn how this will impact me. Thanks for your help. P.S. I am unable to attend the meetings so am requesting this on line.	LU-2		I- 13 -1
Smith	Robert		Website	7/06/19 10:00 AM AT	We need a close freeway connection in the Estrella Mountain Ranch community. Please keep route coming through South Goodyear.	GlobalTopic_4		I- 2636 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Smith	Robin		Other	5/06/19 4:22 PM AT	<p>(Dear Jay Van Echo,</p> <p>Hi! My name is Robin Smith. I met you at the Wickenburg meeting last Tuesday, April 30th, 2019. You were kind enough to write down your e-mail address for me. Remember my husband and myself? We live in Vista Royale and desperately want to see the I-11 route moved much further west (preferably to 71). I hope all of your meetings went well last week.</p> <p>I have a few questions for you. Can you tell me who got the mailing in the Wickenburg area letting the residents know there was a meeting planned? (Did the residents of Wickenburg Ranch or Nine Irons get the same mailing we did in Vista Royale?) Also, how many miles of state trust land are there between Vista Royale and state route 71?</p> <p>Thank you so very much for your time. Robin Smith</p> <p>P.S. Please keep in mind the negative impact (devastating really) the current proposed route will have on all the Vista Royale residents. We do NOT feel the connection point with US 93 was placed to provide distance from existing residential development as was stated in the Recommended Alternative of the I-11 Corridor Draft Tier 1 EIS.]</p>	<p>GlobalTopic_5 and CO-2</p> <p>There are 10 miles of AZ State Trust Land between Vista Royale and SR 71.</p>		I- 2005 -1
Smith	Robin		Mail	5/13/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>May 13, 2019</p> <p>To: 1-11 Study Team</p> <p>My purpose for writing this letter is to voice my concerns with the two current Alternative Proposed Routes for future Corridor 11 west of Wickenburg (specifically west of Vista Royale housing development). I feel an alternative route several miles west of this neighborhood would better meet the needs of our neighborhood/community. Either of the two current Alternative Proposed Routes for future Corridor 11 will have a negative impact on my community/neighborhood and surrounding neighborhoods.</p> <p>My husband and I live at 21575 W. Date Creek Road, Wickenburg, AZ 85390 in a development called Vista Royale. We built our house in 2002 after an extensive search to find a nice, quiet neighborhood/community we could buy a lot in, build our dream home on, live in, and eventually retire in. We sought out an area with a little more space and views of the desert, as did the majority of the residents (if not all) in this development. We paid a premium to have this extra open space with beautiful views of the desert surrounding us (the lots in this development start out at over two acres and increase from there). We wanted to have an area to retire in to enjoy the solitude of the wide open spaces, the desert and the abundant wildlife as we walk and ride with easy access to trails. We have very much enjoyed this over the years - it has become a part of our lives. Many of our residents are horse owners and ride on the adjoining state trust land. This life the residents of this community have worked so very hard to achieve will be devastated if the 1-11 Corridor is placed adjacent to or even within close proximity to the west side of our neighborhood.</p> <p>According to your Recommended Alternative Corridor for 1-11, there are two current proposed routes immediately west of Vista Royale. In the section of the proposal just west of our neighborhood, these two proposed routes veer over to the northeast so they are adjacent to homes on the west side of Vista Royale (and one of the proposed routes eliminates houses on the northwest corner of the neighborhood). This does NOT MINIMIZE THE IMPACT TO EXISTING DEVELOPMENT as your study states. I request that the proposed route be shifted to the west as far as possible - at least two miles (to connect with State Route 93 at milepost 187 or further west). There is sufficient State Trust Land (approximately 7-8 miles of State Trust Land) to move your proposed routes to the west as you have previously indicated with prior proposed routes. Please consider the following NEGATIVE impacts the two current proposals will have on our neighborhood and surrounding community/neighborhoods:</p> <p>1) Destroys water tank/tanks used by wildlife. The hot summer months can be devastating to wildlife in our area. Your proposed routes will pass through a water tank southwest of Vista Royale that has water in it approximately 95% of the year. The Black Hill Tank has water in it when others dry up in the hot summer months, and is used by wildlife of all types (deer, javelina, bobcat, coyotes, rabbits, ducks, geese, cranes, cattle and many others).</p>	<p>GlobalTopic_4 and GlobalTopic_5</p>	Smith_R_I3235	I- 3235 -1

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Smith	Robin		Mail	5/13/19 1:00 AM AT	<p>2) Wall off our neighborhood on the west side. Placing Corridor 11 adjacent to Vista Royale will essentially wall off our neighborhood from trails on the west and southwest side of our neighborhood, and destroy the open views we have enjoyed for years and paid a premium for. We will NOT be able to use trails we have used for almost 20 years. It also destroys the 93/60 connector trail. Moving 1-11 further to the west will retain open area for use and help to preserve open views we have enjoyed for years.</p> <p>3) Noise pollution. The additional noise from a major highway this close to homes will be tremendous. We already have State Route 93 to the North and the traffic has increased tremendously over the last several years. This will place another major highway directly to the west side of our neighborhood. With the additional noise it will be difficult to use our outdoor space we have enjoyed for almost 20 years.</p> <p>4) Light pollution. One of the reasons we chose this area to buy a lot and build our dream home was because of the night sky. You see we do NOT have any street lights in our neighborhood. This makes it so very nice to see the night sky - we have enjoyed star gazing for almost 20 years. Having a major highway veering toward our neighborhood with headlights streaming in our windows will certainly change that. Also, will there be commercial development (truck stop) as is common for a major interchange? That would certainly add to the issues with noise/light pollution.</p> <p>5) Negative Economic Impact. Corridor 11 can have nothing but a NEGATIVE IMPACT on Vista Royale Residential Development. Property values will decline as we have already noticed. Real estate agents are now explaining that buyers do not care to look in this neighborhood any longer due to the future 1-11 interchange. We fear that state land will eventually be sold for commercial use (truck stops), which would only further negatively impact Vista Royale Residents.</p> <p>In order to minimize the impact to the existing development (Vista Royale) as your study indicates, I feel the 1-11 Tier 1 Study Team needs to move 1-11 as far away from Vista Royale Residential Development as possible. As I have previously mentioned, there is sufficient State Trust Land (approximately 7-8 miles of State Trust Land) to move your proposed routes to the west as you have previously indicated with prior proposed routes. One of these routes was labeled "Route T," and there is a new "Vista Royale Alternative Green Route" proposed by a resident as well.</p> <p>Thank you for your consideration of this proposal.</p> <p>Robin Smith</p>			I- 3235 -1a
Smith	Ron		Website	7/08/19 1:35 PM AT	<p>Myself as well as all of my neighbors are opposed to this projected route that goes thru the Avra Valley area. Why on earth would you want to add another highway and disrupt this entire area when you have an existing I-10 that could easily be improved and upgraded to handle this flow of traffic. We have National Monuments, Kitt Peak as well as families that this would greatly impact. TOTALLY against this area of routing.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2981 -1
Smith	Shauna		Website	5/11/19 3:46 PM AT	<p>As a resident of Avra Valley, specifically the Picture Rocks area, I can honestly say that I vehemently oppose your preferred route (or any route) thru our sacred valley. As a county employee working at the Picture Rocks Community Center, I get the opportunity to speak with many of the residents of Avra Valley (Marana, Picture Rocks, Tucson Mountain Park, even Three Points), residents young and old. I have yet to meet a resident of this area who supports your preferred route. In fact, if you listen to all the comments that have been carefully thought out, spoken, written, typed... you will see, this route is completely unacceptable to the people of this valley, the only people who will live with this atrocity in their lives EVERY DAY! You can all put down the pavement and walk away. WE CANNOT! My home, my family, my job, my way of life (and those of my friends and neighbors) are in jeopardy if you continue with this reckless proposal. And if you do... I will fight, I will rally together all of the people who have said it before... and we will say it again, in a court of law if we must! NO I-11 THRU AVRA VALLEY!</p>	GlobalTopic_1		I- 798 -1
Smith	Susan		Website	4/16/19 1:47 PM AT	<p>My vote is NO. This proposed I 11 corridor will directly impact my way of life. The fwy will run directly in front of my property. My home of 14 yrs. We purchased here to get away from city life. To have horses and ride in the beautiful desert. We raise livestock and garden. We DO NOT want to hear cars and city noises. This fwy will scare off our wildlife and impact historical areas and our beautiful Saguaro National Park. We don't want to smell gas fumes, listen to big rig trucks and sirens all night long. We love peaceful starry nights not headlights and jake brakes. Please PLEASE bldg elsewhere.</p>	GlobalTopic_4		I- 103 -1
Smith	Susan		Website	7/04/19 4:30 PM AT	<p>I am against this I-11 corridor being built thru our beautiful Avra Valley. I moved here just off Sandario Rd for the peace and quiet. We do NOT want to see diesel trucks, jake brakes, sirens, loud motors, and traffic congestion. This fwy way will impact our rural way of life and destroy our ranch and retirement life. Riding horses, raising livestock and gardening will no longer be enjoyable. Smog will fill this beautiful valley. Wildlife will be destroyed. Our Milky Way will no longer be visible for star gazers. STOP THIS NOW</p>	GlobalTopic_1		I- 2567 -1
Smith	Taylor		Website	6/28/19 10:27 AM AT	<p>This is an unnecessary addition. We already have a very large amount of construction that has been dragging on for years and years, and the potholes in this city show how you do not use our tax dollars efficiently, so I have zero trust that this will be a convenient and fast project that will benefit anyone. Finish your other projects first, and fix the awful roads we have before committing to this ridiculous addition that no one wants or needs.</p>	GlobalTopic_4 and AC-7		I- 2166 -1
Smyth	Darlene		Website	6/28/19 1:13 PM AT	<p>The public comment period that you have set up takes place primarily during the stressful end of school/semesters period and the Summer Travel time when many people travel for extended periods of time. Please extend the public comment period well into September 2019.</p> <p>Thank you. Darlene Smyth</p>	GlobalTopic_9		I- 2176 -1
Smyth	Darlene I.		Email	6/28/19 1:00 AM AT	<p>Please, please do not put the I-11 route through the vicinity of the Ironwood Forest National Monument, The Arizona-Sonora Desert Museum, and The Saguaro National Park areas! We have so very few places left for our wildlife and, just as important, we have very few places that we humans can enjoy the peace, quiet, and beauty of our natural desert. Humans have the deep need for these unspoiled places. I-10 has already spoiled the natural desert and habitats where it exists...can't I-11 be built close to or above I-10? Surely your Department can utilize the cleverness and integrity of your engineers to come up with a plan that does not forever destroy our natural, lovely desert.</p> <p>Please do consider this.</p> <p>Sincerely, Darlene I. Smyth Tucson, AZ 85718</p>	GlobalTopic_1 and R-2		I- 3336 -1
Sobel	Paul		Phone	6/22/19 1:00 AM AT	<p>Just wanted to leave word on or be a contributor to the protection of the Sonora Desert and I object very much of having a highway go through the area and it is just not necessary and I'm very much opposed to it to have interstate 11 go through the Sonora National Park. My name is Paul Sobel. I'm at 19800 southwest Touchmark Way 481 Bend, Organ 97702 and we originally lived in Arizona and I'm continuing wanting to protect that area, it's important. So that's the message I leave and if you want to send a recognition of what I want you can, just want to be on the list of people who are against that highway. Take care, thank you, bye.</p>	GlobalTopic_1, R-2		I- 3284 -1

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Sockness	Samantha		Website	7/04/19 9:12 AM AT	This proposed interstate will devastate the section of the Sonoran Desert that the interstate will bisect. This is a terrible idea on so many levels. Not only will this destroy what little pristine desert habitat is left, it will all but destroy the eco tourism industry that is vital to Southern Arizona. I spend winters in Southern Arizona and spend my tax dollars supporting this part of the economy. I will discontinue my support and spend my tax dollars elsewhere, as will many others, if this interstate is built. Rather than destroying more of the Sonoran desert, why don't you invest in upgrading and expanding the existing I-10? This proposed interstate route will decimate the environment and the local economy and is absolutely beyond the pale. DO NOT BUILD THIS HIGHWAY!	E-2 and GlobalTopic_1		I- 2539 -1
Soloff	Laurie		Website	6/17/19 7:23 AM AT	I strongly oppose the I 11 route that has been proposed. 1- environmental impact: would cause irreversible damage to the native wildlife, plants, and over ride protected preservation areas 2- economic impact would be very negative by diverting travel away from Tucson, Oro valley and all the businesses. 3- this proposal is at high cost, using my tax dollars for a huge harmful project when we need that money in AZ for existing road repair and many other infrastructure improvements. Az has many failing roads that urgently need replacement- not this destructive, expensive proposal. Absolutely this proposal must be stopped.	GlobalTopic_4, GlobalTopic_1, E-1, AC-7		I- 1609 -1
Solomon	Leroy H		Website	6/15/19 1:05 PM AT	My family and I have lived here at 1641 n Camino altar for 40 plus years we do not want our beautiful Desert valley Marred by a loud noise free way.	GlobalTopic_1 and LU-1 and N-1		I- 1552 -1
soltis	rachel		Website	5/03/19 7:26 PM AT	The public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 504 -1
Sonder	Anais		Website	7/06/19 12:06 PM AT	The currently proposed I-11 corridor (blue route) bisects Gila River area marshland and agricultural fields that birds, like the federally endangered Yuma Ridgway's Rail rely upon. The corridor would interrupt and further divert water and prevent some water from returning to the Gila River, a critical lifeline for Arizona's birds and other wildlife. According to the Draft EIS, the Orange Route that follows existing Highway 85, I-8, and I-10 has the least impact to wildlife and riparian areas. I agree and favor the Orange Route through the Gila River area. Please consider this plan.	GlobalTopic_2		I- 2643 -1
Sonderegger	Kim		Website	7/08/19 10:41 PM AT	I grew up in Tucson and was taught by my father to appreciate the desert and the unique and fragile web of life it sustains. I object strongly to this project as it will severely impact some of the last remaining and most intact Sonoran desert ecosystem. There are other ways to handle traffic issues! This would devastate what is rare and beautiful and highly deserving of our protection.	GlobalTopic_4 and BR-1		I- 3196 -1
Sonderegger	Kim		Phone	7/08/19 1:00 AM AT	My name is Kim Sonderegger, my address is XXXXXXXXXXXX Minneapolis, Minnesota. I submitted comments online and I think I put the wrong state so I want to make sure to get them in a second format. My zip code is 55406. I was a longtime resident of Arizona. I grew up in the desert basically outside of Tucson. I completely oppose the recommended alternative route through Avra Valley and I oppose the plan and I hope you will instead work to preserve that part of the desert which is receiving enough pressure from development and deserves our protection. Thank you, my number is XXX-XXX-XXXX and again, I oppose any kind of highway or interstate running through that particular portion of the desert, the Avra Valley outside of Tucson.	GlobalTopic_1		I- 3460 -1
Sontheimer	Leigh		Website	7/08/19 5:33 PM AT	N - O. NO. Do NOT build a new highway through Southern Arizona, especially not the proposed Nogales - Marana section of the proposed I-11. There are many reasons NOT to build, including but not limited to the fact that: 1. the proposed route destroys pristine desert and A DESIGNATED wildlife corridor; 2. it will bring more light pollution to the region in which astronomy is an important economic driver, threatening Arizona's leadership in the space exploration and research; and MODERNIZE, REDUCE REUSE RECYCLE, do NOT BUILD NEW! Thank you.	GlobalTopic_4, GlobalTopic_1, BR-2, V-1		I- 3092 -1
Sontheimer	Leigh		Website	7/08/19 5:33 PM AT	3. transportation technology is changing at a rapid pace and it's highly likely that within just a couple of years within a new highway being completed, it will be completely unnecessary, and even obsolete. Please listen to good transportation and sustainable development planners. Please USE ALTERNATIVES including: 1. dedicated truck lanes on I-19 and I-10, 2. incentives for more shipping to be done by rail, or/and 3. (only if necessary) widening the already-existing I-10 and I-19. When autonomously-driven trucks come online fully, that will also help increase and smooth out traffic flow on the existing highways.	GlobalTopic_1, AC-9, AC-3		I- 3092 -2
Sostarich	Annette		Website	6/12/19 10:08 AM AT	I fail to see why the proposed I-11 corridor west of Tucson is considered such a good idea, since it would: 1. Cost \$3.4 Billion more than co-locating I-11 with I-10 through Pima county. Neither Arizona nor the FHA has an unlimited supply of money. 2. Permanently disrupt many farms and resident's lives, including mine and my neighbor's. 3. Cause significant noise, air, and light pollution in the rural areas North and Northwest of Tucson, and in Saguaro National Park's wilderness areas. Also, the light pollution would severely impact astronomy research at Kitt Peak National Observatory. 4. Put a major highway right next to Tucson's major water supply. Polluting that water would be a major disaster. Recommendation: Co-locate I-11 with I-10 through the area. There is no need to build an entire new Interstate highway less than ten miles from an existing Interstate. If necessary, widening I-10 through the area would cost less, both in dollars and in disruption of rural neighborhoods throughout the area.	GlobalTopic_1, E-3, V-1, WR-2, WR-3		I- 1495 -1
Sostarich	Annette		Hand Written	5/11/19 1:00 AM AT	I fail to see why an entire new highway through the Avra Valley/Marana area is thought necessary. The orange alternative would cause much less disruption in the Marana area, and I-10 could be widened by a couple of lanes to accommodate more traffic. The recommended alternative at present would alter the character of entire neighborhoods, including mine, and not for the better. The cost of the "green" and "purple" alternatives, in dollars and disrupted lives, is too great.	GlobalTopic_4 and GlobalTopic_1	Sostarich_A_12394	I- 2394 -1
Sostarich	Annette		Website	5/11/19 1:38 PM AT	The least environmental impact (on humans and the desert) would be to simply add 2 more lanes to I-10 and run I-10 and I-11 together (the orange alternative). It would also be the least expensive.	GlobalTopic_1 and AC-5		I- 778 -1
Soussa	Mike		Mail	7/08/19 1:00 AM AT	I am really looking forward to the Interstate 11. I can't wait to invite my friends from out of town to go watch the sunset over the freeway at Gates Pass. there is also far too much Wildlife out here. A few dead bighorn sheep along the interstate 11 will show how much we love our native animals. I mean forget how much room exists on the interstate 19 and Interstate 10. Back. There's never traffic jams shouldn't stop this multi-billion dollar initiative. I hope that figure includes some Kickbacks for your legislative folks. Otherwise what's the point! the fact that Tucson as a whole shouldn't dissuade you either. I'm sure some fancy Phoenix lawyer is just itching to take our tax money all the way to the Supreme Court over this.	GlobalTopic_1, AC-4	Soussa_M_13526	I- 3526 -1

