



RE: I-11 DEB

Tewmion, W  
4-3539  
7/17/19

TO WHOM IT MAY CONCERN: I HAVE MADE NO FEWER THAN SIX ATTEMPTS TO SUBMIT A COMMENT BY E-MAIL TO THE ADDRESS GIVEN ON YOUR WEBSITE, TAKING GREAT CARE TO TYPE EACH LETTER EXACTLY AS GIVEN. EACH E-MAIL WAS RETURNED - UNDELIVERABLE.

IF THERES A PROBLEM WITH YOUR E-MAIL SYSTEM IT NEEDS TO BE CORRECTED AND THE COMMENT PERIOD EXTENDED BEYOND JULY 8.

OPPOSITION TO THE AURA VALLEY ROUTE IS OVERWHELMING AND EVERY VOICE DESERVES TO BE HEARD.

SINCERELY,

William C. Tewmion  
2955 E. CNOLA USTA DR.  
TUCSON, AZ 85716

From Darlene



# Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

## YOUR INPUT IS IMPORTANT • SU OPINIÓN ES IMPORTANTE

Please Print • Por favor, imprimir

General Comments • Comentarios Generales

I do not want the I-11 freeway  
 I AM RIGHT in the path and my  
 home will be taken.  
 I'm AN OLD WOMAN and if this  
 comes to be it will kill me  
 to have to move FROM MY HOME  
 that I'VE LIVED IN FOR 25 YEARS.  
 PLEASE DON'T PUT I-11 Through  
 PICTURE ROCKS AREA!  
 NO BILL! NO! NO! NO!

Name • Nombre D. THACKER Email • Correo Electrónico: none  
 Address • Domicilio 12240 W. CALLE SENECA  
 City • Ciudad TUCSON State • Estado AZ Zip • Código Postal: 85743

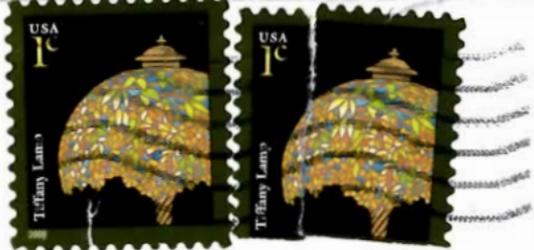
### Contact • Contacte

MAIL: Interstate 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) | PROJECT WEBSITE: i11study.com/Arizona



PHOENIX AZ 852

08 MAY 2019 PM 5 L



INTERSTATE 11 Tier 1 EIS STUDY TEAM  
% ADOT Communications  
1655 W. JACKSON ST.  
MAIL DROP 126F

Phoenix, AZ

85007-927999

85007

I am a local resident and land owner, and have resided in the area since 1984. I oppose the proposed I-11 corridor. My comments for reasons the corridor would be devastating to the ecosystem focuses on just one aspect—how sound alone effects the birds and the wonderful way the area now carries their communication. Please read this excerpt from New Yorker Magazine by David Owen, published May 6, 2019, and consider the impact the sound along of the interstate will make on the wildlife in Ironwood Forest National Monument.

In 2012, Jesse Barber, a professor at Boise State University, in Idaho, thought of a way. He and a group of researchers built a half-kilometre-long “phantom road” in a wilderness area where no real road had ever existed. They mounted fifteen pairs of bullhorn-like loudspeakers on the trunks of Douglas-fir trees, and, during bird migration in autumn, played recordings of traffic that Barber had made on Going-to-the-Sun Road, in Glacier National Park. Chris McClure, who worked on the project, told me, “We cut up garden hoses to run the wires through, so that mice wouldn’t chew on them, and we duct-taped pieces of shower curtains over the loudspeakers, to keep off the rain.” The recorded sound wasn’t deafening, by any measure; to a New Yorker, in fact, it might have seemed almost soothing. But its effect on migrating birds was both immediate and dramatic. During periods when the speakers were switched on, the number of birds declined, on average, by twenty-eight per cent, and several species fled the area entirely. Some of the biggest impacts were on species that stayed. Heidi Ware Carlisle, who earned her master’s degree for work that she did on the project, told me, “If you just counted MacGillivray’s warblers, for example, you might say, ‘Oh, they’re not bothered by noise.’ But when we weighed them we found that they were no longer getting fatter—as they should have been, because fat fuels their migration.”

It is hard to imagine the price we will pay with the addition of the freeway by the lose of wildlife and quiet.

Carole Thickstun  
21351 W. Silverbell Road  
Marana, AZ 85653  
520-616-6140

*P.O. Box 65989  
Tucson, AZ 85728*

June 29, 2019

Dear Arizona Department of Transportation,

I am writing to express my opposition to the recommended alternative route for Interstate 11 that was produced by the Draft Environmental Impact Statement released on April 5, 2019. The proposed route, which is located west of Tucson, bypasses Tucson through rural Altar and Avra Valleys, a landscape bordered by treasured and protected public lands and iconic tourist attractions that will be irreparably harmed by a nearby freeway.

The Recommended Alternative route would completely isolate Saguaro National Park and the Tucson Mountains, severing all wildlife linkages that currently connect this mountain range to other protected open spaces to the east and west. It would significantly damage natural resources, including severing critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges. Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.

The Recommended Alternative route is located perilously close to a wide array of both federal and local public lands, including Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County).

- The proposed route comes within 1,300 feet of the park boundary of Saguaro National Park West and within 400 feet, in multiple locations, of the monument boundaries of Ironwood Forest National Monument.
- The route would impact tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation and open space properties protected under Pima County's Sonoran Desert Conservation Plan, as well as Tucson Mountain Park.
- In addition, building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.

The City of Tucson has also voiced opposition to this route, as it places a freeway adjacent to the city's major water supply. Water is Tucson's most vital resource, and there would be no way we could guard against a toxic spill that would threaten it.

Finally, the Recommended Alternative route would cause significant noise, air, and light pollution, and encourage urban sprawl. It would encroach on the private property rights of thousands of private property owners along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Many of us, including my husband and I, moved to the Tucson area because of its natural resources and the ability to reach wild and protected desert areas such as Sabino National Park West and the other open spaces west of the city. Adding a major interstate west of the city would encourage sprawl and more pollution, as well as potentially endangering our water supply. We strongly encourage you to reject this Recommended Alternative route and to instead co-locate I-11 with I-19 and I-10 through Tucson.

Sincerely,

Marcia Tingley

## Phoenix Area Office - Programs & Activities

### Environmental Resource Management Protecting the Natural Environment

#### DEER AND BIGHORN SHEEP



In planning the CAP, Reclamation realized that many desert animals would be attracted to the canal for water, particularly during the hot, dry months. In an effort to reduce animals drowning in the concrete-lined canal Reclamation funded a six - year study by the University of Arizona and a three year study by the Arizona Game and Fish Department to identify ways of protecting wildlife along the canal route. As a result of these studies:

- *Eight foot high fences have been constructed on both sides of the canal for more than 90% of the aqueduct's length to keep desert mule deer, bighorn sheep, javelina, and other large animals out of it.*
- *The top five feet of the concrete lining has a rough finish that allows the smaller animals that can get through the fence to climb down to the water for a drink and then climb safely back out.*
- *Ramps have been constructed in small distribution canals so wildlife can escape if they slip in while drinking.*
- *Potentially important movement paths intersected by the canal were identified by radio-tracking collared animals, and specially-designed bridges were placed at these locations so animals could safely cross the canal.*
- *Drainage structures along the canal were modified for animal use.*
- *Underpasses were built on new roads in key movement areas so deer and other wildlife could avoid vehicular traffic.*
- *Funding was provided to the Arizona Game and Fish Department, Bureau of Land Management, Forest Service, National Park Service, and Pima County for construction of 45 wildlife watering developments located away from the CAP canal and new roads.*
- *To further reduce animal losses in the canal, student biologists were employed during the summer to patrol the aqueduct and rescue any deer or other animals that entered it. Occasional vandalism or erosion under the fence can allow access to the canal by wildlife.*

*An important deer movement corridor between the Tucson Mountains and the Roskrige Mountains across the Tohono O'odham Nation west of Tucson also crosses the CAP canal. To minimize disruption to deer movements and other wildlife in this unique area and to preserve this corridor, Reclamation buried parts of the canal under six washes and purchased 4.25 square miles of desert habitat. The Tucson Mitigation Corridor is managed by Pima County as part of the Tucson Mountain Park system and will be protected from future development.*

Friday, July 5, 2019

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

Subject: Comments on the Interstate 11 Tier 1 Draft Environmental Impact Statement, Nogales to Wickenburg

To Whom It May Concern:

We are tax payers and property owners whom reside within the recommended alternative route identified in the I-11 Tier 1 DEIS ("DEIS"). We would initially like to make it clear of our emphatic opposition and concern with this project and the negative impacts it creates to our surrounding community and environment. We are in support of the Coalition for Sonoran Desert Protection and the various organizations in opposition of the Interstate 11 Tier 1 Draft Environmental Impact Statement.

We concur with, acknowledge, and emphasize the following:

- The Recommended Alternative route would damage both natural resources and degrade the visitor experience at a wide array of public lands, especially those located in the Tucson Mountains. No mitigation could offset these negative impacts.
- Building a freeway through Bureau of Reclamation mitigation lands would violate the purpose for which these lands were set aside. It is impossible to adequately mitigate for the impacts from a federal freeway to lands that already mitigate for another federal project, the Central Arizona Project canal.
- The Recommended Alternative route would sever critical wildlife corridors. This fragmentation would destroy the ability of wildlife species such as desert bighorn sheep to disperse, roam, find new mates, and expand their home ranges.
- The Recommended Alternative route would cost \$3.4 billion more to build than co-locating I-11 with I-19 and I-10 through Tucson.
- Downtown Tucson and economic powerhouses such as the Arizona-Sonora Desert Museum and Saguaro National Park would see reduced revenue and negative economic impacts.
- The Recommended Alternative route would cause significant noise, air, and light pollution, encourage urban sprawl, and destroy the rural character of the Altar and Avra Valleys.
- Lands and wildlife habitat that would be severely impacted by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.

- The City of Tucson has voiced opposition to this route as it places a freeway adjacent to the City's major water supply. We cannot guard against a toxic spill that would threaten Tucson's most vital resource.

IMPACTS TO PUBLIC LANDS: The Recommended Alternative route is located perilously close to a wide array of public lands, including:

- o Federal lands: Saguaro National Park West, Ironwood Forest National Monument, and the Tucson Mitigation Corridor (owned by the Bureau of Reclamation and managed by Pima County). In the case of Saguaro National Park West, the route comes within 1,300 feet of the park boundary. In the case of Ironwood Forest National Monument, the route comes within 400 feet of the monument boundaries in multiple locations.

County lands: Tucson Mountain Park and open space properties purchased and protected under Pima County's Sonoran Desert Conservation Plan and Section 10 Habitat Conservation Plan.

- o Tribal lands owned by the Pascua Yaqui Tribe and the Tohono O'odham Nation.

IMPACTS TO WILDLIFE CORRIDORS, The Recommended Alternative route:

- Severs important wildlife corridors between the Tucson Mountains and Ironwood Forest National Monument and the Waterman Mountains.
- Directly crosses through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal.
- In 2016, two desert bighorn sheep rams were photographed in numerous locations in the Tucson Mountains. It is highly likely that these rams used existing wildlife corridors between Ironwood Forest National Monument (where a herd of desert bighorn sheep exists) and the Tucson Mountains to travel to the southern section of the Tucson Mountains. These wildlife corridors would be fractured and fragmented forever by a new freeway.

