



APPENDIX H

Public Meeting Comments

Comment Forms
Email Comments
Mailed Comments
Online Map Comments
Roll Plot Map Comments
Telephone Comments
Verbal Comments (Court Reporter)

Comment Form Responses

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Interstate 11 Tier 1 EIS Study Team
 c/o ADOT Communications
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Zip Code: (re _____)

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**Interstate 11 Corridor Tier 1 Environmental Impact Statement
 Nogales to Wickenburg**
 MAY 2017

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Please tell us why you favor/do not favor a certain option(s) so that we can better understand your views and opinions. We suggest beginning any comments on the corridor option(s) with the phrases below.

- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: All Letters except V
 Favorable Neutral Unfavorable

Please explain: Support further study of alternatives; good to study existing transportation facilities & to look a new corridors; good to eliminate corridors with major environmental concerns

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



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3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

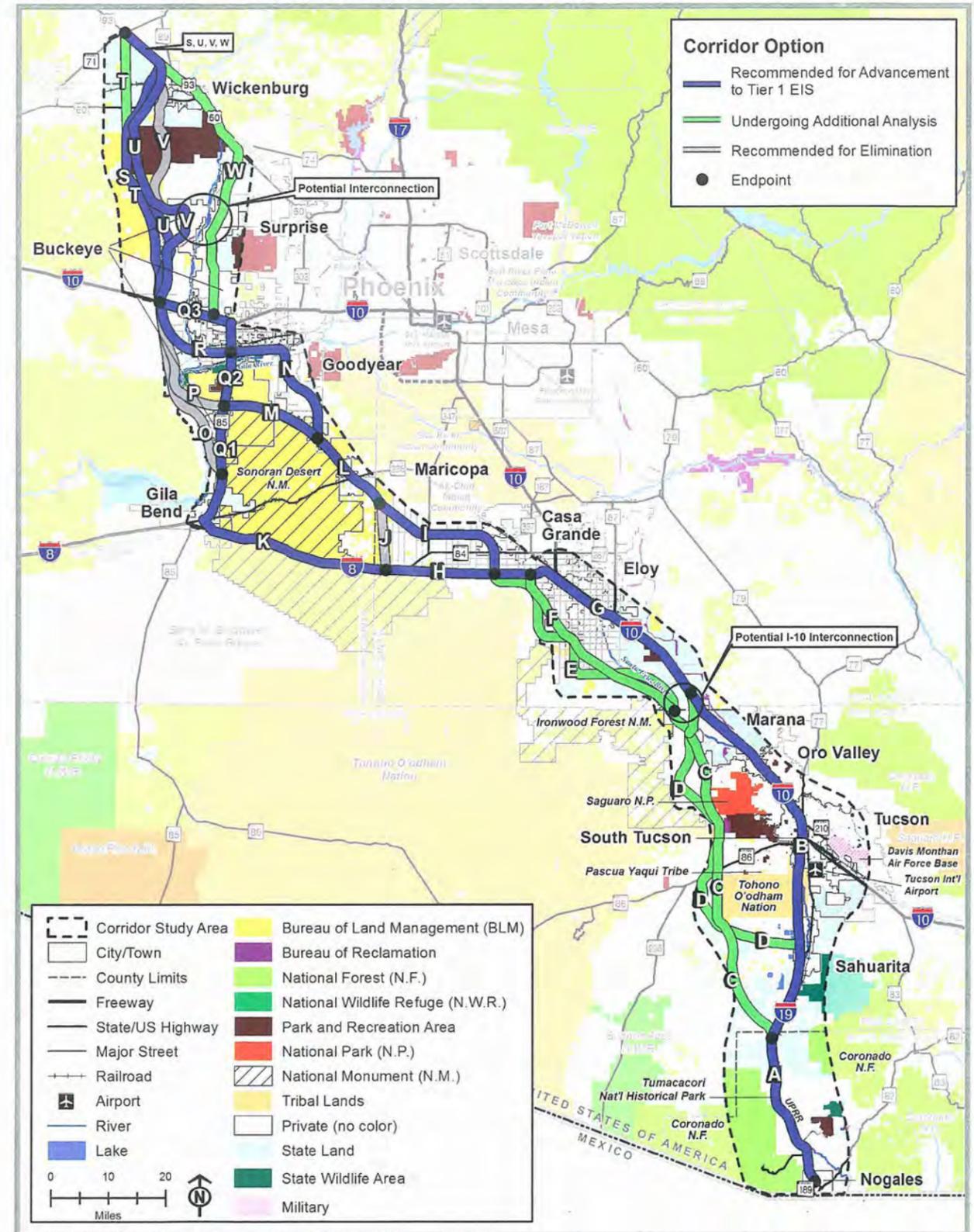
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

I prefer town hall format over Open House format; more democratic & better ~~at~~ public participation leading to better decisions. Hard to know all concerns in Open House format; too much public comment is buried in thick documents.

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: H & K
 Favorable Neutral Unfavorable

Please explain: Goes too far out of the way.

2) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: ROAD IS WAY TOO BUSY AS IT IS



3) Corridor Option Letter: C & D & E & F

Favorable Neutral Unfavorable

Please explain: Gets TRAFFIC AWAY FROM I-10

4) Corridor Option Letter: F

Favorable Neutral Unfavorable

Please explain: Straighter, less distance

5) Corridor Option Letter: C & F

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: W

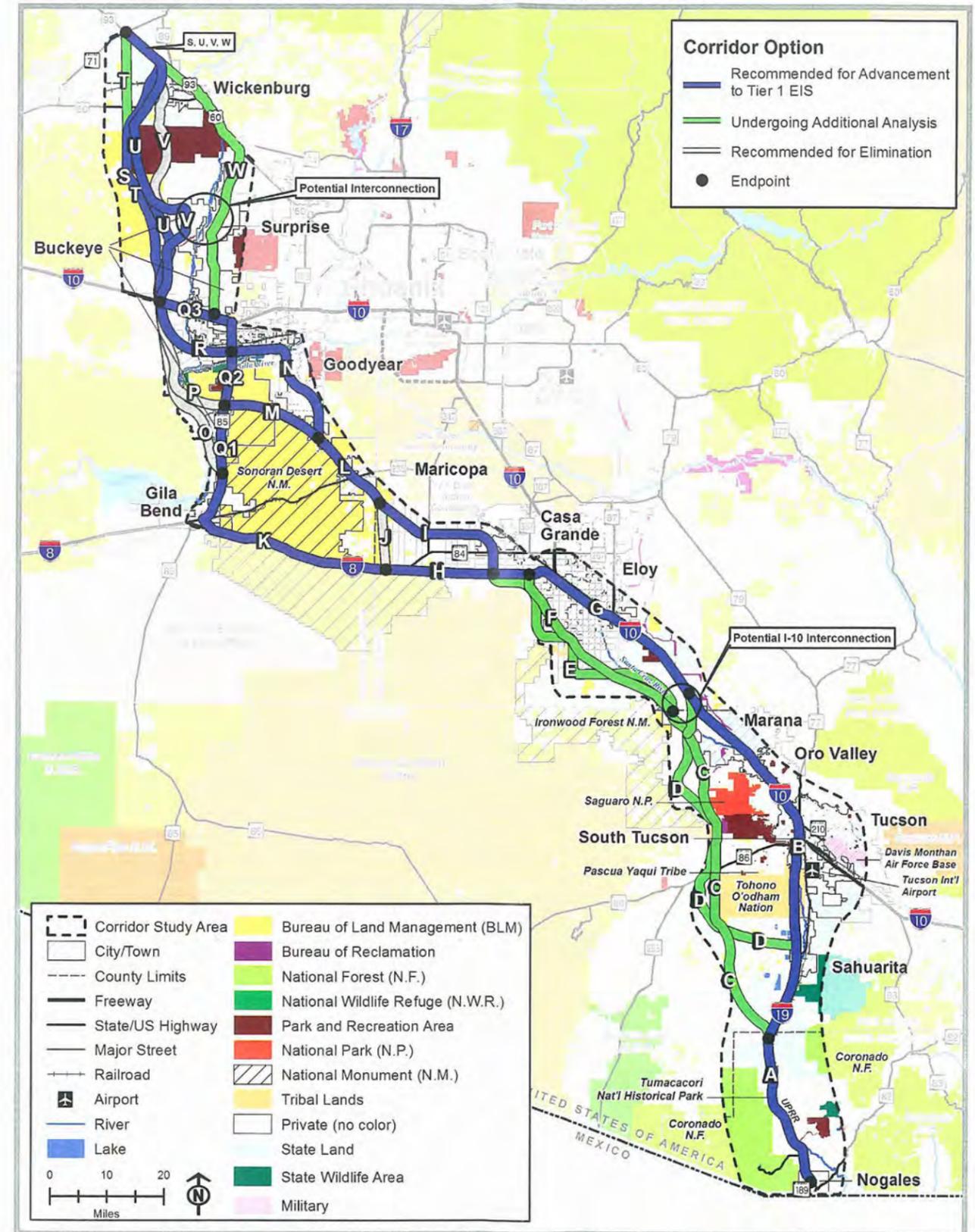
Favorable Neutral Unfavorable

Please explain: Area too crowded, too many Businesses there

To comment on more than six corridor options, please use an additional comment form.

Additional Comments: NR ST Looks Best Protects Wickenburg

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: T

Favorable Neutral Unfavorable

Please explain: Decided by Wickenburg residents in Sonoran Institute
meeting, closest to rail/truck transfer
facility in Foropough. \$ Away from Vista Royale
horse back trails

2) Corridor Option Letter: V

Favorable Neutral Unfavorable

Please explain: Goes through park



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3) Corridor Option Letter: U

Favorable Neutral Unfavorable

Please explain: To close to Vista Royale, will cut off major horseback riding trails

4) Corridor Option Letter: S

Favorable Neutral Unfavorable

Please explain: Is this an extension of R? If so, it can connect to T & is usable

5) Corridor Option Letter: T

Favorable Neutral Unfavorable

Please explain: Same as S?

6) Corridor Option Letter: W

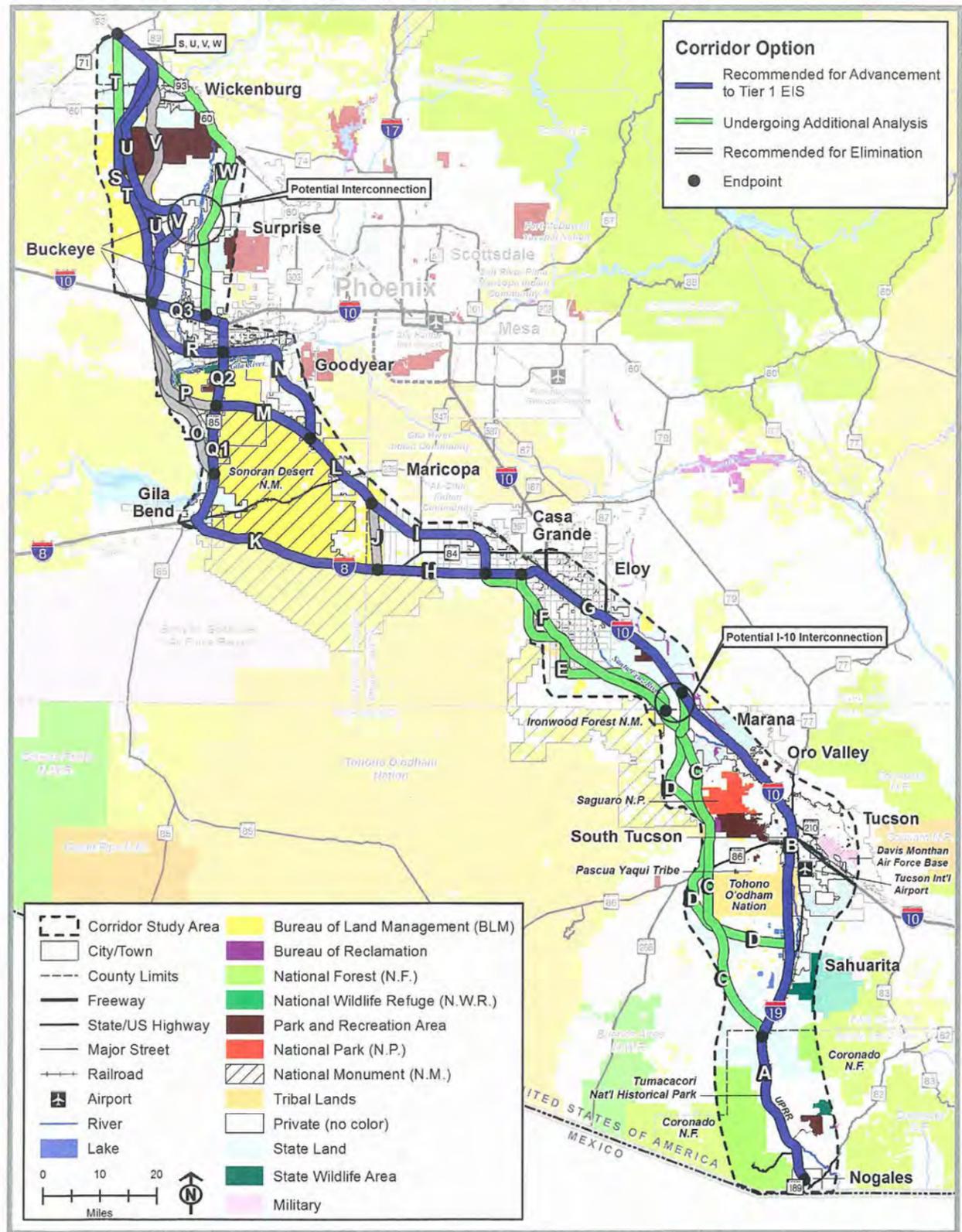
Favorable Neutral Unfavorable

Please explain: Absolutely NO! Major problems with existing homes & terrain.

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1) Corridor Option Letter: W
 Favorable Neutral Unfavorable

Please explain: TOO EXPENSIVE / TOO DISRUPTIVE
WOULD RUIN WICKENBURG

2) Corridor Option Letter: U
 Favorable Neutral Unfavorable

Please explain: BEST ROUTE FOR MULTI-MODEL ACTIVITY
SHOULD INCLUDE FREIGHT & PASSENGER RAIL AS WELL AS
INTERSTATE. ALSO HI SPEED FIBRE OPTIC BACKBONE.
WOULD ALSO ENCOURAGE WEST SIDE GROWTH



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

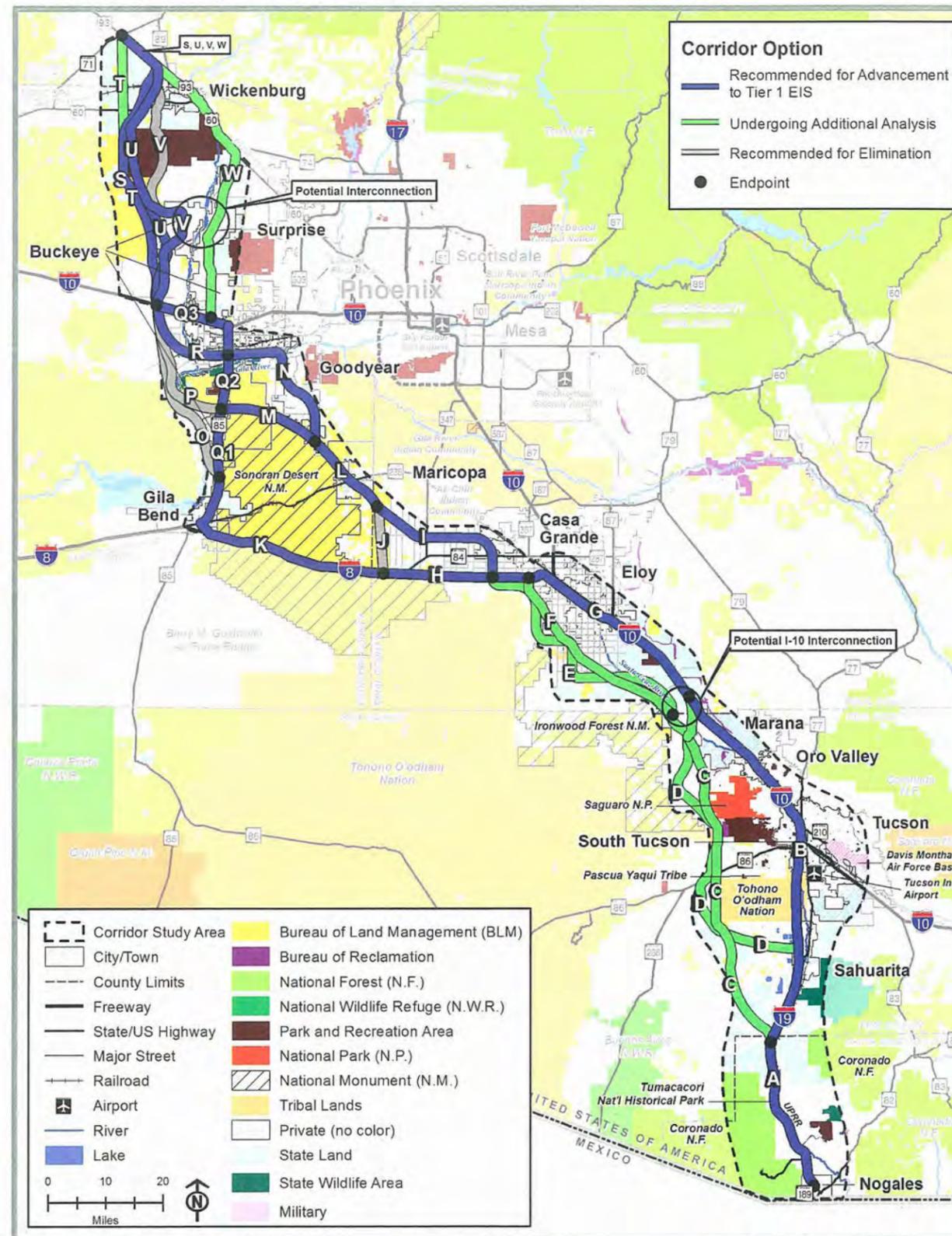
Favorable Neutral Unfavorable

Please explain: _____

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1) Corridor Option Letter: T

Favorable Neutral Unfavorable

Please explain: DIRECT ROUTE - STATE HIGHWAYS - CONNECTS TO PRESERVE
TAKES TRAFFIC OFF GO

2) Corridor Option Letter: W

Favorable Neutral Unfavorable

Please explain: IF YOU LIKE BARSTOW - KINGMAN - NOGALES
BUT THIS IS FOR YOU



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

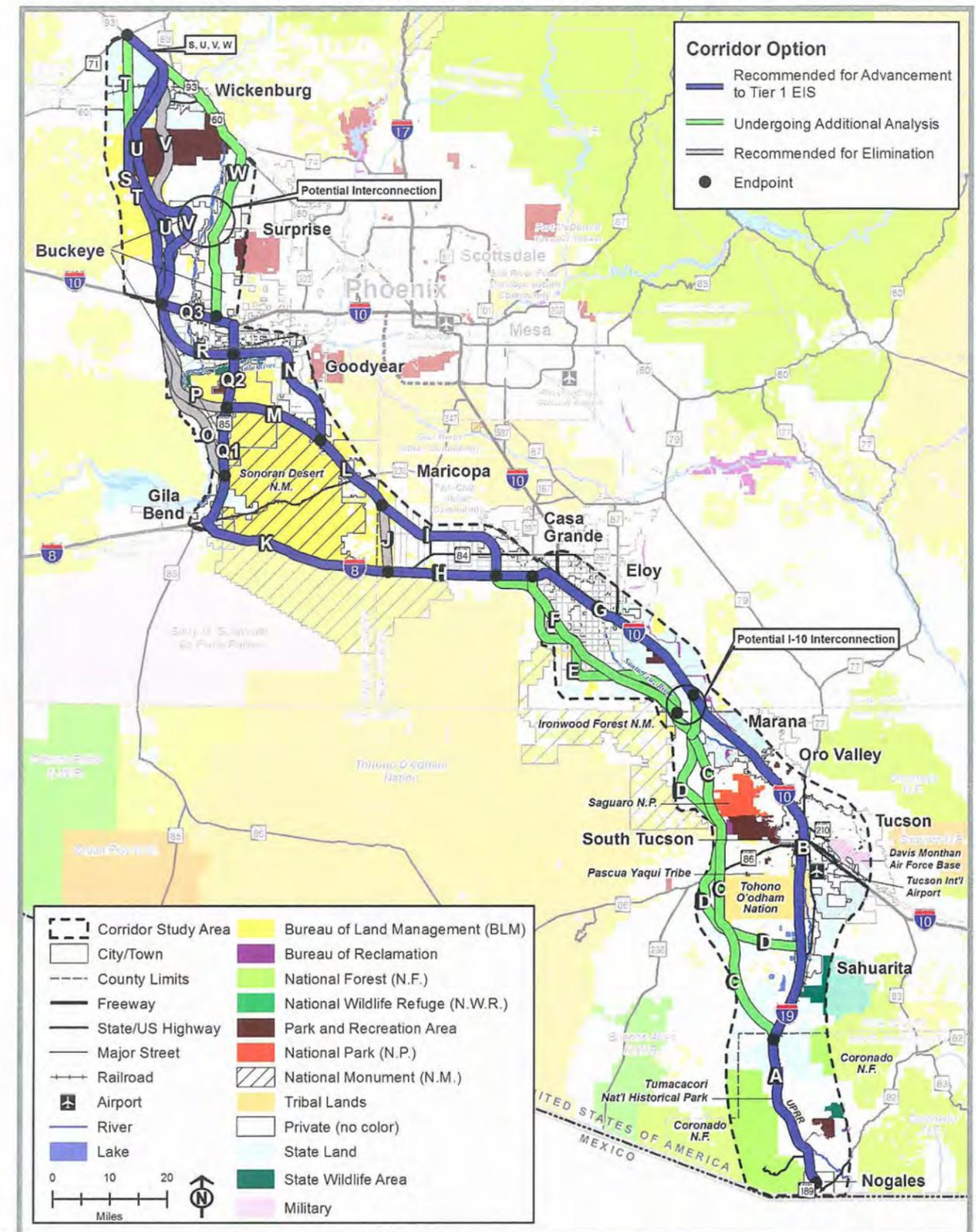
Favorable Neutral Unfavorable

Please explain: _____

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*I would like a shapefile (for GIS) *
 please feel free to remove sensitive information
 corridor alternatives*

Name: _____
 Zip: _____
 Email: _____

for entire corridor - she spoke to Jay who said he'd check -

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1) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

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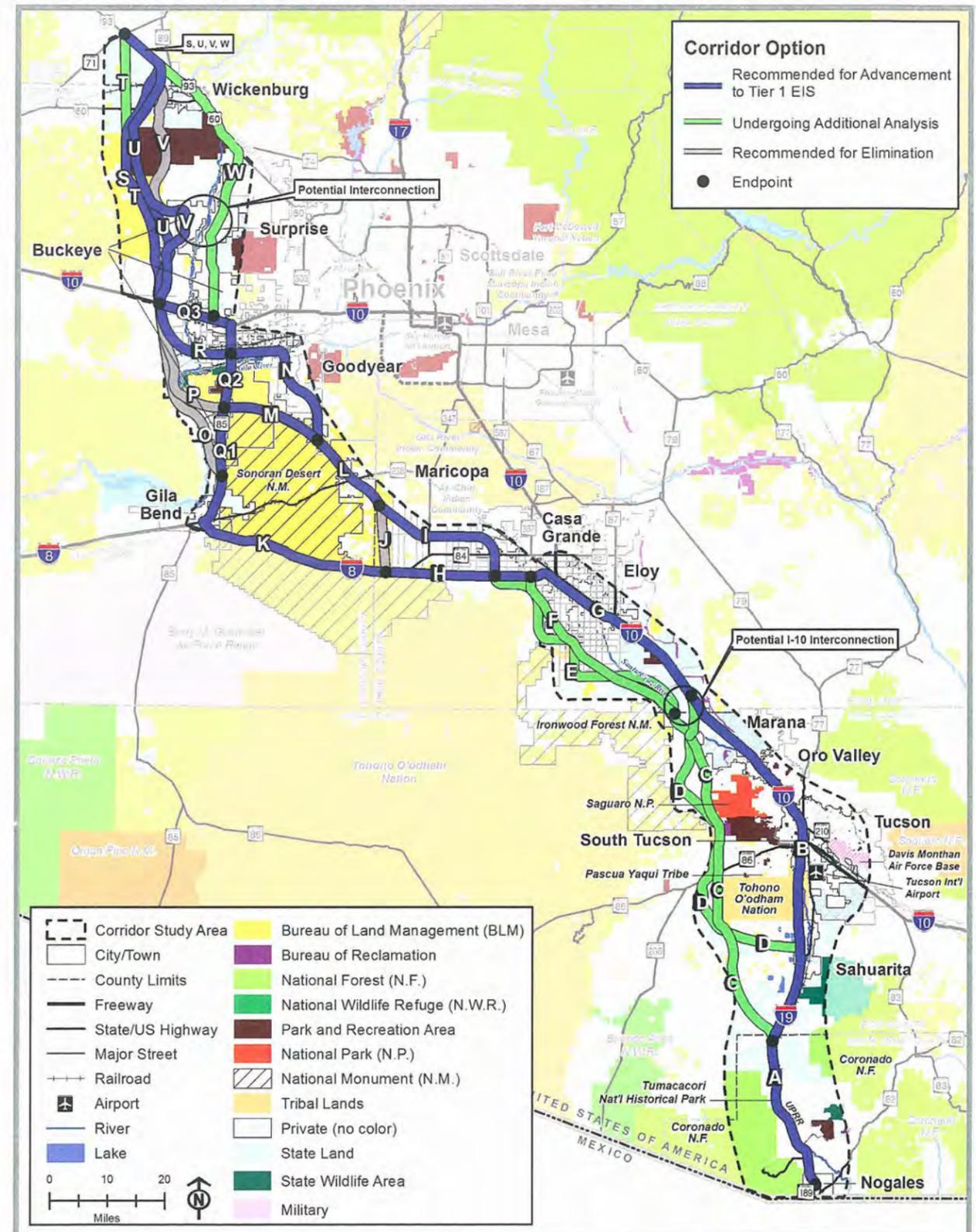
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

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1) Corridor Option Letter: F #16 - Favorable
 Favorable Neutral Unfavorable

Please explain: I doesn't make much sense to do a parallel corridor to I-10 thru this area. There are few restrictions to widening I-10 thru the farm land from Marana to Casa Grande.
Just widen I-10

2) Corridor Option Letter: I-L-N
 Favorable Neutral Unfavorable

Please explain: Great alternative to I-10 for NB and WB traffic to go around Phoenix.



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3) Corridor Option Letter: U-S-T

Favorable Neutral Unfavorable

Please explain: I like the routes along the west side of Wickenburg
Sensitivity to the Massaycura area is up most.

I like U the best

4) Corridor Option Letter: H & K

Favorable Neutral Unfavorable

Please explain: there is plenty of room to widen I-8 in this area
without impacting much that is sensitive. The connection to Route 85
(Q) is key. The current connection is poor. I prefer the
I, L, M route.

5) Corridor Option Letter: C & D

Favorable Neutral Unfavorable

Please explain: I have long preferred a new route thru the west side
of Tucson versus widening I-19 & the encountering of huge traffic
problems from Valencia Rd north thru I-10 to Marana
I know it will be hard to build thru the AVRA Valley but it
will handle the traffic better.