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Southgate	Murray		Website	7/04/19 11:11 AM AT	I would prefer the future I-11 use the route from Casa Grande up I-8 to Gila bend then up 85 to Buckeye as this will be the most cost effective route and will not have the huge effect on the hidden valley homes.	GlobalTopic_4 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2549 -1
Sowle	Brian		Website	6/27/19 4:37 PM AT	I am a docent at the Arizona-Sonora Desert Museum and am very opposed to the Nogales route through the Avra Valley. It will irreversibly destroy a unique part of the Sonoran Desert, encourage urban sprawl, and bypass a very adequate freeway system through downtown Tucson. It will hurt both tourism and local transport companies. Future demand? There could be robotic trucks. Let them drive at midnight when I-10 through downtown Tucson has plenty of space. Don't build this southern section of the road.	GlobalTopic_4 and GlobalTopic_1, LU-3		I- 2111 -1
Spain	Steven		Website	7/03/19 10:45 PM AT	The proposed alternative alignment for I-11 through Avra Valley is among the most odious, beetle-headed, vile plans I've heard from any level of government. Shame on the purveyors of malfeasance who continue to promote that terrible alignment. Overlay onto I-19 and I-10 where the population of the area could benefit from the roadways--and, for the first time ever, expand the roadway and the rights of way sufficiently to accommodate future volume while expediting the construction; you know, run the project like a sane person outside of government would. Of course, no sane person outside of government would have suggested butchering Avra Valley for I-11. Enough of this folly. You've seen the vast preponderance of public comments against that alignment already and the infinitesimal and insignificant number of comments in support; if you expect anything different this round, you're fooling yourself. The taxpayers and voters of Arizona _do_not_want_I-11_running_through_Avra_Valley_ and no other issue seems to unify the political right and the political left like this issue has. Overlay onto I-19 and I-10. Do not route west of Tucson. Period.	GlobalTopic_1		I- 2530 -1
Sparkman	Gayle		Website	5/26/19 12:58 PM AT	Please do not approve or allocate funds for Interstate 11 a proposed transportation route in Arizona. It seems ludicrous to begin this project to create a new highway thru protected lands, "Avra Valley at the doorstep of Saguaro National Park, the Arizona-Sonora Desert Museum, and Ironwood Forest National Monument", as well as force homeowners to relocate. Within the ADOT study, the summary states that the I-11 corridor will follow State Route 189 and Interstate 19 from Nogales to Tucson, Interstate 10 from Tucson to Phoenix, and US 93 from Wickenburg to the Nevada state line. My opposition to this project is twofold. First, it is a humongous waste of Tax dollars to create a new interstate highway when you can repair the current infrastructure to accommodate all identified needs for this project. And secondly, the impact of this monstrosity on Arizona's already precarious health of local flora and fauna not to mention there already limited clean fresh Water resources. We as a nation have quite a lot of tax dollars earmarked to save and preserve various Cacti. Note according to USGS Arizona is the home to at least 10 cacti that are listed as endangered, threatened, or under conservation agreement. I hope I have made my opinion on this clear do not move forward with the Interstate 11 Project.	GlobalTopic_4 and BR-4 and AC-6		I- 1087 -1
Sparkman	Gayle		Website	6/05/19 4:25 PM AT	Greetings, I cannot believe you are considering such a horribly designed plan. I whole-heartily oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. I found this quote on a webpage describing the outcome of the Study. "This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway." It seems ridiculous that this plan made it thru a committee.	GlobalTopic_4 and GlobalTopic_1		I- 1268 -1
Sparks	Kaitlyn		Email	5/08/19 1:00 AM AT	Hi, I work for the Pima County Public Library in Marana, so I have individuals from Picture Rocks interested in reading the drafts of Tier 1 EIS. I left a message for you today by phone because my library did not receive a copy and we would like one. When I looked further into it, several of our locations should have copies available for viewing according to your website (screen shot below); however, it appears that we did not receive copies at any of our library locations. Would it be possible to have them sent to us? Here is the best address and contact person: Joel D. Valdez Main Library ATTN: Diane Ward 101 N Stone AVE Tucson AZ 85701 Diane Ward: XXXXX@pima.gov Thank you in advance for your assistance. Best wishes, Kaitlyn [cid:image001.png@01D505A9.C4BD7460] Kaitlyn Sparks Librarian II She, Her, Hers. Wheeler Taft Abbott Sr. Library 7800 W Schisler Dr Tucson, AZ 85743 520-594-5204 kaitlyn.sparks@pima.gov https://nam05.safelinks.protection.outlook.com/?url=www.library.pima.gov&data=02%7C01%7C1-11ADOTStudy%40hdrinc.com%7Cd83333cb15874842d86d08d6d3fbd5b%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636929476011640458&sdata=t0nk4lw23uSJFoMSCibE7w%2F%2BAxKqZiUcTnq66yVs4%3D&reserved=0	CO-1	No Attachment Submitted	I- 985 -1
Sparks	Kaitlyn		Phone	5/08/19 1:00 AM AT	Hi, this is Kaitlyn Sparks at Abbott Library in Marana, Arizona. I'm calling because we have a lot of patrons that would really like us to print out a draft of your Volume 1 and Volume 2 of your Environmental Impact Statement and I was wondering if it'd be possible to get copies at a few library locations in areas where people will be impacted such as Green Valley, here at the Abbott Library in Marana, and if that would be possible. If you could give me a call at 520-594-5204. Again, this is Kaitlyn and my number is XXX-XXX-XXXX and I'm calling to see if I could get copies of your plan. I'm trying to find on your website where you have them available to view because the libraries don't have them and I'm not able to find where I can tell patrons to view them. Anyway, thank you so much for your time. Bye bye.	Kaitlyn Sparks was contacted and information regarding access to the document was provided.		I- 994 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Spear	James		Oral	4/30/19 1:00 AM AT	<p>MS. DARR: You happen to be the first in line. So if you would like to stand here and address the panel, the court reporter will take your comment down.</p> <p>JAMES SPEAR: Interesting that the Town of Wickenburg isn't here to hear this. Appreciate your time. Unfortunately, I live in Vista Royale. And one of the proposed routes, the orange route, cuts through a million-dollar property in the corner of the neighborhood. I guess that's gonna be taken through eminent domain. I don't know. That's going to destroy some real estate property in the area.</p> <p>I'm surprised Yavapai County is on board with that. I'm surprised Wickenburg is on board with that also because they plan on having us incorporated after this goes through because they want to have, as I understand it, and have been told, they want to have a truck stop out there as well where this interchange happens to be, at 93. Well, that's only gonna depreciate our values even more, to have one of those in our backyard.</p> <p>So the further away from Vista Royale that that interchange can be, the better will be for the home values in that neighborhood. Those people bought in that neighborhood, I bought in that neighborhood, so that I could live next to the open land. I understand it's state trust land, but it's been unbuilt for the nine years that I've lived there. Now this is coming through.</p> <p>When I came through two years ago to do the comments, I asked that the interchange be at the intersection of 71 and 93. That's been ignored. That proposed route, that possible route, is no longer even on maps. Very disappointing. Very disappointing that we're gonna lose home values because you're putting an interstate a hundred yards away from our back doors. That's going to kill us. I give you back 35 seconds.</p>	GlobalTopic_4 and GlobalTopic_5		I- 1013 -1
Spears	MB		Website	6/19/19 9:32 PM AT	<p>We recently moved from the city to the west side especially to get away from the city life and car traffic. Moving to the west mountains and areas was the best decision we make due to the natural beauty and wild life of Tucson. I'm against the project because this will not only affect our beautiful desert and wildlife but the economy of Tucson businesses along I-10. I see this Project as something unnecessary now that Tucson is going back in track. The idea of working near I-10 is way better Than trying to affect our desert, mountains, wildlife and the quietness of those like us who prefer doing business in the city but live away. Thanks</p>	GlobalTopic_1, E-1		I- 1814 -1
Spencer	Caroline		Phone	7/08/19 1:00 AM AT	<p>July 8, 2019, 4:45 p.m. Caroline Spencer 828 of 53 area code XXX-XXX-XXXX, XXXXXXXXXXX 85743. I vote a complete and total no on I-11, any and all options. It will destroy the wildlife out here. That is no on any and all I-11 options. Thank you.</p>	GlobalTopic_1		I- 3453 -1
Spillane	Seamus		Website	6/19/19 8:39 AM AT	<p>I don't think it is the best idea, both for economical and wildlife reasons. NONE of the people presenting the project are from Tucson. They intend to build a highway through a state park that they have never even been to. Saguaro West is a national park and to have a freeway cut it in half is terrible.</p>	GlobalTopic_1 and R-2		I- 1756 -1
Spiteri	David		Email	7/03/19 1:00 AM AT	<p>Hello:</p> <p>I see that the newest proposed route for the I-11 has been changed to meet Hwy 93 at the 186 marker. This is much better than the previous proposal and will not have a negative effect on the Vista Royal community nor the Town of Wickenburg. Private land will not be compromised since there are many miles of state land available to the west of the community.</p> <p>This is a great alternative.</p> <p>Thank you.</p> <p>davidspiteri</p> <p>Arguing with a fool only proves that there are two.</p>	GlobalTopic_5		I- 3373 -1
Spooner Jr	Joseph		Website	5/17/19 2:51 AM AT	<p>I would like to be a voice in support of i11, I think this proposed interstate would be a great idea. It will reduce strain on i10 and provide a newer more modern route to Wickenburg instead of the poorly maintained us 93. With higher speed limits and more lanes trips to and from Wickenburg from Tucson will be faster and safer. This will also boost commerce and potentially reduce prices to retailers since there will be less overhead for trucking etc. this will also create jobs for the construction and maintenance of the new freeway. Also i11 already exists in bolder city Nevada. The interstate is already built and Arizona is behind the times, thank you for allowing to submit my comment online.</p>	GlobalTopic_4		I- 938 -1
Spotts	Richard		Website	6/09/19 3:59 PM AT	<p>Please only pursue an alignment alternative that uses or closely parallels existing freeways and highways.</p>	GlobalTopic_4		I- 1308 -1
Spotts	Richard		Website	6/09/19 3:59 PM AT	<p>I vigorously oppose alternatives that would destroy and fragment existing wildlife habitats or which would disrupt essential wildlife movements. There has already been too much habitat destruction and fragmentation in this region. Thank you very much for your consideration.</p>	GlobalTopic_4 and BR-2		I- 1308 -2
Spotts	Richard		Email	6/12/19 1:00 AM AT	<p>June 12, 2019</p> <p>Interstate -11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F Phoenix, AZ 85007 (Sent via email to: I-11ADOTStudy@hdrinc.com)</p> <p>RE: *My comments on the Interstate -11 Tier 1 Draft Environmental Impact Statement (DEIS) in opposition to the Recommended Alternative route.*</p> <p>Dear Interstate -11 Tier 1 EIS Study Team:</p> <p>Please accept, carefully review, and include in the appropriate project file/administrative record my following comments on the above-referenced DEIS.</p> <p>At the outset,* I strongly oppose the Recommended Alternative route in the DEIS*. This route poses significant adverse environmental, social, and economic impacts that would greatly exceed those of other feasible alternatives.</p> <p>As you know, this Recommended Alternative route would be located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. This is a largely natural landscape bordered by magnificent and protected public lands and iconic tourist attractions. These public lands and tourist attractions would be permanently harmed by the proposed freeway and associated developments. There is no mitigation that could realistically offset these significant adverse impacts.</p> <p>Although I am not an Arizona resident, I am a frequent visitor who has greatly enjoyed hiking in many of the previously-referenced protected public lands that are threatened by the Recommended Alternative route. I am also a federal taxpayer and user of the Interstate highway system, and, as an American, I am one of the owners of all federal lands, including those at grave risk by the Recommended Alternative route.</p> <p>For these and other reasons,* please oppose and abandon the Recommended Alternative route and instead focus on co-locating I-11 with I-19 and I-10 through Tucson*.</p>	R-1 and GlobalTopic_1		I- 2430 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Spotts	Richard		Email	6/12/19 1:00 AM AT	Please add me to the notification list and inform me when the FEIS and any other related information becomes available for public review. Thank you very much for your consideration. Sincerely, Richard Spotts XXXXXXXXXXXXXXXXXX Saint George UT 84790 XXXXX@gmail.com cc: Interested parties			I- 2430 -1
Spotts	Richard		Email	6/12/19 1:00 AM AT	In addition, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It would be impossible to adequately offset or mitigate the harmful impacts from a federal freeway on the lands intended to mitigate for another harmful federal project, the Central Arizona Project canal. Similarly, the lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan	GlobalTopic_1, BR-1 and BR-9		I- 2430 -2
Spotts	Richard		Email	6/12/19 1:00 AM AT	The relatively new scientific disciplines of landscape ecology and conservation biology demonstrate the crucial importance of landscape connectivity for maintaining native wildlife and plant species, including those listed as endangered or threatened. Unfortunately, in addition to substantial direct habitat destruction, the Recommended Alternative route would sever critical wildlife corridors and increase habitat fragmentation. This fragmentation would stop the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	BR-1 and BR-2		I- 2430 -3
Spotts	Richard		Email	6/12/19 1:00 AM AT	From an economic perspective, the Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. If the Recommended Alternative route were constructed, downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would experience decreasing tourism, reduced revenue, and other negative economic impacts. From a social and public health perspective, the Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Indeed, the urban sprawl alone would create demand for additional new highways and development that would further destroy and fragment additional wildlife habitats.	AC-5 and GlobalTopic_1 and E-1 and E-2, LU-3		I- 2430 -4
Spotts	Richard		Email	6/12/19 1:00 AM AT	With respect to Saguaro National Park West, the Recommended Alternative route would come within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route would come within 400 feet of the monument boundaries in multiple locations. The route would threaten the Tucson Mountain Park along with open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation would be jeopardized through substantial indirect and cumulative adverse impacts.	GlobalTopic_1, GlobalTopic_13, BR-9 and R-2		I- 2430 -5
Spotts	Richard		Email	6/12/19 1:00 AM AT	The Recommended Alternative route would block important wildlife movement corridors between and among the Tucson Mountains, Ironwood Forest National Monument, and the Waterman Mountains. It would directly cross through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.	BR-2 and R-2		I- 2430 -6
Spraker			Email	6/03/19 1:00 AM AT	To whom it may concern: As residents of the Black Mountain subdivision we strongly urge ADOT to consider the proposed VR green alternative. Thanking you in advance. The Spraker family	GlobalTopic_5		I- 1667 -1
Sprenger	Greg		Website	7/08/19 7:41 AM AT	To Whom This May Concern, I am opposed to the development of I-11 in the proposed area. In order for me to consider it further, I would like to know what the impact to real estate values is expected to be to homes that will be within a mile of the interstate. Without such an assessment being made available to the public, I am opposed to any such interstate near my home. After more than a decade, my home still will not sell for the price it sold for in 2006, despite the fact that I have invested over \$100K in improvement projects. These projects were intended to be good for resale and the community. While I have invested in the community, the county has refused to simply maintain the county road. What keeps me out here amidst some of the frustrating realities I've described is the peace and quiet. It is what drew my family and I out here. We love the natural surroundings and the wildlife. It is impossible to think that the interstate will improve either. So without understanding the impact to home values, and given the lack of interest over the years by local government to invest in the roads, and the negative impact to the wildlife, I am opposed to interstate-11 until further information is made available. Thanks, Greg Sprenger	LU-1 and AC-7		I- 2904 -1
Spreter	Steve		Email	6/27/19 1:00 AM AT	Dear Sirs, I want to urge you to abandon the current plans for I-11. The route proposed on the west side of the Tucson Mountains is a terrible idea due to the environmental destruction it would cause in that largely undeveloped part of Pima County. It will severely impact the Tucson Mountain Park, Saguaro West National Park, Ironwood National Monument and the Desert Museum. Rather than building I-11 we should upgrade the existing rail system and transfer most of the freight to trains. This would greatly reduce the number of trucks on our highways, making our existing highways safer, reducing congestion, pollution, highway maintenance, and untold additional secondary benefits. Sincerely, Steve Spreter Tucson, Arizona	GlobalTopic_1, R-2, and AC-9; While freight and trucks are a portion of the travel demand, travel demand results from the traffic model used for I-11 are driven by overall population and employment growth.		I- 3323 -1
Springer	Ty		Phone	6/28/19 1:00 AM AT	Yes, I'm calling to leave a message about the I-11 corridor at the west end of Vista Royal where it cuts off of 93 and goes across the back of Vista Royal. My address is XXXXXXXX which puts me right at the back line of the affected area of Vista Royal where it cuts across at the closest point. I am totally opposed to this when there is other option that would satisfy everybody and there wouldn't be any hard feelings about it as far as the residents go here and I had talked to the mayor which I guess I was lead to believe that the council and so in Wickenburg wanted the cut off of 93 across the back of Vista Royal to be close to Wickenburg but in talking with him I find out that it was by, it was down at 60, where it crosses 60 close to Wickenburg is where they intended it and I think there's a misunderstanding between the highway department and the council in Wickenburg as where it would be close to Wickenburg and he said that they wanted it at the other end and they had no, they couldn't even imagine that coming close to here would affect us when they wanted it down by 60 close to Wickenburg. And so with that, somebody needs to get together a meeting of the minds because I think that the transportation department believes that Wickenburg wants it close at this end at 93 but in fact they want it at close to 60, on 60, close to Wickenburg at that end. So with that somebody might have a change of mind about where to put this thing. It can be put out farther west across and it isn't hurting anybody because there's nothing there and it's certainly already affected just the hearsay of the I-11 going close to Vista Royal has already dropped the property values from what I understand from listening to realtors and others. So I hope you keep that in mind too and just think that if it were you that were living here, how would you feel? Especially when it's in your power to put it off to the West where it won't bother anybody, so my name is Ty Springer and I live at 30750 s gold rock circle in Vista Royal on the back west line. Thank you, bye.	GlobalTopic_4 and GlobalTopic_5		I- 3343 -1
Stafford	Margaret		Website	6/20/19 5:30 PM AT	I like the orange alternative that goes through Tucson because I want money to stay in Tucson and I don't want my home in a Three Points affected	GlobalTopic_1, E-1		I- 1861 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stage	Lisa		Website	7/08/19 5:48 PM AT	The Recommended Alternative route for I-11 west of the Tucson Mountains would be disastrous for the wild and rural nature of the area. One of the greatest attractions of Tucson is going over Gates Pass and seeing wild saguaro forest as far as the eye can see. Saguaro National Park West and the Arizona-Sonora Desert Museum are among the top attractions in the area. Please do not bring noise, light, and air pollution, and habitat-dividing traffic west of the Tucson Mountains. Keep impacts to the already urbanized corridors.	GlobalTopic_1		I- 3102 -1
Stage	Lisa		Website	7/08/19 5:48 PM AT	More than just a tourist (and local) destination, these wild and rural lands provide critical habitat for wildlife already stressed by urbanization throughout the rest of eastern Pima County. And they contribute to the dark skies necessary for astronomical observation from Kitt Peak.	GlobalTopic_1, LU-3, BR-1, V-1		I- 3102 -2
Stahl	Victoria		Website	5/20/19 9:57 AM AT	We don't need it we don't want it. Just say no. <ul style="list-style-type: none"> The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. <p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be heeded. Thank you.</p>	GlobalTopic_1		I- 1042 -1
Staley	Terry		Phone	6/22/19 1:00 AM AT	Hi, this is Terry Staley, I live in Vista Royal northwest of Wickenburg and I want to say I don't not like the current preferred alignment of I-11 which would bring it right in to the Vista Royal residential area. There is no reason for that. It should be moved far to the west, away from the residential area of Vista Royal and the town has now passed resolution number 2229, I support that and would recommend alignment, again, several miles to the west of Vista Royal. That would eliminate the noise and visual pollution that this would bring and decrease the property values. Thank you very much. Good bye.	GlobalTopic_4 and GlobalTopic_5		I- 3282 -1
Staley	Terry		Website	5/03/19 5:57 PM AT	We have reviewed the Draft Tier I Interstate 11 Environmental Impact Statement and have the following comments. These comments pertain to the northern end of the corridor study area (west of Wickenburg), specifically the "Recommended Alternative" corridor. <p>The Recommended Alternative (blue) corridor is generally acceptable except in the area from the Maricopa-Yavapai County Line up to Highway 93. In this area the corridor is shown as veering to the northeast toward the Vista Royale / Nine Iron / Matthie Airpark residential areas (for simplicity called here the "Vista Royale" area). There is no obvious reason why this should occur, and in fact several valid reasons why it should not. Instead the corridor should run straight north from the county line location shown, or even northwest from that point and away from these residential areas. The reasons are:</p> <ol style="list-style-type: none"> Residential Impacts Bringing the I-11 corridor through the area shown will result in unacceptable visual and noise impacts to this residential area, which already incurs the impacts from the heavy (and steadily increasing) traffic volume on Highway 93. This residential area has existed since at least 2002 and likely earlier, and is comprised of approximately 200 home sites / ranches and the airpark. It is a discrete area bounded on the south, west, and north sides by State Trust lands. As such, these impacts can easily be mitigated by simply shifting the I-11 corridor to the west of this area – this will not create any different or additional residential impacts as this is all undeveloped open desert terrain. Accordingly, there should be no added difficulties or costs resulting from rights-of-way, land costs, infrastructure interferences, etc. Black Hill Tank The blue Recommended Alternative corridor shown runs directly across the Black Hill Tank. This tank is a pond (approximately 3 acres in size) which appears to retain water for most of the year. As the Sols Wash (our closest "waterbody") is generally dry, this tank is a vital resource for wildlife in this area, such as our coyotes, bobcats, javelinas, rabbits, and birds. Destroying this tank for no reason when the corridor can easily be routed around it makes no sense. With minor re-alignment, the route could be situated to pass between the existing Tanks in this area (Black Hill, Mexican Joe, Knight, and Pitts Tanks), preserving their use for grazing stock and wildlife. Terrain A shift of the corridor to the west may well present better terrain for the highway construction. This would avoid the Black Hill rise, the Black Hill Tank pond (mentioned above), and follow the gentle natural slope of the Sols Wash drainage basin to the northwest to Highway 93. This area also allows ample room to construct the necessary gradients and radiuses for the I-11 / Hwy 93 interchange structures. Wickenburg Access It appears that the Recommended Alignment for the intersection with Highway 93 may have been shifted to the east to accommodate the Town of Wickenburg's expressed desire for a closer alignment of the interstate to the town. If so, this alignment has missed the mark as the only nearby Wickenburg residents on Highway 93 are those east of the Vista Royale area in the Wickenburg Ranch development. Instead, closer alignment with Wickenburg proper would be better accomplished by routing the corridor further east at the Highway 60 crossing as the Town requested - specifically "...a close alignment of Corridor V east of Black Mountain north to US 93..." [See letter dated March 28, 2018 discussing Resolution No. 2112.] As currently shown the recommended corridor at the Highway 60 intersection is 4 miles west of the municipal airport / industrial park and about 8 miles west of downtown Wickenburg. A crossing east of Black Mountain per the Town's request would bring the interstate traffic much closer to the majority of residents of Wickenburg. 	GobalTopic_4 and GlobalTopic_5	Staley_T_I502	I- 502 -1
Staley	Terry		Website	5/03/19 5:57 PM AT	Please consider these comments as you continue to refine the I-11 corridor. Also, do not lose sight of the fact that Highway 93 will still need improvements (such as 4 lanes divided, frontage roads, traffic circles, etc.) to accommodate the continued volume of traffic up to the new interstate interchange, even after I-11 diverts some of this volume from Highway 93. <p>Terry & Karen Staley XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXXXX@outlook.com</p>			I- 502 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stalter	Evelyn		Website	6/22/19 11:40 AM AT	I think that this project will harm the environment by causing fragmentation of the corridors needed by wildlife to survive in a desert landscape.	BR-2		I- 1950 -1
Stanfield	Lee		Website	5/16/19 10:53 PM AT	The best alternative is one you don't mention. Make I-11 a double-decker with the existing I-10, so you disrupt the least possible amount of the natural desert and its wildlife... esp. important in the Marana and Picture Rocks areas.	GlobalTopic_1 and BR-1		I- 937 -1
Stanford	Terry		Email	5/13/19 1:00 AM AT	ADOT— Add my name to the list of citizens opposed to the destructive and unnecessary I-11. Focus instead on alternatives for the PHX-Tucson commute. Thank you, TerryStanford Rio Rico, AZ Sent from my iPhone	GlobalTopic_4		I- 964 -1
Stanley	Greg		Oral	5/01/19 1:00 AM AT	GREG STANLEY: I'm Greg Stanley, resident of Pinal County and the City of Casa Grande, and I am in favor of the proposed alignment with the exception of one area in Pinal County. And that would be as you come along that Green Alignment and you get into the city of Casa Grande to divert it down to the Purple Alignment until it gets to Interstate 8, and then go along 8 until it gets back and can go back on Green Alignment. That would be supportive of the economic development in this region and would be much – it would provide much more access to the residents of the city and the county. And the reason I'm asking for the Purple Alignment rather than the Green is because the Green crosses an industrial development area that's already been sighted in Casa Grande. The other thing I'd mention is the Pinal County voters voted for a regional transportation authority, and that regional transportation authority has in its plans to purchase right-of-way if this alignment goes through Pinal County.	AC-1		I- 1030 -1
Stark	Brian		Email	7/09/19 1:00 AM AT	Hello ADOT, I am a Tucson educator and trail runner and live on the west side. I often seek out trails and solitude in Tucson's west side west of the Tucson Mountains. It is one of the few remaining areas away from the sight and sound of interstates. I strongly oppose construction of a highway corridor in this area and encourage continued development of the I-10 corridor instead. Sincerely, Brian Stark XXXXXXXXXXXX Tucson, AZ 85745	GlobalTopic_1		I- 3477 -1
Starr	Penelope		Website	7/08/19 3:10 PM AT	If, indeed, it is necessary to increase roadways to Mexico, please consider alternatives to the proposed route through Arva Valley. We already have a corridor in I-10. Expand on that and leave the pristine desert alone. Natural desert life and healthy waterways are our state's most important assets and should be preserved at all costs.	GlobalTopic_4 and GlobalTopic_1		I- 3018 -1
Staub	Frank		Website	7/06/19 7:19 PM AT	To those who will make the final decision on whether or not to build I-11 through the Avra Valley, consider your legacy. The conservation of existing natural areas and viewsheds has gained more and more importance as society remembers with increasing sadness what we've lost, and puts greater value on what remains. If an interstate is built through Avra Valley here's what you'll be remembered for: displacing families some of whom have owned their land for many generations; destroying acres of pristine desert and making it even more difficult for wild creatures to find safe passage; bringing the noise and pollution that comes from thousands of vehicles barreling down the highway to what had been a very quiet part of the county with relatively clean air; and forever changing the character of a peaceful rural environment surrounded by wild nature. Is that what you want to be remembered for? You do have a choice. A choice that many say is less expensive. A choice preferred by the vast majority of those who live in the areas of concern. A choice that most land managers and biologists say is the correct one. It's up to you.	GlobalTopic_1		I- 2681 -1
Staub	Frank		Website	7/06/19 7:43 PM AT	I've visited every state in the country. And I've lived in half a dozen. There is no place I like better than Tucson and the surrounding area. So I bought land in Picture Rocks and built a house. From there it's a short drive to the developed areas in and around Tucson where I can enjoy all the benefits of an urban environment. But I get to live in a beautiful rural area with big clean skies and broad expanses of uninterrupted desert. My example points to one of the things that makes Tucson such a special place. From the center or town you can travel a very short distance in any direction – north, south, east, or west – and be in a rural environment. If you build an interstate through Picture Rocks and the Avra Valley that possibility to the west could be gone forever. Please don't take that from us. . . PLEASE.	LU-3 and GlobalTopic_1		I- 2684 -1
Staub	Frank		Website	7/06/19 9:54 PM AT	Have you ever built a house? It can be difficult. But, if you build it the way you want it, and love being there more than any place else on earth, the thought of it's destruction can be too much to bear. So please understand what my friends Helen and Eric Mellen are going through now. They did most of the labor to construct their dream home by themselves during the 1990's as funds became available. Now an interstate highway may replace it, or at least cut through the peaceful desert and designated wildlife corridor next to their porch. The proposed route for I-11 west of Tucson is wrong. It's wrong for the land. It's wrong for the native wildlife. And it's wrong for the people who live there.	LU-1 and GlobalTopic_1	Staub_F_I2691	I- 2691 -1
Staub	Frank		Website	7/06/19 11:01 PM AT	Every Sunday four generations of the McGuinness clan share food and learn what's new in each others lives on land that's been the family focal point for over 40 years. Some live here in three lovely homes representing countless hours of time and energy. Now their precious acres are in danger of being paved over by a four lane highway. Building Interstate 11 across the beautiful desert west of the Tucson mountains, and displacing scores of families from their cherished homes could not be more wrong.	LU-1 and GlobalTopic_1	Staub_F_I2696	I- 2696 -1
Staub	Frank		Website	7/06/19 11:14 PM AT	This patch of desert near the intersection of Sandario and Sinagua Roads west of the Tucson Mountains is so pristine that it's been designated an official wildlife corridor. Now imagine an interstate highway cutting through each of these scenes. Do you really want that to happen despite the opposition of almost all the people who live in the area, every member of the Tucson City Council, at least 2 Pima County Supervisors, scientists, and many other citizens and organizations?	BR-2 and GlobalTopic_1	Staub_F_I2698	I- 2698 -1
Staub	Frank		Website	7/07/19 8:36 AM AT	I agree with the following in their "strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS ("DEIS")" for the reasons they submitted to you: Carolyn Campbell Executive Director, Coalition for Sonoran Desert Protection; Jodi Netzer, Director Tucson Entrepreneurs; Robin Clark for Avra Valley Coalition; Tom Hannagan, President Friends of Ironwood Forest; Louise Misztal, Executive Director Sky Island Alliance; Barbara Rose, Project Coordinator Safford Peak Watershed Education Team; Diana Hadley, Co-President Northern Jaguar Project; Demion Clinco, President Tucson Historic Preservation Foundation; Sandy Bahr, Chapter Director Sierra Club - Grand Canyon Chapter; Meg Weesner, Chair Sierra Club - Rincon Group; Emily Yetman, Executive Director Living Streets Alliance; Kevin Gaither-Banchoff, Development Director WildEarth Guardians; Peter Chesson, President Tucson Mountains Association; Gayle Hartmann, President Save the Scenic Santa Ritas 20; Robert Villa, President Tucson Herpetological Society; Randy Serraglio, Southwest Conservation Advocate Center for Biological Diversity; Terry Majewski, Chair Tucson-Pima Historical Commission; Ivy Schwartz, President Community Water Coalition of Southern Arizona; Jonathan Lutz, Executive Director Tucson Audubon Society; Nancy Williams, President People for Land and Neighborhoods; Fred Stula, Executive Director Friends of Saguaro National Park; Pearl Mast and Anna Lands, Co-Chairs Conservation Committee Cascabel Conservation Association; Myles Traphagen, Borderlands Project Coordinator Wildlands Network; Gary Kordosky, President Gates Pass Area Neighborhood Association; Della Grove, President Citizens for Picture Rocks; Jessica Moreno, President Arizona Chapter of The Wildlife Society; Mike Quigley, Arizona State Director The Wilderness Society; Robert Peters, Southwest Representative Defenders of Wildlife	CO-3		I- 2717 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Staub	Frank		Website	7/08/19 10:14 PM AT	<p>This is one of Earth's profound places. It's special not only because of the centuries-old petroglyphs carved by people known only from legend and the durable things they left behind, things we generally see in museums. But also because this place is far better than a museum. Here the artifacts stand where they were created, immovable records on the dark-stained rock. And they remain surrounded by views virtually identical to those that inspired the ancient carvers. Now imagine a noisy interstate highway bisecting the swath of green to the east and visible from this hill. That would be I-II. Please don't let that happen.</p> <p>[Photos attached]</p>	The Draft Tier 1 EIS discussed potential impacts of the Build Corridor Alternatives on all types of cultural resources, including archaeological sites, some of which have petroglyphs, and acknowledged that all the alternatives would adversely affect some cultural resources, including many that remain to be discovered and documented. See Section 3.7.4, which used available information to compare the potential level of impacts of the alternatives. The Cocoraque Butte Archaeological District, one of the largest concentrations of petroglyphs in the Avra Valley, is approximately 7 miles from the closest Build Corridor Alternative. For each Tier 2 project, detailed studies would be done to inventory and evaluate cultural resources, assess impacts, and implement mitigation measures for any unavoidable adverse effects in accordance with the Programmatic Agreement executed by FHWA and ADOT and located in the Final Tier 1 EIS Appendix E7.	Staub_F_I3187	I- 3187 -1
Staubb	Frank		Oral	5/11/19 1:00 AM AT	<p>MR. FRANK STAUBB: My name is Frank Staubb, and I live in Avra Valley. I've visited every state. I've lived in many places. There's no place I like better than Tucson and the surrounding area. And one of the things that makes Tucson so special is that you can travel a very short distance in any direction -- north, south, east or west -- and very quickly be in a rural environment.</p> <p>If you build an interstate through Avra Valley, that opportunity to the west will be gone forever. Please don't take that away from us. Please.</p>	GlobalTopic_1		I- 1450 -1
Staudt	Thomas		Website	6/07/19 2:42 PM AT	<p>I'm opposed to the proposed I 11 route through Avra Valley. For starters it's just another example of our urban sprawl nightmare. Once a road like that goes in expanded development follows and a concise sence of Tucson desolves. Additionally that expanded development ultimately creates obstacles for the wildlife in the area. While wildlife corridors are proposed in the I 11 plan they are clearly not enough to fully mitigate the real movement of the areas wildlife.</p> <p>Saguaro West National Park, the Arizona/Sonoran Desert Museum, Kitt Peak Observatory and Ironwood National Monument are key tourist areas for Tucson that will be adversely affected by this highway. These entities bring in millions of dollars to our community. The additional pollution, light, and traffic noise is sure to disrupt the unique experience at these facilities.</p> <p>The cost of the I 11 proposal is another problem. Our existing infrastructure needs a massive overhaul, lets put the money there. The I 10 corridor can be expanded at a much lower cost leaving dollars for other important infrastructure improvements.</p> <p>Personally I make my living conducting surveys for road expansions, housing developments etc, I don't want this job. I support the Coalition for Sonoran Desert Protection.</p>	GlobalTopic_4, AC-7 and GlobalTopic_1		I- 1304 -1
Stauffer	Betty		Email	7/08/19 1:00 AM AT	<p>I am opposed to ruining the Saguaro National Park, Ironwood Forest National Monument, Arizona-Sonora Desert Museum, Kitt Peak National Observatory and nearby desert areas. Unnecessary. Build up the existing I-10.</p> <p>Betty Stauffer Tucson, Arizona, Catalina Foothills</p> <p>Sent from my iPhone</p> <p>Begin forwarded message:</p> <p>From: Judy Moses Date: July 7, 2019 at 12:04:57 PM MST To: I-11ADOTStudy@hdrinc.com Subject: Opposed to I-11</p> <p>I am opposed to ruining the Saguaro National Park, Ironwood Forest National Monument, Arizona-Sonora Desert Museum, Kitt Peak National Observatory and nearby desert areas. Unnecessary. Build up the existing I-10.</p> <p>Judy Moses Tucson, Arizona, Catalina Foothills</p> <p>Sent from my iPhone</p> <p>Sent from Xfinity Connect App</p>	GlobalTopic_1, R-2, and V-1		I- 3419 -1
Steadman	Melanee		Website	7/08/19 2:42 PM AT	<p>Hi, I am a concerned Arizona native and Tucson resident. I want to make it clear that I do NOT support the current plan for Interstate 11. It's disastrous for public lands and the desert ecosystem - the highway noise, traffic and pollution will irreversibly harm the wildlife and wild habitat that this highway will carve through, especially since there are no wildlife corridors are currently being considered. It's also an unnecessary plan - the I-10 serves the same purpose and has the capacity to sustain current and future traffic loads, especially considering all of the time and money spent on expanding that road for the last 10 years. This plan should be dismissed indefinitely - it will destroy the landscape and all of the value the land currently has for locals and tourists alike. Whatever projected economic benefits associated with this highway will be dramatically outweighed by the damage this terrible highway will create. Thank you for seriously considering my comments.</p>	GlobalTopic_4, BR-1, N-1, AQ-1, BR-6, R-2		I- 3012 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Steadman	Melanee		Email	7/08/19 1:00 AM AT	To Whom it Concerns, I am a concerned Arizona native and Tucson resident. I want to make it clear that I do NOT support the current plan for Interstate 11. It's disastrous for public lands and the desert ecosystem - the highway noise, traffic and pollution will irreversibly harm the wildlife and wild habitat that this highway will carve through, especially since there are no wildlife corridors are currently being considered. This plan should be dismissed indefinitely - it will destroy the landscape and all of the value the land currently has for locals and tourists alike. Whatever projected economic benefits associated with this highway will be dramatically outweighed by the damage this terrible highway will create. Thank you for seriously considering my comments. Melanee Steadman Tucson, AZ	GlobalTopic_1		I- 3424 -1
Steadman	Melanee		Email	7/08/19 1:00 AM AT	It's also an unnecessary plan - the I-10 serves the same purpose and has the capacity to sustain current and future traffic loads, especially considering all of the time and money spent on expanding that road for the last 10+ years.	GlobalTopic_4 and PN-3		I- 3424 -3
Steadman	Melanee		Email	7/08/19 1:00 AM AT	To Whom it Concerns, I am a concerned Arizona native and Tucson resident. I want to make it clear that I do NOT support the current plan for Interstate 11. It's disastrous for public lands and the desert ecosystem - the highway noise, traffic and pollution will irreversibly harm the wildlife and wild habitat that this highway will carve through, especially since there are no wildlife corridors are currently being considered. It's also an unnecessary plan - the I-10 serves the same purpose and has the capacity to sustain current and future traffic loads, especially considering all of the time and money spent on expanding that road for the last 10+ years. This plan should be dismissed indefinitely - it will destroy the landscape and all of the value the land currently has for locals and tourists alike. Whatever projected economic benefits associated with this highway will be dramatically outweighed by the damage this terrible highway will create. Thank you for seriously considering my comments. Melanee Steadman Tucson, AZ	GlobalTopic_4, N-2, BR-1, BR-2, and GlobalTopic_1		I- 3424 -4
Steadman	Melanee		Website	5/07/19 7:41 AM AT	Our communities deserve better. Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months! This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 581 -1
Steele	Dorothy		Website	5/07/19 6:01 PM AT	I am opposed to building the proposed freeway I-11. Why do we need another huge highway when we already have I-10? Much better to improve it than build a new one - cheaper, less destructive to the environment in Avra Valley and to Sahuaro National Monument and other pristin areas in the projected path; duplication of an already existing road. I'm sure I-10 could more easily be improved than the effort required to build a new freeway. I-11 is a terrible idea!	GlobalTopic_1 and LU-3		I- 619 -1
Steele	Dorothy		Website	5/12/19 6:35 AM AT	I am a registered voter in Pima County, a resident of Tucson for 68 years. I am totally opposed to the I-11 freeway for all the reasons presented by the opposition - negative impact on wildlife, negative impact on ecology of the Avra Valley, huge cost, and duplication of effort since we already have I-10. I am in favor of improving I-10 to achieve the same result - better connectivity between Mexico and the US - but it's time to stop destroying our planet in the name of economic growth.	GlobalTopic_1 and AC-7		I- 809 -1
Steele	Nathan		Website	6/25/19 9:44 AM AT	I love the idea of having an interstate near Maricopa. I support the recommended alternative. Thanks!	GlobalTopic_4		I- 2036 -1
Steele	Sherry		Website	6/28/19 11:07 AM AT	In a time when we are all concerned about the impact of our climate changing tearing apart more of the delicate desert to move more gas burning trucks and cars doesn't seem like a good solution for our future. Creating better movement plans along already established routes makes more sense and has less impact on our special environment. I am against building I-11	GlobalTopic_4, AC-6		I- 2168 -1
Stefanski	Tom		Website	6/19/19 3:21 PM AT	Use the money to widen existing I-19 & I-10 to Phoenix, and connect the 303 to US 60 on a full time divided freeway from Phoenix to I-40.	GlobalTopic_1		I- 1788 -1
Steger	Curtis		Website	5/03/19 2:12 PM AT	In looking at your proposed map of I-11 as it passes through Hidden Valley SW of Maricopa. I noticed the right of way / corridor passes within 1/2 mile from my house; and in essence adds one more nail to the coffin our our great rural community. I know you city types look down on those of us that do not like the noise, crime and BS that goes along with living in the city. In short, you don't care about what you will do to our environment, property or community. Thank you for being the snobby city types that you are just doing what you wish to the rest of us without any care for its impact.	GlobalTopic_4		I- 483 -1
Steiner	Anna	City of Tucson	Email	6/01/17 4:44 PM AT	Hi, I'm not sure what has happened each time I have made a request, but I can't seem to get on the e-mail notification list for this project, and I need to be kept up-to-date the latest developments. Please forward to whomever has the power to add XXXXX@tuconaz.gov to your lists. Thank you, Anna Anna Steiner Project Manager, City of Tucson Department of Transportation-Planning Direct Line: XXX-XXX-XXXX Office Address: County-City Public Works Building XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX Tucson, AZ 85701 Mailing Address: XXXXXXXXXXXXXXXXXXXX Tucson, AZ 85726-7210	Thank you for your interest in the I-11 Draft Tier 1 Environmental Impact Statement (EIS). Your email address has been added to our distribution list and you will be included in future communications. Again, thank you for your interest.		A- 5 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stensrud	Jefferson		Website	7/04/19 1:41 PM AT	<p>To: The Arizona Department of Transportation (ADOT) 1655 W. Jackson Street, MD 126F Phoenix, AZ 85007 and To: The Federal Highway Administration (FHWA) 1200 New Jersey Ave., SE Washington, DC 20590</p> <p>Dear This Concerns All Of Us,</p> <p>July 4, 2019</p> <p>For some many (far too many) months, the issue of the possible construction of an additional/alternative interstate freeway, identified as the I-11 ("Aye-yi-yi...") corridor has been bandied about and yet you folks still, mistakenly, believe that this potential scar through the landscape is some sort of reasonable idea. It isn't! Native American communities are adamantly opposed to it. Many other populations of people--far beyond the nearby N.I.M.B.Y.s--believe it to be the atrocity it is [too far from any city]. The natural world which doesn't speak in a language you're capable of comprehending would be most detrimentally impacted by this plan, if you only could hear this. The economics of the country and the various states through which this division would be passing cannot bear the extensive costs that would be incurred by trying to construct this monstrous embarrassment-->the nation seemingly can't maintain the current infrastructure across the country, there is no way your institutions can take on this additional expenditure and make it valid. Oh, yes, and don't forget the National Debt now exceeds 22 trillion dollars and is growing by the second!!! Why should the rest of the country have to pay for this? There is no rational way that I-11 can be built!! Drop the idea immediately!</p> <p>My wife, God bless her, doesn't completely share the attachment I do to the natural world which surrounds us. Of course, she has some sincere empathy for it, but she is also a confirmed Catholic and tends to focus more of her attention on the matters of concern to human beings themselves; bless her heart. She still appreciates my devotion to all humane considerations. When I've broached the topic of this, "Aye-yi-yi-yi-yi....." issue, with her, she is quite sympathetic to the fate of the natural world which would be desecrated, but she has also mentioned, "If it would make it easier to drive on the freeway without those big semi-trucks, that would be good." Ridiculous reasoning...</p> <p>Thank you for hearing me out on this issue, please maintain I-10 in a much, much more conscientious manner infrastructurally, and leave the rest of the precious desert alone for posterity. Most sincerely and...</p> <p>Naturally, Jefferson J. Stensrud XXXXXXXXXXXXXXXXXXXXX Pima County, Arizona 85704</p>	LU-3 and BR-1 and AC-7 and GlobalTopic_4		I- 2564 -1
Stensrud	Jefferson		Website	7/04/19 1:41 PM AT	<p>First off, the semi-trucks are not going to go away; they will continue to drive on I-10, I-11, and any other road they can get themselves on to. And then, to be sure, there is the pending concern of self-driving/automated semi-driving semis. Secondly, my dearly beloved wife never drives on the freeway anyhow, so it's not going to affect her anyway! Thirdly, she does believe that the cost doesn't justify the project moving forward, but she won't write a letter to you protesting that, so don't think she's really in favor of I-11, she's NOT!!! Yet, we both have a split mind in regards to our opposition of this regrettable (and easily forgettable) idea you've been trying to foist on the public. Cease and desist from trying to divide various entities (including my wife and I) with this detestable gambit you're trying to ramrod.</p>	AC-3 and AC-5 and GlobalTopic_4; As detailed in Appendix E2 - Travel Forecasting Methods and Analysis Report, freight information was gleaned from the following reference: ADOT. 2017. Arizona State Freight Plan. Prepared by CPCS Transcom Inc. for the Arizona Department of Transportation. November 2017.		I- 2564 -2
Stensrud	Jefferson		Website	4/24/19 9:53 AM AT	<p>"I-11", is it merely a coincidence that it rhymes with "9/11"? What a disaster, travesty, and phenomenal sadness! This time brought to you by The Terrorist\$ of Profit!!!!!!!!!!!!!!!!!!!! Not good!!!!</p> <p>I realize that this entire ram-rod project will provide another faster route for vehicles to travel upon. Is it really essential? NO!!!! If it is built I do understand that "if you build it, they will come." But come as in DUMB. A really troublesome (DUMB) development that will have a very negative consequence on all aspects of the environment that will be irreversible!</p> <p>Please dismiss this entire I-11 project!!! Thank you.</p> <p>Jefferson Stensrud</p>	GlobalTopic_4 and LU-3		I- 275 -1
Stensrud	Jefferson		Mail	7/05/19 1:00 AM AT	<p>For some many far too many months the issue of the possible construction of an additional alternative Interstate freeway identified as the Interstate 11 Corridor has been bandied about you folks still, mistakenly, believe that this potential * through the landscape is some sort of reasonable idea. It isn't! Native American communities are adamantly opposed to it. Many other populations of people far beyond the nearby nimbys believe it to be the atrocity it is. The natural world which doesn't speak in the language you're capable of comprehending would be most detrimentally impacted by this plan, if you could only hear this. The economics of the country and the various States throughout which this division would be passing cannot bear the extensive cost that would be incurred by trying to construct this monstrous embarrassment. The nation seemingly can't maintain the current infrastructure across the country, there is no way your institutions can take on this additional expenditure and make it valid. Oh yes and don't forget the national debt now exceeds 22 trillion dollars and is growing by the second! Why should the rest of the country have to pay for this? There is no rational way that Interstate 11 can be built! Drop the idea immediately!</p> <p>My wife, God bless her, doesn't completely share the attachment I do to the Natural World which surrounds us. Of course, she has some sympathy or empathy for it, but she is also a confirmed Catholic and tends to focus more attention on the matters of concern to human beings themselves; bless her heart. she still appreciates my devotion to all Humane considerations. When I approach the topic of this I 11 issue with her she is quite some state of the natural world which would be desecrated but she has also mention, if it would make it easier to drive on the freeway without those big semi trucks that would be good. Ridiculous reasoning...</p> <p>Thank you for hearing me out on this issue, Please maintain Interstate 11 and I'm much much more conscientious manner infrastructure leaf, and leave the rest of the precious desert alone for posterity.</p>	GlobalTopic_4, BR-1, AC-7	Stensrud_J_13512	I- 3512 -1
Stensrud	Jefferson		Mail	7/05/19 1:00 AM AT	<p>first off the semi trucks are not going to go away they will continue to drive on Interstate 10 and Interstate 11 and any other road that they can get themselves onto. And then, to be sure, there is a pending concern of self-driving automated self-driving Sammy's. Secondly, my dearly beloved wife never drives on the freeway anyhow, so it's not going to affect her anyway! She does believe that the cost doesn't justify the project moving forward, but she won't write a letter to you protesting that, so don't think she's really in favor of Interstate 11 shes not! Yes, we both have a split line in regards to your opposition of this regrettable and easily forgettable idea you've been trying to force on the public. Cease and desist from trying to divide various entities including my wife and I with this detestable Gambit you're trying to ramrod.</p>	GlobalTopic_4, AC-3, PN-3		I- 3512 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stephens	Kim		Website	6/19/19 6:09 AM AT	This plan is not needed. As you approach and depart Tucson, cars and trucks flow freely at high speeds. Going south on I19 S of Tucson the traffic is sparse and flies by up to 80 MPH. Trucks are not prohibited from fast speeds. Development has sprouted up along I19 with homes, restaurants, truck stops, gas stations, hotels, shopping. All with current traffic patterns taken into consideration. This diversion will destroy all of the research and planning that those who thoughtfully planned those projects put into them....a lot of money too!. People depend financially on this traffic flow for business. Secondly, if another freeway goes in as this one is planned, soon it too will invite all of the same development we see now sprouting up south of Tucson on I19 and every other freeway in America thats built. So...just when is that projection of running out of water supposed to happen? The rivers and streams are dru, we are raping the aquifers already. The temps are rising! What the heck are you guys thinking? Ruin pristine countryside, deplete low water tables even more, tear up virgin land, agrivate millions of people, disrupt an undisturbed region...all so thr trucks and traffic can go faster and arrive sooner? Man, they speed along over 60mph, 70mph...how fast do you want those huge trucks drive? Its dangerous! Its really an unneeded hiway, Ladies and Gentlemen. Its a mechanism to throw money away and destroy our natural irreplaceable desert. Please! This is waste of money and time. Thank you. I'm just a person with a lot of common sense...no one important. But there are thousands of people like me who are not taking the time to write. Please take my comments to heart. Thank you for your consideration, Kim Stephens	GlobalTopic_1 and LU-3 and AQ-2		I- 1748 -1
Stern	Jennifer		Website	6/16/19 3:39 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1594 -1
Stewart	Alison		Website	7/07/19 2:00 PM AT	I support this orange route as I own this property and another that will be affected by the main proposed route. I don't think it's fair to have to reestablish our lives if the route can take a less populated location. Thanks	GlobalTopic_4		I- 2777 -1
Stewart	Nancy		Website	5/08/19 5:53 PM AT	I feel that the current "recommended Corridor Alternative" from Nogales to Casa Grande is a wasteful use of infrastructure dollars. There is a reasonable existing transportation corridor with I 19 and I 10; both of these routes have only short term, localized congestion issues that have limited impact on long- haul transport in the area. I strongly feel that an I11 route that does not utilize this existing infrastructure is economically and environmentally irresponsible and does not meet the local area need for preservation of rural and natural space. Disruptive transportation infrastructure in the southern portion of the proposed I11 route will increase environmental degradation, dilute monies needed for infrastructure maintaince of I10 and is likely to be a little utilized and wasteful "bypass" concept similar to the currently underutilized I 8 bypass. There is no reasonable rational for adding. An additional costly and unnecessary transportation corridors through prized rural5G9H, farming and recreation areas in the Nogales to Casa Grande section of this proposed route.	GlobalTopic_1, GlobalTopic_4		I- 667 -1
Stewart	Nancy		Website	4/16/19 12:23 PM AT	Due to the number of previous alternative routes and the large footprint of the current preferred alternative and considering the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property associated with the planned routes of I 11 in southern Arizona, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 98 -1
Stewart	Scott		Email	5/27/16 5:27 PM AT	Over all the route is as expected and basically the right place to put a 400 foot wide transportation foot print. for road building ease and cost effectiveness I would recommend pushing it further West in the study area between Buckeye and Wickenburg to avoid mountains and eminent domain issues if you get it too close in to the area north of Tonopah to the area of the 93/71 junction.	GlobalTopic_2, GlobalTopic_4		I- 393 -1
Stilley	Mary Jane		Website	6/23/19 7:16 PM AT	NO! This is not needed or good for the environment!	GlobalTopic_4		I- 1991 -1
Stjern	Mike and Christy		Website	7/08/19 6:30 PM AT	We live in Arizona City right where Phillips and Lamb roads cross. We moved to our 3 acre property because of the rural, quiet area. If a freeway is built right next to us, it would impact us greatly by creating a lot of noise, pollution, bad air quality as well as impacting the value of our home. There are other routes in the study that appear would have less impact to our property,the other lots in our HOA and Arizona City as a whole. Please do not build this so close to Arizona City. There are other roads, especially I-8, that could be used to carry traffic through this area without the cost of a completely new freeway. Homes near I-8 are already close to a highway. Let's keep the quiet areas quiet and rural.	GlobalTopic_4, LU-1, LU-3, N-1, AQ-1		I- 3115 -1
stock	carol		Website	4/18/19 8:10 AM AT	The green alternative has less impact on CantaMia residents. I don't like any of them. I built here for the peace, quiet and beauty of the area, not to be near a busy, noisy highway. I feel it will bring down the value of our properties.	GlobalTopic_4 and GlobalTopic_2		I- 148 -1
Stock	Sandra		Website	5/30/19 6:02 PM AT	The proposed I-11 Corridor from Wickenburg to Nogales will fragment habitat, including public lands such as Saguaro National Park, and contribute to more carbon emissions and other pollution. Please pursue the no build alternative and to instead focus on rail between Phoenix and Tucson	BR-1, R-2, AQ-1, GlobalTopic_4 and AC-9		I- 1224 -1
Stock	Sandra		Email	5/30/19 1:00 AM AT	The proposed I-11 Corridor from Wickenburg to Nogales will fragment habitat, including public lands such as Saguaro National Park, and contribute to more carbon emissions and other pollution. Please pursue the no build alternative and to instead focus on rail between Phoenix and Tucson	GlobalTopic_4, GlobalTopic_1, BR-7, AC-9		I- 1641 -1
Stocker	Kathleen		Website	6/27/19 4:19 PM AT	I vote no to the proposed I-11 Highway. Our desert is a fragile place and this freeway will destroy thousand of acres. It's too close to protected land. It destroys homes and neighborhoods. Make amendments to I-19 and I-10 if you must, but absolutely No to I-11.	GlobalTopic_1 and GlobalTopic_4, LU-3, and LU-5		I- 2109 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stoeckel	Carl		Website	5/27/19 11:34 AM AT	<p>ADOT and FHWA –</p> <p>I have no doubt the group charged to study the environmental impact of an Interstate highway through the Avra Valley believes that it is performing a valuable public function. After my attendance at the dog-and-pony show at the Tucson Convention Center, I assure you that is not the case. The indecent decision made by that group undermines the very substance of the flagship of Arizona growth, ARIZONA HIGHWAYS. AH is the publication which brought and continues to bring Arizona to the world and the world to us. It has introduced visitors and residents alike to the beauty of the untrammelled outdoors.</p> <p>That highways are meant to bring nature closer to the individual is a far cry from what you have proposed. Instead of preserving the beauty of the state, you have proposed bisecting a beautiful section of the northern edge of the Sonoran Desert which toes its way into Arizona from the south. What you have accomplished in your initial decision, under the guise of 'need', has alienated the public of Tucson and environs.</p> <p>Return to the drawing board and reconsider your determination. Consider first the land, the views, the sweep of the eye, and the magic of the landscape.</p> <p>Regarding the decision the study group has come to concerning saving what remains of the historic neighborhoods and structures which line the edges of I-10 and I-19: We who live west of I-10 have lived disconnected since having been cut off from the central core since the building of the freeway. Many of our streets into Downtown, our business district, now end at the freeway. I understand your desire to leave already-fractured neighborhoods alone. After all, why cut a second limb from an already-amputated part of the city? Recently, by virtue of the Tucson Modern Streetcar, we have been reconnected to Downtown and the UA campuses in a manner reminiscent of the times before the Westside had become virtually walled-off from the remainder of the city. Plans also have been suggested toward the initiation of a shuttle service from the Mercado to the ASDM, Saguaro National Park-West, Old Tucson, and other low-key/high interest scenic destinations. Your proposal undermines and pays no consideration to the manner in which Tucson is working to retain itself as a green, thoughtful, sustainable city. By virtue of a progressive leadership, both the Westside and Downtown are thriving. The plan you have proposed would again serve to separate us from our world. This time, however, it is the beauty of the natural world rather than commerce which we lose. I propose you take in a sunset view from our beloved Gates Pass scenic area. The human footprint, though visible, is light. A freeway stretched through that neck of the woods will be, in a phrase, but-ugly.</p> <p>Do not do this. Focus your efforts, as we already possess the Interstate infrastructure, on the route from Wickenburg to the Nevada State Line. Those traveling to Vegas will thank you rather than deride you. Do something that benefits the public rather than just plain pissing them off.</p> <p>Thanks for listening. Carl Stoeckel Tucson</p>	GlobalTopic_1		I- 1089 -1
Stoeckel	Carl		Website	7/08/19 11:56 AM AT	<p>I raise my voice in continued opposition to the ADOT plan to run I-11 (sic) through the Avra Valley west of Tucson. As I have stated previously, only one of two options are in the least suitable: The DO NOTHING option is the best solution. My reasoning has to do with Tucson's Interstate infrastructure: I-19 and I-10 converge on Tucson's south side. We have the infrastructure in place. Should traffic patterns and speed of delivery of fresh produce from Mexico to Las Vegas and Reno require the addition of lanes to those roadways, then and only then will a co-route be acceptable.</p> <p>The major objection centers wholly on environmental degradation which roadways inevitably produce: blockage of wildlife corridors, light and petro pollution, the continual roar of traffic along a near-pristine length of the Sonoran Desert, trash and "walls", I am told -- why are you people so enamored of walls? NO BUILD or co-routes require little mitigation and, as I've learned from your dog-and-pony shows, are much less costly to the taxpayers by millions of dollars. The Avra Valley route is entirely wrong-headed and a move of insensitivity to the beauty for which Arizona is rightly famous.</p> <p>Below, you will find lyrics by Cat Stevens from "Where Do the Children Play?" I believe they indicate the depth to which we in Pima County love the purity of Nature. Consider his lyrics our call to action.</p> <p>Carl Stoeckel Citizen Preservationist, Tucson *** "Where Do the Children Play?" song and lyrics by Cat Stevens.</p> <p>Well I think it's fine, building jumbo planes Or taking a ride on a cosmic train Switch on summer from a slot machine Yes, get what you want to if you want, 'cause you can get anything I know we've come a long way We're changing day to day But tell me, where do the children play? Well you roll on roads over fresh green grass For your lorry loads pumping petrol gas And you make them long, and you make them tough But they just go on and on, and it seems that you can't get off</p> <p><u>Read more: Cat Stevens - Where Do The Children Play? Lyrics Metro lyrics</u></p>	GlobalTopic_4 and GlobalTopic_1		I- 2954 -1
Stoeckel	Carl		Website	7/08/19 11:56 AM AT	<p>Given that the Avra Valley is home to the Arizona Sonora Desert Museum (a hallmark of regional zoological museums in the nation), Saguaro National Park -- Tucson Mountain Section, the Ironwood National Monument, and Tucson Mountain Preserve, including the popular Gates Pass Overlook -- I ask you to reconsider and desist from the hubris of that plan. Development, naturally, supports your plan. Those who live and work here do not.</p>	GlobalTopic_1 and R-2		I- 2954 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stoeckel	Carl		Website	5/03/19 10:59 PM AT	<p>Comments regarding the ADOT Tier I EIS:</p> <p>Apparently, the study group has not understood the terms "Environmental Impact" when considering a site location for the proposed stretch of I-11. As ought to be abundantly clear, highways, nature and wildlife rarely interact well together. Bisecting intact environments in one of the most diverse desert environments in the United States will have an unreconcilable environmental impact on that environment. It had been my understanding that part of studying the possible routes was a consideration of the impact a highway would have ON the surrounding environment. Possibly I misunderstood, because, instead, your EIS has determined which environment is most delicately untouched. The conclusions of the study have shown us that your intention is to move toward the greatest negative impact on great swaths of protected lands. The Pima County Board of Supervisors has spent many years putting forth the SDCP, Sonoran Desert Conservation Plan. The will of the residents-- both human and wild -- of the areas is of the highest concern in that plan. It is a given that we live as harmoniously as possible with the environmental whole that supports us. Pressing onward with the connector of Mexican produce to tourists in Las Vegas and Reno with the least amount of loss of freshness is not goal enough to completely ruin verdant and scenic lands which lie within that Conservation District.</p> <p>Instead, I offer two solutions: The first is the NO BUILD solution. Tucson already has in place the Interstate infrastructure to handle truck traffic from Mexico. It is from south of Wickenburg to the current snippet of I-11 in Las Vegas where you need to focus your efforts. WE ALREADY HAVE THE INFRASTRUCTURE.</p> <p>To conclude: Tucson already has the infrastructure. Tucson is a desert city which cares passionately for its Sonoran Desert, the richest and most lush desert on Earth. If you feel you must facilitate the movement of fresh tomatoes and lettuce to Nevada, find a way to do so that does not destroy the very landscape we revere. I invite you to spend one evening at Gates Pass for the sunset. There you will encounter residents and visitors alike enjoying an uninterrupted view of beautiful landscape. It is a photographer's paradise. A freeway with its attendant lighting, services, exceedingly large footprint and the inevitable trash blowing into our most cherished possessions will undermine the following: The land itself in a pristine form, bounded by a national park, a desert museum, a national monument, a historic movie set, endless well-maintained and beautiful trails which test the mettle of any hiker who takes them on, the increasingly light-polluted Kitt Peak National Observatories, and countless wildlife living undisturbed. DO NOT DO THIS TO US.</p> <p>Carl Stoeckel Tucson, Westside Citizens to Restore Our Wash BePositiveTucson XXX-XXX-XXXX</p>	GlobalTopic_4 and GlobalTopic_1		I- 510 -1
Stoeckel	Carl		Website	5/03/19 10:59 PM AT	<p>Should you still feel the necessity of adding to Tucson's current Interstate infrastructure, then a co-route to follow I-10 is more workable. Many support a through-traffic route contiguous with I-10. That is the lesser of two evils, in my estimation. It also is, according to the ADOT representatives who held the informational meetings prior to the Tier I EIS, a project that will cost some \$16M LESS than the proposed Avra Valley route. Given the pristine nature of the Avra Valley and the much lower cost of an alternative route, how it is that the Tier I study team has reached the initial conclusion it has? Are you too suffering from the mass hypnosis which seems to be infecting bureaucracies everywhere?</p>	GlobalTopic_1		I- 510 -2
Stoffel	Marianne		Oral	5/11/19 1:00 AM AT	<p>MARIANNE STOFFEL:</p> <p>My name is Marianne Stoffel. And I live at Sandario and Picture Rocks Road right in that little area there. And I am against this roadway being done in my area. I have kids. They ride their bikes. They ride to the Wagon Wheel. They get Eege's stuff like that.</p> <p>If this becomes a freeway they won't be able to do that because they'll get hit. People will be driving like idiots down there. It will change things because then they'll try to take away our rights to have animals because they got a freeway there. People won't be able to ride their horses. And they'll change the area.</p> <p>And I got a feeling that they're probably going to want to put more expensive homes and get rid of what's there as in the poor people that have been living there for years. I have a friend who is possibly going to lose her house because it's in the way because she lives right on Sandario Road.</p> <p>It's not good for our environment. It's not good for having all of that exhaust from trucks coming down there. And we already have enough issues with illegals in our area so they can transport more in using that freeway. I mean, I've already had illegals try to jump into my yard. The only reason why they didn't is because my dogs almost ate them.</p> <p>So I am totally against this. And I'm praying to the Lord that this does not happen because I have a feeling that somebody's going to be making some money off of this and it sure's the heck ain't going to be the people of Picture Rocks or Avra Valley.</p> <p>And I know they have better alternatives. They can even fix I-10 better just like they did in Phoenix and just leave the rural area the way it is to protect the animals and protect Saguaro National Park because that's all they're going to do is destroy things and hurt the wildlife and hurt the people living there. And that's the end of my statement.</p>	GlobalTopic_1 and EJ-2 and AC-4		I- 1472 -1
Stoffers	Joyce		Website	5/13/19 11:32 PM AT	<p>Constantly building roads is not the answer, esp. for more efficient moving of goods. Railroad lines already exist in some of these areas and are underutilized, such as the Peavine Line, and these should be expanded. The freight lines should share with commuters and travelers and the often discussed Phoenix/Tucson rail line should be established for freight and passengers, helping to keep more trucks off the highways, thereby preserving our roads and helping improve our air quality. BSNF already runs along Grand to Phoenix so there's a good E/W system to better use. Use the tracks we already have and build off of them rather than inflicting more damage to the land by ruining wildlife corridors and reducing our air quality even more.</p>	GlobalTopic_4, BR-2, AQ-1 and AC-9		I- 895 -1
Stofflet	Mary		Email	6/29/19 1:00 AM AT	<p>please don't do it. there has been enough construction along Ajo for the past few years. Avra Valley is a world-renowned bird watching area. The Arizona-Sonora Desert Museum and Saguaro National Park will not benefit from increased construction and traffic nearby.</p> <p>Mary Stofflet San Francisco member Tucson Audubon Society and frequent visitor to Tucson Estates area</p>	GlobalTopic_1, BR-3, R-2		I- 3345 -1
Stolk	Martine		Website	6/28/19 3:07 PM AT	<p>The currently proposed route would have a very strong, negative impact on the Sonoran Desert and it's unique wildlife. The harsh conditions in this desert area has resulted in a fragile habitat that houses unique plants and wildlife. I-11 cutting through this habitat would have a very significant negative and irreparable impact on this habitat and it's inhabitants.</p>	GlobalTopic_4 and BR-1		I- 2184 -1
Stoll	Debora		Website	5/07/19 8:21 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 625 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stoner	Deborah		Website	7/07/19 12:27 PM AT	I think the orange route would be the most reasonable because it will keep the freeway outside of Goodyear and the community of Canta Mia. Also it would save the marshlands which are environmentally important. Deborah Stoner	GlobalTopic_2		I- 2756 -1
Stoney	Merry Ann and Robin		Website	6/29/19 1:21 PM AT	I am shocked that the route from Buckeye to Gila Bend and onto I8 is not the first choice? This route certainly would save millions of \$\$\$ save buying out and disturbing a very tight knit community?The roads are there and just needs widening as I have noted from I40 to Wickenburg that is the route they have chosen (following the existing hwy)...does the government not try to save money or care about their tax base? Anyway I vote for 85 to 8...most simple with saving money...and only 10 miles farther!!	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2210 -1
Storer	Tim		Email	5/13/19 1:00 AM AT	I beg you to please take the no-build option. It is lunacy, a waste of out taxpayer dollars to build a new freeway when we have one that works for all Arizonans, and the environment. In a time of climate-crises, put all this proposed money drain into resources for the environment, and fixing our existing roads. Thank you. Tim Storer, Tucson.	AC-6		I- 966 -1
Storm	Priscilla		Email	7/08/19 1:00 AM AT	Dear ADOT and HDR Draft I-11 EIS Teams, Thank you for the opportunity to comment. Please see attached. Priscilla Storm [Text from Attachment] July 8, 2019 ADOT Communications / Tier 1 E18 Study Team HDR Inc. / I-11 ADOT Study 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ. 85007 Dear I-11 Tier 1 E15 Study Team: Below are comments provided on the March 2019 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(1) Evaluatic, for the Interstate 11 Corridor from Nogales, AZ. To Wickenburg, AZ, ADOT Project No. 999 SW 0 M5180 01P. PROVIDED FOR READER REFERENCE: 0 The Study Area extends from Nogales to Wickenburg AZ. and is divided into three Sections; South, Central, and North. 0 South Section 0 Central Section 0 North Section 0 In addition to the No Build Alternative, there are three Build Alternatives: 0 Orange -- Primarily existing facilities, 280 miles in length, 415 new lane miles 0 Green -- Primarily new corridors, 268 miles in length, 930 new lane miles 0 Purple -- Blend of new and existing corridors, 271 miles in length, 758 new lane miles 0 I-11 Corridor Study Area extends into 5 Counties: Santa Cruz, Pima, Pinal, Maricopa and Yavapai (Figure ES-3) 0 I-11 Corridor Study Area extends into 13 Municipalities: Nogales, Sahuarita, South Tucson, Tucson, Oro Valley, Marana, Eloy, Casa Grande, Gila Bend, Goodyear, Buckeye, Surprise and Wickenburg (Figure ES-3)	GlobalTopic_8, GlobalTopic_13, The Recommended Alternative is the corridor chosen by FHWA and ADOT based on the Tier 1 EIS study completed and documented in the Draft Tier 1 EIS. The Preferred Alternative is the corridor chosen by FHWA and ADOT based on the study to date and the feedback received on the Draft Tier 1 EIS during the public review and comment period. A Recommended Alternative can be the same or different from the Preferred depending upon the feedback received and the additional analysis completed. In the case of I-11, the Preferred Alternative is different than the Recommended. Please see Chapter 6 of the Final Tier 1 EIS for the discussion detailing the decisions that lead to identification of the Preferred Alternative. Yes, a Categorical Exclusion level NEPA study is possible for sections of I-11 that are co-located with existing highways and don't require new right-of-way during Tier 2.	Storm_P_13430	I- 3430 -1
Storm	Priscilla		Email	7/08/19 1:00 AM AT	0 I-11 Corridor Study Area extends into two Tribal Communities: Tohono O'odham Nation and Pascua Yaqui Tribe (Figure ES-3) 0 The Recommended Alternative is a hybrid combination of Build Corridor Alternatives. It includes the following Options: 0 A -- Common to All Alternatives 0 -- D - Green 0 -- F - Green 0 -- 12 - Common to Purple and Green 0 -- L - Common to Purple and Green 0 -- N - Purple 0 -- R - Common to Purple and Green 0 -- U - Green 0 -- X - Purple RECOMMENDED ALTERNATIVE Please clarify the difference between a Recommended Alternative and a Preferred Alternative. For the Sections of I-11 in the Recommended Alternative that are co-located with existing highways, I-10 and I-19, is a Categorical Exclusion possible? What is the level of detail of cost -- benefit analysis conducted for the Recommended Alternative as compared to the other Build Alternatives? Under this Tiered Draft EIS, it is difficult to ascertain whether the agency's met the NEPA standard of full analysis of the direct, indirect and cumulative adverse and beneficial impacts and effects; including ecological, aesthetic, historic, cultural, economic, social, and health. Without this detailed analysis, it is not possible to compare and contrast the Build Alternatives to concur with or oppose the Recommended Alternative. Thank you for the opportunity to provide comment. Priscilla Storm XXXXX@gmail.com 520-425-4505			I- 3430 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Storm	Priscilla		Email	7/08/19 1:00 AM AT	PURPOSE AND NEED STATEMENT Given the economic criteria in the purpose and need statement; the Arizona Commerce Authority, the County and Municipal Economic Development Departments of the Participating Agencies, Sun Corridor, PAG, SEAGO, University of Arizona Eller College, Cochise Community College Center for Economic Research, Nogales Economic Development Foundation have produced public reports which provide additional, more accurate, and more current data for input into the Economic Centers and Employment Densities. Given the international trade corridor contemplated, what is the procedure for collecting and analyzing data from country of Mexico, State of Sonora relative to the Nogales port of entry? (EX: Figure ES-7, and 1-12).	The planned I-11 route connects north of the existing Port of Entry. The scope of the I-11 project does not address issues related to the Port of Entry, or transportation needs between the Port of Entry and Mexico. The Purpose and Need for I-11 is based on providing access to economic activity centers within the Nogales to Wickenburg study area. These activity centers were identified at the start of the project nearly three years ago. In 2017, County and municipal planners and economic development representatives were interviewed in which they provided guidance as to the location of existing and future employment centers. A memo of these interviews is on file which provides a high level summary of their responses. We recognize that market and economic data changes over time, and the figures showing planning growth areas, existing employment centers, and emerging employment centers has been updated in the Final Tier 1 EIS (see Figure 1-2). GlobalTopic_8		I- 3430 -2
Storm	Priscilla		Email	7/08/19 1:00 AM AT	REASONABLE ALTERNATIVES / TIER 1 CONTENT Tiering is permitted under CEQ 40 CFR 1502 and 1508. The level of detail in the Tier 1 Draft EIS for H 1 appears to be lacking some of the required detail to "rigorously explore and objectively evaluate all reasonable alternatives " as well as provide "data and analyses commensurate with the importance of the impact. " Additionally the Agency did not provide details to clarify "the incomplete or unavailable information relevant to reasonably foreseeable adverse impacts of the alternatives " and how the agency proposed to address the relevance of the lacking information.	GlobalTopic_8		I- 3430 -3
Storm	Priscilla		Email	7/08/19 1:00 AM AT	4 (F) EVALUATION In November 2018, new regulations were adopted by FHWA, FTA and FRA. The I-11 Tier 1 EIS and Preliminary Section 4(t) Evaluation were already in process. What sections of the Draft EIS must be modified to comply with 23 CFR Part 771 and 23 CFR 774, as well as 23 CFR 134 and 139. An example is cited in the FHWA Technical Advisory. It states that the Draft EIS Economic Impact should include an evaluation of tax revenues represented by each alternative as well as consideration of a loss of business or employment resulting from building an alternative on a new location bypassing a local community, including a project which might support new commercial development outside of a central business district.	GlobalTopic_8 It is correct that new regulations were adopted in 2018. The primary change was the addition of the Federal Railroad Administration as an agency that is subject to the regulations. The Section 4(f) component of the regulation was not substantively changed as it applies to FHWA's proposed undertakings, including the I-11 Corridor project and Tier 1 EIS.		I- 3430 -4
Stosius	Carolina		Website	7/08/19 10:54 AM AT	I'm against this project.	GlobalTopic_4		I- 2933 -1
Stover	Brian		Website	6/24/19 8:54 PM AT	I'd like to voice my opposition to the proposed Interstate 11. There are several reasons for this. The first is there would be a direct negative impact to my business where I bring people in from all over the US to ride bikes around Tucson. No one wants to ride near an interstate yet everyone wants to ride bikes around the Tucson Mountains, Saguaro National Park West, Sandario Road and that whole part of Pima county. More than this it's hotel nights, meals out, people flying through TIA, grocery shopping, supporting local merchants. That could dry up costing Tucson tourism tax revenue.	GlobalTopic_4, E-1, E-2		I- 2035 -1
Stover	Brian		Website	6/24/19 8:54 PM AT	The second reason I oppose this is that part of the area is a crucial wildlife area for the region. There are numerous wildlife species in the Tucson Mountains that need the land to find mates, expand their territories and roam. An interstate pens them in and threatens their survival.	GlobalTopic_1, BR-1 and BR-2		I- 2035 -2
Stover	Brian		Website	6/24/19 8:54 PM AT	The third reason is this would run near the Avra Valley water storage. What if there is some catastrophe that would threaten our drinking water? Fourth - It's impossible to mitigate the damage this proposed interstate would do in the Altar and Avra valleys. parts of these valleys are mitigation areas from the CAP project.	GlobalTopic_1 and WR-2		I- 2035 -3
Stover	Brian		Website	6/24/19 8:54 PM AT	A more sensible approach, and one I think most Tucsonians would support is co-locating I-11 with I10 & I19. Let the things that make Tucson such a great place continue to be the things that make Tucson a great place.	GlobalTopic_1		I- 2035 -4
strand	nancy		Website	7/05/19 10:49 AM AT	I understand I am in the proposed path of I-11. I am 72, a widow, with no children. If you build it here what happens to me? I am on a fixed income and have no one who could take me in. My family has had this property for 50 years. I am the last one. I know there is a better alternative. Why must you displace so many of us? Please select the alternative. I am too old and too ill to move. Nancy Strand XXXXXXXXXXX Tucson	LU-1, AC-1, and GlobalTopic_4		I- 2588 -1
Strasburg	Jack		Website	7/02/19 7:06 PM AT	I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. To build the freeway there requires that a significant amount of beautiful natural environment will have to be destroyed. This and the presence of this ugly structure will diminish the area's natural beauty. This will impact the tourist trade and thus many other businesses as well. And in some ways – from my perspective – the worst impact of all may be the very major impact it cannot help but have on wildlife, my desert buddies I like to visit in this beautiful quiet area. It just won't be the same. The Coalition for Sonoran Desert Protection has done an excellent job of explaining why this proposed route is a very bad Idea. So rather than continue with a lengthy comment I will state that I wholeheartedly endorse their findings. Thankyou for your attention, Jack Strasburg	GlobalTopic_4, V-1, BR-1, and E-2		I- 2339 -1
Stratton	Cheryl		Website	7/08/19 7:42 PM AT	I'm very much against the I 11 interstate going through Thunderbird area. We bought in this area because of the small town feel. Everyone knows each other and looks out for each other. This will be lost if the I 11 goes through because everyone will want to move. We have invested a lot of money and time in our place and I'm pretty positive the value of our property will be gone if we have to live beside a noisy , exhaust smelling interstate. The desert is so beautiful and peaceful but I'm afraid it will be lost if this interstate goes through. Please reconsider other options that will not be so devastating to our small community	GlobalTopic_4		I- 3138 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stratton	Ruby		Oral	5/11/19 1:00 AM AT	<p>RUBY STRATTON: My name is Ruby Stratton. Right now, I live in the Picture Rocks area. I have lived in the Avra Valley area before, and I've also lived in Three Points. So I know the valley. The valley, you got one problem, that takes you away from all the smog in Tucson. Anybody that's come down, especially early in the morning, on Ajo, toward Tucson, can see all the smog in there.</p> <p>The Arizona Desert Museum, people come from all around the world to come there. You've also got Old Tucson. And Old Tucson, they do movies there, periodically. They used to do a lot more. But if you put a freeway through, there's going to be noise, there's no way to avoid it. And it's going to pick up on the freeway, and so they're not going to make movies there.</p> <p>And I already told you about the Desert Museum, people coming from all around the world. And the -- I think that's pretty much it. Other than that, I was going to mention that if it goes through the area that they're talking about, you've got a lot of flood. It's like flatland flooding. You'd have to elevate it anyway, to be on the safe side, or you'd have water back up, you know, to go through other places if you only make spaces every once in a while.</p> <p>So costwise, I think it would be cheaper if you do I-10. I mean, that's just logic. But you guys, you know, have a choice that you guys have to make, and my personal opinion is, I don't see where it really needs done. Especially not in the Avra Valley section. Thank you very much.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1394 -1
Stratton	Ruby		Oral	5/11/19 1:00 AM AT	My question is, is if you have to bring it through that why can't you double-tier I-10? That's something I don't know. But either way, I mean, preferably, you know, being on I-10 or not at all.	GlobalTopic_1		I- 1394 -2
Strayer	Tatiana		Website	6/26/19 10:10 AM AT	<p>To whom it may concern,</p> <p>I am a resident of the area in which you propose to build the new I-11 freeway system. As I understand the want to develop and bring change to our community, I feel obligated to bring attention to the fact that we, as residents live in the "Old Pueblo" for a reason. For most of us in these rural areas, we are the owners/renters of land and the majority of us require this space to cultivate our businesses and tend to our animals and families. This proposal needs to take into consideration that, as you are choosing to expand you would be destroying the homes of community members that work so hard to keep Tucson running. Many of these homes are those of painters, air conditioning technicians, bee removal services, veterinarians, ranchers, and more. They rely on this land to house the equipment that they use for their businesses. In addition, thousands of these homes house animals and livestock which cannot and will not be allowed in inner city homes. Responsibility of the dislocation of thousands of animals must be considered, as rescue facilities are already at maximum capacity. This proposal may broaden Tucson's capacity to expand business in other ways, but it may also destroy lives and opportunities for those that are already living here and continue to support Tucson and its surrounding communities. Thank you for your time!</p> <p>Tatiana Strayer</p>	GlobalTopic_4 and LU-3 and G-1		I- 2071 -1
Streer Seidler	Kathryn		Website	7/08/19 6:37 PM AT	I oppose the I-11 Development. There is no need to destroy public land for this interstate. It is more sustainable to work on improvements to I-10.	GlobalTopic_4, AC-7		I- 3119 -1
Stringham	Rachel		Website	6/20/19 10:21 AM AT	<p>To whom it may concern,</p> <p>I strongly oppose the proposed route of I-11 through Avra Valley. The proposed new freeway would be more expensive than it would be to improve the capacity of the existing I-10. In addition, it would stifle the economic growth Tucson has worked hard to foster, and would irreparably alter sensitive desert ecosystems. I strongly encourage ADOT to reject the I-11 route west of Tucson.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1844 -1
Stringham	Rachel		Website	7/08/19 7:34 PM AT	I oppose the proposed I-11 through Avra Valley, and support the colocation of the highway along I-10 and I-19. I often travel to Tucson to hike in the national park, visit the desert museum, and participate in citizen science projects in the area. I'm very concerned about the impact of the proposed highway on the local ecosystem, as well as the loss of solitude and unique character the valley has. Please consider routing the freeway along the already established I-10 instead.	GlobalTopic_1, BR-7		I- 3137 -1
Stryker	Kathryn		Website	5/31/19 1:44 AM AT	We already have a highway that goes there. I don't want to see a national park destroyed over this. We need to protect our parks. National parks boost tourism everywhere. Also, who is going from Nogales to Wickenburg? How about fixing and/or building roads in town.	R-2, GlobalTopic_1, GlobalTopic_4 and AC-7		I- 1228 -1
Stubbs	Teresa		Email	6/15/19 1:00 AM AT	<p>Please consider the VR Green Alternative. Get it right the first time.</p> <p>Thank you, Teresa Stubbs XXXXXXX Wickenburg.</p>	GlobalTopic_4 and GlobalTopic_5		I- 2466 -1
Stuhr	Joanne		Website	7/08/19 3:44 PM AT	I am vehemently opposed to the I-11 proposal because of its intrusion on the environment, upending of lifestyle (human and animal), destruction of a unique ecology and the disruption of natural inhabitants of the region through which it will pass and which it will bisect.	GlobalTopic_4 and LU-3 and BR-1		I- 3031 -1
Stuhr	Joanne		Website	7/08/19 3:44 PM AT	Let's improve the existing interstate highways rather than destroying even more of our Sonoran desert.	GlobalTopic_1		I- 3031 -2
Stuhr	Tyson	Gila Bend Natural Resource Conservation District	Mail	5/30/19 1:00 AM AT	<p>Re: Interstate 11 Recommended Corridor Alternative--Area through Rainbow Valley, South Buckeye, Palo Verde, and Arlington (Blue line on study map)</p> <p>Dear Sirs: The duties of the Arizona Natural Resource Conservation Districts are to provide for the restoration and conservation of lands and soil resources of the state, the preservation of water rights and the control and prevention of soil erosion, and thereby to conserve natural resources, conserve wildlife, protect the tax base, protect public lands and protect and restore this state's rivers and streams and associated riparian habitats, including fish and wildlife resources that are dependent on those habitats, and in such manner to protect and promote the public health, safety and general welfare of the people. (A.R.S. § 37-100(A)).</p> <p>This item, AZ I-11 Recommended Corridor Alternative, was placed on our District Board meeting agenda of May 30, 2019. District Supervisors voted to send this right-of-way protest letter concerning the Buckeye Valley, therefore I am signing this letter on behalf of our District.</p> <p>Tyson Stuhr, Chair Gila Bend Natural Resources Conservation District</p>	GlobalTopic_2 and GlobalTopic_4	Stuhr_T_GilaBendNRCD_A3	A- 3 -1
Stuhr	Tyson	Gila Bend Natural Resource Conservation District	Mail	5/30/19 1:00 AM AT	<p>The I-11 planned corridor alternative indicated by the blue line on the study map proposes the worst destruction of prime AZ farmland in Rainbow Valley, south Buckeye, Palo Verde, and Arlington that we have seen in decades. On the map it appears the planned corridor proceeds west after crossing the Gila River near Tuthill Road, straddles Beloit Road and Hazen Road before turning north again near 341 st Avenue.</p> <p>The New York Times reported in an October 4, 2002, article that prime farmland is being destroyed at a rate of two acres per minute. Since development usually takes place along freeways, this would put even more pressure on this approximate 14-mile strip of farmland through this area. Surely another route could be found to bypass this farmland area. If nothing else, SR 85, an existing four-lane highway with bridges across the Gila River, could be substituted for the right-of-way through this area.</p>	GlobalTopic_4, GlobalTopic_2, and G-1		A-3-2
Stula	Fred	Friends of Saguaro National Park	Oral	5/11/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 25 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Stula	Fred	Friends of Saguaro National Park	Website	6/05/19 4:56 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 7 -1
stumpf	Sarahni		Website	5/27/19 9:47 PM AT	As a long time resident of the Tucson area, I am concerned that the I-11 proposed green and purple routes will disrupt our rapidly disappearing open desert for a minimal reduction in travel distance and time between Nogales and Wickenburg. Improving the current roadways, the orange route, requires little additional desert destruction. By building additional lanes above the current I-10 through Tucson, minimal neighborhood disruption would be necessary. The current roadways have already done their destruction to the desert. Neither green nor purple routes significantly reduce the distance of travel (page 8 of ADOT brochure), and at best reduce predicted travel time by less than 1 hour. I encourage those in charge to please reconsider the orange route for improving travel conditions to achieve the long term goals while still preserving as much of our shrinking natural resources as possible. Thank you for the opportunity to express my opinion.	GlobalTopic_1		I- 1096 -1
Stutzman	Daniel		Website	4/30/19 4:38 PM AT	I find the Recommended Corridor Alternative for the I-11 to be an ambitious project. I look forward to its success to give me more ease of access in the west and south valley. Thank you.	GlobalTopic_4		I- 356 -1
STYBORSKI	TIMOTHY		Website	5/30/19 2:38 PM AT	I-19 in Green Valley is already overly crowded and extremely loud and noisy. We need a highway noise buffer system to reduce the highway noise. I am against the idea of I-11 running through the Green Valley area. Thank you, Tim Styborski	LU-6, N-1		I- 1213 -1
Sudano	Kathleen		Website	7/01/19 4:48 PM AT	I attended the last presentation and am so disappointed that ADOT feels it has the right to even propose to build on lands already dedicated to other federal projects. Save us \$3.5 million dollars please. Build along the other highway corridors. Why do we fight for years to protect land? It is disheartening and futile for you not to believe the impact would not affect key landmarks in our area.	AC-5 and GlobalTopic_4		I- 2281 -1
Suess	Malerie		Website	6/11/19 2:58 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1480 -1
Sullivan	Linda		Website	5/19/19 9:53 AM AT	I love my Home and property of fourteen years. Why on earth unless it's for a hidden agenda would you choose this when we have the Orange route already owned by ADOT already graded and would serve the same purpose without uprooting so many good citizens and VOTERS and businesses?? The orange route is much less costly. Are there politics playing here?! I will follow the money and I vow I will fight for my home with everything I've got.	GlobalTopic_4		I- 1019 -1
Sullivan	Linda		Website	6/01/19 7:06 PM AT	I understand there's an alternate route serving the same purpose on the 8 and there are roads owned by ADOT and they are graded. I moved out here fourteen years ago to have peace and quiet. This plan does not work for me or my neighbors. Those reading this please know I'm NOT on facebook but want to be on the list of those passionate about this plan being stopped. My phone number is 520 2084801. PLEASE send me texts or call with all info on this! I'll attend all meetings to stop this and very much want updates on the status of this horrendous proposal! Thank you. Linda Sullivan.	GlobalTopic_4		I- 1238 -1
Sullivan	Shannon		Website	5/29/19 8:50 AM AT	My main concern for this proposed route is how it would negatively impact the areas of Avra Valley, Saguaro National Park, Tucson Mountain Park and Ironwood Forest National Monument. There is protected wildlife corridors that run through these areas and having heavy traffic as a route by not only building but having it as a through way for high speed vehicles would endanger and harm the trees, cacti, coyote, desert tortoises, mountain lions, javalina and other wildlife that live in the surrounding ecological areas.	GlobalTopic_1 and BR-2		I- 1101 -1
Sumner	Jamison		Mail	7/05/19 1:00 AM AT	I strongly wholeheartedly support I-11 as a brand new corridor going through Avra Valley behind the Tucson Mountains. The City of Tucson cannot bear the brunt of a double stacked I-10 or I-19. Absolutely not!!! Furthermore, no expansions of I-10 and I-19 other than already planned. The new I-11 would severely reduce congestion on an already overloaded I-19+I-10. There is already quite a bit of development in Avra Valley and a lot more to come even if I-11 is never built. The reality is Metropolitan Tucson is growing at a fairly fast rate. We need additional corridors of infrastructure to handle the growth that is continuing to occur! Please build I-11!! The agency must address the wildlife issue. Thank you!	GlobalTopic_1	Sumner_J_I3508	I- 3508 -1
Sundberg	Noah		Website	5/18/19 8:26 AM AT	The current path does not really bypass phoenix where it could using the bypass route between I-10 and I-8 at gill bend. Also after casa grand the i-11 corridor just a few miles to the west of I-10 seems like a waste, it would be better to just expand capacity on the existing I-10 and I-19 system than to continue wit(a new I-11 south of casa grand	GlobalTopic_1		I- 947 -1
Suntree	Susan		Website	7/07/19 9:09 PM AT	Please support the "orange route" through the Gila River area instead. According to the Draft Environmental Impact Study, the "orange route"1 that follows existing Highway 85, I-8, and I-10 would have the least impact on wildlife and riparian areas. We agree and favor the orange route across the Gila River area.	GlobalTopic_2		I- 2870 -1
Supplee	Tice		Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		I- 1324 -1
Suttar	Rick		Hand Written	4/29/19 1:00 AM AT	Parcel # 406-06-0045, 0044, 0046, 0047, 00117, 00112, 0114, 011X, 011V, 0115, access required services, survey for 1A lots in place electric well two houses build. Parcel # 400-37-0140 opportunity zone: a good chance for advancement or progress. City sewer, domestic city water, APS electric services to northwest corner. Offers of value on all parcel have been \$100,000 per A.	LU-1	Suttar_R_I2361	I- 2361 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Svedberg	Rosemerry		Website	5/28/19 11:06 AM AT	<p>The Recommended Alternative route is located close to a wide array of public lands, including:</p> <p>Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations.</p> <p>County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.</p> <p>Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.</p> <p>IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route:</p> <p>Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.</p> <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would:</p> <p>Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.</p>	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, BR-2 and BR-9		I- 1098 -1
Svedberg	Rosemerry		Website	5/28/19 11:06 AM AT	<p>IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.</p> <p>IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p>	GlobalTopic_1 and E-1 and R-2 and LU-1, LU-3		I- 1098 -2
Swadley	Virgil		Website	5/03/19 9:33 PM AT	<p>I support the I-11 co-location with I-10 and I-19. I do NOT support the location in the Altar and Avra Valleys.</p> <p>Hundreds of people over the past 30 years in the greater Tucson area have poured their collective efforts into creating the Sonoran Desert Conservation Plan (SDCP). This plan guides development in order to create a supportive environment for humans co-existing with wildlife to give both a chance of surviving.</p> <p>The wildlife linkages are an essential part of the SDCP's ultimate success. Another significant fragmentation of these linkages with the I-11 route through the Altar and Avra Valleys would put several nails into the coffin of having a biodiverse and sustaining wildlife environment. Mitigations with wildlife under or overpasses or other devices can only do so much, and they can never replicate what exists now. So there will be significant reduction in overall wildlife movement and thus survival.</p> <p>Co-locating I-11, I-10 and I-19 will afford the opportunity to efficiently build man-made wildlife linkage devices by creating one set instead of two. This also allows additional devices within the one set for the same overall expenditure. Thus, the chances of achieving the CSDP goal would be enhanced.</p> <p>Our well known Saguaro National Park, Sonoran Desert Museum and Ironwood National Monument would be negatively impacted by the freeway noise. Visitors to these places look for an immersive experience in nature which precludes all the distractive noise of a freeway, which would degrade the experience and reduce the visitations, leading to a reduction of economic impact.</p> <p>Any construction will disrupt something. In my opinion the long term impact of co-locating I-11 with I-19 and I-10 will be the least disruptive to humans, wildlife, and it would grow Tucson economics.</p>	GlobalTopic_4 and GlobalTopic_1		I- 509 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Swanson	Sh		Email	4/13/19 12:24 AM AT	Just concerned that my comment never registered on your site. Is there another way to make contact? XXXXX@aol.com	To make additional comments on the I-11 Draft Tier 1 EIS, please submit your comment through one of the official channels listed below. All submitted comments will receive a response published within the Final Tier 1 EIS. During the comment period, individual replies will be limited to an acknowledgment of your submission. There are several ways to submit comments on the Draft Tier 1 EIS: Web based comment form: http://i11study.commentinput.com/?id=a1d203t Email: i-11ADOTStudy@hdrinc.com Phone: 1.844.544.8049 Mailing Address: I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007 Again, thank you for your interest.		I- 416 -1
Swanson	Thomas M		Website	5/12/19 9:56 AM AT	This project is not necessary and would be better served by an I-10 widening plan or strategically placed truck bypasses. The economic impact alone from decreased tourism to the ASDM, Old Tucson, Tucson Mountain park, or Saguaro National Park would be felt deeply across Southern Arizona. All of these attractions depend on the world famous ecology of the Sonoran desert as a stage.	GlobalTopic_1 and R-2 and AC-1		I- 817 -1
Swanson	Thomas M		Website	5/12/19 9:56 AM AT	I-11 would decrease the attractiveness of citizens and visitors utilizing the campgrounds, trails and other scenic spots, threatening to diminish Tucson Mountain park, an important factor in burgeoning ranking of Tucson as a fantastic city for outdoor recreation. The noise, light, visual and air pollution that would decrease the experience of visitors to these world famous attractions, means that I-11 is not a solution for our Southern Arizona community. This economic factor alone renders this project unfeasible in the short term and the long term.	GlobalTopic_1, R-2 and E-2		I- 817 -2
Sweat	Stephen		Website	6/25/19 7:55 PM AT	Please, please, please find another alternative to the I-11 route. This would be ruinous for Tucson and many of the spaces we hold dear. The proposed route is a classic example of Herbert Marcuse's 'one-dimensional' thinking. Be better than that. Please. Be better than that.	GlobalTopic_1		I- 2067 -1
Swyers	Elsa		Website	5/31/19 8:31 AM AT	With a project this significant and affecting so many people beyond those who live in the affected areas PLEASE EXTEND THE COMMENT PERIOD TO 120 DAYS! Thank you for your consideration.	GlobalTopic_9		I- 1229 -1
Swyers	Elsa		Oral	5/11/19 1:00 AM AT	ELSA SWYERS: Well, my name is Elsa Swyers, and I do live out here in the Avra Valley. First of all, thank you for having these hearings. I'm sure it's not easy to be presented with those of us who disagree with this preferred. And I do live out here, but I am going to speak for those who can't speak for themselves. Some of those are people who don't live here, but come out, go to the Desert Museum, Tucson Mountain Park, Saguaro National Park West or Ironwood National Monument. And they come out here, and their spirits are revived by what they see out here, which is the pure Sonoran Desert. So I'll speak for them, because they don't realize what's happening, because they live somewhere else, or maybe they live in Tucson and also haven't paid close attention to what's happened. So I speak for those people, and I speak for the plants and the animals who don't get a chance for any kind of input when their homes and their migrations routes are going to be disturbed. I think also of the unborn children who will not get a chance to experience this beautiful part of Arizona that some of us are fortunate enough to have experienced, and they will not have that chance. That's my time. So thank you for allowing me to share my thoughts with you, and again, thanks for coming and allowing us to have that input. And I hope at some point, somebody makes a decision from here, not from here (indicating). And a decision would not be for this preferred route. So thank you.	GlobalTopic_1 and R-2		I- 1413 -1
Swyers	Elsa		Oral	5/11/19 1:00 AM AT	I have a sad vision of desert tortoises being destroyed when that road goes through -- and I hope it never does go through. The animals that use this as a migration route, the plants, some of them may not be impressive, but they are part of the Sonoran Desert, which is unique on this globe.	BR-2 and BR-4		I- 1413 -2
Swyers	Elsa		Oral	5/11/19 1:00 AM AT	And for a decision to be made when there's another alternative, which is the double-decking of I-10 -- and I know you all are aware of it, and I'm interested this afternoon to find out why that choice has been disregarded, which would be less destructive to the environment and less costly. So I'm interested as to why that has been pushed aside, in favor of this Avra Valley route.	GlobalTopic_1		I- 1413 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Swyers	Elsa		Email	6/02/19 1:00 AM AT	<p>Comment:</p> <p>ENVIRONMENTAL EFFECTS</p> <p>The proposed I-11 Highway through the Avra Valley is an environmental travesty.</p> <p>The protection of this area began back in 1929 with the establishment of Tucson Mountain Park. Here there are numerous trails for hikers, equestrians, and non-motorized bikers. Saguaro National Monument was initially set aside on the east side of Tucson in 1933. The Tucson Mountain District (Saguaro National Park West) was added to the monument in 1961 and the Monument was designated a National Park in 1994. The Arizona Sonora Desert Museum was founded in 1952 and is considered one of the top 10 museums in the country according to TripAdvisor.com. It is probably the top attraction for Tucson visitors. Across the valley is Ironwood Forest National Monument established in 2000. Do people who come to visit these natural areas want to look out on an interstate highway?</p> <p>Along the proposed pathway is the Tucson Mitigation Corridor to mitigate the effects of the Central Arizona Project canal. To suggest that there could be underpasses or bridges that would effectively replace this corridor show a lack of understanding of the potential effects of proposed I-11 on the migration patterns of wildlife across the Avra Valley. In addition, the destruction and damage of animals and their homes and the plant life would be irreparable.</p> <p>There is widespread concern about pollution. For those who visit the natural areas west of the Tucson Mountains and those who have chosen to live a rural lifestyle in the Avra Valley the constant traffic noise along with the air pollution would destroy the beauty of the valley. How long before someone would say "We used to be able to see Baboquivari Peak and Kitt Peak from here. Now they can't even count on clear nights at Kitt Peak Observatory." Also it is my understanding that the City of Tucson's major water supply could be threatened by the highway.</p> <p>Please stop this proposal/preferred route of I-11 through the Avra Valley at Tier 1. Do not waste taxpayer dollars with additional pursuit of this ill-advised plan. The co-location with I-10 and I-19 is the only reasonable approach.</p> <p>And I'm quoting the Arizona-Sonora Desert Museum mission statement which in spirit supports no I-11 in the Avra Valley: "The mission of the Arizona-Sonora Desert Museum is to inspire people to live in harmony with the natural world by fostering love, appreciation, and understanding of the Sonoran Desert."</p> <p>Respectfully submitted, Elsa Swyers</p>	GlobalTopic_4, GlobalTopic_1, R-2, BR-6 and V-1		I- 1655 -1
Swyers	Elsa		Mail	6/03/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007</p> <p>To Whom It May Concern:</p> <p>The proposed 1-11 Highway through the Avra Valley is an environmental travesty.</p> <p>The protection of this area began back in 1929 with the establishment of Tucson Mountain Park. Here there are numerous trails for hikers, equestrians, and non-motorized bikers. Saguaro National Monument was initially set aside on the east side of Tucson in 1933. The Tucson Mountain District (Saguaro National Park West) was added to the monument in 1961 and the Monument was designated a National Park in 1994. The Arizona Sonora Desert Museum was founded in 1952 and is considered one of the top 10 museums in the country according to TripAdvisor.com. It is probably the top attraction for Tucson visitors. Across the valley is Ironwood Forest National Monument established in 2000. Do people who come to visit these natural areas want to look out on an interstate highway?</p> <p>Respectfully submitted, Elsa Swyers</p>	GlobalTopic_1, R-2 and E-2	Swyers_E_I3247	I- 3247 -1
Swyers	Elsa		Mail	6/03/19 1:00 AM AT	<p>Along the proposed pathway is the Tucson Mitigation Corridor to mitigate the effects of the Central Arizona Project canal. To suggest that there could be underpasses or bridges that would effectively replace this corridor show a lack of understanding of the potential effects of proposed 1-11 on the migration patterns of wildlife across the Avra Valley. In addition, the destruction and damage of animals and their homes and the plant life would be irreparable.</p>	GlobalTopic_1, BR-6		I- 3247 -2
Swyers	Elsa		Mail	6/03/19 1:00 AM AT	<p>There is widespread concern about pollution. For those who visit the natural areas west of the Tucson Mountains and those who have chosen to live a rural lifestyle in the Avra Valley the constant traffic noise along with the air pollution would destroy the beauty of the valley. How long before someone would say "We used to be able to see Baboquivari Peak and Kitt Peak from here. Now they can't even count on clear nights at Kitt Peak Observatory." Also it is my understanding that the City of Tucson's major water supply could be threatened by the highway.</p>	GlobalTopic_4, GlobalTopic_1, AQ-3 and V-1		I- 3247 -3
Swyers	Elsa		Mail	6/03/19 1:00 AM AT	<p>Please stop this proposal/preferred route of 1-11 through the Avra Valley at Tier 1. Do not waste taxpayer dollars with additional pursuit of this ill-advised plan. The co-location with 1-10 and 1-19 is the only reasonable approach. And I'm quoting the Arizona-Sonora Desert Museum mission statement which in spirit supports no 1-11 in the Avra Valley: "The mission of the Arizona-Sonora Desert Museum is to inspire people to live in harmony with the natural world by fostering love, appreciation, and understanding of the Sonoran Desert."</p>	GlobalTopic_1		I- 3247 -4

