



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

Nogales to Wickenburg

## COMMENT FORM

### Thank you for participating in the I-11 Draft Tier 1 Environmental Impact Statement public comment process.

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).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations.

It is helpful to ADOT and FHWA to receive comments on:

- Any alternative or mitigation measure you support or oppose and why
- The analysis of environmental impacts and performance of alternatives
- Information you believe is incomplete or incorrect

Please print your comments below. Comments must be received or postmarked by July 8, 2019.

My husband & I have lived in Pictorial Rocks for 27 yrs. We enjoy the quiet & wild life. Watching a sunset during the monsoons, enjoying the clean air. The area there is mostly untouched & we are able to enjoy the outdoors without the noise & pollution. The route would come within a mile of our home. I worry about our grandchildren 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.

#### Contact Information (optional)

Name Tom Allen & Jackie Hale Email \_\_\_\_\_

Address 12372 W. RANCHETTES DR

City TUCSON State AZ ZIP 85743

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Laura Douglas, ADOT Community Relations Project Manager, at 602.712.7683 or ldouglas@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

有关中文信息, 请致电 1-844-544-8049.

#### CONTACT

MAIL: I-11 Tier 1 EIS Study Team • c/o ADOT Communications • 1655 W. Jackson Street, Mail Drop 126F • Phoenix, AZ 85007

EMAIL: i-11ADOTStudy@hdrinc.com | PHONE: 1-844-544-8049 (Toll-free/bilingüe) | WEBSITE: i11study.com/Arizona

Democrats for Picture Rocks  
Picture Rocks AZ  
520-572-1881  
[www.democratsforpicturerocks.org](http://www.democratsforpicturerocks.org)

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.

*Given to the panel in Room 4/Tucson from  
from Catalina Hall 2nd speaker  
Room 4 Tucson*

Democrats for Picture Rocks  
Picture Rocks AZ  
520-572-1881  
[www.democratsforpicturerocks.org](http://www.democratsforpicturerocks.org)

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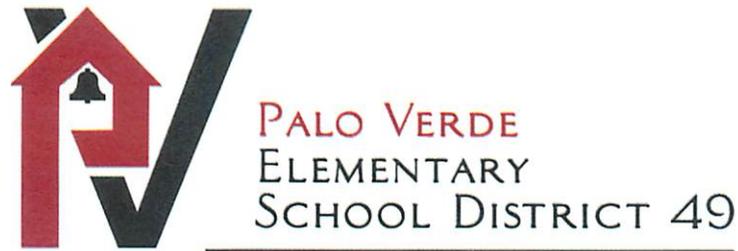
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*given to listening panel in Marana  
by Catalina Hall, who read  
the statement in the walk-in room*



June 11, 2019

Federal Highway Administrator, Nicole R. Nason  
US Department of Transportation  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, DC 220590-9898

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?

U.S. DEPARTMENT OF  
TRANSPORTATION

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EXECUTIVE SECRETARIAT  
FHWA

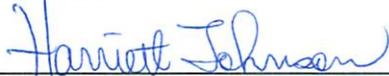
The proposed Blue route for the new Interstate 11 freeway would cost our community and our state too much economically. More importantly, it could cost our families, and especially our children, both physically and academically. In place of the Blue route, the alternative Orange route would save money, 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.

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



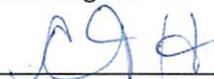
Harriett Johnson



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/>



June 11, 2019

I-11 Tier 1 EIS Study Team c/o ADOT Communications  
1655 W. Jackson Street Mail Drop 126F  
Phoenix, AZ 85007

RE: I-11 Objections to Blue Route

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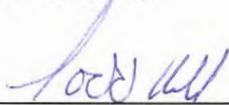
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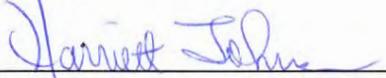
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Todd Hall



Harriett Johnson



Curtis Harris



Bill McLaughlin



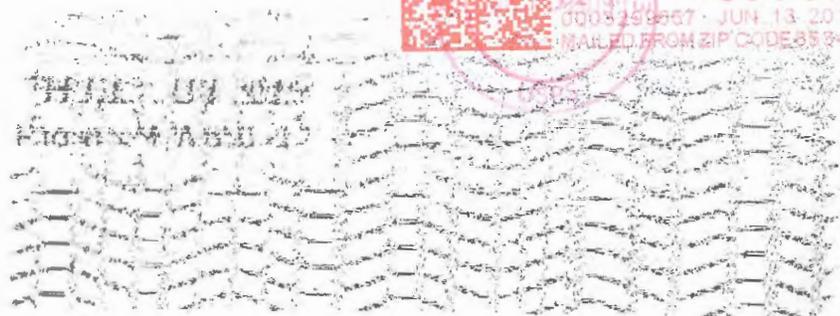
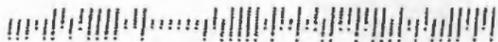
Cutter Holt

<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/>



**Palo Verde  
Elementary  
School District 49**  
10700 S. Palo Verde Rd.  
PO Box 108  
Palo Verde, AZ 85343

I-11 Tier 1 EIS Study Team c/o ADOT Communications  
1655 W. Jackson Street Mail Drop 126F  
Phoenix, AZ 85007

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June 7, 2019

I-11 Tier 1 EIS Study Team; c/o ADOT Communications

Subject: I-11 Corridor for Superhighway through Sahuarita, Az residential area.  
Opposition to:

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;

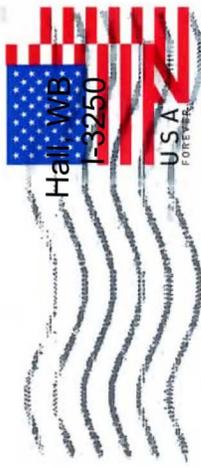
- 1.- Decrease greatly our home property value, the greatest asset we have.
- 2.- Possibly force us to move and receive a decreased payment for our homes.
- 3.- Greatly increase freeway traffic noise which will be constant.
- 4.- Cause unsightly views and block natural beauty of the desert.

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.

Thank you,

  
William Hall and Barbara Gurwitz-Hall  
17395 S. Placita Palmilla  
Sahuarita, Arizona 85629  
(520) 625-4319

**The Gurwitz - Hall's**  
**17395 S. Placita Palmilla**  
**Sahuarita, Arizona 85629**



PHOENIX AZ 852

06 JUN 2019 PM 9 L

I-11 Tier 1 ELS Study TEAM  
c/o ADOT COMMUNICATIONS  
1655 W. JACKSON ST.  
MAIL DROP 126F  
PHOENIX, AZ 85027



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

Nogales to Wickenburg

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- Information you believe is incomplete or incorrect

Please print your comments below. Comments must be received or postmarked by July 8, 2019.

Vote No

Time to look & use trains for the environment

Do the same purposes.  
transpiration  
maturation  
etc etc etc

#### Contact Information (optional)

Name Bonnie Hamilton Email [Signature]

Address 7054 N Boswell Lane

City Tucson State Arizona ZIP 85743

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#### CONTACT

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EMAIL: i-11ADOTStudy@hdrinc.com | PHONE: 1-844-544-8049 (Toll-free/bilingüe) | WEBSITE: i11study.com/Arizona





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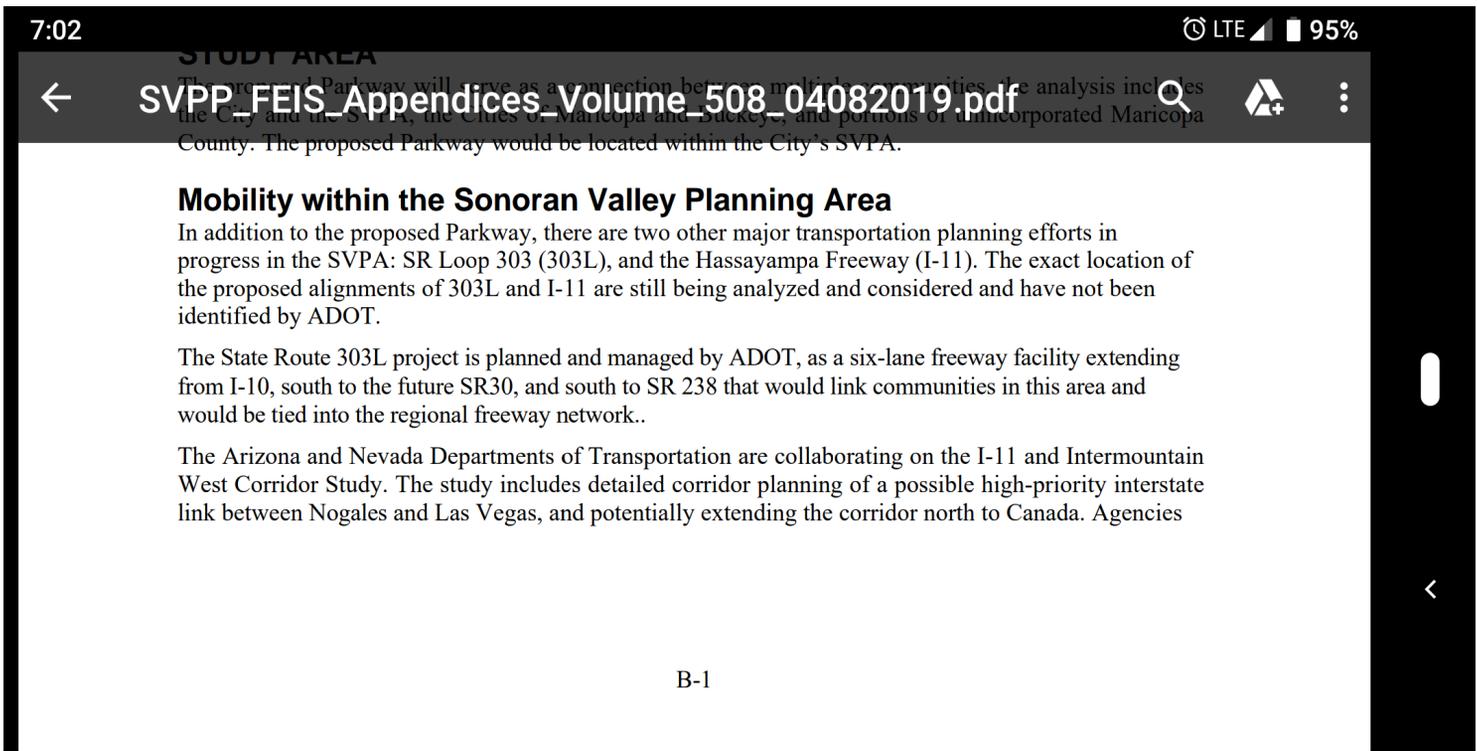
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detours along the way, like:

- A 271-mile-long route. It's a mix of building new highway roads and connecting to existing ones. From Nogales, it would pass Tucson to the west before cutting through Maricopa, Buckeye and Wickenburg.
- A 268-mile-long route that's mostly new highway. It would pass west of Tucson, Eloy and Casa Grande.
- A 280-mile-long route that's mostly existing highways. It would closely follow the route of I-10 before swinging far west and stretching all the way to Gila Bend.