6) Corridor Option Letter: W

Favorable Neutral Unfavorable

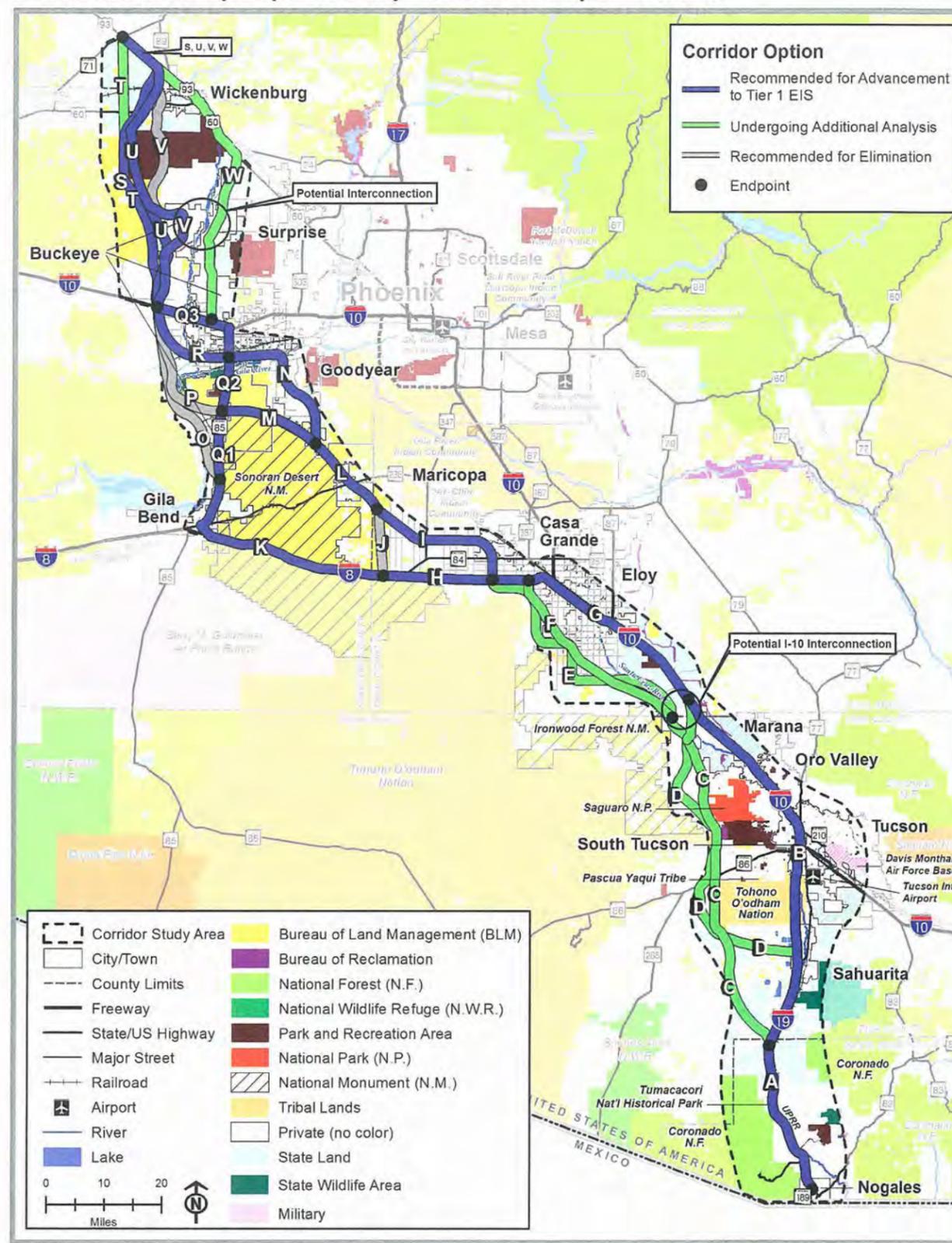
Please explain: I don't like it as well as U-S-T.
The impact on Wickenburg is great.

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Additional Comments:

I also like "T" - The straight alignment makes sense.
Let Wickenburg make an arterial connect to their
economic area.

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1) Corridor Option Letter: K7H1Q
 Favorable Neutral Unfavorable

Please explain: I-9 IS EXISTING HWY TO 85
will not impact any homes

2) Corridor Option Letter: L.M.H.E
 Favorable Neutral Unfavorable

Please explain: GOING TO IMPACT MORE HOMES
in Hidden Valley North & South
AS well as ENVIRONMENTAL



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

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Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

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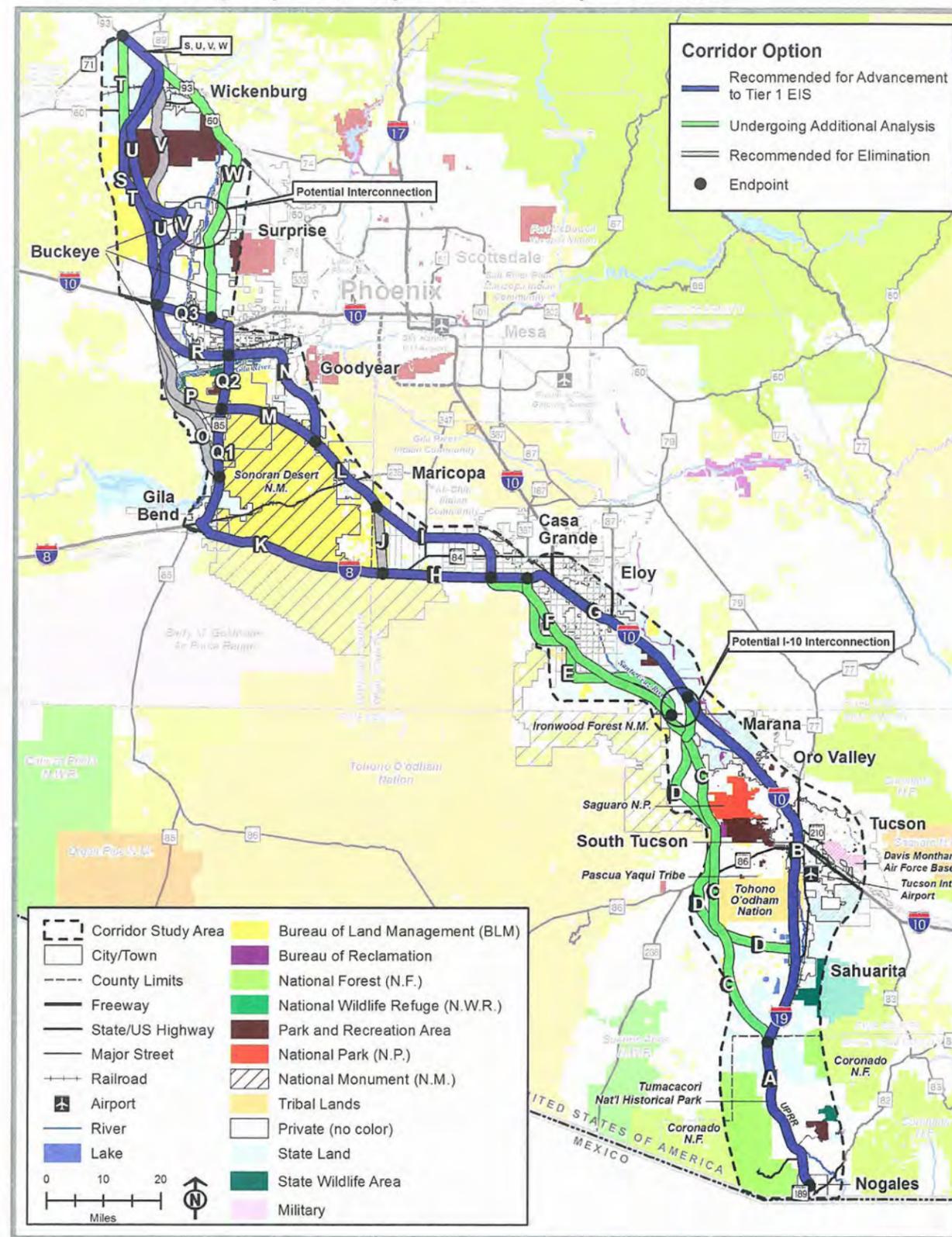
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Please explain: _____

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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

MAY 2017

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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: BAR
 Favorable Neutral Unfavorable

Please explain: Use I-8 to go around Phoenix area
It has lots of capacity & the further away
from Phoenix, the better

2) Corridor Option Letter: ST
 Favorable Neutral Unfavorable

Please explain: Go to west of Wickenburg - Wickenburg
is getting more & more congested.
I like T-going straight to US93



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3) Corridor Option Letter: AB

Favorable Neutral Unfavorable

Please explain: I-19 needs improved

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

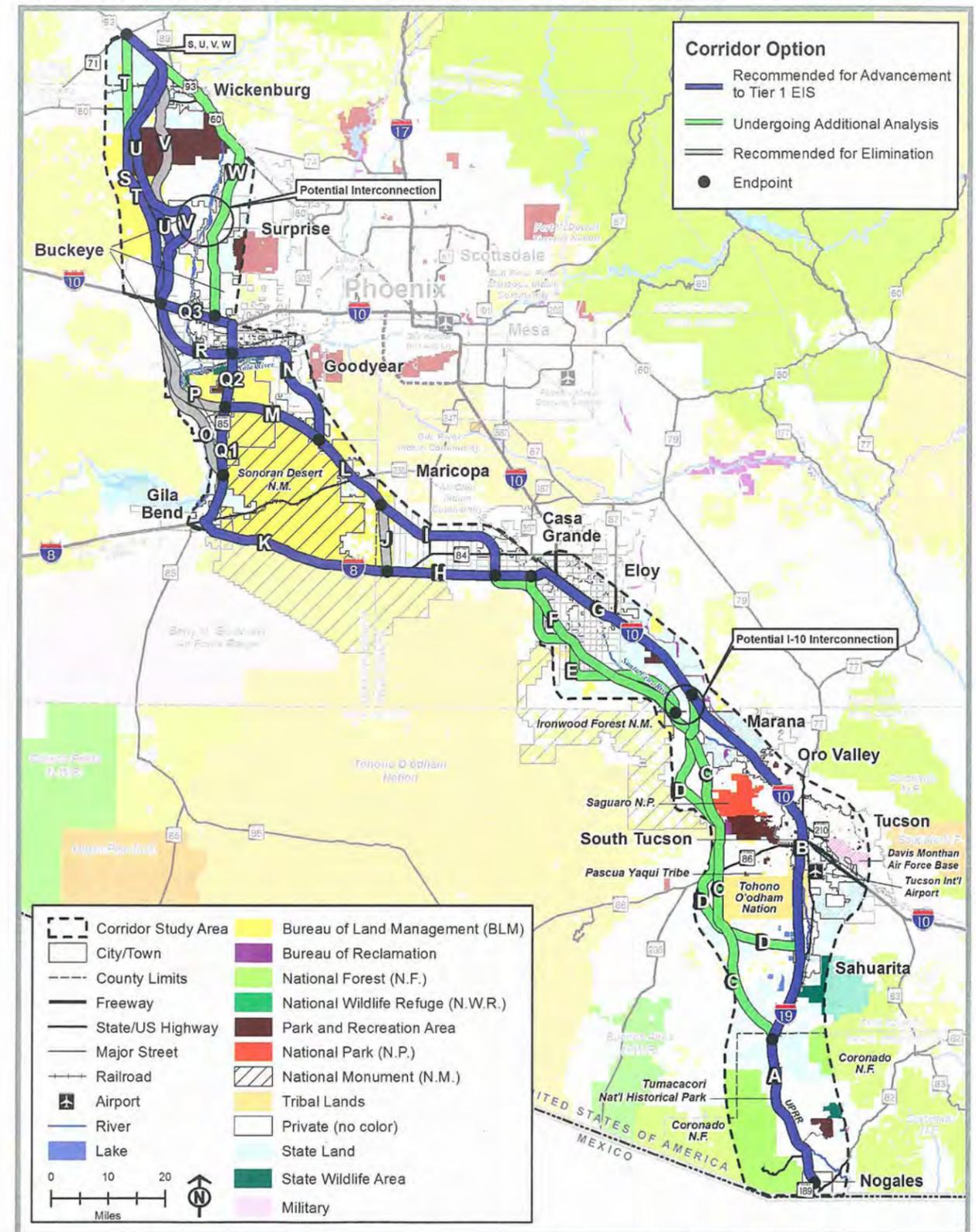
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Well thought-out plan for a needed corridor.
Thanks! Great presentation
Overall the recommended ^{blue} purple line looks good.

Please use this map to provide any comments on specific areas.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: E
 Favorable Neutral Unfavorable

Please explain: SOUTH OF ELOY, FLOWS EASIER, SOLVES FLOODING ISSUES.

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

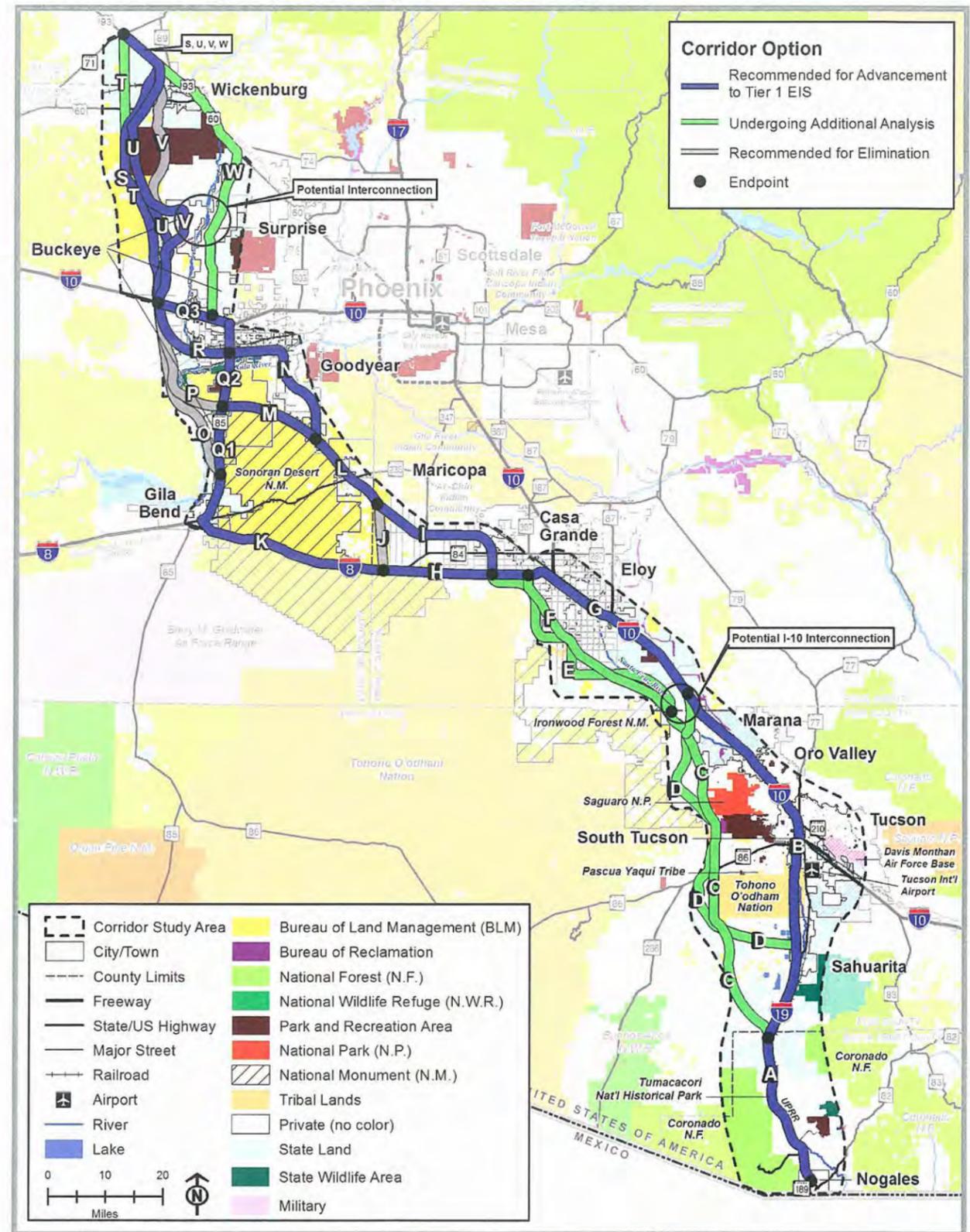
Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



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 Nogales to Wickenburg**
 MAY 2017

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*3-500 miles apart
 from I-15 California to I-25 N.M.*

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: E, F
 Favorable Neutral Unfavorable

Please explain: prehistoric Hohokam sites in the study area of E+F, - the southwest view off of Picacho Peak will be a new site, right now its a beautiful view, I-10 ruins the view to the north, plus would be close to Ironwood National Monument. The dust storms come from the south & west they would impact study E,F before the dust would reach G

2) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: expand I-10 thru Casa Grande & Eloy, and expand I-8 thru from F to G



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3) Corridor Option Letter: J, V, P, O

Favorable Neutral Unfavorable

Please explain: These we don't need

4) Corridor Option Letter: D, C

Favorable Neutral Unfavorable

Please explain: these seem to be good options around Tucson

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

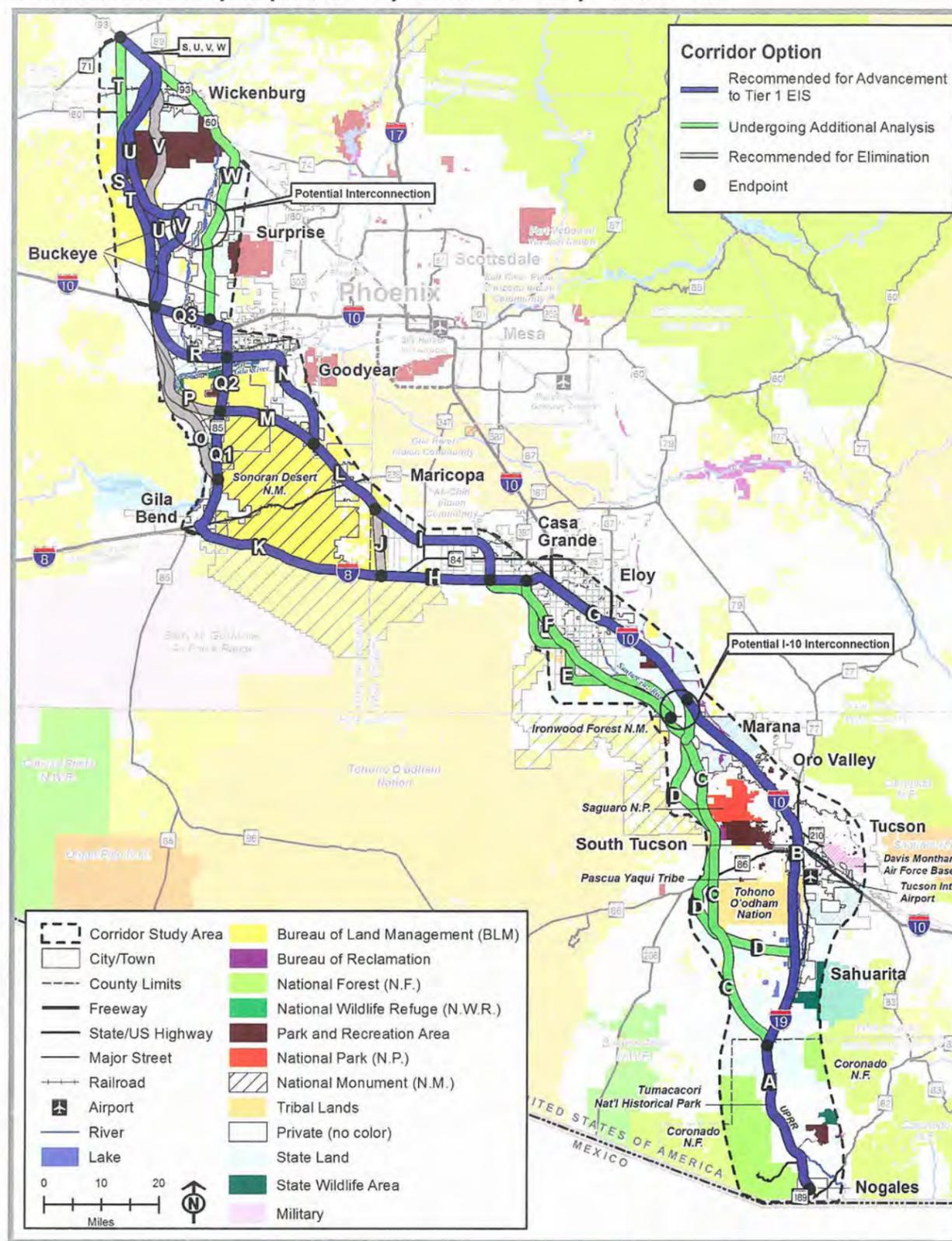
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

It would be a sad thing to see all the vacant desert land be transformed into a multi-lane freeway system that will bring more air pollution and trash and of course noise and lights, etc. I propose at least in the existing freeway areas of I8 and I10 which is 6+ ft that the existing freeway be used as much as possible, widening etc.

Please use this map to provide any comments on specific areas.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: F
 Favorable Neutral Unfavorable

Please explain: _____
Best flow, follows old SANTA CRUZ RIVER BED.
follows

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

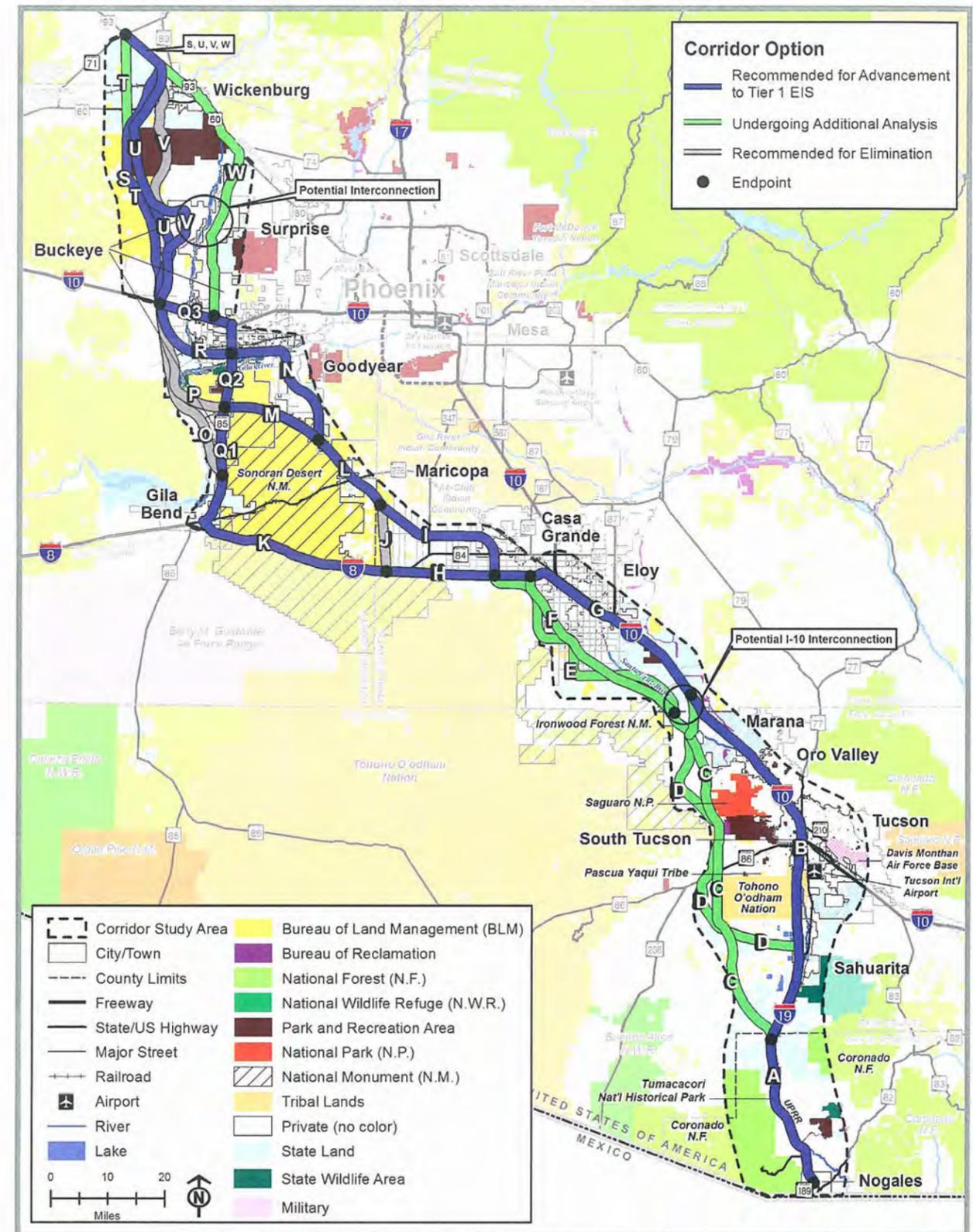
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

Please use this map to provide any comments on specific areas.



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Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: H
 Favorable Neutral Unfavorable

Please explain: ALready existing (B+S) & R+ES

2) Corridor Option Letter: K
 Favorable Neutral Unfavorable

Please explain: B+S - ALready exists, as well as ES



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3) Corridor Option Letter: Q

Favorable Neutral Unfavorable

Please explain: Same comments as above

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

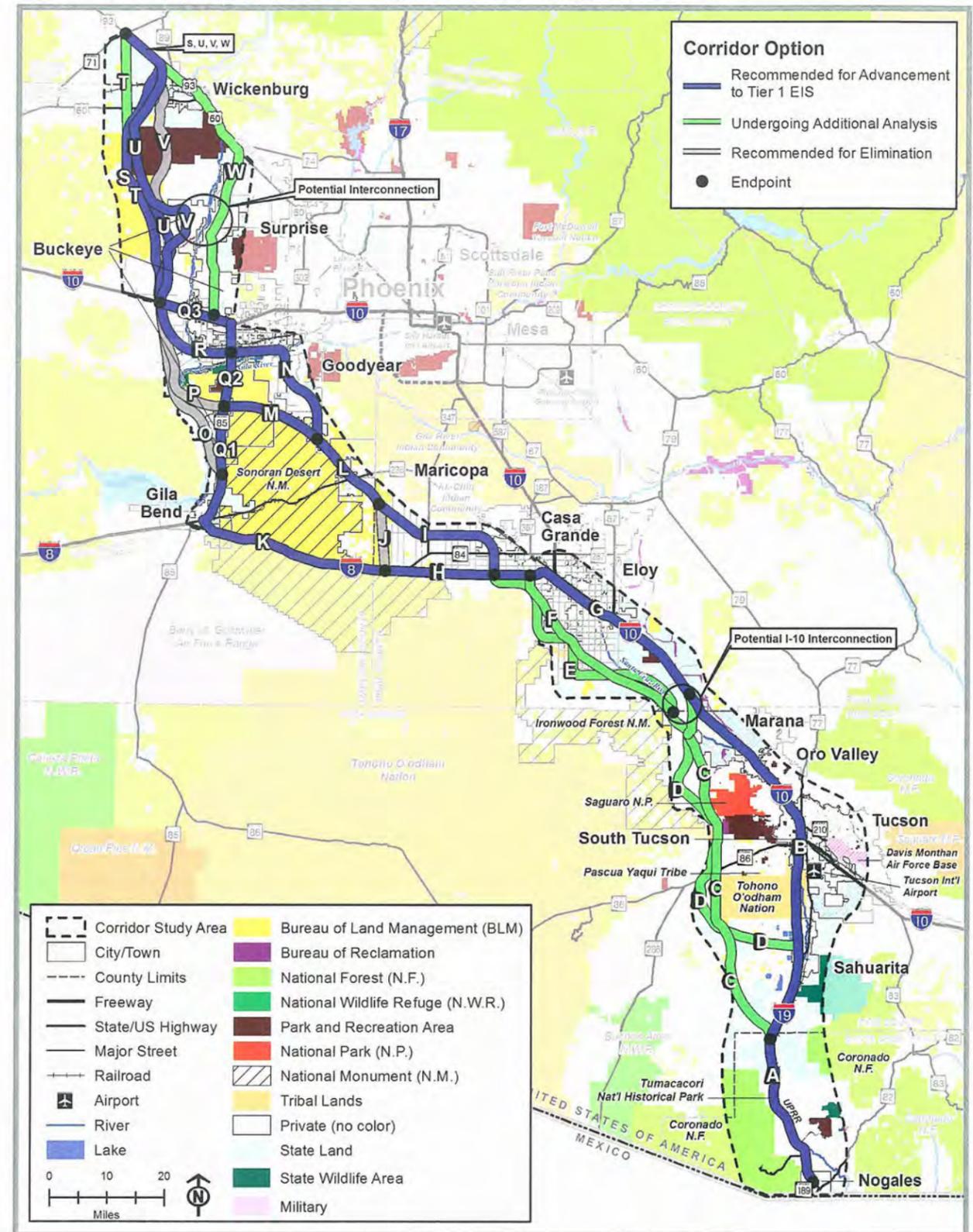
Favorable Neutral Unfavorable

Please explain: _____

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- I do not favor this option because . . .

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1) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: Less impact, I-19 & I-10 already exist. Just put a double decker over existing.

2) Corridor Option Letter: C+D

Favorable Neutral Unfavorable

Please explain: Damage to environment. This is pristine Sonoran desert. Noise pollution, wildlife impact. No good can come from options C+D.