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Swyers	Elsa		Email	6/22/19 1:00 AM AT	<p>IS ADOT LISTENING?</p> <p>Does ADOT hear the "steady drumbeat" saying "No to I-11 in the Avra Valley?" Will you pay attention to what Southern Arizona citizens are saying? The preferred route for I-11 through the Avra Valley is a potential disaster for the environment, for Southern Arizona residents and visitors from elsewhere, for the quality of life in Tucson and Pima County. The Sonoran Desert as it exists in the Avra Valley is a treasure not to be lost. The plants and animals who live and migrate across the valley would be irrevocably damaged. The quiet, the clear air, and the beautiful vistas would be replaced by noise, air and visual pollution. The experiences in Tucson Mountain Park and Gates Pass, the Desert Museum, Saguaro National Park West, Ironwood National Monument would be negatively impacted.</p> <p>It is known that nature is an important aspect of human health. We need to protect areas that allow that nourishing experience.</p> <p>The future of Tucson does not need to replicate the urban sprawl of Phoenix. We can create urban growth boundaries by stopping I-11 in the Avra Valley as development would surely follow the highway.</p> <p>ADOT and the decision makers have asked for public input. It's coming loudly and clearly from Southern Arizona - NO I-11 IN THE AVRA VALLEY!"</p> <p>The many Letters to the Editor of the Arizona Daily Star plus special columns should be included in your public comments. They add further dimensions and wisdom as to why I-11 in the Avra Valley should not be pursued further.</p> <p>Submitted by Elsa Swyers</p>	GlobalTopic_4 and GlobalTopic_1 , LU-3		I- 3281 -1
Swyers	Elsa		Email	6/22/19 1:00 AM AT	The obvious solution is co-location of I-11 along I-10 and I-19.	GlobalTopic_1		I- 3281 -2
Swyers	Elsa		Mail	6/22/19 1:00 AM AT	<p>June 22nd, 2019</p> <p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>IS ADOT LISTENING?</p> <p>Does ADOT hear the "steady drumbeat" saying "No to 1-11 in the Avra Valley?" Will you pay attention to what Southern Arizona citizens are saying? The preferred route for 1-11 through the Avra Valley is a potential disaster for the environment, for Southern Arizona residents and visitors from elsewhere, for the quality of life in Tucson and Pima County. The Sonoran Desert as it exists in the Avra Valley is a treasure not to be lost. The plants and animals who live and migrate across the valley would be irrevocably damaged. The quiet, the clear air, and the beautiful vistas would be replaced by noise, air and visual pollution. The experiences in Tucson Mountain Park and Gates Pass, the Desert Museum, Saguaro National Park West, Ironwood National Monument would be negatively impacted.</p> <p>It is known that nature is an important aspect of human health. We need to protect areas that allow that nourishing experience.</p> <p>The future of Tucson does not need to replicate the urban sprawl of Phoenix. We can create urban growth boundaries by stopping 1-11 in the Avra Valley as development would surely follow the highway.</p> <p>ADOT and the decision makers have asked for public input. It's coming loudly and clearly from Southern Arizona - NO 1-11 IN THE AVRA VALLEY!"</p> <p>The many Letters to the Editor of the Arizona Daily Star plus special columns should be included in your public comments. They add further dimensions and wisdom as to why 1-11 in the Avra Valley should not be pursued further.</p> <p>Sincerely, Elsa M. Swyers</p>	GlobalTopic_1, LU-3	Swyers_E_13495	I- 3495 -1
Swyers	Elsa		Mail	6/22/19 1:00 AM AT	The obvious solution is co-location of 1-11 along 1-10 and 1-19.	GlobalTopic_1		I- 3495 -2
szabados	vince		Website	6/02/19 9:44 AM AT	We need better transportation access than another freeway. i believe futuristic thinking from ADOT that focus on mass public transportation and access ways is vital to the future changes needed. We only use freeways because that is all you provide us. ADOT needs to change so consumers can change. I disagree with the proposed freeway.	GlobalTopic_4 and AC-9		I- 1241 -1
Szudajski	Tom		Email	4/06/19 5:46 PM AT	<p>After reviewing maps, this looks expensive and doesn't solve a lot of problems. Clearly Phoenix needs a southern bypass. For the I-10 corridor, we should consider express lanes, additional lanes and rail.</p> <p>Tom Szudajski XXX-XXX-XXXX Tucson AZ</p>	GlobalTopic_1, PN-3 and AC-9		I- 401 -1
Tack	Helene		Website	5/14/19 8:10 AM AT	Thank you for the opportunity to provide feedback on this plan. As Arizona's population grows, I understand the need to find alternative ways to move people and goods across the state. However, as the population grows so does the carbon footprint of our state. I would like to see more focus on transitioning to a rail system to move goods and people rather than adding more cars via new highways.	GlobalTopic_4 and AC-9		I- 897 -1
Tala	Tala		Website	5/12/19 9:57 PM AT	Due to the devastating impact of the preferred alternative and the immeasurably destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. I appreciate your consideration of my comment on this issue.	GlobalTopic_9		I- 859 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Tamarack	Michael		Website	5/08/19 5:24 PM AT	Shame shame shame. This project borders on the criminal. You are proposing to destroy almost pristine desert land to build a freeway that will damage a wild area. The 1950's and 60's were a time when the philosophy was build, build, build and the automobile was king. It has been clear for a long time that that era is over and new solutions need to be considered. Building more roads only leads to more traffic and congestion. Instead of more money on building new roads, alternate modes of transportation should be considered. I believe that no build should be the option. Someone once said that doing the same thing and expecting a different outcome is insanity. Our current outcome is traffic congestion and environmental damage. Please don't add to our problems with more roadways and traffic.	GlobalTopic_4		I- 663 -1
Tang	Anna		Website	5/09/19 11:23 PM AT	Please extend the comment period as far back as possible. Much appreciated. Best regards, Ann	GlobalTopic_9		I- 720 -1
Tankersley	Matthew		Website	6/21/19 2:38 PM AT	I oppose the current proposed routing of I-11. By-passing Tucson as shown will provide little traffic benefit, harm the environment, and be unnecessarily destructive to Southern Arizona's economy. The funds would be better used to expand and upgrade the existing interstates. Thank you.	GlobalTopic_1		I- 1906 -1
Tanz	Chris		Email	7/09/19 1:00 AM AT	To: I-11 Tier 1 EIS Study Team c/o ADOT Communications We strongly oppose I-11. Chris Tanz XXXXX@gmail.com Dr. Jean-Paul Bierny XXXXX@yahoo.com	GlobalTopic_4		I- 3471 -1
Tapia	Lora		Website	7/08/19 8:55 PM AT	In order for the residents of Arizona City to continue to have a small intimate town you must keep interstates out of the community. I10 and I8 are located approximately 3 miles north of Arizona City, which has already created congestion and frustration with local residents. The purple alternative route seems more appropriate for the Arizona City community.	GlobalTopic_4		I- 3160 -1
Tarazon	Cathryn		Website	6/28/19 2:33 PM AT	I am against the building of the I-11 corridor through the beautiful undeveloped land on Tucson's west side. So much pristine desert in and around Tucson has been lost to development already. It is ruining a major reason that people come to Tucson in the first place, not to mention the impact on wildlife and natural resources. I feel that the needs expressed for this highway are more pressing north of Tucson, on the way up to Phoenix, and further north of there. Therefore, I feel that I-10 is still usable and viable for commerce, etc. through the Tucson/Pima County area. I urge a No-Build Alternative through the Tucson area. I have read in the AZ Daily Star that there are many others in Tucson who feel the same way I do. I sincerely hope that their/our opinions and input are being taken very seriously, that soliciting community input is not just a formality, and that decisions to do some kind of building have not, in fact, already begun. Keep our desert region natural and beautiful!! Thank you!	GlobalTopic_1 and LU-3 and BR-1 and AC-6 and CO-3		I- 2180 -1
Tauber	AJ		Website	7/08/19 7:56 PM AT	I strongly oppose the recommended Alternative route described in the Tier 1 DEIS for Interstate 11 (the route located west of Tucson and bypassing Tucson through Altar and Avra Valleys). It will negatively impact public lands; it will negatively impact wildlife corridors; it will increase light, air, and noise pollution; it will negatively impact the economy by diverting traffic from Tucson and soiling a major attraction for local, national, and international visitors; it will negatively impact local astronomy (e.g., increasing light pollution) and ecology (e.g., isolating animal populations on our public lands); and it will significantly impact private property owners in the area who did not purchase property with a nearby interstate in mind. Instead, I support reasonable modifications to the existing roadways, specifically I-10.	GlobalTopic_4 and GlobalTopic_1		I- 3145 -1
Tayi	Venkata Sandy		Email	5/01/19 4:51 AM AT	.Venkata "Sandy" Tayi Hello, Please confirm the approx. timeline, when realistically this will be built and operational. Is this something that may happen in 3 to 5 years or 7 to 10 years. Please send us the approximate timeline involved. Thanks Venkata "Sandy" Tayi Realtor / Property Manager XXX-XXX-XXXX c XXX-XXX-XXXX w XXX-XXX-XXXX f XXXXX@gmail.com https://nam05.safelinks.protection.outlook.com/?url=www.rapidorealty.com&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C467bda96efb045f830f608d6cde83ea7%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636922794702436973&sdata=OcGtjOFbOcxpnaOukHD%2Fnk6pci3dTvb7ZxRplMxH0s%3D&reserved=0 *Rapido Realty, LLC* *XXXXXXXXXXXX* *Peoria, AZ 85383*	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore the exact timing of construction of any particular segment of I-11 is unknown.		I- 831 -1
Taylor	Alison		Website	7/08/19 9:04 AM AT	To Whom It May Concern, The currently proposed I-11 corridor (blue route) would be a negative impact to the Sonoran Desert without much of a return. It would destroy relatively pristine areas such as Saguaro National Park, Ironwood Forest National Monument and the Gila River by not only bringing devastation to the desert through the building of the corridor but also by bringing future unwanted attention in the form of human impact as well as an increase in noise pollution and light pollution to a relatively quiet and dark area. According to the Draft EIS, the Orange Route has the least impact to all areas. I agree and favor the Orange Route through Tucson. Please consider this plan. Sincerely, Alison Taylor	LU-3 and R-2 and GlobalTopic_1		I- 2918 -1
TAYLOR	CHARLES		Website	6/13/19 6:01 PM AT	We oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. Nomitigation could offset these negative impacts. •The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urbansprawl, and destroy the rural character of the Altar and Avra Valleys.	GlobalTopic_1, LU-3		I- 1531 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
TAYLOR	CHARLES		Website	6/13/19 6:01 PM AT	<p>•Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.</p> <p>•The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.</p> <p>•Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.</p> <p>•The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.</p>	GlobalTopic_1, LU-5, BR-6, BR-2, BR-9, WR-1 and WR-2		I- 1531 -2
TAYLOR	CHARLES		Website	6/13/19 6:01 PM AT	<p>•The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>•Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.</p>	E-3, GlobalTopic_1, R-2 and E-2		I- 1531 -3
Taylor	Dorothy		Website	7/01/19 2:14 PM AT	<p>I oppose the recommended alternative route through AVRA Valley for reasons which include, but are not limited to:</p> <ul style="list-style-type: none"> - The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. - Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. - Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. - The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. <p>I could go on and on. This Recommended Alternative is simply a very bad idea and it is time for it to be eliminated.</p>	GlobalTopic_4, WR-1, WR-2, E-1, E-2, BR-6, LU-5, R-2 and GlobalTopic_1		I- 2272 -1
Taylor	Eric		Website	6/27/19 6:45 PM AT	<p>Please consider this my strong support of the NO BUILD option for this proposed plan. It seems extremely odd that we've spent so much time and money widening I-10 recently only to suddenly decide to route around it entirely at grave impact to the desert habitats west of I-10 and the communities already in place along I-10.</p> <p>Don't build this thing. There are much better uses of our tax dollars.</p>	AC-6		I- 2128 -1
Taylor	Gigi		Website	6/22/19 5:07 PM AT	<p>I live in Picture Rocks, Arizona, quite close to the proposed I-11 route.</p> <p>I and my family TOTALLY oppose the route as proposed. It would greatly impact my community in terms of traffic and changing the peaceful way of life that many of us value so much.</p> <p>Further, it would impact our community's special feature valuable to residents and thousands of visitors each year: The Arizona Desert Museum. This museum showcases to all Arizona visitors the beauty and unique environment of our state. All these valuable features would be threatened and changed, and largely destroyed by the proposed I-11 Route. The unique character of this museum rests in its unique nest in the pristine desert environment. THIS WOULD BE DESTROYED BY THE CURRENT I-11 ROUTE.</p> <p>The proposal of this route is, I fear, only advocated by those who might profit personally by the government's acquisition of their land. This selfish point of view should not be allowed to prevail.</p> <p>I urge you to protect the valuable resource of the Desert Museum and the surrounding desert environment that it nestles in.</p> <p>Do not let this incredibly valuable set of resources - the Desert museum and Tucson's unique surrounding desert environment - be destroyed.</p> <p>The route could easily be altered. The only ones who want to retain it are those who would profit by selling land for the route.</p> <p>Thank you for reading my comments....which I am sure echo the sentiments of so many Arizona residents.</p>	GlobalTopic_1 and R-2 and AC-4 and LU-3		I- 1962 -1
Taylor	Gigi		Website	6/26/19 5:42 PM AT	<p>I am opposed to the current I-11 Route, for it destroys natural desert and wildlife corridors that we all value, and which could not be replaced. It is inappropriate to interfere with valuable wildlife and natural habitat and desert environment.</p> <p>I support an alternative that would build on the current freeway route - widen it, double-decker it, parallel it.</p>	GlobalTopic_4		I- 2084 -1
Taylor	Gigi		Website	6/30/19 3:35 PM AT	<p>My family totally opposes the proposed route for an I-11 freeway.</p> <p>This route must not be adopted, because: The proposed Interstate-11 route through Pima County is bad for all. Property owners from Sahuarita to Marana (where I live) will face loss of their homes or reduction of value.</p> <p>The path of the proposed highway winds its way through the Avra Valley next to Saguaro National Park, Tucson Mountain Park and Ironwood Forest National Monument, all valued sanctuaries that must have their pristine environment preserved. This is now one of the most one of the most unique and scenic areas in the United States.</p> <p>Of great concern is that the route would have a devastating effect on our desert creatures, their habitats and the unique Sonoran Desert landscape, a magnet that draws hundreds of thousands of visitors and tourists every year.</p> <p>This route must NOT be even considered! Much more efficient (and not an environmental disaster) would be to parallel the existing I-10 freeway.</p>	GlobalTopic_1, LU-1, R-2, E-2, and BR-1		I- 2235 -1
Taylor	Gigi		Website	6/30/19 3:35 PM AT	<p>The property value of homes not directly in the path but near the 400-foot-wide superhighway will plummet. Tucson gas stations, restaurants, motels and other businesses will collectively lose millions of dollars in revenues as travelers and commercial vehicles bypass the city on I-11.</p>	LU-1 and E-1		I- 2235 -2
Taylor	Gigi		Website	4/13/19 9:14 AM AT	<p>The public comment period for proposed route of I-11 must be extended for at least 180 days to insure public understanding and opportunity to comment. The proposed route will have a great deal of impact on local residents and communities. I live in Picture Rocks, which I selected for its unique tranquility. I would hate to see this destroyed. I value our tranquil neighborhood and community.</p>	GlobalTopic_9		I- 43 -1
Taylor	Janice		Phone	7/07/19 1:00 AM AT	<p>My name is Janice Taylor, I am representing Tucson and I would like to say no to highway 11, I-11. Please do not do that. No to I-11. Thank you.</p>	GlobalTopic_1		I- 3405 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Taylor	Jim		Oral	5/11/19 1:00 AM AT	<p>MR. JIM TAYLOR: My name is Jim Taylor. My son Jeffrey would be here, but he woke up this morning with a 102 temperature.</p> <p>me first say I'm opposed to this mess. We don't want a highway cut right square through some of the most pristine, pretty areas of Tucson. The last thing in the world we need is another noisy, dirty, stinky highway sprawl coming right over my house. And this is -- one of your routes cuts right over my house.</p> <p>I've worked 55 -- I'm the oldest guy here -- almost 60 years to save up enough money to buy a little place in the country. Two years ago I did. I love it. We get up to not sirens blowing or the sound of diesel engines or even the smell. It's beautiful. The last thing in the world we need is another major highway and the urban sprawl that follows a great big highway that is cut right through the prettiest area you ever saw.</p> <p>I'm not quite sure how it's going to -- yeah, I am. It's going to impact wildlife adversely. You'll be trapping them between a major highway, a fenced-off portion of CAP, the water that comes in the canal, and probably five or six years -- I'm a sportsman. I'm an outdoorsman. Five or six years, due to injury, they can't redesign their -- they don't know where to go to cross. They've been using the same routes for thousands of year. Not only big horn sheep, but your coyotes, your deer, your javelina. There's every species you can think of right where you're going to run that dog-gone highway. Within five or six years, it would severely impact all of your wildlife. You can't get around it. You can't hide it.</p> <p>When you come out at night -- I don't know how many of you live in this area. When you come out at night and look up at the stars, it's unbelievable. You know what light pollution is? Take a look. Try looking up at the stars from Tucson metropolitan. You can't see them. Light pollution in general is terrible, terrible, and it's coming from your big highways. It even impacts something as far away as Kitt Peak. It would interfere with that. There's no getting around it.</p> <p>No one out here wants this thing. Never mind the cost. Never mind that there may be wildlife populations. We're people. We're not just numbers on a cost sheet. We live here. We love it. And I have worked a long time just to be able to afford a little place in the country, and this would run square over my house. You would take it away from me.</p> <p>Please don't do this. Have a little compassion, as well as economic foresight. We're -- once again, we're real people. We're just not numbers and names on a call sheet. It's something we do not want. We don't sit around the table talking this thing over, hey, do we let them live here, do we throw them out. I find the arrogance of such thinking absolutely appalling.</p> <p>That's about really all that I've got to say. I just want to get my feelings out. Thank you very much.</p>	GlobalTopic_4 and BR-1 and V-1 and E-3		I- 1453 -1
Taylor	Jim		Oral	5/11/19 1:00 AM AT	Another thing. Financial studies have been made, but that monster is going to cost you in the billions. Has anyone done a study on what it would cost just to improve existing roads? And you could probably for maybe a little more than half a billion. It's the biggest waste of money you can imagine.	E-3, AC-5 and AC-7		I- 1453 -2
Taylor	Kevin		Website	6/19/19 8:26 AM AT	<p>We are not in favor of the proposed blue or green pathways. Our rural community wishes to remain so and the cost of adding this route is excessive given the benefit.</p> <p>This would become nothing more than a by-pass route that would negatively affect our property values and quality of life desired when we selected this area as a place for our home.</p> <p>No to I-11.</p>	AC-6		I- 1754 -1
Taylor	Steven		Website	7/08/19 5:47 AM AT	<p>Hello,</p> <p>We have a house in Thunderbird Farms (Hidden Valley area). We moved out here to get away from town and noise of the roads and freeways. The proposed i11 will run 1 street from my house. The environmental impact that i11 will have to this area will be irreversible. The best part of my day is sitting on my back porch with my kids watching the birds and other desert animals cross my property. (attached is a picture of a road runner that came by to visit) I never saw these things when I lived in town. The addition to i11 will run these animals off. It does not make sense to me to run through this part of the desert when there is a perfectly good interstate to utilize. Which is I8. How many Billions of dollars and perfect desert will be saved to use an interstate that already is there?</p> <p>[attachment photo roadrunner]</p>	GlobalTopic_2 and GlobalTopic_4	Taylor_S_I2899	I- 2899 -1
Teeter	Vanessa		Website	7/06/19 6:58 PM AT	This is a tereible idea. It will put too many people out of their homes and divert business away from tucson.	GlobalTopic_4, LU-1		I- 2680 -1
Tellman	Barbara		Website	7/01/19 5:56 PM AT	I am 100% opposed to this wasteful and destructive project, especially its route near several important natural areas. It is unneeded and a wasteful use of funds. I do not feel that the environmental impacts have been thorough or complete. Start over.	GlobalTopic_4		I- 2288 -1
Tenney	Barbara		Oral	5/11/19 1:00 AM AT	<p>MS. BARBARA TENNEY: My name is Barbara Tenney. I live in Picture Rocks, so I'm a Pima County resident. I'm also a registered voter. I came here today so my voice could be heard about my wishes concerning the recommended alternative route described in the Tier I EIS for Interstate I-11. I am so, so against it, and also putting I-11 through rural Artal and Avra Valley. This highway would cause significant noise, air, and light pollution. And, also, as it is not passing through Marana or Tucson cities, it will be a great hardship for businesses along the I-10, and no one would be going to Twin Peaks Mall or downtown Tucson. That would be a very great loss of revenue.</p> <p>Also, our officers will be stretched to the limits with the probability of increased smuggling of drugs and illegals by increased traffic flow, especially of the trucks. Please don't let this be a waste of taxpayers' time and money. No I-11. God bless you all.</p>	GlobalTopic_1		I- 1438 -1
Tenney	Barbara		Oral	5/11/19 1:00 AM AT	Lands and wildlife habitat would be severely impacted in a most negative way. And it would be adjacent to Tucson's major water supply, which cannot be safeguarded against anti-toxic spills. Our federal lands would be affected, along with county and tribal lands. Families will be forced out of their homes. Years of intrusive construction will increase air, water, noise and light pollution, which can't be stressed enough. Valley Fever risks will increase, and we can possibly see an increase in haboobs like Picacho Peak and the Phoenix area did last year.	GlobalTopic_4 and GlobalTopic_1		I- 1438 -2
Tepper	Carol		Email	5/14/19 1:00 AM AT	Please pursue the no-build alternative, and focus on providing more rail between Tucson and Phoenix instead. Thank you, Carol Tepper	AC-6 and AC-9		I- 975 -1
Terlep	Jim		Email	6/24/19 1:00 AM AT	<p>I oppose the preferred I-11 route chosen by ADOT through Avra Valley. - it is a maximal disruption and taking of property by government.</p> <p>Thank you Jim Terlep Pima County resident.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3295 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Terlep	Jim		Email	6/24/19 1:00 AM AT	-combining with I-10 is the real preferred route for all the reasons I-10 was routed there in the first place. -There are no support facilities in Avra Valley, which already exist on the I-10 corridor. -it is a more efficient use of tax dollars to save money by using the existing I-10 route through Tucson in Pima, Pinal Counties. - Use of underutilized I-19 for I-11 is the best use of existing resources rather than wasting money recreating a north south freeway which parallels two in existence already. -While ADOT may choose to rebuild the I-19 to I-10 interchange if an I-10 route is chosen, it will benefit the people of Tucson as well as corporate trucking interest.	GlobalTopic_1		I- 3295 -2
Tester	Carson		Website	4/28/19 4:01 PM AT	Please Bring Interstate 11 to Idaho. It is the right thing to do, and it is economically beneficial. Tell me what I must do to bring I-11 to Idaho. I would like a response.	GlobalTopic_4		I- 310 -1
Testerman	Jeanne		Website	7/07/19 5:01 PM AT	I disagree with the rout of the proposed location of the connection of I-11 and I-19 in Sahuarita as it would displace many families who have lived in this area and their homes for many years not to mention my own family that has lived here at this property since 1972. This would make the wild life relocate. We have hawks, owls and falcons that depend on our trees to nest and have their babies yearly. The fact that this new rout runs parallel with the existing Interstates we should be able to come up with a better plan to utilize those free ways.	GlobalTopic_4, BR-1, and GlobalTopic_1		I- 2819 -1
Teufel	Dawn		Website	5/08/19 2:48 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 652 -1
Tewksbury	Bruce A.		Website	5/31/19 11:55 AM AT	Sirs: I am concerned about the increased commercial traffic moving thru our established Green Valley retirement community. As trade with Mexico has already increased over the past 8 years, truck traffic noise in our neighborhood, Desert Meadows 3, increased so much that the that it diminished the pleasure of sitting in our back yard. The Green Valley Council website directs us to a site showing the alternative route for I-11 that exits before Green Valley, but the site I saw on your site said the recommended route goes thru GV and exits into the town of Sahuarita... again exiting into an established community and most likely displacing homeowners and increasing traffic into that area. I oppose the recommended route.	N-1 and GlobalTopic_4		I- 1230 -1
Tewksbury	Catherine A		Website	5/15/19 2:11 PM AT	I strongly oppose the use of the corridor between El Torro to Twin Buttes road i 11 alternative. This goes through property which contains many homes that would destroy the investment of the people living here and put a great deal of road noise in a currently quiet, established neighborhood. Certainly there is the other alternative that would exit I 19 earlier or later and save our homes. We bought this house in our retirement and have invested years of our life (and considerable money) making this property into our dream home.	GlobalTopic_4 and N-1		I- 922 -1
Tewmion	William		Mail	7/08/19 1:00 AM AT	I have made no fewer than six attempts to submit a comment by email to the address given on your website. Taking great care to type each letter exactly as given. Each email was returned -undeliverable. If there is a problem with your email system it needs to be corrected and the comment period extended beyond July 8th. Opposition to the Avra Valley Route is overwhelming and every voice deserves to be heard.	GlobalTopic_1	Tewmion_W_I3539	I- 3539 -1
Thacker	Darlene		Mail	5/08/19 1:00 AM AT	I do not want the I-11 freeway. I am right in the path and my home will be taken. I'm an old woman and if this comes to be it will kill me to have to move from my home that I've lived in for 25 years. Please don't put I-11 through Picture Rocks area! No bill! No! No! No!	LU-1 and GlobalTopic_1	Thacker_D_I3232	I- 3232 -1
Thatcher	Jeanie		Website	4/20/19 6:16 PM AT	It should NOT be placed through Green Valley/Sahuarita where a bunch of people live! These houses have been here almost as long as Green Valley has been a city and should be preserved. There are other locations that would not ruin people's lives and homes. It is a horrible location to build a freeway. There isn't SO much empty land north of Sahuarita road- use that.	GlobalTopic_1 and GlobalTopic_4		I- 199 -1
Thatcher	Jeanie		Website	4/22/19 9:09 AM AT	I 100% oppose this being built where the Sahuarita town council wants it- on El Toro. This is not "the greater good"- have you ever seen Disney Cars? There is nowhere else in town with property like our house and the other houses that would be affected. There is plenty of room north of Pima Mine road where no families would be forced out of the homes they planned to live in forever. It also wouldn't have to deal with going through two mines. Not to mention CHEAPER!	GlobalTopic_1 and GlobalTopic_4		I- 230 -1
Thatcher	Lucille		Website	6/24/19 8:46 PM AT	We moved to Sahuarita for the small town feel, along with many many other residents. Putting the freeway interchange on El Toro Rd not only displaces many families, it would be completely wasteful to have ANOTHER freeway near the current freeway. We already have I19 that is a perfectly good location for the I11. It makes sense to use the freeway that is already there instead of have two separate freeways. It will be cheaper to expand and maintain than an entire new freeway. Not to mention, it will not displace many families. The idea of an entirely new freeway within a few miles of a current interstate is ridiculous.	GlobalTopic_1 and AC-7		I- 2029 -1
Theodore	Steph		Email	4/18/19 5:06 AM AT	Furthermore, the proposed freeway would have a negative impact on Saguaro National Park West, the Pima County Tucson Mountain Park, the Waterman Mountains in Ironwood Forest National Monument and the Arizona desert museum, and free movement of wildlife. The National Park and Desert Museum contribute mightily to Arizona's economy.	R-2 and BR-2		I- 429 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Theodore	Stephanie		Email	4/18/19 5:06 AM AT	<p>Dear Arizona Department of Transportation</p> <p>Please record my comment AGAINST the proposed I-11 freeway.</p> <p>Rather than creating a new freeway a better solution would be to improve, widen, and otherwise beef up existing infrastructure, namely the I-10 freeway.</p> <p>A new I-11 freeway is expensive, a waste taxpayer money and is unnecessary.</p> <p>Sincerely, Stephanie Theodore XXXXXXXXXX Vail, AZ 85641</p> <p>----- Forwarded Message ----- From: markdmcloughlin To: Stephanie Theodore Sent: Wednesday, April 17, 2019, 6:14:34 PM PDT Subject: Fwd: I 11 EIS comment NO NEW FREEWAY</p> <p>Begin forwarded message:</p> <p>From: markdmcloughlin Date: April 17, 2019 at 6:02:53 PM MST To: i-11adotstudy@hdrinc.com Subject: I 11 EIS comment NO NEW FREEWAY</p> <p>Dear Arizona Department of Transportation</p> <p>Please record my comment AGAINST the proposed I-11 freeway.</p> <p>Rather than creating a new freeway a better solution would be to improve, widen, and otherwise beef up existing infrastructure, namely the I-10 freeway.</p>	GlobalTopic_4		I- 429 -1
Theodore	Stephanie		Email	4/18/19 5:06 AM AT	<p>A new I-11 freeway is expensive, a waste taxpayer money and is unnecessary.</p> <p>Furthermore, the proposed freeway would have a negative impact on Saguaro National Park West, the Pima County Tucson Mountain Park, the Waterman Mountains in Ironwood Forest National Monument and the Arizona desert museum, and free movement of wildlife. The National Park and Desert Museum contribute mightily to Arizona's economy.</p> <p>Sincerely, Mark McLoughlin XXXXXXXXXX Vail, AZ 8564</p>			I- 429 -1a
thibedeau	nancy		Website	6/25/19 4:07 PM AT	<p>I believe that the proposed Hwy 11 is totally unnecessary and a waste of money! Please improve and enlarge the I-10 Corridor from Tucson to Phoenix rather than destroy the Sonoran desert west of Tucson.</p>	GlobalTopic_1		I- 2060 -1
THICKSTUN	CAROLE		Website	7/08/19 5:19 PM AT	<p>[Text from Attachment]</p> <p>I am a local resident and land owner, and have resided in the area since 1984. I oppose the proposed I-11 corridor. My comments for reasons the corridor would be devastating to the ecosystem focuses on just one aspect—how sound alone affects the birds and the wonderful way the area now carries their communication. Please read this excerpt from New Yorker Magazine by David Owen, published May 6, 2019, and consider the impact the sound along of the interstate will make on the wildlife in Ironwood Forest National Monument.</p> <p>It is hard to imagine the price we will pay with the addition of the freeway by the loss of wildlife and quiet.</p> <p>Carole Thickstun XXXXXXXXXXXXXXXXXX Marana, AZ 85653 XXX-XXX-XXXX</p>	GlobalTopic_6, BR-3	Thickstun_C_I3087	I- 3087 -1
THICKSTUN	CAROLE		Website	7/08/19 5:19 PM AT	<p>In 2012, Jesse Barber, a professor at Boise State University, in Idaho, thought of a way. He and a group of researchers built a half-kilometre-long "phantom road" in a wilderness area where no real road had ever existed. They mounted fifteen pairs of bullhorn-like loudspeakers on the trunks of Douglas-fir trees, and, during bird migration in autumn, played recordings of traffic that Barber had made on Going-to-the-Sun Road, in Glacier National Park. Chris McClure, who worked on the project, told me, "We cut up garden hoses to run the wires through, so that mice wouldn't chew on them, and we duct-taped pieces of shower curtains over the loudspeakers, to keep off the rain." The recorded sound wasn't deafening, by any measure; to a New Yorker, in fact, it might have seemed almost soothing. But its effect on migrating birds was both immediate and dramatic. During periods when the speakers were switched on, the number of birds declined, on average, by twenty-eight per cent, and several species fled the area entirely. Some of the biggest impacts were on species that stayed. Heidi Ware Carlisle, who earned her master's degree for work that she did on the project, told me, "If you just counted MacGillivray's warblers, for example, you might say, 'Oh, they're not bothered by noise.' But when we weighed them we found that they were no longer getting fatter—as they should have been, because fat fuels their migration."</p>	BR-1 and N-1		I- 3087 -2
Thiel	Homer		Website	5/08/19 10:35 PM AT	<p>Just don't. Do not destroy more of our vital desert. Enough is enough. I do not want to see a stream of headlights when I am sitting on Gates Pass watching the sunset. I do not want to see and hear trucks when I am at Saguaro Park West. Just stop. Tell the engineers at ADOT to work on the existing roads.</p>	GlobalTopic_1		I- 682 -1
Thiel	Lisa		Website	7/03/19 3:04 PM AT	<p>Since there are viable alternatives to this highway being built, that will not negatively affect the homes and properties of vulnerable families with children and senior citizens on limited incomes, diminishing their quality of life as well ruining irreplaceable areas of natural environment, (some of the greatest assets of the Tucson area), I feel these other alternatives should be implemented instead of the Avra Valley route. Whatever jobs or benefits resulting from this project may be, they should not be gained through the needless sacrifice of the citizens who live in this community, the wildlife, or the natural lands that surround our city.</p>	GlobalTopic_1 and LU-1		I- 2511 -1

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Thomas	Elizabeth		Website	5/29/19 6:36 PM AT	<p>Dear Committee:</p> <p>I was shocked and horrified to hear of the proposal to run a highway through this amazing national forest and beautiful area, including private neighborhoods. As a longtime visitor to this area, from my own beautiful Canadian province of Nova Scotia, I cannot believe that anyone thinks it is a good idea to destroy such an incredible desert area. Please reconsider, please put your highway somewhere else. We visit here frequently, and spend many tourism dollars in the area. If you do this, we will likely head to New Mexico, where there are beautiful and undisturbed areas, and I have not heard that they have plans to ruin their countryside. After over 30 years of spending time in Arizona, it seems a shame to me to head somewhere else, but we are definitely prepared to do so.</p> <p>I hope that you can look at the much bigger picture than the ridiculous reasons cited in your documentation. As well, I hope that those who voted for those, and those who voted for those supporting this project, get their heads out of the literal sand, and vote for people who can appreciate this kind of beauty, which Arizona used to be known for, and vote in people who actually serve the public.</p> <p>Very sincerely yours, Elizabeth Thomas</p>	GlobalTopic_4		I- 1192 -1
Thomas	Joseph		Website	6/22/19 1:02 PM AT	Very much opposed to the proposed I-11 route through Avra Valley because of the disruption to the natural areas like Ironwood Forest, Saguaro National Park. Much more cost effective for increased transportation capacity to improve existing interstates I-10 and I-17.	GlobalTopic_1 and R-2		I- 1954 -1
Thomas	Kimberley		Website	7/04/19 1:13 PM AT	<p>As a property owner in the West Valley, I have reviewed the currently proposed I-11 corridor (Blue Route) and believe that the Orange Alternative would be a more economically and environmentally sound route. Since most of the proposed Orange Route is designated to follow existing highway systems (e.g., Highway 85, I-8, I-10, and I-19) co-locating the I-11 with these current freeways makes the greatest sense.</p> <p>According to the Draft Environmental Impact Study, the Orange Route will have the least impact on our fragile Sonoran Desert ecosystem. Secondly, re-designing and upgrading our current highway systems to accommodate co-location with I-11 will save billions of dollars over the cost of construction of an entirely new highway.</p> <p>For these reasons, I oppose the proposed Blue Route in favor of the Orange Route.</p>	GlobalTopic_2 and GlobalTopic_4 and LU-5 and AC-5 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2562 -1
Thompson	Sara		Website	5/09/19 4:20 PM AT	I oppose Interstate 11. I believe it would create noise for residents, pollution from vehicles, and is completely unnecessary considering the fact that there is already an interstate that runs almost exactly the same route - Interstate 10. I believe our taxpayer dollars are better put to use for other purposes, such as fixing roadways in Tucson, creating a cross-town highway, or widening I-10 going eastbound.	GlobalTopic_1		I- 713 -1
Thomssen	Gail		Oral	5/08/19 1:00 AM AT	<p>GAIL THOMSSSEN: Gail Thomssen. I'm a resident of Tucson. I have been a desert rat for a long time, and I'm proud of it.</p> <p>Two points I'd like to make: Number one, every time you build a road, you cut off a water supply and food supply for all living creatures with the exception of humans.</p> <p>This, to me, is absolute murder. We have a road that suffices, and it's that kind of corridor. What you're proposing is murder for all of the desert animals and critters who live there.</p> <p>Anyone who proposes to put another road up obviously does not live in the desert, has no communication with the desert, has no appreciation for the desert, and doesn't belong in the desert. You need to really consider, this is inappropriate, absolutely inappropriate.</p> <p>My second point is, like the previous person, follow the money. I'm sorry, but the people who are pushing this have to benefit financially. And, quite frankly, it deserves scrutiny at the highest court level.</p> <p>To push this kind of destruction into an area that's so -- just a quick example. Back in World War II Patton trained his troops in the desert.</p> <p>To this day, you can still see the tracks of those tanks. That's how fragile our desert is. And if you don't appreciate it, then you shouldn't be making these kinds of decisions, and you don't belong here. Thank you.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1331 -1
Thomssen	Gale		Website	5/09/19 10:59 AM AT	I see no logical reason to accommodate truck traffic to and from Mexico. The ORANGE route needs to have truck lanes built and leave it at that.	GlobalTopic_4, PN-3		I- 701 -1
Thomssen	Gale		Website	5/09/19 10:59 AM AT	<p>My primary concerns other than logic, are two fold.</p> <p>1. Environmental: The Blue route that goes from Marana to Green Valley will cut off all living things that depend on water and food. This desert is fragile, all life forms are interconnected here. To cut this area, Avar Valley, in half will destroy all these living creatures. Animals and reptiles will need to cross this destructive divide to find food and water and will obviously be killed/murdered. The natural water flow will be disturbed effecting all plants as well as wild life. The people who really live in this area will suffer as well. We all moved here to get away from traffic and the pollution of freeways.</p>	GlobalTopic_1 and BR-7		I- 701 -2
Thomssen	Gale		Website	5/09/19 10:59 AM AT	2. PROFIT The Blue route was selected to make the most profit for limited individuals. This is scandalous and will necessitate a GRAND JURY INVESTIGATION. Count on it. Otherwise there is no logical reason to have not expanded the current I-10 and I-19 systems. No one who lives in this area wants this built unless they stand to profit substantially.	GlobalTopic_1, AC-4		I- 701 -3
Thornton	Bill		Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		I- 1325 -1
Thornton	William		Website	7/07/19 2:40 PM AT	<p>As a second generation native I've watched for decades as much of our Sonoran Desert heritage was bulldozed for development. At least I could be thankful that far sighted conservationists were able to save crown jewels such as Saguaro National Park, Tucson Mountain Park, and Ironwood Forest National Monument.</p> <p>Now the "growth at any cost" mentality has re-surfaced in the form of the proposed I-11 in Altar and Avra Valleys. Critical habitat can be irreparably degraded without actually going under the bulldozer.</p> <p>Opposition to this project is overwhelming including 28 Conservation Organizations, unanimous resolution from the Tucson City Council, and Congressman Grijalva whose district includes much of the proposed route.</p> <p>We have spoken loudly and clearly. I-11 is the wrong road, in the wrong place, at the wrong time. I respectfully petition ADOT to PLEASE re-consider improving I-10 rather than needless destroying more of our natural heritage.</p>	GlobalTopic_1, R-2, BR-1		I- 2785 -1
Thornton	William		Website	7/07/19 2:40 PM AT	As proposed, I-11 will further fragment wildlife habitat leaving isolated inbred populations at risk of extinction. Wildlife crossovers can help but cannot mitigate the impact of noise, exhaust fumes, and light pollution that come with a major highway.	BR-1 and BR-2		I- 2785 -2

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Thornton	William		Website	4/24/19 6:30 PM AT	The "Preferred Alternative" Avra Valley route for I-11 is a terrible idea on many levels. 1. It would cost about \$3.4 billion more than adding capacity to the existing I-10. 2. It would do irreparable damage to two of the Tucson areas crown jewels Saguaro National Park and the Arizona Sonora Desert Museum. 3. When we can't take care of the roads we have, why are we even talking about a costly destructive new highway? 4. The Canamex corridor proposal seems to be predicated on the assumption of business as usual, i.e. more growth, more traffic, more development etc. With reduced deliveries of CAP water all but certain, that assumption is questionable to say the least. 5. Today's (April 24, 2019) Arizona Daily Star reports that Tucson is the third fastest warming city in the nation. All of the top five are in rapidly growing cities in the desert southwest with expanding urban heat islands exacerbating the underlying trend of warming temperatures. A new freeway and associated development would exponentially expand Tucson's urban heat island. How can that be good for anyone? Expanding the capacity of I-10 would be a much less costly and destructive alternative to I-11 through Avra Valley.	GlobalTopic_1		I- 280 -1
Thornton	William		Phone	7/08/19 1:00 AM AT	Yes, I have made numerous attempts to comment by email using the email address that's given, I-11ADOTStudy@hdrinc.com. I have submitted several times and it keeps getting it kicked back so there's something wrong and I'm not the only one others have had the same problem so there's something wrong with your email system and it's inhibiting our ability to submit our comments online. I understand that comments will be accepted up through today but when your system isn't working it makes it very difficult so I would appreciate it very much if someone could return my call. My name is William Thornton, I'm in Tucson, number XXX-XXX-XXXX. Thank you.	We apologize that you had difficulties submitting your comments via email, but the project email you detail is correct.		I- 3433 -1
Thorpe	Susan		Website	6/21/19 7:41 PM AT	This is a terrible idea. ANYTHING that poses a risk to our precious groundwater is a non-starter, let alone this lovely rural area that tourists and bird watchers and our local community treasure. STOP sacrificing everything to this mad dash for capitalism. It does not do anyone any good.	GlobalTopic_4, WR-2 and BR-3		I- 1924 -1
Thorpe	Susan		Website	4/16/19 7:54 AM AT	Maybe the people pushing for this disastrous route should go visit the area this spring and see what we would lose as a community if we subjected our wildlife and environment to a huge, busy highway running through it. PLEASE DO NOT DO THIS. Please extend the period of comment to 120 days and do some real thinking about the impacts of this horrid idea on Tucson. We thrive on tourism, nature, desert beauty, and cannot keep destroying the environment.	GlobalTopic_4 and GlobalTopic_9		I- 81 -1
Thut	Judith		Website	6/22/19 4:09 PM AT	No.	GlobalTopic_4		I- 1959 -1
THYGESEN	PEDER		Website	6/17/19 10:32 PM AT	The I11 study and corridor are critical to infrastructure that does not yet exist but is sorely needed in Southern Arizona. Much of the corridor will bring growth to areas outside of the Tucson and Phoenix Metro areas while maintaining quick access to each. Many goods and services are clustered around these two metro areas giving outlying areas very little hope of having quick access to some of these services. This corridor allows for the growth of smaller metro areas providing jobs, goods, and services to areas outside of Phoenix and Tucson. The I11 corridor is a great idea and will create additional population areas with services similar to those of the large metro areas. I think the recommended alternative will work very well.	GlobalTopic_4		I- 1718 -1
Tice	Jeremiah		Website	6/28/19 9:39 AM AT	I as many other HIGHLY oppose the new Interstate 11. For many reasons. It's sentimental to hundreds that live there and it's very destructive. And could possibly put a lot of my family out of work.	GlobalTopic_4		I- 2162 -1
Tiedeman	Christine		Website	5/12/19 2:10 PM AT	Any route that puts this highway through a protected environment is detrimental to the few untouched natural landscapes we have left. Its irresponsible to think a highway won't bring more people, pollution, and construction out to protected lands killing off plants and wildlife at an exponential rate.	GlobalTopic_4		I- 825 -1
Timberlake	Robert		Website	7/05/19 8:40 AM AT	I question the need for an entirely new right of way when it is stated in the project plans that this new road will simply parallel an existing route. It would seem that a much more practical approach would be expansion of the existing route thus negating the need for this road. Further it is stated that at the state border there is no existing connection for the proposed I 11. Instead it is stated in the planning documents that in the future this road may connect to projects in other states like Nevada. The planned route will negatively impact the lives of thousands of Arizonans through the loss of homes, land and livelihood that I do not think has been adequately addressed in the existing impact statement. Simple reimbursement is not an adequate measure offsetting the disruption these people will suffer. Finally introducing a new longitudinal barrier in the form of a multi-lane roadway, through an environmentally sensitive region flies in the face of current knowledge concerning the impact of such project on the overall environment, a concept that appears to be totally unaddressed in the current environmental impact statement. I think the project should simply be abandoned	GlobalTopic_4 and LU-3 and AC-6		I- 2585 -1
Timberlake	Robert		Website	7/05/19 8:40 AM AT	The proposed route will negatively impact an as yet unknown number of cultural historical resources in the state. The statistically based assessment of unexplored portions of the route is only somewhat adequate for prediction of known types of resources. As culture historical research improves, expands, and recognizes new and important types of resources this type of predictive modeling breaks down. This project, then has the potential to impact an unpredictable number of prehistoric and historic sites of previously unknown type.	Section 3.7.1 of the Draft Tier 1 EIS states that FHWA and ADOT adopted a phased approach to inventory, evaluate, and assess effects to cultural resources. Surveys to inventory and evaluate the NRHP eligibility of resources will be done during Tier 2 studies of specific projects. In the absence of complete inventories of cultural resources within the Build Corridor Alternatives at the Tier 1 stage, the analysis used available information (that constituted a relatively large sample) to make estimates of the types and numbers of cultural resources that might be affected. Like any estimate, there are margins of errors but the approach was applied consistently among the alternatives and provided adequate information about potential levels of impacts of the Build Corridor Alternatives on cultural resources to be considered, along with all many other factors that go into selecting a Preferred Alternative. Best practices for inventorying and evaluating cultural resources will be used to assess and address the impacts of each subsequent Tier 2 project.		I- 2585 -2
Timmerman	Dan		Website	7/07/19 1:26 PM AT	Given the detriment to wildlife in one of the worlds biodiversity hot spots, that brings in millions of tourism dollars to the region, development of new transportation corridors that would split populations and reduce habitat should be scrapped. The current I19 to I10 corridor is not even operating at capacity, let alone being overcome to the point of needing a diversion. I would suggest, for future growth, planning additional capacity on the existing corridor as a better alternative.	GlobalTopic_1, BR-1 and E-2		I- 2769 -1
Timmerman	Christian		Website	5/17/19 11:34 AM AT	As a concerned citizen of Tucson, I am writing to express my opposition to any alignment of I-11 through Avra Valley (either the "Recommended Alternative" or the Purple Alternative. Instead, I support upgrading and expanding the current I-10/I-19 corridors (Orange Alternative).	GlobalTopic_1		I- 943 -1