To Jay Van Echo

Hardison, C  
I-3223

a copy of the email sent 4/17/19

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

Submitted - Public Comment Form

Website: [www.i11study.com](http://www.i11study.com)

April 17, 2019

I hope to meet you  
at the hearing -  
Palo Verde Energy  
Education Center -  
on April 29<sup>th</sup> -

Carolyn Hardison

Gardison  
P.O. Box 35  
Arlington, AZ 85322

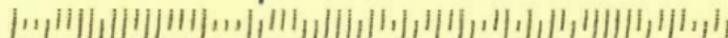
PHOENIX AZ 852

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I-11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson St.  
Mail Drop 126F  
Phoenix, AZ 85007

65007-327999



May 13, 2019

Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson Street,  
Mail Drop 126F  
Phoenix, AZ 85007

RE: I-11 Draft Environmental Impact Statement (DEIS)  
Recommended Alternative

Interstate 11 Tier 1 EIS Study Team,

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.

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.

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.

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.

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 Game and Fish as a third party, the cooperative agreement states this area is only to be used to preserve plants and wildlife and to provide an undeveloped corridor for wildlife movement.

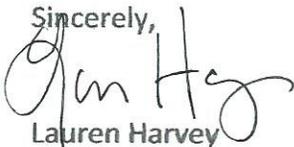
Management of the Tucson Mitigation Corridor and any other wildlife movement corridors should be managed by an agency with the interest and resources to monitor and respond to the changing needs of wildlife.

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.

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.

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.

Sincerely,



Lauren Harvey

11655 W. Tortoise Trail

Tucson, AZ 85743

(520) 603-6040

[lhconamara@gmail.com](mailto:lhconamara@gmail.com)

Subject: I-11 Proposed Corridor Opposition

7/6/2019

Dear ADOT,

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.

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.

Not only were the studies too 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.

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.

Thank you,

*Travis Harwell*

Travis Harwell

520-235-9118

[travis.harwell@yahoo.com](mailto:travis.harwell@yahoo.com)



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

## Nogales to Wickenburg

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Please print your comments below. Comments must be received or postmarked by July 8, 2019.

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. Wild life 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 <sup>trucks</sup> 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 NP/ Park diminished by the proposed I-11 Avra Valley Corridor. Instead upgrade the carry capacity of I-10 and I-19.

#### Contact Information (optional)

Name William Hatcher Email bill@billhatcher.com

Address 2033 E 9th

City Tucson State AZ ZIP 85718

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**Bill Hatcher**  
**Photography**

~~2033 E 9th St~~  
~~Tucson, AZ~~ P.O. Box 358  
~~Dolores, CO 81323~~  
85719 USA

PHOENIX AZ 852

13 MAY 2019 PM 5 L



1-11 Tier 1 EIS study team  
to ADOT Communications  
1655 W. Jackson street Mail Drop 126F  
Phoenix, AZ 85007

8500783279 C016



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



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

## Nogales to Wickenburg

### COMMENT FORM

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Please print your comments below. Comments must be received or postmarked by July 8, 2019.

Please do not build upon the proposed routes (blue or purple) <sup>near Phoenix</sup>. These routes disrupt homes, tourism (both from the national park <sup>area</sup> 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 effect the people in the area who are largely low income. On a personal level this is in an area that has issues with runaway children, the danger to those runaways if truckers are near by is astronomical. Please care about the safety and health of the children in this area

#### Contact Information (optional)

Name Anna Sunshine Herndon Email vapsgirl@yahoo.com

Address 7335 N Pear Tree

City Tucson State AZ ZIP 85743

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有关中文信息, 请致电 1-844-544-8049.

#### CONTACT

MAIL: I-11 Tier 1 EIS Study Team • c/o ADOT Communications • 1655 W. Jackson Street, Mail Drop 126F • Phoenix, AZ 85007

EMAIL: i-11ADOTStudy@hdrinc.com | PHONE: 1-844-544-8049 (Toll-free/bilingüe) | WEBSITE: i11study.com/Arizona





# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

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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.

#### Contact Information (optional)

Name Hayt Herndon Email haytherndon@gmail.com

Address 7355 N. Pear Tree Rd.

City Tucson State AZ ZIP 85743

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ADOT Project No. 999 SW 0M5180 01P | Federal Aid No. 999-M(161)S

[i11study.com/Arizona](http://i11study.com/Arizona)

Statement on Preferred I-11 Corridor through Avra Valley

John P. Hewitt  
55 Richards Rd  
Columbus, Ohio 43214  
(614) 546-9329

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.

Environmental Justice

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 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.

The preferred corridor through the Avra Valley does not meet standards of environmental justice.

### Cumulative Impacts

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.

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.

The preferred corridor through Avra Valley should be eliminated because of its cumulative negative impact on the environment.

### Potential for Environmental Pollution

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.

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.

On the grounds of danger to water supplies along the preferred corridor through the Avra Valley should be eliminated from further consideration.

### Impact on Wildlife

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.

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.

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.

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.

## Degradation of Saguaro National Park and other Resources

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.

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.

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.

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.

## 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.

I am writing to strongly oppose the creation of Interstate 11.

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.

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](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.

Sharon Hinkle  
PO Box 95  
Buckeye, AZ 85326  
May 17, 2019

Dear Madam:

My name is Sharon Hinkle. My husband Larry and I live in the Community of Palo Verde, Arizona.

The current proposed I17 route from Nogales to Canada is scheduled to go right thru 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 alternative route that would go from I8, north up SR85 to the I10 freeway. This land has already been taken by the State. My Gnomes home was taken in this acquisition. No one else would lose their home 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 tax payer 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.

Most Respectfully,  
Sharon Hinkle  
Sharon Hinkle



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

## Nogales to Wickenburg

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Please print your comments below. Comments must be received or postmarked by July 8, 2019.

PO Box 92, Buckeye, AZ 85326 Sharon Hinkle

Why would you make a new route when you already have interstate 8 and State Route 85. You already have taken my Moms home (where I grew up in the 70s) for SR 85. Would it not be more cost effective to use roads you already have instead of displacing so many people.

#### Contact Information (optional)

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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有关中文信息, 请致电 1-844-544-8049.

#### CONTACT

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Please print your comments below. Comments must be received or postmarked by July 8, 2019.

Why would you not follow more of the power line area towards Mobile area?

#### Contact Information (optional)

Name Brian Honaker Email idc2bestmom@gmail.com  
 Address 16238 W Riggs Rd  
 City Buckeye State AZ ZIP 85326

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Subject: Comments on I-11 Draft Tier 1 Environmental Impact Statement

To: ADOT

From: Michael & Kathleen Houghtaling  
5115 N. Sabino Foothills Dr.  
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 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.

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-unprecedented-report/>

To Whom IT MAY CONCERN

I'M NOT MUCH OF A WRITER SO I'LL KEEP  
THIS SHORT. I'M NOT REAL POLITICAL BUT I KNOW WHAT'S  
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.

ANYWAY DON'T BELIEVE THIS IS ANYTHING GOOD.  
WHAT WOULD IT SAVE A COUPLE MILES FROM NOGALLES TO PHEONIX  
WHAT WOULD IT HURT THE ENVIRONMENT LIVES OF FAMILIES  
AND WILDLIFE, WATER SOURCES,

YEAH I'M AGAINST IT  
PLEASE DON'T DO THIS

THANK

JOHN M HOWE



## Bill Hubbard's Opposition to I-11 in Avra Valley

Overview: I am opposed to the portion of proposed I-11 that goes from Sahuarita to Marana through Avra valley.

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?

**April 25, 2019**

**To I-11 Tier 1 EIS Study Team:**

**We live in Vista Royale subdivision at 22155 W El Grande Trail, we also own the vacant lot located at 22115 W El Grande Trail. 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,**

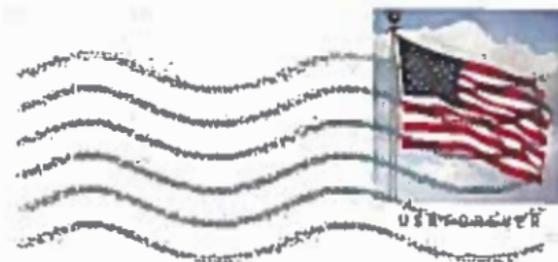
*Pam Hubbard + Tom Hubbard*  
**Tom & Pam Hubbard**

TOM: MIMI PINDUSTIL  
72155 W EC GRANDE TRAIL  
VICKENBURG, AZ

85390

CASPER WY 825

25 APR 2019 PM 2 T



1-11 TIER 1 EIS Study Team  
C/O ADOT COMMUNICATIONS  
1655 W. JACKSON STREET  
MAIL DROP 126F  
PHOENIX, AZ

85007

85007\$3217



I-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 I11 study in Wickenburg area

Prepared by:

Dale Keiser  
35600 S. Antelope Creek Road  
Wickenburg, AZ 85390  
Tel: 928 684 1013  
[rte@ibab.org](mailto:rte@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.