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

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Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

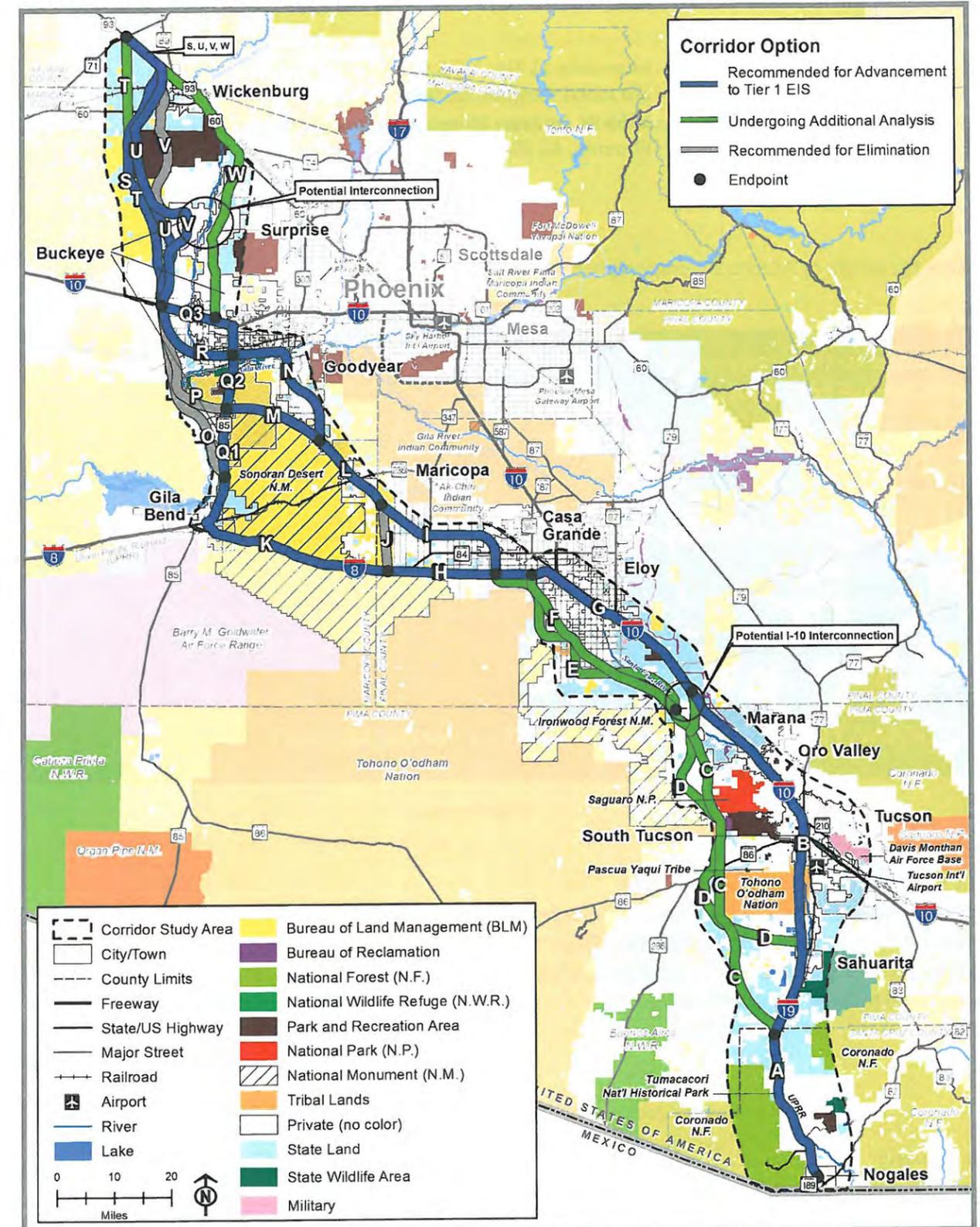
Favorable Neutral Unfavorable

Please explain: _____

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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Provides easier route for those traveling from Nogales up north. We need a Tucson Bypass Route for those traveling from Nogales to Casa Grande/Phoenix.

2) Corridor Option Letter: W
 Favorable Neutral Unfavorable

Please explain: Sun Valley Pkwy is already built, just needs to be upgraded to Freeway Standards; Brings in massive boom and business into the west part of Phoenix Metro. Possibly Intersect Corridors W and U/V together to avoid taking I-11 through Wickenburg.



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3) Corridor Option Letter: N, R

Favorable Neutral Unfavorable

Please explain: Relieves congestion from I-10 while Buckeye develops into major city. Connect Loop 303 with Corridor ~~F~~ Corridor N of I-11 for easier routes for those who live in Goodyear and Buckeye, etc.

4) Corridor Option Letter: I, L

Favorable Neutral Unfavorable

Please explain: For an easier commute to west of Phoenix Valley without having to go all the way to Gila Bend.

5) Corridor Option Letter: Q1, Q2, Q3

Favorable Neutral Unfavorable

Please explain: Too far of a Bypass, would prefer a faster Phoenix Bypass that doesn't involve having to go all the way to Gila Bend.

6) Corridor Option Letter: _____

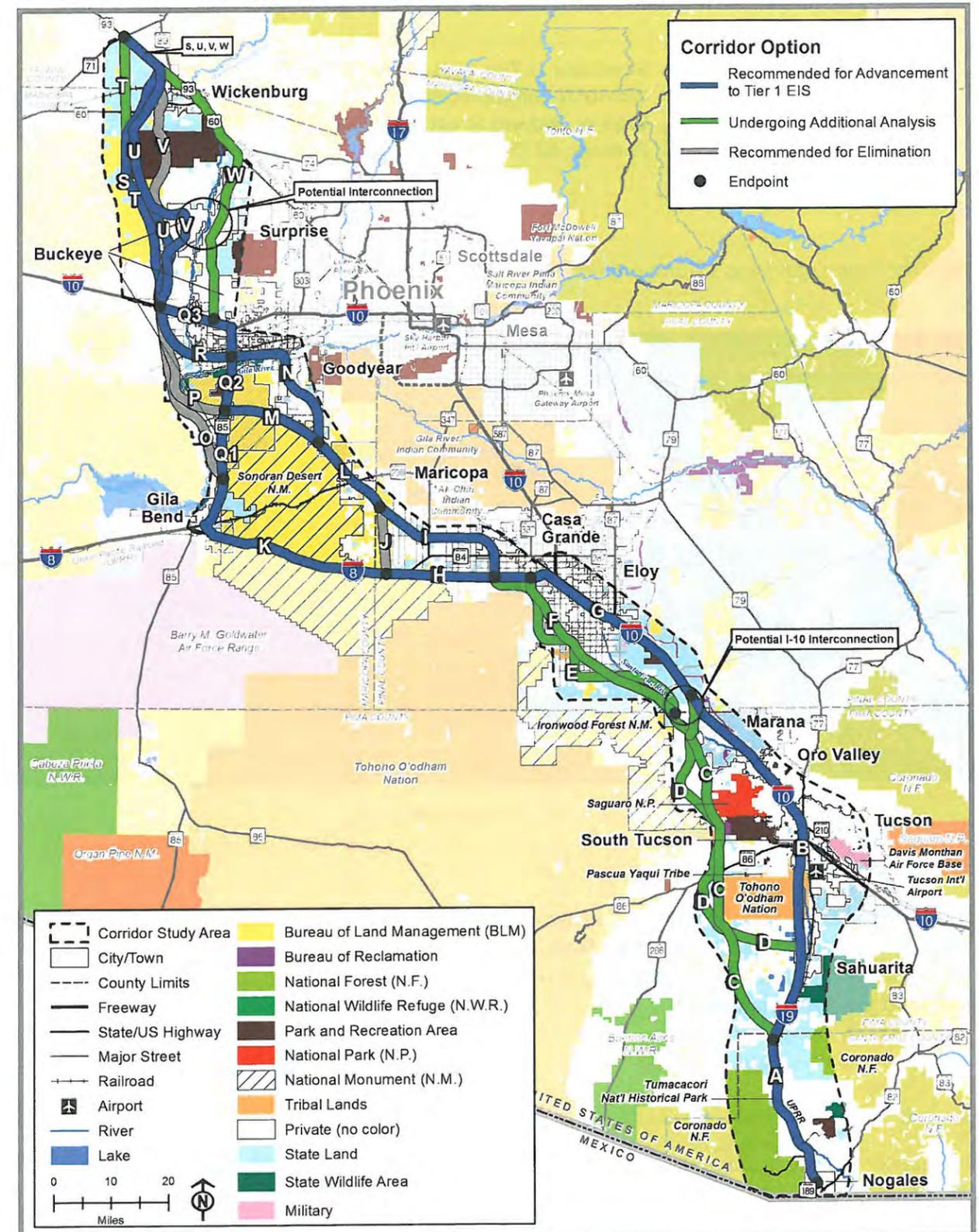
Favorable Neutral Unfavorable

Please explain: _____

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- I do not favor this option because . . .

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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: *Although this land does not appear to be tribal lands, the land west ~~is part~~ of the Tohono Oodham does alternate as Sahuaro harvest. Plus any expansion in this area is costly and with no existing roads, and through a pristine area*

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: *Basically the same as above. To name a few; light pollution, exhaust pollution, destroying sahuaro and native plant areas. More viable options exist.*

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Email _____

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Nogales to Wickenburg
 MAY 2017

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A&B&G
 Favorable Neutral Unfavorable

Please explain: Improvement to existing I-19 & I-10; coupled with policies to promote mass transit in urban areas & reduce local single-passenger traffic makes by far the most sense.

2) Corridor Option Letter: C&D
 Favorable Neutral Unfavorable

Please explain: Fragmentation of existing contiguous wild life habitat; degradation of precious parks & monuments; promoting sprawl; lots of reasons to drop these alternatives. Respect our local conservation plan.

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3) Corridor Option Letter: E&F

- Favorable
- Neutral
- Unfavorable

Please explain: Again, habitat fragmentation; negative impacts on open space; mis-direction of financial resources to build new. Restrict impact to existing I-10 corridor

4) Corridor Option Letter: H, K, Q1, Q2

- Favorable
- Neutral
- Unfavorable

Please explain: Minimize impact on wild life; minimize impact on natural values & wilderness values.

5) Corridor Option Letter: L, L, M

- Favorable
- Neutral
- Unfavorable

Please explain: Impact on habitat fragmentation; degrading wilderness values; No

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

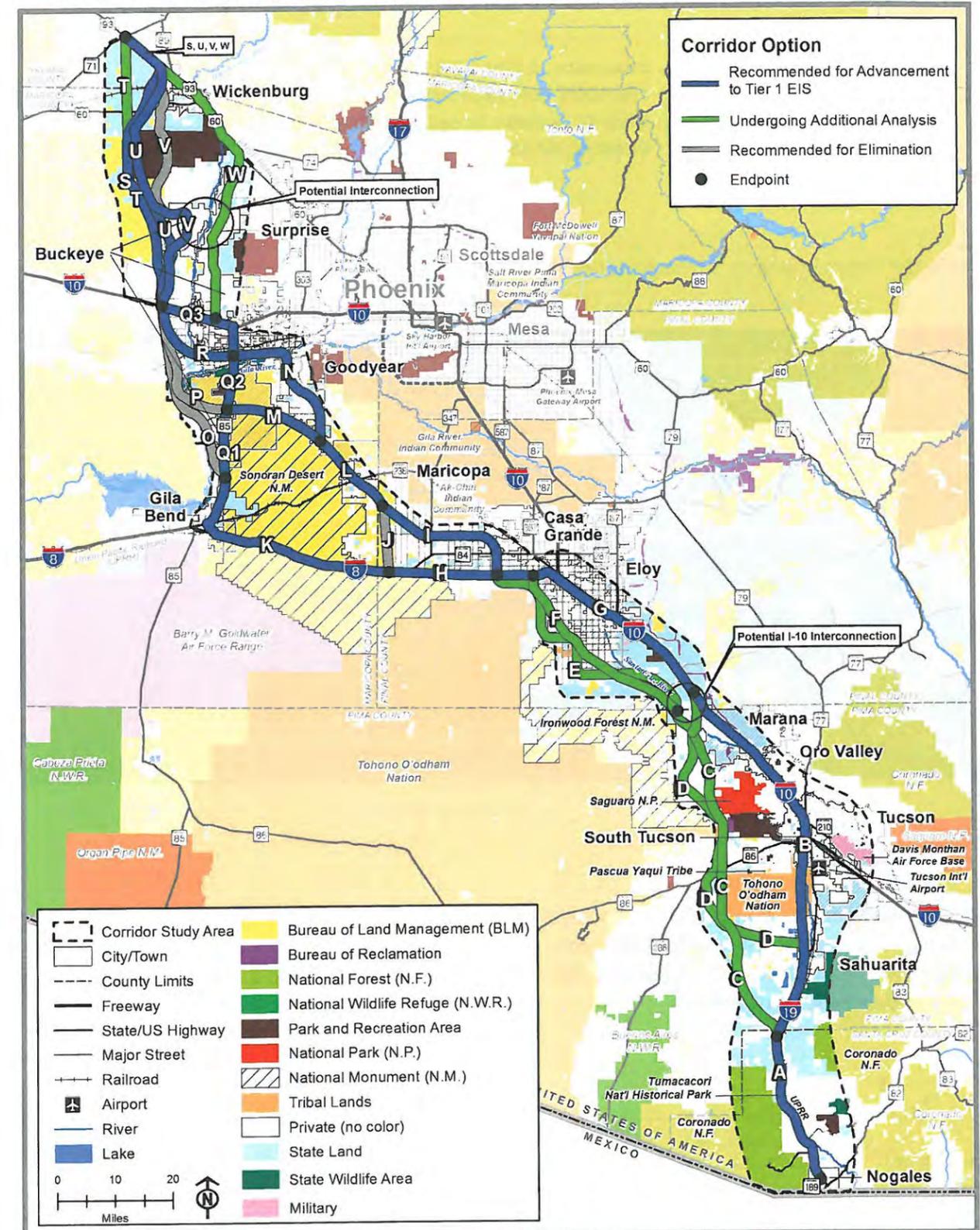
Please explain: _____

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Additional Comments:

will comment further on-line
Thanks

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

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1) Corridor Option Letter: A, B, G

Favorable Neutral Unfavorable

Please explain: favor cause uses existing Highways, does not from there continue on I-10 N use existing Highway No new Highways - they use existing Highways Keeps monies going into current economic center ie Tucson, Phx not shifting economic center Casa Grande by bypassing current centers

2) Corridor Option Letter: SD

Favorable Neutral Unfavorable

Please explain: not favor - destroys too much including rural lifes lives, wildlife habitat, farms, ranches

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3) Corridor Option Letter: all other letters

- Favorable
- Neutral
- Unfavorable

Please explain: not favor - destroys too much environment, waste of monies of tax payers and natural resources only ^{parts} use of have current highways

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

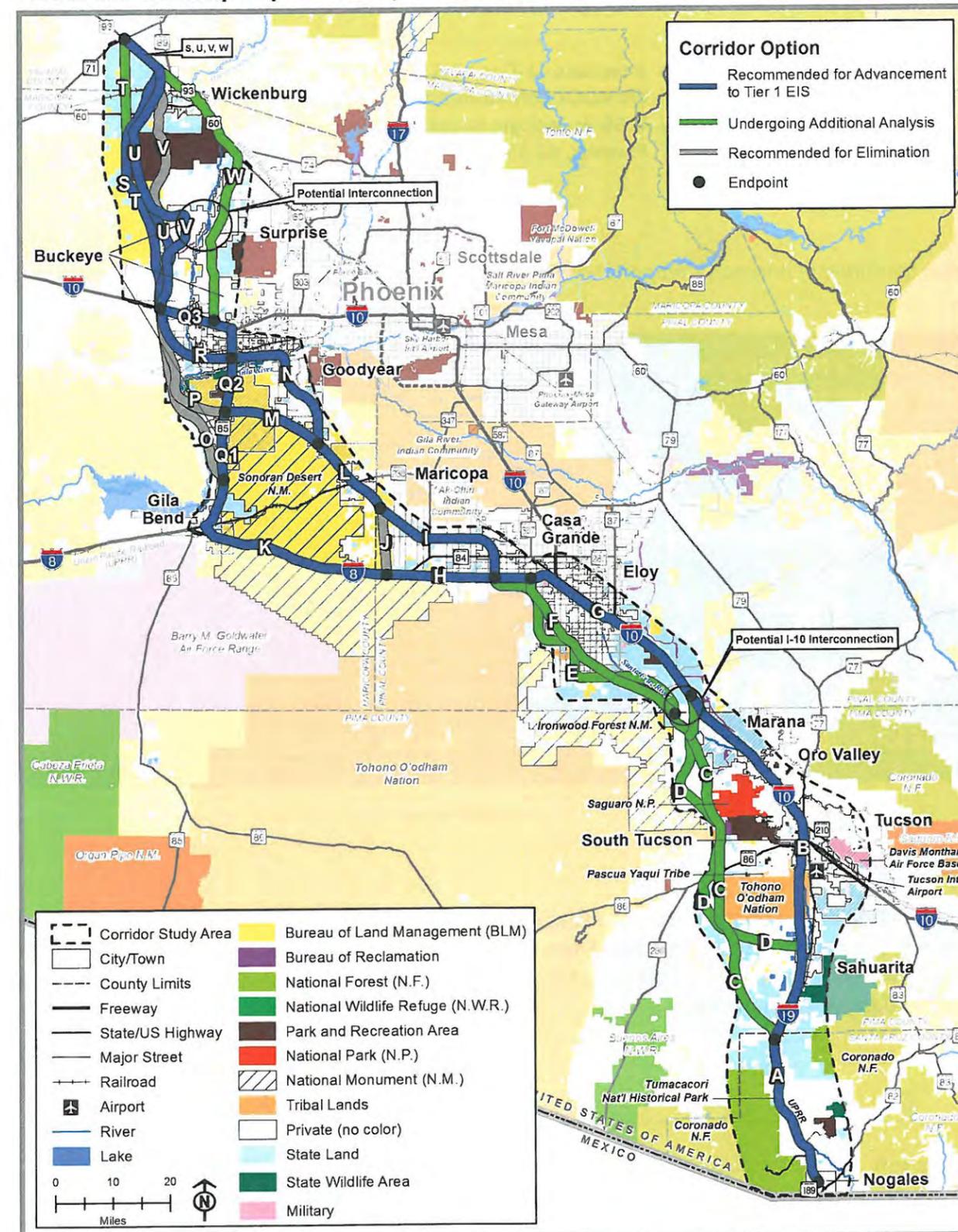
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

already have a network of highways instead of new roads monies should be used to upgrade current highways

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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C

Favorable Neutral Unfavorable XIK

Please explain: don't disturb more land especially next to Saguaro NP + Ironwood NM; why even consider when you can expand I-10 + I-17 if more capacity is needed???

2) Corridor Option Letter: D

Favorable Neutral Unfavorable XIK

Please explain: same as above; this will further fragment wildlife habitat; use existing interstate footprint

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3) Corridor Option Letter: K+H

Favorable Neutral Unfavorable

Please explain: stay out of Sonoran Desert NM

4) Corridor Option Letter: E+F

Favorable Neutral Unfavorable

Please explain: use existing interstate footprint!

5) Corridor Option Letter: O, P, J

Favorable Neutral Unfavorable XJK

Please explain: _____

6) Corridor Option Letter: V+W

Favorable Neutral Unfavorable

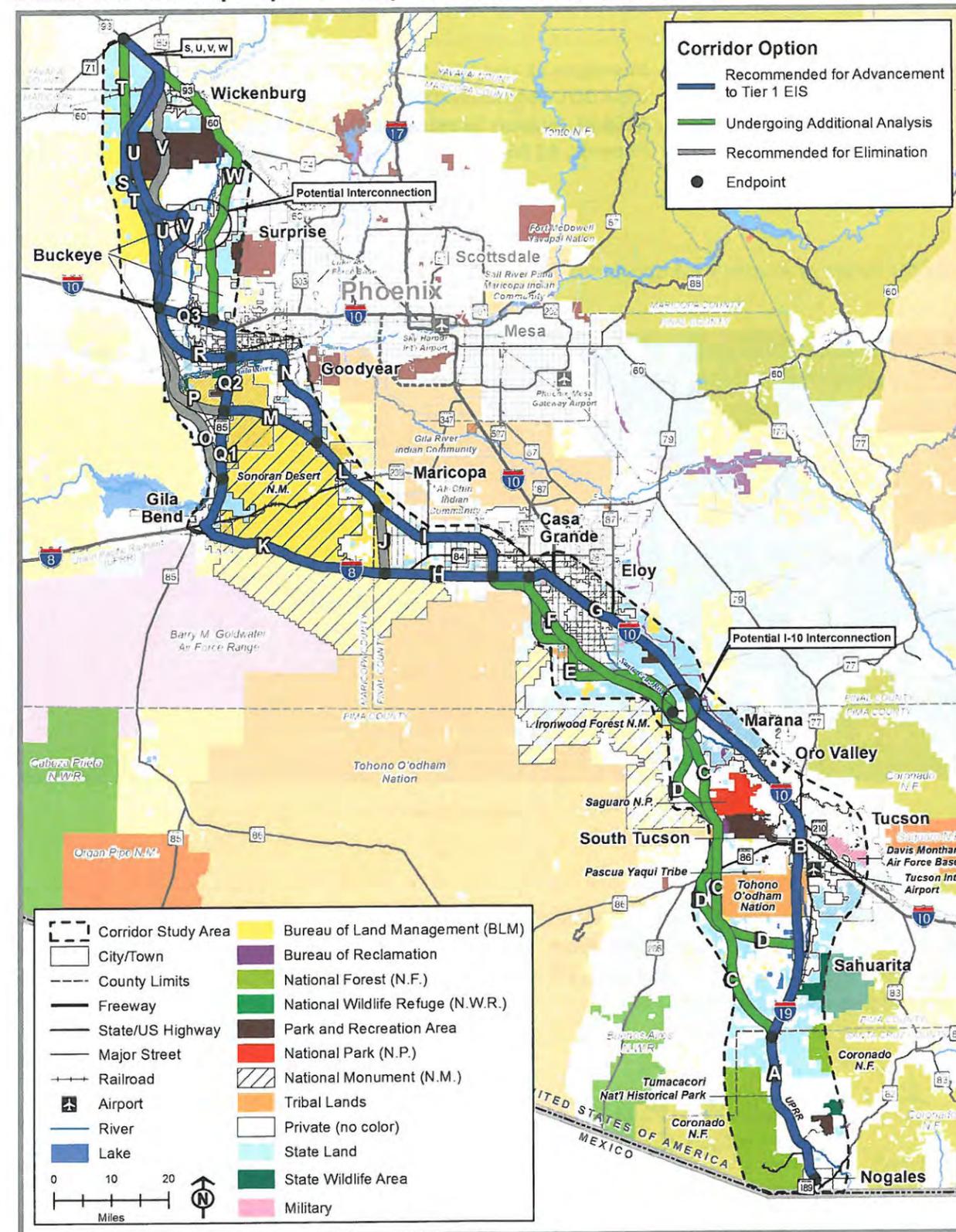
Please explain: stay out of recreation areas!

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

I grudgingly accept the need to increase capacity, but it shouldn't be at great cost to the environment. Please use existing corridors. Please do not fragment more wildlife habitat & do not degrade open space & recreational areas. I love Saguaro NP & Ironwood NM - don't trash them!

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Very sensitive adjacency to Park land. Economically negative impact for current residents who live "out west" of Tucson for the wide open desert views! Not to mention no one would move there!

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: Moves the immediate impacts to residents closer to the National Park but impacts those closer to the monument.

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3) Corridor Option Letter: B

- Favorable
- Neutral
- Unfavorable

Please explain: Double decking current I-10 is the best option and would solve congestion issues with folks traveling thro vs those of us that use I-10 for local businesses.

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

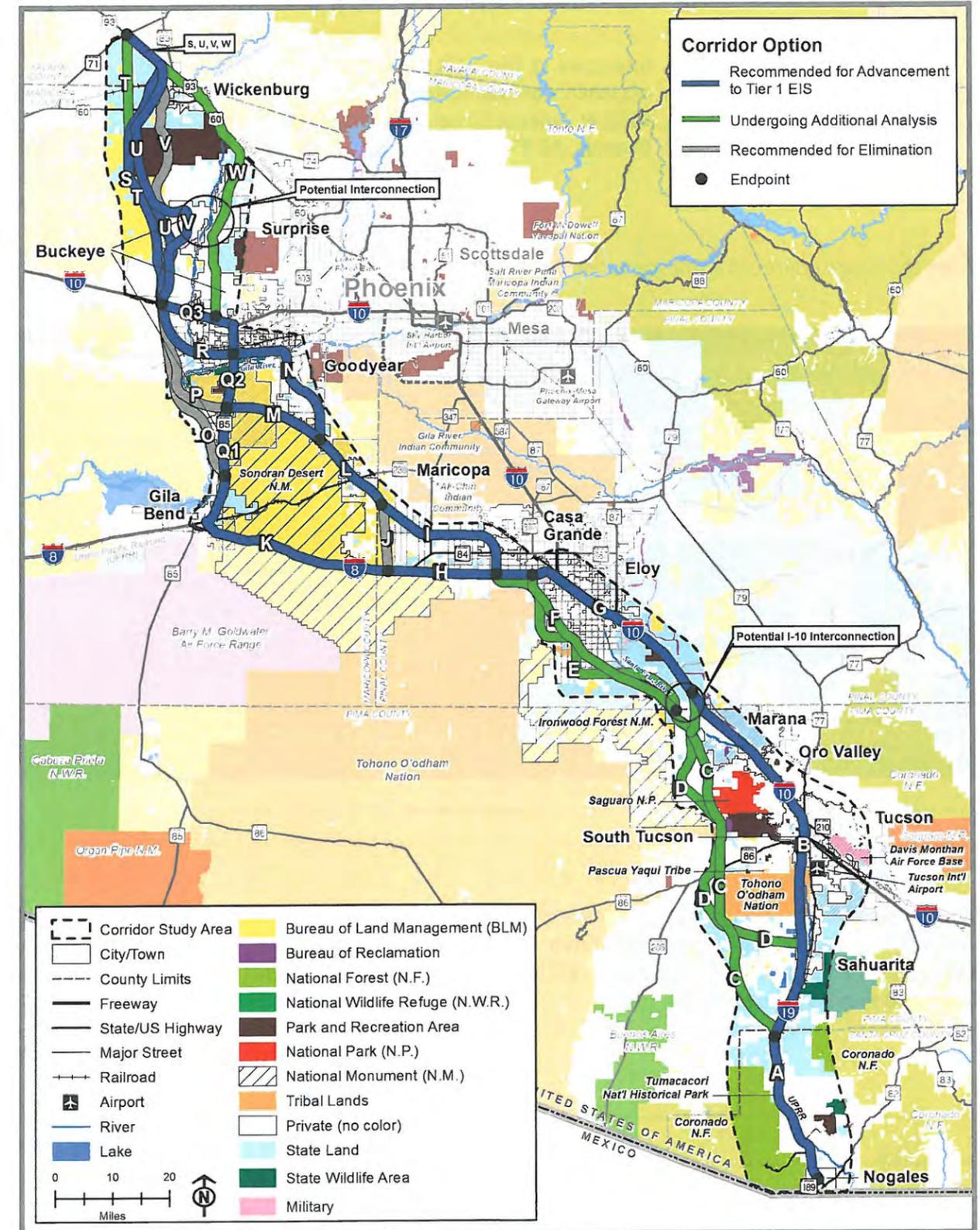
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: A DESTRUCTION OF A NATURAL RESOURCE FOR THE ENJOYMENT OF THE DESERT ENVIRONMENT AND ITS INHABITANCE

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: SEE COMMENTS FOR C

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3) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: B CERTAINLY THE LEAST EXPENSIVE AND REQUIRES NO COST FOR ACQUIRING A ROW, THRU EMINATE DOMAIN

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

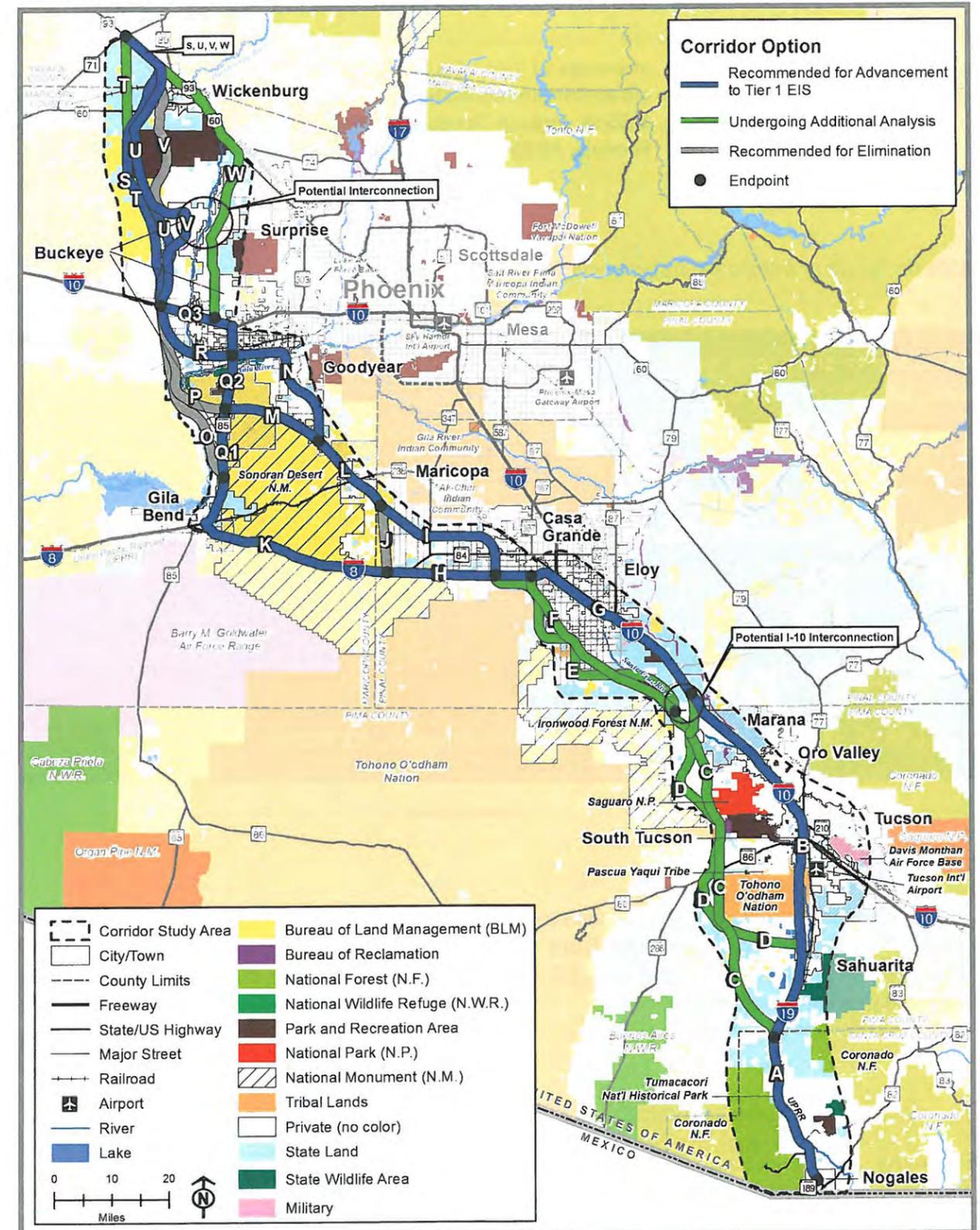
Favorable Neutral Unfavorable

Please explain: _____

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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: *I would favor a multi-modal plan biased towards improving and expanding rail options to move freight + passengers. This would be safer, and easier for the public to accept, more economical, and*