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Timmerman	Christian		Website	5/17/19 11:34 AM AT	<p>The Avra Valley alignment passes very close to Saguaro National Park, Tucson Mountain Park, Ironwood National Monument, and many other wild yet unprotected areas. A 400' wide, high-speed freeway would fragment and isolate wildlife habitat no matter how many wildlife crossings are installed. Even if wildlife was unaffected the noise, air, and visual pollution would diminish the wilderness characteristics of Saguaro NP, Ironwood NM, and Tucson Mountain Park. Additionally, a new freeway would bring new development, roads, and traffic to a relatively tranquil area of southern Arizona.</p> <p>Let's contain this sprawl to the already developed Tucson basin. I am joined in my opposition to the Avra Valley alignment by US Representative Raul Grijalva, the City of Tucson, Arizona Game & Fish Dept., National Park Service, US Bureau of Land Management, US Bureau of Reclamation, Environmental Protection Agency, Friends of Ironwood National Monument, Sierra Club, Coalition for Sonoran Desert Protection, and many more. NO to I-11 in Avra Valley!</p>	BR-2, GlobalTopic_4 and GlobalTopic_1, LU-3		I- 943 -2
Tingley	Marcia		Website	6/29/19 2:55 PM AT	<p>Please see the attached letter on the Recommended Alternative route for I-11. Thank you. [Text from attachment] XXXXXXXXX Tucson, AZ 85728 June 29, 2019 Dear Arizona Department of Transportation, I am writing to express my opposition to the recommended alternative route for Interstate 11 that was produced by the Draft Environmental Impact Statement released on April 5, 2019. The proposed route, which is located west of Tucson, bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The Recommended Alternative route would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. It would significantly damage natural resources, including severing critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. The Recommended Alternative route is located perilously close to a wide array of both federal and local public lands, including Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). • The proposed route comes within 1,300 feet of the park boundary of Saguaro National Park West and within 400 feet, in multiple locations, of the monument boundaries of Ironwood Forest National Monument. • The route would impact tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation and open space properties protected under Pima County's Sonoran Desert Conservation Plan, as well as Tucson Mountain Park. • In addition, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. The City of Tucson has also voiced opposition to this route, as it places a freeway adjacent to the city's major water supply. Water is Tucson's most vital resource, and there would be no way we could guard against a toxic spill that would threaten it. Finally, the Recommended Alternative route would cause significant noise, air, and light pollution, and encourage urban sprawl. It would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. Many of us, including my husband and I, moved to the Tucson area because of its natural resources and the ability to reach wild and protected desert areas such as Sabino National Park West and the other open spaces west of the city. Adding a major interstate west of the city would encourage sprawl and more pollution, as well as potentially endangering our water supply. We strongly encourage you to reject this Recommended Alternative route and to instead co-locate I-11 with I-19 and I-10 through Tucson. Sincerely, Marcia Tingley</p>	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, BR-1, BR-6, BR-9, BR-10, WR-2, N-1, AQ-1, V-1, and LU-3	Tingley_M_I2212	I- 2212 -1
Tipton	Jim	The Hogan Group	Email	4/05/19 11:02 PM AT	<p>To Whom It May Concern,</p> <p>The interactive map on the website below is an excellent tool to see where the potential alternatives may go. Is it possible to send me the GIS files associated with the routes as well as the study area so that I may import them into ESRI's ArcMap program?</p> <p>Thank you very much for your assistance!</p> <p>https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2F11-viewer.hdrgateway.com%2F&data=02%7C01%7C11AD0TStudy%40hdinc.com%7Ce20af9ca96a24ca649cc08d6ba125670%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636900985257769692&sdata=M02c4U2yLqCjrcb%2FXyXkxeMGMykaK7AHVZT2ell3cS0%3D&reserved=0</p> <p>Sincerely,</p> <p>Jim Tipton</p> <p>The Hogan Group XXXXXXXXXXXXXXXXX Scottsdale, AZ 85251 XXX-XXX-XXXX Direct XXX-XXX-XXXX Cell XXXXX@hoganpaz.com https://nam05.safelinks.protection.outlook.com/?url=www.HoganGroupAZ.com&data=02%7C01%7C11AD0TStudy%40hdinc.com%7Ce20af9ca96a24ca649cc08d6ba125670%7C3667e201cbd48b39b425d2d3f16e2a9%7C0%7C1%7C636900985257769692&sdata=RUcYqZpgAL9tY0yiQk9nbik0OwghpLGyJRX8dLo3SK8%3D&reserved=0</p> <p>Please consider the environment before printing this email P This email may contain information that is confidential or attorney-client privileged and may constitute inside information. The contents of this email are intended only for the recipient(s) listed above. If you are not the intended recipient, you are directed not to read, disclose, distribute or otherwise use this transmission. If you have received this email in error, please notify the sender immediately and delete the transmission. Delivery of this message is not intended to waive any applicable privileges.</p>	The requested GIS files were sent to the commenter.		I- 398 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Tipton	Jim		Email	5/08/19 1:00 AM AT	Are there any GIS files (shapefiles) available for the potential I-11 routes? Any assistance is appreciated. Thank you! Sincerely, Jim Tipton The Hogan Group XXXXXXXXXXXXXXXXXXXX Scottsdale, AZ 85251 XXX-XXX-XXXX Direct XXX-XXX-XXXX Cell XXXXX@hogangroupaz.com https://nam05.safelinks.protection.outlook.com/?url=www.HoganGroupAZ.com&data=02%7C01%7C1-11ADOTStudy%40hdrc.com%7C67fa2b98e4ee48447eb808d6d3f7346b%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636929456031142902&sdata=OUJWFxqvwuL01dORbfrYDRydLC7UZtRd%2FvR0zyE%3D&reserved=0 Please consider the environment before printing this email PThis email may contain information that is confidential or attorney-client privileged and may constitute inside information. The contents of this email are intended only for the recipient(s) listed above. If you are not the intended recipient, you are directed not to read, disclose, distribute or otherwise use this transmission. If you have received this email in error, please notify the sender immediately and delete the transmission. Delivery of this message is not intended to waive any applicable privileges.	The requested GIS files were sent to the commenter.		I- 984 -1
Tiss	Susan		Website	5/09/19 12:06 AM AT	I do not understand how creating a new but adjacent highway provides any benefit for the local community. It will displace residents, disrupt wildlife and the fragile environment, damage the experience of protected land and unique places like the Az Desert Museum, and bring sprawl and pollution. I-19 and 1-10 provide existing freeway infrastructure and the final plan should look at how to update and upgrade those freeways, not build a whole new one.	GlobalTopic_1		I- 688 -1
Tittle	Mike		Website	4/17/19 8:38 AM AT	The I-19 noise level is extremely high in the Green Valley area. Noise barriers to counter the high level of semi noise should be considered a must for this area. Green Valley/Sahuarita is a fast growing area and housing is close to the proposed i11 route https://medium.com/re-form/muting-the-freeway-e18ee195bd38 The Noise Control Act requires state governments to build sound barriers in between highways and housing only when new freeways are built or existing freeways are expanded or realigned.	LU-6, N-1		I- 119 -1
Tizer	Leslie		Website	7/08/19 12:43 PM AT	This is an atrocity for the environment. It will disturb natural environments for animals and precious lands. It is unnecessarily costly and simply enlarging I10 will be sufficient to meet the needs of growing commuters. We have what we need already in place for a interstate highway, it only needs some good planning to allow for enlargement for more vehicles and it will cost the taxpayers much less money.	GlobalTopic_4, BR-1, AC-7		I- 2971 -1
Tkaczyk	Filip		Website	5/01/19 4:49 PM AT	Developing this area is a terrible idea, impact both rich biological area and vital land belonging to the Native Peoples of this area including the Tohono O'odham. A freeway expansion into this area is irresponsible and even criminal.	GlobalTopic_4, GlobalTopic_13		I- 374 -1
Todd	Patty		Website	7/07/19 5:42 PM AT	In an agreement between Pima County Board of Supervisors, Arizona Game and Fish, and the United States Department of the Interior (see the Cooperative Agreement for the Use of Project Lands for Wildlife and Plant Conservation and Management, Tucson Mitigation Corridor, Central Arizona Project, 1990) the Secretary of the Interior and the Director of the Arizona Game and Fish state that the TMC was to be managed in accordance with the Tucson Mitigation Corridor Master Management Plan. This master management plan "prohibits any future developments within the area" and "prohibits grazing, mining, dumping, discharge of firearms, trapping, recreation developments, and off-road vehicles to maintain the integrity of the area for both wildlife and special status plant species" (II. Management Plan; 2. Management Actions a and b). The agreement between the three signing parties was clear. The TMC was to be managed to "compensate for wildlife habitat lost due to aqueduct construction [Central Arizona Project] by prohibiting deleterious activities within the area boundaries" (II. Management Plan; 1. Management Goals; c.). ADOT's preferred route of bisecting the 4(f) Tucson Mitigation Corridor is, at the very least, a "deleterious activity" and should never have been an option. Build in the I-10 corridor or don't build at all.	GlobalTopic_11		I- 2826 -1
Todd	Patty		Website	7/07/19 6:26 PM AT	I am strongly opposed to the preferred route of I-11 because it passes too closely to the Tucson Mountains. These mountains are home to Saguaro National Park, Tucson Mountain Park, and the Arizona-Sonora Desert Museum. I was a field researcher for the "Annotated Flora and Vegetation of the Tucson Mountains, Pima County, Arizona" (Rondeau, et. al. 1996) which ultimately listed over 610 species of plants that are found in these mountains. The Tucson Mountains are worthy of the protection that they have been given over the past century. In the introduction to the Tucson Mountain Flora Rondeau writes: "In the 1920's Pima Country set aside part of the range as Tucson Mountain Park. In 1952 the Arizona-Sonora Desert Museum was established within the park to exhibit and interpret the natural history of the Sonoran Desert region. Today the Museum is an internationally recognized natural history museum with over 600,000 visitors each year. In 1961 much of the remainder of the Tucson Mountains was protected in Saguaro National Park. Some of the most dense saguaro 'forests' anywhere are protected in these two parks." As a naturalist I understand the fragile and special nature of the ecology mountains, and as a resident I live in the shadow of their beauty. A freeway would not only cause irreparable damage to the biology of the mountains and the Avra Valley and beyond but it would also destroy the very beauty and solitude that draws visitors here from all over the world. Build on I-10 or don't build at all.	GlobalTopic_1, LU-5, BR-7		I- 2834 -1
Todd	Patty		Website	7/07/19 6:39 PM AT	The City of Tucson has spoken and opposes the bypass in the Avra Valley while supporting it if it uses the existing I-11 corridor. I, too, believe the bypass shouldn't "bypass" the city of Tucson. Leave the Tucson Mountains as the premier tourist attraction that they are and build a state-of-the-art bypass in the urban area. The citizens of the Avra Valley and even our city governors are in opposition of this debacle and ADOT needs to listen to them.	GlobalTopic_1		I- 2838 -1
Todd	Patty		Website	7/07/19 6:49 PM AT	I oppose the bypass in the Avra Valley. I live on the flanks of the Tucson Mountains 1/2 mile south of the National Park headquarters and 1/2 mile east of the Central Arizona Project Canal. Over the nearly twenty years that I have lived here I have seen up cutting of the main washes in my neighborhood due to the CAP preventing the water from going to the valley below. During the monsoons and during the winter rains I can watch the Avra Valley fill up with water as the Brawley Wash overflows. Pima County building code required my house to be 18" above grade due to sheet flooding. In the Avra Valley code calls for homes to be 3' above grade due to flooding. The hydrology of this area is dynamic and destructive. Mitigating for the amount of water that passes out of the Tucson Mountains and the Sierritas to the south and the Quinlans to the west will be more destructive than the CAP already has been in its inability to handle the water that roars out of the Tucson Mountains. Build the bypass in the I-10 corridor or don't build it at all.	GlobalTopic_4 and GlobalTopic_1		I- 2839 -1
Todd	Patty		Website	7/07/19 7:16 PM AT	I am opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT. [Bureau of Reclamation Lower Colorado Region's Environmental Resource Management Attachment]	GlobalTopic_1	Todd_P_I2845	I- 2845 -1
Toif	Ron		Website	5/07/19 11:02 AM AT	Looks Great! looking forward to using it.	GlobalTopic_4		I- 595 -1
Tom	Nancy		Website	5/08/19 10:37 AM AT	I am not in support of the new freeway planned that would be going west of the I-19 and I-10 near the border of Saguaro National Park and through Avra Valley. I would rather see the funds spend on improving and expanding the existing freeways.	GlobalTopic_1 and AC-7		I- 636 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Tompkins	Linda		Website	7/07/19 3:37 PM AT	<p>The Blue Recommended Corridor Alternative Section 2 described in the Tier 1 DEIS for Interstate 11 is very concerning to me for multiple reasons. This part of the route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, which are full of protected public lands and iconic tourist attractions. An interstate freeway in this area will cause irreparable damage to these valuable public resources.</p> <p>According to the marketing campaign, The Blue Recommended Corridor Alternative Section 2 "Avoids unmitigable impacts to historic districts and structures downtown." This is untrue as the I10 already goes through downtown Tucson. In the Avra valley, almost everything the new route touches is historic and cannot be mitigated. With all the sensitive, public and protected areas in the Avra valley, a large freeway does not belong here.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2803 -1
Tompkins	Linda		Website	7/07/19 3:37 PM AT	<p>One of the protected areas this route would impact is the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). A highway through this area violates the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project (CAP) canal. This area was created as mitigation for impacts to wildlife corridors by the construction of the CAP canal. The wildlife would lose again.</p> <p>Other federal lands negatively impacted are the Saguaro National Park West and the Ironwood Forest National Monument where the Blue Recommended Corridor Alternative Section 2 comes within 1300 feet of the park boundaries and within 400 feet of the Monument boundaries. Negative impacts include damage to the natural resources and degrading of the visitor experience. No mitigation could offset these negative impacts.</p> <p>Other public lands include Pima County lands like Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan Section 10 Habitat Conservation Plan.</p> <p>Wildlife need to be able to move freely between the areas on the West side of the Avra Valley (Ironwood Forest National Monument and Waterman Mountains) and the areas on the East side (Saguaro National Park and Tucson Mountain Park). "Seven wildlife crossings within or near the Tucson Mitigation Corridor" does not address the wildlife activity across the valley as the current mitigation area is only a fraction of the valley habitat.</p>	GlobalTopic_1, GlobalTopic_11, BR-9, BR-7		I- 2803 -2
Tompkins	Linda		Website	7/07/19 3:37 PM AT	<p>I am also concerned with the negative economic impacts to the Avra valley and to Tucson. Tourism is a huge part of the areas economy and this freeway will have a big negative impact on views and experiences in Saguaro National Park West, especially on the hiking trails located on the edge of the valley. Tourists also frequent the Arizona Sonoran Desert Museum which has a view from several of its areas of the Avra Valley and once again this freeway will have a big negative impact on views and experiences at this popular attraction. The more than 3.4 billion dollar cost of building new versus collocating with I19 and I10 is shocking to me. We do not have enough money to properly maintain the local roads we already have and a new highway will not help our ability to travel locally. It will be more difficult to move around locally with the new highway. Marketing pointed to growth in the valley but there is not enough water to support large amounts of growth and we do not have the infrastructure to support large growth. We would need more and improved ways to get into the city of Tucson. In fact, this new highway does not help us in the valley get to anywhere, nor does it "facilitate efficient mobility for emergency evacuation and defense access." There is nothing in the Avra Valley for emergencies (like a hospital) or defense except for two very small airfields. There is no place to hide.</p>	E-1 and E-2 and GlobalTopic_1 and AC-5 and AC-9		I- 2803 -3
Tompkins	Linda		Website	7/07/19 3:37 PM AT	<p>Back to water. The Avra Valley contains the recharge basins for the CAP which is a major part of Tucson's water supply. The pollution from construction and use of an interstate in the area of the aquifer is a threat to this water supply locally and for the city of Tucson. The possibility of a chemical spill contaminating the ground due to an accident has to be considered.</p>	GlobalTopic_1 and WR-2		I- 2803 -4
Tompkins	Linda		Website	7/07/19 3:37 PM AT	<p>The current route through Tucson is an appropriate alternative. The City of Tucson also supports this, concerned with economic loss by diverting traffic away from the Tucson downtown and business districts. The only reason a bypass is being considered is a short section of the current route that slows during commuter times (the junction of I19 and I10). Why waste billions of dollars and destroy a pristine valley when the current route can be modified?</p>	GlobalTopic_1 and E-1		I- 2803 -5
Topliff	CL		Website	6/28/19 10:48 PM AT	<p>I am vehemently opposed to the planned corridor thru western Tucson. The proposed route would sever vital wildlife corridors and jeopardize the replaceable Saguaro National Park West and the Ironwood National Forest. PLEASE do not route this through these areas!</p>	GlobalTopic_1		I- 2192 -1
Torres	Lupita		Website	7/08/19 8:15 PM AT	<p>I am commenting in FAVOR of the ORANGE route option. I live a couple miles away from the area of Hidden Valley SW / Maricopa which will be heavily impacted by any route except the Orange Route.</p> <p>In my opinion, it makes no financial sense to use taxpayer dollars to buy out all the farms, dairies and families for the other routes besides the Orange route. From what I can see, the Orange Route already has existing infrastructure to build upon, i.e. Highway 85 and I-8, that already has the ability to be expanded without all the additional millions of dollars needed to cross a pristine desert area, disrupting people's lives and disrupting the desert wildlife that lives in the other options' areas.</p> <p>With the exception of the Orange Route option, it looks like other options will negatively affect the pristine desert, wildlife and people. So, I "vote" AGAINST the unneeded cost, the destruction of pristine desert areas and the disruption to wildlife, farms and people being able to live in this rural area - all of which would be negatively impacted with the non-Orange routes.</p> <p>Thank you for your consideration.</p>	G-1 and LU-1 and GlobalTopic_4 and GlobalTopic_2		I- 3148 -1
Torres	Miguel A.		Email	6/17/19 1:00 AM AT	<p>Hello, I live off of Nine Iron Ranch Road and am definitely in favor of the VR GreenAlternative Route.</p> <p>Thank you, Miguel A.Torres</p>	GlobalTopic_4 and GlobalTopic_5		I- 2471 -1
Total	Jeremy		Website	7/08/19 3:51 PM AT	<p>Adding another freeway to the state is not good at All!!! the proposed route would increase traffic, homes, business in areas of Arizona that is pretty untouched comparatively speaking. It would be more wise to use the funds to expand/widen existing interstates crossing through the state. Each interstate through the state currently should have a minimum of three travel lanes in each direction, plus a trucking lane. Furthermore if 50 miles or so their needs to be a fontage/bypass lane, to ease/divert traffic flow when fatal accidents or other bottle necks occur. Also All interstates should be planned to have a rail, monorail, or maglev trains that can go alongside, or above the interstate system. The idea of interstate 11 sickens me. It means taking great desert areas and allowing more development to happen. Are state is to overbuilt now. Their is already state highways that are scenic and fun to drive that function in the western portion of our state. Interstates will ruin those spots.</p>	LU-3 and AC-2 and GlobalTopic_4 and AC-9		I- 3035 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Touseull	Charlie		Oral	5/11/19 1:00 AM AT	<p>CHARLIE TOUSEULL: My name is Charlie Touseull; I live in Tucson. I'd just to like make a statement really against these proposals. I've never understood, as a part of the increasing efficiency between Nogales and Vegas, why I-19 was never built to handle more vehicles. I-19 has been under construction for three years between Ajo and I-10. I mean, that's insane. And it really hasn't increased in efficiency.</p> <p>But overall, I was looking at one of the graphics that states that at the minimum, if the orange corridor goes through, it would save a whole 30 minutes. To me, that doesn't -- the cost benefit doesn't do anything, especially since we're on the precipice of possible massive global weather changes.</p> <p>And I don't see why we need to destroy the critical ecosystem near the Saguaro National Park West, where there's lots of greener species.</p> <p>So I'm vehemently opposed to all of these proposed roadways. The orange one seems to be the least intrusive to our county, but even with that, I just don't understand why we have to do that. We can go faster. Big deal. I just don't see any benefit at all, and I'm really against it. So that's all I have to say. Thank you.</p>	GlobalTopic_4		I- 1415 -1
Touseull	Charlie		Oral	5/11/19 1:00 AM AT	<p>And we're already increasing upon the -- the natural habitat has so many vital species to the Sonoran Desert, and it just doesn't make sense to me. Why don't we increase the efficiency of roadways that are already here? You know, they widen the interstate between -- up or down Picacho Peak. To me, that was a good step. But in Pima County we have shit roads and the interstates aren't built efficiently at all.</p>	GlobalTopic_4 and AC-7		I- 1415 -2
Tovar	Kristin	Why I Love Where I Live [Store]	Website	7/07/19 9:20 PM AT	<p>We do not want an interstate that bypasses the city of Tucson by going parallel to the I-10. We would like to see the I-10 invested in and added to if more roadways for greater capacity is needed. Beyond the detriment to our business and other businesses in surrounding areas, we are extremely uncomfortable with the impact to the environment and our home which we want to work to love and protect. The I-11 is not in line with our values whatsoever, and we would urge everyone in charge of this project to truly look for other alternatives besides this one.</p>	GlobalTopic_1 and E-1		B- 15 -1
Townsend	Carol		Website	7/07/19 4:12 PM AT	<p>I am opposed to the Recommended Alternative for Interstate 11 Bypass. It will badly impact Saguaro National Park west, Ironwood National Monument and other rural areas along the proposed route. Our public wild lands are important for tourism and more important for the quality of life of Arizona residents. Once degraded or lost desert wilderness areas cannot easily be restored- they are a treasure we cannot destroy- especially when other alternatives exist. Carol R. Townsend</p>	GlobalTopic_1, LU-5, E-2		I- 2814 -1
Townsend	Myrta		Website	7/08/19 4:53 PM AT	<p>I oppose the Recommended Alternative route for Interstate 11 located west of Tucson.</p> <ol style="list-style-type: none"> 1. As it is proposed, it will do irreparable damage to the Ironwood Forest, Saguaro National Park and Bureau of Reclamation lands which were all set aside to be forever protected. 2. Another real concern is how close it would be to Tucson's major water supply. 3. Also it would severely fragment the wildlife corridors. <p>Why can't this proposed Interstate be co-located with I-19 and I-10 thru the Tucson area? It would save BILLIONS to use the existing I-19 and I-10. Thank you for considering my feelings about this very important matter.</p>	GlobalTopic_1, GlobalTopic_4, R-2, WR-2, LU-5, and BR-2		I- 3073 -1
Tran	Chuong		Website	5/10/19 7:32 PM AT	<p>preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 740 -1
Tran	Chuong		Website	5/10/19 8:04 PM AT	<p>preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 742 -1
Tran	Chuong		Website	5/10/19 8:07 PM AT	<p>preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 743 -1
Tran	Chuong		Website	5/10/19 9:37 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 746 -1
Traphagen	Miles	Wildlife Network	Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 18 -1
Traphagen	Myles		Email	5/06/19 1:00 AM AT	<p>Dear Sirs,</p> <p>In attempting to evaluate the I 11 routing corridor, I have been unable to locate any up to date GIS spatial layers for analysis. No such portal appears to exist on the i11Study.com website. This is a major omission. Can you please send me, or direct me to a source to obtain these data.</p> <p>Regards,</p> <p>Myles Traphagen</p> <p>Myles Traphagen Borderlands Program Coordinator Wildlands Network XXXXXXXXXXXXXXXXXXXX Tucson AZ, 85705 USA Mobile: XXX-XXX-XXXX XXXXX@wildlandsnetwork.org https://nam05.safelinks.protection.outlook.com/?url=www.wildlandsnetwork.org&data=02%7C01%7C1-11ADOTStudy%40hrinc.com%7C0fd8bc866b44c51775e08d6d29677d2%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C636927941038533896&sdata=iUPaJJ3x0hCPF2HGmKVsajRVH15%2BHoltWuvjJkeP4%3D&reserved=0</p>	LU-2		I- 979 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Traphagen	Myles	Wildlands Network	Website	7/07/19 7:27 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O-41 -1
Trayte	Ryan		Website	7/05/19 6:50 PM AT	As a resident of Tucson, fanatic of my natural surroundings, avid traveler within my state and neighboring states via interstate highways, I STRONGLY oppose I-11. It provides no benefit to me or my community, and is ill-conceived as an alternative to just improving our existing highways system. Or even better, investing in more efficient modes of travel and shipping. High speed rail connections from the south border to Canada, California to the east coast, would do more to spur travel and increase shipping industry than another highway that will inevitably destroy pristine natural habitat. Please, please don't build this monstrosity.	GlobalTopic_1 and AC-9		I-2614 -1
Tripp	Holly		Website	6/19/19 11:56 AM AT	Hello, Thank you for taking into consideration the comments of concerned citizens. First off I would like to say that the orange route along i10 seems to be the best option affecting the least amount of people and environment. Why is discussion of any other route even happening?! Second, myself like so many others own land around the blue route and have animals and are raising wholesome families without the distraction, pollution and dangers of being close to a major highway! NOISE POLLUTION, TRAFFIC, LIGHT POLLUTION, AIR POLLUTION, VALLEY FEVER OUTBREAKS, so many reasons why it would be so devastating for us. PLEASE CONSIDER OUR PLEA TO HAVE THE RIGHT TO LIVE A LIFE FREE FROM THESE THINGS AND TO RAISE OUR FAMILIES ON OUR HARD EARNED LAND. PLEASE PLEASE PLEASE. GOD BLESS	GlobalTopic_1 and GlobalTopic_4		I-1779 -1
Tripp	Ryan	City of Tucson	Email	4/16/19 8:53 PM AT	Is it possible to obtain shapefiles used in this map? Thanks, Ryan Tripp Real Estate Division City of Tucson XXXXXXXXXXXXXXXXXXXX Tucson, Arizona 85701 (P) XXX-XXX-XXXX (F) XXX-XXX-XXXX XXXXX@tucsonaz.gov	The shapefiles were provided to the City of Tucson as requested.		A-6 -1
Tromble	John		Email	11/30/16 2:14 PM AT	This is to inform you that I oppose the Avra Valley I -11 alternative. If I-11 is to be built at all it should follow existing I-10. The I-10 option is Billions of dollars cheaper and doesn't destroy pristine desert landscape. The Avra Valley option will cause environmental and wildlife destruction. It will bring noise, light and exhaust pollution where none currently exists. The Avra Valley alternative is not a viable or common sense option. Thank you for the opportunity to express my opinion. John Tromble	GlobalTopic_1		I-462 -1
trudeau	leonard		Website	4/22/19 5:37 PM AT	the route you plan will surround Arizona city with noise, light,sound and pollution. it would make much more sense to either move this project much farther west or include this with I 10 by connecting it with I 8 or joining it earlier with I 10 north of casa grande az.	GlobalTopic_4, AQ-1 and N-1		I-242 -1
trudeau	leonard		Website	7/08/19 8:45 PM AT	running this I 11 through Arizona city will destroy our quiet enjoyment of our home and area. use the purple alternative and join up with i8 and I 10 we do not need this within a mile of our home.	GlobalTopic_4		I-3153 -1
Trueblood	Amanda		Website	5/16/19 6:28 PM AT	To Whom It May Concern: I am writing to ask that you extend the public comment period regarding the proposed I-11 project by 120 days, to September 29, 2019. As proposed, this project will affect hundreds of thousands of acres of federally protected land, which the current comment period of less than 2 months does not give the public enough time to properly research & comment on this project. Thank you for your time & consideration of this matter. Sincerely, Amanda L Trueblood Tucson, AZ	GlobalTopic_9		I-934 -1
Trujillo-Farmer	Margie		Website	6/20/19 4:41 PM AT	We do not need this highway.	GlobalTopic_4, PN-3		I-1858 -1
Trumbo	Jan		Website	7/01/19 12:56 PM AT	I am opposed to the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. This is a rare opportunity to Do The Right Thing, leave the western valleys to their wildness such as it is, and bite the bullet. We've already got a noisy, messy city with a noisy, big freeway. We need to confine ourselves to this already established route. Of course it is more expensive, but if we do so, in 20 or 30 years we will still have native desert to the west with its wildlife and beauty for all, in spite of the increased thrum of a river of semi trucks in the Tucson valley. We need that pristine escape, close by but protected. Think long term. Think of conserving our very fragile desert. Think of keeping mankind's overwhelming presence somewhat confined to where we have already spread out. Regards, Jan Trumbo	GlobalTopic_1, R-2, N-1, V-1 and BR-1		I-2266 -1
Trumper	Isaac		Website	6/27/19 8:31 PM AT	I am strongly against the proposed route because of the destruction to natural areas, and economic implications. The proposed route will negatively impact the experience of one of the best places in Tucson, Saguaro National Park West. The natural area is peaceful, beautiful, and loved by many. Allowing I-11 to be built adjacent to the park is a poor idea and will serious impact the natural areas. Please do not continue with the proposed path.	GlobalTopic_1, E-1, E-2 and R-2		I-2142 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Tuber	Jack		Website	5/07/19 4:49 PM AT	As an avid hiker and admirer of the diversity of the ecos of Arizona, I am horrified that a proposed route for I-11 would take it just outside Saguaro National Park boundaries, a Park I frequent more often than any other in the State. This is no location for a 4-6 lane interstate. It will cause irreparable harm to the environment and may impact local species. It will certainly effect the beauty of the region both from a visual and noise standpoint. With the recent publication of the UN report on species extinction, don't you think that reconsideration of a better location would be advisable? I do.	GlobalTopic_1 and BR-7		I- 613 -1
Tuck	Diane		Website	7/02/19 2:07 PM AT	I strongly urge you to not consider using the San Pedro valley as an alternative. It is an extremely fragile and important ecosystem and must not be destroyed with a highway!	GlobalTopic_4		I- 2321 -1
Tucker	Rana		Website	7/05/19 8:02 AM AT	To Whom it May Concern: As a permanent resident of Avra Valley, I object to this project, even with mitigation measures, for the following reasons. Thank you for hearing our concerns; I hope you will take these into consideration and NOT build this freeway through our desert!	GlobalTopic_1		I- 2584 -1
Tucker	Rana		Website	7/05/19 8:02 AM AT	1. I am concerned with the noise, air, and light pollution that this project will bring to this valley. I purchased my home for the fresh air, peace and quiet, and dark skies found here. No amount of planning will change the impact thousands of vehicles will have on those qualities (you can't make people drive with their headlights off at night, nor silence them completely or remove emissions).	GlobalTopic_4, N-1, V-1, LU-3 and AQ-1		I- 2584 -2
Tucker	Rana		Website	7/05/19 8:02 AM AT	2. I object to the wildlife habitat loss and degradation that will come from removing native plants, soil disturbance, and changing the soil surface to something impervious. You cannot replace lost desert. 3. I object to the loss of animal life that will come as animals try to cross the freeway (not all animals will find or use an under or overpass), and the loss of connectivity between habitats.	BR-1, LU-3 and BR-2		I- 2584 -3
Tucker	Rana		Website	7/05/19 8:02 AM AT	4. I am very concerned with the amount of flooding that can occur when natural water courses, and the surface structure (pavement vs soil) are altered. When and where rainfall occurs is impossible to predict, making efficient placement of erosion control structures or check dams difficult. These structures can only mitigate flow at certain points; they do not change sheet erosion. The extent to which these structures would have to be placed would be costly and disruptive, and maintenance of them is not sustainable. 5. I am concerned with groundwater pollution as oils and other contaminants run off the pavement. The proposed mitigation strategies will only slow contamination; check dams do not stop runoff, but rather concentrate the contaminants in one area. They will eventually leach into the aquifer anyway. The mitigation strategy only addresses pollutants that may enter at rest stops and during construction. They do not address breakdowns, accidents, and general travel across the entire corridor. There are many private wells that will be affected by groundwater pollution. What good would drilling a new well do if the entire source is contaminated? Compensating someone for the loss of their well doesn't do them any good; without water, they can't stay in their home, and the paying someone the price of a well won't be enough money to allow them to move. Even with enough money, some may not be able to relocate for other reasons.	WR-3 and WR-4		I- 2584 -4
Tucker	Rana		Website	7/05/19 8:02 AM AT	6. I am concerned with the loss of value to my property, and those in my community, and also the economic impact as farms, businesses, and homes are displaced. I do not believe you can accurately assess, and compensate someone for, the aesthetic value of a rural community. I am also concerned that the monetary value of those properties within the corridor will be under-assessed, and those close enough to be impacted visually will not be assessed at all. As people leave the community and properties are vacated because they are now close to a freeway, the tax base will be depleted.	LU-1		I- 2584 -5
Tucker	Rana		Website	7/05/19 8:02 AM AT	I commute daily into Tucson via Avra Valley Road and I-10. This new bypass will not reduce the distance of my commute. I support the alternatives presented in the 2016 I-11 Corridor Study document created by the Sustainable Cities Lab. If I had the option to take a light rail or other form of public transportation from Marana to Tucson, I, and many others, would use it, thereby lessening traffic on I-10, and negating the need for this destructive I-11 corridor.	GlobalTopic_1 and AC-9		I- 2584 -6
Tuell	Cyndi		Website	7/08/19 7:13 PM AT	Please consider the impacts of the proposed route (near Saguaro National Park) on the nearby Saguaro Wilderness area. The sights and sounds of the new motorized route will harm and degrade the existing wilderness area and all that area's wilderness designation protects. I am a second generation Tucsonan and this area is meaningful to me in so many ways-especially because it protects our beautiful desert from development and destruction. This route is unnecessary and will harm wildlife & wilderness values.	GlobalTopic_1 and R-2		I- 3128 -1
Tullis	Jonathan		Website	6/17/19 7:50 PM AT	This is an unneeded highway that will tear up and irrevocably damage important riparian areas. The proposed highway would endanger important water supplies. It would be better to spend money improving existing roadways and reducing the environmental impact throughout our precious desert.	GlobalTopic_4 and WR-3		I- 1713 -1
Tullis	Martha		Website	7/07/19 9:43 PM AT	I am very much opposed to siting this I-11 highway through the Avra Valley, up so close to Saguaro National Park, and across land which is supposed to be protected as remediation property. CAP construction was devastating enough for this area, and the corridor is supposed to be protected from further destruction of the desert. Railroadng this through is a betrayal of the public process. What guarantee will we all be left with that any future agreements will be honored? This is not what should happen in a land of laws. Our state has many other needs - health care, schools for a couple examples - which would benefit from the monies which are proposed to be used to tear up the desert. It is appalling how much trash shows up now is the Saguaro National Park desert. Can you imagine how much worse this would become with an Interstate only two miles from the Park boundary? Saguaro National Park is the "only" National Park facility in Arizona with "wilderness" land. The only one. We need to respect it. A big scar in the desert is not respect. There are other reasons I can give you, but this is probably enough. I am wondering what special interests, perhaps in land speculation or in construction, are doing to our government. It really makes no sense that this is still being considered, given the many reason for not doing it. MT	GlobalTopic_4 and GlobalTopic_1		I- 2875 -1
Tullis	Martha		Website	7/07/19 9:43 PM AT	If this highway is really necessary, it would be more economical, tear up and destroy less of our desert ecosystem if the highway were to be run through town where there is existing interstate. I simply fail to see why this is not the first choice. There is precedent for doing things such as this -- Austin, TX, for example, added extra Interstate lanes in an existing right of way many many years ago.	GlobalTopic_1		I- 2875 -2
Tullis	Martha		Website	7/07/19 9:43 PM AT	That area is home to desert species and of course, an interstate will have a very negative impact. It's the eastern-most end of the Sidewinder rattlesnake range, for example. There have been bighorn sheep sightings to the north...	BR-1		I- 2875 -3
Tullis	Martha		Website	7/07/19 9:43 PM AT	Interstate highways are noisy. We do not need the extra noise introduced in this area.	N-1		I- 2875 -4
Tullis	Martha		Website	7/07/19 9:43 PM AT	The night sky to the west of Tucson is still fairly dark. Tucson-area amateur astronomers use a site near this proposed highway. Kitt Peak is a bit further west. Why would anyone destroy the night sky with an interstate highway?	GlobalTopic_1 and V-1		I- 2875 -5

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Turner	Guy		Email	6/04/19 1:00 AM AT	ADOT, I'm in favor of the VR GreenAlternative route that does not effect anyone. Please respect our desires to keep the other routes away from current subdivisions. The people living here moved here for the quiet rural life atmosphere. I have a home in Moreton Airpark next to these proposed routes. Thanks, Guy Turner XXXXXXXXXXXXXXXXXX Wickenburg, Az. 85390	GlobalTopic_5		I- 1692 -1
Turner	Guy		Phone	6/04/19 1:00 AM AT	Yes I would like to voice my objection to the proposed blue or orange routing of I-11 as they come pretty close to Vista Royal and Morton Airpark. We don't want an interstate highway that close. The green routing makes more sense as it doesn't interfere with anyone. Thank you. My name is Guy Turner. My phone number is XXX-XXX-XXXX.	GlobalTopic_5		I- 1696 -1
Turner	Katherine		Website	6/19/19 7:11 PM AT	NO on I 11!!! Use the money to improve I 10. Leave what little is left of the Sonoran desert alone. We don't need new cities growing around a new interstate in a state that has very little water. STOP I 11!	GlobalTopic_4		I- 1799 -1
Turner	Kenne		Website	5/03/19 2:14 PM AT	Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 484 -1
Turner	Paul		Website	6/17/19 3:13 PM AT	I simply oppose the idea of another Interstate highway on the west side of the Tucson Mountains. I support the No-Build option; I-10 is so close, there's no need to build an entirely new Interstate through a pristine rural area where folks who chose to live outside of town bought property and created a lifestyle we enjoy. I-10 is capable of handling the needs of commerce with far less disruption. Thank you.	GlobalTopic_4 and GlobalTopic_1		I- 1633 -1
Tweten	Duane and Brandee		Website	7/07/19 4:49 PM AT	We Strongly disagree with the routs of the proposed location in Sahuarita due to the fact that it runs right thru our property that has been in the family for over 47 years. The location of the proposed rout seems to be a big waste of money and time seeing as it runs parallel to existing I-10 and I-19. Please consider upgrading and utilizing the existing interstate system that is already in place.	GlobalTopic_1, GlobalTopic_4, and AC-7		I- 2818 -1
Tyler Jr.	Anthony J.		Phone	6/21/19 1:00 AM AT	Hello, this is Anthony J. Tyler Jr. living in the subdivision called Vista Royal and I'd like to be made note of that I'm concerned about the I-11 going in just very briefly outside of the subdivision and I would like someone to get ahold of me on this to give me anymore updated information. I only work off my cell phone which is XXX-XXX-XXXX. Thank you for your time. Bye bye.	GlobalTopic_4 and GlobalTopic_5		I- 3270 -1
Uber	Cynthia		Website	7/05/19 4:37 PM AT	The Blue Recommended Corridor Alternative Section 2 described in the Tier 1 DEIS for Interstate 11 is very concerning to me for multiple reasons. This part of the route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, which are full of protected public lands and iconic tourist attractions. An interstate freeway in this area will cause irreparable damage to these valuable public resources. According to the marketing campaign, The Blue Recommended Corridor Alternative Section 2 "Avoids unmitigable impacts to historic districts and structures downtown." This is untrue as the I10 already goes through downtown Tucson. In the Avra valley, almost everything the new route touches is historic and cannot be mitigated. With all the sensitive, public and protected areas in the Avra valley, a large freeway does not belong here.	GlobalTopic_4 and GlobalTopic_1		I- 2608 -1
Uber	Cynthia		Website	7/05/19 4:37 PM AT	One of the protected areas this route would impact is the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). A highway through this area violates the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project (CAP) canal. This area was created as mitigation for impacts to wildlife corridors by the construction of the CAP canal. The wildlife would lose again. Other federal lands negatively impacted are the Saguaro National Park West and the Ironwood Forest National Monument where the Blue Recommended Corridor Alternative Section 2 comes within 1300 feet of the park boundaries and within 400 feet of the Monument boundaries. Negative impacts include damage to the natural resources and degrading of the visitor experience. No mitigation could offset these negative impacts. Other public lands include Pima County lands like Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan Section 10 Habitat Conservation Plan. Wildlife need to be able to move freely between the areas on the West side of the Avra Valley (Ironwood Forest National Monument and Waterman Mountains) and the areas on the East side (Saguaro National Park and Tucson Mountain Park). "Seven wildlife crossings within or near the Tucson Mitigation Corridor" does not address the wildlife activity across the valley as the current mitigation area is only a fraction of the valley habitat.	GlobalTopic_1, GlobalTopic_11, BR-9, BR-7		I- 2608 -2
Uber	Cynthia		Website	7/05/19 4:37 PM AT	I am also concerned with the negative economic impacts to the Avra valley and to Tucson. Tourism is a huge part of the areas economy and this freeway will have a big negative impact on views and experiences in Saguaro National Park West, especially on the hiking trails located on the edge of the valley. Tourists also frequent the Arizona Sonoran Desert Museum which has a view from several of its areas of the Avra Valley and once again this freeway will have a big negative impact on views and experiences at this popular attraction. The more than 3.4 billion dollar cost of building new versus collocating with I19 and I10 is shocking to me. We do not have enough money to properly maintain the local roads we already have and a new highway will not help our ability to travel locally. It will be more difficult to move around locally with the new highway. Marketing pointed to growth in the valley but there is not enough water to support large amounts of growth and we do not have the infrastructure to support large growth. We would need more and improved ways to get into the city of Tucson. In fact, this new highway does not help us in the valley get to anywhere, nor does it "facilitate efficient mobility for emergency evacuation and defense access." There is nothing in the Avra Valley for emergencies (like a hospital) or defense except for two very small airfields. There is no place to hide.	E-1 and E-2 and GlobalTopic_1 and AC-5 and AC-9		I- 2608 -3
Uber	Cynthia		Website	7/05/19 4:37 PM AT	Back to water. The Avra Valley contains the recharge basins for the CAP which is a major part of Tucson's water supply. The pollution from construction and use of an interstate in the area of the aquifer is a threat to this water supply locally and for the city of Tucson. The possibility of a chemical spill contaminating the ground due to an accident has to be considered.	GlobalTopic_1 and WR-2		I- 2608 -4
Uber	Cynthia		Website	7/05/19 4:37 PM AT	The current route through Tucson is an appropriate alternative. The City of Tucson also supports this, concerned with economic loss by diverting traffic away from the Tucson downtown and business districts. The only reason a bypass is being considered is a short section of the current route that slows during commuter times (the junction of I19 and I10). Why waste billions of dollars and destroy a pristine valley when the current route can be modified?	GlobalTopic_1 and E-1		I- 2608 -5

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Uhalle	Leatta		Oral	4/29/19 1:00 AM AT	<p>MS. LEATTA UHALLE: My name is Leatta Uhalle. My grandkids will be the fifth generation on our family farm to be raised there. It's not just my family, there's all kinds of family that is generations upon generations that you're going to destroy their way of life.</p> <p>I'm not as nice as everybody else. I'm not going to say it's okay to use an alternative route. I don't believe that you need a route. We have four interstates in this state, and none of them are maintained. Why spend the money on an additional interstate that you're not going to maintain? And it's -- it's not like we don't have a road to Canada.</p> <p>In the winter thousands of Canadians are down here. And it's not like we don't have a road to Mexico. I don't think I have to say any more there. And it's not like we can't get back and forth to Vegas. So if we think we need an improved road, improve on what we have. Don't spend the money on something we don't need.</p>	AC-6 and GlobalTopic_4		I- 1154 -1
Ullyot	Nathan		Website	6/22/19 11:18 PM AT	I support the I11 Corridor as proposed running NW and connecting with Wickenburg. This opens Western Pinal County to trade and commerce and bring a much need transportation route near to Maricopa.	GlobalTopic_4		I- 1971 -1
Ulrich	Cynthia		Website	7/07/19 3:23 PM AT	Please keep this I11highway as far away from CantaMia in Estrella as possible. We are senior citizens and hope this will be our last home purchased. But if this highway is very close to us, more homeowners will be leaving this community. We do not need a busy highway running "thru our backyard". Please reconsider where to put this highway, not near our homes. Thank you!!	GlobalTopic_2		I- 2799 -1
Umfress	Talisa		Website	7/01/19 5:25 PM AT	<p>Hello, I am providing comments as a homeowner and the Treasurer of our HOA, who will be directly impacted by the I-11 over Rainbow Valley. Our community, Grandview Ranches, home to 20 residents on 1 acre plus lots since 1972. We are a county island. We own/operate our own well through Grandview Water Company and maintain our streets through our own pocketbook.</p> <p>I oppose the blue route directly through Rainbow Valley and feel the green route would be best suited to avoid condemning family homes. The green route will connect to the already existing 85 and avoid a whole new section of freeway. You speak of overcrowding the current roadways, but have you been on the 85? plenty of room to expand an already existing road then to create new through generations and generations of land owners in Rainbow Valley.</p> <p>Questions:</p> <p>1) Because my home would be directly impacted by having a freeway overhead, what relocation services will be available to me and my family? Will you be able to provide realtor resources to find a like/kind property? For example, a 4 bedroom 3 bath home backed up to State Trust Land on an acre and half of land?</p> <p>2) How soon would construction/demolition begin on this stretch of highway over Rainbow Valley?</p> <p>3) If you end up purchasing my home, what factors are given? Will you pay fair market value at the time of purchase or fair market value at the time of making this public before the value of homes crash? I have seen nothing but home values increase in our area over the last few years, as soon as this knowledge became public, decrease in value of 30K just in the last 30 days on area homes.</p> <p>4) If you end up purchasing our HOA Community Land and Grandview Water Company, what factors will go into that evaluation and buy out of commercial land amongst its 20 owners?</p> <p>Thank you. Talisa Umfress HomeOwner - XXXXXXXXXXXXX, Buckeye AZ (Rainbow Valley Rd. / Carver Rd.)</p>	GlobalTopic_4 and LU-1		I- 2283 -1
Urken	Debby		Website	6/19/19 7:21 PM AT	<p>I OPPOSE the Recommended Alternative route for I-11 that traverses Avra Valley and is at the doorstep of Saguaro National Park, Ironwood Forest National Monument, and other treasured public and tribal lands. I oppose the Recommended Alternative route for the following reasons:</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>-Debby Urken, MSW</p>	GlobalTopic_1 and R-2 and E-1 and LU-5, LU-3		I- 1800 -1
Urken	Debby		Website	6/19/19 7:23 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1801 -1
Urquides	John		Website	4/27/19 12:13 PM AT	Any alternative route that takes traffic away and around highly populated cities primarily Tucson and Phoenix will be a two fold positive for our state. Not only will we save time and money by avoiding the highly dense populated areas we will also make those areas highways safer with less congestion. Now is the time for an additional highway to be built as this state's population is growing and our interstate highways around Tucson and Phoenix are already very overcrowded and have become extremely unsafe. Do not lag on planning for the necessary and inevitable, we need an Intersate 11 corridor and we need it now for all us.	GlobalTopic_4		I- 300 -1
Uschuk	Pamela		Phone	7/07/19 1:00 AM AT	Hello, my name is Pamela Uschuk, I live at XXXXXXXXX Tucson, AZ 85704 and I'm calling to oppose the construction of I-11 the superhighway from Nogales to Canada. It will have a negative impact on our environment on the Saguaro National Monument and Ironwood National Monument and I'm very much opposed to it. I don't think we need it. It's going to cost a lot of money and those are our tax dollars that could be better spent on social programs in Arizona or on education for Arizona. Thank you for listening to me. Bye, bye.	GlobalTopic_1, R-2		I- 3406 -1