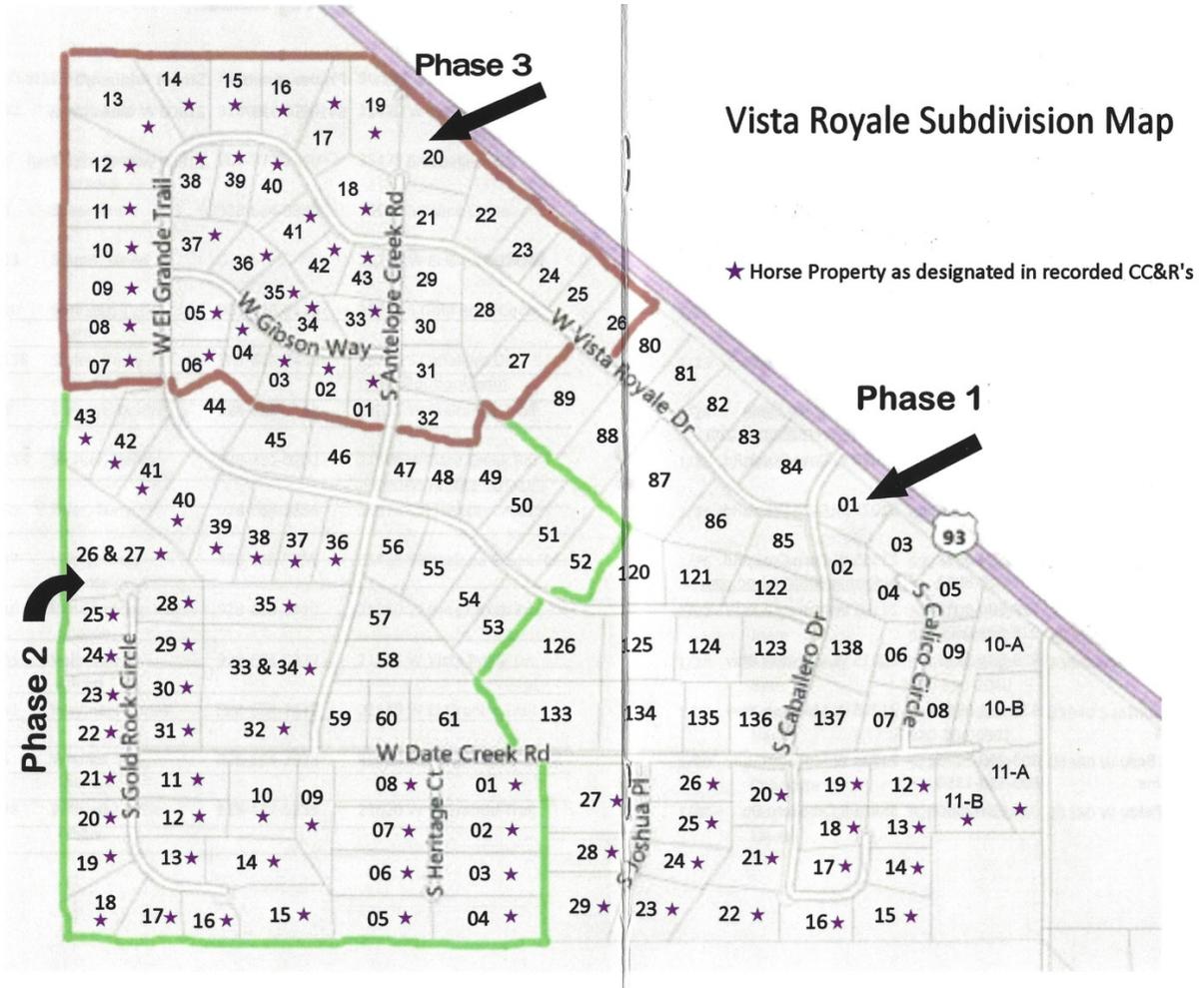
I would like to tell you about our community and some of the things that are important to us that you may not be aware of. Then I would like to explain how the Recommended Alternative is in conflict with these important things. Then, rather than just complain, I would like to offer a modified Alternative (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.



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**



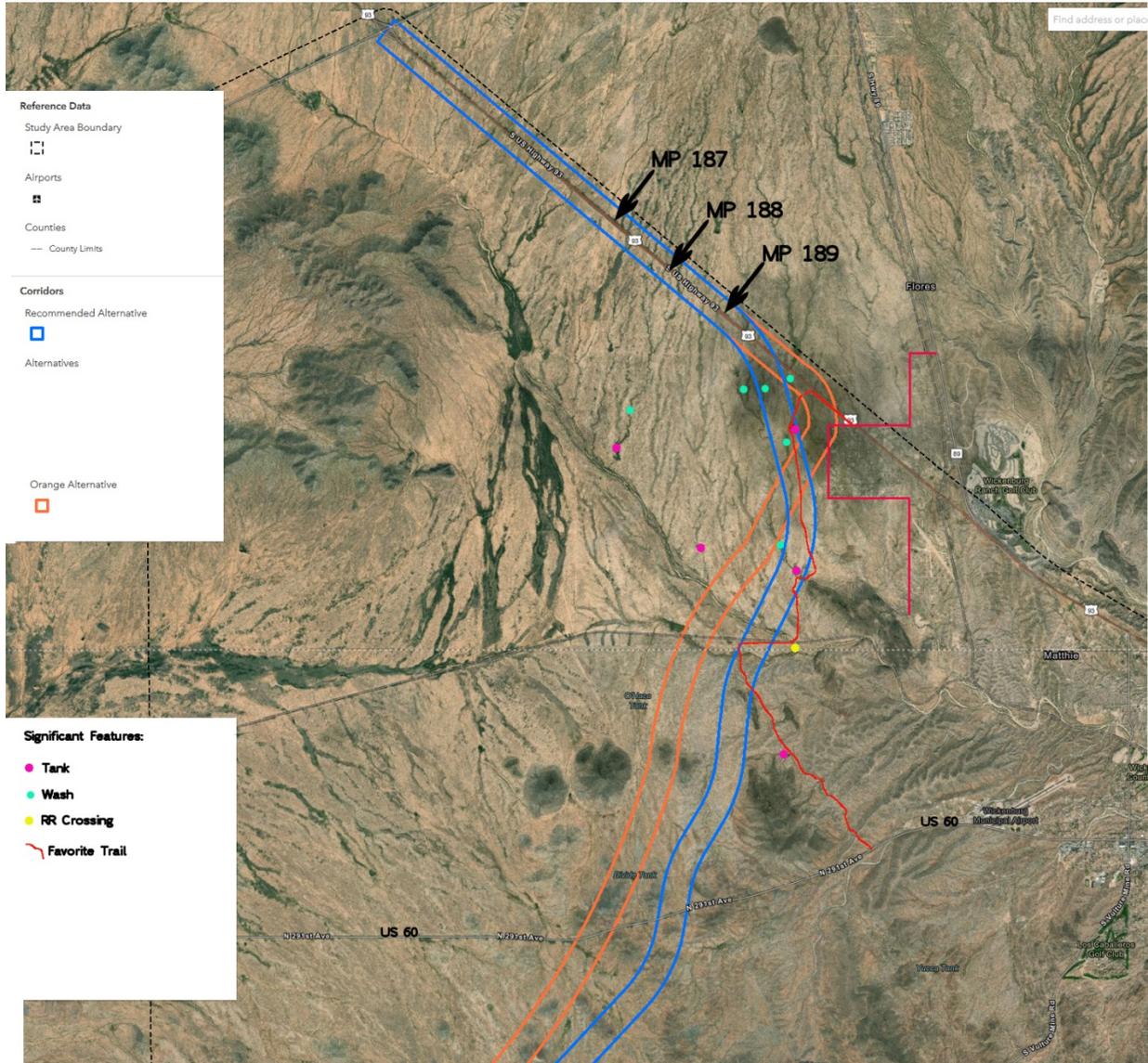
A RARE BEAUTY! Live the way you always dreamed it to be in in this Territorial 4Bedroom with 3Bath. Huge Kiva Poles Adorn Entrance and Open Living Nestled on Nearly 3 acres. Dining surrounded by Windows of Stunning Views. Enjoy the Luxury of the Master Bedroom Suite. All opening to Covered Patios Leading 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! Landscaped with Mature trees and Plantings. MLS 5796554 NOW REDUCED !

This brochure does a pretty good job of defining the “feel” of Vista Royale. 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 I11 a few hundred feet away?



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.



I11 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 I11 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:**

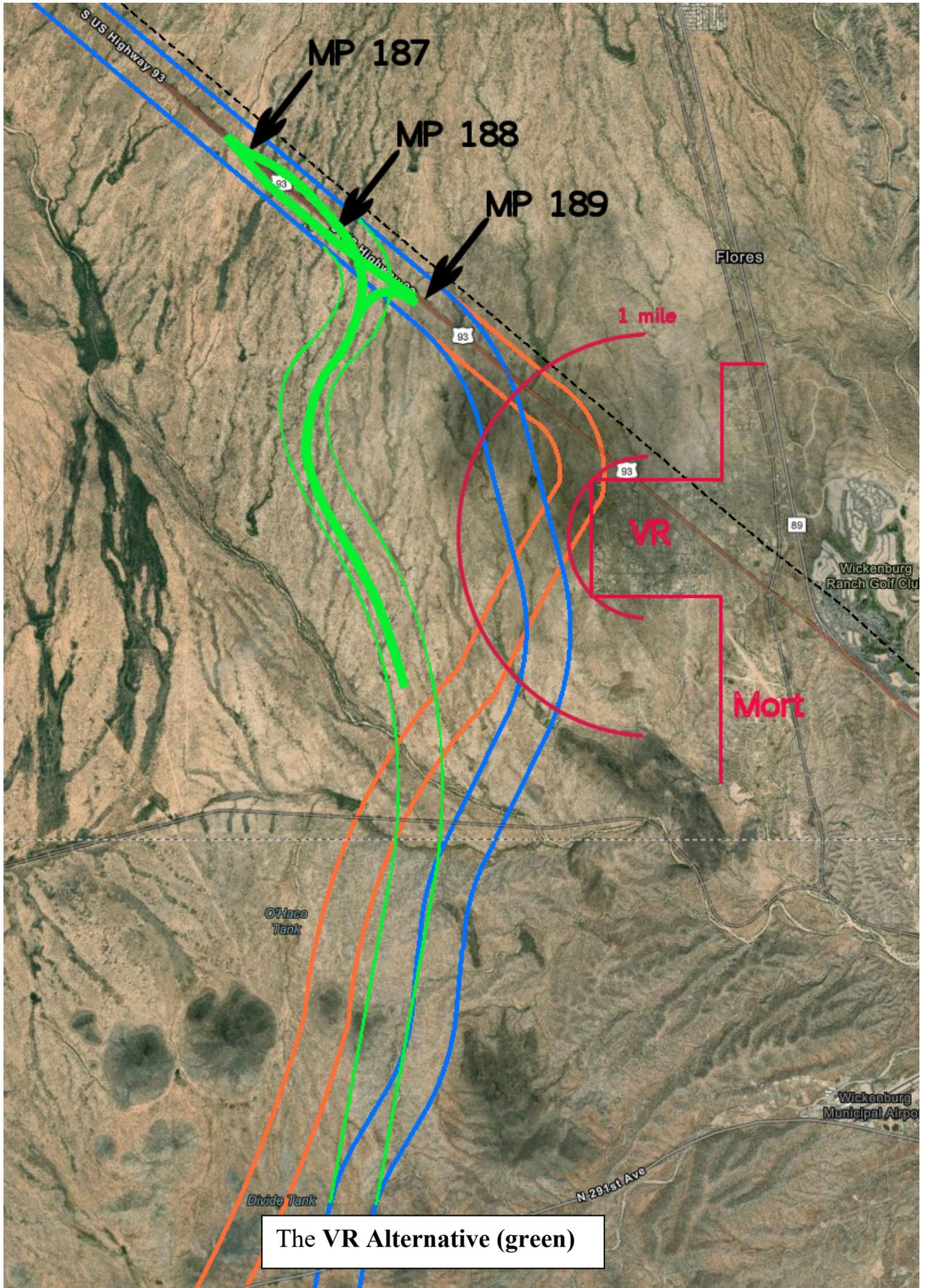
### **Regarding Public Interest:**

- 1) Try to understand why the intersection of I11 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 I11 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 I11.
- 7) Retain the HWY93 / US60 connector trail.
- 8) Minimize the negative economic impact to VR.