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

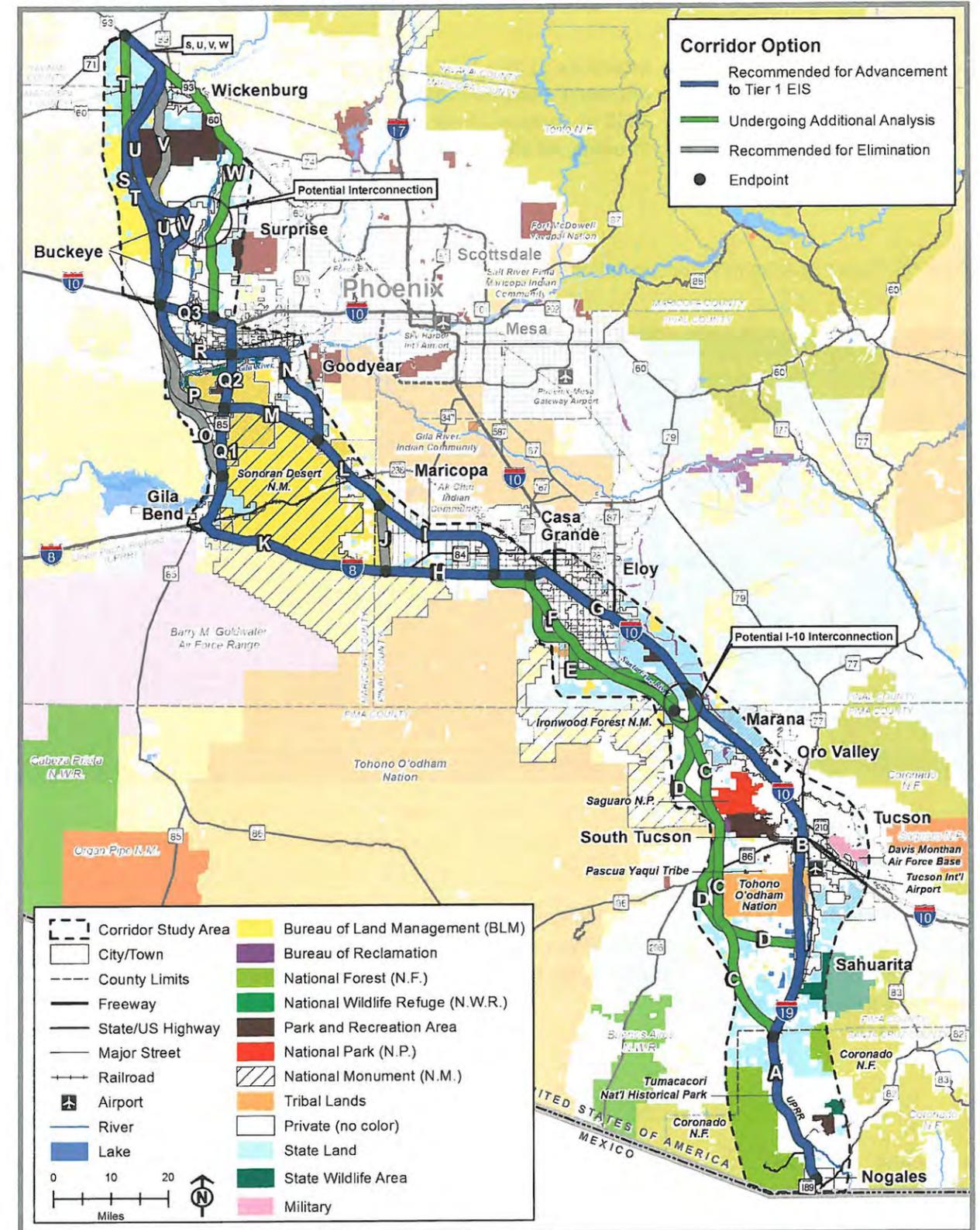
Please explain: *Environmentally friendly (wildlife overpasses + underpasses if needed, would be easier to construct + less expensive). I would like see a detailed cost analysis of rail vs. highway construction. Quite possibly*

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

With an expanded rail system, ^{new} no major highway construction would be required.

Please use this map to provide any comments on specific areas.



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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C+D

Favorable Neutral Unfavorable x/K

Please explain: please stay away from Saguaro National Park & Ironwood N.M. Use existing interstate corridors; do not fragment wildlife habitat.

2) Corridor Option Letter: F+E

Favorable Neutral Unfavorable x/K

Please explain: use existing corridors; why disturb other areas when there are already roadways that can be expanded



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3) Corridor Option Letter: I, L, M

Favorable Neutral Unfavorable

Please explain: go around monuments, not through them; protect open space & recreational areas

4) Corridor Option Letter: V, P, O, J

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: W

Favorable Neutral Unfavorable

Please explain: im concerned about proximity to river & would rather not have interstates parallel to rivers

6) Corridor Option Letter: A, B, C, H, K, S, T

Favorable Neutral Unfavorable

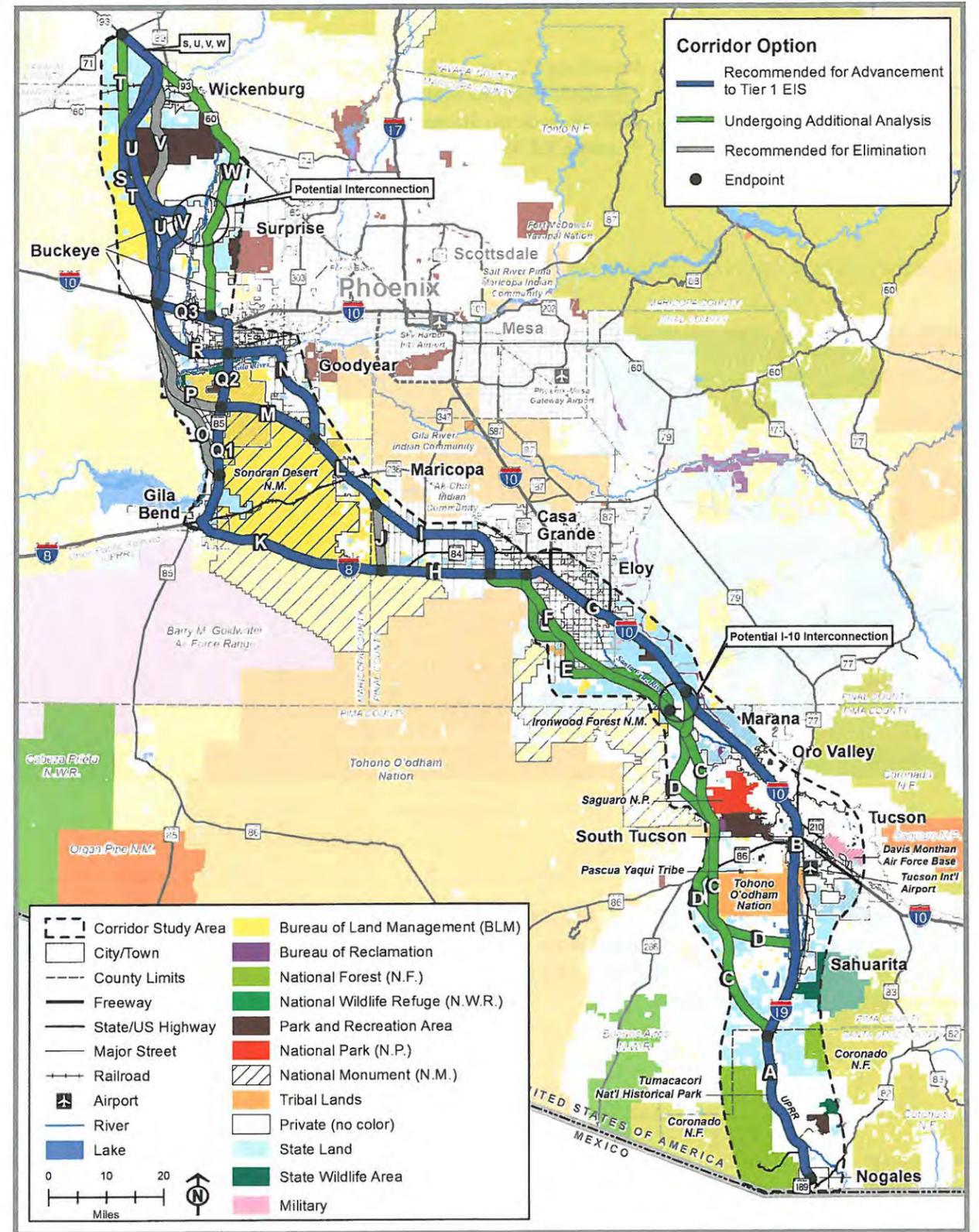
Please explain: ill grudgingly accept expanding existing corridors

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please stay as far away from national parks & monuments & recreational areas. Don't further fragment wildlife habitat. I love Saguaro National Park & Ironwood National Monument - stay away from them!

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Impact (degradation) to wildlife habitat and open space is non-reversible. Please use/expand footprint of existing infrastructure (ie. I-19, I-10)

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: Impact to wildlife habitat and open space is non-reversible. A freeway west of Tucson Mtns is a bad idea. Any benefits would be outweighed by what we will lose.



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: E

- Favorable
- Neutral
- Unfavorable

Please explain: Any freeway through ^{or near} the Santa Cruz Flats will have a damaging impact on migratory bird populations

4) Corridor Option Letter: F

- Favorable
- Neutral
- Unfavorable

Please explain: Any freeway through or near the Santa Cruz Flats will be damaging to migratory bird populations.

5) Corridor Option Letter: B

- Favorable
- Neutral
- Unfavorable

Please explain: Needs upgrading/enlarging over time to handle increasing volume of traffic

6) Corridor Option Letter: A

- Favorable
- Neutral
- Unfavorable

Please explain: Will probably need enlarging ^{ie/} when volume of traffic reaches a certain threshold.

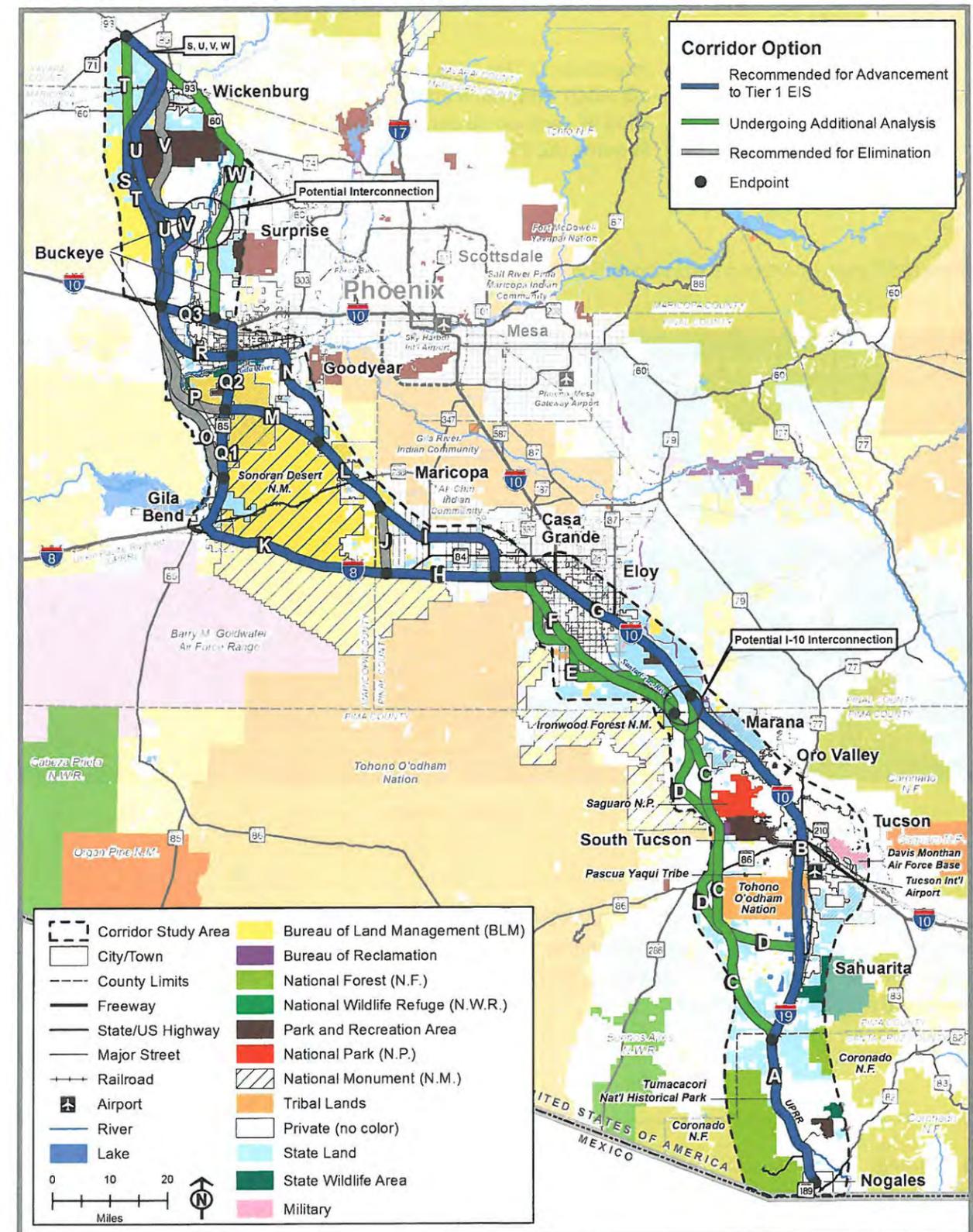
To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

It's difficult to ascertain where the proposed routes overlay existing road infrastructure on the maps.

It seems like the ADOT has done its due diligence and presented a range of build options.

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: This option would destroy an area of Southern Arizona that is one of the central economic drivers of our tourist industry and central in the hearts of its residents. This option is folly.

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: For the same reasons as option C, D would be disastrous. These two do not connect Nogales to Tucson, which would be an improvement. These roads would be a tremendous waste of money and make waste of a very special resource -

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the Sonoran Desert Museum, Saguaro National Park, Ironwood, AZ.

The expansion of population & infrastructure here would bring destruction to our community overall. Improve EXISTING corridor.

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3) Corridor Option Letter: A

Favorable Neutral Unfavorable

Please explain: Improvement of Existing makes sense.

Also - why not add Train lines?

4) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

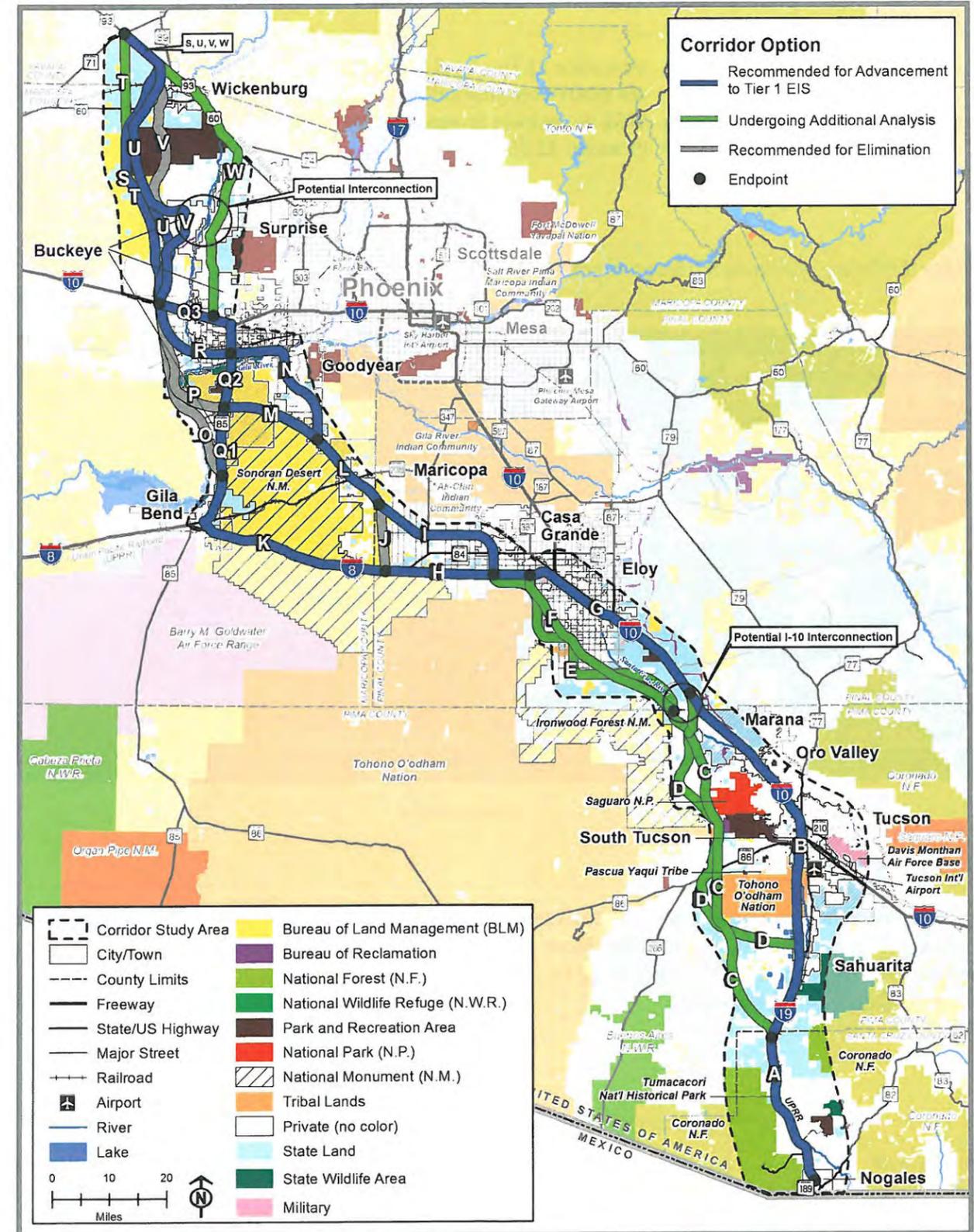
Favorable Neutral Unfavorable

Please explain: _____

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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: wilderness/wildlife/dark skies at Saguzo NP.

↓ Too close to Tohono O'odham Native lands
dissects public lands & makes them vulnerable

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3) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: stay on the 10 - widen it

5) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

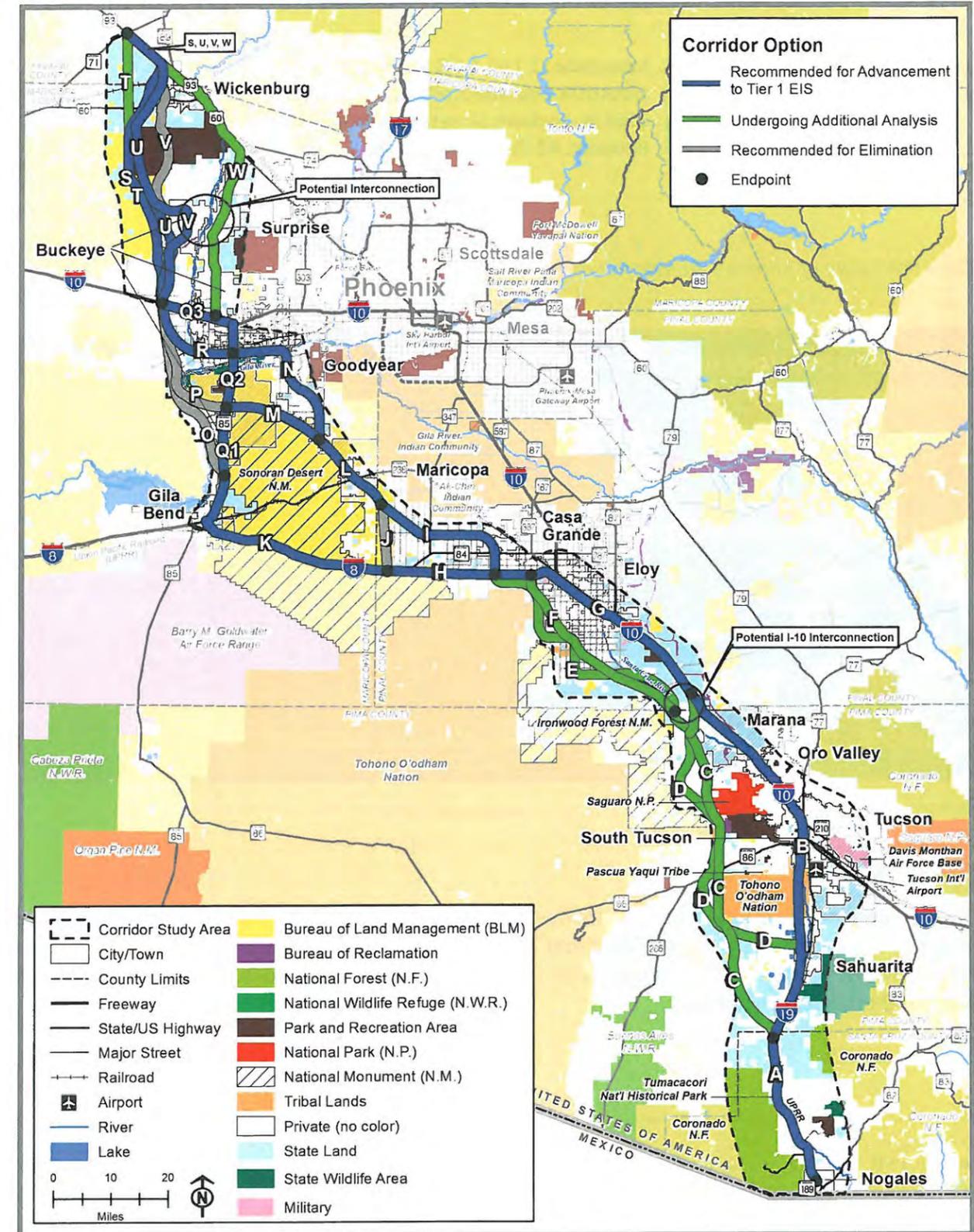
6) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

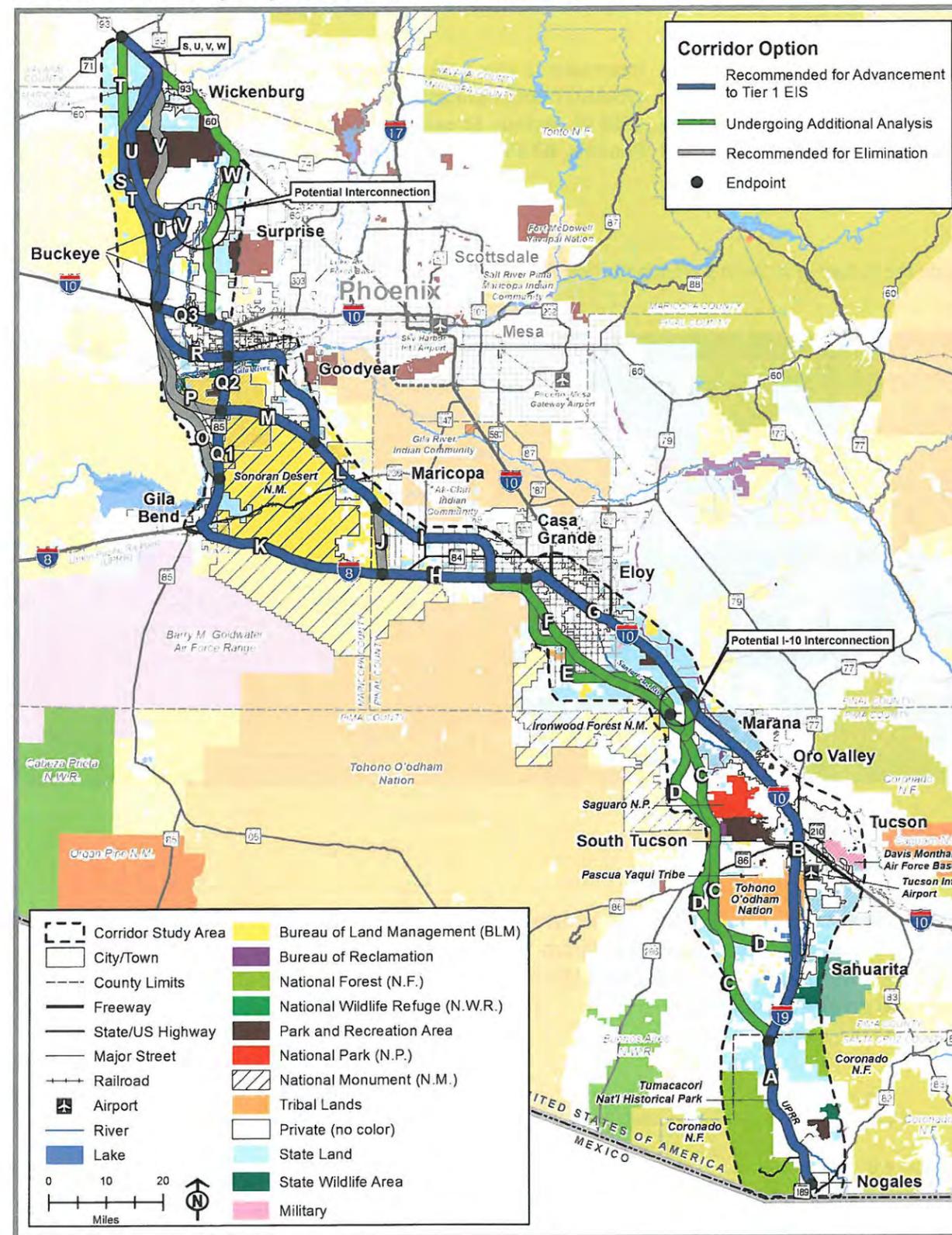
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

the entire section between Tucson/Phx should be considering the proposed passenger rail that has ALREADY been through HAZ I AS. Any road project should be including transit as a preferred option for the general traveling public - we need more alternatives to cars to alleviate the need for any new road-miles + lanes of pavement! AND - SHADE w/ SOLAR PANELS!

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: Far more sensible to utilize existing route, which would save a large amount of money.

2) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: I strongly prefer utilizing existing route, which avoids Saguaro Nat'l Park. Also it supports Tucson businesses. This is also much more cost effective.



3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: This harms tourism, takes money from Tucson businesses, + costs billions more than using + expanding I-10. In addition it passes next to Saguaro Nat'l Park, which would be terrible

4) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: This hurts Tucson businesses + local tourism. It would cost billions more than expanding the existing corridor, I-10.

5) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: This would cost billions more than expanding I-10

6) Corridor Option Letter: _____

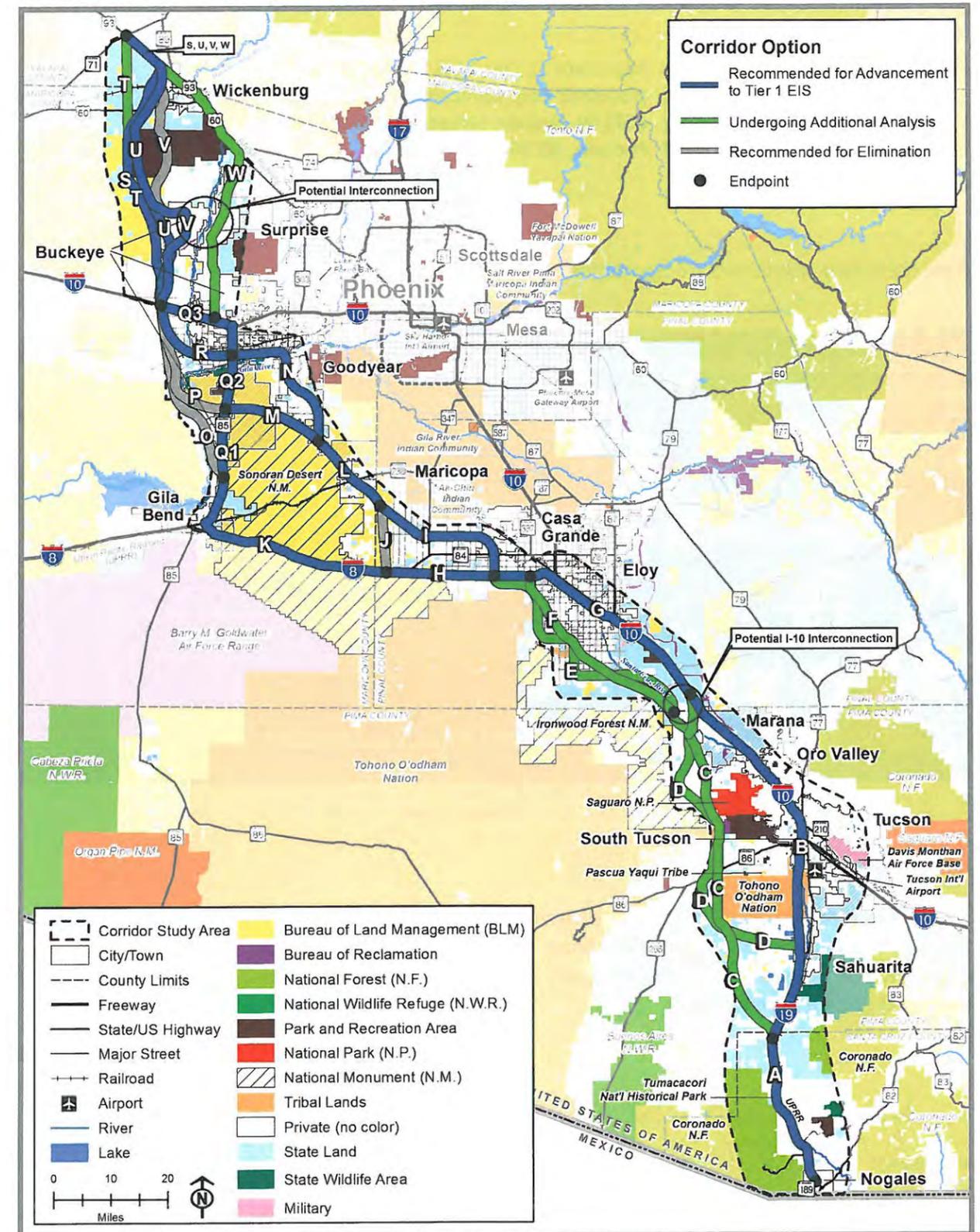
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: least bad of choices

2) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Environmentally, socially and economically poor choice

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3) Corridor Option Letter: D

- Favorable
- Neutral
- Unfavorable

Please explain: As with C

4) Corridor Option Letter: G

- Favorable
- Neutral
- Unfavorable

Please explain: Existing right of way and appears readily modified or enlarged as necessary

5) Corridor Option Letter: E+F

- Favorable
- Neutral
- Unfavorable

Please explain: Little to offer in comparison to G

6) Corridor Option Letter: No Build

- Favorable
- Neutral
- Unfavorable

Please explain: The best option among all roadway choices

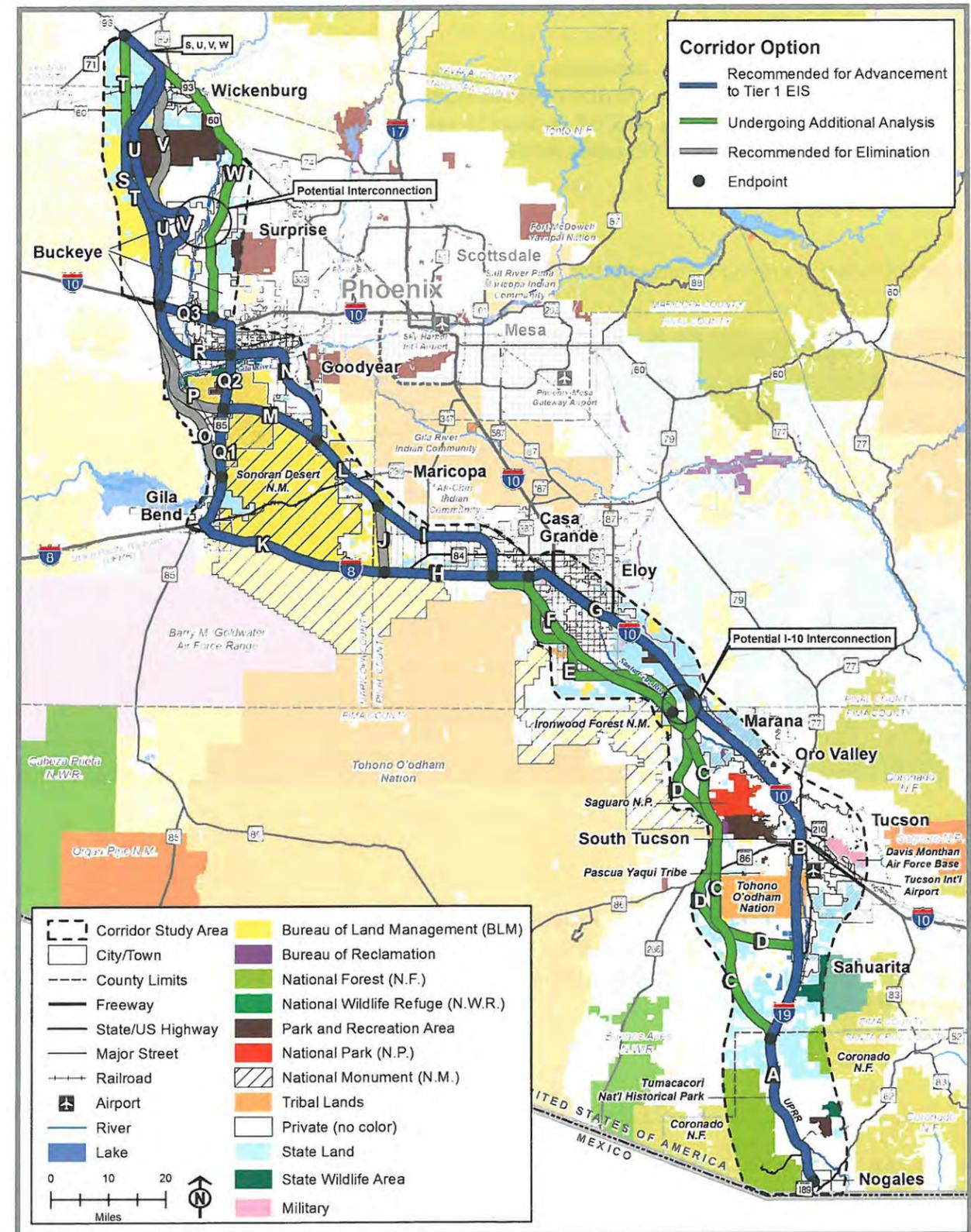
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Additional Comments:

Think rail! Train traffic is safer than trucks on roads, is less polluting, requires less land (smaller right of way) than a road; less disruptive to residents; much less damaging to wild life corridors; environmentally more benign; and I suspect much more economical to construct.

I would love to see commuter trains between Tucson (or Nogales) and Phoenix dovetailed with through freight carrying trucks to distant ports.

Please use this map to provide any comments on specific areas.



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Nogales to Wickenburg**

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1) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: ADDING TO EXISTING I-10 IS NOT A SOLUTION NO MATTER HOW MANY LANES COULD BE ADDED, WHICH PROBABLY CAN NEVER HAPPEN, WAY TOO EXPENSIVE, INSUFFICIENT SPACE, DOESN'T SOLVE BACKUPS FROM COLLISIONS BY ANY MEANS. ANY OF THE ALTERNATIVES IS BETTER THAN MORE TRAFFIC ON EXISTING I-10. I AM FROM THE S.F. BAY AREA, I KNOW THIS TO BE TRUE!

2) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: SAME COMMENT AS ABOVE!

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

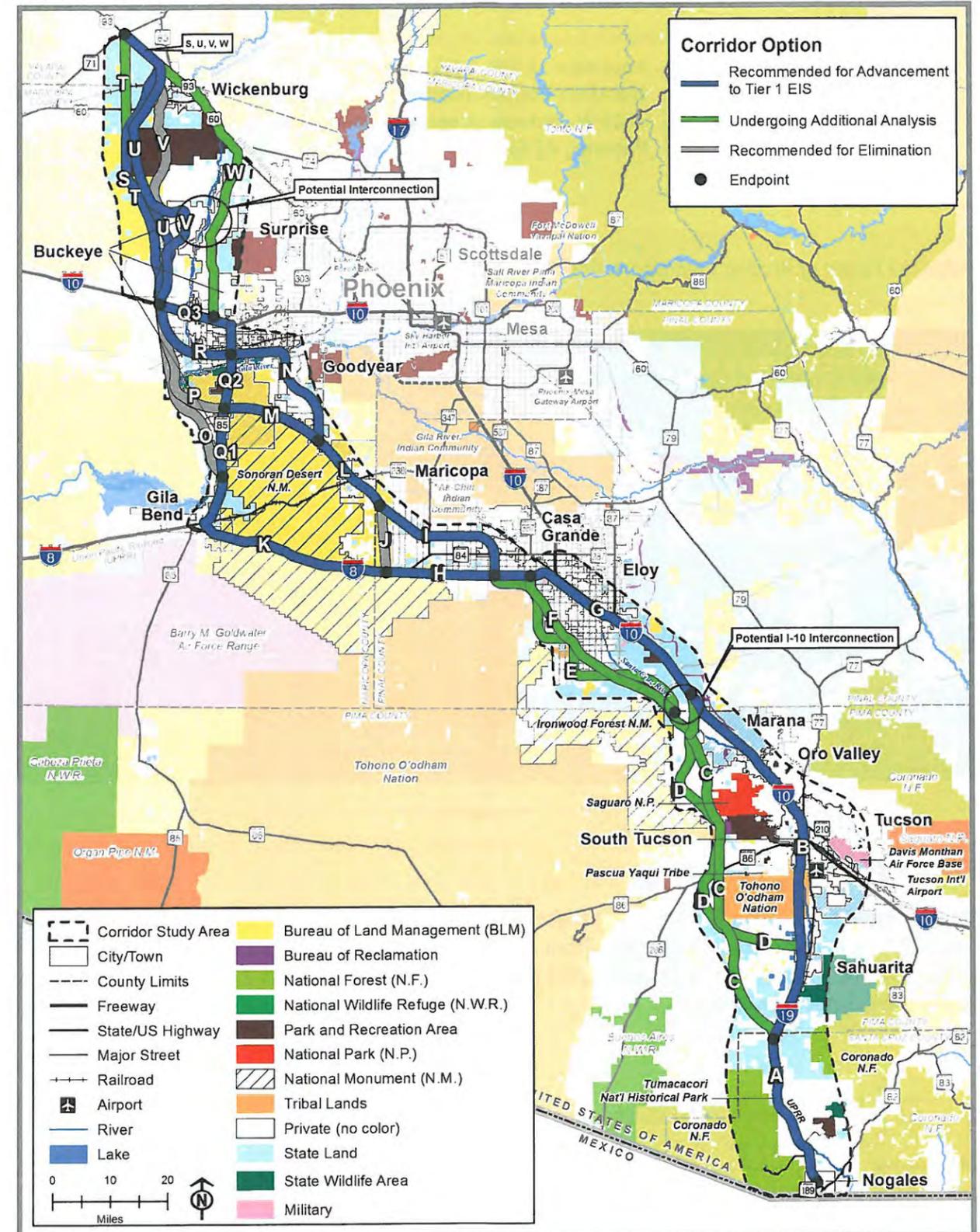
Favorable Neutral Unfavorable

Please explain: _____

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C and D

Favorable

Neutral

Unfavorable

Please explain:

This would fragment wildlife habitat and degrade outdoor recreation in Ironwood NM and Saguaro NP.

2) Corridor Option Letter: E and F

Favorable

Neutral

Unfavorable

Please explain:

Use existing I-10 corridor (G).

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3) Corridor Option Letter: T, O, P, V

Favorable Neutral Unfavorable

Please explain: Eliminate from plans

4) Corridor Option Letter: ~~Q~~, N, R, S, T

Favorable Neutral Unfavorable

Please explain: In favor of plans because the route proposes a better solution to avoiding wildlife or Environmental Impact.

5) Corridor Option Letter: A, B, G

Favorable Neutral Unfavorable

Please explain: In favor because of existing corridors.

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

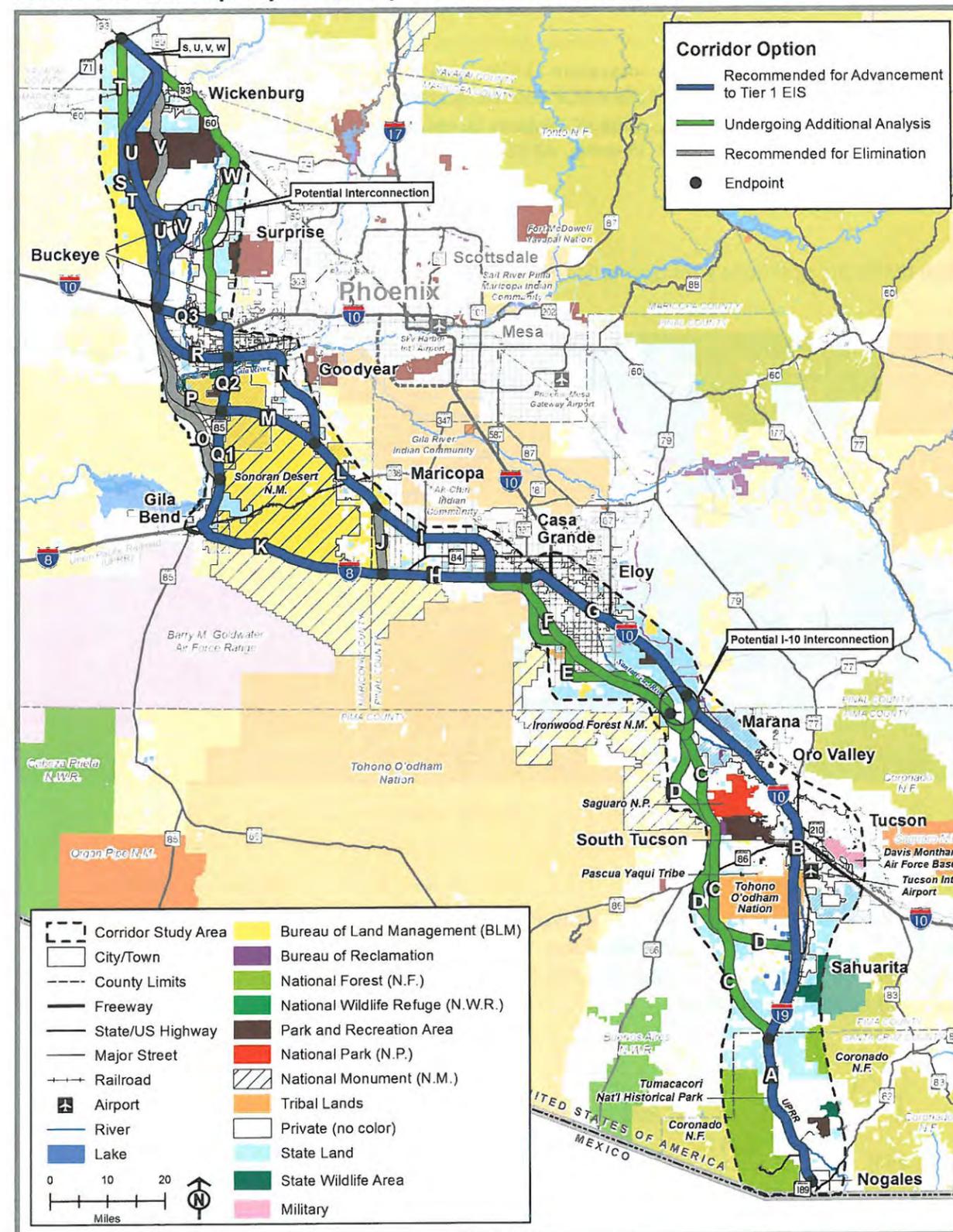
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Additional Comments:

Please protect National Parks, National Monuments and other recreation areas. Please do not fragment wildlife habitat.

Consider the hyperloop Project,

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

MAY 2017

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Negative Impact on Saguaro NM, Ironwood NM, Tohono O'odham, Son. Desert Museum and Tucson Mountain Park, Kitt Peak Observatory

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: Negative impact on Saguaro National Monument, Ironwood National Monument, Tohono O'odham Nation, Desert Museum, Tucson Mountain Park, and Kitt Peak Observatory

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



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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: A

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: L

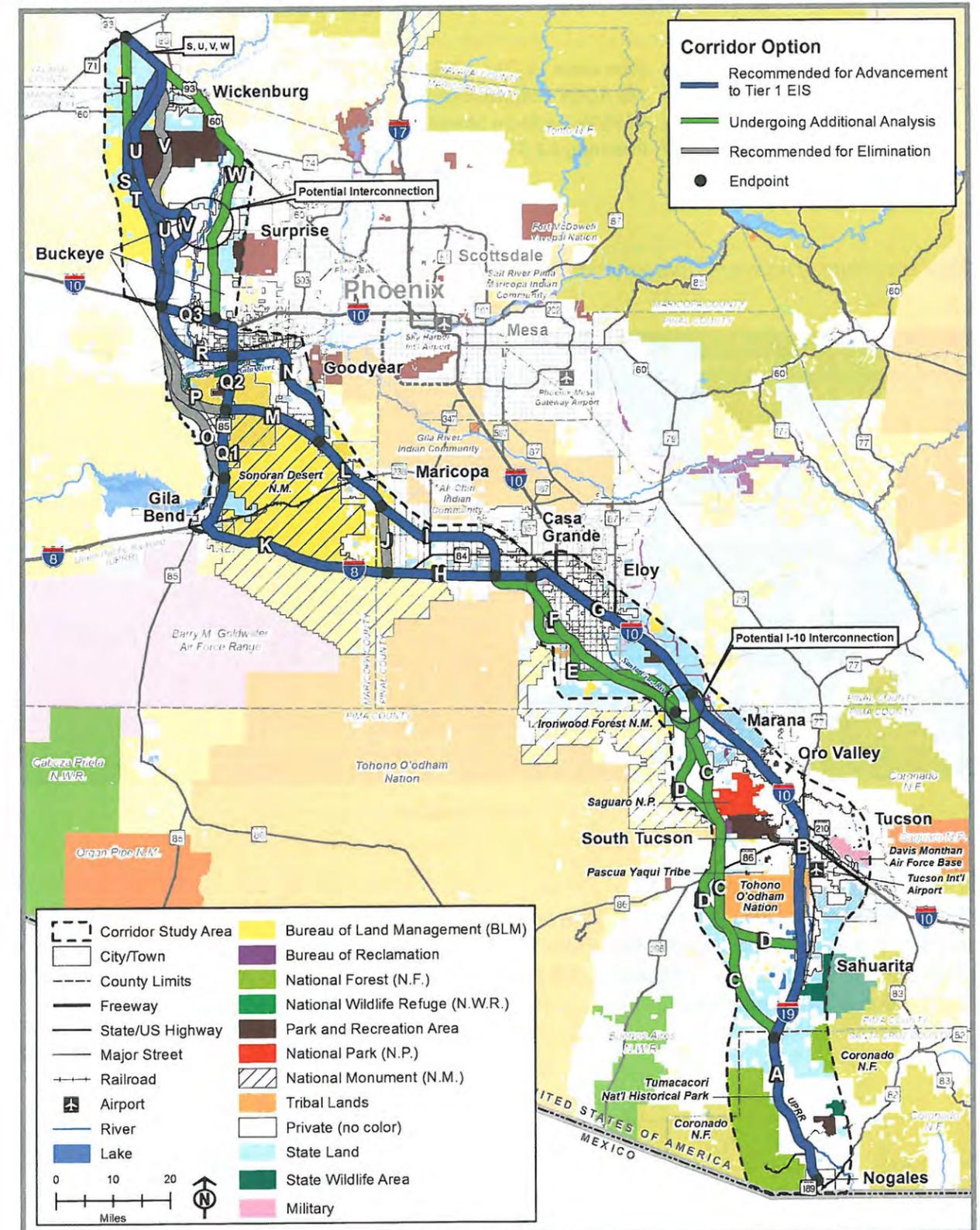
Favorable Neutral Unfavorable

Please explain: _____

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: existing I-19
I favor staying on existing I-19, and it's the only option

2) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: Follows ~~77~~ I-10
MUCH better to follow existing road (I-10) than impinge on
tribal lands



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: G

- Favorable
- Neutral
- Unfavorable

Please explain: Follows I-10
This reduces impact on areas distant from I-10

4) Corridor Option Letter: H to K

- Favorable
- Neutral
- Unfavorable

Please explain: Follows I-8 existing road will not result in habitat destruction

5) Corridor Option Letter: Q1 + Q2 + Q3

- Favorable
- Neutral
- Unfavorable

Please explain: Follows SR 85 + onto I-10
I'm not married to choices #5 + 6 since I know the least about these areas.

6) Corridor Option Letter: U

- Favorable
- Neutral
- Unfavorable

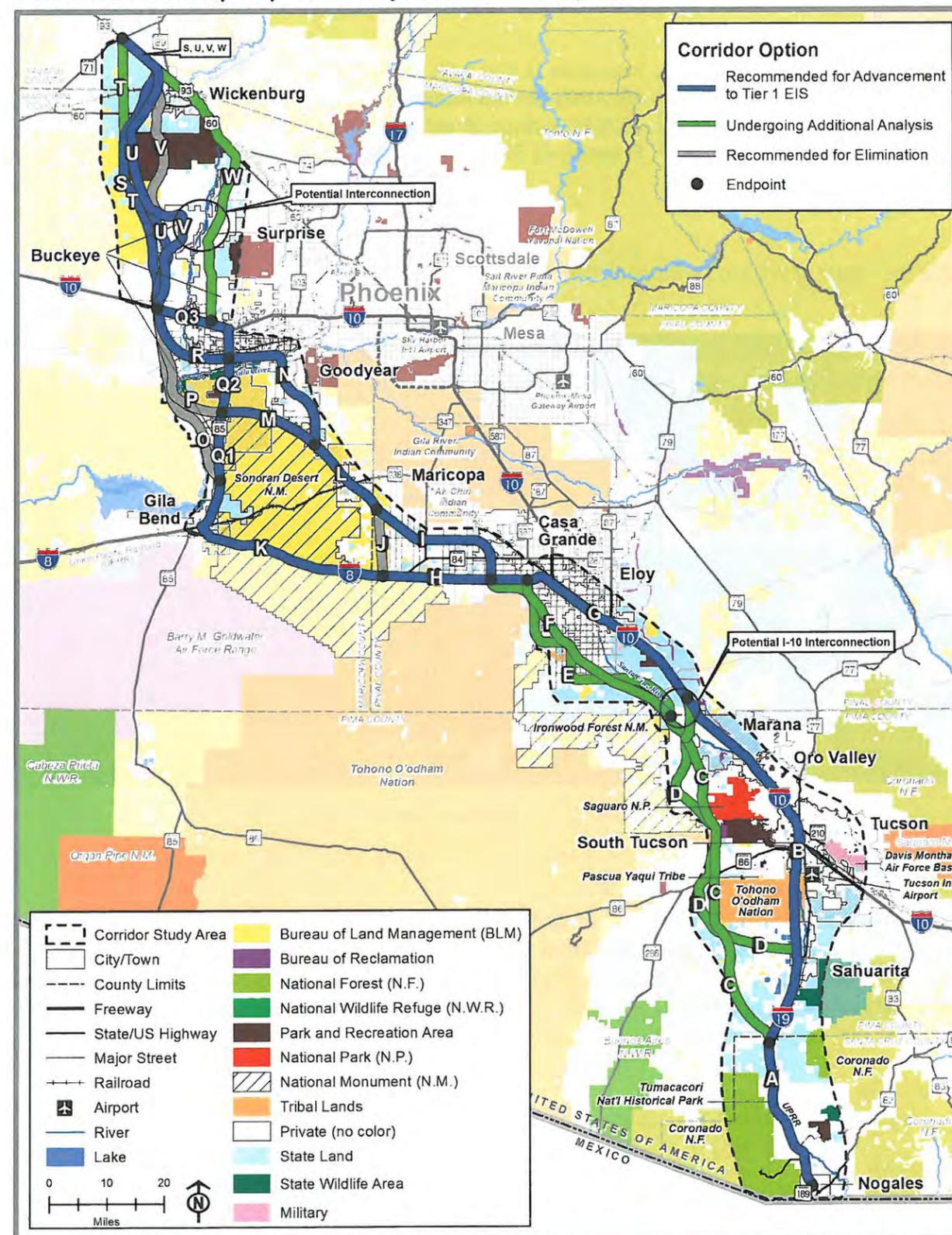
Please explain: Compromise - allows pop. + emp. growth

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

You do know that Pima County just built a wildlife tunnel and bridge under / over Oracle Rd. to facilitate animal movement there - if you don't do further habitat damage, i.e. build roads where none exist, you won't have to mitigate their effects!

Please use this map to provide any comments on specific areas.



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

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Reduction of enjoyment of Picacho Peak, Aguaros National Park, & wildlife through wilderness areas west & south of San Xavier District of Tohono O'odham Nation. Impact on residents in nearby neighborhoods - noise, light, interference w/ flood waters causing damage to adjacent lands.

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: Don't need 2 interstates on both sides of Picacho Peak. Noise & destruction of Aguaros & other native plants. Interference with wildlife corridors. Deer & mountain lions inhabit the meadow areas near Corridor D's alignment. Impact on homeowners in areas near Corridor D. Noise, light, interference with wildlife.

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

ADOT U.S. Department of Transportation Federal Highway Administration

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significant disruption of quality of life for residents in these peaceful, quiet areas.

Page H-70



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: A

- Favorable Neutral Unfavorable

Please explain: *Improve existing transportation options. This would assist in reducing congestion in Tucson. Traffic is very light south of Tucson through Green Valley and to Nogales. Destruction of lightly settled Sonoran desert is ~~not~~ justified by saving a few minutes of travel time.*

4) Corridor Option Letter: B

- Favorable Neutral Unfavorable

Please explain: *Improve existing transportation options.*

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

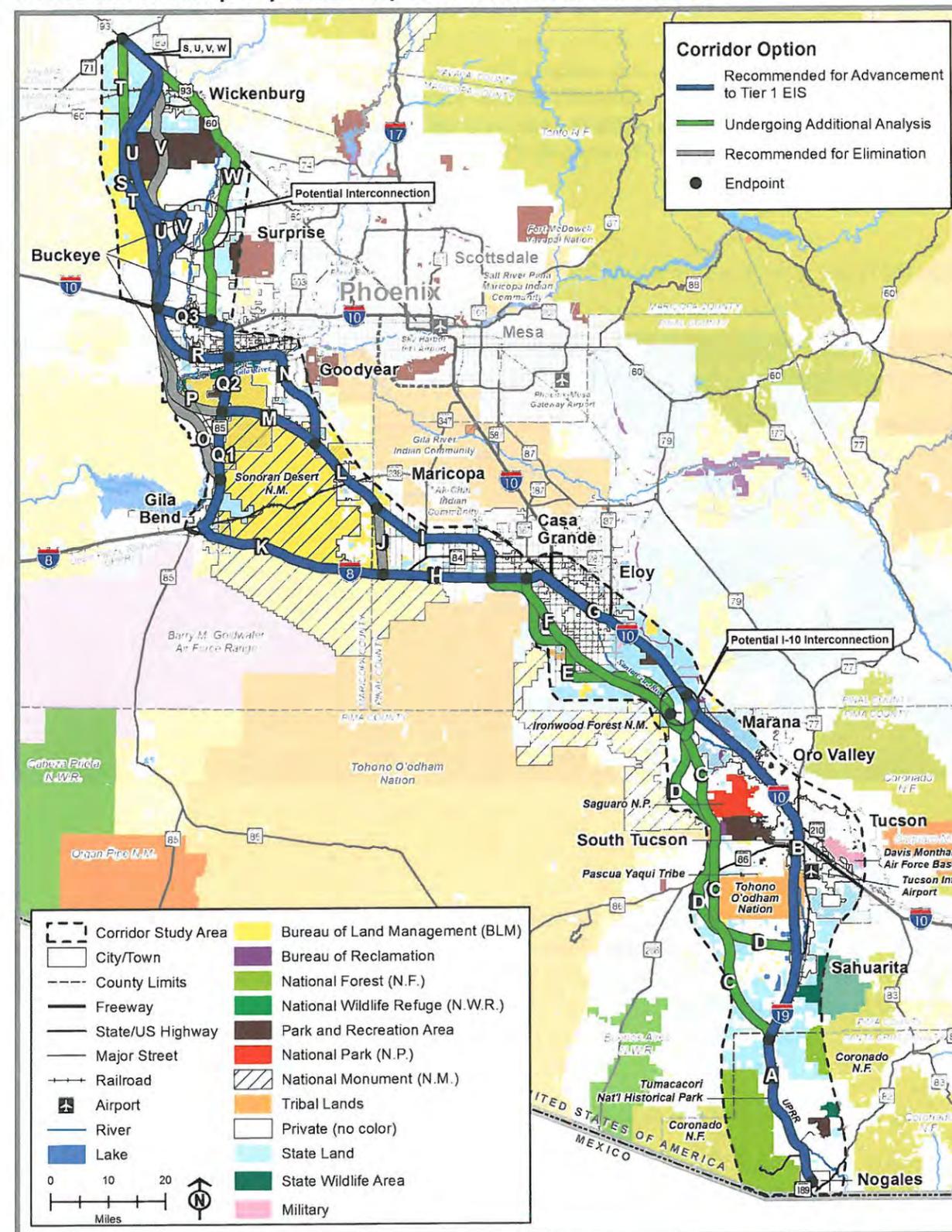
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Nogales commercial traffic may be decreasing. Mexico is improving the road from Culiacán to McAllen, TX in order to get produce from Mexico to the eastern U.S. Produce from the Nogales port of entry does not go east on Hwy 189 to the eastern U.S. (as Jaime — told me). It goes onto I-19 north to California. Building C&D would destroy significant natural habitat to solve a supposed traffic congestion problem south of Tucson. Is Ajo Road an option? It still impact Saguaro.