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Vaaler	Jim		Website	4/30/19 6:52 PM AT	On your video presentation you need to show the boundaries for the Sonora Desert National Monument and the Ironwood Forest National Monument as well as the pertinent boundaries for wilderness areas and county regional parks.	GlobalTopic_3, LU-5		I- 361 -1
Vaffis	Jonathon		Website	6/16/19 2:53 PM AT	I do not support the current configuration of the proposed I-11 corridor from Wickenburg to Nogales. Please consider a route that will incorporate existing highway structures, such as I-10, that will have a more limited impact on Arizona's National Parks and other existing protected lands. In addition, labeling this as a National Security need is laughable. It's a land and power grab that benefits nobody that lives along those routes and places a greater burden on county resources that will not be matched by this construction.	AC-1		I- 1590 -1
Vahl	William		Email	6/24/19 1:00 AM AT	I am William Vahl and my wife is Irene Hernandez of XXXXXXX, Tucson, AZ. 85701 XXXXXX@MSN.COM We are both solidly against the I-11 bypass project. We are in favor of widening the existing I-10 corridor if need be. I-11 will cost way too much money and it will destroy a lot of natural habitat just west of the existing I-10 corridor. In addition, with self driving trucks and cars coming on line, the existing corridor will be able to handle more traffic since self driving trucks and cars will be able to drive at highway speeds closer together. Bill & Irene	GlobalTopic_4, AC-3		I- 3300 -1
Valdes	Gene		Oral	5/11/19 1:00 AM AT	GENE VALDES: My name is Gene Valdes, and I'm a retired state employee. I live with my wife in Sahuarita, and we have very serious concerns about the project. One of Arizona's -- especially around Tucson, southern Arizona's most pristine environments is the Sonoran Desert. We're members of the Arizona Sonoran Desert Museum, and we take visitors out there often. And we take them on Speedway, going, west until we get to Gates Pass. There are several overlooks overlooking the valley. And they get out -- and a lot of these visitors are from out of state, and they can see a really beautiful, unique landscape, unique to the United States of America. And we're very concerned that if this proposal passes and we take our visitors out to those same lookouts where they overlook the valley, instead of seeing a pristine Sonoran Desert in all of its magnificence, they'll see a superhighway running through it with a 2,000 foot wide corridor. You know, tourism is one of Arizona's -- especially Tucson and southern Arizona's biggest attributes. And if you ever go around the parking lot of the Arizona Sonoran Desert Museum, probably half the cars are from out of state. They come to see the Sonoran Desert in all its magnificence. And in our way thing of thinking, there's no reason to thread that highway through the desert right there. We have two good interstates. We have Interstate 19 and Interstate 10. If you do want to get to Wickenburg, why not take the road off further down, off Interstate 10, near Interstate 8? There's no reason to disrupt this pristine, beautiful desert environment.	V-1, GlobalTopic_1 and GlobalTopic_4		I- 1408 -1
Valdes	Gene		Website	6/11/19 5:19 PM AT	I do not understand how Jay Van Echo can say, as he did in Green Valley on May 15th, that local governments were, have been and will be included in the decision making when the Sahuarita Town Council and Town Manager state that they have had nothing to do with it. Please explain. Thank you.	Section 5.1 of the Final Tier 1 EIS summarizes Cooperating and Participating Agencies, as well as major outreach and engagement activities that occurred prior to the publication of the Draft Tier 1 EIS. Major outreach opportunities prior to publication of the Draft Tier 1 EIS included pre-scoping, scoping, agency/public information meetings, and recurring agency coordination meetings. Further detail and information on the outreach described below can be found in Chapter 5 (Coordination and Outreach) and Appendix G (Public Involvement Materials) of the Draft Tier 1 EIS. FHWA and ADOT requested local and federal agencies and tribal governments participate in the environmental review process by inviting them to be a Cooperating Agency or a Participating Agency under NEPA guidelines. There are 51 Participating Agencies, including the Town of Sahuarita; their roles and responsibilities have included early and regular participation, providing input on issues of concern, and review of the Draft Tier 1 EIS during the public review period. Meetings with Participating Agencies have occurred on an as-needed basis as issues arise.		I- 1483 -1
Valdes	Gene		Website	7/07/19 5:21 PM AT	Public hearings were held in Buckeye, Wickenburg, Casa Grande, Nogales, Tucson and Marana. Yet no public hearing was held in Sahuarita, where the proposed route begins. This was a glaring omission in the public hearing process. Yes, an "Informational Meeting" was held in Green Valley but legally and in substance it was no substitute for a public hearing. Why was a public hearing not held in Sahuarita? I talked with dozens of Sahuarita residents who were completely ignorant of the proposed route because no effort was made to solicit their views through a local public hearing.	CO-5		I- 2825 -1
Valdes	Gene		Website	5/07/19 9:42 AM AT	The proposed Interstate 11 has extremely complex and far-reaching implications not only for our neighborhood but for our surrounding natural environment. We need more time to study all the manifold issues involved in a project of such magnitude. Please extend the date for comments so that as members of the public, we can become fully aware of all the effects, good and bad, of the proposal.	GlobalTopic_9		I- 588 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Valencia	Angel		Oral	5/11/19 1:00 AM AT	<p>MR. ANGEL VALENCIA: Good afternoon to all of you, those of you present. I am here from the Marsteller community. I have a residence there, and it seems like the project that you want to build over the highway will pass right through -- right in the middle of our -- right through the middle of our house.</p> <p>And I'm here in opposition to that project. I don't accept it, and I don't ever want to accept it, because my work has cost me a lot to build a little garden, a little farm for our children, my grandchildren. That's where they will be able to build their own lives.</p> <p>If they accept that project, I believe that it will ruin what I have built with a lot of sacrifice.</p> <p>I have in my hands what I have produced as a result of my work, my hard work. Like, for example, this black bean -- you call it black bean -- this has been grown in our garden. We have our own water and our own well. Thanks to God, our creator, he has gifted us with that water, and we would like to conserve it and take care of it for the future of our children. I also have prickly pear. I have a sample here of what it produces, what that garden produces where our children are fed from.</p> <p>The members of our community, the Yaqui community, our elders, older people, first of all, they eat before I eat. I cut off the first prickly pear when they're green. I take this produce to them so that they can feed themselves.</p> <p>So I am against this highway -- I'm against this highway being built, because the biosphere that's found around that garden will be lost. We have snakes, lizards. We have wildlife. Javelina come through. Every once in a while we see a deer. All of that will be lost. They will start to contaminate.</p> <p>We don't want any businesses. Our children will not be able to see -- our great grandchildren will not be able to see the nature, the natural grounds of the desert.</p> <p>And for all those reasons, I oppose this project. Therefore, we can all communicate with each other so that this doesn't take place, all of this that they want to do. How are we going to allow -- where are we going to go? There is no price -- listen to me. I will not accept it at any cost. I will place myself in front of the machinery. If they want to kill me, they can kill me. But I will assure you that I have a voice. I am also a member of the Yaqui community, the tribe. As a result, both of my parents are Yaqui. I speak the dialect. I speak Spanish. And I speak a bit of English.</p> <p>Therefore, I don't know what else to say, except that I hope that all of those who are here today will be with me so that this problem doesn't take -- doesn't happen. We will never, never accept it, even if it's gold that they offer. We couldn't accept any money. I love my house, and it's an inheritance for my children and grandchildren.</p> <p>So thank you very much for your attention to this issue.</p>	LU-1 and LU-3 and G-1 and BR-1 and GlobalTopic_4		I- 1427 -1
Valencia	Carlos		Website	5/08/19 2:15 PM AT	Implementing an interstate from Nogales to Wickenburg is antithetical from a logical standpoint of necessity. As an already unnecessary measure, it becomes more illogical to pursue this endeavor when it destroys part of the tourism value that Tucson holds as an epicenter for activities that involve nature. Furthermore the pollution to light, air and sound is antithetical when that already exists within the I-10 infrastructure and would only serve to destroy the picturesque landscape that exists west of that. Alternatives should include expanding the I-10 which is already being worked on in order to facilitate more travel to and through Tucson.	GlobalTopic_1 and GlobalTopic_4		I- 648 -1
Valencia	Steven		Website	6/27/19 7:17 PM AT	After looking at the proposed routes, they all seem to negatively effect the environment and encourages drivers to skip Tucson and Phoenix which will result in lost money generated by the cities. Rather than making an all new interstate why don't you improve the existing roads to facilitate transportation usage?	GlobalTopic_1, E-1		I- 2134 -1
Valengavich	Becky		Website	7/07/19 12:07 PM AT	I strongly oppose the proposed I11 corridor through the Avra Valley. The damage and disruption it would cause to the environment would be unconscionable. This is one of the most beautiful natural desert areas in Arizona and should not be disturbed.	GlobalTopic_1		I- 2752 -1
Valle	Staci		Website	6/19/19 8:37 PM AT	I don't think we need to tear up our beautiful desert to put in another interstate. Widen I-10. Plain and simple.	GlobalTopic_1		I- 1806 -1
Van Deren	Shane		Website	5/09/19 9:05 PM AT	<p>I am a resident of Sahuarita for the past 14 years and I love my community! My wife was raised in Sahuarita and we have Friends, Uncles, Aunts, Cousins, Siblings, Nieces, Nephews and Grandparents that all live nearby. We are very established in the community through the schools, church, scouts, and community activities.</p> <p>I am very concerned about the proposed I-11 routes that are currently proposed. All of the routes would effect my property and home. Either having the freeway next to it or through eminent domain I can potential loose my home and all that I've worked so hard for! One of two things will happen if this freeway is built, I will either loose my house or have a freeway built next to it that would cause a financial devaluation of my home and all the homes along side it.</p> <p>What I have a hard time believing is that these were the best proposed areas for the freeway to merge into I-19. The proposition is that the freeway would come from the west and cut through Las Quintas Serenas Neighborhood and then merge onto I-19. There is so much desert and open space to the north! There are little or no homes on Helmet Peak road, and even less on Pima Mine Road!The Airevaca exit is also little to no impact, but I understand that Sahuarita would benefit financially from the freeway and they probably want it going through, but there are so many other clear areas of desert to make that happen. Cutting through Las Quintas Serenas will interrupt businesses, churches, residential and a quiet lifestyle that I have chosen to have for my family. Please do not ruin my Sahuarita!</p> <p>I will continue to go to the Town of Sahuarita meetings, voicing my concerns there and at the meetings for the I-11 study. I am very much opposed to the current proposition. I will continue to bring this subject up with friends and neighbors and encourage them to voice their feelings about it as well. Please evaluate this situation better, there has to be plenty of other options. Please keep our small community quiet and peaceful!</p> <p>Shane Van Deren</p>	GlobalTopic_4		I- 719 -1
Van Dyke	Joni		Phone	6/05/19 1:00 AM AT	Yeah, my name is Joni Van Dyke and I am one of the first places on highway 89 off of 93 and I don't know why I-11 can't go farther away from Vista Royal community. I have friends there and they spent a lot of money in their homes and there is a lot of desert going to the west. So anyway, my opinion is why can't it go farther away from Vista Royal. Anyway, thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1705 -1
Van House	Dan		Website	6/12/19 12:21 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 1500 -1
van Naerssen	Judy		Website	7/07/19 10:14 PM AT	No!!! This plan is environmentally in excusable	GlobalTopic_4		I- 2879 -1
Vanderblug	Ken		Phone	6/12/19 1:00 AM AT	My name is Ken Vanderblug. My address is XXXXXXXXXX, Wickenburg, Arizona and we live in the Vista Royal subdivision off of 93. I am calling to give my favor to the VR green alternative route that puts I-11 a little bit further away from Vista Royal and I'd like to do that on behalf of myself, Kenneth Vanderblug and my wife Sharon Vanderblug and our phone number is XXX-XXX-XXXX. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2442 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Vandergrift	Karen		Website	4/12/19 5:07 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 34 -1
Vanderwey	Larry		Website	4/29/19 4:11 PM AT	I am a land owner in and around Buckeye. I am in favor of the proposed route (blue line) as the route of choice for I-11.	GlobalTopic_4		I- 322 -1
VanDorn	Sue		Website	6/19/19 10:56 PM AT	I would prefer to have I-11 further west of those proposed routes, taking them further away from the homes. Thank you	AC-1		I- 1823 -1
Vanlonkhuyzen	Chris and Lucy		Email	6/28/19 1:00 AM AT	Dear Sirs, We are totally opposed to more destruction of the Sonoran desert. A priceless jewel is slowly disappearing byway of all types of construction. Please leave this desert as a wonderful legacy for our grandkids, etc. Sincerely, Chris and Lucy Vanlonkhuyzen -- Chris	GlobalTopic_4 and BR-1		I- 3339 -1
Varano Jr.	Marcelino		Oral	5/07/19 1:00 AM AT	MARCELINO VARANO, JR.: My name is Marcelino Varona, Jr. I'm a member of the Nogales City Council, Nogales Unified School District governing board, and the community college governing board. And my comment is, I like the selected route of the I-19, but my recommendation is that we increase the lanes from two lanes to three or possibly four lanes to move the traffic more efficiently and that we do something about the checkpoint area over there where it can be more efficient, because right now, the highway infrastructure is crumbling. And we'd also like to see some kind of consideration south of the Mariposa Road so that, when people get on the I-19 in Nogales, that it doesn't go from two to three or four lanes, but it's a continuous configuration of three to four lanes from the inception all the way through Santa Cruz County, and that you make all the connections, proper connections, the infrastructure for the connections, to the frontage roads.	GlobalTopic_4		I- 1107 -1
Vargas	Amy		Website	7/07/19 8:14 AM AT	Building this near the Saguaro National Park threatens the lives and habitat of the wildlife and plants that make the park their home. Plants and wildlife that are unique to this part of the desert. It threatens Tucson's water supply. It threatens Tucson's economy, by having many travelers bypass Tucson all together. And it could cost us \$3.4 billion dollars! This cannot happen. Protect our native lands, our water supply, our economy. Do not build this interstate here.	GlobalTopic_1, BR-1, WR-2, E-1		I- 2715 -1
Vargas	Joseph		Website	7/08/19 11:35 AM AT	I am writing to state they vehemently oppose the proposed I-11 corridor Alternative and the following points summarize why. The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Please take note and please do not do anything that would be so departmental to Tucson and the surrounding areas on Tucson's West side. Thank you, Joe Vargas	GlobalTopic_1, BR-9, WR-2		I- 2949 -1
Vargas	Joseph		Website	7/08/19 11:35 AM AT	• Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.	GlobalTopic_1, LU-5, BR-6, BR-2		I- 2949 -2
Vargas	Joseph		Website	7/08/19 11:35 AM AT	• The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1 and E-1		I- 2949 -3
Vargas	Joseph		Website	7/08/19 11:35 AM AT	• The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.	GlobalTopic_1, N-1, V-1, LU-3 and AQ-1		I- 2949 -4
Varone	Julia		Website	7/08/19 9:18 PM AT	Please choose the orange route. Shifting the highway to an alternative path, further to the west, will have less impact on wildlife and riparian areas. It is the right thing to do for everyone.	GlobalTopic_4		I- 3163 -1
Vath	Deborah		Website	4/23/19 7:24 PM AT	Please extend the draft period so that we may find a viable way to make this freeway work without destroying pristine desert and wildlife corridors.	GlobalTopic_9		I- 269 -1
Vath	Deborah		Website	5/10/19 8:34 AM AT	I support the Coalition's analysis of the EIS. This is a highly sensitive area and could impact our desert economy greatly. Our parks and wildlife museum deserve better than traffic noise at their doorstep. Let's be creative and find a way to meet all needs involved.	GlobalTopic_1 and E-2		I- 725 -1
Vaughan	Stephen		Website	4/13/19 7:33 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 42 -1
Vaughan-Brubaker	Kevin		Website	6/29/19 12:08 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 2205 -1

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Veen	John		Website	7/07/19 6:56 AM AT	We chose the Tucson area rather than the Phoenix area when we decided to move to Arizona. If you put the highway in the preferred route, light pollution, noise pollution, and air pollution will worsen. You will destroy the simple aesthetics of this area. You will disrupt the lives of so many people, natives, native born, and new residents like us. This area, by Saguaro National Park and Tucson Mountain Park, are unbelievably beautiful. We are begging you to upgrade Highway 10, not destroy this area with an unnecessary additional highway. Quality-of-life is so much more important than a slight commercial edge that might benefit some businesses but hurt so many people. Thank you.	V-1, N-1, AQ-1, R-2 and GlobalTopic_1		I- 2709 -1
Veenstra	Johan		Website	7/08/19 8:49 PM AT	I am strongly against building the recommended route through the Avra valley for I-11.	GlobalTopic_1		I- 3156 -1
Veenstra	Traci		Website	7/08/19 6:55 PM AT	I oppose the recommended I-11 route through the Avra Valley. It will destroy a natural treasure that is unique in the world. I have brought international visitors and botanists to this area and they were floored by the area's natural beauty. Everything man made can be replaced, but in building this route, you would be causing irreplaceable damage to a unique area that is a wonderful natural and cultural asset to the area as it is now. Build on to areas of Tucson that are already part of the existing concrete jungle. Thank you for your consideration. Traci Veenstra	GlobalTopic_1		I- 3122 -1
Veenstra	Traci		Website	7/08/19 8:47 PM AT	I strongly oppose the recommended I-11 route through the Avra Valley. It will destroy a natural treasure that is unique in the world. I visit that area regularly and have considered a move to be near the resources surrounding Saguaro National Park and the Desert Museum and have brought international visitors to enjoy and learn in that environment. People are always in awe of the natural beauty of the ecosystem that developed over thousands of years. I have seen that the city, many people I know in the area, the desert museum and all parties that I know of are against this route. Please consider expanding within the concrete Jungle that makes up a good part of Tucson near the current route. Everything man made can be rebuilt. Building this road would have effects on this area that are irreversible. All talk of possible underground, etc. routes will not help mitigate these effects. Do not ruin one of Tucson's greatest natural and cultural assets. Thank you for your consideration, Traci Veenstra	GlobalTopic_1		I- 3155 -1
Venable	Charles		Website	5/30/19 5:31 AM AT	Sound barriers need to be installed to reduce the noise of traffic on our community of green valley. The neighborhoods quality of life is being destroyed. The traffic noise from I-19 has continued to increase to the point where anywhere within a half a mile of it disrupts outside activities 24 hours a day. Requiring either yelling to be heard or reduced to only just a wave to acknowledge others. During the winter when windows would normally be open now need to be closed especially at night just to reduce the constant traffic noise. I am now writing this sitting at my kitchen table with no doors or windows open at 4:30AM and I'm clearing hearing the constant roar of noise. And I am deaf in one ear! Sound barriers need to be installed along the freeway now.	LU-6, N-1		I- 1197 -1
Vera	Martin		Website	7/05/19 6:31 PM AT	Friday, July 5, 2019 Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007 Subject: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg To Whom It May Concern: We are tax payers and property owners whom reside within the recommended alternative route identified in the I-11 Tier 1 DEIS ("DEIS"). We would initially like to make it clear of our emphatic opposition and concern with this project and the negative impacts it creates to our surrounding community and environment. We are in support of the Coalition for Sonoran Desert Protection and the various organizations in opposition of the Interstate 11 Tier 1 Draft Environmental Impact Statement. We concur with, acknowledge, and emphasize the following: • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Respectfully submitted, <u>Dardene and Martin Vera</u>	LU-3 and R-1 and LU-5 and BR-1 and BR-2 and AC-5 and GlobalTopic_1 and WR-2	Vera_M_I2612	I- 2612 -1
Vera	Martin		Website	7/05/19 6:31 PM AT	IMPACTS TO PUBLIC LANDS: The Recommended Alternative route is located perilously close to a wide array of public lands, including: o Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations. County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan. o Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.	GlobalTopic_1, GlobalTopic_13, R-2 and BR-9		I- 2612 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Vera	Martin		Website	7/05/19 6:31 PM AT	IMPACTS TO WILDLIFE CORRIDORS, The Recommended Alternative route: <ul style="list-style-type: none"> • Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. • Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. • In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway. 	BR-1 and BR-2 and LU-5		I- 2612 -3
Vera	Martin		Website	7/05/19 6:31 PM AT	IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION, The Recommended Alternative route would: <ul style="list-style-type: none"> • Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. • Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. • Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research. 	N-1, AQ-1, V-1, R-2, LU-3 and GlobalTopic_1		I- 2612 -4
Vera	Martin		Website	7/05/19 6:31 PM AT	IMPACTS TO THE ECONOMY, The Recommended Alternative route from the border to Casa Grande would: <ul style="list-style-type: none"> • Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). • Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. • Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. • Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services. 	AC-5 and GlobalTopic_1 and E-1 and E-2 and LU-3		I- 2612 -5
Vera	Martin		Website	7/05/19 6:31 PM AT	IMPACTS TO PRIVATE PROPERTY, The Recommended Alternative route would: <ul style="list-style-type: none"> • Encroach on the private property rights of thousands of private property owners, including our own property, along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north. 	LU-1		I- 2612 -6
Vermaas	Willem		Website	7/01/19 5:59 PM AT	The orange alternative seems to make the most sense to me. No point in building a whole new freeway essentially parallel to an existing one and going right along Natl Parks or other protected areas; just widen what we got if bottlenecks are anticipated. Also, I would advocate for giving public rail transport between Phoenix and Tucson (and extensions to Nogales and Wickenburg) a high priority as well: longer-distance commuter rail works perfectly well in other parts of the country, and cuts down a lot on passenger traffic on the road, particularly during rush hour. The railway is already there; it is just a matter of coming to the right kinds of agreement with rail owners, and perhaps making the whole route double-track. Then a fairly small investment could take care of most of the anticipated problems.	GlobalTopic_4		I- 2289 -1
Verschaetse	Tim		Website	4/21/19 5:50 PM AT	We live in the community within Goodyear called CantaMia - the "blue" proposed route comes within 200 yards of our community boundary. There is a "green" alternative option (connected to blue route) which we hope you strongly consider moving I 11 another mile or two to the west of our homes	GlobalTopic_2		I- 221 -1
Veters	Linda		Phone	5/09/19 1:00 AM AT	You people are crazy. Anything else that you could explain that would warrant I-11? Get a grip.	GlobalTopic_3 and GlobalTopic_4		I- 997 -1
Vickery	Kimberley Vickery		Phone	5/30/19 1:00 AM AT	Hey so look, we're opposed to the I-11 Interstate but we know that the federal government is in control here so I want to know what you are doing for the people whose houses you're going to be rolling through which is, one of them is mine, it happens to be one of my, you know, I'm one of your - we are right in the pathway of the highway so I want to know what you're going to do for us and how you're going to help us plan out what we need to do here. Should I sell my house now and what will you be offering us for our house. That's what I would like to know. And I would like a response very quickly. And my name is Kimberley Vickery and I can be reached at 773-706-7397. If I don't hear something back from you I am going to be highly upset. You're going to ruin this neighborhood for all these, my son who has friends in the area for one thing and whatever, whatever but I just want to know what practical steps you want me to take because I know you're going to do this anyway. Like I said I am opposed to it. I could write a book as to why I'm opposed to it, but that doesn't matter. I want to know what you're going to do for me because this is happening.	GlobalTopic_4 and LU-1		I- 1644 -1
Villa	Amanda		Website	5/08/19 8:52 PM AT	An additional interstate will only add more traffic to our roads when we need less. For me living in Red Rock is currently affordable, but the increase in auto accidents and travelers on I-10 is giving our state legislature the idea that an increased gas tax is needed to reduce travel. Rather we need adequate public transportation from areas, like Red Rock, to cities like Phoenix, Casa Grande, and Tucson, where people commute to work to reduce carbon emissions and the level of traffic on our current interstates. There are tons of people who would utilize a commuter train and public transit into the cities if that option were available. Cities like Seattle, New York, Chicago, and several others have reliable public transportation and the majority of their commuters use those systems rather than driving. Arizona needs to move away from interstates and towards reliable public transit.	AC-9		I- 675 -1
Villa	Angela		Website	6/22/19 5:43 PM AT	I have provided input at a meeting in casa grande, more than a year ago. I still state the infrastructure, R.O.W is all present in the existing 85/I-8 corridor. There is also no/minimal additional impact to the few rural communities, farm lands, dairies, historical areas, wildlife, etc of you utilize the existing corridor 85/I-8. The distance to rout via Gila bend, is minimal at freeway speedys, to end up at the same junction as the thousands of people traveling the existing freeway system. The 85/I-8 corridor is not used by many, mostly due to its condition, not distance. There has to be a point where something is done to stop cities from pulling for infrastructure after they have incorporated. The rural areas supply lives, housing, food, the wilderness areas habita, wildlife refuge and another freeway, just a couple miles from an existing freeway, surrounded by reservations/ wilderness/ Blm land /state trust/ farms/ rural communities/ Aires and so much more is absolutely absurd. The cost associated with an entirely new freeway, with eminent domains, Nepal's studies, flood control, etc is all relevant, more so than what city of Maricopa wants and shaving off a few miles.	GlobalTopic_2 and GlobalTopic_4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 1966 -1
Villa	Rick	Classic hay baling	Website	6/22/19 6:11 PM AT	Spending millions more to devastate rural Arizona, wildlife, farms, dairies, and so much more to avoid a few miles and due to a city pulling for it as close to its boundaries as possible, is ridiculous and a waste of money. You hold the infrastructure, R.O.W, studies completed, flood control done, on the existing proposed route at 85/I-8. Absolutely less funds, less devastation, less cost to those you will displace, working folks. Farms, businesses, etc. it is about time our government start thinking..... the existing 85/I-8 is ready to go, little to no negative impacts to so many people, animals, businesses and open spaces.	GlobalTopic_4 and GlobalTopic_2		B- 6 -1
Villa	Robert	Tucson Herpetological Society	Website	7/07/19 12:34 PM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		O- 38 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Villa	Robert	Tucson Herpetological Society	Mail	7/06/19 1:00 AM AT	<p>The Tucson Herpetological Society P.O. Box 709 Tucson Arizona 85702-0709 https://tucsonherpsociety.org 6 July 2019 I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>Subject: Interstate 11 Tier 1 Draft Environmental Impact Statement (DEIS), Nogales to Wickenburg. Also sent by email to: I-IADOTStudy@hdrinc.com</p> <p>The Tucson Herpetological Society (THS) was founded in 1988; its purpose:</p> <ul style="list-style-type: none"> • To promote the discovery and dissemination of knowledge concerning the biology of amphibians and reptiles in general and the herpetofauna of the Sonoran Desert and the State of Arizona in particular. • To encourage conservation of wildlife in general and of amphibians and reptiles in particular. • To promote public awareness and appreciation of amphibians and reptiles through education. • To facilitate fellowship among persons of southern Arizona and Mexico with a common interest in herpetology. <p>The Society, with approximately 200 members, issues a quarterly professional publication, The Sonoran Herpetologist, and is proud to include several active and retired herpetologists with expertise on the reptiles and amphibians (herpetofauna) of southern Arizona and northern Mexico.</p> <p>In this letter we provide our concerns about the potential impacts of construction of a new freeway through the Avra Valley on amphibian and reptile species (the herpetofauna) and their habitats. We also provide information about special areas of concern along with the currently recommended alternative for an I-11 through the Avra Valley (known in the I-11 Corridor Draft Tier 1 EIS, especially including reference to Section 3.14. Biological Resources as the Green option).</p> <p>We support the broad and strong concerns about I-11 indicated by the Coalition for Sonoran Desert Protection, notably including connectivity issues between mountain-centered desert preserves. Here we focus primarily on concerns about our special area of interest:</p> <ul style="list-style-type: none"> • Avra Valley and Santa Cruz Flats support high biodiversity of amphibians and reptiles and other desert species, contributing to quality-of-life there and in Tucson generally. • The "preferred" 1-11 route uses mostly natural open space, much of it publicly owned. • 1-11 will therefore cause large-scale destruction and fragmentation of valley habitat. • This will lead to widespread local population and species extinctions in these valleys. <p>Details and related concerns are explained below. We attach an annotated list of the species of amphibians and reptiles that are known to inhabit the Avra Valley (Table 1). We have indicated the occurrence of each species as known to us, the predicted impacts of the proposed route of the 1-11, and the kind and level of impact expected for each species.</p>	GlobalTopic_4, GlobalTopic_1, BR-1, BR-2, BR-4, BR-6, and BR-9	Villa_R_Herpetological_O65	O-65 -1
Villa	Robert	Tucson Herpetological Society	Mail	7/06/19 1:00 AM AT	<p>Our position is that to ensure the sustainability of populations of native species and their habitats in the Avra Valley and associated mountains, the 1-11 must not be built there. We are most concerned that a freeway, through currently intact habitat, natural open space, publicly owned natural open space, and privately owned natural open space, will not only eliminate a measurable amount of existing habitat but will also fragment populations and their habitats for most of the extant species, not only of amphibians and reptiles but also mammals and invertebrates. Such effects are likely to result in multiple species population losses over large areas, and the overall degradation of species richness and biodiversity.</p> <p>We have examined the preferred alternative route through the Avra Valley and we see that it is following existing natural open spaces. Thus, it appears that this route, in the Avra Valley region, will result in taking existing native habitat lands while avoiding parcels that have already been partially urbanized. This configuration will diminish the value of the remaining highest quality lands as native species habitat. It will also inhibit successful restoration and ongoing natural ecosystem recovery and regeneration of the numerous and extensive retired agricultural parcels that already are providing habitat for numerous native species.</p> <p>In examining the maps available we note that the proposed 1-11 is shown to pass through a parcel of Bureau of Reclamation land that was established as a mitigation corridor for the Central Arizona Project (CAP). We are firmly opposed to the increased degradation of this parcel as it now exists as a corridor connecting the Tucson Mountain Park with other habitat lands in the Avra Valley and Ironwood Forest National Monument to the west. We realize that some disruption of it already exists. We also recognize that some mitigation can be provided by constructing overpasses and underpasses along a freeway. However even the best designed and deployed set of crossings cannot mitigate against the loss of connection for many species, especially those too small or local in their movements, to travel or disperse over great distances. Only by allowing reasonably large and undisturbed, intact natural habitat to connect larger parcels can we say we have protected the sustainability of our native species and prevented many local extinctions that would result from increased fragmentation. We believe these needs may vastly exceed the scope of mitigation currently under consideration.</p> <p>We can identify some areas that are most important for protecting the sustainable future of our native species. The central area of Brawley Wash extending north as far as Trico Road is overall a large open space with many species that should be protected. The sand ridge extending northwest from Sanders Road along Silverbell Road with much intact Sonoran Desert scrub, supports many desert specialist species that should be protected. The region immediately north of the sand ridge is an affected area that includes the Oro Blanco wash bottom and the margins of Ironwood Forest National Monument extending northward to the Santa Cruz Flats. Development here would create a major barrier to wildlife connectivity between Ironwood Forest (and "points west") and Picacho Peak State Park, Picacho Mountains, and points north and east. The connectivity is essential to the sustainability of native species. Similarly, we are concerned that much intact Sonoran Desert Scrub will be severely impacted between the cutoff from 1-19 west and north into the southern Avra Valley.</p> <p>The land in the Avra Valley already has been beleaguered by intensive land uses. We expect additional development, but we know that development can be sited in such a way as to maintain habitat and connecting corridors for our native wildlife. What is most concerning from our point of view is that the preferred alternative for 1-11 in the Avra Valley region relies almost exclusively on existing natural open space, notably impacting the currently publicly owned natural open space that provides the essential conservation framework for both local species conservation and wildlife corridors.</p> <p>We believe that no amount or type of mitigation as proposed in the section on Biological Resources can come as close to the habitat protection and species sustainability as co-locating the 1-11 along the Tucson corridor of the 1-10.</p> <p>Even without considering the more extensive impacts we outline here, the Draft Tier 1 EIS repeatedly admits that the route through the Avra Valley, known previously as the Green Option, will cause much more habitat loss, disruption of migrations corridors, and habitat degradation than a route along the 1-10 corridor. To select this alternative in spite of all of the clear predictions about species and habitat loss is not in the best interests of a future that includes our native species and their habitats within and near the great metropolitan area of eastern Pima County and southern Pinal County. The future of reconciling urban or suburban development with natural amenities is at stake.</p>			O-65 -1a

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Villa	Robert	Tucson Herpetological Society	Mail	7/06/19 1:00 AM AT	<p>The alternative of enlarging the 1-10, through Tucson, is a more viable alternative, a less expensive alternative, and a more appropriate alternative that will keep traffic on routes that are already developed and leave more space to accommodate native habitats and species. This would assure that Arizona will maintain the natural lands that not only protect native species but also provide extensive opportunities for recreation and tourism as economic benefits to the Tucson region.</p> <p>We are concerned as to how the final documents satisfy the existing Pima County Multi-Species Conservation Plan that has been approved by the U.S. Fish and Wildlife Service and the Pima County Board of Supervisors. Please address this.</p> <p>We are concerned that the 1-11 Tier 1 EIS Study Team has not been allowed to consider the use of alternative transportation systems, such as railroad transport, to move goods north and south through this area before deciding on a preferred alternative. Will any entity assess that potential alternative? We think that, before settling on the construction of additional freeways, such a choice must be considered. We note that such consideration seems likely to dovetail with consideration of passenger rail service in the Tucson-Phoenix corridor that may have other socially and environmentally significant benefits.</p> <p>We expect that the Arizona Department of Game and Fish, in possession of a database concerning the current, known distribution of native species, not accessible to the public, will provide a thorough review of the predictable impacts of the 1-11 on the native species, natural habitats, and habitat corridors that currently exist in the Avra Valley and in other areas along any proposed new freeway construction. We want to be informed of the results of that analysis.</p> <p>We thank you for your consideration of these identified issues and we expect that your next report will respond to each of them. In addition to this letter we have also signed the letter from the Coalition for Sonoran Desert Protection, of which we are a member organization.</p> <p>Sincerely, Robert A Villa, President Cc: The Coalition for Sonoran Desert Protection: admin@sonorandesert.org Avra Valley Coalition: XXXXX@gmail.com Arizona Sonora Desert Museum, Craig Ivanyi, Director: XXXXX@desertmuseum.org Richard Spotts, 255 North 2790 East, Saint George UT 84790, XXXXX@gmail.com Tucson City Council: XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov, XXXXX@tucsonaz.gov Pima County Board of Supervisors: 130 W Congress St. Tucson AZ 85701 Tucson Water Director, XXXXX@tucsonaz.gov Tucson Audubon Society, XXXXX@gmail.com Sierra Club Rincon Group Transportation Chair, XXXXX@gmail.com Center for Biological Diversity XXXXX@biologicaldiversity.org Friends of Ironwood Forest, info@ironwoodforest.org BLM Tucson Field Office, Ironwood Forest National Monument, TFOWEB AZ@blm.gov Marana Town Manager's Office, townmanager@maranaAZ.gov Table 1. Amphibians and reptiles (herpetofauna, total of 52 species known) of Avra Valley (Robles Junction to Redrock Road), Pima and Pinal counties, Arizona. Coding of threats is: F = Habitat Fragmentation, M = direct road mortality, L-F = long-term fragmentation of mountain habitat leading to genetic isolation based on small population sizes. Coding of current Status is: A = abundant, C = common, U = uncommon, R = rare, ((Mts) = primarily in desert mountain habitat, Ext = extinct in Avra Valley, NN = non-native. Table is included in attachment.</p>			O-65-1b
Villarreal	Scarlet		Other	6/11/19 4:20 PM AT	<p>Dear Sir/Madam,</p> <p>My name is Scarlet, and I currently reside in the outskirts of Buckeye, Arizona with my father, mother, and three siblings. We have recently been informed that the Arizona Department of Transportation and the Federal Highway Administration would like to construct a new interstate: Interstate 11 to be exact. They have developed different corridors, which are identified by color. For an example, the ADOT and FHWA have an orange corridor, a blue corridor, and so on in which the blue corridor is most preferable. My family and I disagree with ADOT's and FHWA's "preferred" blue corridor because not only does it interfere with our country life, but it also increases taxes and poses health risks for both my family and community. To keep the taxes from increasing, the "preferred" corridor must change from blue to orange, an alternative route that cost significantly less than the blue corridor and has less interference with the community's country life. Additionally, it has been studied that living near a highway not only increases air pollution, but also increases the risk of premature deaths, asthma attacks, cardiovascular diseases, and much more. Those who are most at risk are the ones who have diabetes or asthma. My father has Type 1 diabetes, and to think that he could get sicker, scares my entire family. Please help keep our taxes from increasing and our citizens' health from decreasing by switching the "preferred" blue corridor to orange. Thank you for taking the time to read this, and I can only hope that you can help us change the blue corridor to orange.</p>	GlobalTopic_2, GlobalTopic_4, and AQ-1	Villarreal_S_I2059	I-2059-1
Villarreal	Scarlet		Email	6/06/19 1:00 AM AT	<p>To whom this may concern,</p> <p>My name is Scarlet, and I currently reside in the outskirts of Buckeye, Arizona with my father, mother, and three siblings. We have recently been informed that the Arizona Department of Transportation and the Federal Highway Administration would like to construct a new interstate: Interstate 11 to be exact. They have developed different corridors, which are identified by color. For an example, the ADOT and FHWA have an orange corridor, a blue corridor, and so on in which the blue corridor is most preferable. My family and I disagree with ADOT's and FHWA's "preferred" blue corridor because not only does it interfere with our country life, but it also increases taxes and poses health risks for both my family and community. To keep the taxes from increasing, the "preferred" corridor must change from blue to orange, an alternative route that cost significantly less than the blue corridor and has less interference with the community's country life. Additionally, it has been studied that living near a highway not only increases air pollution, but also increases the risk of premature deaths, asthma attacks, cardiovascular diseases, and much more. Those who are most at risk are the ones who have diabetes or asthma. My father has Type 1 diabetes, and to think that he could get sicker, scares my entire family. Please help keep our taxes from increasing and our citizens' health from decreasing by switching the "preferred" blue corridor to orange. Thank you for taking the time to read this, and I can only hope that you can help us change the blue corridor to orange.</p> <p>Most Respectfully, Scarlet Villarreal</p>	LU-3 and AC-5 and AQ-1		I-2416-1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Villarreal	Scarlet		Website	7/06/19 11:46 AM AT	<p>To whom this may concern,</p> <p>My name is Scarlet, and I currently reside in the outskirts of Buckeye, Arizona with my father, mother, and three siblings. We have recently been informed that the Arizona Department of Transportation and the Federal Highway Administration would like to construct a new interstate: Interstate 11 to be exact. They have developed different corridors, which are identified by color. For an example, the ADOT and FHWA have an orange corridor, a blue corridor, and so on in which the blue corridor is most preferable. My family and I disagree with ADOT's and FHWA's "preferred" blue corridor because not only does it interfere with our country life, but it also increases taxes and poses health risks for both my family and community. To keep the taxes from increasing, the "preferred" corridor must change from blue to orange, an alternative route that cost significantly less than the blue corridor and has less interference with the community's country life. Additionally, it has been studied that living near a highway not only increases air pollution, but also increases the risk of premature deaths, asthma attacks, cardiovascular diseases, and much more. Those who are most at risk are the ones who have diabetes or asthma. My father has Type 1 diabetes, and to think that he could get sicker, scares my entire family. Please help keep our taxes from increasing and our citizens' health from decreasing by switching the "preferred" blue corridor to orange. Thank you for taking the time to read this, and I can only hope that you can help us change the blue corridor to orange.</p> <p>Most Respectfully, Scarlet Villarreal</p>	GlobalTopic_4, GlobalTopic_2 and AQ-1		I- 2641 -1
Villarreal	Scarlet		Mail	6/06/19 1:00 AM AT	<p>To whom this may concern,</p> <p>My name is Scarlet, and I currently reside in the outskirts of Buckeye, Arizona with my father, mother, and three siblings. We have recently been informed that the Arizona Department of Transportation and the Federal Highway Administration would like to construct a new interstate: Interstate 11 to be exact. They have developed different corridors, which are identified by color. For an example, the ADOT and FHWA have an orange corridor, a blue corridor, and so on in which the blue corridor is most preferable. My family and I disagree with ADOT's and FHWA's "preferred" blue corridor because not only does it interfere with our country life, but it also increases taxes and poses health risks for both my family and community. To keep the taxes from increasing, the "preferred" corridor must change from blue to orange, an alternative route that cost significantly less than the blue corridor and has less interference with the community's country life. Additionally, it has been studied that living near a highway not only increases air pollution, but also increases the risk of premature deaths, asthma attacks, cardiovascular diseases, and much more. Those who are most at risk are the ones who have diabetes or asthma. My father has Type 1 diabetes, and to think that he could get sicker, scares my entire family. Please help keep our taxes from increasing and our citizens' health from decreasing by switching the "preferred" blue corridor to orange. Thank you for taking the time to read this, and I can only hope that you can help us change the blue corridor to orange.</p> <p>Most Respectfully, Scarlet Villarreal</p> <p>[Attachment contains signed letter of the same text]</p>	GlobalTopic_2	Villarreal_S_13248	I- 3248 -1
Villasenor	Amanda		Website	5/12/19 3:48 PM AT	I'm opposed because this will destroy one of the last bit of our natural environment here. Its an unnecessary pollution to our beautiful city.	GlobalTopic_4		I- 853 -1
Vincent	James		Website	6/19/19 9:14 PM AT	<p>This would be amazing for Tucson's economy. An economy that has struggled forever. And would generate healthy growth into areas that can hold growth. Flat no Mountains. And water availability. The majority of the land in Avra Valley is not thick sensitive Sonora desert. Its ugly dirt with creosote bushes. Just avoid the parks of course. Please do this sooner than later. Let me know how I can help</p> <p>Thank you Jim Vincent</p>	GlobalTopic_4		I- 1811 -1
Vincent	Peggie Jo		Email	5/08/19 1:00 AM AT	<p>To: I-11ADOT Study From: Peggie Jo Vincent XXXXXXXXXX Tucson, AZ</p> <p>The proposed Interstate 11 Route through Avra Valley is a solution looking for a problem.</p> <p>This is not a project that grows out of local needs. Instead, putting a freeway through Avra Valley creates many problems.</p> <p>Interstate 11 in Avra Valley: would disrupt wildlife corridors. would destroy the unique experience for people visiting the Desert Museum or Saguaro National Park West. would increase light pollution affecting Kitt Peak Observatory would be a concern for a toxic spill affecting the city's water supply in Avra Valley. would probably cost the taxpayer more than the alternative along Interstates 10 and 19.</p> <p>These are just some of the reasons that the freeways (10 and 19) going through Tucson would make more sense as a gateway to Nogales.</p> <p>The Arizona Sonora Desert is a unique environment and should be protected from those who have no knowledge of its uniqueness and the necessity to protect as much of it as possible. Destroying miles of plants, animals, insects and historic features and creating a pollution corridor with the mountains in the middle of it is a very troubling thought</p> <p>At present we have access to both Mexico and Canada and the economic vitality of the Tucson area is strong. Interstate 11 is not needed and should not be constructed.</p> <p>Sincerely, Peggie Jo Vincent</p>	GlobalTopic_4 and GlobalTopic_1		I- 983 -1
Vines	Tekla		Website	6/27/19 1:55 PM AT	<p>While I agree with the need for a truck route along I-10, I strongly oppose the preferred option through the Avra Valley. The area contains several designated natural areas that will be negatively impacted by this proposal (Saguaro National Park, Ironwood National Monument. While it is not a pristine area, it does have great natural appeal and character which would be ruined by installing a freeway there. I urge ADOT to consider other options, including widening the existing I-10 corridor, or adding another deck to I-10 as it goes through Tucson. Southern Arizona already faces the devastation of the Santa Rita Mountains and associated watershed from the Rosemont Mine. PLEASE, do not put a freeway through Avra Valley.</p>	GlobalTopic_4 and GlobalTopic_1		I- 2102 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Vogel	Lisa		Website	7/02/19 4:19 AM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway. The reason I feel this way is:</p> <ul style="list-style-type: none"> • The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. • Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. • The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. • The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. • Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. • The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. • Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. • The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. <p>-Lisa Vogel</p>	GlobalTopic_1 and R-2 and E-1 and LU-5, LU-3		I- 2300 -1
Vogelsberg	Caitlin		Website	7/07/19 1:10 PM AT	<p>To Whom it May Concern,</p> <p>I oppose the proposed recommended I-11 corridor "D" portion located in Southern Arizona, in addition to the "C" ("Green") and "D" ("Purple") alternatives, for several reasons. These include, but are not limited to, financial, environmental, and infrastructure related issues.</p> <p>The proposed alternatives provide only minimal time-savings to the present 1-10 corridor, but at a cost of billions of dollars in both initial development and long-term maintenance. It cuts through and destroys wildlife habitats and wilderness areas which bring in revenue for the State in terms of tourist dollars and local use. It is dangerously close to the Central Arizona Project canals which millions of people depend on and few options are left if a crash or spill were to contaminate them.</p> <p>The present routes through southern Arizona are out-dated approaches to assumed problems for which creative and less environmentally and financially reckless approaches should be considered.</p> <p>I appreciate your taking the time to read this brief message regarding my opposition to this development project and hope it is part of the overall decision-making process.</p> <p>Sincerely, Caitlin Vogelsberg, Ph.D.</p>	GlobalTopic_1 and AC-8 and AC-5		I- 2765 -1
Vogelsberg	Caitlin		Website	7/07/19 1:10 PM AT	<p>If moving more goods and people faster is at the forefront of this mission, alternatives such as improving the 1-10 infrastructure, or investing in other means of transportation, such as light rails or high speed trains, between the major southern and central Arizona cities will be more effective, and less destructive, methods. Also, given the current political climate between the US and Mexico, the need for swifter international trade may be waning and thus this becomes our own "Bridge to Nowhere."</p>	GlobalTopic_1 and AC-9		I- 2765 -2
Volentine	Sandra		Website	4/30/19 6:30 PM AT	<p>I prefer the blue corridor for Interstate 11. More than that, I would prefer a train between Phoenix and Tucson.</p>	AC-9		I- 360 -1
Vollgraff	Douglas		Website	6/13/19 8:04 AM AT	<p>I don't believe this highway is actually necessary. The negative environmental impact outweighs any economic or "homeland security" benefit. I strongly oppose this project.</p> <p>Thank you.</p>	GlobalTopic_4		I- 1519 -1
Vollmer	Marilyn		Hand Written	4/29/19 1:00 AM AT	<p>Why? Plan sucks! Better ways to spend taxpayer monies and protect our dwindling environment!</p>	GlobalTopic_4	Vollmer_M_12358	I- 2358 -1
Vollmer	Paul		Hand Written	4/29/19 1:00 AM AT	<p>This whole thing is not for the people it will make a change in their lives. Travel will be better for some people but at what cost. Bad decision.</p>	GlobalTopic_4	Vollmer_P_12359	I- 2359 -1
Voris	Kirsten		Website	4/30/19 5:11 PM AT	<p>Hello,</p> <p>As a long time resident of Tucson I'm opposed to the I-11 project. Tucson and the desert southwest is the hottest part of the country and it is also home to the greatest increases in yearly temperature in the country.</p> <p>Concrete and urban development contribute to this ongoing problem. As someone who lives in a house that has flooded during the monsoon, I would also like to point out that we already have a water absorption problem in Tucson and surrounding areas. Flood waters are absorbed by the desert. They roll off roadways and freeways and, in many areas, cause flood damage.</p> <p>The proposed outlay of money and resources to build what is essentially a highway through our communities seems wrong headed. Where is my train to Phoenix? Where are the regional transportation solutions (light rail for TUCSON) that will improve quality of life for people who live here. In particular, the people who live here all year long. In the summer.</p> <p>I cannot support a project that prioritizes the further heating and erosion of desert habitats that protect us from extreme heat and absorb monsoon rains so that cars and trucks can pass through faster. And all in the name of someone somewhere making money more easily.</p> <p>I feel hurt and upset that I have to write this email today.</p> <p>"Commerce" is not something I'm willing to trade for the unique and life giving landscape we live in. It's time to start appreciating what the desert does to support ongoing human habitation and preserve what is left of it.</p> <p>Easing current regional reliance on private car travel should be our first priority. That, along with appreciating and preserving the heat absorbing, monsoon rain absorbing desert and the creatures that call it home.</p> <p>Thank you</p>	GlobalTopic_1		I- 358 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
W	Stephen		Website	6/13/19 3:52 PM AT	I am most supportive of the alignment of S-R-M-L-I2-F-D, for several reasons. Most importantly, it is new road. I-10 and I-8 are both already quite busy sections of road. Even if two additional lanes are added to either existing road, any traffic incidents still affect all connected lanes. By having a separate road, an incident on any route does not affect the others. For the M and L sections, these take a more direct diagonal route, rather than adding miles to the trip over sections Q1-K-H. Selecting sections F-D for a similar reason, keeping a parallel route to I-10 to avoid having traffic incidents shutting down the single route. Things I like to have kept in mind. There are millions of vehicles travelling these routes. Minimizing miles traveled, minimizing time spent idling in traffic will prevent thousands of tons of CO2 emissions annually. Keeping traffic flowing reduces collisions. I understand there are dozens of people who own property directly along the route and that will suck for them. However, there are many more people who are near the route but directly where the road will be, who will see development around them, their property values will rise with new development. We can't always put 100 people and 50 lizards over the needs of the millions of people; this route will not only help the millions of drivers who take this route, but the millions who drive on I-10 in Phoenix that will have less traffic to deal with.	GlobalTopic_4		I- 1527 -1
W.	Jim		Website	4/20/19 8:47 AM AT	Please reconsider putting I11 through Avra Valley. My family moved out here in 1982 to get away from the traffic and congestion that exists along the Santa Cruz valley, Tucson and surrounding areas. My neighbors live out here for the same reason. The desert is beautiful and natural. A major highway through the valley will change the views, air and noise quality forever. Thank you for your consideration. Best regards, Jim	GlobalTopic_1		I- 188 -1
Wager	Richard		Email	6/19/19 1:00 AM AT	To whom it may concern: I am vehemently opposed to the insane recommended Alternative route as outlined in the Tier 1 DEIS for Interstate 11. I am a homeowner in Three Points and the current proposal would be devastating to Altarand Avra valleys. Myself and others in the community moved to this area to enjoy a rural lifestyle away from the constant intrusions and congestion that city life entails. In addition, the plan would irreparably harm priceless public lands and tourist attractions which include Ironwood Forest and National Monument, Saguaro National Park, and the Arizona desert Museum. The proposed interstate would literally fall on my doorstep and its negative impact on the Three Points community and surrounding treasures would cause irreversible damage. The interstate would bring with it an enormous amount of air, noise and light pollution. And it would bring the worst kind of development – fast food restaurants, truck stops, and fast tract urban sprawl – ultimately destroying the rural essence and beauty of the area. Richard W.	GlobalTopic_1, LU-3, R-2, E-2, AQ-1, N-1, V-1		I- 3256 -1
Wager	Richard		Email	6/19/19 1:00 AM AT	Lands and wildlife habitats and corridors would be severely impacted. We must protect these treasured lands and the ecosystem of the Sonoran desert and all its inhabitants- something that once destroyed can never be regained.	GlobalTopic_4, BR-1		I- 3256 -2
Wager	Richard		Email	6/19/19 1:00 AM AT	The proposed route would also disrupt and displace working class and low income families living in the area- many of which are minorities. It is communities like ours that are most often targeted- ones that are on the bottom of the socio- economic tier and are the most vulnerable and powerless to oppose a Corporate Capitalist system that puts profit ahead of people and protecting the environment. The irony is it would actually save \$3.4 billion to locate I-11 with I-19 and I-10 through Tucson rather than build the freeway as currently recommended. It must be defeated!	GlobalTopic_4, GlobalTopic_1, EJ-1		I- 3256 -4
Wagner	Amy		Website	4/26/19 3:34 PM AT	The Orange route appeals to my family the best. Traffic stays on already established widened roadways and it does not come near CAVSARP or SAVSARP. A significant concern is the environmental impacts that will be caused by bringing the interstate near the ponds. We also think that the city of Gila Bend would serve to benefit greatly from the Orange route. This is a positive aspect since that town could use something. Widening 19, 10, and 8 by 4-6 lanes would also produce better traffic flow for both of those interstates without having to purchase additional real estate.	GlobalTopic_1, GlobalTopic_7		I- 290 -1
Wagner	Christopher		Website	5/11/19 10:24 AM AT	Opposed to the disruption of the Sonoran deserts ecosystem due to the construction of I-11 between Saguaro Natl Park and Ironwood Natl Monument. That being said, why on earth would this study continue using Anway as part of its implementation? Displacing hundreds to thousands of homeowners along that route instead of the more logical utilization of Reservation Road to Trico Marana? There are miles of vacant land in between Anway and Reservation and open land along Trico-Marana. There is absolutely no need to bring this route close to the homes on Anway.	GlobalTopic_1		I- 757 -1
Wagner	George		Website	7/07/19 1:02 PM AT	Please respect the environment and the wildlife. Choose the ORANGE route. Thank you for your service in this. SWth	BR-1 and GlobalTopic_1		I- 2763 -1
Wagner	Kevin		Website	7/08/19 9:52 PM AT	I am a citizen of Arizona and scientist that deeply opposes construction of the I-11 highway as currently proposed through Avra Valley. I support further exploration of an option that redesigns I-10 to accommodate the goals of I-11	GlobalTopic_1		I- 3177 -1
Wagner	Michael		Website	4/10/19 10:56 AM AT	I prefer the route that flows through Tucson. This perseveres the non urban areas and provides positive economic impact to the urban areas. The widening of I-19 and I-10 need to happen as well so this project would only serve to further that purpose.	GlobalTopic_1		I- 19 -1
WALCOTT	SUSAN		Website	7/08/19 10:04 AM AT	NO, NO, NO. Improvements to I-10 and I-19 would accomplish as much and would not destroy the beauty, fragile ecosystem and ancient biome of our desert. Remember that our desert is what draws so many to Tucson.	GlobalTopic_1		I- 2926 -1
Walker	Barbara		Website	5/30/19 2:03 PM AT	We strongly oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This proposed route is bordered by protected public lands that will be irreparably harmed by a nearby freeway. This route would damage both natural resources and degrade a wide array of public lands, especially those located in the Tucson Mountains where we regularly hike and visit the Arizona-Sonoran Dessert Museum. No mitigation could offset these negative impacts. Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. This route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. This route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. Lands and wildlife habitat that would be severely impacted by this route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. We thank the City of Tucson for voicing opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. Thank you for considering our views.	GlobalTopic_4, GlobalTopic_1, BR-2 and BR-9, LU-3		I- 1212 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Walker	Barbara		Website	5/30/19 2:03 PM AT	This route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. Tourist treasures such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.	GlobalTopic_1 and E-1 and R-2		I- 1212 -2
Walker	David		Website	6/21/19 2:00 PM AT	This is a ridiculous idea that WILL cause massive air, noise, and light pollution in the long-run and physical damage to a very fragile environment immediately. This is especially true when re-constructing I-10 would cost taxpayers billions less to achieve the same economic result.	GlobalTopic_1		I- 1901 -1
Walker	Jeff		Website	6/12/19 1:51 PM AT	Please move the route west of Wickenburg from Hwy-60 to connect to Hwy 93 next to Hwy 71, please move it away from the Vista Royal Subdivision.	GlobalTopic_4 and GlobalTopic_5		I- 1502 -1
Walker	Mary and Winston		Website	4/17/19 9:05 AM AT	We urge you to extend the public comment period to 120 days, to September 28, 2019 for this monumental project.	GlobalTopic_9		I- 121 -1
Walker	Mary M		Website	6/15/19 3:27 PM AT	None of the routes requiring an interstate through Avra Valley are acceptable, due to negative impacts on the environmental quality, cultural and social resources of Avra Valley, which is home to important bird and wildlife corridors along the Santa Cruz River, and the site of such treasures and icons of our metropolitan communities as the Arizona-Sonora Desert Museum, Saguaro National Park, Tucson Mountain Park. Air quality, noise, light pollution, view-shed, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River would all be significantly compromised. A preferable option is a limited expansion and reconfiguration of the existing I-10 and I-19 corridor incorporating the following and other measures that are less costly and less detrimental: • Changes to the management of the existing highway to reduce congestion, including pricing, scheduling, and other programs; • Technologies that improve traffic flows; • Enhancements to our rail system, including light rail and intermodal Transportation; • Other road improvements that will divert traffic from I-10.	GlobalTopic_1, GlobalTopic_6, GlobalTopic_4, AC-3, AC-9		I- 1561 -1
Walker	Mary M		Website	6/15/19 3:27 PM AT	Assessing the cumulative impacts of these options on congestion should be preferred as alternatives to either an Avra Valley Route or a fully expanded I-10.	IC-1		I- 1561 -2
Walker	Steve		Website	4/22/19 8:39 AM AT	The I-11 route shown as "Purple Alternative" is my choice. From the map, it begins well south of Green Valley, and will divert heavy international commerce entirely away from the town. A number of houses are approximately 500 feet from the existing I-19, and according to an article I've read, a sound barrier wall will not be built due to an ongoing study of traffic volume. "Purple Alternative" seems probable it will end the need for further traffic volume study, creating an opportunity to build a sound wall. Since "Purple Alternative" accomplishes an extra benefit by attenuating noise pollution through Green Valley with a distinct possibility of further enhancement in the future via a sound wall, I contend this is the best route for this section of I-11.	GlobalTopic_1 and N-1		I- 229 -1
Walker	Winston		Website	6/18/19 8:38 AM AT	I oppose the Avra Valley I-11 alternative. Diverting additional Interstate highway capacity to cross sensitive ground through an Avra Valley corridor achieves no advantage over the I-10 / I-19 options. Surely an alternative route would be much more cost effective.	GlobalTopic_4 and GlobalTopic_1		I- 1726 -1
Wallace	Greg		Website	7/07/19 11:25 PM AT	As a continuous 32 year local resident of the Avra Valley area that will be impacted by the proposed I-11 routing so close to my neighborhood, I am completely opposed for several reasons. 4.) I have participated in numerous well attended public outreach events on I-11. Absolutely NO ONE I have observed or spoke with are in favor of any of the routes through Avra Valley. The only people who are supporting this are self interested short sighted commercial developers who will personally benefit financially at local expense, while turning a blind eye to the greater long term environmental and aesthetic health of the area. Please reject all Avra Valley I-11 routes/plans. Thank you, Greg Wallace	GlobalTopic_1		I- 2890 -1
Wallace	Greg		Website	7/07/19 11:25 PM AT	1.) It will negatively impact with light, noise, and atmospheric pollution. Saguaro National Park is already vulnerable to encroachment from development. Everyone who lives out here observes the frequent cloud of exhaust that hangs in the distance over I-10. No one in their right mind wants to be nearer to that situation for health and environmental reasons.	GlobalTopic_4		I- 2890 -2
Wallace	Greg		Website	7/07/19 11:25 PM AT	2.) Avra Valley is a high quality water aquifer needed to be protected and preserved for current and future water needs for multiple surrounding communities. Water is life! Building I-11 through Avra Valley is an invitation for over development of a region already stressed for water resources.	WR-2		I- 2890 -3
Wallace	Greg		Website	7/07/19 11:25 PM AT	3.) It is impossible to overstate the fragile and precious nature of these currently rural areas that buffer such precious and rare ecosystems like Saguaro National Park West and Ironwood National monument.	LU-3 and R-2		I- 2890 -4
Wallace	Karen		Phone	6/17/19 1:00 AM AT	Yes, this is Karen Wallace and I am submitting my comments on I-11. I wish to say I do not approve of it. Thank you so much for listening. My number is XXX-XXX-XXXX. Thank you very much. Bye bye.	GlobalTopic_4		I- 2484 -1
Wallace	Mary		Website	7/07/19 5:47 PM AT	A resounding NO from me! 1. Too close to Saguaro National Park and Ironwood National Monument, these are both precious resources to nurture and cherish. 2. Instead improve I-10 and I-19, they are already there. 3. I wish to protect our open space and dark skies. 4. The resulting traffic would bring a most unwelcome level of noise and air pollution to a now pristine area. Most sincerely, Mary Wallace Private land owner in Picture Rocks	R-2, R-1, V-1, GlobalTopic_1, N-1, AQ-1 and LU-3		I- 2827 -1
wallace	paul		Website	6/27/19 6:56 PM AT	I am against the I-11 corridor. This I-11 corridor will be detrimental to the ecology of Avra Valley. The wildlife use this valley as a corridor between the mountain ranges. A land bridge would not be helpful as predators use those to hunt. Gas stations, businesses, hotels and shopping centers will follow the freeway, repeating the congestion that is the concern in Tucson. The bypass will only delay the problems that it is attempting to solve. I-10 needs to be expanded instead.	GlobalTopic_1		I- 2129 -1
Walls	Deborah		Website	7/04/19 2:08 PM AT	I am against I-11 for numerous reasons & im sure you've heard them all! I live off I-19 & lived in the Sahuarita area before there was I-19. I can hear & see the increased amount of traffic. Rather than rape and scrape more of our precious desert, improve what we've got. A light rail between Tucson and Phoenix would be a step in the right direction!	GlobalTopic_1 and AC-9		I- 2566 -1
Walsh	J.G.		Hand Written	5/08/19 1:00 AM AT	I am opposed to the proposed/recommended alternative ('RA') and support the 'orange' alternative. The RA would promote sprawl and would negatively impact Saguaro NP, Ironwood NM and existing rural communities in ways that cannot be mitigated. The cost of the 'RA' would be exorbitant compared to improving existing corridors and would, by promoting sprawl, be totally inappropriate given pressing environmental concerns, including water use, air pollution and carbon pollution. The RA would be a huge blow to the Tucson economy as it degrades the national park, the monument, the Desert Museum and would benefit only land speculators. The RA should be rejected and replaced with a solution that respects the priorities of the people of Tucson and Pima County. No I-11. No freeway in Avra Valley.	LU-3 and AC-5 and BR-2 and WR-2 and GlobalTopic_1	Walsh_J_I2374	I- 2374 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Waltasi	Marilyn		Website	5/13/19 3:05 PM AT	No to the I-11 and yes to rail between Phoenix and Tucson	GlobalTopic_4 and AC-9		I- 877 -1
Walters	Paul		Mail	5/16/19 1:00 AM AT	<p>To Whom It May Concern</p> <p>Morally, Ethically, Spiritually, Legaly or even Sub concienecely I-11 cannot be justified.</p> <p>Will millions of AMERICANS needing help with TRILLIONS of dollars needed on our infrastructure, with AMERICAN VETERANS homeless on the streets DIEING and with the huge influx of Illegal Terrorist from the Mexican border We do not need to put another access route into the United States of America.</p> <p>By your own maps, information and other nonsense this Evil I-11 Scam does not connect but only comes near some of the METRO areas. It does not help the West. I-11 does not even go into California (I believe this is part of the West). Nor does it hit the large cities of Oregon or Washington or Utah or even Idaho.</p> <p>California (largest population and market west of the Mississippi) does just fine with their access to the south. Laredo Texas is about centered in the United States of America (both lands mass and population) and has I-35 (already built) that runs all the way to Minneapolis and crossis I-40</p> <p>BOTTOM LINE there is no Justificatio for Any part of I-11</p> <p>PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT.</p> <p>There is a matter of NATIONAL SECURITY FOR NOT ONLY THE UNITED STATES OF AMERICA but also THE FREE WORLD. The corridor from Fort Huachuca thru Davis Monthan, Raytheron, Ryan Air Field, Marana Air Port (now a National Monument) Veterans National Memmorial Cemetary, Border Patrol hub in three Points, and even the little air port and Radar communications Mountain (god only knows and will stay that way) at the end of Manville Rd. in Picture Rocks are all part of this National Security System.</p> <p>Avra valley Picture Rocks and all our attributes are alarge part of this entire corridor. PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT.</p> <p>No body or Entity has the Rite to destroy the lives, of about 30 thousand people by DESTROYING PICTURE ROCKS and everything connected to it. Including Pinal Air Park.</p> <p>There was and is a reason that Tucson and this entire area was ringed with I.C.B.Ms.....</p> <p>The only people that will benefit from I-11 are the ILLEGALS.</p> <p>Another 911, Pearl Harbor, Hitler Situation or Terrorist Attack by Simple Invasion or making something as simple as a drive by, can never happen again.</p> <p>The Illegals coming up from the Southern Border are not good people and whoever wants to support and or promote them should be charged and incarcerated because the illegals are from every terrorist country on Earth.</p> <p>ILLEGAL IS ILLEGAL IS ILLEGAL.</p> <p>I hope you and yours, understand what I have written</p> <p>And all of the United States of America. There is absolutely nothing more important on Planet Earth, than the National Security of the United States of America. A very important part of that security for the United States and the Free World is Raytheon and the corridor from Raytheon to Pinal Air Park N.W. of Marana. Then Avra Valley/Picture Rocks.</p> <p>I'm over 70 lived in Tucson all my life and have lived with Raytheon (Hughes) since about 1950. (Don't remember before I was 2.)</p> <p>Accidents don't happen with national security and trying to blow up Raytheon cannot be accepted and can never happen again.</p> <p>A super freeway from the most unprotected border in the world to Ratheon's back door, which would almost allow a drive by, ain't gonna happen.</p> <p>In my opinion only an un-American half wit would even consider a route such as the proposed I-11 freeway west of Tucson thru Avra Valley/Picture Rocks, seeing the proposed route in print is absolutely terrorist approved.</p>	GlobalTopic_4 and PN-1	Walters_P_J3237	I- 3237 -1
Walters	Paul		Mail	5/16/19 1:00 AM AT	<p>What would be destroyed or left at total risk would be:</p> <ol style="list-style-type: none"> 1. Raytheon's back door 2. 3 Points, probably S. Ariz's largest Border Patrol hub. Possibly even Goldwater range etc. 3. The light destruction to Kit Peak Nat'l Observatory 4. Ryan Air Field, us by Sheriff, military, B. Patrol, medical emergency air craft and personal/business 5. Somewhere around 20,000 homes and properties from Ajo Rd. to north of Marana. Approx 40 on/offes (to roads) from Ajo to Avra Valley Rd straight down Sandario. 6. Picture Rocks would be wiped out. 7. The C.A.P and all of Tucson's drinking water from Millions of dollars in recharge facilities 8. Saguaro National Park West 9. Tucson Estates 10. Old Tucson 11. Desert Museum 12. C.A.P Crossing on Manville 13. All of City of Tucson (water rights) property Ajo rd. to Avra Valley Rd. 14. Fire Dept @ Approx San Joaquin 15. Tohono O'odham Nation 16. Manville Air Strip 17. Radar/radio/microwave etc. towers @ Manville & Ironwood Forest 18. In Picture Rock's Pima Co Recks Dept Park, Swimming Pool, Skate board etc. Picture rocks Community Center, 2 elementary schools & only medical facility, only hardware store & only feed store, only restaurant, Tucson mtns sheriff office, the only 2 gas stations for many miles, Marana High School. Marana Municipal Air Port (Where 18 Marines Died) now a national monument etc, and used 24 hrs a day by military and all aspects of law enforcement and secret government entities. 3 fire stations, 6-12,000 people maybe 50,00 w/3 "illegible" 19. Town of Marana, a very small cotton gin area. 4000 trucks from Nogales, trying to head back east or. 20. Pinal Air Park extremely important in every aspect of Military Gov't procedures. 21. Marana Veteran's Memorial Cemetary, a national cemetary as is Arlington etc. <p>Bottom line no body or entity has the right to destroy this many lives, properties, wildlife habitats and national areas of national security.</p> <p>This much destruction is definitely an act of a un-American mad man (possibly treasonous) and the only people who will benefit from this is (are) the illegals and terrorist.</p> <p>No Body will ever mess with Raytheon, or any part of national security again.</p> <p>Sincerely, Paul Walters</p> <p>Sorry about the scribbling by my old Smith Corona (clipper) typer quit.</p>			I- 3237 -1a