Following is a map showing the **VR Alternative**.



The VR Alternative (green)

## DISCUSSION OF THE CONSIDERATIONS FOR THE VR ALTERNATIVE:

- 1) Try to understand why the intersection of I11 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?*

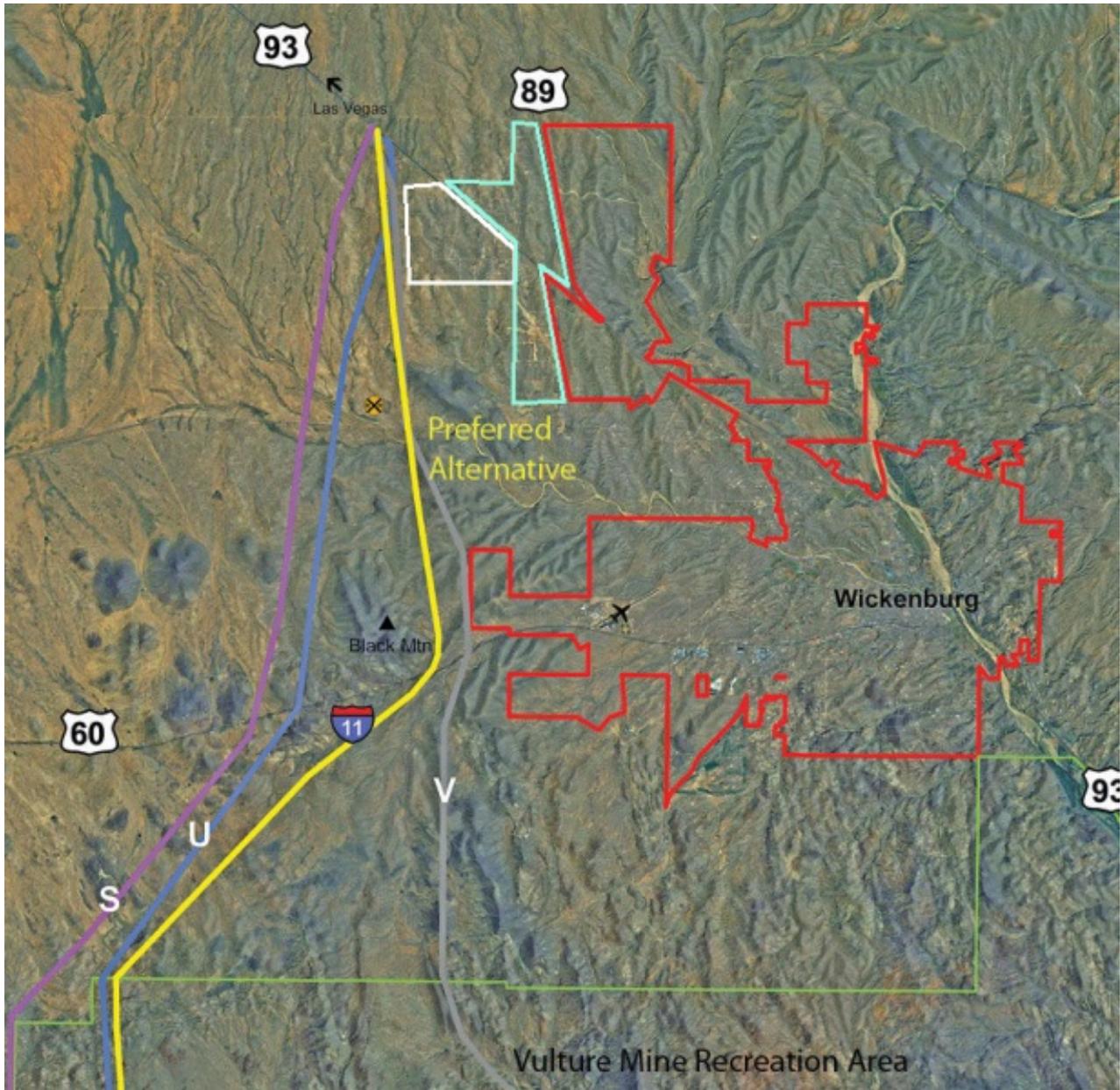
The I11 Study Process defines and emphasizes the importance of **Purpose and Need**. After that, a technical analysis is tasked with, among many other things, “minimizing potential to impact existing development”.

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?

I understand the Purpose and Need of I11. 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.

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.

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:



**Town of Wickenburg submitted “Preferred Alternate” route**

In the letter to the MAG, the TOW specifies that it wants to provide for the visibility from I11 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 V in 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 I11 to downtown Wickenburg near businesses and the airport and is not concerned about its connector point at MP189.

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.

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.

I briefly viewed a document at the Wickenburg I11 meeting that referenced TOW Resolution 2043 and one sentence reference a connector point at “MP189”. I understood that to specify the same point as all other Alternatives rather than a specific request for the connector point to be at MP189. I am unable to find that document on the I11 Study site. I find a date entry of May 1, 2017 in Wickenburg public records for Resolution 2043. I find an earlier I11 study document that shows I11 connecting to HWY93 at MP189. That would indicate that MP189 was chosen long ago and that the TOW had nothing to do with it.

**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.**

**I think we are safe to request that the MP189 point be moved.**

Of course, nothing says that there will be no objection if we change the tie point away from MP189.

**If we leave the connector point at MP189 per the VR Alternative, there is no reason for objections.**

It would be advantageous to Vista Royale to move the tie point even farther West, primarily to move the interchange structure farther away.

**Even though the VR Alternative is a reasonable compromise, VR would ask that I11 engineers work to optimally distance the roadway and the interchange from the VR development.**

***2) What is the logic for the path of the corridor as it approaches the HWY 93 intersection?***

It appears that the MP189 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 MP189 connector point minimizes that concern.

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.

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.

3) Move I11 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.

4) Retain as much open area, open view, and open access as possible.

The VR Alternative pushes the open area to near max. I11 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.

Accessibility to areas west of I11 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.

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.

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 OHV's, pedestrians, equestrians, and wildlife at several locations along the US60 to HWY93 stretch of I11.**

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.**

- 6) Provide safe access routes for people and wildlife across I11.

See #4. These issues may come into play during a later Study Level.

- 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.

- 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.

## **CONCLUSIONS:**

There is no chance to relocate the I11 completely out of sight of VR.

The current Blue Preferred Alternative is unacceptable for many reasons to everyone in the VR community.

The **VR Alternative** is an acceptable (in my opinion) version of the I11 corridor in our area. The corridor is moved as far as possible from Vista Royale. The State Engineers could optimize the roadway within that corridor and possibly gain more separation if given enough incentive (public feedback!).

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.

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.

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.

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.

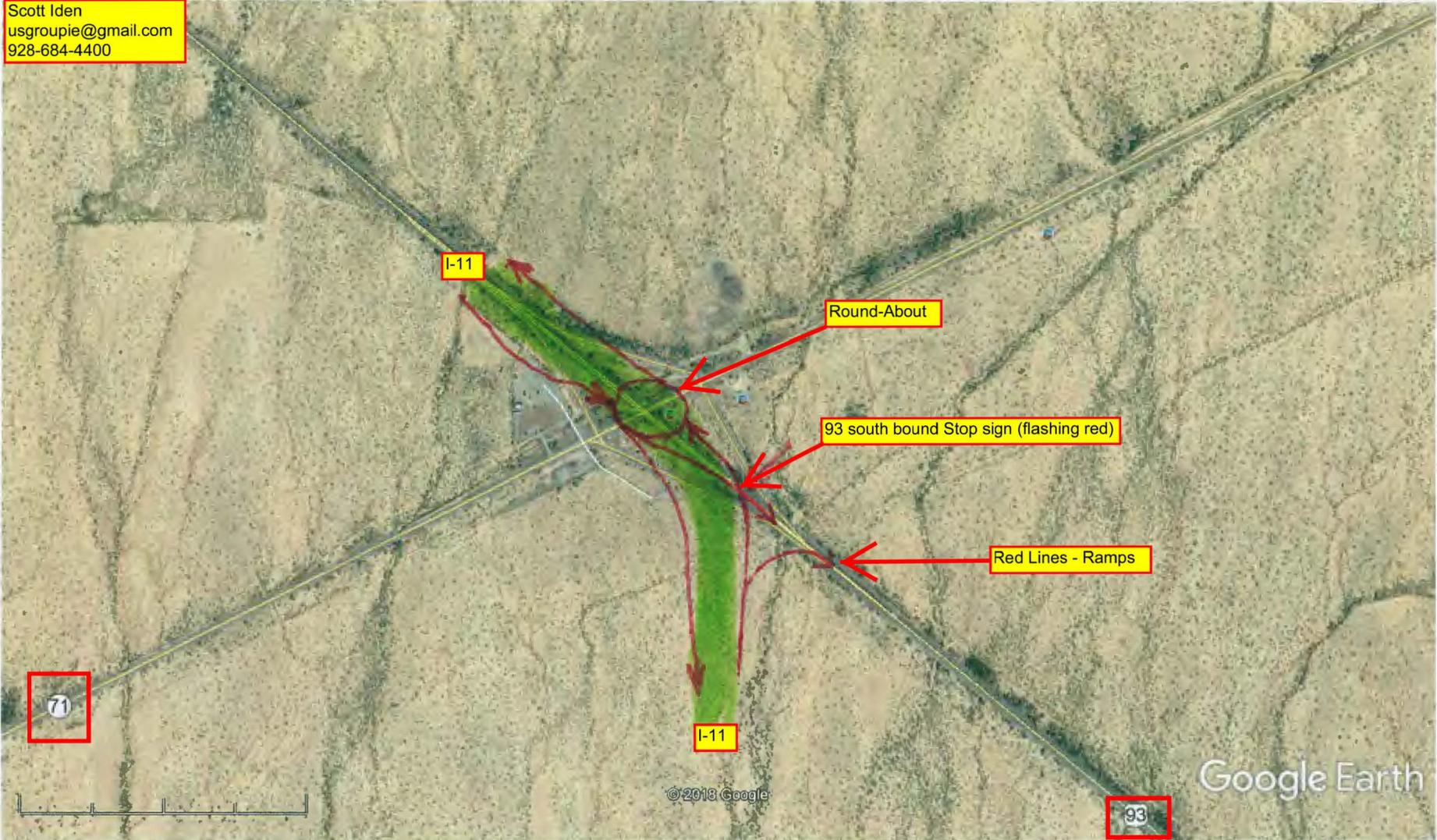
**The impact of I11 on Vista Royale can only be negative. Distance will improve the situation for VR. In my opinion, there is little downside to the State to meet that request. I think we can all win! I hope you agree.**

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.