Please use this map to provide any comments on specific areas.



I will send more comments about Corridor C & D. Thank you for your interest in the I-11 Study.

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

see below →

Please explain: _____

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: C

- Favorable
- Neutral
- Unfavorable

Please explain: Cuts directly through private residential neighborhoods with a high-quality rural/natural environment, poor folks mostly the last area of inexpensive land & way of life surrounding Tucson. People live there! Between Avra Valley Rd & AJO Hwy is the area of greatest concern

5) Corridor Option Letter: D

- Favorable
- Neutral
- Unfavorable

Please explain: This would destroy a quiet, nearly-natural area, impacting the nearby communities in a range of 2-3 miles east & west: sound carries dramatically out there. It is a large hunting area (quail, dove, javalina), and off-road recreation area for the youth (unofficially)

6) Corridor Option Letter: B

- Favorable
- Neutral
- Unfavorable

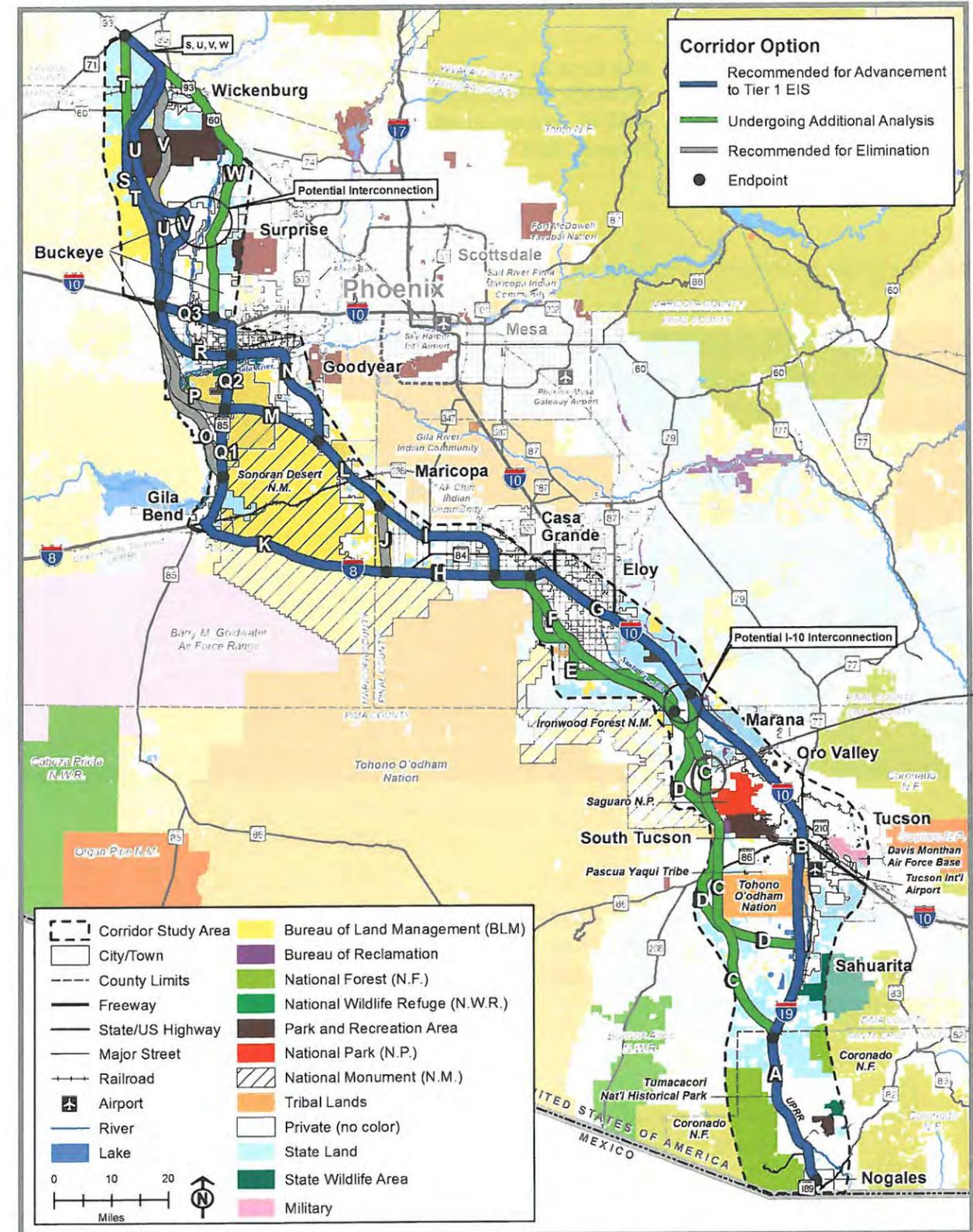
Please explain: The least impact on environment & way of life

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

People live a high-quality, quiet rural/natural existence in the Picture Rocks area central in Avra Valley: between Avra Valley Road, and Mile wide, and further south. An interstate would destroy this way of life, not enhance it. I live at Manville & Avra Rd - I have lots of neighbors! The current line on the on-line map of Route C goes over my land - immediately west (1/3 mile) of the CAP, where it crosses Avra Rd.

Please use this map to provide any comments on specific areas.



Nearly all private residential lots

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Nogales to Wickenburg
 MAY 2017

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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: there are currently no major-traffic roads by the Saguaro National Park (West).... and all other options should be explored before this changes.

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: refer to objection for Corridor option C



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: B

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

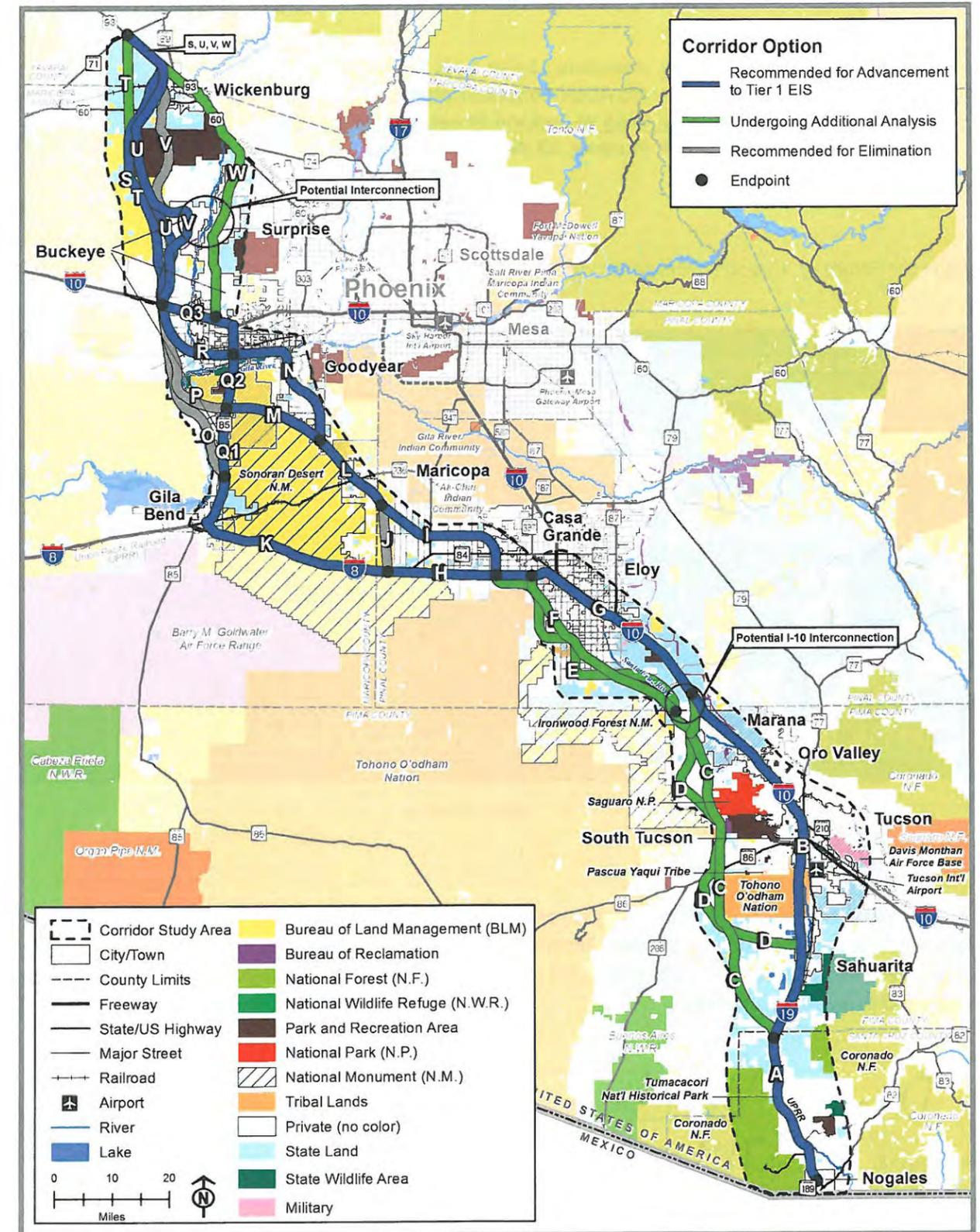
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____

Favorable Neutral

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

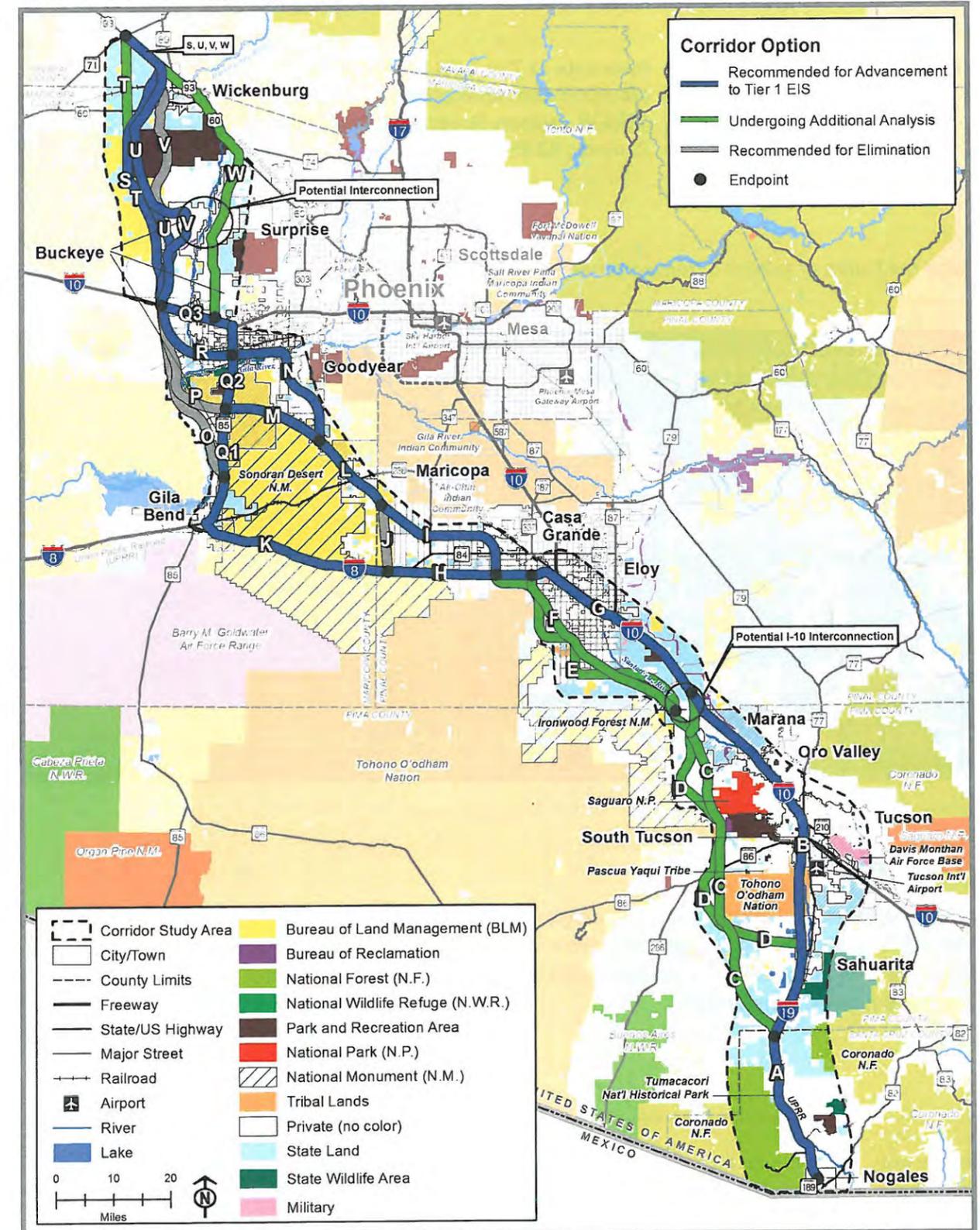
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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1) Corridor Option Letter: CAD
 Favorable Neutral Unfavorable

Please explain: Tribal land, mitigated wildlife corridor, Saguaro Park West, Pima County Mountain Park, Desert Museum Gates Pass + all the flora fauna there and human populations. Don't ruin the land, the tourism - pissy local I 10. Drivers who makes \$\$\$ using this route

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

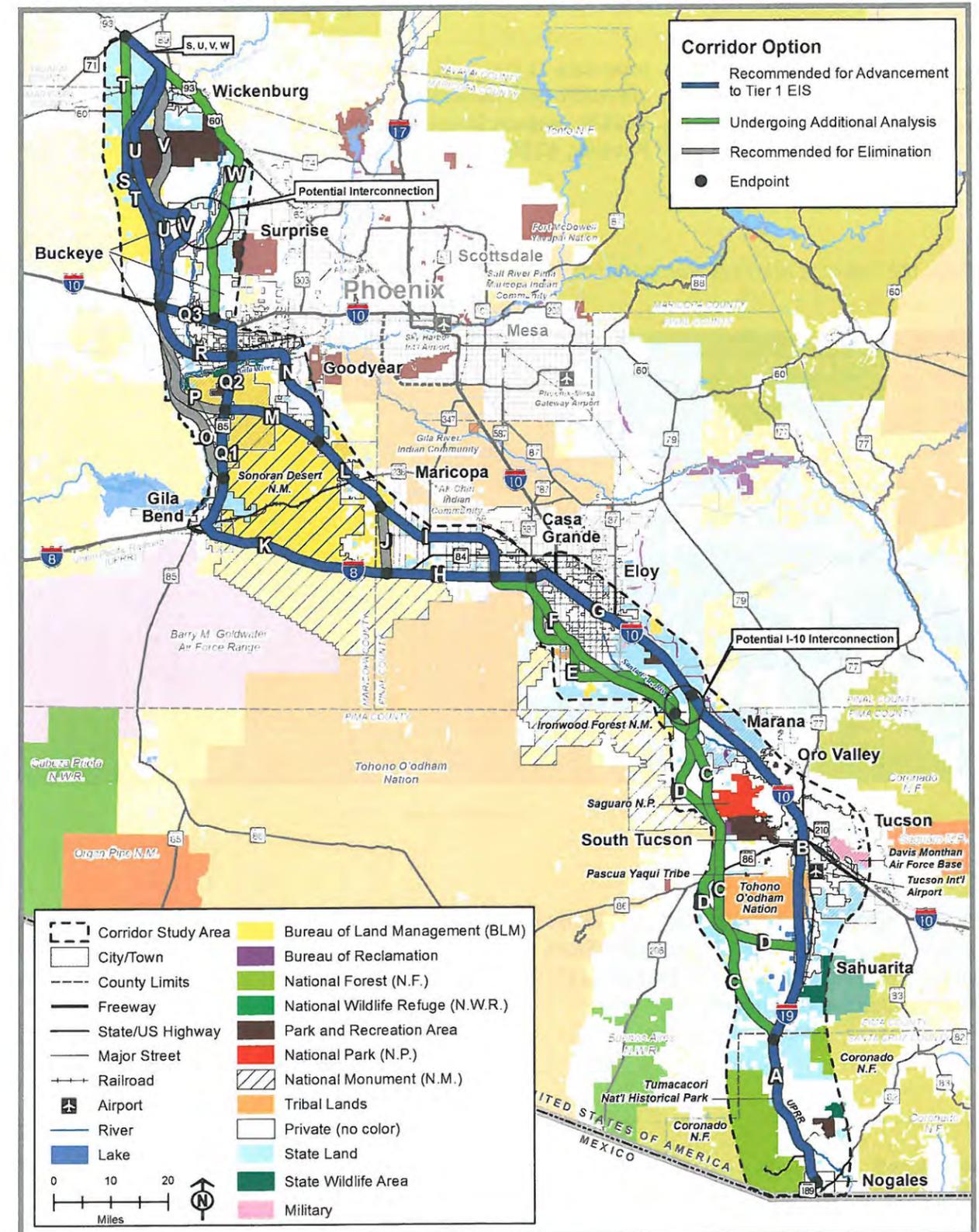
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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1) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

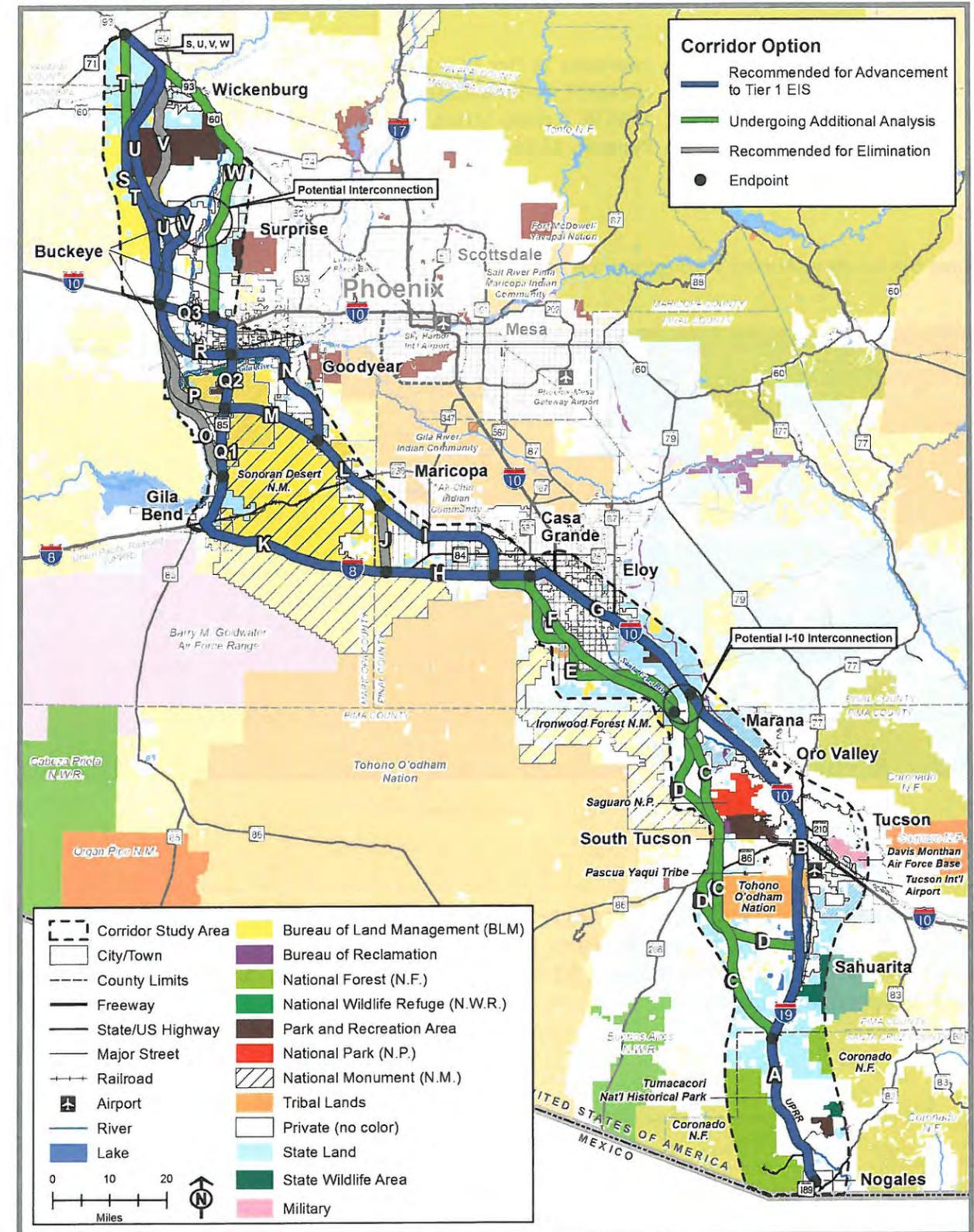
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

If strongly support the no action/no build alternative. We have more than enough roadways + highway in AZ and in the US. We need to invest our money and resources in alternatives that can combat or slow climate change.

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: _____
- JUST 1/4 MI FROM MY HOUSE
- WILDLIFE MITIGATION CORRIDOR

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: _____
- 1/4 MILE FROM MY HOUSE
- WILDLIFE MITIGATION CORRIDOR

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3) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: MAKES THE MOST SENSE -
NO IMPACT ON WILDLIFE, ETC

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

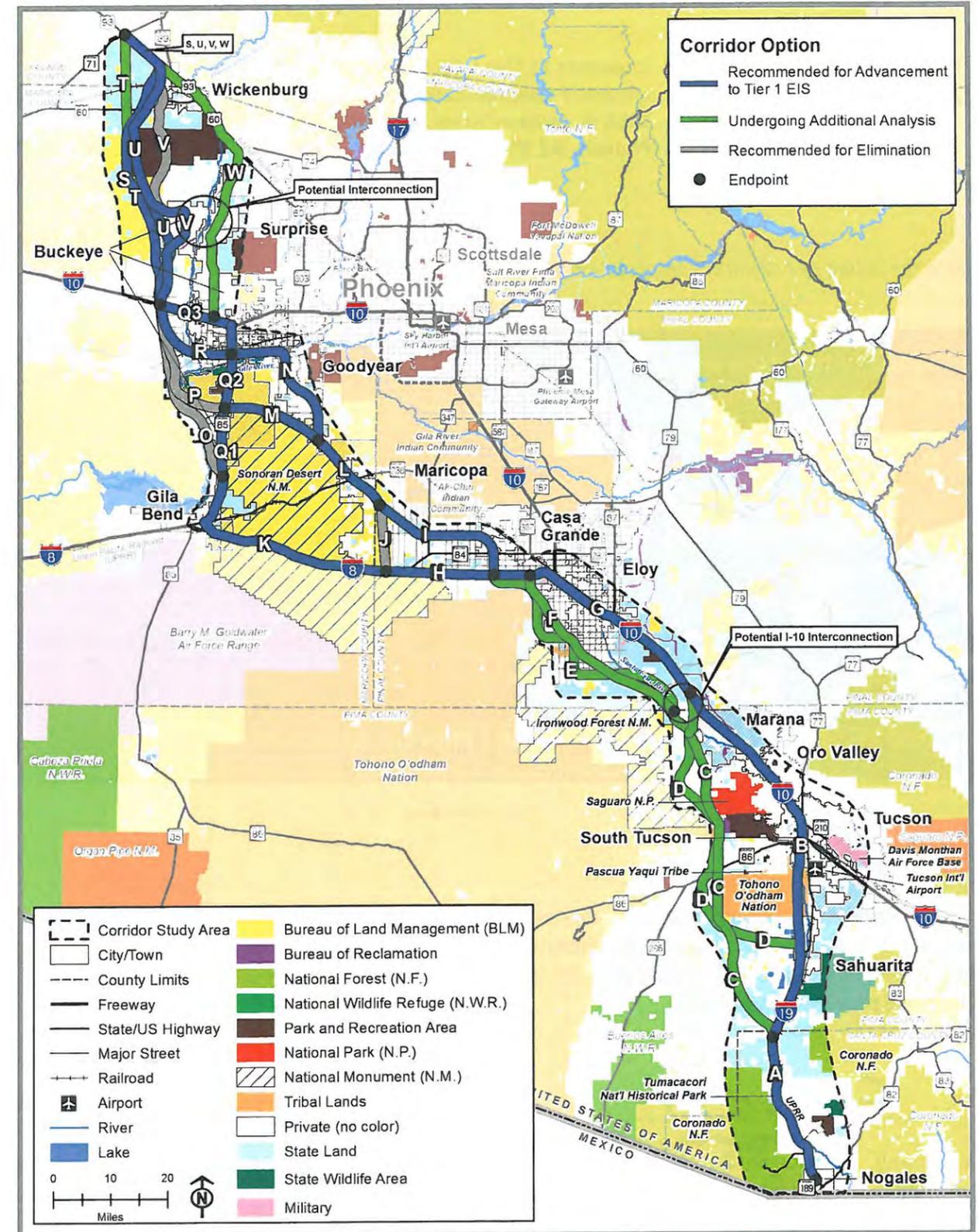
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: 1/4 mile from my front door.