IMPACTS TO NOISE, AIR, AND LIGHT POLLUTION, The Recommended Alternative route would:

- Cause significant noise, air, and light pollution, negatively impacting a wide variety of public and private lands, including a protected wilderness area in Saguaro National Park.
- Exponentially encourage urban sprawl west of the Tucson Mountains, destroying the rural character of this area.
- Negatively impact scientific research at Kitt Peak Observatory by increasing night lighting and compromising the ability of scientists to conduct their research.

IMPACTS TO THE ECONOMY, The Recommended Alternative route from the border to Casa Grande would:

- Cost \$3.4 billion more than co-locating I-11 with I-19 and I-10 through the Tucson region (according to page 2-33 in Chapter 2 of the DEIS, routes A/B/G of the Orange Route Alternative would cost ~\$586 million compared to routes A/D/F of the Green Route Alternative which would cost ~\$3.9 BILLION.).
- Cause economic loss to Tucson by diverting traffic away from Tucson's downtown and growing business districts.
- Lead to negative economic impacts to tourism powerhouses such as the Arizona-Sonoran Desert Museum and Saguaro National Park West, among many others.
- Lead to far-flung sprawl development in Avra Valley, creating a whole new need for east-west transportation options and other services.

IMPACTS TO PRIVATE PROPERTY, The Recommended Alternative route would:

- Encroach on the private property rights of thousands of private property owners, including our own property, along its entire north-south length, lowering property values and destroying the rural character of lands in Avra Valley, Picture Rocks, and other areas in Pima County, along with areas to the north.

Respectfully submitted,

Darlene and Martin Vera

Residents of Altar/Avra Valley



The Tucson Herpetological Society  
P.O. Box 709  
Tucson Arizona 85702-0709  
<https://tucsonherpsociety.org>  
6 July 2019

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

Subject: Interstate 11 Tier 1 Draft Environmental Impact Statement (DEIS), Nogales to Wickenburg.

Also sent by email to: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)

The Tucson Herpetological Society (THS) was founded in 1988; its purpose:

- To promote the discovery and dissemination of knowledge concerning the biology of amphibians and reptiles in general and the herpetofauna of the Sonoran Desert and the State of Arizona in particular.
- To encourage conservation of wildlife in general and of amphibians and reptiles in particular.
- To promote public awareness and appreciation of amphibians and reptiles through education.
- To facilitate fellowship among persons of southern Arizona and Mexico with a common interest in herpetology.

The Society, with approximately 200 members, issues a quarterly professional publication, *The Sonoran Herpetologist*, and is proud to include several active and retired herpetologists with expertise on the reptiles and amphibians (herpetofauna) of southern Arizona and northern Mexico.

In this letter we provide our concerns about the potential impacts of construction of a new freeway through the Avra Valley on amphibian and reptile species (the herpetofauna) and their habitats. We also provide information about special areas of concern along with the currently recommended alternative for an I-11 through the Avra Valley (known in the I-11 Corridor Draft Tier 1 EIS, especially including reference to Section 3.14. Biological Resources as the Green option).

We support the broad and strong concerns about I-11 indicated by the Coalition for Sonoran Desert Protection, notably including connectivity issues between mountain-centered desert preserves. Here we focus primarily on concerns about our special area of interest:

- Avra Valley and Santa Cruz Flats support high biodiversity of amphibians and reptiles and other desert species, contributing to quality-of-life there and in Tucson generally.
- The “preferred” I-11 route uses mostly natural open space, much of it publicly owned.
- I-11 will therefore cause large-scale destruction and fragmentation of valley habitat.
- This will lead to widespread local population and species extinctions in these valleys.

Details and related concerns are explained below. We attach an annotated list of the species of amphibians and reptiles that are known to inhabit the Avra Valley (Table 1). We have indicated the occurrence of each species as known to us, the predicted impacts of the proposed route of the I-11, and the kind and level of impact expected for each species.

Our position is that to ensure the sustainability of populations of native species and their habitats in the Avra Valley and associated mountains, the I-11 must not be built there. We are most concerned that a freeway, through currently intact habitat, natural open space, publicly owned natural open space, and privately owned natural open space, will not only eliminate a measurable amount of existing habitat but will also fragment populations and their habitats for most of the extant species, not only of amphibians and reptiles but also mammals and invertebrates. Such effects are likely to result in multiple species population losses over large areas, and the overall degradation of species richness and biodiversity.

We have examined the preferred alternative route through the Avra Valley and we see that it is following existing natural open spaces. Thus, it appears that this route, in the Avra Valley region, will result in taking existing native habitat lands while avoiding parcels that have already been partially urbanized. This configuration will diminish the value of the remaining highest quality lands as native species habitat. It will also inhibit successful restoration and ongoing natural ecosystem recovery and regeneration of the numerous and extensive retired agricultural parcels that already are providing habitat for numerous native species.

In examining the maps available we note that the proposed I-11 is shown to pass through a parcel of Bureau of Reclamation land that was established as a mitigation corridor for the Central Arizona Project (CAP). We are firmly opposed to the increased degradation of this parcel as it now exists as a corridor connecting the Tucson Mountain Park with other habitat lands in the Avra Valley and Ironwood Forest National Monument to the west. We realize that some disruption of it already exists. We also recognize that some mitigation can be provided by constructing overpasses and underpasses along a freeway. However even the best designed and deployed set of crossings cannot mitigate against the loss of connection for many species, especially those too small or local in their movements, to travel or disperse over great distances. Only by allowing reasonably large and undisturbed, intact natural habitat to connect larger parcels can we say we have protected the sustainability of our native species and prevented many local extinctions that would result from increased fragmentation. We believe these needs may vastly exceed the scope of mitigation currently under consideration.

We can identify some areas that are most important for protecting the sustainable future of our native species. The central area of Brawley Wash extending north as far as Trico Road is overall a large open space with many species that should be protected. The sand ridge extending

northwest from Sanders Road along Silverbell Road with much intact Sonoran Desert scrub, supports many desert specialist species that should be protected. The region immediately north of the sand ridge is an affected area that includes the Oro Blanco wash bottom and the margins of Ironwood Forest National Monument extending northward to the Santa Cruz Flats. Development here would create a major barrier to wildlife connectivity between Ironwood Forest (and “points west”) and Picacho Peak State Park, Picacho Mountains, and points north and east. The connectivity is essential to the sustainability of native species. Similarly, we are concerned that much intact Sonoran Desert Scrub will be severely impacted between the cutoff from I-19 west and north into the southern Avra Valley.

The land in the Avra Valley already has been beleaguered by intensive land uses. We expect additional development, but we know that development can be sited in such a way as to maintain habitat and connecting corridors for our native wildlife. What is most concerning from our point of view is that the preferred alternative for I-11 in the Avra Valley region relies almost exclusively on existing natural open space, notably impacting the currently publicly owned natural open space that provides the essential conservation framework for both local species conservation and wildlife corridors.

We believe that no amount or type of mitigation as proposed in the section on Biological Resources can come as close to the habitat protection and species sustainability as co-locating the I-11 along the Tucson corridor of the I-10.

Even without considering the more extensive impacts we outline here, the Draft Tier 1 EIS repeatedly admits that the route through the Avra Valley, known previously as the Green Option, will cause much more habitat loss, disruption of migrations corridors, and habitat degradation than a route along the I-10 corridor. To select this alternative in spite of all of the clear predictions about species and habitat loss is not in the best interests of a future that includes our native species and their habitats within and near the great metropolitan area of eastern Pima County and southern Pinal County. The future of reconciling urban or suburban development with natural amenities is at stake.

The alternative of enlarging the I-10, through Tucson, is a more viable alternative, a less expensive alternative, and a more appropriate alternative that will keep traffic on routes that are already developed and leave more space to accommodate native habitats and species. This would assure that Arizona will maintain the natural lands that not only protect native species but also provide extensive opportunities for recreation and tourism as economic benefits to the Tucson region

We are concerned as to how the final documents satisfy the existing Pima County Multi-Species Conservation Plan that has been approved by the U. S. Fish and Wildlife Service and the Pima County Board of Supervisors. Please address this.

We are concerned that the I-11 Tier 1 EIS Study Team has not been allowed to consider the use of alternative transportation systems, such as railroad transport, to move goods north and south through this area before deciding on a preferred alternative. Will any entity assess that potential alternative? We think that, before settling on the construction of additional freeways, such an

choice must be considered. We note that such consideration seems likely to dovetail with consideration of passenger rail service in the Tucson-Phoenix corridor that may have other socially and environmentally significant benefits.

We expect that the Arizona Department of Game and Fish, in possession of a database concerning the current, known distribution of native species, not accessible to the public, will provide a thorough review of the predictable impacts of the I-11 on the native species, natural habitats, and habitat corridors that currently exist in the Avra Valley and in other areas along any proposed new freeway construction. We want to be informed of the results of that analysis.

We thank you for your consideration of these identified issues and we expect that your next report will respond to each of them. In addition to this letter we have also signed the letter from the Coalition for Sonoran Desert Protection, of which we are a member organization.

Sincerely,



Robert A Villa, President

Cc:

The Coalition for Sonoran Desert Protection: [admin@sonorandesert.org](mailto:admin@sonorandesert.org)  
Avra Valley Coalition: [avravalleycoalition@gmail.com](mailto:avravalleycoalition@gmail.com)  
Arizona Sonora Desert Museum, Craig Ivanyi, Director: [civanyi@desertmuseum.org](mailto:civanyi@desertmuseum.org)  
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Sierra Club Rincon Group Transportation Chair, [kbagwell50@gmail.com](mailto:kbagwell50@gmail.com)  
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Friends of Ironwood Forest, [info@ironwoodforest.org](mailto:info@ironwoodforest.org)  
BLM Tucson Field Office, Ironwood Forest National Monument, [TFOWEB\\_AZ@blm.gov](mailto:TFOWEB_AZ@blm.gov)  
Marana Town Manager's Office, [townmanager@maranaAZ.gov](mailto:townmanager@maranaAZ.gov)

**Table 1. Amphibians and reptiles (herpetofauna, total of 52 species known) of Avra Valley (Robles Junction to Redrock Road), Pima and Pinal counties, Arizona. Coding of threats is: F = Habitat Fragmentation, M = direct road mortality, L-t F = long-term fragmentation of mountain habitat leading to genetic isolation based on small population sizes. Coding of current Status is: A = abundant, C = common, U = uncommon, R = rare, ((Mts) = primarily in desert mountain habitat, Ext = extinct in Avra Valley, NN = non-native.**