Thanks again,

Dale

Scott Iden  
usgroupie@gmail.com  
928-684-4400



Google Earth



**Subject:** I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg comment  
**From:** noreply@smartcomment.com  
**Date:** 5/17/2019, 10:46 AM  
**To:** usgroupie@gmail.com

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.

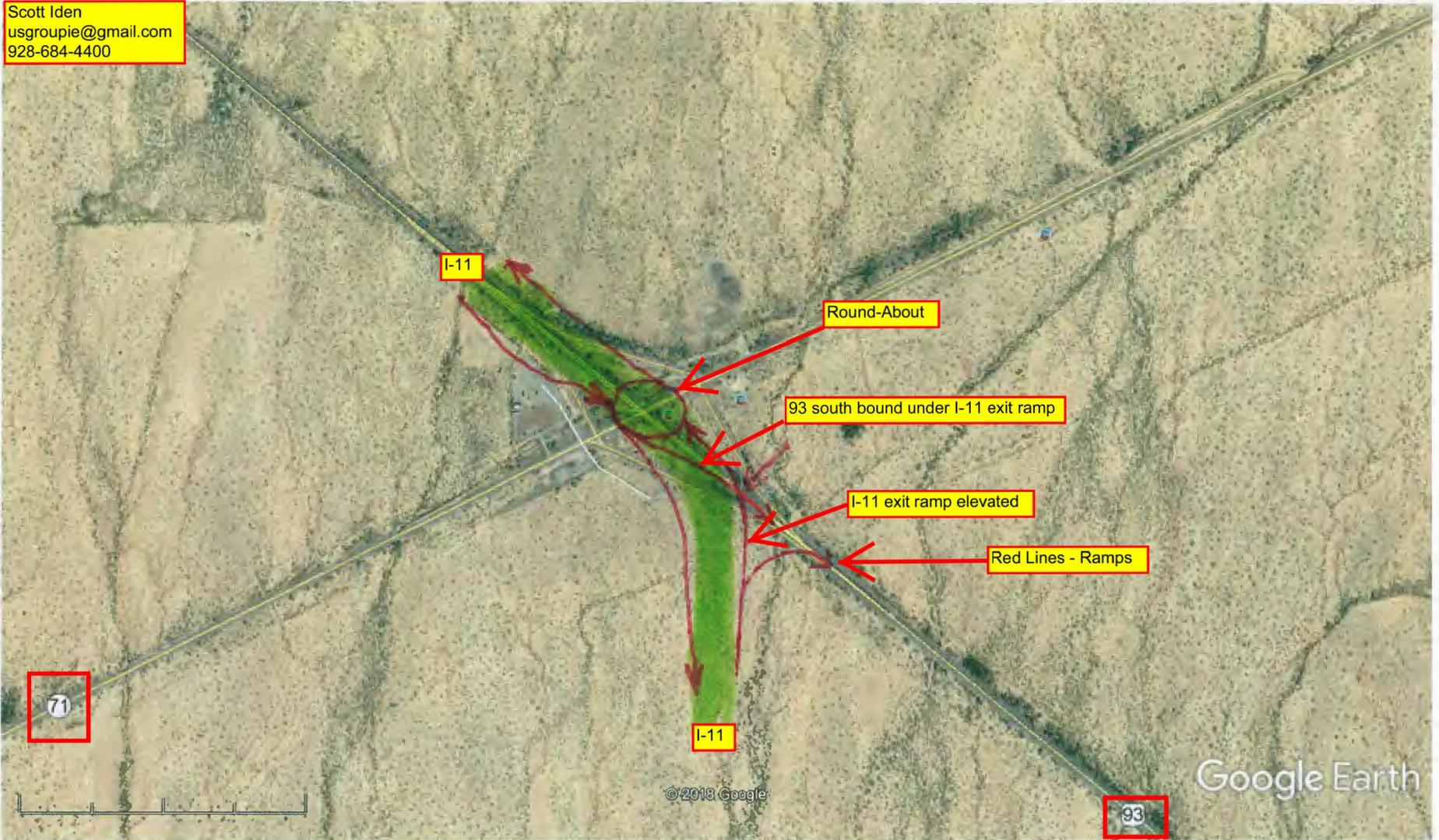
**Name:** Scott and Susie Iden  
**Address:** 35925 S. Heritage Court  
**City:** Wickenburg  
**State:** Arizona  
**ZIP:** 85390-3494  
**Email:** usgroupie@gmail.com

**I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS) Nogales to Wickenburg**

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.

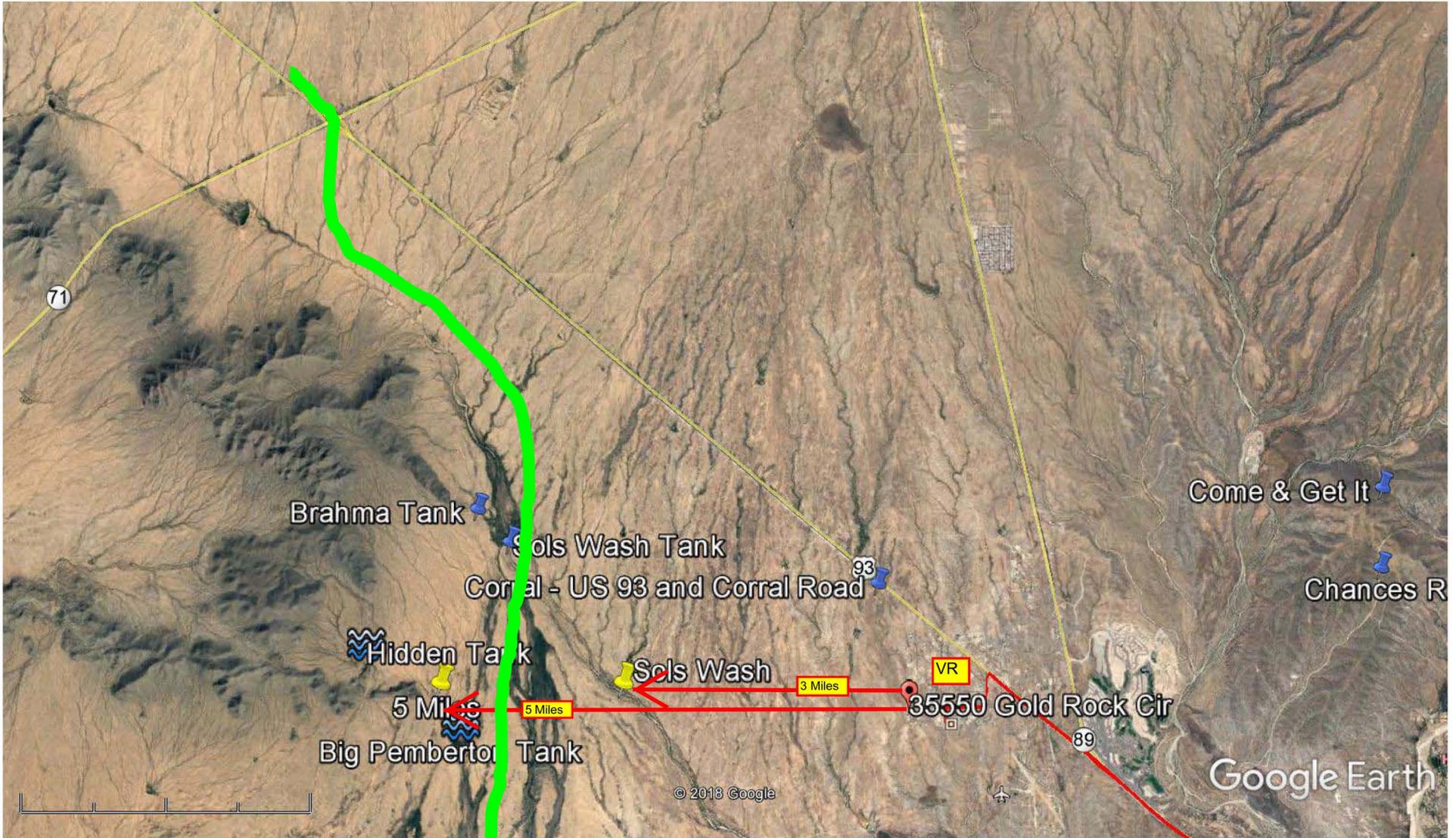
**Attachment(s):**  
I-11 - US 93 - SR 71 - round-about.pdf