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Walters	Paul		Mail	5/16/19 1:00 AM AT	<p>P.s. thank Raytheon and especially for putting a site at Sandia</p> <p>Area zip codes jammed up</p> <p>85629</p> <p>85746</p> <p>85745</p> <p>85757</p> <p>85653</p> <p>And destroying almost all of 85743</p> <p>El Chabo LOOP I-11 might be the worst scam to ever hit the UNITED STATES OF AMERICA and possibly the FREE WORLD. The AMERICAN TAXPAYERS in Pima County stand to loose their homes, their life long dreams, their privacy, their investments, their schools, their fire departments, and some NATIONAL SECURITIES RESOURCES.</p> <p>PLEASE DO NOT SUPPORT I-11 IN ANY WAY SHAPE OR FORM</p> <p>The only people that will benefit will be THE TERRORIST, THE ILLEGALS, THE DRUG CARTELS, THE HUMAN SMUGGLERS, AND THE CHILD ABUSERS.</p> <p>The only people that will LOSE IT ALL ARE THE AMERICAN CITIZENS and THE FREE WORLD.</p> <p>PROTECCT YOUR AMERICA BEFORE YOU HAVE TO DEFEND IT</p> <p>NO I-11.</p>			I- 3237 -1b
Walzak	Kylie		Oral	5/08/19 1:00 AM AT		See Appendix H4 of the Final Tier 1 EIS for the full comment and response.		I- 1357 -1
Walzak	Kylie		Website	4/16/19 11:09 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 91 -1
Ward	Brian		Website	5/10/19 2:18 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 735 -1
Ward	Brian		Website	5/10/19 2:30 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 736 -1
Ward	Teri		Website	4/23/19 11:49 AM AT	I strongly oppose the I11 going through Rainbow Valley. This area is not only a residential area but is surrounded by some of the most fragile desert ecosystems we have in the Sonoran desert. We have flowing rivers and washes, saguaro cacti that are hundreds of years old. Digging around any natural washes will cause flooding to occur in other areas and will destroy this whole area. Please construct further south, joining into the 85.	GlobalTopic_2		I- 263 -1
Ward	William		Website	5/08/19 4:15 PM AT	I am glad to be able to further learn about this proposed interstate road. I am very concerned about the impact that this proposed road would make to the west side of the Tucson Mountains, Avra Valley, and beyond. I feel that I-10 should be better utilized even if it means going vertical. It seems the arguments about further development protections will not be able to withstand the development forces once this interstate is built. The lure of development in the name of politics, progress and jobs will be too great. Please, stick with I-10. Thank you.	GlobalTopic_1		I- 654 -1
Warfield	Joan		Website	7/08/19 12:25 PM AT	<p>I am amazed that ADOT has selected this route as its preferred alternative for I-11. What a terrible decision. I drive frequently between Tucson and Phoenix, and the construction work along I-10, which has been ongoing for a long time, provides ample evidence of the immense disruption to wide areas adjacent to and of course along the roadway itself. The swath of land that would be cleared for such a project would constitute an immense and basically complete barrier to the passage of any wildlife. It would disrupt and ruin the Avra Valley landscape for both residents and visitors to our west side treasures, Saguaro National Park and the Arizona Sonora Desert Museum. A permanent, wide, noisy, lit up scar would traverse this unique area.</p> <p>I urge you in the strongest possible terms to reconsider this decision and to site I-11 along existing highway corridors, since they are already completely disrupted, and people have grown accustomed to construction projects that go on for years. This is a more cost effective alternative and respects the fragile,unique, irreplaceable environments west of Tucson.</p> <p>Again, I urge you to reject an I-11 bypass route west of Tucson in the Avra Valley, and I cannot help but wonder who supports and promotes such an idea, one whose time should never come.</p> <p>Sincerely, Joan Warfield</p>	GlobalTopic_1, E-3		I- 2964 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Warner	Anne		Website	5/27/19 2:54 PM AT	<p>The Recommended Alternative route is located perilously close to a wide array of public lands, including:</p> <p>Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations.</p> <p>County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.</p> <p>Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.</p> <p>IMPACTS TO WILDLIFE CORRIDORS The Recommended Alternative route:</p> <p>Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains. Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.</p> <p>In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.</p> <p>IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION The Recommended Alternative route would:</p> <p>Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park. Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area. Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.</p>	GlobalTopic_4, GlobalTopic_1, GlobalTopic_13, BR-2 and BR-9, LU-3		I- 1092 -1
Warner	Anne		Website	5/27/19 2:54 PM AT	<p>IMPACTS TO THE ECONOMY The Recommended Alternative route from the border to Casa Grande would: Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.). Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts. Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others. Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.</p> <p>IMPACTS TO PRIVATE PROPERTY The Recommended Alternative route would: Encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.</p>	AC-5 and GlobalTopic_1 and E-1 and E-2 and AC-4, LU-3		I- 1092 -2
Warren	Barbara		Oral	5/08/19 1:00 AM AT	<p>BARBARA WARREN: Good afternoon. My name is Barbara Warren, and I'm speaking to you as the director of the Arizona Chapter of Physicians for Social Responsibility and a member of the board of the Tucson 2030 District, which aims to reduce energy, water, and transpiration use by 50 percent by 2030 in order to address climate change, which is rapidly increasing in our nation and our world and in our community. It stresses solutions to the environment and help impact climate change and other concerns.</p> <p>I'm speaking in opposition to the alternative route for the Tier 1 TEIS for Interstate 11 through the rural alter and Avra valleys in part for the following reasons:</p> <p>The allegedly recommended alternative route would damage the natural resources and separate critical wildlife corridors. This alternative would add \$3.4 billion to the cost of simply relocating or co-locating I-11 with I-19 and I-10 through Tucson.</p> <p>Lands and wildlife habitat that would be severely impacted by the alternative route include conservation areas of Pima County and the long-time supported Sonoran desert conservation plan.</p> <p>This plan would place a freeway accompanied by many potential toxic risk factors adjacent to the water supply to the city of Tucson.</p> <p>This alternative route would adversely impact many federal public lands, Native American tribal lands, Pima county lands, and private property rights for thousands of property owners.</p> <p>But, additionally, we need to pay heed to the greatest threats that we face associated with advanced climate change which would be magnified by this alternative I-11 route.</p> <p>We would be creating more urban sprawl with services to this route in the desert and will significantly increase greenhouse gas emissions that could otherwise be mitigated by urban infill in Tucson.</p> <p>Our precious and greatly threatened water supply in Southern Arizona cannot take any more hits with toxic exposures to chemicals, more depletion of water supply in areas of sprawl.</p> <p>We would see loss of natural vegetation and trees that serve as carbon sinks to help mitigate the climate change, as well as contributions to reduction of urban impact.</p> <p>We must not invite an even greater mass of vehicles along an additional corridor that would greatly increase carbon climate change.</p> <p>And we cannot afford to become an even hotter and drier region of Arizona, as we are approaching being among the worst in the country and the world.</p> <p>Protect our climate, species, ecosystems, and oppose the alternative route through Avra Valley. Thank you very much for your time.</p>	GlobalTopic_4, GlobalTopic_1, BR-2, BR-9, and AQ-2, LU-3		I- 1327 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Washburn	Lary		Website	7/08/19 5:08 PM AT	I support the orange option in southern Arizona because it would have the least amount of environmental damage and uses a currently existing route (I-19 from Nogales and I-10 through Tucson). The other options would require new construction in areas negatively affecting wildlife refuges, endangered cactus, and threatened species. The other options will impair unobstructed views of the desert for the many people who visit or live near Tucson Mountain Park and Saguaro National Park West (this includes me). Those options will increase light pollution because of the traffic and buildings that will be constructed near the interstate (e.g. transit hubs, fast food facilities, motels, shops, parking lots) as well as increase air pollution from all of the trucks and cars using the new interstate route and connecting roads to Tucson. So make use of the currently existing routes to and through Tucson (add lanes as needed). Thank you.	GlobalTopic_4, GlobalTopic_1		I- 3084 -1
Washko	Susan		Website	6/28/19 10:53 AM AT	I-11 would be a detriment to the Tucson area. It would divide public lands that are used by wildlife, and would bring traffic, pollution, and noise to a place where Tucsonians go to recreate (biking, hiking, etc.). I also think it's unfair that it would divide sections of the O'odham nation-- they don't deserve to have an emission-filled highway next to them either. Building this road would degrade the Tucson area's image as a city striving to contain its sprawl. Please do not let this road be built.	GlobalTopic_1, R-2, LU-3, AQ-1, N-1 and BR-9		I- 2167 -1
Wassman	Paul		Email	5/12/19 1:00 AM AT	For many years we have lived near the spot where the proposed highway would cross Marville Rd. in Picture Rocks. We chose this desert space as a place to retire for three primary reasons. The bounty of wildlife here, the quiet of the evenings and the beautiful smell of the desert especially in the spring. It is clear that the presence of the I-11 bypass will negatively impact these delightful qualities probably to the point destruction. These undisturbed habitats allow coyotes, javelinas, bobcats, turtles, owls, and birds of all kinds plus insects and reptiles to exist here. When we crowd them out they don't just move away from us but more often they die away. Please try harder to find better way to feed the fire of progress without crushing the life out of our precious desert. Paul Wassman, Picture Rocks, AZ	GlobalTopic_4, BR-1 and GlobalTopic_1		I- 955 -1
waterman	Cathy		Website	5/09/19 9:27 AM AT	To whom it may concern; I am opposed to ADOT's proposed I-11 route. It goes adjacent to Tucson Mountain Park, within 1,300 feet of boundary of Saguaro National Park, within 400 feet of boundary of Ironwood Forest National Monument, and within a half-mile of the Desert Museum. Constructing a new freeway would bring severely and negatively affect public lands, whether it's impacts to the visual, the noise and certainly the wildlife out there, which are moving between these protected areas. Sincerely, Cathy Waterman	R-2		I- 699 -1
waterman	Cathy		Website	5/09/19 9:27 AM AT	I do not believe there is a need for a new interstate, and even if there is, in my opinion ADOT has not done sufficient analysis of the many environmental and cultural impacts that would result from building one. ADOT should re-examine an earlier option of using the same footprint as I-19 and I-10 and/or consider options like rail.	GlobalTopic_1, AC-9		I- 699 -2
WATKINSON	CARSON		Website	5/13/19 6:53 PM AT	I don't want a free way to go through our parks, such as Saguaro National Park. If we have to build something make it a rail. It's better for the environment, which draws tourism & lessens ER visits due bad air quality, and is more enjoyable.	GlobalTopic_4, GlobalTopic_1, R-2 and AC-9		I- 891 -1
Watson	Marsha		Website	7/06/19 9:56 PM AT	I am commenting because the area of Hidden Valley SW of the incorporated town of Maricopa will be heavily impacted by any route but the Orange Route. I moved to the Thunderbird Farms South area in 1985 and have seen many changes in this area. Some good and some not so good. But none that have destroyed the pristine beauty of this area the way that only the Orange Route can avoid. This is such a beautiful pristine area which is becoming harder and harder to find in Arizona, especially near metro areas. There is so much wild life that will be impacted by the construction and completion of any path but the Orange Route. Even those not in the direct path will be effected. I had a friend who moved to where the 51 and Indian School meet. She moved out there in the early 1950's before that area was even developed or incorporated. The neighbors fought the original path and her house ended up being the second left from the service road in the neighborhood. She was an amazing gardener and had lots of vegetation in her yard that was decades old. After the construction of the 51, she was very puzzled at the impact it had on her gardens, trees, flower, etc. After the second year she realized that the concrete put her in another temperature zone and the fumes from vehicles destroyed most of her loving efforts of decades of work and expense. It also affected her livestock that she had grandfather in after being incorporated into Phoenix. So, it is not just impacting those in the direct route of any other plan than the Orange Route but also those who are left to live with anything other than the Orange Route as their neighbor. It will be the pristine desert, wild life and those who are left living close to any other route than the Orange Route who will also be impacted in the future. It also makes no financial sense to use taxpayer dollars to buy all the farms, dairies and families out for the other routes but the Orange Route. Especially when there is a viable alternative with Highway 85 to the I-8 that already has the ability to be expanded without all the additional millions of dollars needed to cross a pristine desert area, disrupt people's lives and especially the desert wildlife that lives in any area that is not the Orange Route. This is not a NIMBY issue for me as my property is about 2 miles away. It has to do with unneeded cost, the destruction of pristine desert areas and the disruption to farm and dairy livelihood and people's hopes and dreams of living in a rural area.	GlobalTopic_4, BR-1 and GlobalTopic_2 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		I- 2692 -1
Watt	Betty		Email	6/04/19 1:00 AM AT	I am in favor of the "VR GreenAlternative" route around Vista Royale! Betty Watt XXXXX@gmail.com XXX-XXX-XXXX	GlobalTopic_5		I- 1679 -1
Weant	Nancy		Website	6/26/19 8:55 PM AT	Hello, My husband and I are very concerned about the proposal for I-11. The portions of the environment that it would affect is shocking. We can't believe that anyone would want to change this significant area of Arizona that offers such valuable views, culture, and life enrichment. Please consider other alternatives to the problem and leave Avra Valley alone. We need to preserve these beautiful areas for future generations. Thank you for listening, Nancy & Rodney Weant	GlobalTopic_1		I- 2087 -1
Weaver	Eugene		Phone	6/11/19 1:00 AM AT	I am Eugene Weaver. I live on Sandy Street just a little bit west of Trico Road near Avra Valley Fire Department. I completely disagree with this I-11 and I want my voice to be heard. They need to stop it now. It's like you said in your poster, it's going to destroy everything in its path and they don't need to do it and whoever's promoting this, they need to be taken out of office. This is my opinion. My name is Eugene Weaver, phone number XXX-XXX-XXXX if you want to give me a call. Bye bye. Thank you.	GlobalTopic_1		I- 2439 -1
Webb	Jane		Mail	6/14/19 1:00 AM AT	Dear Sir: I am very worried about the possibility of Interstate 11 going right through our Sonoran Desert. We all love this area very much but we have to treat it with care or this fragile place will be ruined. There must be other ways to get goods from Mexico without beating up our precious public lands.	GlobalTopic_4, BR-1	Webb_J_I3252	I- 3253 -1

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Weber	Carol		Website	6/22/19 4:24 AM AT	I am very concerned about the proposed route of I-11. As a citizen who lives 4 miles west of I10 in the Tucson Mts, this new route would be devastating to the sensitive environment in the Tucson mts. Expanding the existing I19/I10 corridor should be the path forward. Destruction of the environment to build this should be avoided, as this will be a negative impact on many more people than it helps.	LU-3 and GlobalTopic_1		I- 1933 -1
WEBER	CRAIG		Website	4/16/19 4:25 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 106 -1
Weber	Francisca		Website	6/22/19 11:45 AM AT	I am very much opposed to the alternative route to highway I-11. I know that there are many reasons to put a stop to this project. I will list of few that are on the top of my list. One of the reasons I am opposed to this highway is because it would ruin the beauty of our desert landscapes which is such an important part to the heart and soul of Tucson. We are so proud of our Arizona-Sonora Desert Museum. The park attracts thousands of visitors from all of the world. It is a Tucson treasure and is a most important tourist destination/attraction. The views from the desert museum would be completely altered/ruined/destroyed. Another important spot for tourists, and locals alike, is the Gates Pass overlook. When was the last time you visited? I urge you to take a drive out there, sit and wait for the sunset, and then ask yourselves, would you really want to mess with these views? Come on!! I do not understand how anyone who loves Tucson would wish to interfere with this desert beauty. Another reason is that the building of this highway would destroy desert plants and would disrupt the lives and the established corridors of countless animals/wildlife. This change would alter our desert landscape/habit forever. We cannot "gamble" with the health and well-being of our desert plants and wildlife. Also, I do not see how this highway would financially enhance our city in any way. If anything it will serve to divert any traffic AWAY from any Tucson or downtown business. And furthermore, I do not approve of the fact that the building of this highway would encroach upon the private property of our fellow neighbors/Tucsonans. In my opinion, the lack of NEED for this highway does not justify the "STEALING" other people's property. That is taking matters much too far. I love our Sonoran Desert and I am proud to own a home in the Tucson Mountains. However, we bought our home due to its location to solitude, dark skies, scenery, active wildlife—all of the things that this highway threatens to destroy!! We want to keep our home, landscape, environment, beauty, and views AS IS!! Please, please, I urge you to not continue with this project. This is our HOME. Sincerely, Francisca Weber Tucson Mountain Resident	GlobalTopic_1, E-2, BR-7, E-1, LU-1		I- 1951 -1
Wedell	Rodger		Website	6/17/19 2:10 PM AT	This project would be very detrimental to the Sonoran Desert. Tourism is the lifeblood of Arizona. Why risk such a great attraction when the existing interstate could be widened or double decked? Also, the noise will be deafening to the people and animals that live nearby. Thank you for listening.	GlobalTopic_4, GlobalTopic_1 and N-1		I- 1629 -1
Wedell	Tracy		Website	6/16/19 8:26 PM AT	Absolutely NO! I am a disabled veteran. I moved here for the peace, fewer people, and the pristine desert. Already we have encroaching stores and rampant homes being developed. We absolutely do not want the noise, pollution, crime, people, traffic, stores, and ruined desert. Once developed, it will continue to destroy and expand into our beautiful land and national parks. There are many other options. But this is definitively NOT a tolerable one. In case I was not clear enough, DO NOT DESTROY OUR DESERTS!	GlobalTopic_4		I- 1601 -1
Wedertz	Patrick		Phone	7/08/19 1:00 AM AT	Yes, my name is Patrick Wedertz, I live in Avra Valley. I've lived here for the last 16 years toward the western end of Manville Road. Yes, I'm against the I-11 project mainly because I moved here to get away from the city and the congestion and that's the reason a lot of people live out here. We don't want all the noise and traffic out here. This is one peaceful area and this is the way that we like to keep it. So anyway I've lived here 16 years, I like living here and, you know, that's the way I feel. Alright thank you. Bye.	GlobalTopic_1		I- 3448 -1
Weesner	Charles		Website	6/21/19 11:56 AM AT	I learned in a college class on the development of urban America that cities grow around transportation systems - especially in locations that change from one mode of transport to the next. I oppose the placement of I-11 through the Avra Valley portion west of Tucson because I do not believe it is in the best interest of this community to split across the Tucson Mountains. It is not ecologically favorable to spread, and it is not culturally favorable to split the people. Co-locating the new route along the I-17 & I-10 corridor spends the money on improvements to existing roads, which I find preferable.	GlobalTopic_4 and GlobalTopic_1		I- 1895 -1
Wegner	David		Website	7/08/19 5:08 PM AT	I am a scientist who has studied the ecology of the Southwest during my entire career. I have also spent time working in Washington, D.C. for the House of Representatives Transportation and Infrastructure and Natural Resources committees. My comments reflect my knowledge of the proposed route for the highway, the ecology of the area, and the unintended consequences of limited planning. Proposed Route. On paper the route would seem to most logical - it connects the Phoenix area with Nogales and is likely the shortest route the geography of the landscapes of Southern Arizona allow. However the proposed route cuts through and bisects wildlife habitat, will increase disturbance to already impacted ecosystem and will essentially bypass the Tucson economic zone. You already have I-19 - why not figure out a way to enhance that corridor before building and investing in a whole new highway? Ecology of the Area. The wildlife habitats in the proposed I-11 route are unique and sensitive to disturbance. Species will be disrupted, habitats will be destroyed, and ecological integrity broken. With the activity going on at the Southern Border, the continued development of the Casa Grande area, and the likely expansion of development along the existing I-10 corridor between Tucson and Phoenix all will continue to impact the ecosystems. Lets control the footprint of disturbance by using existing corridors rather than cutting a new route through habitats that cannot be reproduced or mitigated for. Unintended Consequences. Transportation development always hopes for minimal impacts when constructing. The reality is that those impacts occur immediately with disturbance and construction. The unintended consequences of disruption, increased noise, pollution, and people will cause the natural ecosystems to be compromised. Arizona is unique in its natural beauty and foresight into protecting public areas as national parks and monuments. Do we want to risk losing that?	GlobalTopic_4, GlobalTopic_1, BR-1		I- 3083 -1

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Wegner	Sally		Website	7/02/19 6:39 PM AT	The proposed transportation corridor, Interstate 11, is an irresponsible waste of taxpayer money. Existing rights-of-way have been paid for, are demonstrably positively functional, and need only enhancement to accommodate increased economic use. Going through Avra Valley is an example of immature government waste. The current proposal is suspiciously corrupt. Sally Calkins Wegner XXXXXXXXXXXXXXXXXX Tucson, AZ 85745-9772 XXXXX@dakotacom.net	GlobalTopic_1, E-3, AC-4		I- 2337 -1
Weinberg	Linda		Website	7/07/19 1:52 PM AT	I support the alternative plan identified by the Arizona Audubon as it will have less of a negative impact upon flora, fauna, cultural and archaeological sites, noise, and human habitat. Roads have a forever impact on habitat, land, people, water, and air and the least impact is the preferred, regardless of additional costs as in the long run, it will cost more in health and loss of habitat	GlobalTopic_4 and BR-1		I- 2775 -1
Weinelt	Pete		Website	7/05/19 4:41 AM AT	I-11 unnecessary! With the addition of the 303 in the Phoenix west valley area in recent years, along with the new loop 202 (S. mountain freeway), plus the widening of route 60 and 93 in the northwest valley and the Wickenburg bypass over the last 4 - 12 years, none of this proposed highway north of Tucson is even needed. And it's proposed route around Tucson (assuming it's serving as a bypass) seems almost useless as it starts/ends so far south on the I-19 and so far away from the I-10, that it's not at all practical for the majority of the traffic traveling on I-10. I find it hard to believe that spending the money, time, and resources for this is even being considered, not to mention a fairly large negative environmental impact. Surely this huge amount of money should be better spent to serve the people of Arizona. Thank you, Pete Weinelt	GlobalTopic_4 and GlobalTopic_1		I- 2581 -1
Weingarten	Michael		Website	6/13/19 6:58 AM AT	I am a resident of Tucson, and am frankly very surprised and disappointed by the recommended I-11 corridor. The route bypasses Tucson, pulling economic resources away from the city, and cuts through unbelievably important, pristine, culturally historic, desert monument and national park land. Saguaro National Park and surrounding land, with its vast expanse of saguaro forests and other Sonoran Desert flora and fauna, is an irreplaceable gem. Its nature and impact would forever be lost if it were to be sliced by an interstate. In addition, Tucson Water maintains significant water reservoirs in that area, where CAP water is collected and settled into underground aquifers. That is a critical piece of our area's water security plan. Construction of an interstate through that area would put our entire water future at risk. In looking over the route alternatives, I would have to support the "Orange" route (as shown on the interactive map), which seems to make use of the existing I-19 / I-10 infrastructure and rights-of-way, I assume expanding these roadways to increase capacity as needed. Expanding lanes, perhaps adding dedicated through-lanes for commercial traffic, would facilitate improved capacity and flow through these existing areas. I believe that alternative makes far more economic and environmental sense than building a completely redundant and destructive new corridor, as is being proposed here. Thank you.	GlobalTopic_1 and LU-3 and WR-1		I- 1518 -1
Welch	Arthur		Website	7/07/19 10:04 AM AT	The only viable route is the orange route if they decide to use the purple route the amount of lawsuits from Property Owners would exceed any return of viability also the waste and dollar spent to take any of the other routes other than the orange route along existing highways would be massively more expensive than the return it would give for 15 to 20 minutes of travel time saved	LU-1 and GlobalTopic_4 and AC-8		I- 2729 -1
Wellington	Mary		Email	5/13/19 1:00 AM AT	We are in the process of destroying our fragile environment by way of border walls, highways, rural developments like Vigneto, unnecessary new mines like Rosemont and now I-11. These projects destroy massive acreage of land, disrupting plant life, animal life, and the natural flow of water. I-11 is projected to go through pristine desert. We absolutely must not construct this roadway. Thank you, Mary Wellington Tucson, AZ 85704 XXX-XXX-XXXX	GlobalTopic_4		I- 971 -1
Wells	Payton		Website	6/28/19 6:52 AM AT	I believe that introducing I-11 would be a disheartening move on our already fragile eco-system. The beauty of Avra Valley would be ripped forever by an interstate that contributes to environmental impact on a massive scale by encouraging development instead of preserving nature. We should be focused on ways to reduce our impact not the expansion of our footprint.	GlobalTopic_1		I- 2156 -1
Weltyll	Charles		Website	6/20/19 10:11 AM AT	I am opposed to the I-11 build project for the following reasons: 1. No one on the committee is from the Tucson area and has no idea of the impact this will have on Tucson business's. 2. I'm sure some corporate developers are pushing for this, to open new business's west of Tucson. 3. As I understand it, I-10 was built with provisions to add additional traffic lanes at a later date. Simply create a cross town expressway south of Tucson along old Pima Mine Rd, joining I-19 and I-10 for truck traffic. Create a cross town expressway south of Phoenix along Riggs Rd to Hwy 60 4. Add an express lane along the center divide of I-10 5. Restrict truck traffic on I-10 to lanes, #2 (passing) and #3 (slow trucks). 6. Push the DPS to enforce these lane restrictions; more citations equals more revenue.	GlobalTopic_1 and AC-4 and AC-7		I- 1842 -1
Welz	Kimberly		Website	7/07/19 7:19 PM AT	Improve I-19 and I-10 instead. The environmental impacts and costs do not justify construction of a new I-11 freeway between Nogales and Casa Grande. I say "No" to this project!	GlobalTopic_1		I- 2847 -1
Weng	Michael		Website	5/13/19 2:04 PM AT	I am agains Highway 11 because of the negative environmental impacts this will have.	GlobalTopic_4		I- 871 -1
Wenning	Jacque		Website	4/18/19 12:29 PM AT	The noise has become overbearing! I understand that the brush needs to be attended to but a privacy wall or noise reducing walls are a big help in reducing the truck noise going thru Green Valley.	LU-6, N-1		I- 156 -1
Wenrick	Robert		Website	7/01/19 12:34 PM AT	I oppose I11 through Avra Valley due to the environmental impact on wildlife and humans. Pollution from heavy automobile traffic is detrimental to every living creature. In addition, I don't believe an addition freeway is necessary through the Tucson Area.	GlobalTopic_1, AQ-1 and BR-7		I- 2263 -1
Wentner	Kenette		Website	4/21/19 1:55 PM AT	I believe this I-11 freeway is a great idea BUT looks like the one CLOSEST to already developed homes has been chosen. I live in Canta Mia, at the end of Estrella Parkway. This route will definitely be TOO close!! The reason most of us moved here is away from huge TRAFFIC noise. Please consider the route WEST of this, which will give us more distance to the TRAFFIC noise. Thank you!!!	GlobalTopic_2		I- 214 -1
Wentworth	John		Website	7/08/19 4:45 PM AT	There is plenty of room to move the proposed freeway (I 11) to the west. It should not be built near the community of Canta Mia for the following reasons. 1. Noise Pollution 2. Air Pollution 3. Traffic Safety 4. No real need to come that close to a residential community.	GlobalTopic_2, N-1, and AQ-1		I- 3064 -1

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Wernette	Tim		Website	4/15/19 9:01 PM AT	Please extend the comment period to at least 120 days. Thank you. Tim Wernette	GlobalTopic_9		I- 74 -1
Wesselman	Christopher		Website	7/07/19 7:34 PM AT	Please re-consider the route bypassing Tucson! It will not benefit Tucson, while requiring diversions of Tucson funds. The proximity to the Tucson Mountains and the Arizona Desert Museum would seriously impact wildlife areas. Disturbing mountain lion habitats (just to name one) and causing these cats to show up in housing developments is a perpetual lose-lose situation. The San Francisco Bay Area found this out the hard way. This must be other alternatives, which in the long run, would provide much more benefit to all involved. All perhaps, except early speculator/investors looking to make a profit, at such a high cost to those of us who live here. Rather than being mired in court suits, and other legal hurdles — why not take the High Ground — and find a more beneficial long-run solution for all involved? Thank you for accepting my comments. I hold ADOT, and its work, in high regard. I know you can do better!	GlobalTopic_1, E-1, R-2, AC-4, and BR-1		I- 2849 -1
West	Jerome		Email	6/26/19 1:00 AM AT	Please enter my name on the ledger opposing the proposed I-11 route through Avra Valley and near Saguaro National Park West. Once again, short-term interests are threatening long term livability on our beautiful, and fragile, Sonoran desert. I understand that the Tucson City Council has expressed their opposition for a number of reasons, including the threats to the CAP recharge project. Please drop this effort and concentrate on balanced long term, beneficial planning. Sincerely, Jerome West XXXXXXXXXX Tucson, 85747	GlobalTopic_1, R-2 and WR-1		I- 3316 -1
West	Steve		Email	6/29/19 1:00 AM AT	I am totally opposed to this proposal because of the lands it will pass through and change forever. Put all new roads next to existing roads. Or better yet, figure out a way to cut down on the traffic (mass transit, etc.). Steve West Tucson, Arizona	GlobalTopic_4, AC-9		I- 3344 -1
West	Victoria		Website	7/08/19 7:27 PM AT	I oppose the route through Avra Valley because of the impact it will have on Saguaro National Park and areas around the route. I am a second generation native of Tucson, I have seen much of "My Beloved Desert" destroyed by growth that was deemed necessary at the time but proved to be a waste of money and resources - one only has to drive around a bit to see the empty store buildings, etc. I believe a better alternative would be to combine the route with existing highways I-10 and I-19.	GlobalTopic_1, R-2 and BR-1		I- 3135 -1
Westerdale	John		Website	7/06/19 2:20 PM AT	The "orange route" should be selected because it is the least damaging to the Sonoran Desert. It makes no sense, fiscally and environmentally, to cut new roads through the desert (destroying riparian areas, wildlife habitats, archaeological sites, and disrupting scenic views) when existing roads can be utilized and improved. Furthermore, with advent of self driving technology, particularly in AZ, constructing entirely new highways (as in the "purple" or "green" options) is an extraordinarily expensive stop-gap and will likely be obsolete within decades.	GlobalTopic_4 and AC-3		I- 2652 -1
Westlake	Joan		Website	7/06/19 12:19 PM AT	[Text from Attachment] Yes to Orange Route for I-11 Please build I-11 on the Orange Route, which moves west to Gila Bend and Interstate 8 before heading north up MC-85 to Buckeye and then Wickenburg. This would protect homes, bring commerce to those areas and, equally important, protect endangered and protected wildlife. Thank you.	GlobalTopic_4, GlobalTopic_2 and BR-4 The Preferred Alternative in the Final Tier 1 EIS was revised to co-locate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.	Westlake_J_I2644	I- 2644 -1
Wheatley	Traci		Website	5/08/19 7:07 PM AT	If the I11 takes the proposed route through Picture Rocks and backing Saguaro National Park and Tucson Mountain Park, it will have a devastating effect on the plants and animals who live in this area. This is open desert and a means of egress for the animals and wildlife. The area is peaceful and attracts a lot of tourists to the area. There are very few places where the Saguaro cactus flourish and Saguaro National Park West is one of the few places it does. The residents moved to this area because of it's peaceful location and the constant rumble of traffic will be a public nuisance and reduce the quality of life for residents of this area. It surely would make more sense, both from a cost perspective and for convenience, for the route to follow the route to the east and south of the City, as most of the road is already in place. Because of the presence of Kitt Peak National Observatory, there is an ordinance in this area, which prohibits light pollution and the I11 corridor will produce a high volume of vehicles and accompanying light pollution. This proposed route will devastate the pristine desert around this area. The added pollution from the cars and commercial vehicles will have a severe negative impact on the welfare of the Saguaro cactus in the National Park, as well as the vast array of wildlife that live in the area. I would urge you to save this beautiful desert environment and choose another more suitable route.	GlobalTopic_1, BR-1, LU-3		I- 673 -1
Wheeler	Evelyn		Website	7/06/19 6:52 AM AT	Pima County's conservation-land policy has been carefully crafted over several decades. Elements include the Sonoran Desert Conservation Plan, the Multi-Species Conservation Plan, the Maeveen Marie Behan Conservation Lands System, riparian zone conservation and restoration through the Conservation Effluent Pool, and the establishment of multiple corridors for wildlife movement. The plan has gained national attention and awards, and even served as a model for similar land-conservation elsewhere. Avra Valley is a centerpiece, a jewel in the crown, of this county-wide plan. Your hasty, sketchy impact analysis half-mentions and then breezily dismisses the disastrous consequences that would follow the routing of an interstate highway through this fragile area. A reconsideration and revocation of your recommended alternative is in order.	GlobalTopic_1 and BR-9		I- 2623 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wheeler	Phoenix		Website	6/21/19 6:52 PM AT	<p>In regards to your project to build an interstate highway through Avra Valley, I urge you to consider one word more seriously than you have done - Water. Tucson's water security depends on complex infrastructure in Avra Valley, so nothing should be done to jeopardize it. Economic growth will be meaningless if water supply diminishes, as climate projections warn it will. Under pressure from the Bureau of Reclamation, Arizona was recently forced to sign on to a Drought Contingency Plan in response to the fall of Lake Mead last July to just two feet above the shortage declaration level of 1075 feet; and only an El Nino this year has interrupted our long-term drought, leaving our reservoirs still only half full (as of June 2019).</p> <p>Concern increases when low reservoir levels are combined with the amount of water stored in our recharge basins, according to Tucson Water's Status of the Aquifer report of 09/2018 - over 4 years (pg 18). This sounds comforting from the viewpoint of our short-term mindset, but alarming when juxtaposed with the state demographer's office projected population growth for the Sun Corridor (Maricopa, Pinal and Pima Counties, all of which tap the CAP supply). Even the medium projection increases the 2019 population of these three counties from 5.863 million to 8.546 million by 2050, an addition of 46%.</p> <p>Then there is water quality. How can an interstate highway, running directly alongside (!) the CAP canal, and frighteningly close to wells, recharge basins, water pipelines and treatment plants not be a threat to this irreplaceable resource? Tucson Water seems to think it is. In their correspondence with ADOT, they request that ADOT "consider innovative approaches to alternatives that locate I-11 approximately within the existing rights of way for I-10 and I-19". Tractor-trailers do overturn with regularity on interstates. This probability can't be changed by any amount of hand-waving about new routes that "expose sensitive receptors such as water resources ... to new hazardous materials" being "offset" by "reduced risks elsewhere because of improved travel safety conditions". Playing high-risk games with our water supply is an impulse that might be better indulged by a visit to one of our area's many excellent gambling casinos. So, hands off the water, please.</p>	WR-2 and GlobalTopic_1		I- 1922 -1
Wheeler	Yessica		Website	7/08/19 11:40 AM AT	<p>Who doesn't know the lyrics to Joni Mitchell's song Yellow Taxi? "Don't it always seem to go, that you don't know what you've got till it's gone? They paved paradise and put up a parking lot"</p> <p>Once that horrible, totally unnecessary highway is there, we can never get back but we have now. And not only we have it, wildlife has it. There is already so much construction going on everywhere, pushing wildlife out of their natural habitats, do we really need to add a much unneeded highway to that? When will we finally realize we need to share this planet with other critters? It's not all about humans and their cars you know.</p> <p>I am originally from The Netherlands, a small country in Europe. There is hardly any nature left there, hardly any wildlife. When I moved to Arizona I was overwhelmed and mesmerized by the beauty of its nature. The mountains, the desert, the animals. Not once have I ever been overwhelmed and mesmerized by a highway. The Sonoran Desert is unique in this world, please don't take it for granted. Let's preserve what we have left, because so much is already gone. So much has been destroyed. For us, for future generations, and for the animals.</p>	GlobalTopic_4, BR-1, PN-3		I- 2951 -1
Whelan	Elizabeth		Website	5/30/19 3:03 AM AT	<p>Hello, I am opposed to this road. I am writing to request that you consider a rail option in lieu of building a road that will cut through our important parks. Millennials are buying fewer cars than ever, so increasing public transport options is crucial, and is the future. Please seriously consider this better alternate option.</p> <p>Thank you!</p>	AC-6 and AC-9, GlobalTopic_4		I- 1195 -1
White	Arthur		Email	6/22/19 1:00 AM AT	<p>Please, no new interstate 11.</p> <p>Sent from my iPhone</p>	GlobalTopic_4		I- 3280 -1
White	Jennifer		Website	5/04/19 1:15 PM AT	<p>I oppose the route the is proposed in blue. It would tremendously affect the value of neighborhood. The construction would also negatively affect air quality. Which would have a large effect on my son that has documented severe allergies and asthma. It has become abundly clear that ADOT neither respects the land or the homes of the rural people of buckeye. This is made evident in the choice not to pick an alternate route around people's lands and homes. Please study alternate routes.</p>	AC-1 and AQ-1		I- 529 -1
White	Mary		Website	4/15/19 2:33 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces and private property, the public comment period for this project should be extended by 120 days to September 30, 2019. The current comment period is only 56 days or less than 2 months which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you.</p>	GlobalTopic_9		I- 54 -1
White	Mary		Website	5/10/19 12:01 PM AT	<p>I oppose, without constraint or equivocation, the recommended bypass as outlined in the Preferred Alternative which skirts The Saguaro National Park, Arizona-Sonora Desert Museum and Ironwood Forest National Monument. The "Preferred" Alternative is insanity. Building a freeway in and near pristine resources is an appalling idea given the destruction to habitat for animals and plants, not to mention destruction and contamination to one of the most beautiful areas in and around Tucson. Most of us live here because of the beauty of the area. In addition, the economic impact to the community cannot, I believe, be estimated. Furthermore, why is the consensus of the coalition convened by the Federal and State Highway Departments being ignored? I have lived in Tucson for almost 50 years. I protest this destructive alternative in its entirety. Make the revisions needed to I-10 and I-19 to develop I-11.</p> <p>Thank you. Mary M. White XXXXXXXXXXXXXX Tucson, AZ. 85712</p>	GlobalTopic_1		I- 731 -1
White	Tama		Email	6/28/19 1:00 AM AT	<p>Please, please do not put a new freeway through Avra Valley!</p>	GlobalTopic_1		I- 3332 -1
White	Tim		Website	6/19/19 2:01 PM AT	<p>We bought 5 acres in the desert SW of Tucson proper in Pima County because it was the last part of the county that was not developed (overdeveloped?) and it was peaceful and quiet.</p> <p>Putting in a major highway mostly for semi trucks within a half mile of our property will completely ruin the whole purpose of buying land out here for the open space and the tranquility. The noise, the subsequent adjunct development (gas stations, fast food joints etc.) all of that intrusion is something we adamantly oppose. Find another route.</p>	GlobalTopic_1, N-1 and LU-3		I- 1782 -1

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Whitley	Sandy		Email	5/13/19 1:00 AM AT	<p>To Whom it May Concern,</p> <p>I am writing to oppose the Arizona Department of Transportation (ADOT) proposed I-11 Corridor from Wickenburg to Nogales. This new roadway would cut a swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution. We already have enough of that polluting Arizona. No new building roads.</p> <p>Rather, we should be pursuing clean rail between Phoenix and Tucson, and get even more polluting internal combustion engines off the roads.</p> <p>Please abandon the I-11 Corridor idea.</p> <p>Sandy Whitley XXXXXXXXXXXX Mesa, AZ 85203</p>	GlobalTopic_4 and AC-9		I- 965 -1
Whittington	Kristi		Website	7/03/19 11:08 AM AT	<p>I reviewed the I 11 proposal in its entirety.. As a resident of Tucson since 1979, I have watched this city grow in what can be labeled as nothing less than unabated urban sprawl since I moved here to obtain my doctorate degree at the U of A. I survived what we locals called the "suicide lanes" on Speedway and Grant Roads, a dangerous reaction due to lack of planning on the part of the city to try to manage traffic. There was also the Keno expressway, which was essentially a joke and did little to express much other than let folks know that there was not going to be any really needed cross town expressway in north Tucson. Then FINALLY reacting to Orange Grove AND INa Roads and the train issue.. The one that really iced the cake for me was the frontage road project...which of course, no one hardly ever used. That was a classic. I watched Phoenix grow for 30 years also. We all did. Locals who have lived and survived the fiascos of transportation "progress" in Tucson joke about it. And once again, here's another proposal for a transportation corridor from Mexico to Nevada. Whoever came up with this one must have had a hand in at least some percentage of all the other fiascos and wasted boondoggles I've seen over the years. It never ends. So now let's put a huge freeway outside of Tucson, where the poor people live, of course, maybe even forcing some of them out of their homes over there off Sandario Road. Let's trash the Sonoran desert west for a freeway we don't need-- mind you, we still haven't increased that I 10 north south freeway to Phoenix beyond 4 lanes all the way and the speed limit is 75 but pretty much if you drive under 80 you take you life in your hands. I strongly oppose this proposal . Period. Frankly, it's appalling that it is even being considered. Dr. Kristi Whittington.</p>	GlobalTopic_1, GlobalTopic_4, LU-3 and PN-3		I- 2351 -1
WICKER	CYNTHIA		Website	5/10/19 12:24 PM AT	<p>The potential impact of this highway is enormous. The period for comments is not nearly long enough for the public to be able to understand this impact. Please extend the period to give us adequate time to study this proposal.</p>	GlobalTopic_9		I- 732 -1
Wickware	Kathryn		Website	7/08/19 4:49 PM AT	<p>Concerning US 11 to Nevada. I think the cheapest route would be using Interstate 8 to 85 and up. Perhaps tying into the 303. I think the route should by pass Canta Mia and the bird habitat.</p>	GlobalTopic_4, GlobalTopic_2		I- 3071 -1
Wieland	Barbara		Website	4/17/19 12:45 PM AT	<p>This proposed Highway makes no sense at all to me. It appears to be the product of some behind-the-scenes payola. The advantage will be apparently to facilitate the transportation of drugs, human slaves, and an invasion of hostile fighters and criminals from the Mexico border upward. I'm not in favor of any of that that. In fact I'm strongly opposed to that as not being helpful at all to America. Please do not build this highway.</p>	AC-4 and GlobalTopic_4		I- 130 -1
Wieland	Barbara		Website	6/20/19 8:50 AM AT	<p>I am not in favor of the proposed I-11. Traffic on existing I-10 through Tucson is not heavy enough to warrant constructing a whole new freeway through Avra Valley, the destruction of our peaceful, quiet, rural way of life, the destruction of beautiful pristine desert, the destruction of happy homes and a peaceful and productive way of life.</p> <p>Yes, I acknowledge that truckers want to speed drive even faster than they already do on the existing 75 MPH on I-10, and the short corridor of 65 MPH adjacent to downtown Tucson. They want to make reckless driving easier for themselves. I'm sure big money is driving the push for I-11. Probably cartel money. They want a faster truck corridor from Mexico to the crime hub in Phoenix. They want to transport contraband, drugs, and human trafficking faster, and reduce traffic so it is easier for them to travel at reckless speeds. We all see what they are doing. Tucson police, Marana police and Sheriffs do a darn good job of pulling these yahoos and criminals over and citing them. The problem on I-10 is the criminal element and irresponsible, speeding truckers . It is not congestion.</p> <p>My reference point is that I have lived for 2 or more years in each of Boston, Minneapolis/St. Paul, Miami, San Francisco, and Los Angeles. I know traffic. I can attest that the I-10 traffic through and around Tucson is NOTHING. People need to just calm down and drive the speed limit for a few miles. Thank you for your consideration of my inout.</p>	GlobalTopic_4 and GlobalTopic_1		I- 1840 -1
Wiewandt	Thomas		Oral	5/08/19 1:00 AM AT	<p>THOMAS WIEWANDT: My name is Thomas Wiewandt. I have a PhD in ecology and evolutionary biology, with a specialty in behavioral ecology, which includes animal communication.</p> <p>Few people consider the effects of traffic noise on wildlife populations, and most of the studies of this growing problem are relatively new. For physical reasons, highway noise is even more of a problem in deserts than in other habitats. With no big trees to block the sound, traffic noise travels farther. We commonly experience a 20- to 30-degree shift from day to night in temperature, and temperature inversion directs noise towards the surface of the ground.</p> <p>What we have learned is that the chronic traffic noise, especially of the kind that would be generated by Interstate 11, would increase stress in animal populations, reduce wildlife diversity in abundance and disrupt key survival behaviors, like the ability of wildlife to establish territories, find suitable mates, protect their young and avoid predators. Noise may even affect plants that depend on animal populations to disburse their seeds.</p> <p>We know that vibrations from thunder and raindrops hitting the ground -- not the moisture -- tells toads to wake up from a year of sleep underground. Vibrations from vehicles can awaken these toads prematurely.</p> <p>Using simulated traffic noise in an Important Bird migration route, researchers noted that stopovers needed by birds to rest and refuel were reduced by 25 percent. To be heard over urban noise, some birds are also known to change their songs. Males start singing at higher frequencies to be heard by females, but their potential mates prefer lower frequency songs, which creates a confusion in communication.</p> <p>And we know that many desert mammals that hunt at night, like bats, foxes and native cats, have specialized hearing that allows them to locate their prey by listening. In short, putting Interstate 11 close to our treasured park lands would open up a Pandora's Box of unanticipated problems for our desert ecosystems. Thank you.</p>	GlobalTopic_4, N-1, BR-1 and BR-2		I- 1378 -1
Wiewandt	Thomas		Website	5/06/19 5:00 PM AT	<p>I urge you to extend the public comment period from 56 days to 120 days to give adequate review of the Draft Environmental Impact Statement.</p>	GlobalTopic_9		I- 566 -1