Group (English Name)	Scientific Name	Threats from Proposed I-11	Current Status in Avra Valley	Urbanization Threats *
<b>Lizards (17 species)</b>				
Sonoran Spotted Whiptail	<i>Aspidoscelis sonorae</i>		U (Mts)	
Tiger (Western) Whiptail	<i>Aspidoscelis tigris</i>		A	
Common Zebra-tailed Lizard	<i>Callisaurus draconoides</i>		A	Fragmentation
Western Banded Gecko	<i>Coleonyx variegatus</i>	F, M	A	Fragmentation
Desert Iguana	<i>Dipsosaurus dorsalis</i>	F	C	Fragmentation
Long-nosed Leopard Lizard	<i>Gambelia wislizenii</i>	F	U	Fragmentation
Gila Monster	<i>Heloderma suspectum</i>	F, M	U (Mts)	Fragmentation
Mediterranean Gecko	<i>Hemidactylus turcicus</i>		NN	
Elegant Earless Lizard	<i>Holbrookia elegans</i>	L-t F	R (Mts)	
Goode's Desert Horned Lizard	<i>Phrynosoma (platyrhinos) goodei</i>	F	Ext?	Fragmentation
Regal Horned Lizard	<i>Phrynosoma solare</i>		C	
Common Chuckwalla	<i>Sauromalus ater</i>	L-t F	R (Mts)	
Clark's Spiny Lizard	<i>Sceloporus clarkii</i>	L-t F	C (Mts)	
Desert Spiny Lizard	<i>Sceloporus magister</i>		A	
Long-tailed Brush Lizard	<i>Urosaurus graciosus</i>	F	R	Fragmentation
Northern Tree Lizard	<i>Urosaurus ornatus</i>		A	
Common Side-blotched Lizard	<i>Uta stansburiana</i>		A	Fragmentation

<b>Group (English Name)</b>	<b>Scientific Name</b>	<b>Threats from Proposed I-11</b>	<b>Current Status in Avra Valley</b>	<b>Urbanization Threats *</b>
<b>Snakes (23 species)</b>				
Glossy Snake	<i>Arizona elegans</i>	F, M	U	Fragmentation
Banded Sand Snake	<i>Chilomeniscus cinctus</i>	F, M	C	Fragmentation
Tucson Shovel-nosed Snake	<i>Chionactis annulata klauberi</i>	F, M	Ext?	Fragmentation
Western Diamondback	<i>Crotalus atrox</i>		A	
Sidewinder	<i>Crotalus cerastes</i>	F	C	Fragmentation
Black-tailed Rattlesnake	<i>Crotalus molossus</i>	L-t F	C (Mts)	
Mojave Rattlesnake	<i>Crotalus scutulatus</i>	F, M	U	Fragmentation
Tiger Rattlesnake	<i>Crotalus tigris</i>	L-t F	C (Mts)	
Desert Nightsnake	<i>Hypsiglena chlorophaea</i>		C	Fragmentation
Common Kingsnake	<i>Lampropeltis getula</i>		C	Fragmentation
Sonoran Whipsnake	<i>Masticophis bilineatus</i>	L-t F	C (Mts)	
Coachwhip	<i>Masticophis flagellum</i>		A	Fragmentation
Sonoran Coralsnake	<i>Micruroides euryxanthus</i>	F, M	R	Fragmentation
Saddled Leaf-nosed Snake	<i>Phyllorhynchus browni</i>	F, M	U	Fragmentation
Spotted Leaf-nosed Snake	<i>Phyllorhynchus decurtatus</i>	F, M	U	Fragmentation
Sonoran Gopher Snake	<i>Pituophis catenifer</i>		C	Fragmentation
Western Threadsnake (Blindsnake)	<i>Rena humilis</i>		C	Fragmentation
Long-nosed Snake	<i>Rhinocheilus lecontei</i>	F, M	C	Fragmentation
Western Patch-nosed Snake	<i>Salvadora hexalepis</i>		C	Fragmentation
Ground Snake	<i>Sonora semiannulata</i>	F, M	R	Fragmentation
Southwestern (Smith's) Black-headed Snake	<i>Tantilla hobartsmithi</i>		R	Fragmentation
Checkered Gartersnake	<i>Thamnophis marcianus</i>		U	Fragmentation
Sonoran Lyre Snake	<i>Trimorphodon lambda</i>	L-t F	C	Fragmentation
<b>Turtles (2 species)</b>				
Sonoran Desert Tortoise	<i>Gopherus morafkai</i>	L-t F	C (Mts)	Multiple
Sonoran Mud Turtle	<i>Kinosternon sonoriense</i>		U	Desiccation

Group (English Name)	Scientific Name	Threats from Proposed I-11	Current Status in Avra Valley	Urbanization Threats *
<b>Amphibians (10 species)</b>				
Great Plains Toad	<i>Bufo (Anaxyrus) cognatus</i>		C	Fragmentation
Red-spotted Toad	<i>Bufo (Anaxyrus) punctatus</i>	L-t F	C (Mts)	
Sonoran Green Toad	<i>Bufo (Anaxyrus) retiformis</i>	F, M	Ext?	Fragmentation
Woodhouse's Toad	<i>Bufo (Anaxyrus) woodhousii</i>	M	Ext?	Desiccation
Sonoran Desert (Colorado River) Toad	<i>Bufo (Incilius) alvarius</i>	M	C	Fragmentation
Western Narrow-mouthed Toad	<i>Gastrophryne olivacea</i>	F, M	Ext?	Fragmentation
American Bullfrog	<i>Rana (Lithobates) catesbeiana</i>		NN	
Lowland Leopard Frog	<i>Rana (Lithobates) yavapaiensis</i>		Ext	Desiccation
Couch's Spadefoot	<i>Scaphiopus couchii</i>		A	
Mexican Spadefoot	<i>Spea multiplicata</i>	F, M	R	Desiccation

\* Fragmentation threat includes highway barrier and road mortality in all cases

Scarlet Villarreal  
10414 S. 272<sup>nd</sup> Ave.  
Buckeye, Az 85326  
svillarreal098@gmail.com

June 6, 2019

Dear Madam Secretary,

My name is Scarlet, and I currently reside in the outskirts of Buckeye, Arizona with my father, mother, and three siblings. We have recently been informed that the Arizona Department of Transportation and the Federal Highway Administration would like to construct a new interstate: Interstate 11 to be exact. They have developed different corridors, which are identified by color. For an example, the ADOT and FHWA have an orange corridor, a blue corridor, and so on in which the blue corridor is most preferable. My family and I disagree with ADOT's and FHWA's "preferred" blue corridor because not only does it interfere with our country life, but it also increases taxes and poses health risks for both my family and community. To keep the taxes from increasing, the "preferred" corridor must change from blue to orange, an alternative route that cost significantly less than the blue corridor and has less interference with the community's country life. Additionally, it has been studied that living near a highway not only increases air pollution, but also increases the risk of premature deaths, asthma attacks, cardiovascular diseases, and much more. Those who are most at risk are the ones who have diabetes or asthma. My father has Type 1 diabetes, and to think that he could get sicker, scares my entire family. Please help keep our taxes from increasing and our citizens' health from decreasing by switching the "preferred" blue corridor to orange. Thank you for taking the time to read this, and I can only hope that you can help us change the blue corridor to orange.

Most Respectfully,



Scarlet Villarreal

Scarlet Villarreal  
10414 S. 272nd Ave.  
Buckeye, AZ 85326

POST-S10-190612-016

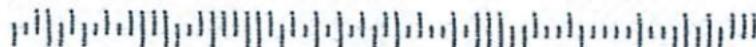
PHOENIX AZ 852

06 JUN 2019 PM 10 L



The Honorable Elaine L. Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

20590-





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

June 27, 2019

In Reply Refer To:

999-M(161)  
TRACS No. 999 SW 0 M5180 01P  
I-11, I-19/SR 189 to US 93/SR 89  
I-11 Corridor Tier 1 EIS  
DEIS Review Comment Received

Ms. Scarlet Villarreal  
10414 S. 272<sup>nd</sup> Avenue  
Buckeye, Arizona 85326

Dear Ms. Villarreal:

Thank you for your June 6, 2019 letter to Secretary of Transportation Elaine L. Chao regarding the Interstate 11 (I-11) Tier 1 project in Arizona. Your letter was provided to the Federal Highway Administration (FHWA) Arizona Division for response and inclusion in the project record.

FHWA and Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (Tier 1 EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona. The Draft Tier 1 EIS was prepared in accordance with the National Environmental Policy Act (NEPA) and was distributed for public review and comment pursuant to NEPA and Section 4(f) of the United States Transportation Act of 1966. On April 5, 2019, FHWA published a notice of availability for the I-11 Draft Tier 1 EIS with a review and comment period closing on July 8, 2019.

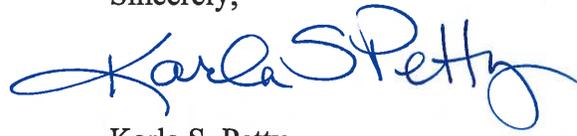
Your input will be considered as part of the decision-making process for the project and a response to your letter will be included in the Final Tier 1 EIS. The current schedule shows the Final Tier 1 EIS will be published for public review in 2020.

As we are in the midst of the public review and comment period, if you have any additional input for FHWA and ADOT to consider, please submit those comments by July 8<sup>th</sup> using any one of the following methods:

- Web based comment form: <http://i11study.commentinput.com/?id=a1d203t>
- Email: [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)
- Phone: 1.844.544.8049
- Mailing Address: I-11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 W. Jackson Street Mail Drop 126F, Phoenix, AZ 85007

Thank you for reaching out to the U.S. Department of Transportation and for your active involvement with the I-11 project.

Sincerely,



Karla S. Petty  
Division Administrator

ecc:  
ALirange  
RYedlin  
JVanEcho

Scarlet Villarreal  
10414 S. 272<sup>nd</sup> Ave.  
Buckeye, Az 85326  
svillarreal098@gmail.com

June 6, 2019

To whom this may concern,

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Most Respectfully,



Scarlet Villarreal

Scarlet Villarreal  
10414 S. 272nd Ave.  
Buckeye, AZ 85326

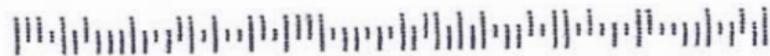
PHOENIX AZ 850

06 JUN 2019 PM 10 L



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

85007-327999





# 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.

*Why?*

*PLAN SACKS!*

*Better ways to spend Taxpayer monies*

*AND protect our dwindling environment!*

#### Contact Information (optional)

Name MARILYN VOLLMER Email \_\_\_\_\_

Address 22543 W. Cocopah St.

City Buckeye State AZ ZIP 85326

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





# 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.

This whole thing is not for the people it will make a change to their lives. Travel will be better for some people but at what cost.

Bad Decision

#### Contact Information (optional)

Name Laura Vollmer Email \_\_\_\_\_

Address 22042 W Coco Palm St

City Buckeye State AZ ZIP 85326

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.

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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

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- 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.

I AM OPPOSED TO THE PROPOSED / RECOMMENDED ALTERNATIVE (RA) AND SUPPORT THE 'ORANGE' ALTERNATIVE. THE RA WOULD PROMOTE SPRAWL AND WOULD NEGATIVELY IMPACT SAHARONUP, IRONWOOD NM AND EXISTING RURAL COMMUNITIES IN WAYS THAT CANNOT BE MITIGATED. THE COST OF THE 'RA' WOULD BE EXCESSIVE compared to improving existing corridors and would, by promoting sprawl, be totally inappropriate given pressing environmental concerns, including water use, air pollution and carbon pollution. The RA would be a huge blow to the Tucson economy as it degrades the national park, the monument, the Desert Museum and would benefit only land speculators. The RA should be rejected and replaced with a solution that respects the priorities of the people of Tucson and Pima County. No I-11. No Freeway in Avra Valley.