Scott Iden  
usgroupie@gmail.com  
928-684-4400



Google Earth

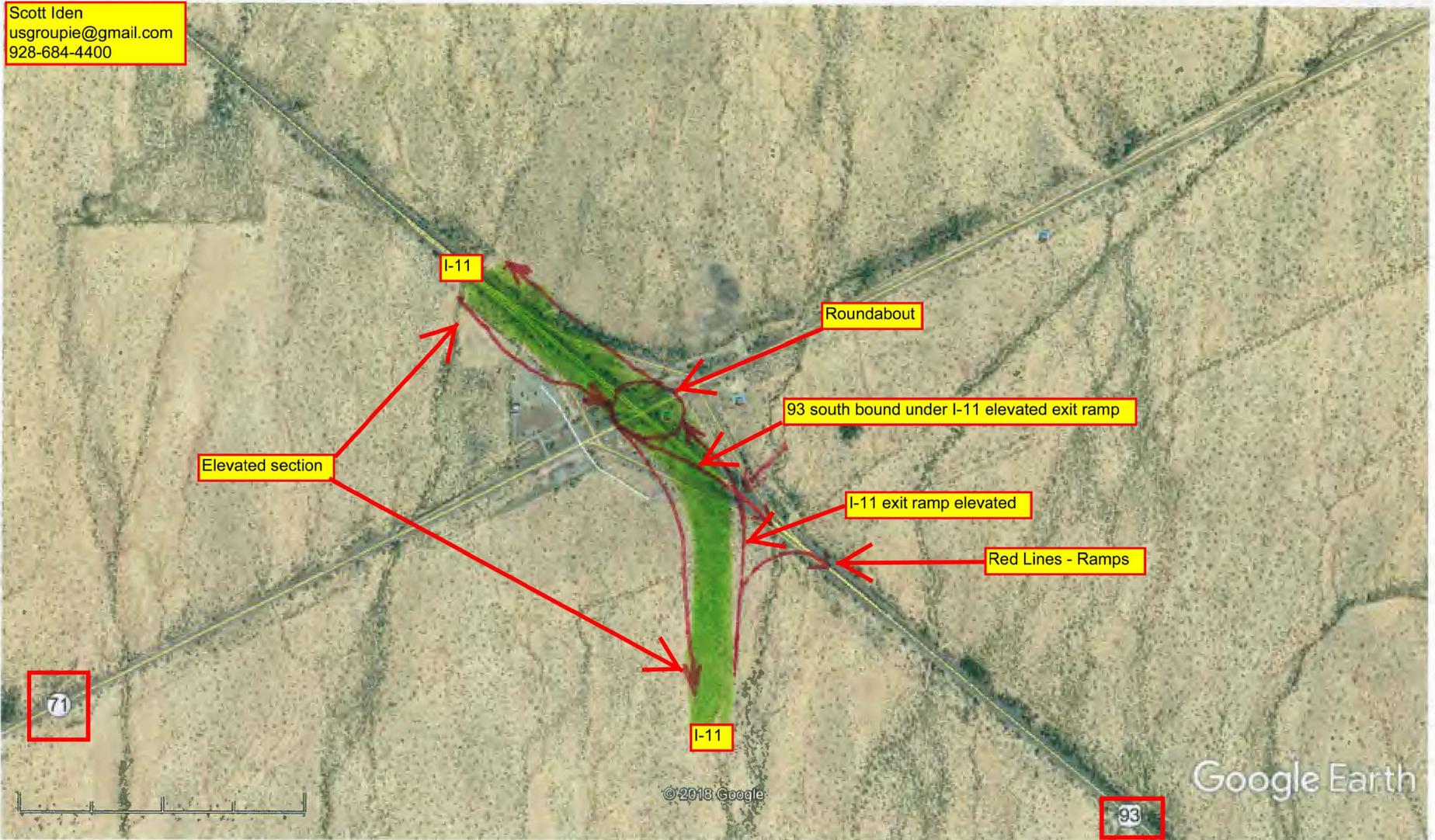




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Scott Iden  
usgroupie@gmail.com  
928-684-4400



Elevated section

I-11

Roundabout

93 south bound under I-11 elevated exit ramp

I-11 exit ramp elevated

Red Lines - Ramps

71

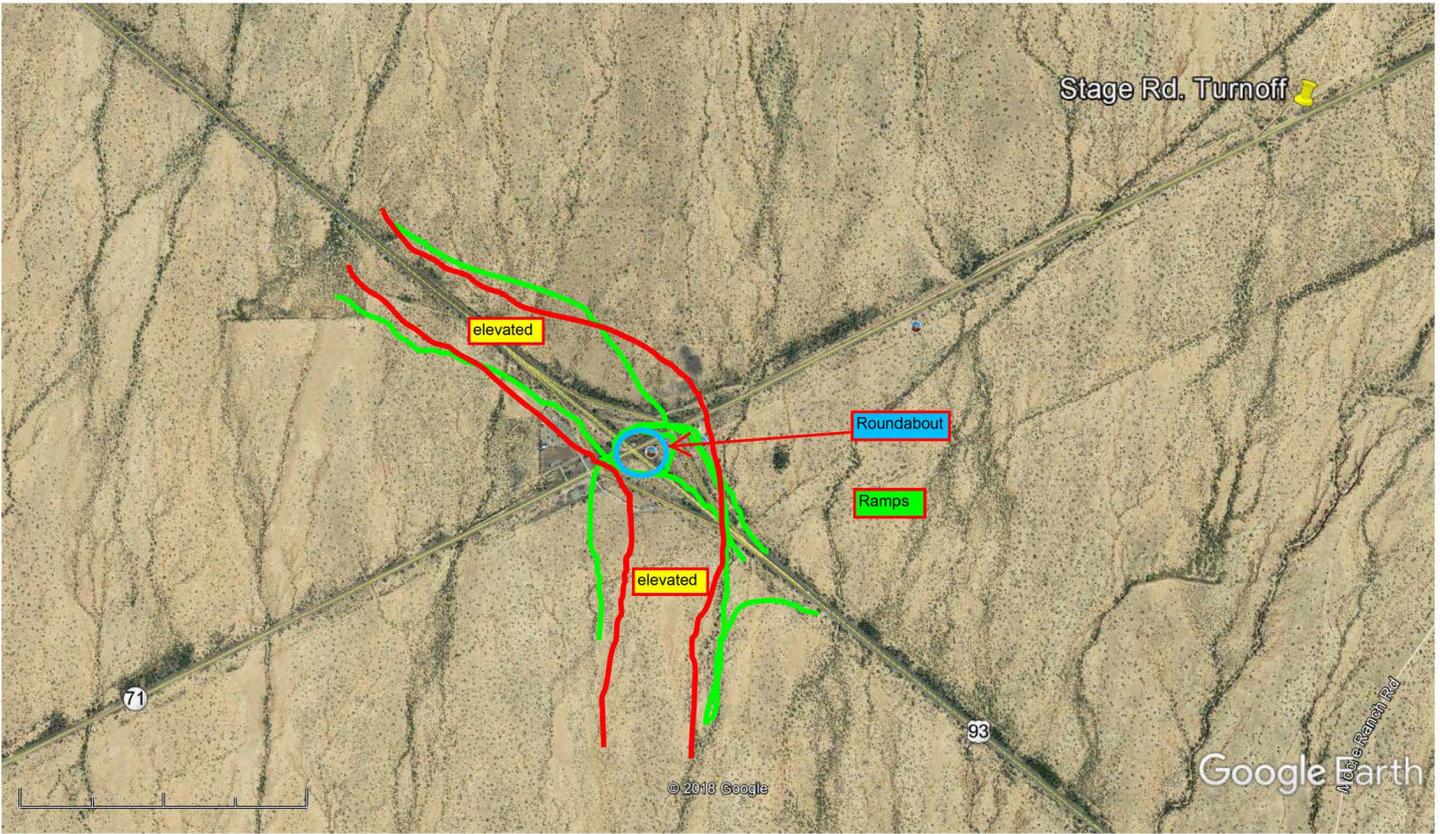
I-11

93

Google Earth

Google Earth

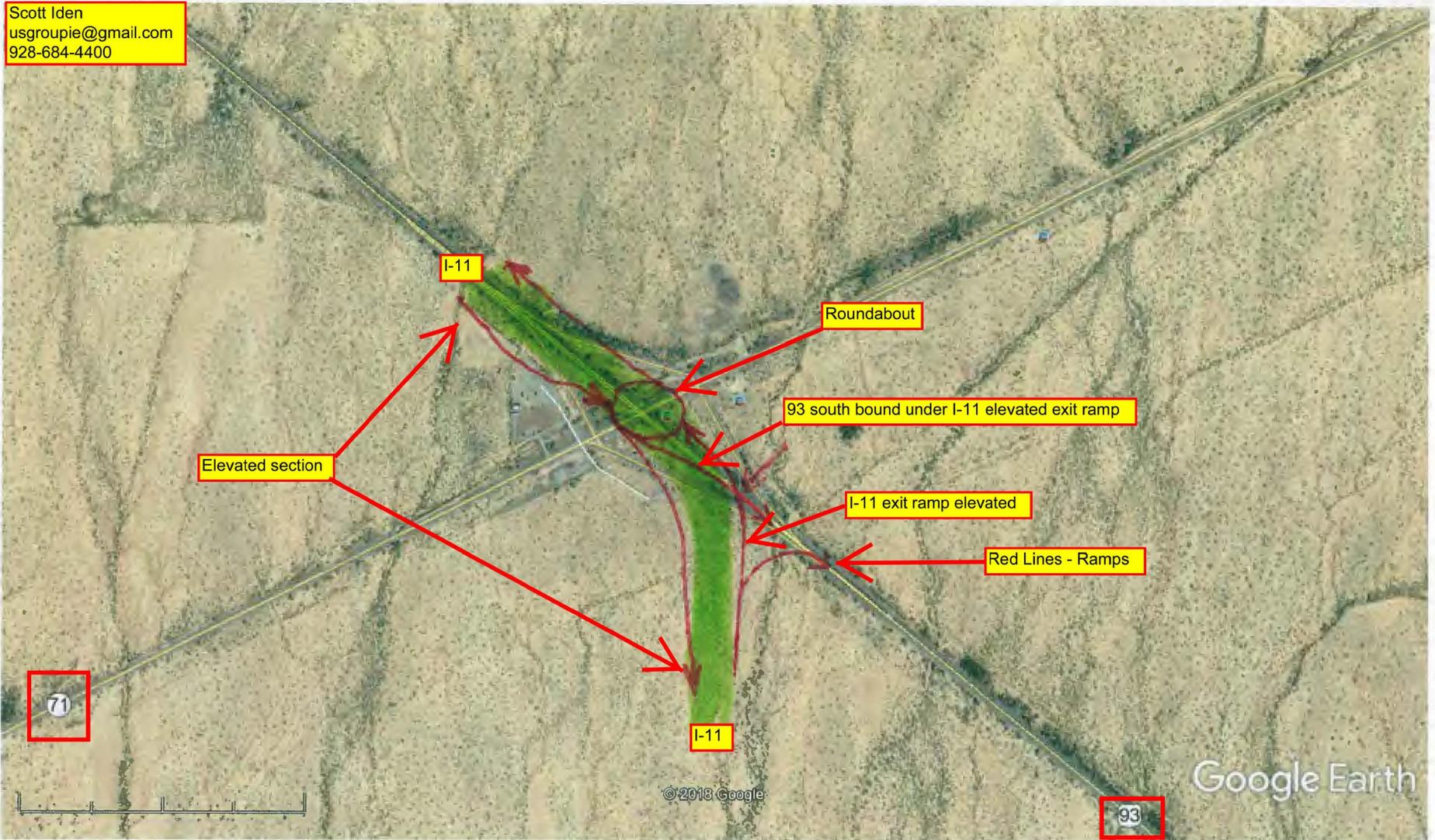




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Scott Iden  
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928-684-4400



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## El Dorado Holdings, Inc.