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: 1/4 mile from my front door

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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: I BELIEVE I10 IS THE ONLY DEFENSIBLE WAY TO BUILD THN. WE WILL LOSE MORE NATURAL ENVIRONMENT AND MUCH MORE MONEY THAN CAN BE JUSTIFIED

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: SEE ABOVE - SAME AS FOR OPTION "C"

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3) Corridor Option Letter: F

- Favorable Neutral Unfavorable

Please explain: SAME AS FORI OPTION C48.
NO REASONABLE REASON TO DESTROY MORE NATURAL HABITAT & USE FUNDS THAT COULD BE USED TO MAKE THE I10 CORRIDOR WORK

4) Corridor Option Letter: F

- Favorable Neutral Unfavorable

Please explain: SAME AS ABOVE FOR OPTIONS C18, E & F

5) Corridor Option Letter: G

- Favorable Neutral Unfavorable

Please explain: IT ONLY MAKES SENSE TO USE I10 CORRIDOR BOTH FINANCIALLY & FOR THE ENVIRONMENT

6) Corridor Option Letter: B & A

- Favorable Neutral Unfavorable

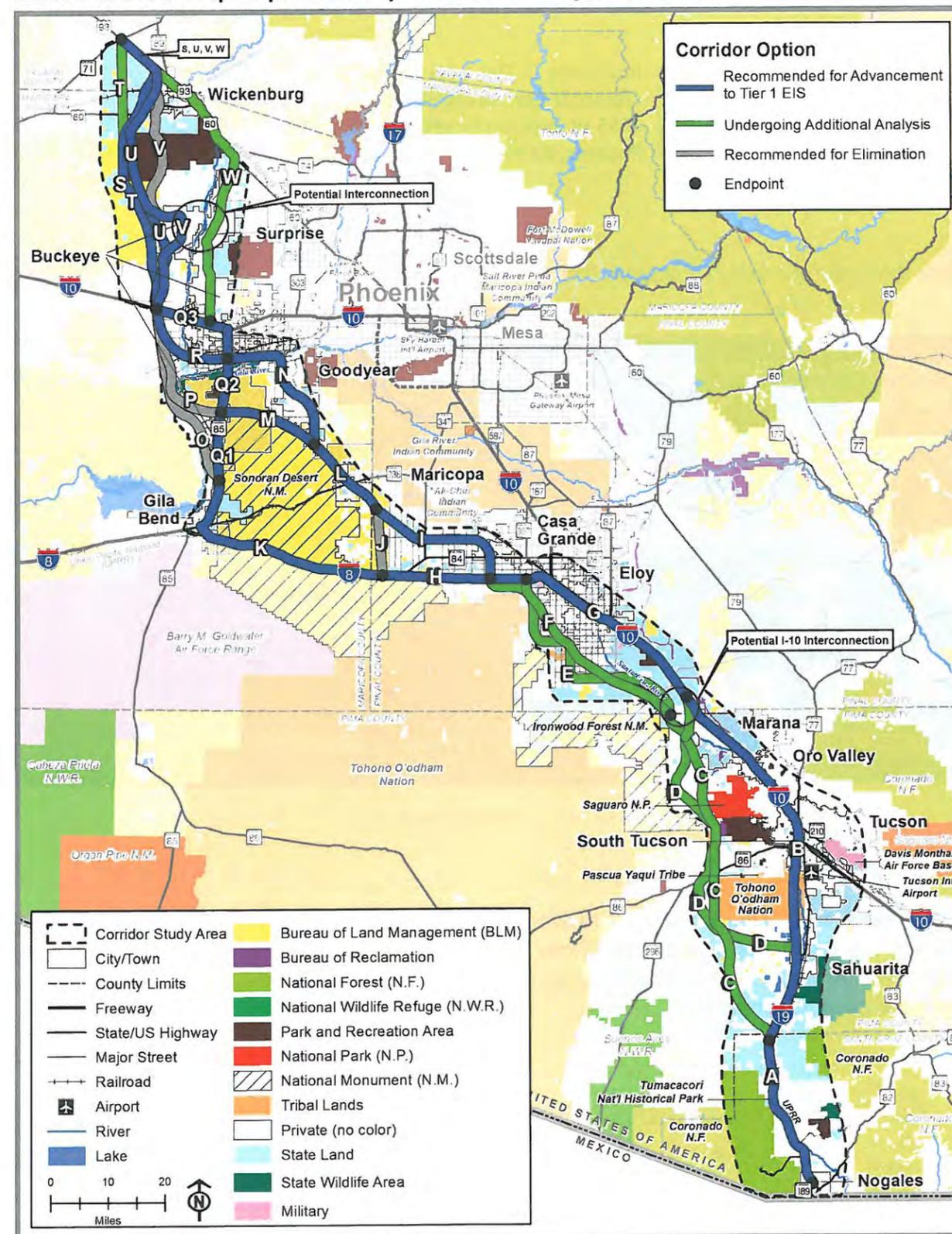
Please explain: SAME AS OPTION G ABOVE

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

I LIVE NEAR THE C, D, E OPTIONS.
I AM A PROFESSIONAL CONSERVATION BIOLOGIST.
THERE IS NO REASON TO DESTROY MORE NATURAL HABITAT. USE THE FUNDS TO MAKE THE I10 CORRIDOR WORK

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain:

The Worst option, Brings light and air pollution to a low light area (because of Mt. Peak) C: The Road is already there & won't destroy our pristine desert land

2) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain:

The Worst option brings light and air pollution to a low light area (protecting Mt. Peak) Destroys the irreplaceable desert land which destroys tourism,



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3) Corridor Option Letter: D

- Favorable Neutral Unfavorable

Please explain: Also bad because destroys protected desert land

4) Corridor Option Letter: G

- Favorable Neutral Unfavorable

Please explain: Good because it doesn't damage land that is already part of the transportation system bringing more business to Tucson

5) Corridor Option Letter: L

- Favorable Neutral Unfavorable

Please explain: Straighter route to Mexico with the least amount of destruction of the desert

6) Corridor Option Letter: I

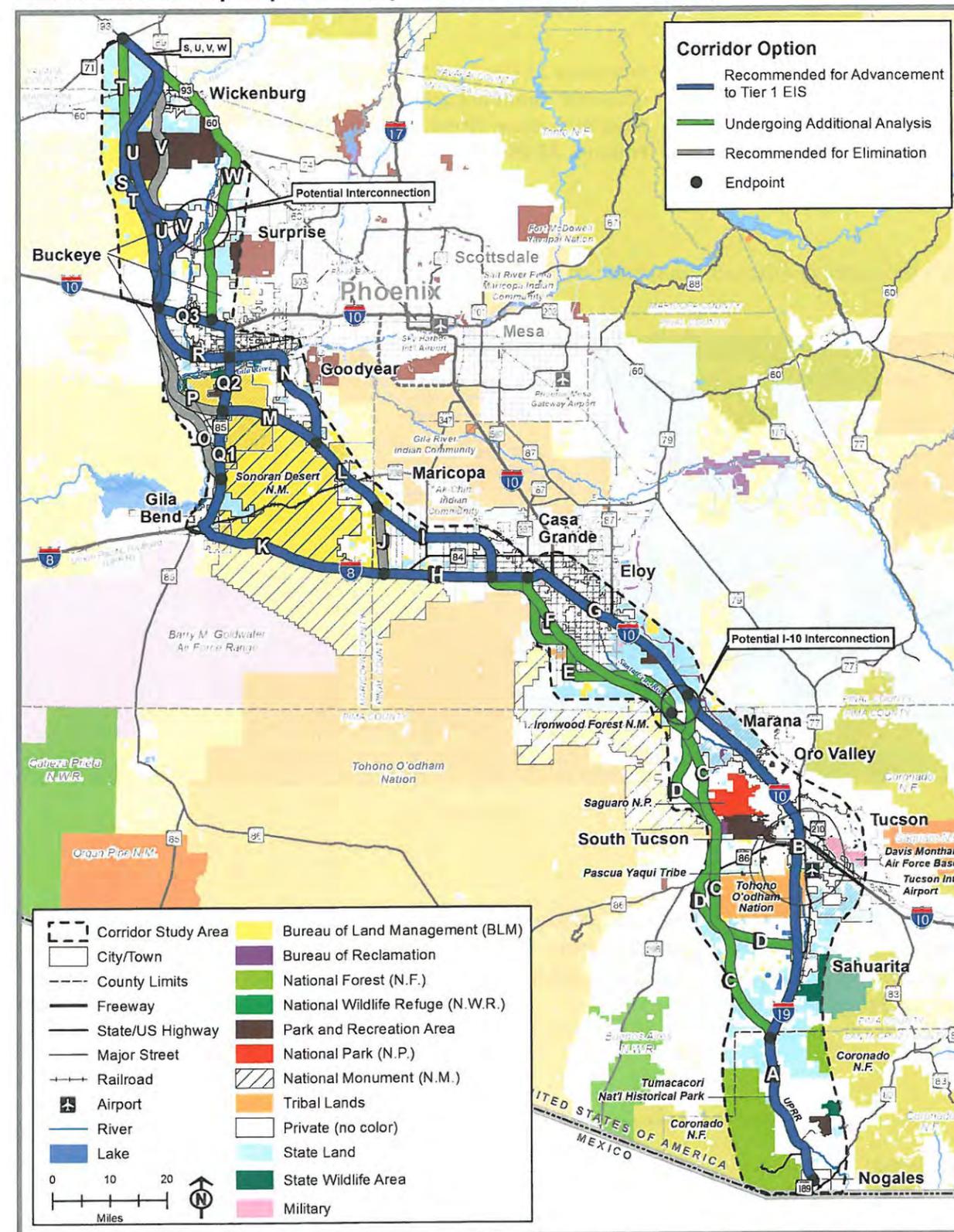
- Favorable Neutral Unfavorable

Please explain: Straighter route to Mexico with the least amount of destruction of the desert

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1) Corridor Option Letter: C (and also D)
 Favorable Neutral Unfavorable

Please explain: Option C runs right through a residential neighborhood and next to our elementary school. No one lives in the area between Saguaro N.P. and Ironwood Forest NM, because they want to be near a highway

2) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Marana High School has had a rash of young runaway girls. The idea of I-11 nearby is terrifying when you consider how unsafe it will make things for these girls.

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

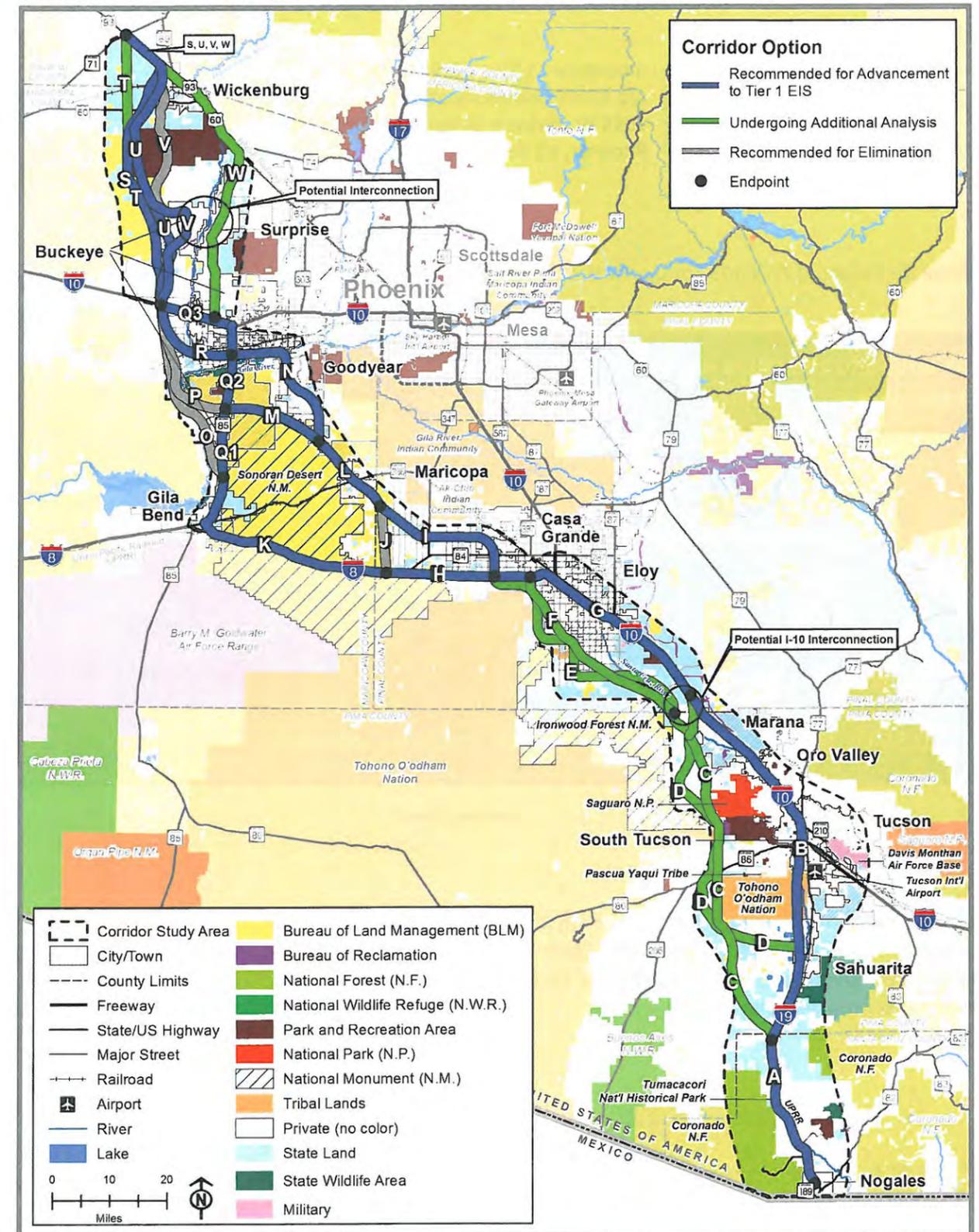
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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1) Corridor Option Letter: A

Favorable Neutral Unfavorable

Please explain: avoid T-10 less disruption of all factors, people, land, animals, water, etc

2) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: THRU National Parks, disrupts every aspect of why we have National Parks

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3) Corridor Option Letter: D

- Favorable
 Neutral
 Unfavorable

Please explain: Will displace most people & animals.
This line corrupt politicians pockets

4) Corridor Option Letter: B

- Favorable
 Neutral
 Unfavorable

Please explain: Use I-10, less money to build
Keeps Tucson alive, if it goes around
Tucson they will loose lots of Fed funds
+ businesses

5) Corridor Option Letter: _____

- Favorable
 Neutral
 Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

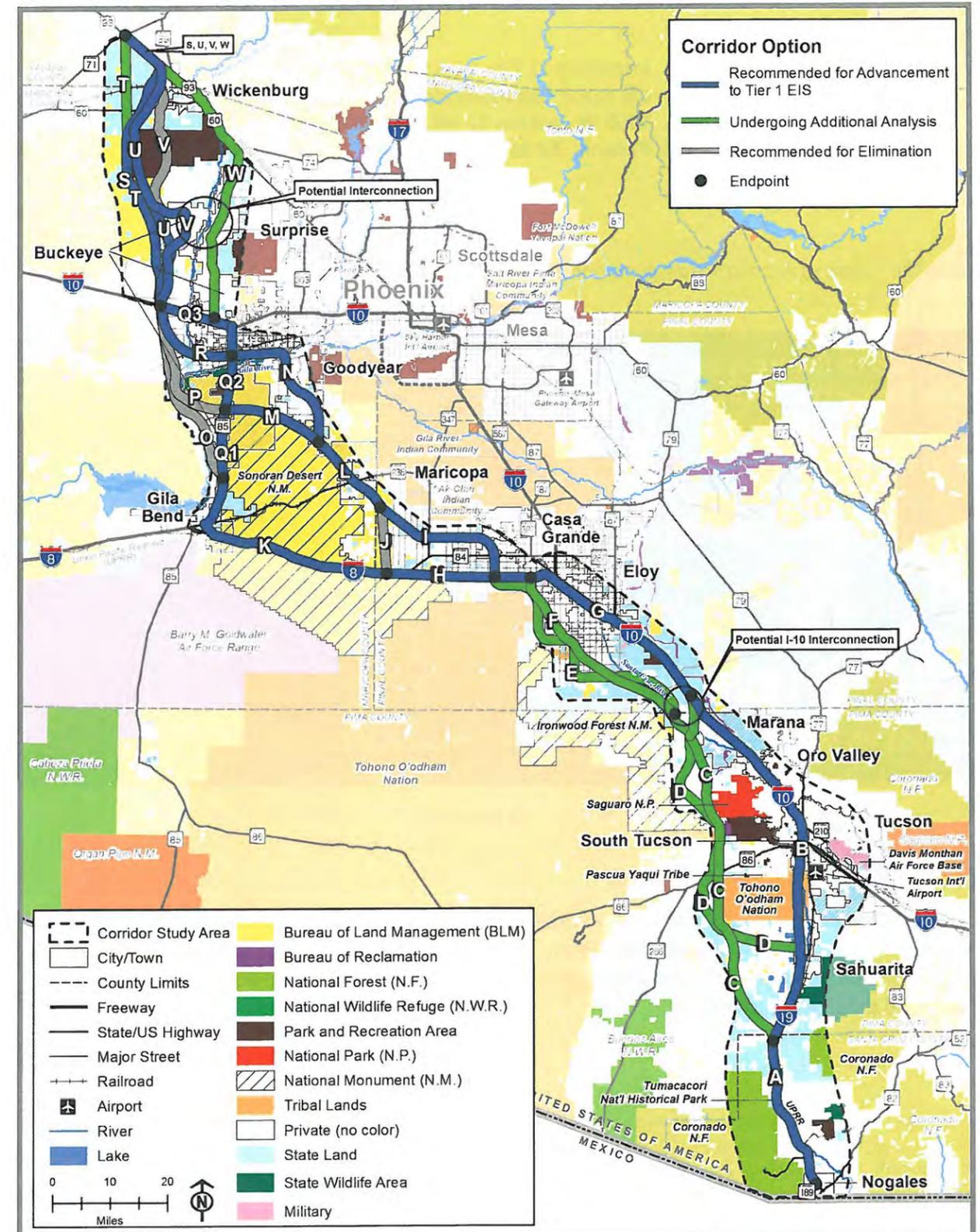
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1) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: USE EXISTING WAY

2) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: USE EXISTING WAY

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3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Not enough space & ruins are

4) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: Not enough space & ruins area

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

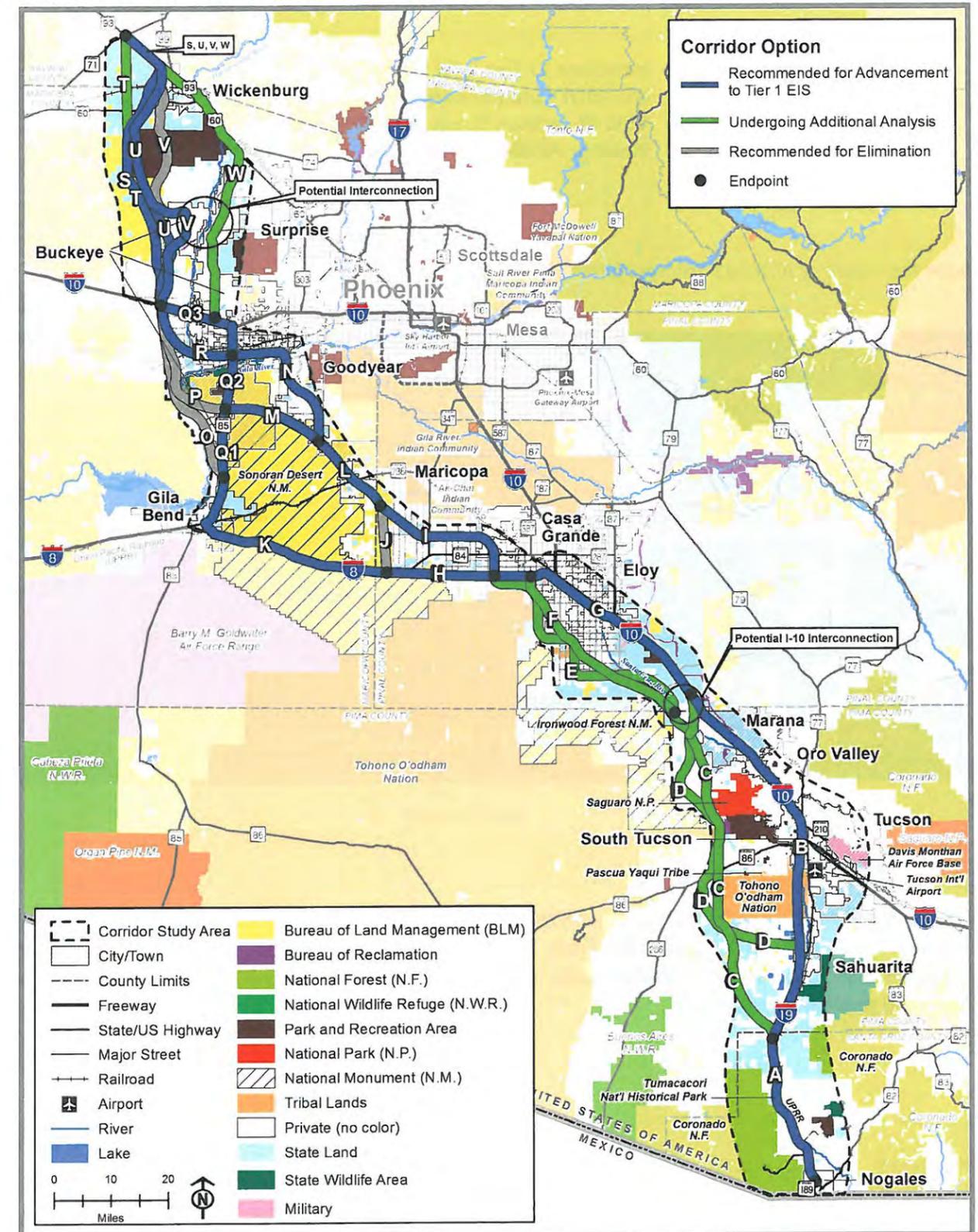
Favorable Neutral Unfavorable

Please explain: _____

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Zip Code: (required) _____

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**Interstate 11 Corridor Tier 1 Environmental Impact Statement
 Nogales to Wickenburg**
 MAY 2017

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- I favor this option because . . .
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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A, B, G
 Favorable Neutral Unfavorable

Please explain: MOST ECONOMICALLY FEASIBLE SOLUTION APPEARS TO BE STACKING + OTHERWISE IMPROVING I 19 + I 10

2) Corridor Option Letter: C, D, E, F
 Favorable Neutral Unfavorable

Please explain: PLEASE DO NOT FURTHER DESTROY THE PEACE, QUIET + FRAGILE DESERT OF AVRA VALLEY



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

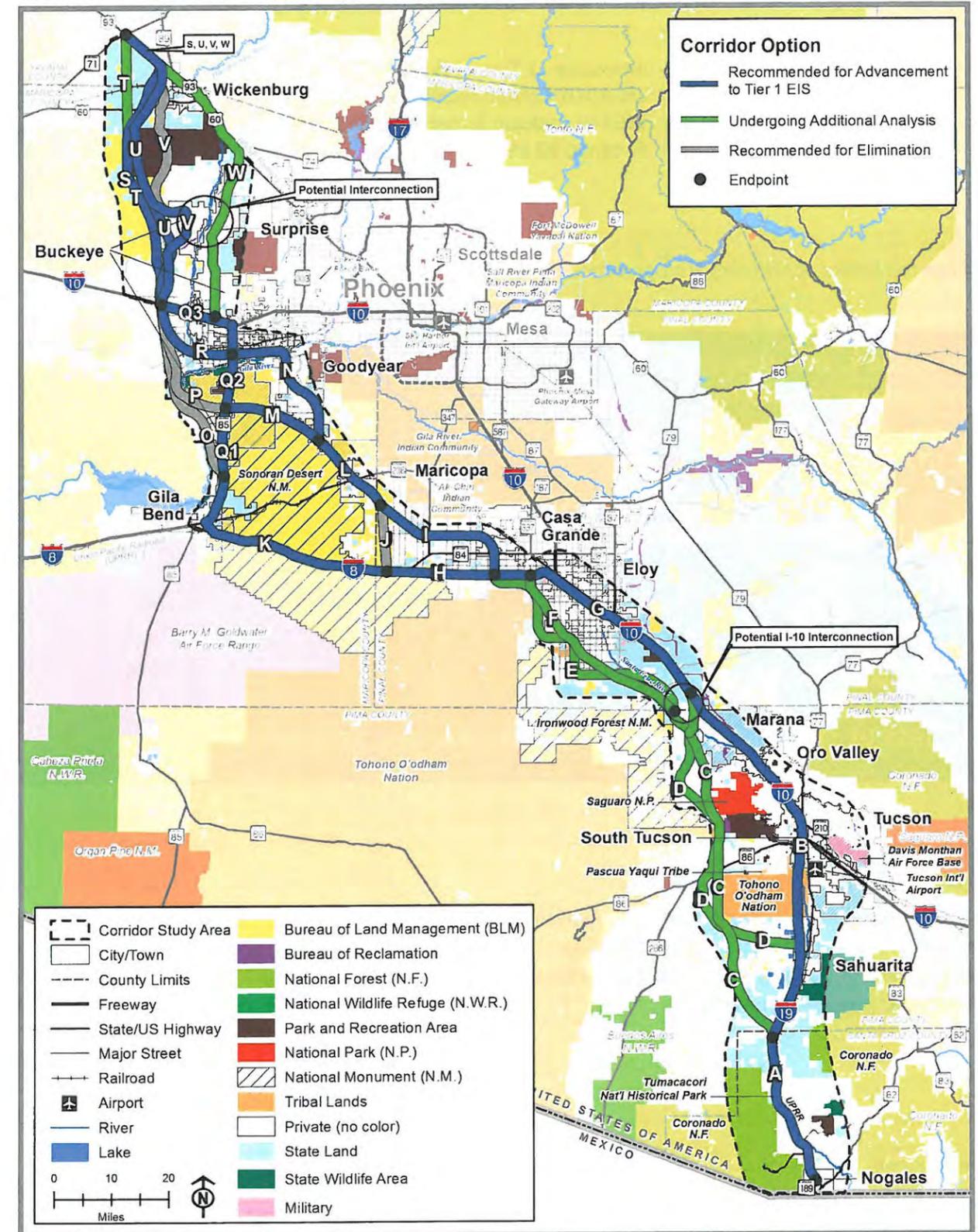
- Favorable
- Neutral
- Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: EXISTING RIGHT OF WAY SANDARVO RD CONNECT TO I-10 WITH IMPROVEMENTS TO I-8 & EXISTING TRUCK STOPS IN ELOY

2) Corridor Option Letter: F 2 D
 Favorable Neutral Unfavorable

Please explain: POOR LAY OF ROAD



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: EXISTING RIGHT OF WAY SANDBAR RD
CONNECT TO I-10 WITH IMPROVEMENT TO I-8

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

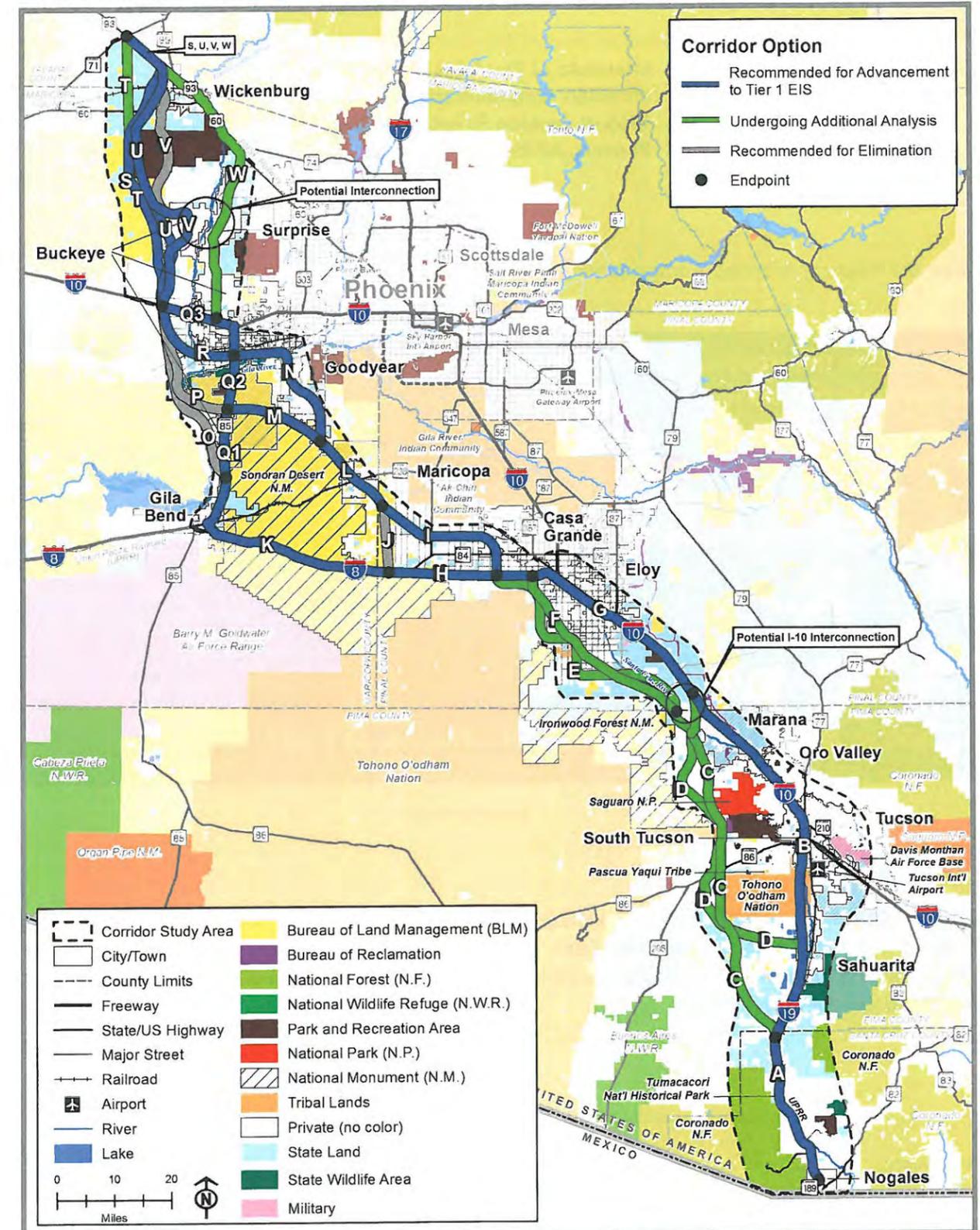
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

Please use this map to provide any comments on specific areas.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Just moved from the congestion of the city. I love the environment - building here would ruin the wildlife and desert I moved here for. Please don't kill the wildlife in our area due to building roads.