#### Contact Information (optional)

Name J. G. WALSH Email jwalsh@cheerful.com  
 Address 1829 N. BOWLINGSTONE DR.  
 City TUCSON State AZ ZIP 85745

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.

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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)

Picture Rocks  
Arizona 85743

**Jewel Of The Sonoran  
DESERT**

**A Silent Tribute**



PROTECT YOUR COUNTRY BEFORE  
WE HAVE TO DEFEND IT. *P.W.*

Paul W. Walters  
6005 N. Vera Way  
Picture Rocks Ariz.  
85743 (520)682 7118  
(Tucson, Az)

A.D.O.T.

Federal Highway Administration

I- II Tier I EIS STUDY TEAM c/o ADOT Communications

1655 W. Jackson Street, Mail Drop 126 Phoenix, AZ 85007

To Whom it May Concern

Morally, Ethically, Spiritually, Legally, or even Sub consciencely I-11 cannot be justified.

With millions of AMERICANS needing help with TRILLIONS of dollars needed on our infrastructure, with AMERICAN VETERANS homeless on the streets DYEING and with the huge influx of illegal Terrorist from the Mexican border We do not need to put another access route into the United States of America.

By your own maps, information and other nonsense this Evil I-11 Scam does not connect but only comes near some of the METRO areas. It does not help the West. I-11 does not even go into California. ( I believe this is part of the West) Nor does it hit the large cities of Oregon or Washington or Utah or even Idaho..

California (largest population and market west of the Mississippi) does just fine with their access to the south. Laredo Texas is about centered in the United States of America (both land mass and population) and has I-35 (already built) that runs all the way to Minneapolis and crosses I-40.

BOTTOM LINE there is no Justificatio for Any part of I-11

PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT. *P.W.*

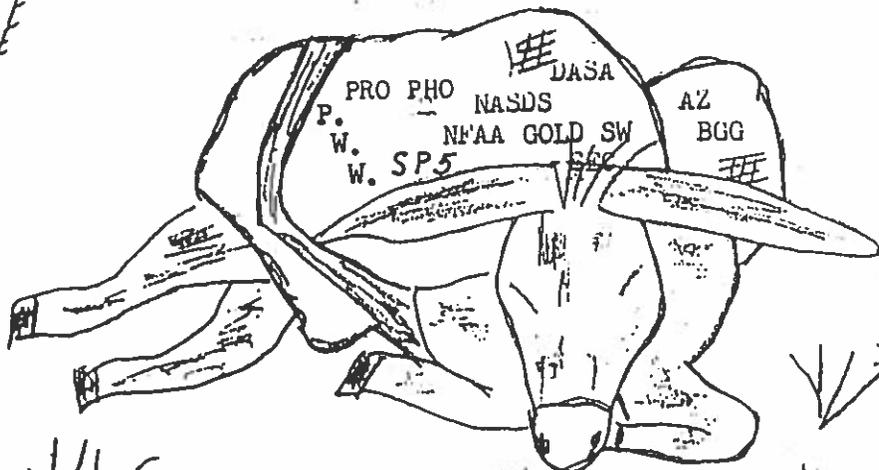
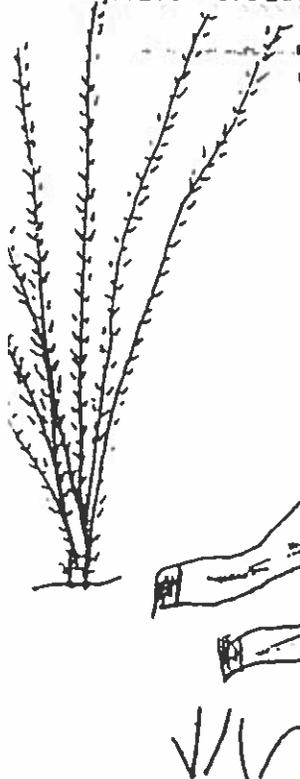
There is a matter of NATIONAL SECURITY FOR NOT ONLY THE UNITED STATES OF AMERICA but also THE FREE WORLD. The corridor from Fort Huachuca thru Davis Monthan, Raytheon, Ryan Air Field, Marana Air Port (now a National Monument) Veterans National Memorial Cemetary, Border Patrol hub in three Points, and even the little air port and Radar communications Mountain (god only knows and will stay that way) at the end of Manville Rd. in Picture Rocks are all part of this National Security System.

Avra valley, Picture Rocks and all our attributes are a large part of this entire corridor. PROTECT YOUR COUNTRY BEFORE WE HAVE TO DEFEND IT. *P.W.*

No body or Entity has the Rite to destroy the lives, of about 30 thousand people by DESTROYING PICTURE ROCKS and everything connected to it, Including Pinal Air Park.

There was and is a reason that Tucson and this entire area was ringed with I.C.B.M's.....

The only people that will benefit from I-11 are the ILLEGALS.



Respectfully Submitted  
Paul W. Walters  
6005 N. Vera Way  
Picture Rocks Arizona  
85743  
(520)682 7118

American, Veteran  
and True Sportsman.  
Pioneers License  
GOLD STAR FAMILY

16 May 2019  
*Paul W. Walters*

OR CASE # 1-2019-11  
L.P.B. PER

Paul W. Walters  
6005 N. Vera Way  
Picture Rocks Ariz.  
85743 (520)682 7118  
(Tucson, AZ)

6 May 2019

Pima County Attorneys Office  
Keith St. John.  
Chief of Detectives  
2 N. Stone Ave Suite 1800  
Tucson, Arizona 85701

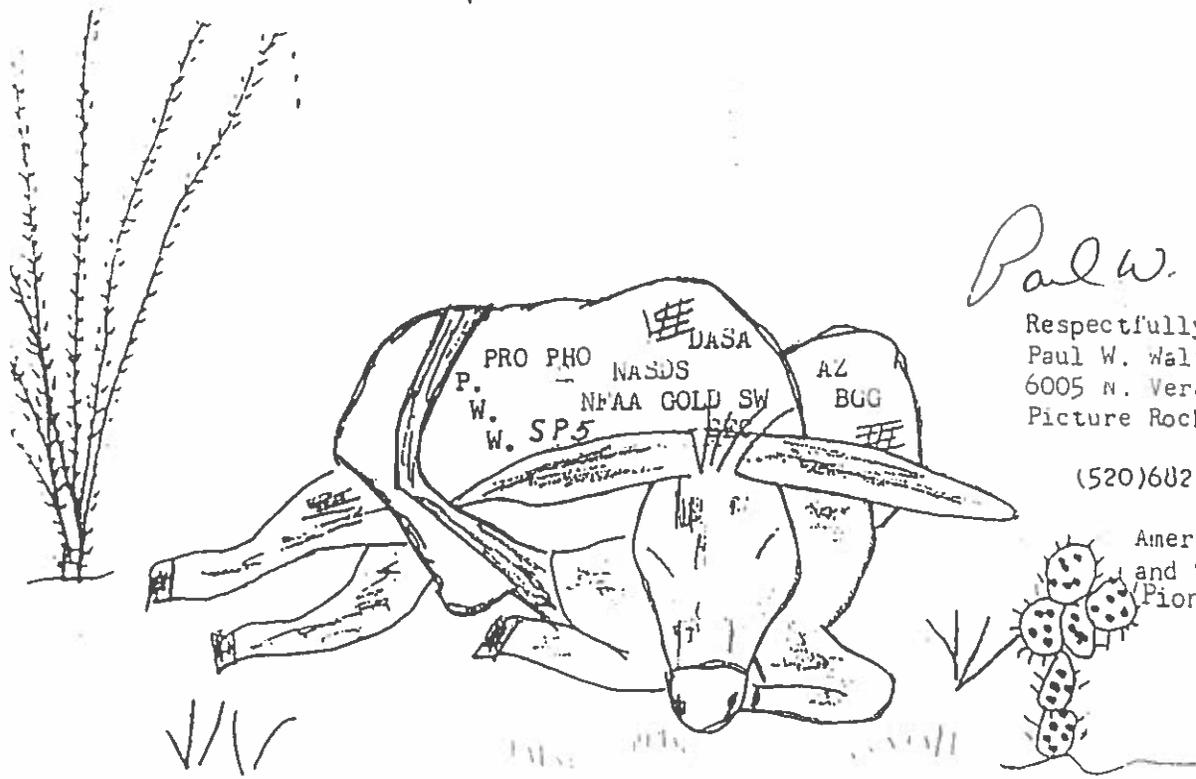
MR. KEITH ST. JOHN.

ANOTHER 911, PEARL HARBOR, HITLER SITUATION, OR  
TERRORIST ATTACK BY SIMPLE INVASION OR MAKING  
SOMETHING AS SIMPLE AS A DRIVE BY, CAN NEVER HAPPEN  
AGAIN.

THE ILLEGALS COMING UP FROM THE SOUTHERN BORDER  
ARE NOT GOOD PEOPLE AND WHOEVER WANTS TO SUPPORT  
AND OR PROMOTE THEM SHOULD BE CHARGED AND INCARCERATED  
BECAUSE THE ILLEGALS ARE FROM EVERY TERRORIST COUNTRY  
ON EARTH.

ILLEGAL IS ILLEGAL IS ILLEGAL.

I HOPE YOU AND YOURS, UNDERSTAND WHAT  
I HAVE WRITTEN



Paul W. Walters

Respectfully Submitted  
Paul W. Walters  
6005 N. Vera Way  
Picture Rocks Arizona  
85743  
(520)682 7118

American, Veteran,  
and True Sportsman  
Pioneer's License

6 MAY 2019

PAUL W. WALTERS

6005 N. UERA WAY

TUCSON AZ 85743

(520) 682-7118

MR KEITH ST JOHN,

AND ALL OF THE UNITED STATES OF AMERICA.

THERE IS ABSOLUTELY NOTHING MORE IMPORTANT ON PLANET EARTH THAN THE NATIONAL SECURITY OF THE UNITED STATES OF AMERICA. A VERY IMPORTANT PART OF THAT SECURITY FOR THE UNITED STATES AND THE FREE WORLD IS RAYTHEON AND THE CORRIDOR FROM RAYTHEON TO PINAL AIR PARK, N.W. OF MARANA. THRU AURA VALLEY/PICTURE ROCKS.

I'M OVER 70 LIVED IN TUCSON ALL MY LIFE AND HAVE LIVED WITH RAYTHEON (HUGHES) SINCE ABOUT 1950. (DON'T REMEMBER BEFORE I WAS 2.)

ACCIDENTS DON'T HAPPEN WITH NATIONAL SECURITY AND TRYING TO BLOW UP RAYTHEON CANNOT BE ACCEPTED AND CAN NEVER HAPPEN AGAIN.

A SUPER FREEWAY FROM THE MOST UNPROTECTED BORDER IN THE WORLD TO RAYTHEON'S BACK DOOR, WHICH WOULD ALMOST ALLOW A DRIVE BY, AIN'T GONNA HAPPEN.

IN MY OPINION ONLY AN UNAMERICAN HALF WIT WOULD EVEN CONSIDER A ROUTE SUCH AS THE PROPOSED I-11 FREEWAY WEST OF TUCSON THRU AURA VALLEY/PICTURE ROCKS.

SEEING THE PROPOSED ROUTE IN PRINT  
IS ABSOLUTELY TERRORIST APPROVED.

WHAT WOULD BE DESTROYED OR LEFT  
AT TOTAL RISK WOULD BE.