Dear Sir/Madam:

This letter concerns the section of the proposed Interstate 11 located in Buckeye, Arizona, between I-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.

### **Demographic and Planning Context**

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.

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 one million future Buckeye citizens, and all the residences, jobs, amenities, and commercial activities to support them.

### **The Hassayampa Framework Study**

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. Though 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.

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



## El Dorado Holdings, Inc.

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.

### **Douglas Ranch—The Home of Interstate 11**

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.

### **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 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.

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.

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.



## El Dorado Holdings, Inc.

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.

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.

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.

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.

We urge you to move the recommend alternative to Option X within the City of Buckeye.

Very truly yours,

A handwritten signature in black ink that reads "K. Michael Ingram". The signature is written in a cursive, flowing style.

K. Michael Ingram  
Founder & CEO  
El Dorado Holdings, Inc.



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

Nogales to Wickenburg

## COMMENT FORM

### Thank you for participating in the I-11 Draft Tier 1 Environmental Impact Statement public comment process.

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).

When submitting comments, please be as specific as possible and provide details on your concerns and recommendations.

It is helpful to ADOT and FHWA to receive comments on:

- Any alternative or mitigation measure you support or oppose and why
- The analysis of environmental impacts and performance of alternatives
- Information you believe is incomplete or incorrect

Please print your comments below. Comments must be received or postmarked by July 8, 2019.

1. You colocate along I-19 south of Sahuarita — Why not continue through the current I-10 corridor?
2. You do NOT account for the damage to wildlife only SNP West and Picturo Rocks and Marana and Ironwood Forest.
3. This is a giveaway to the trucking industry — Billions for an un-needed road that destroys Avra Valley & the Tucson westside tourism attractions and generates more urban sprawl
4. I recommend a NO BUILD!

#### Contact Information (optional)

Name Mike Ingram Email ingrammip@earthlink.net  
 Address PO 86474  
 City Tucson State AZ ZIP 85754

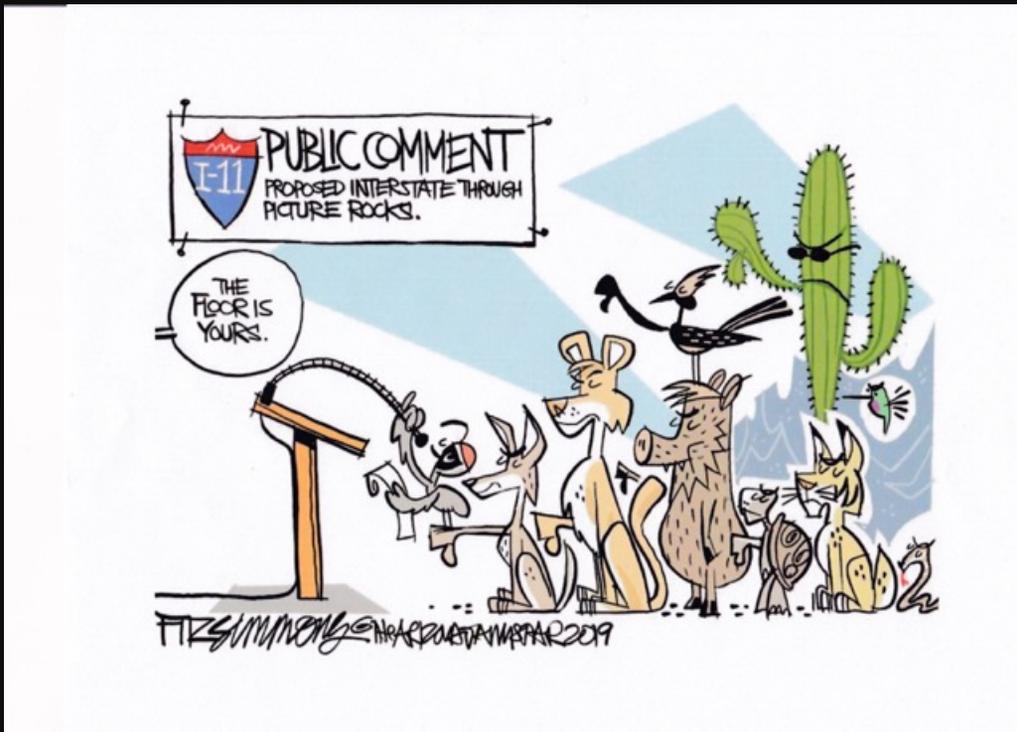
Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Laura Douglas, ADOT Community Relations Project Manager, at 602.712.7683 or ldouglas@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

有关中文信息, 请致电 1-844-544-8049.

#### CONTACT

MAIL: I-11 Tier 1 EIS Study Team • c/o ADOT Communications • 1655 W. Jackson Street, Mail Drop 126F • Phoenix, AZ 85007

EMAIL: i-11ADOTStudy@hdrinc.com | PHONE: 1-844-544-8049 (Toll-free/bilingual) | WEBSITE: i11study.com/Arizona



**Lale Johnson**  
**35975 S. Joshua Place**  
**Wickenburg, AZ 85390**  
lalejohnson@frontier.com

July 4, 2019

ADOT  
i-11 Tier 1 Study Team c/o ADOT communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007  
[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

RE: I-11 and the residential subdivision Vista Royale

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.

Of all places you could put I-11, why would you choose to put it up against our neighborhood?

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.

if you proceed with bringing I-11 to our neighborhood, you will not only take our way of life away from us, but you will create noise and cause us grave health concerns from the pollution.

This option has already negatively impacted our neighborhood financially due to the threat of us being saddled with I-11.

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.

The outgoing mayor of Wickenburg has voiced his disapproval of your route at the April 30, 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 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.

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-about). It makes little sense to provide them with additional traffic that I-11 would create.

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.

Your main objective is to provide a north-south transportation that connects U.S. 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.

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)

Your current route plan is not a good choice.

Thank you for your time and consideration.

Best regards,



Lale Johnson

Attachments: 1

cc:

The Honorable Doug Ducey  
Governor  
1700 West Washington Street  
Phoenix Arizona 85007

The Honorable Martha McSally  
U.S. Senate  
404 Russell Senate Office Building  
Washington DC 20002

The Honorable Kyrsten Sinema  
U.S. Senate  
2200 East Camelback Road, Suite 120  
Phoenix, Arizona 85016

The Honorable Paul Gosar  
U.S. House  
122 N. Cortez Street, Suite 104  
Prescott AZ 86301

The Honorable Noel Campbell  
Arizona State House  
Capitol Complex  
Room 305  
1700 West Washington  
Phoenix AZ 85007-2890

The Honorable Steve Pierce  
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The Honorable Rowle P. Simmons  
Supervisor  
Yavapai County District 1  
1015 Fair Street  
Prescott, AZ 86305



# North Section: Screening Results

**Screening Outcomes**

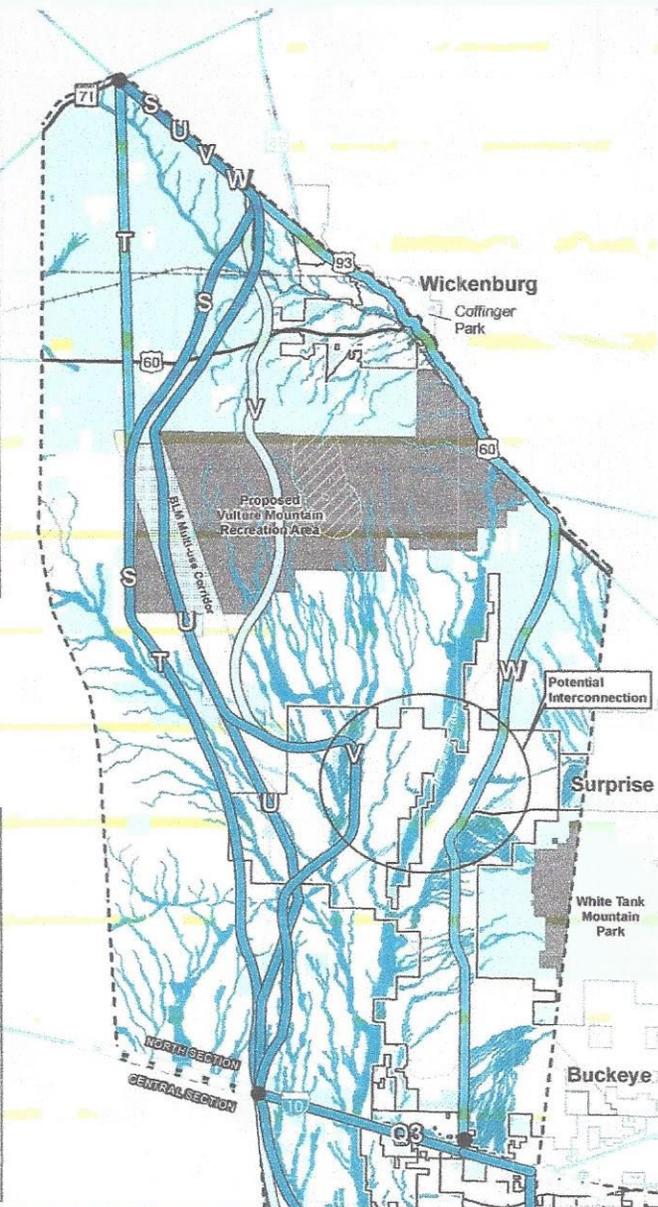
**Corridor Option**

- Recommended for Advancement to Tier 1 EIS
- Undergoing Additional Analysis
- Recommended for Elimination
- Endpoint

**Environmentally Sensitive Area**

- Critical Habitat \*
- Lakes and Ponds
- Wetlands
- Area of Critical Environmental Concern on BLM Land
- Wilderness \*
- Roadless Area \*
- National Monument (N.M.) \*
- National Park \*
- Park and Recreation Area
- Tribal Lands \*
- State Wildlife Area
- Tucson Mitigation Corridor \*
- 100-Year Floodplains
- DeAnza Historic Trail \*

\* Not found in North Section



**Legend**

- Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Airport
- Bureau of Land Management (BLM)
- Bureau of Reclamation
- National Forest (N.F.)
- Private (no color)
- State Land
- Military

Scale: 0 to 10 Miles

Criteria	S	T	U	V	W
Population and Employment Growth			▲	▲	◆
Congestion and Travel Time with Diversion Benefits	◆	◆	◆	▲	▲
System Linkages and Interstate Mobility	◆	◆	◆	◆	◆
Economic Activity Centers	◆	◆	◆	▲	◆
Sensitive Environmental Resources	◆	◆	▲	▲	

◆ Best meets criteria    ▲ Reasonably meets criteria    ▲ Least meets criteria

Note: Screening results are comparative to each other.