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Wiggers	Janice		Oral	5/08/19 1:00 AM AT	<p>JANICE WIGGERS: It's Janice Wiggers. And essentially ditto what my husband said.</p> <p>He's a retired veterinarian. I'm a retired biologist. And so these things matter to us, the wildlife part of it especially.</p> <p>But I had -- the monetary expenses make a difference to me, too. And I really feel like the effort to be made to make the route better on the existing route that we have, I-10 and I-19, and not put all that expense over to the side.</p> <p>I think -- we kind of came from Seattle, and that's just a mess right now and -- compared to Tucson. So we just feel like this isn't that bad here.</p> <p>And even -- they said there's so many semis. But we go up and down that 19 route quite a bit and some up to the Phoenix area. And it just doesn't seem like it's that bad to us.</p> <p>So I hate to see the time and expense put into the alternative routes. Thank you.</p>	BR-1, E-3 and GlobalTopic_1		I- 1347 -1
Wiggers	Janice		Mail	7/05/19 1:00 AM AT	<p>My husband and I spoke at the May 2019 meeting at the convention center in downtown Tucson. My husband is writing a letter separate and different from this letter from me. Townhomes in Southwest Tucson and in Burlington Washington one and a half hours north of Seattle. I continue to oppose the I 11 route to the west of Tucson. I do not believe that the Federal Highway Administration and the Arizona Department of Transportation have the people of the Tucson area and visitors and others properly considered in shoes in the western route versus improving the existing i-19 and I-10 route. the Tucson city council recognizes how devastating a bypass route would be to all sorts of businesses in the city, tourism being a hugely impacted one, as well as all businesses that support current driving along I-10 and I-19. Wildlife professionals expect, as has happened elsewhere, that there would be a huge negative impact on animal life and movement. Tucson and all of Southeast Arizona is a magnet for people who enjoy and seek all sorts of the Abundant Natural History there. The Wide, Open Space scenery that would be lost with road construction and attendant development would be gone forever. Seattle, I'm much bigger Metropolis with huge supper, then Tucson, has had to rebuild roadways Under and Over the city, to its Advantage. The downtown seafont is so much more nice looking, and travel through more expedient, and work is always on going to improve I-5, I-90, and the expressway is which handled north-south movement according to the time of day. Tucson could restructure its routes through the city also, making life better not only for those passing through, but also for those who live there. Please reconsider the idea of a 911 and consider the future of Tucson and its people, it's businesses, and its surroundings which include remarkable scenery and Wildlife. This is the opportunity to not look like Phoenix and to not have to live like the people there have to live, with roads and development everywhere. Please help Tucson enter the future smartly and brilliantly.</p>	GlobalTopic_1, E-1, BR-7	Wiggers_J_I3511	I- 3511 -1
Wiggers	Keith		Oral	5/08/19 1:00 AM AT	<p>KEITH WIGGERS: Hello, Keith Wiggers, W-i-g-g-e-r-s. You guys have to wait here a long time, don't you? It's a long day. Thank you for doing this.</p> <p>I am here to oppose the I-11 route going up to where it has been set up. It's really an expensive project, and you kind of wonder how much benefit it really is.</p> <p>You have a great freeway all the way to here, and they're already improving that. And I've driven a lot of cities and highways in the country, and Tucson is not all that busy, yet, anyway. I can see some benefit for bypassing Phoenix, but so far I don't see too much benefit.</p> <p>But building a highway out through the desert takes so many acres of desert habitat between the parks and the wilderness areas there, creates a barrier for the animals from going back and forth there.</p> <p>It does more damage than just to take out. It impacts a huge area. Just seems like it's a big project that doesn't really need to be done. Thank you.</p>	E-3 and and GlobalTopic_1		I- 1346 -1
Wiggers	Keith		Mail	7/05/19 1:00 AM AT	<p>Dear I-11 Study Team, This letter is to state that I am opposed to routing I-11 through Avra Valley, west of Tucson. I strongly encourage it to be routed in conjunction with the I-19/I-10 corridor through Tucson. I realize that construction within the existing corridor is more complicated than going through open pristine land but the long term negative consequences to the environment, wildlife, downtown businesses, and the people living west of Tucson must be considered. The serious and significant negative consequences to all of the above are obvious and have been pointed out by numerous others. The impact on wildlife would be disastrous. We already are constantly decreasing their habitat and corridors. We should not needlessly add this major impact. A new route west of the city would divert much traffic away from Tucson, which would decrease exposure for many existing businesses in Tucson. That would hurt the cities economy. Any increased traffic through Tucson could be ameliorated by building additional lanes either by widening the existing roadway, or even with overhead lanes, Similar to the already existing overpasses. And yes modifying existing corridors is expensive and time-consuming, but construction for open country is not cheap either. We need to take a long-range approach we should not cause irreparable harm to the habitat, wildlife, and people's wave as well as the economy of Tucson for a short-term savings. The negative impacts of modifying the I-10 / i-19 Corridor would be much less than constructing a new route through avra Valley. I'm asking you to abandon any plans to rob a new highway through the Avra Valley, West of Tucson and directed along the existing corridor.</p>	GlobalTopic_1 and LU-3 and E-1	Wiggers_K_I3509	I- 3509 -1
Wilber	Jay		Website	6/21/19 11:44 PM AT	<p>This project is the biggest waste of taxpayer dollars and the state should reconsider the proposed route and instead ADOT should do its job by making necessary improvements to I10 and I19. This will cause serious environmental damage, devastate Tucson's economy, and as far as I can tell most of the taxpayers of southern Arizona are against this proposal. ADOT has neglected most of the Southern Arizona highways for a long time and the Directors should be terminated for their negligence.</p>	GlobalTopic_1 and E-1 and AC-7		I- 1930 -1
Wilber	Samantha		Website	7/08/19 7:49 PM AT	<p>This is an important wildlife corridor and a beautiful landscape, it does not need a highway. There are many better alternatives for expanding roadways in Tucson.</p>	GlobalTopic_1		I- 3141 -1
Wilch	Margaret		Website	6/30/19 10:54 AM AT	<p>[Text from attachment]</p> <p>Sunday June 30, 2019</p> <p>To Whom It May Concern:</p> <p>I am writing to urge that the period for public comment on the proposed Hwy 11 route be extended by 120 days to September 28, 2019 to give members of the public adequate time to thoroughly review the Draft Environmental Impact Statement and submit their comments. The proposed highway would permanently and radically transform some of the most treasured open spaces in southern Arizona and wellinformed public participation in the process is critical.</p> <p>Thank you for your time and consideration of my thoughts on this important issue.</p> <p>Margaret Wilch</p>	GlobalTopic_9	Wilch_M_I2224	I- 2224 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wilch	Margaret		Website	7/07/19 8:46 PM AT	<p>[Text from Attachment]</p> <p>July 7, 2019</p> <p>To Whom It May Concern:</p> <p>I am writing to express my profound opposition to the construction and proposed route of Interstate 11, connecting Nogales and Wickenburg. I join both the City of Tucson in opposing this ill-conceived proposal. There are multiple reasons to oppose this project, from it being short sighted and economical irresponsible to the irreparable loss of open spaces with its consequential loss to wildlife, to reduction in quality of life in southern Arizona and the loss of historic and cultural sites.</p> <p>And Sonoran Desert National Monument is treasured for its rugged desert landscape. As stated on the federal government website https://www.blm.gov/visit/sonoran-desert .. " This National Monument is the most biologically diverse of the North American deserts, and the monument captures a significant portion of that diversity. The most striking aspect of the plant community within the monument is the extensive saguaro cactus forest....The monument also contains three Congressionally designated wilderness areas and many significant archaeological and historic sites, and remnants of several important historic trails."</p> <p>I have highlighted my most pressing concerns about the proposed highway, which focus on the preservation of open spaces for wildlife and conservation. I am extremely concerned that the proposed highway will severely and permanently mar what is unique about Tucson: the beauty and solitude of our Sonoran desert, the dark skies necessary for world class astronomy, the value placed on a unique and fragile ecosystem. This is an area unlike any in the world and it should be preserved and treated as such. I strongly oppose the construction of highway 11.</p> <p>Thank you for your time in considering my reasons for opposing this highway.</p> <p>Margaret H.Wilch XXXXXXXXXXXXX Tucson AZ 85716</p>	GlobalTopic_4, GlobalTopic_1, R-2, V-1 and BR-7	Wilch_M_I2868	I- 2868 -1
Wilch	Margaret		Website	7/07/19 8:46 PM AT	<p>One of the greatest treasures of Tucson and Pima County are the open spaces and expansive stretches of the Sonoran desert, west of the Tucson Mountains. Saguaro National Park West, the Arizona Sonoran Desert Museum and the Ironwood National Monument are important community destinations as well as vital tourists destinations. The proposed highway would come within 1,300 ft of the national park boundary and within 400 ft of Ironwood National Monument in several places ! The experience of visiting these locations would be degraded and marred forever if the interstate were to be built. No mitigation has been planned nor could any mitigation neutralize the negative impacts to these treasured sites.</p>	GlobalTopic_1 and R-2		I- 2868 -2
Wilch	Margaret		Website	7/07/19 8:46 PM AT	<p>The proposed highway would dissect wildlife ranges and disrupt wildlife corridors, including running directly through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. The path of the proposed highway would negatively impact lands set aside for mitigation for Pima County's Section 10 Habitat Conservation Plan, a part of the Sonoran Desert Conservation Plan, a nationally recognized conservation plan.</p>	GlobalTopic_1, BR-6 and BR-9		I- 2868 -3
Wilch	Margaret		Website	7/07/19 8:46 PM AT	<p>The proposed highway would endanger cultural and historic sites protected by the establishment of two national monuments. As stated on the federal government's website (https://www.blm.gov/visit/ironwood) Ironwood National Monument "contains a significant system of cultural and historical sites covering a 5,000 year period....Three areas within the monument, the Los Robles Archeological District, the Mission of Santa Ana del Chiquiburitac and the Cocoraque Butte Archeological District are listed on the National Register of Historic Places."</p>	None of the Build Corridors would require taking land for new right-of-way from National Monuments. Section 3.7.3.1 of the Draft Tier 1 EIS acknowledged that the Green Alternative overlaps the edges of the Los Robles Archeological District, but that is outside the Ironwood Forest National Monument and no archaeological sites have been recorded in those small overlapped edges. The Cocoraque Butte Archeological District is approximately 7 miles from the closest Build Corridor Alternative and the site of the Mission of Santa Ana del Chiquiburitac site is more than 15 miles away.		I- 2868 -4
Wilch	Margaret		Website	7/07/19 8:46 PM AT	<p>The overall cost of the plan is far more expensive, \$3.4 billion more expensive, than expanding the existing highway system of Interstates 19 and Interstate 10. The footprint is already there for these highways and it is much less intrusive to build upon these existing structures and much more cost effective. In fact, the alternate route is an ill conceived plan that does not factor in the innovation of self driving trucks which will soon be transporting goods from Nogales northward, increasing the efficiency of transport on existing roadways and reducing the need for larger, massively expensive projects like the proposed Highway 11.</p>	GlobalTopic_1 and AC-3		I- 2868 -5

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wilcox	Steve		Oral	5/08/19 1:00 AM AT	<p>STEVE WILCOX: Hi. My name is Steve Wilcox. Within the Tucson Mountain Park, there is a picnic area at the foot of what is called Brown Mountain. At one of the ramadas is a plaque commemorating the life and work of C.B. Brown, University of Arizona agricultural extension agent.</p> <p>Brown was a farmer. The plaque tells of his quote, considerable efforts, to establish the park against the wishes of politically powerful agents of the mining industry and others; quoting, Arguably, Brown planted the seed in the 1920s for the conservation ethic that is now an important part of Pima County's identity.</p> <p>The plaque quotes Brown, "The intangible charm of this desert region where the haze of the distant mountain ranges meet the blue of the sky, and the desert, impressive in its cloak of utter silence.</p> <p>Forget the silence if the highway goes through. We are facing northward as we read the plaque. Let's turn and observe the distant mountains Brown speaks of. We see Kitt Peak and Baboquivari to the southwest.</p> <p>Directly to the south, we are presented with what I consider the finest example of a bajada in the southwest. There a continuous mountain highland area directly to the south of Tucson in Mexico. One place where that highland area comes to an end is the northward-facing aspect of the Sierrita Mountains. That is what you will observe from the Brown mountain picnic area or from Old Tucson.</p> <p>The Sierritas form the southern end of the Avra valley. Spreading out from the crests of the Sierritas is a broad, smooth apron; a characteristic feature of arid land mountain ranges. This characteristic feature was named by the Spaniards the bajada. State Route 86 follows the edge of this bajada, a logical place for a road. This proposed highway will cross SR-86, just east of Sandario Road, charge directly up the bajada slope, following closely the western border of the TO San Xavier district.</p> <p>This will permanently scarify what has been, until now, a nearly perfectly preserved example of a large-scale land formation. Pima County. Let's call into action our conservation ethic celebrated on your own plaque. Do not allow a small group of landowners and speculators to use ADOT to strong-arm this road through against the nearly unanimous outcry heard from agency and individuals alike.</p> <p>And as a footnote, the Yaqui and Tohono O'odham peoples have historically showed a great deal of graciousness toward us newcomers, both Spaniard and Anglo. Can we, in return, demonstrate some care for their ancient homelands?</p>	GlobalTopic_1 and AC-4		I- 1352 -1
Wilcox	Steve		Oral	5/11/19 1:00 AM AT	<p>STEVE WILCOX: Hello. My name is Steve Wilcox. This proposed road cuts through the northern and eastern borders of a massive tract of set-aside land, the Sonoran Desert and Ironwood national Monuments and Tohono O'odham Reservation. Much has been said about the negative ecological impacts of this road, from disrupting wildlife corridors, the spread of buffelgrass and fire danger, noise disruption of wildlife habitats and more.</p> <p>Also, warnings against perpetuating outdated modes of solving urban congestion problems. There is another element here. ADOT mentions homeland security on their own publication. This is at a time when we are spending a lot of money to make our southern border with Mexico more secure. I believe this new road would be heavily patrolled by the Border Patrol.</p> <p>This not an argument against measures of border security. This is an argument in favor of a more nuanced and comprehensive way of dealing with our border issues, which is outside the scope of this discussion, but which does include some of the motivations for proposing this road.</p> <p>I encourage the state of Arizona to become a leader in evaluating and implementing new transportation and city building options, and as one of the four border states, new ways of working with our very important and historically friendly ally, Mexico.</p> <p>And as a footnote, many, many people, for decades, have moved to the Avra Valley for the purpose of raising a family. A double-wide, plant a garden, this is an argument in terms of social cohesion and the next generation of young people. Families out there, many them go to Fundamentalist church, have a lot of religious beliefs that they want to transfer to their children, and I believe this is intangible.</p> <p>I believe that what is happening inside our cities has a lot to do with how they're built. And that's all I can say in a such short time, but I thank you very much for your time.</p>	GlobalTopic_4, GlobalTopic_13, and GlobalTopic_1		I- 1396 -1
Wilcox	Steve		Mail	6/29/19 1:00 AM AT	<p>Much has been said concerning the negative ecological impacts of proposed I-11. I here emphasize the cost to social stability. Avra Valley in particular, but all areas along the proposed I-11 route are far enough away from Phoenix and Tucson to be rural. One cannot get further away in the south and westerly directions because of the presence of a large block of set-aside lands: BLM, Coronado Nat. Forest, T.O. Reservation, Ironwood & Sonoran Desert National Monuments, etc. Although many people live in such areas to 'get away from the city', and some may live lives that are less than their best, nevertheless there are many folks who move to outlying areas for the purpose of raising a family. They want their children to experience such things as: helping establish a house (often pre-manufactured), plant trees & etc. Furthermore, many such parents homeschool their kids, attend a Fundamentalist Church, and teach them social responsibility. I believe the committee will readily assent to the proposition that our society is in dire need of young people who are raised to respect God, county, hard work, and the like. While it is of course not necessary to live in Avra Valley as opposed to Tucson to parentally instill such values, the rural atmosphere does have a certain beneficial power. ADOT: let us develop presently rural areas on the far outlying districts surrounding our major cities with care, recognizing their priceless value- not merely as scenic spots or as lovely areas in which to site resorts & expensive houses, but as "Seedbeds". Places in which to nurture coming generations in a manner which will fulfill the great purpose for which we work, as Americans & human beings.</p>	LU-3 and GlobalTopic_1 and R-2	Wilcon_S_13503	I- 3503 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wilcox	Steve		Website	5/11/19 12:58 PM AT	<p>To ADOT, May 11, 2019</p> <p>There is another element here: ADOT mentions 'Homeland Security' on their own publication. This at a time when we are spending a lot of money to make our southern border more secure.</p> <p>I believe this road would be heavily patrolled by the Border Patrol. This is not an argument against measures of border security. This is an argument in favor of a more nuanced and comprehensive way of dealing with our borders issues, which is outside the scope of our discussion, but which does include some of the motivations for proposing this road.</p> <p>I encourage the State of Arizona to become a Leader in evaluating new transportation and city-building options, and as one of the four border states, new ways of working with our very important and historically friendly ally, Mexico.</p> <p>And finally: There is an impact upon social cohesion and the next generation. Many people have, over the decades, moved out to Avra Valley in order to raise children in a wholesome environment, constructing a home or updating a trailer, planting a garden, and attending fundamentalist Church. These intangible elements have been strongly correlated with modes of urban construction: again outside the narrow scope of this particular road, but well within the purview of ADOT as a progressive agency.</p> <p>Thank you. Steve Wilcox</p>	GlobalTopic_4 and GlobalTopic_1		I- 770 -1
Wilcox	Steve		Website	5/11/19 12:58 PM AT	<p>This road hugs the northern and eastern borders of a massive tract of set-aside land: The Sonoran Desert and Ironwood Nat. Monuments, and Tohono O'odham reservation; which in turn enclose the Barry Goldwater Air Force Range, Cabeza Prieta Wildlife and Organ Pipe Monuments; to ranches, State and National Forest land further south.</p> <p>Much has been said about the negative ecological impacts of this road, from disrupted wildlife corridors, spread of Buffelgrass and attendant fire danger, noise disruption of wildlife survival techniques, and more. Also warnings against perpetuating outdated modes of solving urban congestion problems.</p>	BR-7		I- 770 -2
Wilder	Benjamin		Website	7/08/19 2:55 PM AT	<p>I firmly oppose the recommended alternative of I-11 that would pass through 56 miles of Avra Valley. This plan jeopardizes the ecological as well as economic integrity of the west side of the Tucson region and a core portion of Pima County.</p> <p>This short sighted project jeopardizes an indigenous biocultural landscape and over a century of careful and forward thinking planning that prizes the desert as a destination and economic driver, not as a corridor of an unneeded interstate that will undermine and irrevocably damage the land it crosses through. I urge those undertaking this effort to not proceed with this recommended alternative through Avra Valley and instead focus efforts and energy on the existing I-10 corridor.</p>	GlobalTopic_4 and GlobalTopic_1		I- 3014 -1
Wilder	Benjamin		Website	7/08/19 2:55 PM AT	<p>The alternative is also unnecessary, when improvements to I-10 that already follows the intended N-S route and over a shorter distance, would accomplish the same goals with minimum impact to the region.</p>	GlobalTopic_1		I- 3014 -2
Wilder	Benjamin		Website	7/08/19 2:55 PM AT	<p>The proposed alternative of I-11 through Avra Valley would create a large barrier on the edge of Saguaro National Park, the Arizona-Sonora Desert Museum, and Pima County's Tucson Mountain Park. I am a Desert Ecologist and native of Tucson. I know well how these foresighted initiatives both preserve the ecological integrity of the Sonoran Desert ecosystem, communicate the value and wonder of the desert aiding the regions conservation, and simultaneously add millions of dollars annually to the region's economy through a tourism based on a sense of place of the desert these areas helped define. It is also essential to recognize that these very lands are the traditional homeland of the Tohono O'odham. In fact, one of the most important saguaro fruit harvesting sites is adjacent to the proposed route, which would be severely impacted if not destroyed. The I-11 proposed alternate would significantly harm these wild lands through increased noise and air pollution, an increase in vectors for invasive plant species such as buffelgrass, Sahara Mustard and others through ground disturbance and the creation of favorable microhabitats, create insurmountable barriers to wildlife such as bighorn sheep, desert tortoises, pygmy owls, and deer among dozens of other creatures, spur future development and land conversion from open space to suburban sprawl, and have an unquantifiable negative impact on the aesthetics of the open space of the Avra Valley.</p>	GlobalTopic_1, GlobalTopic_13, R-2, R-1, E-2, N-1, AQ-1, BR-2, V-1 and LU-3		I- 3014 -3
wilder	cecile		Website	6/18/19 10:02 AM AT	<p>the new highway should not be built, it will disturb desert lands and animals and pristine areas</p> <p>highway 10 and highway 19 can be an alternative</p>	GlobalTopic_1		I- 1729 -1
Wilder	Cecile		Website	5/12/19 1:55 PM AT	<p>Hi,</p> <p>This is a pristine environmental area that should not be disturbed. We live off of Picture Rocks Rd next to Saguaro Park West and our area will be impacted greatly by this proposed freeway. We recommend that you reject this proposal to build the freeway through Avra Valley.</p> <p>Thank you, Karl and Cecile Wilder</p>	GlobalTopic_1		I- 823 -1
Wilder	Margaret		Website	7/07/19 7:56 PM AT	<p>I do not support the I-11 proposed route through the Sonoran Desert and visible from protected areas beloved by the southern AZ community. Please scrap this damaging plan!</p>	GlobalTopic_1		I- 2857 -1
Wiley	Alayna		Website	5/06/19 7:38 AM AT	<p>Please extend the public comment period from 56 days to 120 days to allow for an adequate review of the Draft Environmental Impact Statement.</p>	GlobalTopic_9		I- 549 -1
Wiley	Alayna		Website	5/06/19 7:38 AM AT	<p>I oppose the recommended Alternative route described in the Tier 1 DEIS for Interstate 11. The proposed route risks damaging natural resources (it is uncomfortably close to Tucson's water supply) and will surely have a negative impact on wildlife and visitors. This proposed route will also encourage urban sprawl, introduce pollution (noise, air, and light) to a rural area, and destroy the natural character of the Altar and Avra Valleys.</p>	GlobalTopic_1, LU-3		I- 549 -2
Wilkes	Perry Robert		Website	7/04/19 5:35 PM AT	<p>I feel very strongly that it is important for Arizona and the US to develop a far better rail system to compete in the world these days. The current freeway to Phoenix is overused and many of those commuters could be accommodated by better passenger rail service and other connecting services (light rail, fast buses in dedicated lanes, etc), without increasing the growing pollution problems that are desecrating the unique Arizona environment. Building more superhighways will only make the situation worse.</p>	AC-9		I- 2572 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wilkinson	Thomas		Website	6/27/19 10:27 PM AT	<p>Thank you for the opportunity and means to provide comment on the proposed Nogales-Wickenburg highway.</p> <p>Of the routes proposed, the orange route utilizing I-19 to I-10 to I-8 seems the most feasible of those proposed, and the only one I might support.</p> <p>I oppose any route west of the Tucson Mountains for environmental reasons, the pressure it would put on sensitive and threatened fauna. It would be the final nail in the coffin of any hope of desert bighorn returning to the Tucson Mountains (a few have strayed there recently). It would also put additional needless pressure on the remnant 100 or so that still exist in the Silverbell/Waterman Mountains. It would also put pressure on threatened species of bats and burrowing owls. Gone already are species like the Masked Bobwhite, Jaguar, and Mexican Wolf, the Mexican Garter Snake, and the Tucson Shovel-nosed Snake. Countless state-protected Desert Tortoises and Gila Monsters -- two of Tucson's finest world-reknowned stars -- would succumb to such large-scale development and the bulldozing required. All of this fauna is part of the heart and soul of Tucson.</p> <p>I also oppose routes west of the Tucson Mountains for cultural reasons. Such routes would rob Tucson of its greatest attraction: the ability to go to Gates Pass or any overlook or summit and gaze west on the seemingly endless Wild West landscape without the highway din, grime, light pollution, and commotion bisecting that precious scenic vista.</p> <p>If a highway is developed west of the Tucson Mountains, any facade of Tucson as the heart and soul of the Wild West or of Tucson as a proud leader in environmental conservation that travelers come the world over to experience vanishes.</p> <p>I therefore oppose any route west of the Tucson Mountains.</p> <p>Thank you again for the opportunity to provide commentary on potential projects that may impact this town and land that we all treasure.</p> <p>Sincerely, Thomas M. Wilkinson</p>	GlobalTopic_1 and LU-3 and BR-1 and BR-4		I- 2153 -1
Williams	Brook		Website	5/11/19 10:18 PM AT	<p>This placement of a freeway is criminal. Disrupting land between two beautiful protected lands and the last lands of a native people. And why? So people can cut their commute and we'll have more room for strip malls that will die and rot and a few gas stations? Don't do this.</p>	GlobalTopic_4		I- 808 -1
Williams	Catherine		Mail	7/03/19 1:00 AM AT	<p>1-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St. Mail Drop 126F Phoenix, AZ 85007</p> <p>July 3, 2019</p> <p>Dear Study Team:</p> <p>I am strongly opposed to the Avra Valley bypass, the Recommended Corridor Alternative, for the proposed 1-11 corridor. This alternative would cut through sparsely populated open space and sever critical wildlife corridors. The great increase in vehicle traffic would devastate wildlife, and the resulting urban sprawl would destroy extremely large areas of habitat. For example, it would pass next to the Tohono O'odham Reservation, Saguaro National Park, Ironwood Forest National Monument, and Tucson Mountain Park. These public lands are an important refuge for humans as well as animals and contribute greatly to our region's economy. Saguaro National Park generates \$90 million annually in tourism. Some of the lands and wildlife habitat that would be negatively affected by the Recommended Alternative route include mitigation lands for Pima County's Section 1 O Habitat Conservation Plan, a part of the nationally -recognized Sonoran Desert Conservation Plan.</p> <p>In addition the recommended alternative passes much too close to the land where Tucson recharges and stores water, which could be contaminated by a toxic spill. This risks our water security in a time of increasing drought.</p> <p>The Tucson City Council opposes the Avra Valley Recommended Alternative route, and at the Tucson Convention Center public comment hearing on May 8, 2019, all the speakers opposed the Recommended Alternative route. Please listen to the people and public agencies of the Tucson region. Thank you.</p> <p>Sincerely, Mrs. Catherine Williams XXXXXXXXXXXX Tucson, AZ 85719</p>	GlobalTopic_4 and GlobalTopic_1, LU-3	Williams_C_13504	I- 3504 -1
Williams	Catherine		Mail	7/03/19 1:00 AM AT	<p>The need for a new interstate bypassing the city of Tucson is not well established, and the approaching global climate crisis means that transportation planners need to move us away from our dependence on fossil fuels. If the new interstate is justified it would be much more economical to locate the route next to 1-1 O; the Avra Valley route would cost \$3.4 billion more to construct and do far more damage.</p>	GlobalTopic_1, PN-3, AQ-2 and E-3		I- 3504 -2
Williams	Catherine		Website	5/03/19 8:42 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, less than 2 months. This very short period of time is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 506 -1
Williams	Chad		Other	5/10/19 1:00 AM AT	<p>[Dear Governor Ducey,</p> <p>I am contacting you regarding the I-11 corridor proposal. My wife and I live at 12419 W. Mile Wide Rd in Tucson. My wife and I just purchased our first home together and we couldn't be happier with our land and our view and our neighbors. Now we are in danger of losing it all to the I-11 proposal. We can't sleep well wondering if we are going to lose it all. We do not want to move. Is there something you can do about us not losing our beautiful home? Please, If there is any enlightenment you can provide for me and my wife?</p> <p>We are supporters of you, So please let me know. Thank you for your time. Chad Williams]</p>	GlobalTopic_1 and GlobalTopic_4		I- 1390 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Williams	Christine		Website	5/02/19 9:07 AM AT	I would like to know why the purple/blue route was chosen through Buckeye vs. one of the other alternative routes. The purple/blue route has significant impact on property owners. The other two alternative routes have immeasurable less impact on home owners, property owners and businesses. Why chose the route that devours thousands of homes?	GlobalTopic_4 and GlobalTopic_2		I- 385 -1
Williams	Christine		Website	5/02/19 10:02 AM AT	Please explain how choosing the alternative orange route through Casa Grande to Wickenburg has a greater impact on the environment etc than the preferred purple/blue route? How does using existing routes (I8, MC85) and improving them take a less desired approach than the purple/blue preferred route?	GlobalTopic_4 and GlobalTopic_2		I- 386 -1
Williams	Elliott		Phone	6/10/19 1:00 AM AT	Yes, this is Elliott Williams. I live here in Wickenburg, I've been here for almost 30 years and I'm calling to comment on your Tier 1 route for I-11. I can't believe that you would even consider putting a major freeway like that that close to a development. I think this definitely needs to be moved further out, it's all state land. I live not too far from this myself and I don't live in Vista Royal but I think this is a very poor idea and it would be disastrous to the area. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 2434 -1
Williams	Emmett		Oral	5/11/19 1:00 AM AT	<p>EMMETT WILLIAMS:</p> <p>Good afternoon. My name is Emmett Williams, and I reside at -- I own the property at XXXXXXXXXX. My wife, Lida, and I have been residents in Pima County, Arizona for approximately a little over 35 years. Currently, we -- about a year and a half ago, we purchased a little over five acres in this area, with the intent of having our residential retirement home. I call it our final resting home place there.</p> <p>Now, this particular property, what encapsulated us, is because of the views and the close proximity to the Sonoran Desert Museum and serenity and wildlife habitat there. Approximately May or June of 2020 is when the current build of the house will be completed. As I stated, we've put our life savings into this property. The surrounding neighbor's houses range anywhere from 550- to \$750,000. Quite a substantial amount of money for our retirement, but this is our final resting home. And I'm hoping to leave this property to our grandkids, and so forth.</p> <p>We are both in disagreement with the I-11 proposal and particular route, specifically in this area where the route goes right straight through our five acres -- which is totally disappointing, to say the least, when there are alternative routes further west from us, in which we have understood that.</p> <p>This particular area is about wide-ranging areas and socioeconomic residents which will impact everyone. And the understanding, the economic aspect of it, as far as who will and who will not get forced out of their property if this is proposed.</p> <p>We will hope that you as the citizens of -- workers of the state of Arizona will reconsider this particular proposal, and consider the detrimental impact to those residents who have been there far more years than we have. So please reconsider this, and I thank you for your time.</p>	GlobalTopic_1		I- 1406 -1
Williams	Emmitt		Website	5/11/19 12:33 PM AT	<p>Greetings,</p> <p>My name is Emmitt & Leila Williams and we are the property owners of 5.02 AC located at XXXXXX. We have owned this property since early 2018, with the intent of building our 3100 sq/ft retirement home. It has taken us over a year to find the exact style home design to properly allow us to enjoy the beauty and serenity of the Sonoran Desert. This home property has finally been scheduled to begin excavation in July 2019, with expected completion in May/June 2020.</p> <p>We have been monitoring the progress of the I-11 proposal, and were excited about its potential of being much further west in the less populated areas. The excitement came from the projected low impact, yet convenience of access to the roadway. However, as of recent, we have now noticed that the proposed route now encroaches across our entire property to include 3 other home owners. Each of my neighbors to include us, have home priced/valued in excess of 650-750K dollars. This is truly upsetting and the beginning of a nightmare for not only our family but, our fellow residents/neighbors as well.</p> <p>Additionally, the route will definitely disrupt in a massive way the wildlife habitat (that we love), the beauty of the Sonoran Desert, the ecological impact of the highway traffic and pollution, and lastly, the tourist base that come from around the globe to visit our national monument. This area is one of the areas that truly displays what Southern Arizona has become famous for.</p> <p>Therefore, please...please!!! Reconsider this route corridor, and seek areas that are less populated. This area covers a very wide range of Socio-economic communities that have decided to live in this area for a particular reason. Although, progress is good but, not at the expense of disrupting taxpaying citizens in this area.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Emmitt & Leila Williams XXX-XXX-XXXX</p>	GlobalTopic_1 and GlobalTopic_4		I- 765 -1
Williams	Karen		Website	7/07/19 7:05 PM AT	<p>The route should not disturb the Tucson Mountain Park or the Ironwood Forest Monument. These areas are a legacy to future generations and deserve protection.</p> <p>Sincerely, Karen Williams</p>	GlobalTopic_1 and R-2		I- 2843 -1
Williams	Kyle		Website	6/21/19 9:40 AM AT	Building another interstate west of Tucson is the worst road project I have ever seen. It should not be considered. Just fix the existing infrastructure.	GlobalTopic_4		I- 1882 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Williams	Philip		Website	6/23/19 3:24 PM AT	<p>To Whom It May Concern;</p> <p>My name is Philip Williams and I have a Bachelor of Science Degree in Outdoor Recreation and Park Management. That degree includes extensive training in land use and natural and historic interpretation. While I have had family in Arizona for many years, it is this education and training that supported my personal decision to come here to live. It is also this professional training that drives me to write to you in opposition of the Avra Valley corridor for construction of the I-11 project.</p> <p>I own a home in Avra Valley along the western edge of the Saguaro National (Monument) Park West (Tucson Mountain District). In fact my property shares a common boundary with the westernmost edge of the National Park wilderness area to our east. While this proposed highway is not currently sited such that it would take my home, the preliminary corridor projection is very close by.</p> <p>This area is surrounded by pristine desert lands that have been largely preserved by various government actions for many decades. In fact the few homes that are here all exist on large lots that preserve the many protected plant and animal species that inhabit the area. The area draws millions of tourists every year precisely because it has been set aside by government entities for that purpose and for future generations to enjoy; and it is these pristine elements of land and wildlife that they come to see.</p> <p>Now it seems that the Federal Government, in partnership with the State of Arizona and others, has decided to ignore and set aside the preservation and conservation efforts of generations of Americans to build a highway right through the center of this area. Not just an Interstate Highway, but rather an International Highway. In contrast to what we have been told of this project, the actual purpose is not to improve Tucson area life or even Arizona life, but rather to support travel to Canada from Mexico. But the residents of Tucson are being asked to pay an enormous price this without any actual local benefits.</p> <p>While this highway will benefit Mexico and Canada it ignores the unavoidable damage to the water resources of the Central Avra Valley Storage and Recovery Project (CAVSARP) which consists of above ground water storage; the Southern Avra Valley Storage and Recovery Project which consists of underground water storage; and the Central Arizona Project (CAP) canal which moves water from the Colorado River to the Tucson Area. The planned route for I 11 through the Avra Valley is certain to have polluting impacts on this valuable water resource that serves all of Tucson. Further, this entire project feeds the water table itself. Destruction of or damage to this water project will have far reaching implications for the water table and therefore, the plant and animal life in the fragile desert area and, for existing homes.</p> <p>Interstate Highways by their very nature are actually long hazardous waste sites. Chemicals, petroleum products, and particulates from tires and exhaust systems spread for thousands of feet beyond the center lines of such facilities. It is impossible to keep these and other pollutants from entering the Water resource areas that support Tucson and its western residents. It is also impossible to predict the long term damage these factors will have on an area such as Avra Valley as it is filled with delicate and tenuous ecosystems with fragile protected wildlife.</p> <p>When these additional required travel service elements are taken into consideration it is clear that the land uses proposed for the Avra Valley route are far more excessive and damaging than the highway footprint alone. In fact it is reasonable to assume that the construction of these support services alone would quadruple the actual footprint and impacts predicted in the current I-11 corridor study descriptions of the Avra Valley route.</p>	GlobalTopic_4, WR-3, R-2, BR-1 and GlobalTopic_1		I- 1986 -1
Williams	Philip		Website	6/23/19 3:24 PM AT	<p>Let me be clear; I strongly oppose the Avra Valley option for ANY interstate highway. I oppose it because it is far more costly; less practical; longer; more environmentally damaging; and less tourism friendly than using the existing I-10 corridor. In short it is conceptually a poor land use decision when compared to other less costly options.</p> <p>The proposed Avra Valley corridor provides NO support services for a highway of such scope; and creating such services would expand the impacts and damage of this project far beyond those discussed in the existing studies on the project. These support services also bring with them toxic chemicals and other impacts that reach far beyond their actual footprint. In fact using the existing I-10 corridor would protect valuable trans generational efforts to save unique and irreplaceable pristine wilderness areas, unique flora and fauna, and threatened and endangered species for future generations.</p> <p>Thank you for consideration of my comments.</p>			I- 1986 -1a
Williams	Philip		Website	6/23/19 3:24 PM AT	<p>There have been studies conducted that reveal in startling clarity that this proposed highway would be far less costly on any scale of measurement (environmental; initial construction; maintenance; travel distance; safety; traffic flows; damage to surrounds parks) if it were built on top of or adjacent to, the existing I-10 corridor. In fact these studies reveal that over \$2 Billion in Construction costs alone would be saved by using this existing corridor; and constructing i-11 as an elevated highway. Moreover; by using the existing I-10 corridor there would be no significant environmental or social impacts from required support services such as gas stations, eating establishments, etc. once the road is completed as those impacts have already occurred as a result of the original I-10 construction. In fact it can be shown that unlike the proposed Avra valley route; the I-10 corridor is far shorter with far fewer curves.</p> <p>This would improve the safety of the highway for long haul trucking and other travelers passing through the area far and above the significantly more winding and longer Avra Valley route; which is a major goal for this project. In fact using the existing I-10 route also utilizes existing travel services such as fuel stations; restaurants and lodging; all of which are required for large travel routes; and none of which exist in Avra Valley.</p>	GlobalTopic_1 and AC-5 and E-1		I- 1986 -2
williams	reg		Website	6/02/19 1:37 PM AT	<p>No build alternative for Avra Valley Marana to Green Valley</p> <p>We live on S Sandario Rd and have for 30 years. We are adamantly opposed to any corridor from Marana to Green Valley This boondoggle would be a waste of tax payer money for many reasons which would include directly running parallel to I-10 and I-17, destroying native habitat for people and wildlife, and not applying funds to maintain and improve existing highway conditions.</p> <p>The arguments against No Build Alternative are without merit ; (1) Existing freeways provide access to planned and existing growth, and (2) doesn't add to travel time, also (3) intermountain access is not helped by this extension, (4) and would not improve on regional routes via a bypass off I-10 at Marana to Green Valley in any way. It would also create noise and smog pollution and an unknown but greater health danger.</p> <p>Our family and country neighbors are vigorously opposed any intrusion into our neighborhood by the proposed Marana Bypass part of the plan just for the sake of perhaps clipping a few minutes from a truckers run which would cause the degradation of our quality of Life.</p> <p>Reg Williams and family</p>	GlobalTopic_1		I- 1243 -1
Williams	Reg		Oral	5/11/19 1:00 AM AT	<p>REG WILLIAMS:</p> <p>My name is Reg Williams. I'm here today to speak against the whole project. I prefer a do-not build, especially living on Sandario, just down the road. It's going to be very disruptive. It's not why we moved out to the country. We have been here for 30 years, out here on Sandario.</p> <p>This looks to me like it's spoiling the whole thing, when the alternative is stay on 10, go to 19, you'll be in Nogales in no time. Thank you.</p>	AC-6		I- 1403 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Williams	Teresa		Website	7/08/19 5:46 PM AT	Find somewhere else to move traffic through. Widen I-19 and I-10. We don't want the noise, pollution, traffic, etc. Your project is not welcome where we live.	GlobalTopic_1 and GlobalTopic_4, N-1, AQ-1, and AC-2		I- 3095 -1
Williamson	Jennifer		Website	4/16/19 1:29 PM AT	I am against the recommended corridor because it will disrupt many lives - Please consider using an already established route like the orange route that will not cause the need for many people to lose their homes and rural lifestyle. the recommended route will decimate the historic bales homestead and many homes along the Rainbow valley Road route. please consider the impact of this loss and consider the orange route	GlobalTopic_2, GlobalTopic_4, and LU-2		I- 102 -1
Williamson	Jim and Theresa		Website	4/22/19 5:13 AM AT	We are not in support of a new freeway through Avra Valley, currently 1 10 serves the same purpose, and wastes tax payers money. We frequently commute on the 1 10 freeway. The 1 10 freeway needs to be widened, repaired, made safer.	GlobalTopic_1		I- 228 -1
Williamson	Kathleen	Law Office of Kathleen Williamson, PC	Website	6/23/19 10:39 PM AT	I share the public's concerns about not wanting to create new development and roads in the areas west of Tucson, not for Tucson business reasons as much as for destroying the environment which has so far been fairly protected. However, I am gravely concerned for the damage to air quality through Tucson if the interstate traffic increases, especially in the downtown I-19 and I-10 intersection area through Congress. I can't begin to imagine the noise and air pollution that will be added to what is already there and will deplete the beautiful renovations of neighborhoods such as Barrio Viejo, Sentinel Peak, Barrio Kroeger Lane, the Mercado district and Menlo Park, and other downtown areas. Many people within a broad corridor on both sides of the highways will have to move. How can we address this?	GlobalTopic_1, AQ-1, and N-1		B- 9 -1
Williamson	Stacie		Website	7/08/19 12:41 PM AT	As ecosystems and the species that depend on them become ever more threatened by human "development", we should be weighing the value of each. I support Audubon, and this organization's comments and concerns on this matter reflect my own. The things of greatest value in life have no price tags attached, and nature is one of these.	GlobalTopic_4, BR-1		I- 2970 -1
Willis	Susan		Website	6/30/19 6:07 PM AT	I am strongly in favor of the "No Build Alternative" for the proposed I-11 highway. I believe that all the proposed routes are unacceptable—especially the Avra Valley route. This route is too close to Tucson Water's CAP recharge facilities where not only Tucson's CAP allotment, but also part of Phoenix's CAP allotment are recharged into our aquifer. This Tucson AMA aquifer provides water resources to our entire region. The location of these recharge beds is very specific, due to the excellent porous soil that allows water to quickly percolate into the aquifer. This reality also makes the recharge beds more vulnerable to the potential of disastrous tanker spills contaminating our aquifer. The destruction to natural habitat and wildlife during and after construction will be enormous. This is the very kind of project that is so ill-conceived and must be avoided as catastrophic climate destabilization bears down on us and all life forms on this planet. ADOT, you must wake up and pay attention to reality!	AC-6 and WR-2 and BR-1 and TC-1		I- 2241 -1
Willis	Thomas		Website	7/08/19 7:09 PM AT	For GODS sake if you insist on this travesty of a road PLEASE stay out of Rainbow Valley and use the I-8 corridor! Use the 'ORANGE' plan thru Gila Bend. All the damage is already done on that corridor, and I-8 could stand the improvement. Use existing corridors!!! I love that desert along the El Paso gas line. It is bad enough that stinking Goodyear annexed down that way, so PLEASE do not not add insult to injury and injury to insult and TAKE EXISTING CORRIDORS!!!! Thank you for your time.	GlobalTopic_4, GlobalTopic_2		I- 3127 -1
Willy-Gravley	Marshall		Website	5/09/19 11:33 AM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 703 -1
Wilson	Anonymous25		Phone	5/21/19 1:00 AM AT	I live in the Wickenburg area, specifically Vista Royal residential neighborhood in the Wickenburg area and I oppose I-11 coming so close to Vista Royal residential area as it will dramatically, negatively impact our neighborhood. We need to seriously think about moving this further west several miles as you have seven to eight miles of state trust land you have previously proposed routes on. We need to move this further west away from the neighborhood so that you are not dramatically affecting all the people in this neighborhood. Thank you.	GlobalTopic_4 and GlobalTopic_5		I- 1142 -1
Wilson	Joe		Website	4/18/19 7:33 AM AT	Stop wasting time with studies. Build I-11 ten years ago already! Build it! Build it! BUILD IT!	GlobalTopic_4		I- 147 -1
Wilson	Joe		Mail	4/18/19 1:00 AM AT	Subject: I-11 ADOT, A 3 year study? More talk? How long will the talks go on? Build it. 10 years ago already! Build it! There's no road from the valley to 3 point without going up and back thru Tucson. There's no bypass around Tucson. Build it! Joe Wilson	GlobalTopic_4	Wilson_J_I3224	I- 3224 -1
Wilson	Joe		Mail	4/20/19 1:00 AM AT	ADOT, Build it! Go team go! Joe Wilson	GlobalTopic_4	Wilson_J_I3226	I- 3226 -1
Wilson	Leslie		Oral	5/11/19 1:00 AM AT	LESLIE WILSON: My name is Leslie Wilson, and I'm not good at public speaking. But I just basically agree with everything else I've heard from all these other nice people. We moved out here way back in 1980, '81, you know, to get away from the city life. To me, this is kind of out in the country. And if a freeway way out here comes to us, it's going to completely spoil everything. There will be a lot more pollution, a lot more noise, just a lot of un-needed nonsense, basically. That's really all I have to say. Thank you.	GlobalTopic_1		I- 1404 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wilson	Marsha		Website	6/24/19 4:21 PM AT	<p>Hello, My husband and I just moved to Marana earlier this year from Austin, Texas. We have dreamed about living in the Tucson area among the gorgeous desert cacti for many years and were thrilled when we had the opportunity to move here.</p> <p>We have vacationed here many times, and most of the trips have involved stays at the White Stallion Ranch and Hacienda Linda B&B. Both of these beautiful places lie in or near the path of this proposed interstate. To think a loud interstate near these peaceful and serene places would be built is very upsetting.</p> <p>The traffic in Austin is widely known to be horrific. Traveling even short distances requires planning, if possible, to avoid rush hour traffic.</p> <p>We have just been delighted by the ease with which we can travel in the Tucson area whether by secondary roads or I-10. It is extremely surprising to learn that there is a proposal for another interstate when we have not witnessed any congestion.</p> <p>The glorious desert and the magnificent saguaros need to be protected from unnecessary roads and construction. This area has so many unique plant treasures that it is very disappointing that the state is considering invasive road building.</p> <p>I urge you to consider the uniqueness of this gorgeous desert and your responsibility to protect it for future generations. This is an extraordinarily rich topography that needs to be savored and treasured, and the state should be proud of the bountiful cactus and landscape and advocate for their protection.</p> <p>I do hope you find another solution to this traffic problem that I'm not convinced exists.</p> <p>Thank you for your consideration, Marsha Wilson</p>	AC-6 and PN-2		I-2016 -1
Wilson	Michael		Phone	5/22/19 1:00 AM AT	<p>Yes, my name is Michael Wilson and I am in support of I-11 going through the Avra Valley and I live at 2019 Marana Road and I am very much in favor of another interstate system to lessen the burden of traffic coming through Tucson and we desperately need another freeway to take truck traffic away from the urban part of Tucson and yes we need another alternative than we have now. I-10 and I-19 are just not going to do it for a growing metropolis and anyway, that's it so Michael Wilson support of the I-11 and thank you so much. I hope it comes to fruition. Bye Bye. If you could please record my comments, I would greatly appreciate it however best it is for you to do so. Thank you.</p>	GlobalTopic_4		I-1146 -1
Wilson	Quin		Website	5/07/19 8:14 AM AT	<p>Interstate 11 Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I-584 -1
Wilson	Walter		Website	4/30/19 12:03 PM AT	<p>Attached are my comments in support of the I-11 recommended alternative documented and described in the I-11 Draft Tier 1 Environmental Impact Statement public. [Attached multi page letter]</p>	GlobalTopic_4	Wilson_W_I346	I-346 -1
Wind	Steven		Oral	5/08/19 1:00 AM AT	<p>STEVEN WIND: Good evening. My name is Steven Wind. I work as a program evaluator and I'm a resident of Pima County. I'm absolutely against the Avra Valley proposed route. I've had the opportunity to spend time in the area in which the I-11 is proposed to be constructed, and was totally amazed that such a large, wild and scenic area still exists a short distance from the Tucson metro area.</p> <p>I think building I-11 for this area is a mistake from many of the several perspectives you can look at it from: environmental, economic or safety. If we look at the use of this land purely from an economical standpoint, how will it best benefit the citizens of southern Arizona? With the public increasingly looking to our state and national parks for outdoor recreation, and our population ever growing, I propose that keeping it a semi-wild area without an interstate highway will do so.</p> <p>I've also heard safety arguments in support of building this interstate, keeping a lot of the trucks off the I-10. My own experience for driver safety issues has involved vehicles from other states whizzing through the city on the I-10, and back-ups on the I-10 where it feeds into the I-19 south. If you want to do something for the safety of Tucsonans, let there be more enforcement against the superspeeders on the I-10 within Tucson, and make improvements on the feed of the I-10 going into the I-19 south.</p> <p>Building this interstate on the the proposed route will permanently destroy the unique resources of southern Arizona. We've seen such short-sightedness in the past in the destruction of barrios, historical sites and unique natural areas. We know better now the value of such sites and areas, and we should not sell our heritage for a few quick bucks.</p>	GlobalTopic_4 and GlobalTopic_1		I-1364 -1
Wind	Steven		Oral	5/08/19 1:00 AM AT	<p>Our community will also economically benefit from keeping this area as it is from the increasing number of tourists who seek out nature for hiking, bird-watching, etc. Saving trucking companies money and moving Mexican produce and other goods into the U.S. does not balance out the economic benefits that will be lost to our community by building this road on the route proposed.</p>	GlobalTopic_4 and AC-2		I-1364 -2
Windauer	Deborah		Website	7/05/19 1:39 PM AT	<p>I see this I-11 proposal as redundant and a wasteful use of taxpayers money. I can stand behind a project that will help with the climate crisis, lower carbon emissions and bring renewable resources into use. This proposal is ugly. Thank you.</p>	GlobalTopic_4 and AQ-2		I-2595 -1
Winderl	Sharon		Website	6/22/19 11:17 AM AT	<p>No, no and no. I agree with Steve Kozachick. It will hurt businesses, environment/wildlife and people who have homes on the proposed route.</p>	GlobalTopic_4		I-1948 -1
Windmiller	Jean		Hand Written	5/08/19 1:00 AM AT	<p>Do not build I-11!! It's bad for wildlife, light pollution. Noise! It will ruin the desert. Business interests in Washington and Phoenix (i.e. Koch brothers) want the real estate money. GREED!</p>	GlobalTopic_4	Windmiller_J_I2377	I-2377 -1
Wineinger	Karen		Website	7/08/19 11:17 AM AT	<p>I am writing today to express my opposition to the proposed I-11 route through Avra Valley.</p> <p>I know you have recieved numerous reports concerning the economical impacts of diverting the traffic from Tucson, the environmental issues of creating a vast scar across the desert, to throw people out of their homes, health problems that would be created, destruction of the dark sky, breaking the migration paths of numerous animals. I can go on, but you already have the reports.</p> <p>To spend an estimated \$3,400,000,000 to cause so much damage, is a waste. There is a corridor through the desert, called I-10. There is room to expand the interstate if necessary in the future. The proposed route is longer and will only save travellers an estimated 2.5 minutes.</p> <p>There is no benefit to the route through Avra Valley.</p> <p>This proposed route is irrelevant, ludicrous and needs to be scrapped.</p> <p>Thank you for your consideration.</p>	GlobalTopic_1, AC-8		I-2941 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Winkler	Daniel		Website	4/21/19 8:46 AM AT	To whom it may concern, The proposed I-11 route would be an environmental disaster southern Arizona does not need. The Sonoran Desert is fragile. Saguaro National Park is a pristine wilderness area and locating I-11 along the boundary or even within a couple miles will destroy and quickly degrade the natural environment. Please listen to the public, listen to land managers, and, more importantly, listen to the scientists that have provided evidence that this is a horrible place to put an interstate and would only degrade the natural and economic value brought by tourists wishing to experience once of the rarest ecological wonders on Earth, the pristine Saguaro National Park and it's surrounding federal land partners. Sincerely, Daniel Winkler, PhD.	GlobalTopic_1, BR-5 and BR-7		I- 205 -1
Wisdom	Celeste		Website	7/07/19 7:43 PM AT	Hi, thank you for taking the time to read my comments. I was born and raised in Nogales and for the last 23 years I have lived in Tumacacori, AZ, which is next to Carmen and Tubac, AZ. Many people connected to this project, including sound engineers, have told me the 1st leg being on I-19 is basically a done deal. I have scoured the internet for information on what this will mean as far as expanding I-19 but I haven't found much information. But if sound engineers are working on I-19 for this project, it must mean that at least another lane in both directions is going to be added to the existing 2 lanes southbound and northbound, creating more noise and emissions pollution as well as light pollution. Many of us in our community are connected to this land with all our souls, working hard to preserve our beautiful night skies and peaceful neighborhoods while welcoming with open arms a robust tourist industry that is key to our economy. I simply ask that you take much care in preserving the unique way of life that we love in the many communities along I-19 such as Rio Rico, Tumacacori, Carmen, Tubac, Amado, Green Valley and Sahuarita. I don't know if this means walls or what else, but I implore you to think about the thousands of us that actually live and work here and what this will mean to us and our way of life. I recommend that the entire route be on existing highways and that the communities along those highways be protected from the noise and pollution. I am firmly against any new highways being constructed west or east of Tucson and Phoenix. Sincerely, Celeste Martin Wisdom	N-1		I- 2853 -1
Woehick	Jay		Website	7/07/19 10:19 AM AT	Both my husband and I are opposed to having the 1-11 corridor coming into the Sandario area. Keep it piggybacking on 1-10. That is already in place. Tragedy to ruin a place for wildlife that needs a place to exist. Don't see how this can be paid for	GlobalTopic_1 and LU-3 and AC-5		I- 2733 -1
Woessner	Faith		Email	7/02/19 1:00 AM AT	Please keep new road as far away from Wickenburg as possible	GlobalTopic_4 and GlobalTopic_5		I- 3363 -1
Wojtas	Theodore		Email	4/22/19 11:30 PM AT	I vote for Orange plan for highway I live in CantaMia Theodore J. Wojtas XXXXXXXXXXXXXXXXXX Orland Park, IL 60467 XXX-XXX-XXXX Sent from my iPad	GlobalTopic_2		I- 444 -1
Wolf	Amber		Website	7/08/19 9:42 PM AT	Keep our nature wild. We don't need to destroy land to build a new highway.	GlobalTopic_4, BR-1		I- 3170 -1
Wolf	Chardon		Website	7/03/19 8:59 PM AT	I am opposed to the proposed I-11 freeway. If anything it would take away freedom and a way of life for many humans, plants, and animals. A freeway shouldn't cause the destruction of habitats. That is working against the change we are working so hard to bring. - Chardon, editor-in-chief, TucsonBuzz.com [Attachment-Photo of individual]	GlobalTopic_1, GlobalTopic_4	Wolf_C_I2526	I- 2526 -1
Wolfe	Ann		Website	6/16/19 1:40 PM AT	I am against I11. It is not necessary and will destroy too much of our beautiful desert. We moved here from Northern California 30 years ago. We chose this area because we did not want to live in the city. We did not like all the noise, trash and crowding. We loved the natural beauty of the desert and all the wildlife in it. It is so sad to keep seeing it disappear because the county wants more money and then waste it and go looking for more. They sell the land and then companies come in and build homes and commercial properties. That brings more people, which in turn brings more crime, noise, trash and congestion. Then as an afterthought, the county looks into improving the roadways and does it the cheapest way possible. This forces us to constantly drive through road construction which causes undo stress on vehicles that we have to pay for. For some that have medical conditions, they can't go out as much because it worsen the pain for them. It's at the point now, my mom only goes out for doctor's appointments. She can't even go out two days in a row because all the potholes and cracks that can't be avoided increases her back and joint pain to where she spends the next day in bed recovering. The county keeps building on open space because all they see is the dollar signs. It's not worth it. We need so much work done to the roads and highways that already exist. The county employees are suppose to do what is best for all the people who live in the county. It's time to start considering those who made the chose to live outside the cities and the reasons they chose to. It is not necessary to turn every piece of the desert into city life just because it's not protected by a designation of national forest. Take the time, money and efforts for this project and direct them to the freeways that already exist. Do well improving those and there will be no need for this. Thank you for your time, Ann Wolfe	GlobalTopic_1 and LU-3 and TC-1		I- 1586 -1
Wolfe	Gerry		Website	5/03/19 2:32 PM AT	The current comment period is only 56 days, less than 2 months. This is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Due to the large footprint of the preferred alternative and the destructive consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. Thank you for considering my request on this issue.	GlobalTopic_9		I- 488 -1
Wolfe	Vicki		Website	7/08/19 7:16 PM AT	During 2018 and more, under the user name azlobo, I entered several hundred animal deaths, i.e. roadkill, data on iNaturalist, via www.iNaturalist.org, for I-19 between Rio Rico and Green Valley. I documented that highways are deadly for wildlife that cut across wildlife corridors. I found that the deaths were nearly entirely associated with washes. Do not kill more wildlife! We must protect wildlife and keep wildlife corridors open. Also, via a wildlife camera, I was shocked to find that AZ Department of Corrections have fenced culverts under I-19 that were successful for wildlife "crossings" of the deadly hazard!!! AZ state MUST Stop this desecration of wildlife corridors and reverse this mistake. Allow animals to survive despite us, the humans. Adamantly and sincerely, Vicki Wolfe [Attachment: photos of culverts and fence]	BR-1	Wolfe_V_I3131	I- 3131 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wolff	Sarah		Website	6/21/19 7:49 AM AT	I am opposed to the I-11 proposal. The proposed plan would travel through important birding areas, and the roadway seems HIGHLY unnecessary. In addition, it would remove business from Tucson.	GlobalTopic_4, GlobalTopic_6, BR-3		I- 1875 -1
Wolfgang	Jeffrey		Website	6/25/19 5:50 PM AT	I had no idea of this project's existence until after I had purchased land and built my home less than a mile from proposed sites. I am flat opposed to the entire project. I am not convinced it is needed at all, disturbs the natural environment, and of course negates the advantage of living in a rural area. If I were given the opportunity to choose where I would want this highway I would say as far west as possible but this is admittedly infuriating to have gone to all this trouble for nothing. My home will be worth less so will lose my investment if I attempt to relocate.	GlobalTopic_4		I- 2065 -1
Wollman	Nan		Website	7/08/19 5:05 PM AT	This is a BAD idea. Make improvements on the existing freeways, do NOT build I-11. No to I-11.	GlobalTopic_4		I- 3082 -1
Wollman	Nan		Website	5/13/19 4:46 PM AT	The I-11 Corridor from Wickenburg to Nogales proposal will be cutting a swath across the state, fragmenting habitat, including public lands such as Saguaro National Park, and contributing to more carbon emissions and other pollution. Please pursue the no build alternative and to instead focus on rail between Phoenix and Tucson.	GlobalTopic_4 and AC-9		I- 885 -1
Wolver	Michael		Website	4/20/19 11:24 AM AT	As residence of Estrella Mountain Ranch Community our preference would be the Orange Alternative Route so to avoid traffic noise in a growing populated community. If for some reason Orange isn't feasible the Green Alternative would be 2nd choice.	GlobalTopic_2		I- 191 -1
Wolverton	Kellie		Website	5/22/19 8:12 AM AT	Our ranch covers an area bordered by Sandario Road -eastern Border, Sierrita Mtn Road-western Border, Ajo Way-northern Border and Hunt Road-Southern border. The blue corridor will decimate our ranch. The ranch will be bisected in such a way as to leave what remains unuseable. This will leave us with no where to keep horses and cattle that represent 50 years of selective breeding. Our corrals and water lots are located in the middle of the blue corridor. This corridor will destroy water sources for our livestock. It will also destroy water sources for wildlife. Such as deer, coyotes, birds, lizards, bees and many other native species. These animals have come to depend on this water for survival. In the last few years, this area has also been the chosen breeding ground for the Crested Caracara bird. The eastern edge of the blue corridor is 685 feet from our fence line. We have lived here 30 years. We never imagined that we would have to listen to and smell of truck and cars traffic, all hours of the day and night, in literally our back yard. Our quality of life will be destroyed. We urge you to choose another alternative that doesn't destroy our ranch and a way of life that we were looking forward to our grandchildren enjoying. All accompanying photos look towards where the future freeway will be. Our beautiful views and tranquility will be destroyed forever.	GlobalTopic_1	Wolverton_K_11061	I- 1061 -1
Wong	Dan & Katherine		Email	6/02/19 1:00 AM AT	We are worried that the proposed freeway will impact Saguaro National Park and Desert Museum . Please consider another route. Thank you! Dan & Katherine Wong -- *There is an eagle in me that wants to soar. And there is a hippopotamus in me that wants to wallow in the mud. ----Carl Sandburg*	GlobalTopic_4, GlobalTopic_1 and R-2		I- 1654 -1
Wood	Carol		Website	5/08/19 12:17 AM AT	We travel from New Jersey to visit this amazing area each year! Many visitors are coming to see this amazing place! Realize what you have! What you do not need is more traffic! Pay attention to what is important! And it isn't cars!! The traffic will still get where it needs to go! Leave this natural habitat alone! Must we destroy these places for convenience? Does no one look to the future? Please re think this plan! It might look good for a while but in the long run it will be a mistake!	GlobalTopic_4		I- 631 -1
Wood	Carol		Website	5/09/19 8:06 AM AT	We travel from New Jersey to visit this amazing area each year! Many visitors are coming to see this amazing place! Realize what you have! What you do not need is more traffic! Pay attention to what is important! And it isn't cars!! The traffic will still get where it needs to go! Leave this natural habitat alone! Must we destroy these places for convenience? Does no one look to the future? Please re think this plan! It might look good for a while but in the long run it will be a mistake!	GlobalTopic_4		I- 696 -1
Woodard	Victoria		Website	7/08/19 4:16 PM AT	I oppose building a brand-new interstate in Avra Valley. It would take business away from Tucson and, most importantly, endanger the water supply for our city. The EIS must evaluate the feasibility of moving the two Central Arizona Project recharge basins that lie in the path of the proposed alternative. The basins are located where they are because the soil there is extremely porous. The EIS must evaluate whether soils elsewhere would be as porous. In addition, the EIS must evaluate and propose mitigation for any spills that might occur on the freeway that would contaminate the groundwater in the aquifer below Avra Valley. Finally, the EIS must compare the cost of moving the basins and the threat of contamination of the aquifer with the benefit to both Tucson and Phoenix of not putting a freeway on top of this pristine aquifer that both cities use to store drinking water.	GlobalTopic_1		I- 3051 -1
Wooden	Cody		Website	7/08/19 1:25 PM AT	Dear ADOT, After creating a few maps and taking a solid look at the preferred alternative for I-11, it doesn't seem to make a lot of sense to continue with this route. I understand that improving the interstate infrastructure is important and it would seem that allocating more time/effort/money into the existing I-10 through Tucson makes more sense. While I am a big proponent of wildlife corridors and the ecological impact, I won't even use that argument in this comment. Instead, I plead you to consider the overall increase of traffic, developed land, and visual impairments that will exist in the Avra Valley if this route is constructed. Some of Tucson's largest visitor attractions (Old Tucson Studios, the Desert Museum, Tucson Mountain Park, and Saguaro National Park) will be directly affected by this route both visually and congestion-wise. Imagine being at the Arizona Desert Sonora Museum with family members from out of town, expecting to make a connection with the desert environment around you. From a few viewpoints on the museum grounds, you can look southwest and examine the Avra Valley and the mountain beyond. A large, crowded interstate is nothing short of an interruption and distraction to this experience. That's just an aesthetic issue, but still my point remains. Either way, I hope you consider these points (as well as thousands of others) and rethink this preferred alternative. Thank you and good luck, Cody W. Tucson, AZ	GlobalTopic_4 and GlobalTopic_1		I- 2978 -1
Wooden	Cody		Website	7/08/19 1:25 PM AT	Finally, this route doesn't seem to make a lot of sense geographically. While the Phoenix interstate by-pass between I-8 and I-10 does make sense considering Phoenix traffic and the sheer size of the metro-area, Tucson isn't nearly as big and sprawling that it needs to be avoided. Additionally, this preferred route around Tucson is slightly longer. And for what? To avoid the Tucson traffic? Granted, it would be somewhat helpful for truckers, usually the steady stream of truckers try to avoid large cities during their rush hours anyways...so I'm not sure how this large-scale construction project would be all that helpful.	GlobalTopic_1, LU-3		I- 2978 -2