- 1 RAYTHEON'S BACK DOOR
- 2 3 POINTS, PROBABLY S. ARIZ.'S LARGEST BORDER  
PATROL HUB. POSSIBLY EVEN GOLDWATER RANGE ETC.
- 3 LIGHT DESTRUCTION TO KIT PEAK NAT'L OBSERVATORY
- 4 RYAN AIR FIELD, US BY SHERIFF, MILITARY, B. PATROL  
MEDICAL EMERGENCY AIR CRAFT AND PERSONAL/BUSINESS
- 5 SOME WHERE AROUND 20,000 HOMES AND PROPERTIES  
FROM AJO RD TO NORTH OF MARANA. APPROX  
40 ON/OFFS (TO ROADS) FROM AJO TO AVRA VALLEY  
RD STRAIGHT DOWN SAN JUAN.
- 6 PICTURE ROCKS WOULD BE WIPED OUT.
- 7 THE CAP AND ALL OF TUCSON'S DRINKING WATER,  
FROM MILLIONS OF DOLLARS IN RECHARGE FACILITIES
- 8 SAGUARO NATIONAL PARK WEST
- 9 TUCSON ESTATES
- 10 OLD TUCSON
- 11 DESERT MUSEUM
- 12 CAP CROSSING ON MANVILLE
- 13 ALL OF CITY OF TUCSON (WATER RIGHTS) PROPERTY AJO RD  
TO AVRA VALLEY RD.
- 14 FIRE DEPT @ APPROX SAN JOAQUIN.
- 15 TOHONO OODHAM NATION.
- 16 MANVILLE AIR STRIP
- 17 RADAR/RADIO/MICRO WAVE ETC TOWERS @ MANVILLE + IRON WOOD  
FOREST

18. IN PICTURE ROCK'S PIMA CO RECKS DEPT PARK,  
Swimming Pool, SKATE BOARD ETC, PICTURE ROCKS  
COMMUNITY CENTER, 2 ELEMENTARY SCHOOL'S ;  
ONLY MEDICAL FACILITY, ONLY HARDWARE STORE ;  
ONLY FEED STORE, ONLY RESTAURANT, TUCSON MTHS  
SHERIFF OFFICE, THE ONLY 2 GAS STATIONS FOR  
MANY MILES, MARANA HIGH SCHOOL. MARANA  
MUNICIPAL AIR PORT (WHERE 18 MARINES DIED)  
NOW A NATIONAL MONUMENT ETC, AND USED 24 HRS  
A DAY BY MILITARY AND ALL ASPECTS OF LAW  
ENFORCEMENT AND SECRET GOVT ENTITIES.  
3 FIRE STATIONS, 6-12,000 PEOPLE MAYBE 50,000 W/SPS; MARANA  
19 TOWN OF MARANA, A VERY SMALL COUNTRY  
AREA. 4000 TRUCKS FROM NOGALES, TRYING TO  
HEAD BACK EAST OR.

20 PINAL AIR PARK EXTREMELY IMPORTANT  
IN EVERY ASPECT OF MILITARY/GOVT PROCEDURES

21 MARANA VETERAN'S MEMORIAL CEMETARY, A  
NATIONAL CEMETARY AS IS ARLINGTON ETC.

BOTTOM LINE NO BODY OR ENTITY  
HAS THE RIGHT TO DESTROY THIS MANY  
LIVES, PROPERTIES, WILDLIFE HABITATS AND NATIONAL  
AREAS OF NATIONAL SECURITY.

THIS MUCH DESTRUCTION IS DEFINITELY AN ACT OF  
A UNAMERICAN MAD MAN (POSSIBLY TREASONOUS) AND  
THE ONLY PEOPLE WHO WILL BENEFIT

FROM THIS IS (ARE) THE ILLEGALS AND TERRORISTS

NO BODY WILL EVER MESS WITH  
RAYTHEON, OR ANY PART OF NATIONAL  
SECURITY AGAIN.

Sincerely

Paul W. Walker

SORRY ABOUT THE  
SCRIBBLING BY MY OLD  
SMITH CORONA (CLIPPER)  
TYPER QUIT.

P.S. THANK RAYTHEON,  
AND ESPECIALLY FOR  
PUTTING A STOP AT  
SANDIA.

AREAS: ZIP CODES JAMMED UP.

85629

85746

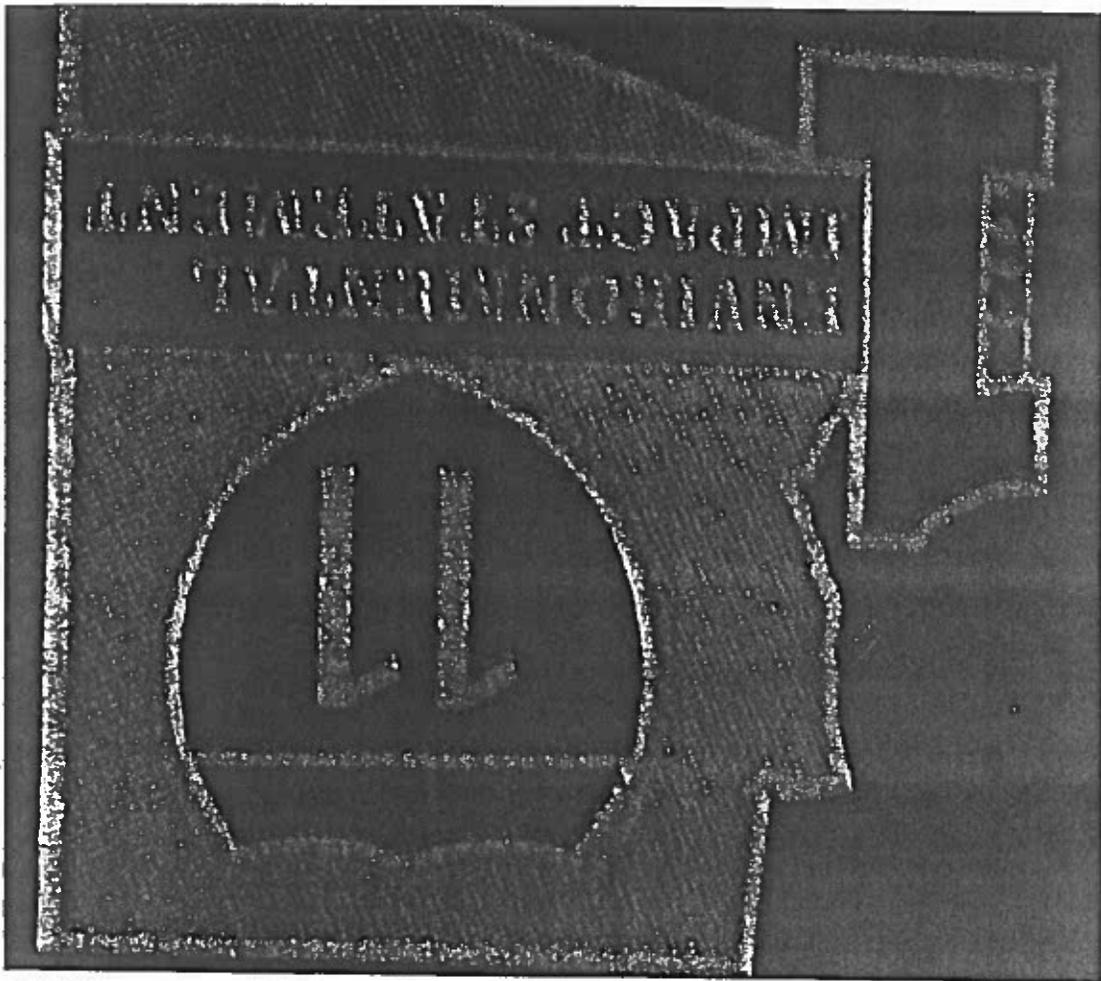
85745

85757

85653

AND DESTROYING ALMOST ALL OF 85743

# EL CHAPO LOOP



El Chape LOOP I- I I <sup>MIGHT</sup> be the worst scam to ever hit the UNITED STATES of AMERICA and possibly the FREE WORLD.  
The AMERICAN TAXPAYERS in Pima County stand to loose their homes, their life long dreams, their privacy, their investments, their schools, their fire departments, and some NATIONAL-SECURITIES RESOURCES.

PLEASE DO NOT SUPPORT I-I I IN ANY WAY SHAPE OR FORM  
The only people that will benefit will be THE TERRORIST, THE ILLEGALS, THE-DRUG CARTELS, THE HUMAN SMUGGLERS, AND THE CHILD ABUSERS.

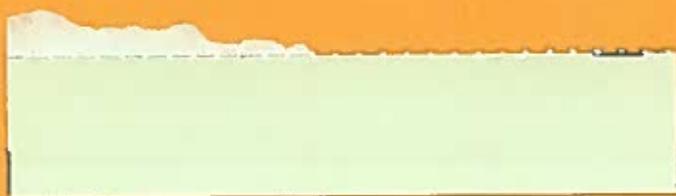
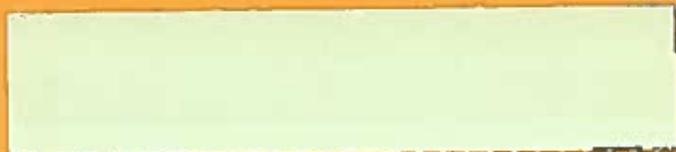
The only people that will LOOSE IT ALL ARE THE AMERICAN CITIZENS and THE FREE WORLD..

PROTECT YOUR AMERICA  
BEFORE YOU HAVE TO DEFEND IT  
NO I-I

*Paul W. Walters*  
PROUD AMERICAN VETERAN

PROTECT YOUR AMERICA-  
BEFORE WE HAVE TO DEFEND IT <sup>and</sup>

Walters, P  
I-3237



Mead

600 S. N. UERA WAY  
TUCSON, ARIZONA  
(Picture Rocks)  
85743



RETURN RECEIPT  
REQUESTED



A.D.O.T.  
FEDERAL HIGHWAY ADMINISTRATION  
I-11 TIER I EIS STUDY TEAM  
C/O A.D.O.T. COMMUNICATIONS  
1655 W. JACKSON STREET  
MAIL DROP 126F

PHOENIX ARIZONA  
85007



June 17 2017 11 AM  
Green Valley, AZ 85604

Dear Sir:

PHOENIX AZ 85007



SIERRA CLUB



I am very worried about the possibility of Interstate 11 going right through our Sonoran Desert.

We all love this area very much but we have to treat it with care or this fragile place will be ruined.

There must be other ways to get good fun Mexico without ~~destroying~~ our precious public lands.  
Thank you

Sier  
I 11 study I E15  
study team

C/O ADOT Communications  
1655 W. Jackson Street

Mail Drop

Phoenix, AZ 85007

Yes to Orange Route for I-11

Please build I-11 on the Orange Route, which moves west to Gila Bend and Interstate 8 before heading north up MC-85 to Buckeye and then Wickenburg. This would protect homes, bring commerce to those areas and, equally important, protect endangered and protected wildlife. Thank you.

July 5, 2019

9033 District Line Rd  
Burlington, WA 98233

1920 S Tilting T Place  
Tucson, AZ 85713

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

Dear I-11 Study Team,

My husband and I spoke at the May 2019 meeting at the Convention Center in downtown Tucson. My husband is writing a letter separate and different from this letter from me.