**Lale Johnson**  
**35975 S. Joshua Place**  
**Wickenburg, AZ 85390**  
lalejohnson@frontier.com

July 4, 2019

ADOT

i-11 Tier 1 Study Team c/o ADOT communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007  
[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

RE: I-11 and the residential subdivision Vista Royale

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.

Of all places you could put I-11, why would you choose to put it up against our neighborhood?

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.

if you proceed with bringing I-11 to our neighborhood, you will not only take our way of life away from us, but you will create noise and cause us grave health concerns from the pollution.

This option has already negatively impacted our neighborhood financially due to the threat of us being saddled with I-11.

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.

The outgoing mayor of Wickenburg has voiced his disapproval of your route at the April 30, 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 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.

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.

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.

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**Corridor Option**

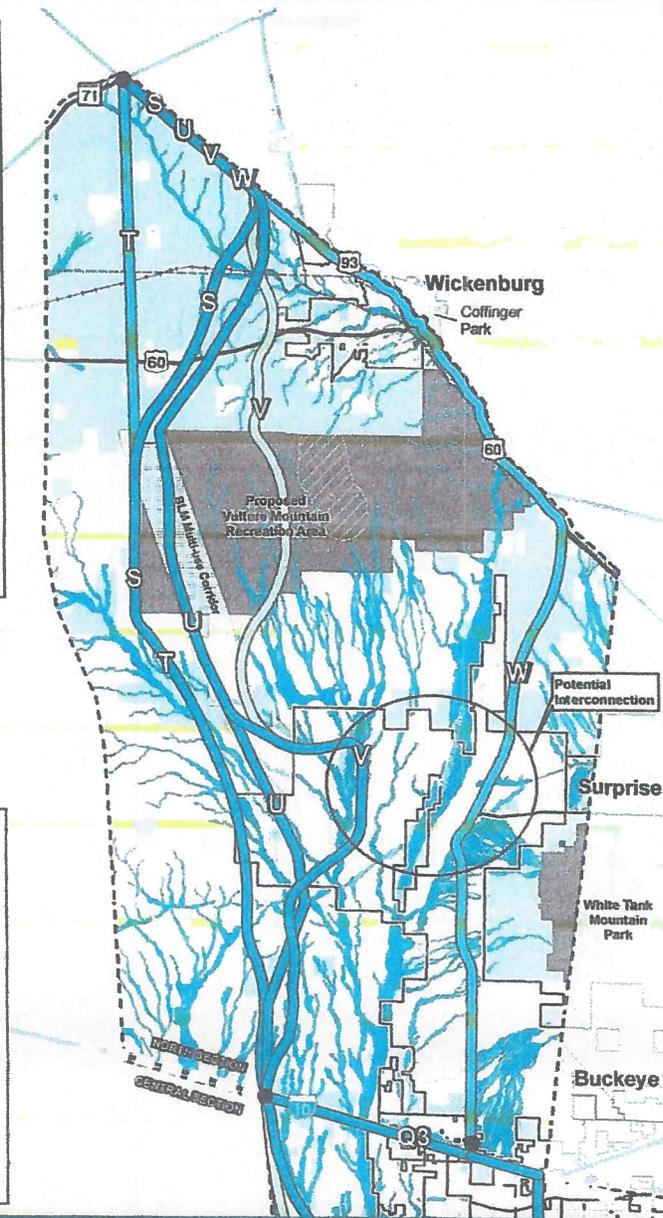
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# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

Nogales to Wickenburg

## COMMENT FORM

### Thank you for participating in the I-11 Draft Tier 1 Environmental Impact Statement public comment process.

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- Any alternative or mitigation measure you support or oppose and why
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- Information you believe is incomplete or incorrect

Please print your comments below. Comments must be received or postmarked by July 8, 2019.

To tear down beautiful state park + homes to only save 1hr. of travel time is not worth destroying.

I bought a home in Aura 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.

I worried about the drug traffic that will come. It will be a SUPER Highway for more drugs to come in this country.

This High way will raise or lower property values.

Accidents will happen and affect us. Making our commuting time longer

#### Contact Information (optional)

Name Susan Johnson Email \_\_\_\_\_

Address 5565 N. Puma Rd

City Marana State AZ ZIP 85653

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有关中文信息, 请致电 1-844-544-8049.

#### CONTACT

MAIL: I-11 Tier 1 EIS Study Team • c/o ADOT Communications • 1655 W. Jackson Street, Mail Drop 126F • Phoenix, AZ 85007

EMAIL: i-11ADOTStudy@hdrinc.com | PHONE: 1-844-544-8049 (Toll-free/bilingüe) | WEBSITE: i11study.com/Arizona



# PROYECTO DE DECLARACIÓN DE IMPACTO AMBIENTAL DE NIVEL 1 DE LA INTERESTATAL I-11 Y EVALUACIÓN PRELIMINAR DE LA SECCIÓN 4(f) (PROYECTO DE EIS DE NIVEL 1), de Nogales a Wickenburg

## FORMULARIO DE COMENTARIOS

### Gracias por participar en el proceso de comentarios públicos sobre el proyecto de declaración de impacto ambiental de nivel 1 de la I-11.

El Departamento de Transporte de Arizona (ADOT) y la Administración de Autopistas Federales (FHWA) invitan a todas las partes interesadas a enviar sus comentarios sobre cualquier aspecto del proyecto de EIS de nivel 1. ADOT y FHWA tendrán en cuenta todos los comentarios al preparar la versión final de EIS de nivel 1, que incluirá las respuestas a todos los comentarios recibidos durante el periodo de comentarios sobre el proyecto de EIS de nivel 1 e identificarán una alternativa preferida (una alternativa a favor de la construcción o la alternativa en contra de la construcción).

Al enviar sus comentarios, sea lo más específico posible y proporcione detalles sobre sus inquietudes y recomendaciones.

**Escriba sus comentarios en letra de imprenta a continuación. Los comentarios se deben recibir o sellar antes del 8 de julio de 2019.**

### A ADOT y FHWA les resulta útil recibir comentarios sobre:

- cualquier alternativa o medida de mitigación que usted apoye o no apoye, y por qué;
- el análisis del impacto ambiental y el rendimiento de las alternativas;
- la información que cree que está incompleta o es incorrecta

possibly hours.  
I do not want the rift-wrafft  
coming into my neighborhood!  
USE this money to fix the existing  
Highways.  
Keep our lands + state parks!  
Take the Highways through some  
rich mans yard. Stop cheating  
and hurting the little guy!!

### Información de contacto (opcional)

Nombre \_\_\_\_\_ Correo Electrónico \_\_\_\_\_

Dirección \_\_\_\_\_

Ciudad \_\_\_\_\_ Estado \_\_\_\_\_ Código Postal \_\_\_\_\_

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable), ya sea por el idioma o por discapacidad, deben comunicarse con Laura Douglas al teléfono 602.712.7683 o a ldouglas@azdot.gov. Las solicitudes deben presentarse lo antes posible para permitir que el Estado tenga la oportunidad de disponer las medidas necesarias.

如需中文文件请致电 1-844-544-8049

### CONTACTO

**CORREO POSTAL:** Equipo del estudio de la EIS de nivel 1 de la I-11 • a/c Comunicaciones de ADOT • 1655 W. Jackson Street, Mail Drop 126F • Phoenix, AZ 85007

**CORREO ELECTRÓNICO:** i-11ADOTStudy@hdrinc.com | **TELÉFONO:** 1-844-544-8049 (línea gratuita/bilingüe) | **SITIO WEB:** i11study.com/Arizona



N.º de proyecto de ADOT 999 SW 0M5180 01P | Subvención federal n.º 999-M(161)S

[i11study.com/Arizona](http://i11study.com/Arizona)

Scotty Johnson  
May 8, 2019

Comments Submitted During Public Open Comment Period Regarding ADOT's Recommend  
Alternative Route For the I-11 Corridor

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. 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.

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.

- 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 21<sup>st</sup> century, not the 20<sup>th</sup>. 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.
- 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 20<sup>th</sup> 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.

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.

I look forward to your responses to my comments below.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.



# I-11 DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT AND PRELIMINARY SECTION 4(f) EVALUATION (DRAFT TIER 1 EIS)

Nogales to Wickenburg

## COMMENT FORM

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- Information you believe is incomplete or incorrect

Please print your comments below. Comments must be received or postmarked by July 8, 2019.

I am for I-11

Traffic has not been controlled after all

the new homes. we spend too much in traffic

Tucson deserves New Highway

Area valley (and owner).

#### Contact Information (optional)

Name CORA JONES Email CORA1@i11@adot.com

Address 3525 S. Saguaro Shadows Dr

City TUCSON State AZ ZIP 85730

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We own 108 Acres IN the  
 projected Route - we are  
 for it Tucson needs more freeways  
 I-10 is over used

#### Contact Information (optional)

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

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Dear I-11 Tier DEIS Study Team,

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 do see so many reasons not to build it! :

① 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!

② too close to several of my favorite places - Saguaro Nat Park, Dronwood Nat Monument, AZ Sonoran Desert Museum - no ugly loud pollution causing freeway there please!

③ 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 there instead if you must? Wait - do we even need an extra lane?? Traffic doesn't seem that congested to me. Please do not build it!

Thank you, sincerely, Shari Jansen