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Woodmansee	John		Email	6/02/19 1:00 AM AT	I Recommend the VR Green Alternative! It makes Zero sense to impact those homeowners when a viable option is at hand. John Woodmansee XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 Get Outlook for Android	GlobalTopic_5		I- 1656 -1
Woods	Rhonda		Email	6/06/19 1:00 AM AT	Dear ADOT and FHWA: Having spent time at the local library reviewing the plan documents there, and attending an ADOT local presentation, it appears that there is no plan for the following: 4. I was struck by the one-sided nature of the speaker's presentation...only providing information on one-side of this I-11 project.. *There was no fair-balance in the remarks*, only highlighting the glory of having yet another interstate to keep-up taxes,with happier truckers, and shareholders. It was *suspicious* to me that the Speaker attempted to fold the need for less congested passenger vehicle travel as he concurrently underscored the big-time interest in trucking/commerce having an easier time to travel. The conclusion to me was the fact that adding more trucks, and more cars, we will be right back to the same problem the Speaker presented I-11 was supposed to The Pros and Cons have been presented. ADOT and FHWA ask the public to make decisions based only on what you want us to know, not the complete, factual, and honest scenario. If trust is anything you value, please reconsider your plans. I hope this was not just a foregone conclusion, and you plow ahead destroying peoples lives, and just lie and smile along the way. There are other options.... yes? Please present a fair balanced presentation, pros and cons... otherwise, zero credibility, and distrust grows. Sincerely, Rhonda Woods Green Valley, AZ without to the negative consequences of yet more "High Capacity" trucks	GlobalTopic_4 and CO-3		I- 2413 -1
Woods	Rhonda		Email	6/06/19 1:00 AM AT	1. "High Capacity" trucking creates a tremendous amount of noise, and pollution. Sound travels over the desert unlike highways with trees and other buffers.	N-1 and AQ-1		I- 2413 -2
Woods	Rhonda		Email	6/06/19 1:00 AM AT	2. Your current plan dumps all of that "High Capacity" truck traffic onto I19 in the Green Valley area, where we already have to bare "the current "trucking loud noise... both directions. You may "think" there isn't much traffic on 1-19, but if you lived here, & Sahuarita, you would be driven into your house by the noise. IF you rode a bike, you could smell the truck traffic on Abrego, or La Canada here in Green Valley. 3. The I-II plans as they are at this point will "destroy what community we have here", so "I-11 business people who want to increase their profitability" - yet do "not have to live with the destructive side-effects of adding even more truck traffic in their community... can" just drive-on-by and leave us to be punished as they increase their profits. Recommendation: Trucks and commerce can build their own by-passes, but not through established communities... "Rail is STILL an option that trucking companies ignore, and make excuses as to why rail won't work. It isn't difficult to figure out that trucking companies want all of the profits, not sharing with the railroad. How dare the rail business try to have a piece of the pie! "	GlobalTopic_1, GlobalTopic_4, N-1, AQ-1, LU-1 and AC-9		I- 2413 -3
Woods	Rhonda		Email	6/06/19 1:00 AM AT	Error: Email I just sent.... last paragraph, "the Pros and Cons have "N O T" been presented" the 'not' got lost somehow.... My apologies... Thanks, Rhonda Woods- Green Valley, AZ On Thu, Jun 6, 2019 at 4:46 PM RHONDA WOODS wrote:> Dear ADOT and FHWA:> Having spent time at the local library reviewing the plan documents> there, and attending an ADOT local presentation, it appears that there is> no plan for the following:>> 1. "High Capacity" trucking creates a tremendous amount of noise, and> pollution. Sound travels over the desert unlike highways with trees and> other buffers.>> 2. Your current plan dumps all of that "High Capacity" truck traffic onto> I19 in the Green Valley area, where we already have to bare "the current "trucking> loud noise... both directions. You may "think" there isn't much traffic on> 1-19, but if you lived here, & Sahuarita, you would be driven into your> house by the noise. IF you rode a bike, you could smell the truck traffic> on Abrego, or La Canada here in Green Valley.> 3. The I-II plans as they are at this point will "destroy what community> we have here", so "I-11 business people who want to increase their> profitability" - yet do "not have to live with the destructive> side-effects of adding even more truck traffic in their community... can" just> drive-on-by and leave us to be punished as they increase their profits.>> 4. I was struck by the one-sided nature of the speaker's presentation...> only providing information on one-side of this I-11 project... *There was> no fair-balance in the remarks*, only highlighting the glory of having> yet another interstate to keep-up taxes,with happier truckers, and> shareholders. It was *suspicious* to me that the Speaker attempted to> fold the need for less congested passenger vehicle travel as he> concurrently underscored the big-time interest in trucking/commerce having> an easier time to travel. The conclusion to me was the fact that adding> more trucks, and more cars, we will be right back to the same problem the> Speaker presented I-11 was supposed to fix.>> Recommendation: Trucks and commerce can build their own by-passes,> but not through established communities... "Rail is STILL an option that> trucking companies ignore, and make excuses as to why rail won't work. It> isn't difficult to figure out that trucking companies want all of the> profits, not sharing with the railroad. How dare the rail business try to> have a piece of the pie! "> The Pros and Cons have been presented. ADOT and FHWA ask the public> to make decisions based only on what you want us to know, not the complete,> factual, and honest scenario. If trust is anything you value, please> reconsider your plans. I hope this was not just a foregone conclusion, and> you plow ahead destroying peoples lives, and just lie and smile along the> way.> There are other options.... yes? Please present a fair balanced> presentation, pros and cons... otherwise, zero credibility, and distrust> grows.> Sincerely,> Rhonda Woods> Green Valley, AZ>>> without to the negative consequences of yet more "High Capacity" trucks>	GlobalTopic_1, GlobalTopic_4, N-1, AQ-1, LU-1 and AC-9		I- 2414 -1
Woodward	Stefanie		Website	5/06/19 2:17 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 559 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Woodward	Stefanie		Website	5/06/19 2:21 PM AT	<p>I oppose the Recommended Alternative route described in the Tier 1 DEIS for Interstate 11. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.</p> <p>I oppose it for the following reasons:</p> <ul style="list-style-type: none"> * The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts. * Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal. * The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. * The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson. * Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts. * The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys. * Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan. * The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource. 	GlobalTopic_1, LU-3		I- 560 -1
Worth	John		Oral	5/11/19 1:00 AM AT	<p>JOHN WORTH: My name is John Worth. I live out in Avra Valley. I'm a commercial bus driver working with trucks and stuff. There's a simple solution for this alternate that they're wanting to do for the trucks. You go out about ten miles south of Tucson on I-19 and you create a fast express lane on the inside lane. Phoenix has this and they call it the carpool lanes. Do the same thing here for the trucks and for the cars. Cars can also use it all the time.</p> <p>The only thing that you have to do is redo the I-19/I-10 interchange to where the fast lane drops right back into the fast lane on I-10.</p> <p>Phoenix has half a dozen of these or so just like this. And this way the trucks go right straight on through. They're off to the left away from all the rest of the traffic with the cars coming on and going off the freeway and everything's kind of separated here and the trucks can go straight through with no problems at all.</p> <p>In fact, if you go look at I-10 down through Tucson area you've got your fast lane and you've also got a wide breakdown lane to the left of the fast lane between it and the barrier wall where a truck if he has a problem he could pull over and stop there.</p> <p>So it's you're talking minimal expense for paint re-striping and some signs. The biggest expense would be probably, I don't know, a million or so to redo the I-19/I-10 overpass. And I think that would solve the problem going through Tucson.</p>	AC-7 and GlobalTopic_4		I- 1476 -1
Worthington	Michele		Website	5/01/19 7:29 AM AT	<p>Please extend the comment period so that all who will be impacted have a chance to be informed. There needs to be a slowing down on the degradation to the desert</p>	GlobalTopic_9		I- 367 -1
Wright	Pamalene		Website	5/23/19 8:40 PM AT	<p>To ADOT and FHWA, Thank you for your time and attention on this matter of great importance.</p> <p>I am opposed to Interstate 11 going through Arva Valley / Picture Rocks area. From my point of view there is nothing about this interstate that would benefit this area. It would negatively impact the pristine Sonoran Desert and the Ironwood National Monument, the Saguaro National Park and the Tucson Mountain Park and the water supplies and air quality in Avra Valley. It would change this environment forever. None of the mentioned areas, plants, water, air quality, and wildlife can ever be restored or replaced once impacted by an interstate.</p> <p>I live in between the Saguaro National Park and the Ironwood National Monument. If the Interstate would come into this valley, along with it would come huge housing developments and shopping centers, hotels, and restaurants etc. The Sonoran Desert and Park lands and wildlife will not survive this.</p> <p>I have seen on our own land and in the area, Coyotes, Gila Monster, Javelinas, Mountain Lions, Deer, Desert Tortoise, Rock Squirrels, Antelope Squirrels, Snakes, and Bats, to name some of them. We have the Migration of Birds and resident birds Gambel's Quail, Road Runners, Lesser Goldfinch, Curved Bill Thrasher, Bendire's Thrasher, Anna Hummingbird, Phainopepla, Pyrrhuloxia(Desert Cardinal), to name a few. On our land there are Two Great Horned Owls that have morning and nightly rituals. We have also noted patterns of some of the other creatures such as the Quails, Road Runners and Coyotes. Their living in this harsh and rugged desert is one of the most amazing survival stories. They will not survive an Interstate.</p> <p>I believe using the existing Interstate 10 corridor and developing it to meet the traffic increases is the responsible choice. It is the RIGHT Choice for the environment and the Sonoran Desert and all our Parks. What is the main reason people vacation or move to Tucson? To vacation or live in the beautiful Sonoran Desert. We are so fortunate to have such a beautiful and special place where the Mighty Saguaros grow and thrive. It is all of our responsibilities to protect and preserve the Saguaros and the Sonoran Desert.</p> <p>Sincerely, Pamalene Wright 5/23/2019</p>	GlobalTopic_4 and GlobalTopic_1		I- 1080 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Wynne	Wanda		Email	5/09/19 1:00 AM AT	<p>The information public hearing 9 May 2019 at TCC provided an opportunity to learn more about the proposed I-11 corridor alternatives. After visiting several booths, looking at possible routes and listening to comments I am convinced that a proposed route through the Sonoran desert from Sahuarita to Picture Rocks is even worse than I imagined. Mitigation seems to be a term for making a bad situation just a little less bad. No amount of mitigation will remove the noise and light pollution associated with a freeway through the desert.</p> <p>If a freeway is necessary put it where it affects the people who benefit. Tucson has already been separated by a river, railroad and freeway. Putting a highway on top of the present freeway would prevent unnecessary destruction of an unspoiled part of the Sonoran Desert.</p> <p>I would hope consideration of railroads is part of the plan. I have seen railroad tracks between Tucson and Nogales. I have even seen trains on the track.</p> <p>Avra Valley is not an appropriate place for a new freeway.</p> <p>Wanda Wynne</p>	GlobalTopic_1 and AC-9		I- 990 -1
Yarrington	Jonna		Website	6/21/19 10:01 AM AT	<p>As a resident of Arizona, I believe any impact study that would recommend an interstate in Avra valley would be missing key interests and stakeholders. It certainly does not accurately represent the stakes for important wildlife spaces, infrastructure (water especially) futures, nor the interests of residents on either side of the mountains (in Avra valley and in Tucson). As a reasonably knowledgeable citizen, I urge state agencies to reconsider and remeasure the negative impacts of this horrible project idea. It would certainly change the character of Southern Arizona for the worse. Many Tucson residents would feel like I do, even without an "impact study." Do not let the interests of corporations and developers drive your findings; do not cloak capital with "science"!</p> <p>Sincerely, Jonna Yarrington Arizonan</p>	GlobalTopic_1		I- 1886 -1
Yarter	Kristine		Website	6/28/19 6:32 PM AT	<p>Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.</p>	GlobalTopic_9		I- 2190 -1
YATES	BLAIR		Website	6/21/19 11:16 AM AT	<p>Please don't let the "leadership" of the City of Tucson affect any decisions regarding I-11. They have absolutely no idea how to effectively manage growth or traffic. The east side of Tucson has been stagnant for decades because they refused to plan for transportation and have only been playing catch up. A bypass around the west mountains of Tucson would alleviate a lot of the truck traffic that gets stuck in rush hour here. It would also provide more opportunity for development in what is an isolated area.</p>	GlobalTopic_4		I- 1893 -1
Yehle	Philip		Website	7/03/19 6:04 PM AT	<p>Bad idea for deserts, wildlife and the city of Tucson. Use the current I 10 right of way.</p>	GlobalTopic_1		I- 2520 -1
Yencich	Mike		Oral	4/29/19 1:00 AM AT	<p>MR. MIKE YENCICH: Hello. My name is Mike Yencich. I live in Cantania, which is as far south as you can go on Estrella Parkway. The reason we bought our home there and paid all that money rather than living somewhere else, because it would be -- we thought it would be peace and quiet. The road that we go by, Rainbow, would cause a lot of impact on us and the other people in the area.</p>	GlobalTopic_2		I- 1155 -1
Yencich	Mike		Oral	4/29/19 1:00 AM AT	<p>And also, besides the noise, there would be an air pollution factor from the diesel trucks, which would be going 24/7. I do not believe the road should go by Rainbow. I'm in favor of no more building, no more expansion, and let's just keep it the way it is. And that's my opinion. Thank you.</p>	GlobalTopic_4		I- 1155 -2
yerman	leslie j		Website	4/30/19 7:49 PM AT	<p>The Sonoran Desert is a gift bestowed upon Arizonians. The state does not need another highway. I totally oppose the I-11 proposal. The highway will destroy vital pathways for wildlife and deface the essence of the Sky Islands. In addition, it will displace human beings from their homes. In this day and age, connected open space to sustain wildlife and our community should take preference over roads that destroy what makes Arizona special.</p> <p>leslie j yerman Tucson, AZ</p>	GlobalTopic_4		I- 364 -1
Young	Arthur		Website	6/17/19 7:16 AM AT	<p>To ADOT, I oppose the I11 through Avra Valley. I live in the Pictures Area and have for more than 30 Years and the I11 would ruin the Valley with its Traffic Noise. especially at night This rural area would for ever be changed.</p> <p>Thank you, Arthur Young Sr</p>	GlobalTopic_1		I- 1608 -1
Young	Charlotte		Website	5/07/19 10:23 AM AT	<p>I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg To whom it my concern, I am a new owner in the city of Buckeye, AZ. I moved to this city and more specifically to the rural area of the city to create a better life for my family. When I purchased this property in April of 2018, I 11 was not to come close to my property. Currently the preferred route places this highway right through my property. So this creates a hardship not only on the value of my property but the lively hood of my family and the animals we raise on this property. As a tax payer and responsible citizen of Buckeye and the state of Arizona, I ask that you reconsider the alternate routes.</p>	GlobalTopic_2 and LU-1		I- 592 -1
Young	Daryl		Mail	7/08/19 1:00 AM AT	<p>This is a bad idea to build a freeway and here are the reasons. The wildlife is very important out there, like a road in their home sounds awful. It's their home they only one they know. It would confuse them and be heartbreaking. The economic impact would be just as worse, more fumes from cars and lots more traffic noise. I love taking pics out there it's one of my favorite places, as a nature photographer it's not goo if there is going to be a freeway where I take pics. So all in all please don't make a freeway let's get more people taking pics and enjoying the national parks out there.</p>	GlobalTopic_4, GlobalTopic_1, BE-7, E-1, E-2	Young_D_13541	I- 3541 -1
Young	Lucas		Website	5/09/19 6:47 PM AT	<p>I lived in Tucson for 6 years. The Wild Sonoran desert was one of the best things about it and a place I often tell others to visit. I'm sad to hear that ADOT is considering putting a freeway next to the national parks and mountain park. The noise and disruption of natural areas will greatly reduce the rare scenic beauty of the area. I know that scenery and environment are not a primary concern of ADOT, and that it's all about transportation, but I encourage you to explore all options to route around sensitive and scenic areas.</p>	GlobalTopic_4, GlobalTopic_1, V-1 and R-2		I- 716 -1
Young	Lucas		Website	5/09/19 6:47 PM AT	<p>Please extend the deadline to allow for more thoughtful alternatives. Once the bulldozers start, there will be no way to reverse change to lands that have been left in a natural state for millions of years. I'm glad to see this issue is getting national coverage. Thanks for your time. -Luke Young</p>	GlobalTopic_1		I- 716 -2
Young Wright	Nancy		Website	4/15/19 6:19 PM AT	<p>Please extend the comment period for the I-11 freeway from 56 days to 120 days to allow more public comment on this important project. Citizens need adequate time to gather information and assess the impacts of this freeway.</p> <p>Thank you.</p>	GlobalTopic_9		I- 64 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Yule	Kelsey		Website	4/21/19 3:43 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 216 -1
Yule	Kelsey		Website	7/08/19 2:29 PM AT	To Whom It May Concern: I am in strong opposition to the Recommended Alternative route identified in the I-11 Tier 1 DEIS ("DEIS"). The major negative environmental and economic impacts that would inevitably occur if the Recommended Alternative route is successfully built and our belief that other transportation alternatives, including improving and expanding existing interstates, a focus on multi-modal solutions, and the inclusion of expanded rail service, could more effectively achieve the goals identified in the DEIS. The Recommended Alternative route would have grave and devastating impacts to Pima County that cannot be adequately mitigated. These include: <ul style="list-style-type: none"> Increasing the risk of devastating wildfires, given the extensive buffelgrass infestation I believe that these risks to the quality of life in Southern Arizona cannot be effectively mitigated by any potential route that does not follow the existing I-10 corridor. Given the far-reaching and devastating impacts that the Recommended Alternative route would have on the incredible portfolio of public conservation lands in and adjacent to Avra Valley, I express strong opposition to the Recommended Alternative route and feel that should additional capacity be warranted, that reconfiguration of existing highways is the only acceptable Alternative. This DEIS is replete with inadequate analyses and is, in and of itself, a fatal flaw. Please refer to comments prepared by The Coalition for Sonoran Desert Protection, signed also by leaders of many local and national grassroots organizations for more details and references related to these comments. Finally, I believe that ADOT owes it to the population to Arizona to provide stronger documentation and public communication regarding these plans. ADOT must respond to each and every comment, in particular the list of errata provided in the comments provided by The Coalition for Sonoran Desert Protection. Also, ADOT should serve the interests and desires of the communities impacted by these projects rather than cave to pressures from developers. Sincerely, Kelsey Yule, PhD	GlobalTopic_1 and LU-3 and CO-1 and CO-9		I- 3007 -1
Yule	Kelsey		Website	7/08/19 2:29 PM AT	<ul style="list-style-type: none"> Impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor. Impacts to local conservation lands such as Tucson Mountain Park and Pima County's Conservation Lands System. Impacts to planned mitigation lands for Pima County's Incidental Take Permit and Multi- Species Habitat Conservation Plan, which was finalized in October 2016 and is now being actively implemented, along with planned mitigation lands for an Incidental Take Permit submitted by the City of Tucson to the U.S. Fish and Wildlife Service in 2014 (currently under review). 	GlobalTopic_1, BR-9, and R-2		I- 3007 -2
Yule	Kelsey		Website	7/08/19 2:29 PM AT	<ul style="list-style-type: none"> Impacts to critical wildlife linkages and connectivity between large wildland blocks as described in the 2006 Arizona's Wildlife Linkages Assessment (completed by a diverse group of statewide stakeholders) and the 2012 Pima County Wildlife Connectivity Assessment (conducted by the Arizona Game and Fish Department (AGFD)), including the Coyote-Ironwood-Tucson Wildlife Linkage and the Ironwood-Picacho Wildlife Linkage. Impacts to increasingly rare riparian habitat. 	BR-2 and BR-3		I- 3007 -3
Yule	Kelsey		Website	7/08/19 2:29 PM AT	<ul style="list-style-type: none"> Impacts to an unknown number of rare archaeological sites. 	CR-1		I- 3007 -4
Yule	Kelsey		Website	7/08/19 2:29 PM AT	<ul style="list-style-type: none"> Impacts to Tucson Water's CAP water recharge facilities in Avra Valley, groundwater, and surface water, including inevitable spills from trucks carrying gases, dangerous chemicals, petroleum products and other toxins that will contaminate the regional aquifer serving drinking water to a major metropolitan area, including water banked by Metro Water, Marana, Tucson, Oro Valley, and Phoenix. 	WR-1 and WR-3		I- 3007 -5
Yule	Kelsey		Website	7/08/19 2:29 PM AT	<ul style="list-style-type: none"> Impacts to Tucson's businesses and economy and its position as an international port and center for commerce and logistics, including impacts to tourism powerhouses such as Saguaro National Park and the Arizona-Sonora Desert Museum. Impacts to established and long-standing rural communities and private property owners in Avra Valley and surrounding areas. 	GlobalTopic_1, E-1, E-2 and LU-3		I- 3007 -6
Yurek	Dale		Email	5/22/19 1:00 AM AT	<p>Hi, Attached is a letter regarding the I-11 ADOT Study. If you have any questions regarding this letter, please feel free to call me at any time. Thanks Dale Yurek Vice President Williamson Fence & Sprinklers XXXXXXXXXXXXXXXXXX Great Falls, MT 59405 Office: XXX-XXX-XXXX Fax: XXX-XXX-XXXX Cell: XXX-XXX-XXXX Email: XXXXX@williamsonfence.com Web: https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.williamsonfence.com&data=02%7C01%7C1-11ADOTStudy%40hdrinc.com%7C1ecbd23564e84e13303d08d6dee4e2af%7C33667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636941472429034938&sdata=08LK23JVasDdQfHtAa%2F41PiYvblKU2f0XrpHvkVpmM%3D&reserved=0 P Please consider the environment before printing this e-mail</p> <p>To Whom This May Concern;</p> <p>Hello, my name is Dale Yurek and my wife is Tracy Yurek. We live in the Vista Royale subdivision west of Wickenburg. I am writing to you in response to the I-11 Draft Tier 1 proposal. Thank you for giving us this opportunity.</p> <p>We have many concerns and recommendations about the route location you are proposing just west of the Vista Royale subdivision that is located approximately 6 miles west of Wickenburg. We just purchased this piece of property last December of 2018 because it's a very peaceful subdivision with clean yards and paved roads. It was not until early 2019 that we received any kind of official notification of this proposal. If I would have known that the I-11 Tier 1 proposal route was this close to this property, I would have never bought this piece of property. We have CC&R's to maintain this beautiful exclusive neighborhood. The majority of the residents here are middle to upper aged. Most of us are still working to pay for this pristine piece of property and to trying. There are a few horse zoned lots here as Wickenburg is a very popular equine destination as to why I bought this piece of property in the Vista Royale subdivision. The short time that we have lived here we have enjoyed the miles and miles of state land horseback riding and hiking trails on the state land that backs up to this subdivision.</p> <p>Our concerns are if the Corridor I-11 is approved for this current route proposal, we will have noise pollution, air pollution and trash and no access to the state land out our back door which is why I bought here. Also we feel that our property values will certainly plummet and this not an emotional reaction, it is a fact. The proposed alternate route shows that 3 houses against state land will have to be removed. As I stated above the age group of our residents would have a severe impact for everything we have worked all our lives for. Have you ever driven on a freeway that was clean, free of trash and no noise?</p>	GlobalTopic_4 and GlobalTopic_5	Yurek_DT_I1144	I- 1144 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Yurek	Dale		Email	5/22/19 1:00 AM AT	<p>There are several stock water tanks that our wildlife use that will be destroyed on this route. The cattle, sheep and wildlife will no longer have water there. I have encountered desert tortoises several times at the water tanks were this proposed route will run right through these watering tank areas.</p> <p>As I understand, the desert tortoise is listed as "THREATENED" under the United States Federal Endangered Species Act and is considered vulnerable by the Internal Union for Conservation of Nature. (IUCN).</p> <p>We would like to recommend that you please reconsider this route and go further west of us and maybe even closer to state route 71 which is already equipped with on and off ramps and to my calculations is a shorter distance to the west? It is noted that you are trying to avoid the potential to impact to existing developments. Your proposed route is a definite impact to the Vista Royale subdivision. (SO PLEASE, MINIMIZE NEGATIVE ECONOMIC IMPACT TO THE VISTA ROYALE SUBDIVISION.)</p> <p>Thank you for including us in this project and we sincerely hope you will consider our concerns and that we can come to agreement that this is clearly not acceptable.</p>			I- 1144 -1a
Yurek	Joanne		Email	5/21/19 1:00 AM AT	<p>May 20, 2019 Comment on the Tier 1 Interstate 11 DEIS</p> <p>To Whom It May Concern at ADOT: I am against the alternative freeway route recommended in the ADOT study. This route is located west of Tucson and bypasses Tucson through rural Altar and Avra Valleys. I hope this recommendation is not followed and the other route closer to Tucson is chosen. Here are some of my top reasons that I am urging you not to accept this recommendation:</p> <p>1. It would ruin these important natural places for the wildlife and plants, our tourist / visitors, and residents. The alternative route would irreparably harm the public lands and tourist attractions that bring visitors to experience them. Residents like myself cherish these natural desert places and provide a place to de-stress and rejuvenate in an increasingly noisy and dirty world. The freeway would bring noise, light, air, and garbage pollution, and probably more ugly development like strip malls and cookie-cutter housing developments. It would irreparably harm the environment for already stressed wildlife and plants in this area. I know this first-hand since I have volunteered to eradicate pest plants and to document the diversity of plants in this area for many years. I have volunteered numerous times in this area (Near Saguaro National Park and Desert Museum) to help eradicate buffelgrass, a highly invasive grass that is an extreme fire hazard and chokes out the natural plants. I have also volunteered to document the native flora in the Tucson Mountain region with the Arizona Native Plant Society. The diversity of plants in this area is notable and has been documented by the Society, the Desert Museum and the Saguaro National Park. A freeway would undoubtedly bring in more exotic plants and other pests, endangering the natural flora and fauna.</p> <p>Sincerely, Joanne M. Basta, Ph.D.</p>	GlobalTopic_4, GlobalTopic_1 and BR-1		I- 1139 -1
Yurek	Joanne		Email	5/21/19 1:00 AM AT	<p>2. Bad and mis-guided economics. The alternative route costs more money and would not economically benefit the City of Tucson and Pima County. The other route would be closer to the city and benefit many small and large business and infuse more tax money into the area. Furthermore, the alternative freeway route runs close to the AZ Desert Museum and the Saguaro National Park which makes no sense to me in terms of attracting visitors and the money they bring. Don't we want to keep this area pristine as possible to protect the wildlife and plants, preserve what is special and what visitors come here for? Don't we also want to be forward thinking, caring and less selfish by preserving these wild and open spaces so we can share this special place for future generations to come? I urge you to consider these things and to select the route that is closer to the city.</p>	GlobalTopic_1, R-2, E_2, and BR-1		I- 1139 -2
Zablotny	Ken		Website	7/01/19 3:13 PM AT	<p>The proposed I-11 construction SHOULD NOT be built in any way shape or form in the AVRA valley. This will cause disruption in desert environment status, pollution in a pristine desert environment, possible contaminating or damage to City of Tucson Water storage facilities, etc.</p> <p>We suggest that the expansion run through the alternate routing of I-10 with expansion of lanes (I-10 is a death trap today with only 2 lanes westbound and 2 lanes eastbound) and traffic has exponentially grown over the 8 years that we have lived here and use I-10 almost daily). Build truck lanes exclusively (right lane only-no passing) like they do back east.</p> <p>Improve I-10's current/future needs along with the expansion for the north south growth of commerce. Let's not make Diamond Ventures Inc (the largest landowner benefiting tremendously by the I-11 proposal in the AVRA Valley) any richer than they already are.</p> <p>Thanks for your time. Ken Improve I-10 dramatically and this will serve</p>	GlobalTopic_4 and GlobalTopic_1		I- 2277 -1
Zache	Randy		Website	6/12/19 4:01 PM AT	<p>I oppose the I11 project for several reasons. Our highway maintenance people can't keep up with the roadway repairs on the roads we have in service now. Most people are concerned about air pollution. Build more roads and we end up with more motor vehicles in operation adding to the pollution that's already there. No matter how many costly studies are done, we won't know the environmental impacts until after the construction is done. Wildlife, people and the earth itself will be effected and we won't know to what extent for years to come. I know the governments are going to do what ever they want so these few words mean nothing but at least I put them out there.</p>	GlobalTopic_4, AC-7, AQ-1 and BR-1		I- 1506 -1
Zache	Zachary		Website	5/04/19 12:08 PM AT	<p>I oppose the blue proposed route as it would impact my neighborhood and quality of life. I do not want to be forced to sell my home in order for another freeway to come through.</p> <p>Much of the area surrounding the route through the Beloat corridor is inhabited by burrowing owls. These are a protected species and the presence of the freeway would adversely impact their habitat.</p> <p>The orange route impacts fewer families and protected species.</p>	AC-1 and BR-4		I- 526 -1
Zahl	J.		Email	5/30/19 1:00 AM AT	<p>To Whom It May Concern:</p> <p>I am writing to let you know that I am utterly outraged at the idea of this project decimating incredible desert beauty and wildlife. The reasons cited are ridiculous. As a frequent traveler to the area, I have had no issues with traveling there on the existing highways and byways. This will definitely hurt travel and tourism far more than it will help. I, for one, will plan trips elsewhere in the desert southwest where they value the beauty in nature. I am sure that your highway budget could be put to better use repairing and enhancing existing roads without destroying more of the natural beauty Arizona is so well known for. I am confident that your tourism revenue will decrease rather than increase if you proceed with this project, and cannot believe that any of those recommending this project have actually visited this amazingly beautiful part of your state.</p> <p>I hope that intelligent minds will prevail, and that you will reconsider this project. I will be forwarding your webpage to everyone I know, and strongly recommending that they review and also provide commentary to you. Sadly, this sounds like something President Trump, who appears not to care about the environment either, would support. I thought Arizona was smarter than that.</p> <p>J. Zahl</p>	GlobalTopic_4 and AC-7 and LU-3		I- 1636 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Zammit	Robert		Oral	5/11/19 1:00 AM AT	<p>MR. ROBERT ZAMMIT: My name is Robert Zammit. I'm speaking as a property owner in Tierra Linda Nueva. Tierra Linda is a community of 190 lots, approximately 50 percent with homes built on them already over the last 15 years, and with ongoing new home construction activity. Tierra Linda is located immediately southeast of the intersection of West Ina Road and North Avra Road, which is about three miles north of the Picture Rocks community.</p> <p>I object, as do many other property owners in Tierra Linda, to the more eastern, the purple alternative of the two proposed routes west of Tierra Linda. From the interactive map, I measured only 400 feet of space between the purple alternative route and our community. The more western of the two proposed routes, the blue alternative on the map, appears to be about four miles to the west of our community. The blue route generally lies in a much more rural location than the purple route, at least relative to the Tierra Linda community and to the Picture Rocks community.</p> <p>I'm in favor of the I-11 project generally. I think it will bring a great number of jobs to southern Arizona, not just during the initial construction phases, but over decades, as areas develop around the new freeway. Such development will occur organically over time with the input of property owners and community government, which will insure that such development is right for the community.</p> <p>The initial length, however, will be designated all at once and can't possibly take into account all of the things that will be implemented as a result of slow and careful consideration by future residents over time. I have no doubt that a great many property owners, especially the larger tracts of land beneath and around the blue alternative, will benefit financially from this future development. However, our community and others like us are already established and will not have the same treatment of implementing all developing properties between the interstate and the residential community, the kind of buffers that future developers and community leaders will necessarily take into consideration for new development in the more rural areas and the kind of buffers that help preserve and enhance property values.</p> <p>It is for this reason that I request that the blue more rural alternative be chosen, rather than the purple, at least in the area of Picture Rocks. Thank you.</p>	GlobalTopic_1		I- 1440 -1
Zammit	Robert		Oral	5/11/19 1:00 AM AT	To be blunt, the tens of millions of dollars which have been invested in developing existing residential communities cannot be moved. It is economically unfeasible. The rural lands and homesteads are more flexible in this regard and will ultimately, in my opinion, benefit greatly from this infrastructure development, while existing residential communities immediately adjacent to the freeway will not.	GlobalTopic_4		I- 1440 -2
Zammit	Robert	Tierra Linda Home Owners Association	Website	6/28/19 7:27 AM AT	<p>Please see community position expressed in the attached letter. Thank you, Robert P. Zammit (XXX-XXX-XXXX)</p> <p>[Text from Attachment]</p> <p>Tierra Linda Nueva HOA</p> <p>June 28, 2019</p> <p>FHWA/ADOT</p> <p>RE: I-11 Corridor Public Comment Letter</p> <p>Dear FHWA/ADOT:</p> <p>On behalf of the member of the Tierra Linda HOA, a 190 lot community on the southeast corner of Emigh Rd. and Avra Rd., the Tierra Linda HOA Board of Directors is stating its support of the Green Route as shown in the April 2019 "Highlights of the I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation" documents published by ADOT and FHWA, which was subsequently color coded blue, as the FHWA/ADOT's Recommended Corridor Alternative.</p> <p>96% of respondents to a community survey of which route they preferred (green, purple, or orange), stated support of the green route, which FHWA/ADOT color coded as blue, the Recommended Corridor Alternative.</p> <p>Sincerely, Tierra Linda HOA Board of Directors Robert P. Zammit (contact XXX-XXX-XXXX) Codi Craft Myron Cowell Judy Wunderle Michael Barry</p>	GlobalTopic_4	Zammit_R_TierraLindaNuevaHOA_O26	O- 26 -1
Zampieri	Janet		Website	7/06/19 10:12 AM AT	This is an absolutely foolish idea! We do not need this freeway! It will destroy pristine habitat. Stop this stupid interstate 11 project now!	GlobalTopic_4 and BR-1		I- 2637 -1
Zanit	Robert		Phone	5/14/19 1:00 AM AT	Hello, my name is Robert Zanit and I spoke for three minutes on Saturday, May 11th at the Marana High School public comment period and I wanted to know if there is a way that we can prepare a brief statement that members of our community, nearly 100 property owners could sign, have the option to sign and sign if they agree with the sort of community wide statement and submit that as a part of the public comment that I think are due either by May 31st or by July 8th, I'm not sure which. Anyway, thanks for all the good information that you made available last Saturday, and I look forward to hearing from somebody. My phone number is XXX-XXX-XXXX. Thank you, bye.	CO-3		I- 974 -1
Zatarian	Audrey		Website	6/23/19 1:08 AM AT	NO! I am opposed to the I-11 Highway project. I urge ADOT to scrap the idea completely.	GlobalTopic_4		I- 1972 -1
Zeman	Cher		Website	7/07/19 1:20 PM AT	Love the orange route. No brainer for me. Thanks for making such an easy choice. Less roads miles to build. That's got to save both time and money. Connects with federal highways I-10 and I-8 as well as existing Arizona roads. Audubon is happy. Goodyear developments happy. Me happy! Hurry up!	GlobalTopic_1		I- 2767 -1
Ziegler	Jerry		Email	5/07/19 1:00 AM AT	I would like to see the I-11 corridor impacts the least amount of farms and residents. It appears they want to veer off rt 85 and plow through the old historic town of Palo Verde and take it to Arlington where Hickmans egg plant is and then go up through tonopah to wickenburg. I'm assuming it is Hickmans political influence that may be a deciding factor in the chosen route. Keeping I-11 on Rt 85 all the way to the I-10 would make more sense. Less homes and farms would be taken by the government and it would be less of a tax burden widening existing highways. The "blue" route will put a lot of farmers out of business, take homes that don't need to be stolen by the government, raise hay prices because of the stolen farm lands, horses will be released into the wild because people won't be able to feed them. I live in Buckeye. So I am not directly affected. I do know and work with people who will be. Thank you, Jerry Ziegler	GlobalTopic_2, AC-4 and LU-1		I- 980 -1

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Zielinski	Leah		Oral	5/11/19 1:00 AM AT	<p>MS. LEAH ZIELINSKI: Hello. My name is Leah Zielinski. I have lived in Tucson for almost my entire life. The thought of building in Avra Valley I-11 on such protected land is absolutely devastating to me.</p> <p>I do not feel this option should have been considered. Saguaro National Monument and the Desert Museum are places that I remember going to as a child. These are places that should remain untouched in Tucson.</p> <p>When I feel a disconnect or feel stressed, I go out in nature to remember just how precious life can really be. It's more than possessions, money, or what I do for a living. These are places I go to to know I'm at home. These are places I'm holding much dearer to my heart than they were before.</p> <p>A close friend of mine and her partner will be losing their home if this plan is acted on. This is a home which has brought healing to many struggling people in society, including myself. I find it very hard to connect in city areas because of the go-go-go atmosphere, and the sanctuary has completely changed my life. Another one of my friends will be a mile-and-a-half from this obstruction, which will completely ruin the solitude she has built for herself and her property.</p> <p>These are two examples. I do not know if I can handle hearing any more, considering this information is overwhelming. I cannot imagine feeling the need to leave my own home when there is an alternative method which could have been used. I find it hard to believe anyone would be willing to destroy national monuments, feel comfortable asking people to relocate if they don't like it, and ripping apart the last big chunk we have of our desert to save two minutes commuting through Tucson.</p> <p>It disappoints me and what we stand for. Our nature is irreplaceable. We only have one planet. If we act on this destruction, we will never be able to go back and fix it. It will ruin what is left of our desert. It is awful when I think about how people will be affected, let alone the wildlife. This area is basically untouched. I think of how many little critters will lose their homes and have to relocate and most likely die, which is heart-wrenching. I believe very little will survive, if anything at all.</p> <p>I feel this plan is inconsiderate to our city and anyone living in the area and disrespectful to the very environment we live in. This is their home, not ours. Please reconsider moving forward.</p>	GlobalTopic_1 and R-2 and LU-1		I- 1460 -1
Zielinski	Leah		Website	5/09/19 5:45 PM AT	Due to the large footprint of the preferred alternative and the destructive and negative consequences to hundreds of thousands of acres of federally protected lands, local open spaces, and private property, the public comment period for this project should be extended by 120 days to September 28, 2019. The current comment period is only 56 days, or less than 2 months, which is unacceptable and does not give members of the public enough time to thoroughly review the Draft Environmental Impact Statement and write thoughtful, well-informed comments for your review and consideration. Thank you for considering my comment on this issue.	GlobalTopic_9		I- 715 -1
Ziemann	Sierra		Website	7/02/19 12:11 PM AT	Having this project take effect is going towards negative outcomes. I do not support this new highway as it will become a problem in many of the lives who live on the properties that are planned to be taken over by a highway, that no semi driver could even take because it's so far off route in many cases. This land that is planned to be taken over is not only home to many people and beautiful wildlife, it is a landmark for Native Americans and should be respected as such.	GlobalTopic_4, LU-1 and LU-5		I- 2315 -1
Ziemann	Teresa		Phone	7/02/19 1:00 AM AT	Hello, I am highly opposed to I-11. We can follow I-10 and double its width or create a truck lane just for trucks to pass through on I-10. There is no reason to disturb the Sonoran desert and there are animals. The tortoise range is up here at the end of Taylor Lane and that would totally disrupt those mountains have a lot of tortoises in it. I don't know if you know that, because I've seen them. So this is a very very poor idea. You also disrupt a lot of low income homes that are very very important to this community out here on Sahuarita Mountain Road and those low income homes on Taylor Lane provide homes for people who could not afford to relocate on the selling their land to ... for lower prices. So this is a very very bad idea this I-11. Thank you, oh and my name is Teresa Ziemann. Thank you, bye bye.	GlobalTopic_1, EJ-2		I- 3370 -1
Zill	David		Website	6/21/19 3:40 PM AT	I am against the proposed I-11 bypass. The project cuts through undeveloped desert land and will destroy the natural beauty of the area.	GlobalTopic_4 and AC-2		I- 1908 -1
Zimmerman	Selena		Website	7/08/19 10:50 AM AT	NO. Never. Ever ever. NO. NO. NO.	GlobalTopic_4		I- 2932 -1
Zinkl	Jan		Email	6/28/19 1:00 AM AT	<p>I contact you as a stakeholder, a regular visitor to the Tucson area. One of my favorite areas is the Avra Valley, Saguaro West, ASDM, Gilbert Ray and now Ironwood Forest. Putting an expressway through the Avra Valley would diminish the area significantly and potentially cut down on its tourism appeal. I also fail to see how the proposed route would do anything to significantly lower traffic as city really connects to nothing on the southern end. NO to an expressway in the Avra Valley</p> <p>Thank you. Jan ZinklDenver, CO</p> <p>Sent from Yahoo Mail on Android</p>	GlobalTopic_1, R-2 and E-2		I- 3338 -1
Zinkl	Janice		Website	5/06/19 10:45 AM AT	<p>I am a regular visitor to the Tucson area and thus a stakeholder. I would like to note that Saguaro West and Tucson Mountain Park are two of my favorite places. I come down there to see "real desert" such as the Avra Valley. I strongly support the I-11 alternative that follows the I-10 and I-19 corridor between Casa Grande. Keep it out of the Avra Valley.</p> <p>Thank you for your attention. ?</p>	GlobalTopic_1		I- 555 -1
Zinkl	Janice		Website	5/06/19 10:45 AM AT	I am asking that the public comment period on the Draft Environmental Impact Statement on the current proposed route be extended to September 28, 2019 so that all impacted parties private landholders to public lands stakeholders have time to thoughtfully comment.	GlobalTopic_9		I- 555 -2
Zintmaster	Jill		Website	5/11/19 3:46 PM AT	I strongly oppose the proposal for the I-11 route through Picture Rocks and Avra Valley. Instead, I support using the existing I-10 and I-19 routes and researching the future of more efficient, environmentally-friendly transportation technologies beyond even the use of freeways and conventional trucking and transportation.	GlobalTopic_4 and GlobalTopic_1		I- 797 -1
Zintmaster	Jill		Website	5/11/19 3:46 PM AT	Running this route past Saguaro National Park, Ironwood National Monument, and through an already designated mitigation area from the CAP canal makes zero sense to me. This land has already been designated as protected, precious, and vital to the natural health of our environment. Coming within 400 feet of Ironwood National Monument, less than 2,000 feet from Saguaro National Park, and crossing through the mitigation area is unacceptable. Irreparable damage will be done to the delicate natural balance of those areas. Our local economy also depends on the worldwide draw of those areas and others including the AZ-Sonora Desert Museum and Old Tucson Studios. Running a freeway right through the middle of this global attraction will devastate the appeal of these treasures.	GlobalTopic_1 and R-2		I- 797 -2
Zintmaster	Jill		Website	5/11/19 3:46 PM AT	I acknowledge the reality of growth and urban expansion. I recognize that our state is one of the fastest growing in the country and there are practical needs that come along with that. I drive on I-10 every day. I live in a developed community. I understand that beautiful desert land was trampled to build those things for me to benefit from daily. However, we need to maintain the balance. We need to respect the boundaries of National Parks and mitigation areas that have previously been set. They were established for a reason and we need to keep clear of them. Use the existing I-10 and I-19 corridors, maintain the balance of urban sprawl and respect for the beauty of the desert that brought so many of us here in the first place.	GlobalTopic_1 and R-2 and LU-3		I- 797 -3

Last Name	First Name	Submitted By	Submission Method	Date Comment Submitted	Comment	Response	Attachment	Tracking Code
Zirkle	Denise		Website	5/14/19 5:13 PM AT	The first time we heard about this interstate development plan was 3 or 4 years ago as visitors and we loved staying in a casita off Sandario Road for 8 years since 2008. The neighborhood was very quiet, peaceful, dark at night...captured the Milky Way in my Nikon camera one night and serene. We have since moved to Tucson Estates off Kinney Road and still enjoy the peaceful, quiet evenings. Our retirement park has limited street lighting due to the request of Kitt Peak Observatory. I cannot begin to imagine the impact the interstate lighting would have on the observatory viewing. What a shame that would be. Plus the noise and pollution...intense at times to residents all along the highway. In fact, thousands of residents will be displaced, many along Sandario Road where they purchased a life long home full of desert beauty, peaceful surroundings and very quiet 24/7. To me there are alternatives and one being a double decker highway following I-10 and/or lanes of traffic on I-10 that would switch directions depending on the time of day or evening. Many larger cities have this alternative to handle rush hour traffic. Our country NEEDS green space or desert space in this part of the country...the federal highways are a mess..I am traveling 3600 miles right now and have dodged potholes and have NOT enjoyed the horrible bridge crossings...ALL the bridges need repaired as they seem to be in very bad shape on ALL highways. We certainly do not need anymore federal highways to fix as there are NO funds in the budget to fix the roads. Pima County roads are worse now than they were in 2008 plus the trash all over the sides of the roads. Pima County should be ashamed to show visitors the trashy highways and county roads. Listen to the public...NO ONE wants this highway system!!!!!!!!!!!!!!!!!!!!	V-1, N-1, AQ-1, GlobalTopic_1 and AC-7		I- 912 -1
Zivic	Megan		Website	6/21/19 11:24 PM AT	As a Tucsonan, I oppose the I-11 alternative corridor through Avra Valley and Picture Rocks and implore you to consider the No Build option. The three critical concerns I have and why I oppose this alternative corridor are provided below. 1) This route will negatively impact the City of Tucson's water security This route will negatively impact CAVSARP which plays a vital role in water security for Tucson with a population of over half a million people. Possible trade benefits from a faster or less congested travel route should never be considered more beneficial than the City of Tucson's method of storing its allocation of Colorado River water. Especially given how prevalent drought has become in Arizona, this decision to impact our water security is a folly. 3) The stretch through Avra Valley and Picture Rocks is taking away a part of Tucson This area is beloved by so many Tucsonans who drive to Gate's Pass in the Tucson Mountains to watch the sunset over Avra Valley, just get in touch with the desert, or go star gazing. The light pollution from the highway will take away Tucson's connection to the Sonoran desert west of the Tucson mountains. I encourage anyone considering this alternative route to spend a sunset at Gate's Pass overlooking Avra Valley. Then you will understand the beauty and Tucson heart that is being taken away. 4) The highway will cause great environmental impacts in Avra Valley and will create a substantial amount of light pollution. This will be detrimental to Kitt Peak, the Arizona Sonoran Desert Museum, Saguaro National Park, and Ironwood. These negative impacts will hurt Tucson's economy.	GlobalTopic_1 and AC-6 and WR-2 and V-1 and R-2 and E-1		I- 1929 -1
Zivic	Megan		Website	6/21/19 11:24 PM AT	2) The economic benefit of this project is OUTSIDE of Arizona The project purpose and needs listed on the website do not specifically speak of the benefits to Arizonans. What pay-back will there be for Arizonan's to fund this alternative route? A major benefit of the study suggests travel time will be improved from Nogales to Nevada so we are just a stepping stone for folks who aren't going to spend any time here and take their economy elsewhere. The economical benefit will be instead to companies outside of Arizona. Why not instead invest in improving the current I-10 which will benefit Arizonans commuting through Tucson and Phoenix? The corridor between Tucson and Phoenix has greatly improved in the last couple of years as it has been widened to 3 lanes. Around 2010 the entire stretch of I-10 through Tucson was widened and I-19 is currently being widened as well near Ajo and Irvington. As a regular commuter through this route, I have noticed great improvements to travel congestion as a mere result of adding one more lane along this route.	E-3, GlobalTopic_4, and GlobalTopic_1		I- 1929 -2
Zollner	Wyatt		Website	7/04/19 6:20 PM AT	I am against this fwy. It will run right past my front door. I may be a kid but I love riding my bike and running around without loud trucks and cars honking horns. I don't want to hear sirens. I want my dogs and cats safe. I want fresh air and not to have my asthma bother me by dirty air from buses and trucks. Put the freeway in town and not where I live with my grandparents.	GlobalTopic_4		I- 2576 -1
	Board of Directors	Rancho del Conejo Community Water Cooperative	Website	4/17/19 8:08 AM AT	ACTING AT THE MEMBER'S ANNUAL MEETING ON DECEMBER 8, 2018, RANCHO DEL CONEJO COMMUNITY WATER CO-OP, NOW 48 YEARS OLD, OPPOSES ANY PROPOSED INTERSTATE 11 HIGHWAY THROUGH THE AVRA VALLEY AS IT WILL CAUSE IRREPERABLE DAMAGE TO OUR COMMUNITIES AND OUR WATER SUPPLY. IMPROVING INTERSTATE 10 IS PREFERABLE AND LESS EXPENSIVE.	GlobalTopic_1 and WR-1		A- 1 -1