We own homes in s.w. Tucson and in Burlington, WA, 1 1/2 hrs. n. of Seattle.

I continue to oppose the I-11 route to the west of Tucson. I do not believe that the FHWA and ADOT have the people of the Tucson area and visitors and others properly considered in choosing the western route versus improving the existing I-19 and I-10 route.

The Tucson City Council recognizes how devastating a bypass route would be to all sorts of businesses in the city, tourism being a hugely impacted one, as well as all businesses that support current driving along I-10 and I-19.

Wildlife professionals expect, as has happened elsewhere, that there would be a huge negative impact on animal life and movement. Tucson and all of s.e. Arizona is a magnet for people who enjoy and seek all sorts of the abundant natural history there.

The wide, open space scenery that would be lost with road construction and attendant development would be gone forever.

Seattle, a much bigger metropolis with huge suburbs, than Tucson, has had to rebuild roadways under and over the city, to its advantage. The downtown seafont is so much more nice-looking, and travel through more expedient, and work is always on-going to improve I-5, I-90, and the expressways which handle n./s. movement according to the time of day.

Tucson could restructure its routes through the city also, making life better not only for those passing through, but also for those of us who live there.

Please reconsider the idea of an I-11 and consider the future of Tucson and its people, its businesses, and its surroundings which include remarkable scenery and wildlife. This is the opportunity to not look like Phoenix and to not have to live like the people there have to live, with roads and developments everywhere. Please help Tucson enter the future smartly and brilliantly.

Sincerely and Thank You,

  
Janice Wiggers

July 5, 2019

9033 District Line Rd  
Burlington, WA 98233

1920 S Tilting T Place  
Tucson, AZ 85713

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

Dear I-11 Study Team,

This letter is to state that I am opposed to routing I-11 through Avra Valley, west of Tucson.

I strongly encourage it to be routed in conjunction with the I-19 / I-10 corridor through Tucson.

I realize that construction within the existing corridor is more complicated than going through open pristine land, but the long term negative consequences to the environment, wildlife, downtown businesses, and the people living west of Tucson must be considered.

The serious and significant negative consequences to all of the above are obvious and have been pointed out by numerous others. The impact on wildlife would be disastrous. We already are constantly decreasing their habitat and corridors. We should not needlessly add this major impact.

A new route west of the city would divert much traffic away from Tucson, which would decrease exposure for many existing businesses in Tucson. That would hurt the city's economy.

Any increased traffic through Tucson could be ameliorated by building additional lanes either by widening the existing roadway, or even with overhead lanes, similar to the already existing overpasses.

And yes, modifying existing corridors is expensive and time consuming, but construction through open country is not cheap either. We need to take a long range approach. We should not cause irreparable harm to the habitat, wildlife, and people's way of life as well as the economy of Tucson for a short term savings.

The negative impact of modifying the I-10 / I-19 corridor would be much less than constructing a new route through Avra Valley.

I am asking you to abandon any plans to route a new highway through the Avra Valley, west of Tucson and direct it along the existing corridor.

Thank you.

Sincerely,



Keith Wiggers

Sunday June 30, 2019

To Whom It May Concern:

I am writing to urge that the period for public comment on the proposed Hwy 11 route be extended by 120 days to September 28, 2019 to give members of the public adequate time to thoroughly review the Draft Environmental Impact Statement and submit their comments. The proposed highway would permanently and radically transform some of the most treasured open spaces in southern Arizona and well-informed public participation in the process is critical. Thank you for your time and consideration of my thoughts on this important issue.

Margaret Wilch

July 7, 2019

To Whom It May Concern:

I am writing to express my **profound opposition** to the construction and proposed route of Interstate 11, connecting Nogales and Wickenburg. I join both the City of Tucson in opposing this ill-conceived proposal. There are multiple reasons to oppose this project, from it being short sighted and economical irresponsible to the irreparable loss of open spaces with its consequential loss to wildlife, to reduction in quality of life in southern Arizona and the loss of historic and cultural sites.

One of the greatest treasures of Tucson and Pima County are the open spaces and expansive stretches of the Sonoran desert, west of the Tucson Mountains. Saguaro National Park West, the Arizona Sonoran Desert Museum and the Ironwood National Monument are important community destinations as well as vital tourists destinations. The proposed highway would come within 1,300 ft of the national park boundary and within 400 ft of Ironwood National Monument in several places ! The experience of visiting these locations would be degraded and marred forever if the interstate were to be built. No mitigation has been planned nor could any mitigation neutralize the negative impacts to these treasured sites.

The proposed highway would dissect wildlife ranges and disrupt wildlife corridors, including running directly through the Tucson Wildlife Mitigation Corridor that was created as mitigation for impacts to wildlife corridors by the construction of the Central Arizona Project canal. The path of the proposed highway would negatively impact lands set aside for mitigation for Pima County's Section 10 Habitat Conservation Plan, a part of the Sonoran Desert Conservation Plan, a nationally recognized conservation plan.

The proposed highway would endanger cultural and historic sites protected by the establishment of two national monuments. As stated on the federal government's website (<https://www.blm.gov/visit/ironwood>) Ironwood National Monument "contains a significant system of cultural and historical sites covering a 5,000 year period....Three areas within the monument, the Los Robles Archeological District, the Mission of Santa Ana del Chiquiburitac and the Cocoraque Butte Archeological District are listed on the National Register of Historic Places."

And Sonoran Desert National Monument is treasured for its rugged desert landscape. As stated on the federal government website <https://www.blm.gov/visit/sonoran-desert..> " This National Monument is the most biologically diverse of the North American deserts, and the monument captures a significant portion of that diversity. The most striking aspect of the plant community within the monument is the extensive saguaro cactus forest.....The monument also contains three Congressionally designated wilderness areas and many significant archaeological and historic sites, and remnants of several important historic trails."

The overall cost of the plan is far more expensive, \$3.4 billion more expensive, than expanding the existing highway system of Interstates 19 and Interstate 10. The footprint is already there for these highways and it is much less intrusive to build upon these existing structures and much more cost effective. In fact, the alternate route is an ill conceived plan that does not factor in the innovation of self driving trucks which will soon be transporting goods from Nogales northward, increasing the efficiency of transport on existing roadways and reducing the need for larger, massively expensive projects like the proposed Highway 11.

I have highlighted my most pressing concerns about the proposed highway, which focus on the preservation of open spaces for wildlife and conservation. I am extremely concerned that the proposed highway will severely and permanently mar what is unique about Tucson: the beauty and solitude of our Sonoran desert, the dark skies necessary for world class astronomy, the value placed on a unique and fragile ecosystem. This is an area unlike any in the world and it should be preserved and treated as such. I strongly oppose the construction of highway 11.

Thank you for your time in considering my reasons for opposing this highway.

Margaret H. Wilch  
1929 N. Forgeus Ave  
Tucson AZ 85716



# 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.

Much has been said concerning the negative ecological impact of proposed I-11a

I here emphasize the cost to social stability. Avra Valley in particular, but all areas along the proposed I-11 route are far enough away from Phoenix & Tucson to be rural. One cannot get further away in the south & westerly directions because of the presence of a large block of set-aside lands: BLM, Coronado Nat. Forest, T.O. Preservation, Ironwood & Sonoran Desert Nat Monuments, & etc.

Although many people live in such areas to 'get away from the city', and some may live lives that are less than their best, nevertheless there are many folks who move to outlying areas for the purpose of raising a family. They want their children to experience such things as: helping establish a house (often pre-manufactured), plant trees & etc.

Furthermore, many such parents homeschool their kids, attend a Fundamental Church, and teach them social responsibility. → over →

Contact Information (optional)

Name STEVEN K WILCOX Email steveelpintor@gmail.com  
 Address 6065 N Calvin Rd  
 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





# 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.**

- continued from other side

I believe the committee will readily assent to the proposition that our society is in dire need of young people who are raised to respect God, Country, hard work, and the like.

While it is of course not necessary to live in Avra Valley as opposed to Tucson to parentally instill such values, the rural atmosphere does have a certain beneficial power.

ADOT: let us develop presently rural areas on the far outlying districts surrounding our major cities with care, recognizing their priceless value - not merely as scenic spots or as lovely areas in which to site resorts or expensive houses, but as "seedbeds": Places in which to nurture coming generations in a manner which will fulfill the great purpose for which we work, as Americans & as human beings.

Thank you. Steve Wilcox

### 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

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

July 3, 2019

Dear Study Team:

I am strongly opposed to the Avra Valley bypass, the Recommended Corridor Alternative, for the proposed I-11 corridor. This alternative would cut through sparsely populated open space and sever critical wildlife corridors. The great increase in vehicle traffic would devastate wildlife, and the resulting urban sprawl would destroy extremely large areas of habitat. For example, it would pass next to the Tohono O'odham Reservation, Saguaro National Park, Ironwood Forest National Monument, and Tucson Mountain Park. These public lands are an important refuge for humans as well as animals and contribute greatly to our region's economy. Saguaro National Park generates \$90 million annually in tourism. Some of the lands and wildlife habitat that would be negatively affected by the Recommended Alternative route include mitigation lands for Pima County's Section 10 Habitat Conservation Plan, a part of the nationally-recognized Sonoran Desert Conservation Plan.

In addition the recommended alternative passes much too close to the land where Tucson recharges and stores water, which could be contaminated by a toxic spill. This risks our water security in a time of increasing drought.

The need for a new interstate bypassing the city of Tucson is not well established, and the approaching global climate crisis means that transportation planners need to move us away from our dependence on fossil fuels. If the new interstate is justified it would be much more economical to locate the route next to I-10; the Avra Valley route would cost \$3.4 billion more to construct and do far more damage.

The Tucson City Council opposes the Avra Valley Recommended Alternative route, and at the Tucson Convention Center public comment hearing on May 8, 2019, all the speakers opposed the Recommended Alternative route. Please listen to the people and public agencies of the Tucson region. Thank you.

Sincerely,



Mrs. Catherine Williams  
2249 E. 2nd St  
Tucson, AZ 85719

SUBJECT: I 11

18 APRIL 2019

Wilson, J  
I-3224

ADOT,

A 3 YEAR STUDY? MORE TALK?

HOW LONG WILL THE TALKS GO ON?

BUILD IT. 10 YEARS AGO ALREADY!

BUILD IT! THERE'S NO ROAD  
FROM THE VALLEY TO 3 POINTS WITHOUT  
GOING UP AND BACK THRU TUCSON.

THERE'S NO BYPASS AROUND TUCSON.

BUILD IT!

JOE WILSON

JM WILSON  
456 W SAN IGNACIO  
GREEN VALLEY, AZ 85614

PHOENIX AZ 852

19 APR 2019 PM 5 L



I-11

ADOT COMMUNICATIONS  
1655 W. JACKSON ST.  
MAIL DROP 126F

PHOENIX, AZ 85007

85007-327999



20 APRIL 2019

AND,

Wilson, J  
I-3226

BUILD IT!! GO TEAM GO!!

JOE WILSON

J M WILSON  
456 W SAN IGNACIO  
GREEN VALLEY, AZ 85614

PHOENIX, AZ 852

19 APR 2019 PM 8 L



I-11  
ADOT COMMUNICATIONS  
1655 W. JACKSON ST.  
MAIL DROP 126 F.  
PHOENIX, AZ 85007

85007-321755



Monday, April 8, 2019  
4:11 PM

## **Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

Walter L Wilson  
36197 W Cartegna LN  
Maricopa, AZ 85138  
805.354.2897

Thank you for the opportunity to comment on the Interstate 11 Tier 1 Environmental Impact Statement and the recommended alternative, therein. I submit my comments in **support** of the recommended alternative developed from the *R/N/L/I2/I1* option depicted in purple in Figure 1 and in blue in Figure 2. During the operational phase of I-11, the recommended alternative would have the most positive social and economic impacts on stakeholders in the Goodyear/Maricopa/Ak Chin Region. I'm advocating for economic development in this region and its integration into an efficient high capacity transportation infrastructure.

In summary, my comments on the recommended alternative are based on the impacts to the Goodyear/Maricopa/Ak Chin Region through; 1) ease of access; 2) best social and economic benefits; 3) impacts to economic productivity growth; 4) and increases in the standard of living in the region.

My primary motivation is to support the selection of the route that provides the best economic effects to this region. To that extent, we should not select any option where access to the Interstate Highway is at such a large distance, that it would not be useful for this growing metropolitan area. Studies show that the economies of smaller, growing communities have a greater potential of adverse effects due to road bypasses. Stakeholders in the region seek an option that would be conducive to commerce migration into this Region.

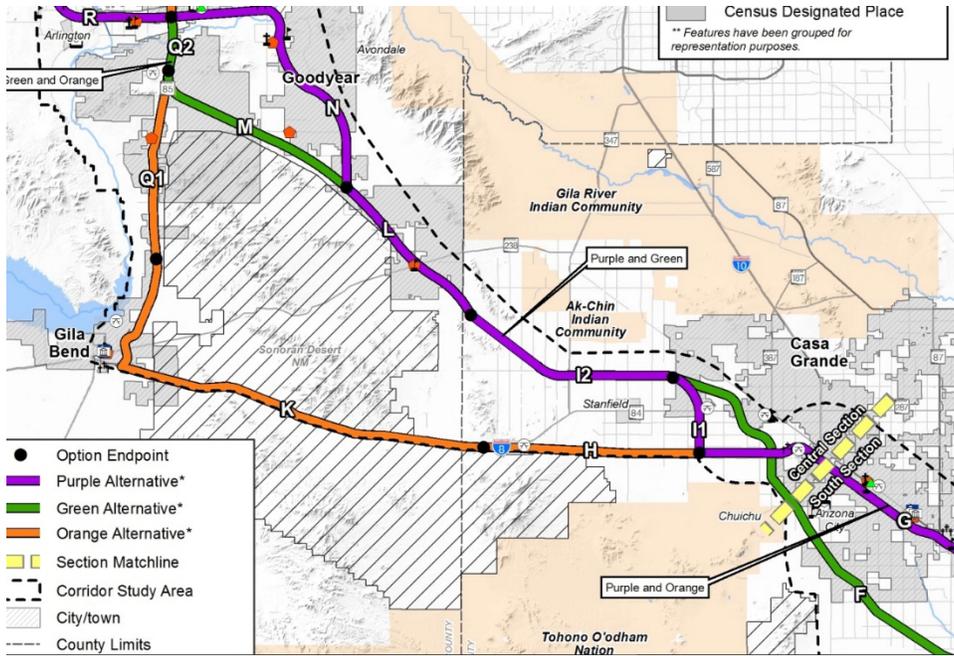


Figure 1 Recommended Alternative (Option R/N/L/I2/I1)

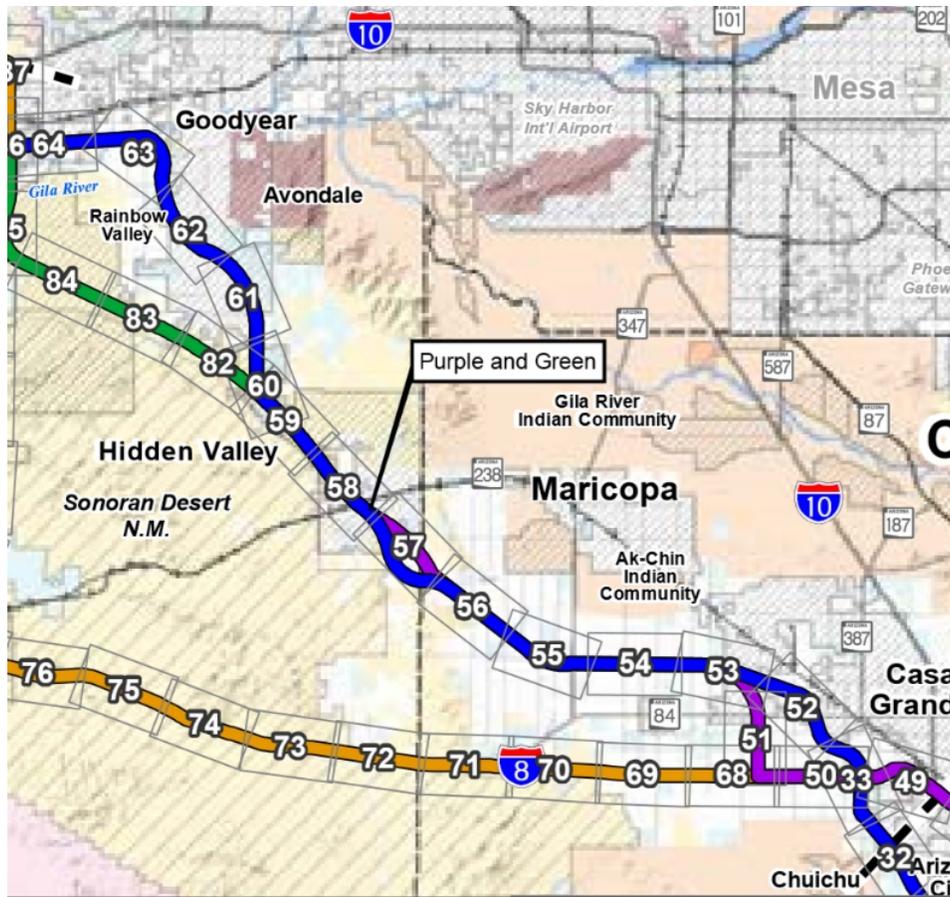


Figure 2 I-11 Recommended Alternative (2)

Interstate 11 originally identified as the CANAMEX Trade Corridor, established under the North American Free Trade Agreement (NAFTA), connects Canada and Mexico through the Western United States. The concept of I-11 is an enabling capability for commerce between the United States, Canada, and Mexico while simultaneously, providing a transportation corridor for the major metroplexes along its route. This includes the Arizona Sun Valley, which The Goodyear/Maricopa/Ak Chin Region belongs. I-11 is High-Priority Corridor #26 in the National Highway System, which recognizes the importance of the corridor to our Nation's economy, defense, and mobility.

In terms of enabling commerce in the Goodyear/Maricopa/Ak Chin Region, there is another option available outside of the recommended alternative. The *Q1/K/H* Option provides a new corridor between the communities of Buckeye and Gila Bend and a corridor using existing Interstate 8 facilities, between Gila Bend and Casa Grande. After a thorough review of the IES, I've determined that this does not fit the goals of the growing Goodyear/Maricopa/Ak Chin region, beyond current long-range plans. This is due to the route following the current I-8 corridor with the closest access point being approximately 13 miles from the central core of Maricopa/Ak Chin, 20 miles to the southern boundary of the Goodyear Sonoran Valley District, and 30 miles from the western boundary.

It is difficult to imagine how option *Q1/K/H* would contribute a boost to the economy and provide new mobility capabilities to the region because of the remoteness of access. The Goodyear Sonoran Valley District/Maricopa/Ak Chin region currently sits in a region lacking high capacity transportation facilities; with access to I-8 at approximately 13 miles and I-10 at approximately 12 miles from the core commerce areas. Access to a highway network is a necessary in order to promote efficiency and growth.

To ensure that The Goodyear/Maricopa/Ak Chin Region realizes and maximizes benefits from the construction of Interstate 11, it is important to maintain focus on the highway's effects on growth, commerce, and economic performance in the region. Access points are critical for that reason which enables the communities to transform that access into the development of core areas, coordinated promotion of commerce in the core areas, and retail migration along the route. Access to I-11 at any point within the entire Maricopa/Ak Chin Region when employing the recommended alternative, is between 2 to 5 miles. The I-11

recommended alternative fits within the goals of both the Goodyear 2015 Strategic Plan and the current Maricopa Strategic Plan. This is by far, more attractive and useful than the I-8 access point of 13 miles.

The recommended alternative comes with proposals for Industrial Clusters, a Manufacturing Cluster focused on the Freight Industry, and a Commerce and several Business Corridors. These proposed commerce centers would certainly have a positive impact on producers as well as consumers in the Goodyear/Maricopa/Ak Chin Region. There are no proposed commerce or manufacturing centers in *Option Q1/K/H* that would have a positive impact on the economy of the region.

The recommended alternative comprises a new corridor in the Goodyear Sonoran Valley District/Maricopa/Ak Chin area where there are currently no high capacity transportation facilities. This option would provide access to planned growth areas and serve the key economic center of Maricopa/Ak Chin. It would also provide reduced travel time for traffic between Buckeye and Casa Grande along with providing a diversion for traffic from existing roadways. The option provides the shortest and best travel time route for individuals traveling through the Phoenix Metroplex along a Southeast/Northwest corridor.

The potential of the recommended alternative to bring additional economic benefits to the Goodyear/Maricopa/Ak Chin Region in the forms of investments, retail migration, employment, increased real estate values, and commerce are great. The proposed highway would enable many different types of retail, industry, and trade to flourish, especially traffic-dependent businesses. The other proposed I-11 Central Route Option would deprive Maricopa-Ak Chin of this potential economic boom.

The potential of the recommended alternative goes beyond the immediate area of the Goodyear Maricopa/Ak Chin Region. This Option also connects the western communities of Maricopa & Pinal Counties to each other, but most importantly, it provides access to global markets. Global Markets accessed through the communities of the Phoenix Metroplex and The Southwest Triangle or "Southwest Megalopolis Cluster", which is comprised of the interlinked Las Vegas, Southern California, and Arizona Sun Corridor Megapolitan Areas. This Megalopolis depicted in Figure , is the fastest growing Mega-Cluster in the U.S.

The recommended alternative would provide The Goodyear/Maricopa/Ak Chin Region with increased transportation mobility for workers, goods, and services between the communities of the Megalopolis Cluster. These capabilities would enable the economy of The Goodyear/Maricopa/Ak Chin Region to grow through greater collaboration, flexibility, and innovation, which would lead to a more diverse and stable long-term economy built on technology, innovation, and high value manufacturing. The transportation facilities provided by this option, provide direct paths to the western communities of the Southwest Megalopolis Cluster, especially communities of the Northern areas of the Cluster without traveling North and East through Metropolitan Phoenix, and areas with very poor Peak Period Travel Time Ratings. The recommended alternative would make the Goodyear/Maricopa/Ak Chin region the gateway to the Sun Valley Megapolitan Region.

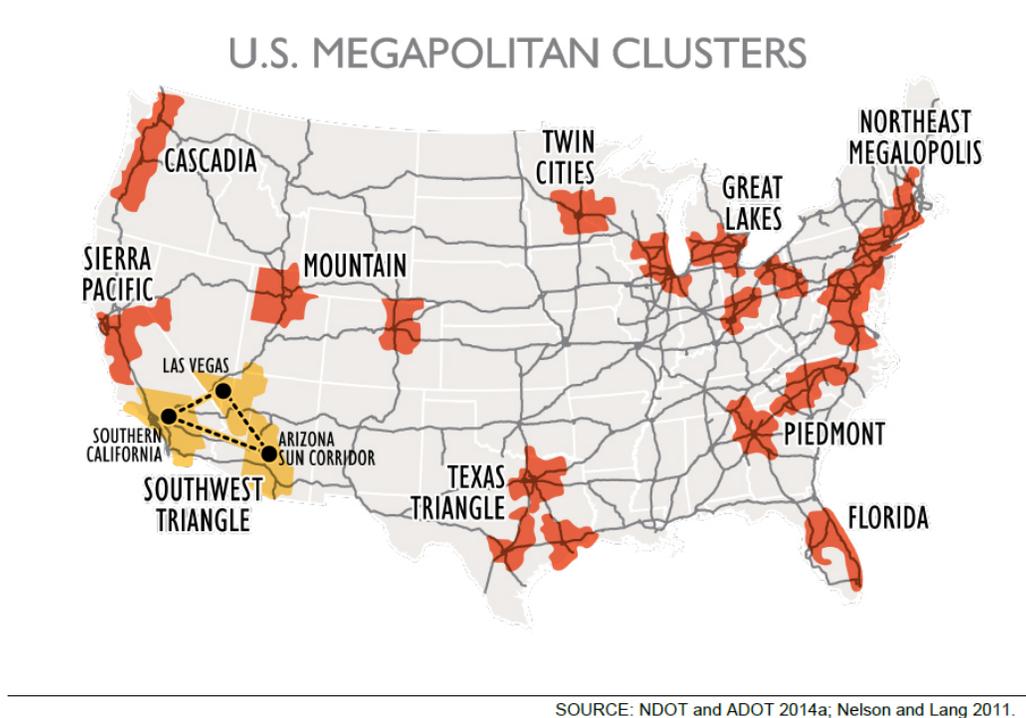


Figure 3 U.S. Megapolitan Clusters

In addition to recommending and supporting recommended alternative, I would like to recommend the consideration of employment of a Freeway, plus frontage road design, in the form of continuous frontage roads between the communities of the Goodyear Sonoran Valley District, Maricopa, and Casa Grande. The frontage road would operate as the local road auxiliary and located on both sides

of the I-11 arterial highway for service to abutting property, adjacent areas, and for control of access. This design would enable locating of commerce along the highway.

The employment of a continuous frontage road would also provide tremendous flexibility to the operation of I-11 within the area. The advantage of the frontage road design would be creating continuity with the surface street system. The frontage road would act as an extension of the surface road system, which is vital to a good traffic flow network. It also adds flexibility to the operation of I-11 as closures are possible without seriously affecting the flow of the system as diverted traffic may utilize the frontage roads.

A continuous frontage road design gives users the ability to ingress and egress the freeway into commerce with the ability to travel continuously. It distributes the benefits of the freeway equally and opens new areas for growth and development. Figure 4 depicts this design.

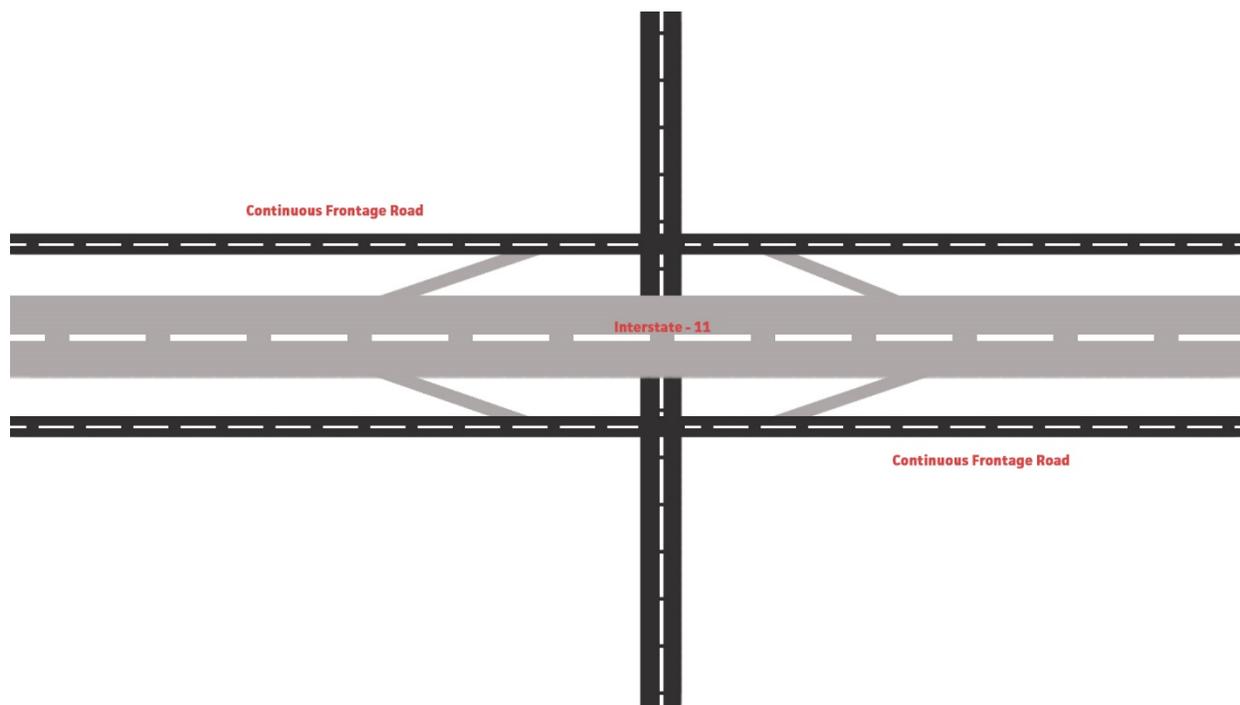


Figure 4 Continuous Frontage Road

Thank you for providing me the opportunity to comment on the recommended alternative for Interstate 11 Central Region. This alternative would have a dynamic socio-economic impact on the Goodyear/Maricopa/Ak Chin Regional, in addition to direct benefits accruing to commuters and travelers, including time

savings, safety improvements, and vehicle operating cost reductions. I highly recommend that the Department of Transportation stick to this option without any consideration for the less impactful *Option Q1/K/H*. I look forward to commenting further on this important infrastructure modification and modernization effort.

Sincerely,  
Walter L Wilson



# 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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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.

Do not build I-11!  
o/s God for wildlife, light pollution, NOISE!

It will ruin the desert.

Business interests in Washington + Phoenix (i.e. Koch Brothers)  
want the real estate money. GREED!

#### Contact Information (optional)

Name JEAN WINDMILLER Email jmwindmiller@msn.com

Address \_\_\_\_\_

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

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



ADOT Project No. 999 SW 0M5180 01P | Federal Aid No. 999-M(161)5

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

This is My Home



Noefy























To Coalition for Sonoran ~~Des~~ Desert  
Protection

---

Young, D  
I-3541

This is a bad Idea to build a freeway and here are the reasons:

1) The wildlife is very important out there, like a road in their home sound awful. It's their home they only one they know. It would confuse them and be heartbreaking.

2) The economic impact would be just as worse, more fumes from cars and lots more traffic noise.

3) I love taking pics out there it's one of my favorite places, as a nature photographer it's not good if there is gonna be a freeway where I take pics.

1) So all in all please don't make a freeway let's get more people taking pics and enjoying the National Parks out there.

## Dale and Tracy Yurek

21795 W El Grande Trail  
Wickenburg AZ 85390  
4067994459  
[dale@williamsonfence.com](mailto:dale@williamsonfence.com)

May 21, 2019

To Whom This May Concern;

Hello, my name is Dale Yurek and my wife is Tracy Yurek. We live in the Vista Royale subdivision west of Wickenburg. I am writing to you in response to the I-11 Draft Tier 1 proposal. Thank you for giving us this opportunity.

We have many concerns and recommendations about the route location you are proposing just west of the Vista Royale subdivision that is located approximately 6 miles west of Wickenburg. We just purchased this piece of property last December of 2018 because it's a very peaceful subdivision with clean yards and paved roads. It was not until early 2019 that we received any kind of official notification of this proposal. If I would have known that the I-11 Tier 1 proposal route was this close to this property, I would have never bought this piece of property. We have CC&R's to maintain this beautiful exclusive neighborhood. The majority of the residents here are middle to upper aged. Most of us are still working to pay for this pristine piece of property and to trying. There are a few horse zoned lots here as Wickenburg is a very popular equine destination as to why I bought this piece of property in the Vista Royale subdivision. The short time that we have lived here we have enjoyed the miles and miles of state land horseback riding and hiking trails on the state land that backs up to this subdivision.

Our concerns are if the Corridor I-11 is approved for this current route proposal, we will have noise pollution, air pollution and trash and no access to the state land out our back door which is why I bought here. Also we feel that our property values will certainly plummet and this not an emotional reaction, it is a fact. The proposed alternate route shows that 3 houses against state land will have to be removed. As I stated above the age group of our residents would have a severe impact for everything we have worked all our lives for. Have your ever driven on a freeway that was clean, free of trash and no noise?

There are several stock water tanks that our wildlife use that will be destroyed on this route. The cattle, sheep and wildlife will no longer have water there. I have encountered desert tortoises several times at the water tanks were this proposed route will run right through these watering tank areas.

As I understand, the desert tortoise is listed as “THREATENED” under the United States Federal Endangered Species Act and is considered vulnerable by the Internal Union for Conservation of Nature. (IUCN).

We would like to recommend that you please reconsider this route and go further west of us and maybe even closer to state route 71 which is already equipped with on and off ramps and to my calculations is a shorter distance to the west? It is noted that you are trying to avoid the potential to impact to existing developments. Your proposed route is a definite impact to the Vista Royale subdivision. **(SO PLEASE, MINIMIZE NEGATIVE ECONOMIC IMPACT TO THE VISTA ROYALE SUBDIVISION.)**

Thank you for including us in this project and we sincerely hope you will consider our concerns and that we can come to agreement that this is clearly not acceptable.

Best Regards,

Dale and Tracy Yurek

# Tierra Linda Nueva HOA

June 28, 2019

FHWA/ADOT

Re: I-11 Corridor Public Comment Letter

Dear FHWA/ADOT:

On behalf of the members of the Tierra Linda HOA, a 190 lot community on the southeast corner of Emigh Rd. and Avra Rd., the Tierra Linda HOA Board of Directors is stating its **support of the Green Route** as shown in the April 2019 "Highlights of the I-11 Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation" document published by ADOT and FHWA, which was subsequently color coded blue, as the FHWA/ADOT's Recommended Corridor Alternative.

96% of respondents to a community survey of which route they preferred (green, purple, or orange), stated support of the green route, which FHWA/ADOT color coded as blue, the Recommended Corridor Alternative.

Sincerely,



Tierra Linda HOA Board of Directors  
Robert P. Zammit (contact 520-529-1330)  
Codi Craft  
Myron Cowell  
Judy Wunderle  
Michael Barry