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: same as C

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3) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: Same as C

4) Corridor Option Letter: F

Favorable Neutral Unfavorable

Please explain: Same as C

5) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: This has the least impact on my neighborhood and local environment

6) Corridor Option Letter: G

Favorable Neutral Unfavorable

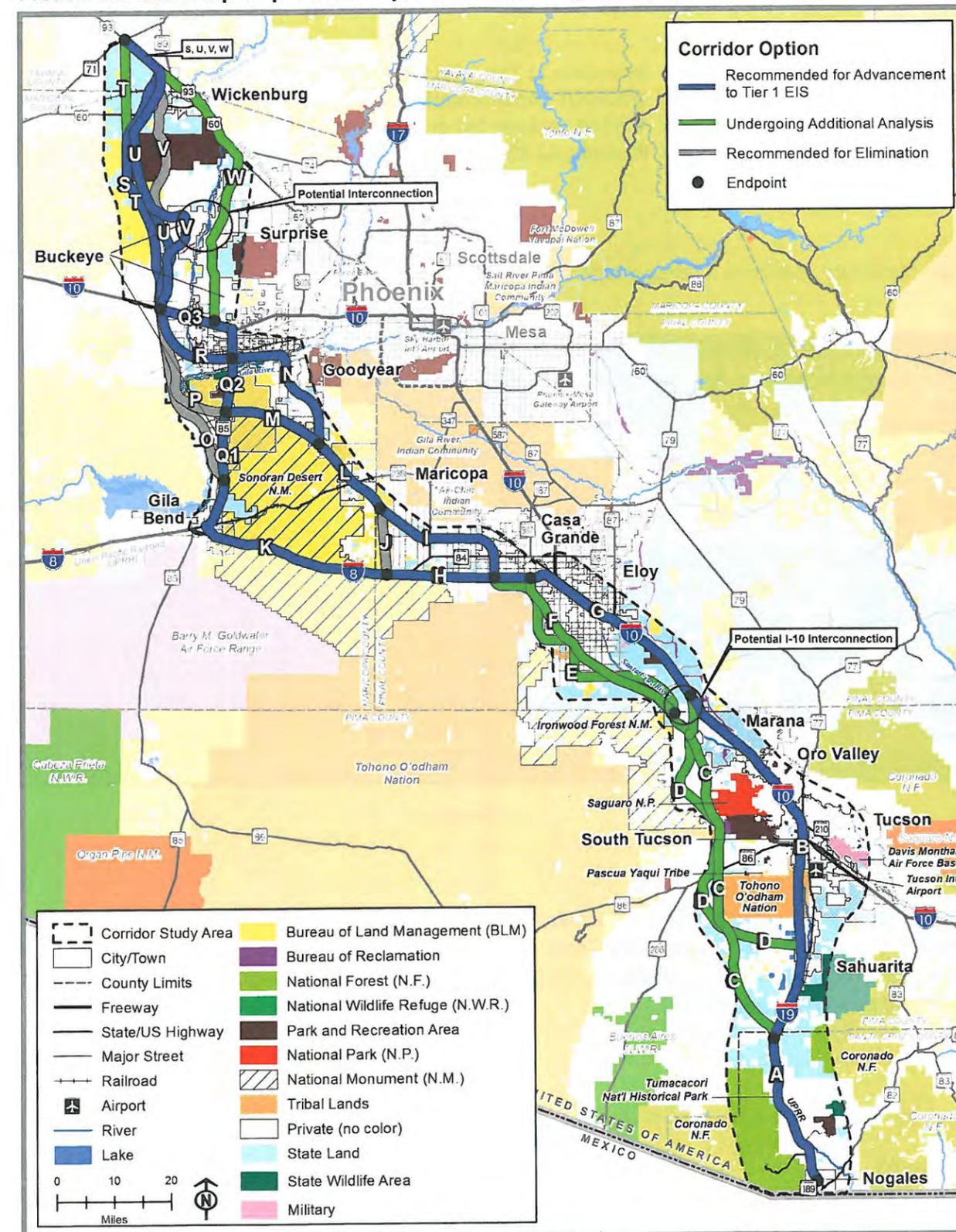
Please explain: Same as B

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

PLEASE CHOOSE THE NO ACTION
NO BUILD OPTION.

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: Exit along existing I-10

2) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: _____

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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: A

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: C

- Favorable
- Neutral
- Unfavorable

Please explain: *Do not want to go through Aura Valley. It will make it noisy and impact the environment, we came here because it was quiet & peaceful.*

5) Corridor Option Letter: D

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: E

- Favorable
- Neutral
- Unfavorable

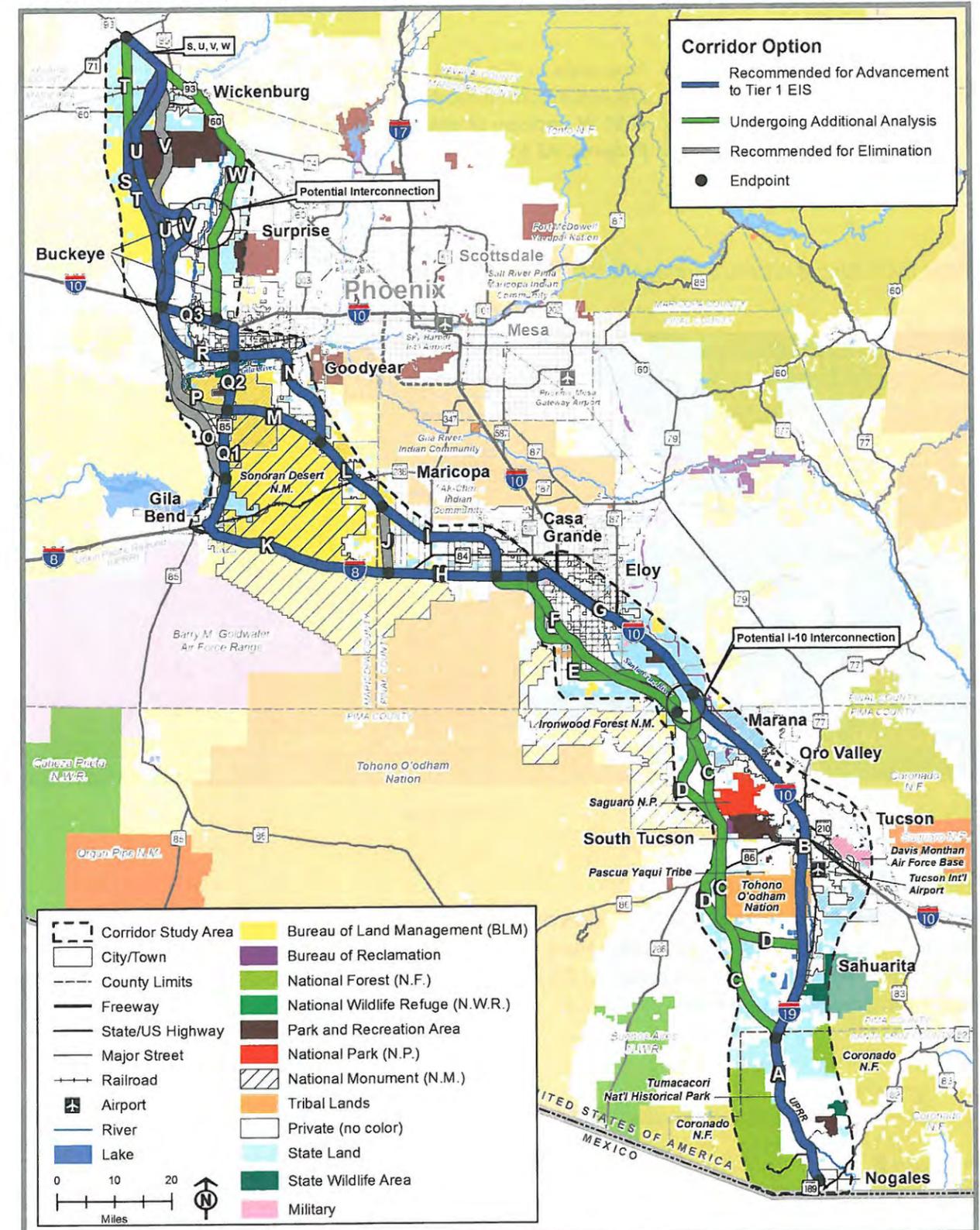
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

It would be reasonable to use the existing I-10

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



3) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

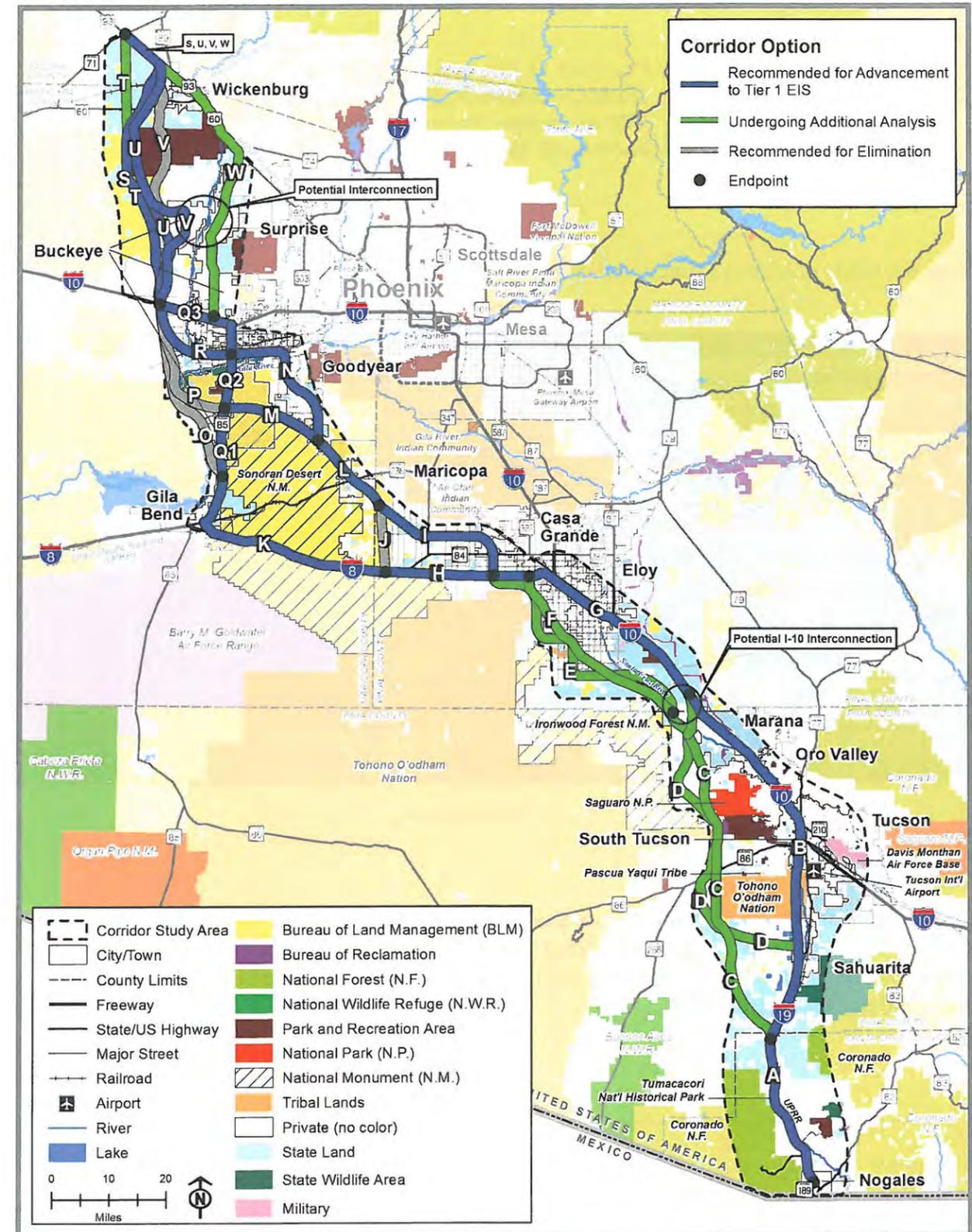
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Additional Comments:

With the 'CANAMEX' Agreement in '91, the 'NAFTA' passage in '94 - further legitimizing CANAMEX in '94 SO OUTDATED, THIS PURPOSE OF I-11 IS OBLITERATED. Several items cause outdated:

- 1) Trump unstable ADMINISTRATION regarding trade & cross-border activity (all American)
- 2) The upgrade of I-10 through TUCSON & corridor to Phoenix WAS NOT IN PLACE
- 3) Vibrancy of TUCSON BUSINESS very weak UNTIL 2008+

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: Keep it I 10 No Side Tracks

2) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: Join A to B No Side Tracks

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3) Corridor Option Letter: G

- Favorable
- Neutral
- Unfavorable

Please explain: STAY w/ Freeway ALREADY BUILT

4) Corridor Option Letter: I-4

- Favorable
- Neutral
- Unfavorable

Please explain: STAY ON Freeway ALREADY BUILT

5) Corridor Option Letter: N

- Favorable
- Neutral
- Unfavorable

Please explain: STAY ON Freeway ALREADY BUILT

6) Corridor Option Letter: I-10

- Favorable
- Neutral
- Unfavorable

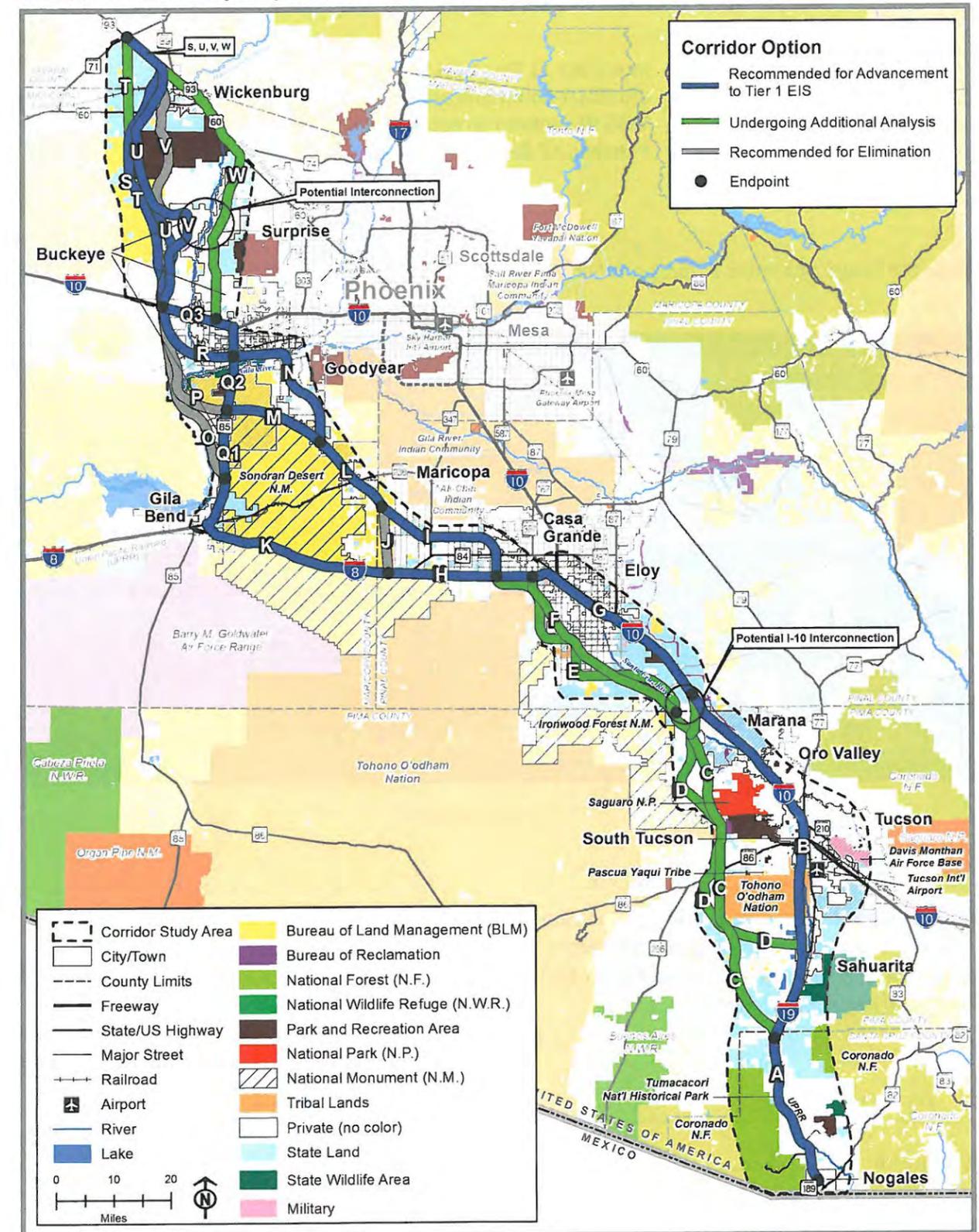
Please explain: STAY ON Freeway ALREADY BUILT

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

IMPROVE THE Freeway LANES DON'T ADD OTHERS EXPAND WHAT WE NOW HAVE

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: C, D, E, F
 Favorable Neutral Unfavorable

Please explain: Noise pollution would ruin the beauty of the Saguaro National Park & Ironwood monument. Wildlife live & reproduce in those areas. Expensive when we already have I-19 + I-10. Endangered wild life lives here.

2) Corridor Option Letter: A, B, G
 Favorable Neutral Unfavorable

Please explain: Use I-19 + I-10. Save money to use empty route

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

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- Neutral
- Unfavorable

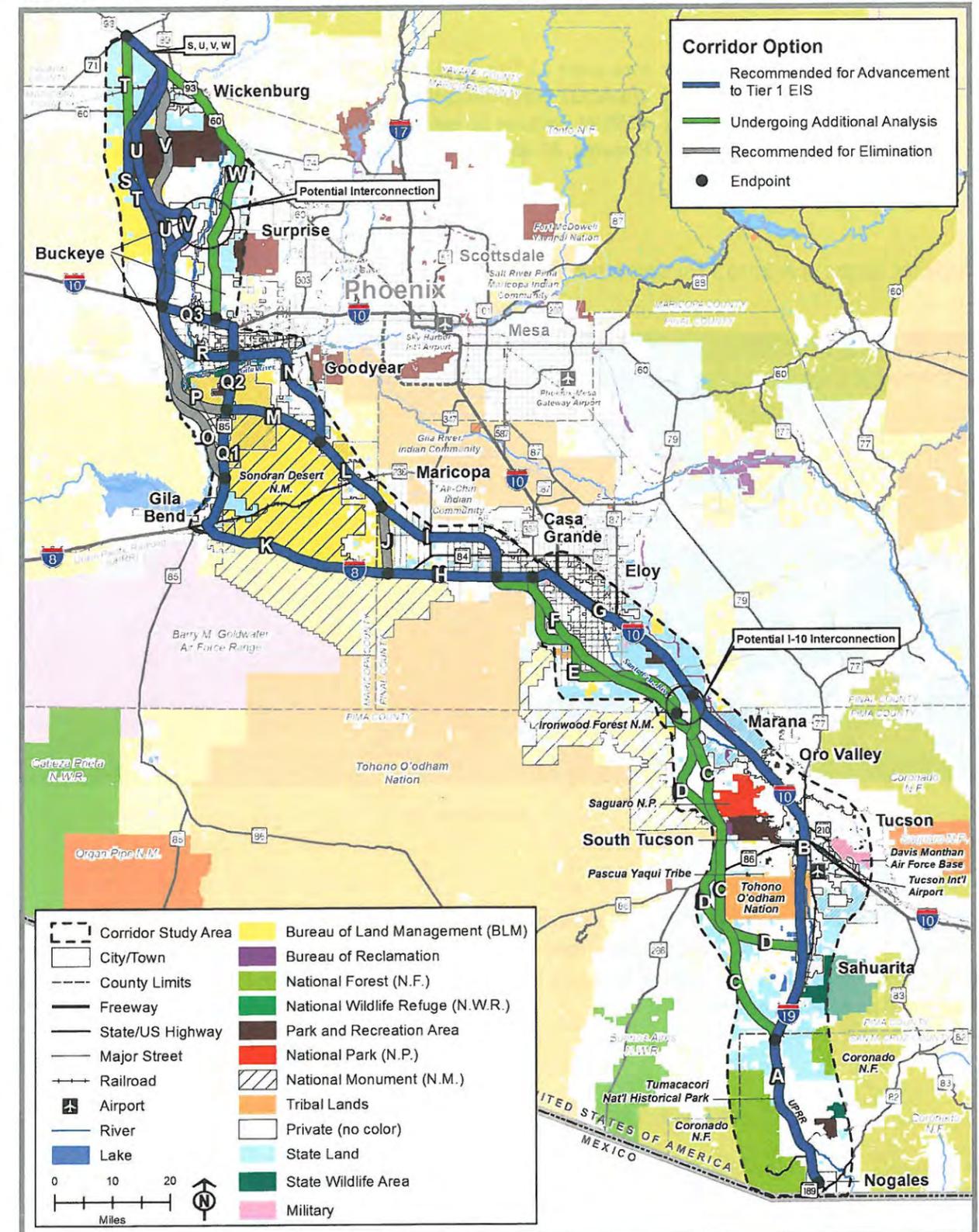
Please explain: _____

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Additional Comments:

Let moved to this area to be in a quiet beautiful environment and to enjoy the cield life that co-exist with us a new roadway would take all this away!

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Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: E
 Favorable Neutral Unfavorable

Please explain: To many 90 degree turns. Not suitable for reasonable Interstate travel

2) Corridor Option Letter: F
 Favorable Neutral Unfavorable

Please explain: Not needed. No corridor is better route



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Too close to National Park and will destroy some of the best scenic rural areas left near Tucson

4) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: Same as 3 above.

5) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: The I10 corridor is there and the best route. With adequate engineering it remains the best for further development to support future traffic without further destruction of our pristine rural areas

6) Corridor Option Letter: B

Favorable Neutral Unfavorable

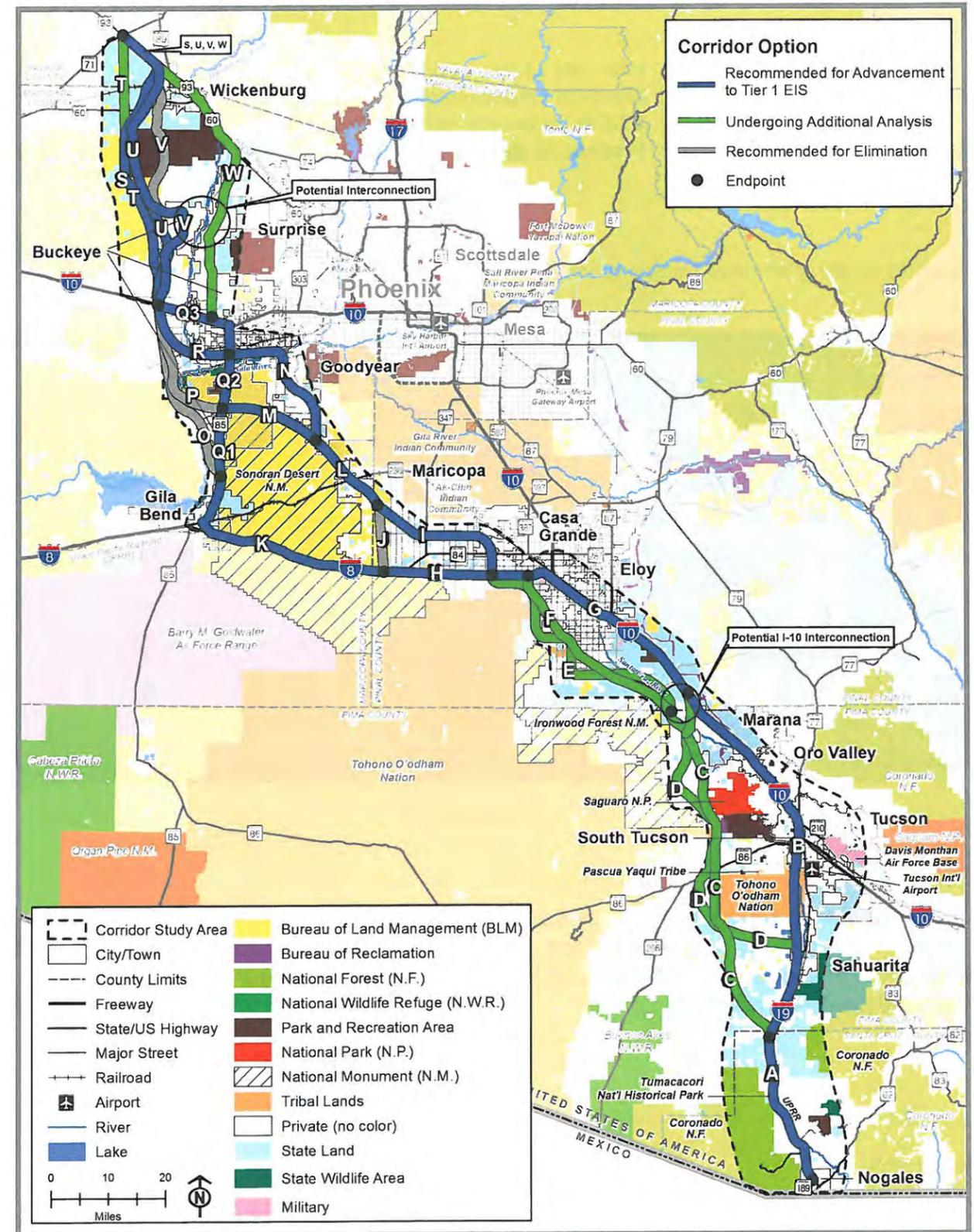
Please explain: I19 is an adequate route with relatively low traffic volume south of Tucson, I see no reason to destroy more rural land for a duplicate route

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

I lived in Tucson for 32 years and left for the last 5 years. I had heard about I11 but hadn't followed details. I recently bought some property near Sandario Rd to return to the most beautiful and quiet area near Tucson. I was shocked to discover that this is going to be destroyed by an unnecessary freeway.

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: IT IS ALREADY HERE USE IT YOU MORONS

2) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: USE WHAT YOU HAVE AND SAVE THE TAXPAYERS SOME MONEY

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3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: All this route will do is DESTROY NATURE, peoples property values and destroy everything we have all haved worked so hard for.

4) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: SAME AS ABOVE IT SHOWS NO REGARD FOR NATURE OR HUMANS IT'S ALL GREED DRIVEN

5) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: G

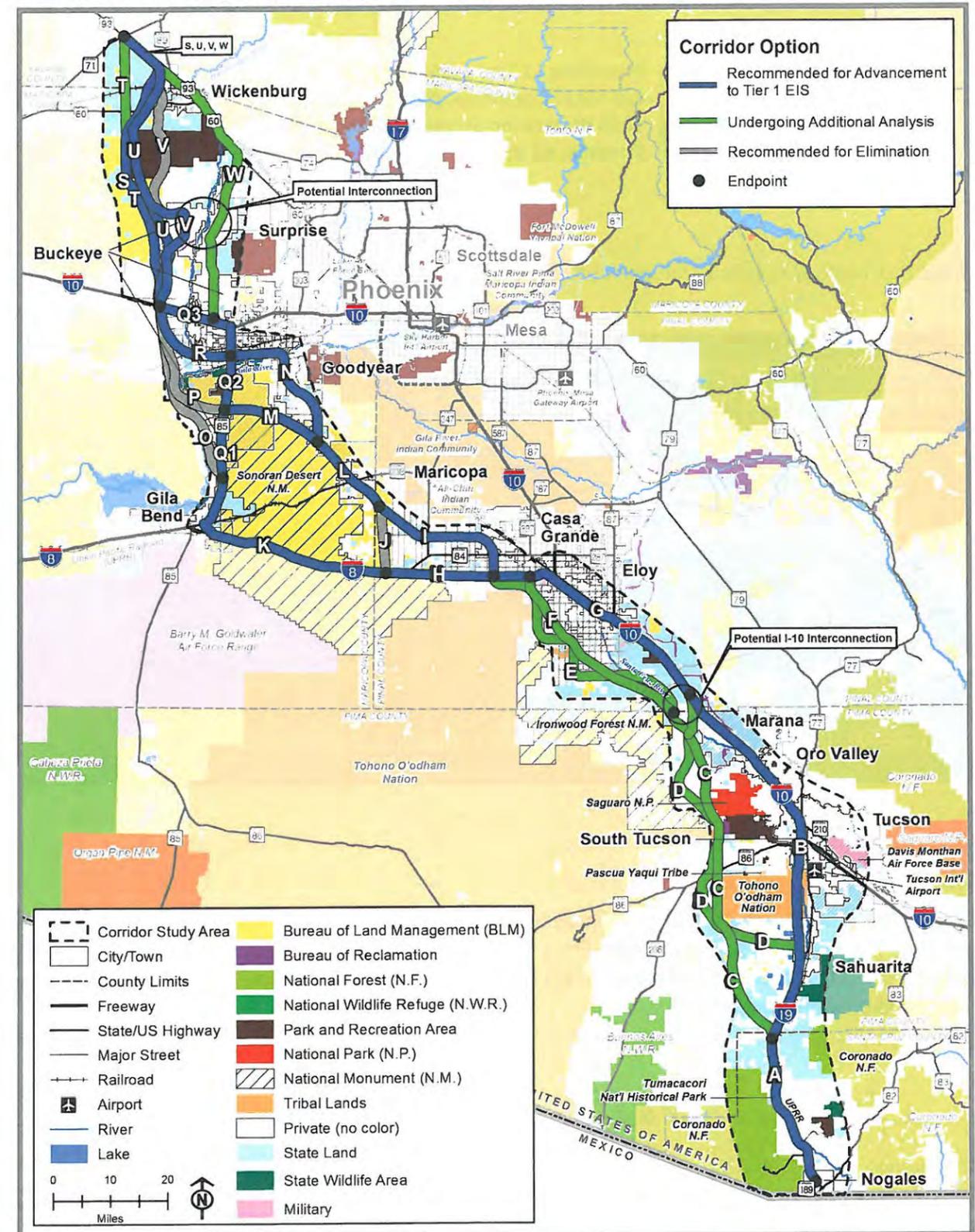
Favorable Neutral Unfavorable

Please explain: USE EXISTING ROUTES AND SAVE AVRA VALLEY ABOVE

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Additional Comments:

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- I favor this option because ...
- I would like this option if it were changed to ...
- I do not favor this option because ...

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C+D
 Favorable Neutral Unfavorable

Please explain: GOING THROUGH THE AVRA VALLE (specifically Avra & Maricopa Rd) IT WILL BE Destructive TO OUR WILDLIFE: Pinyon Jays, PHOENIX OWL, MOUNTAIN LION, etc. WILL BECOME NOISY, POLLUTION, UNSAFE - Harmful to community that has been there for over 100 yrs

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

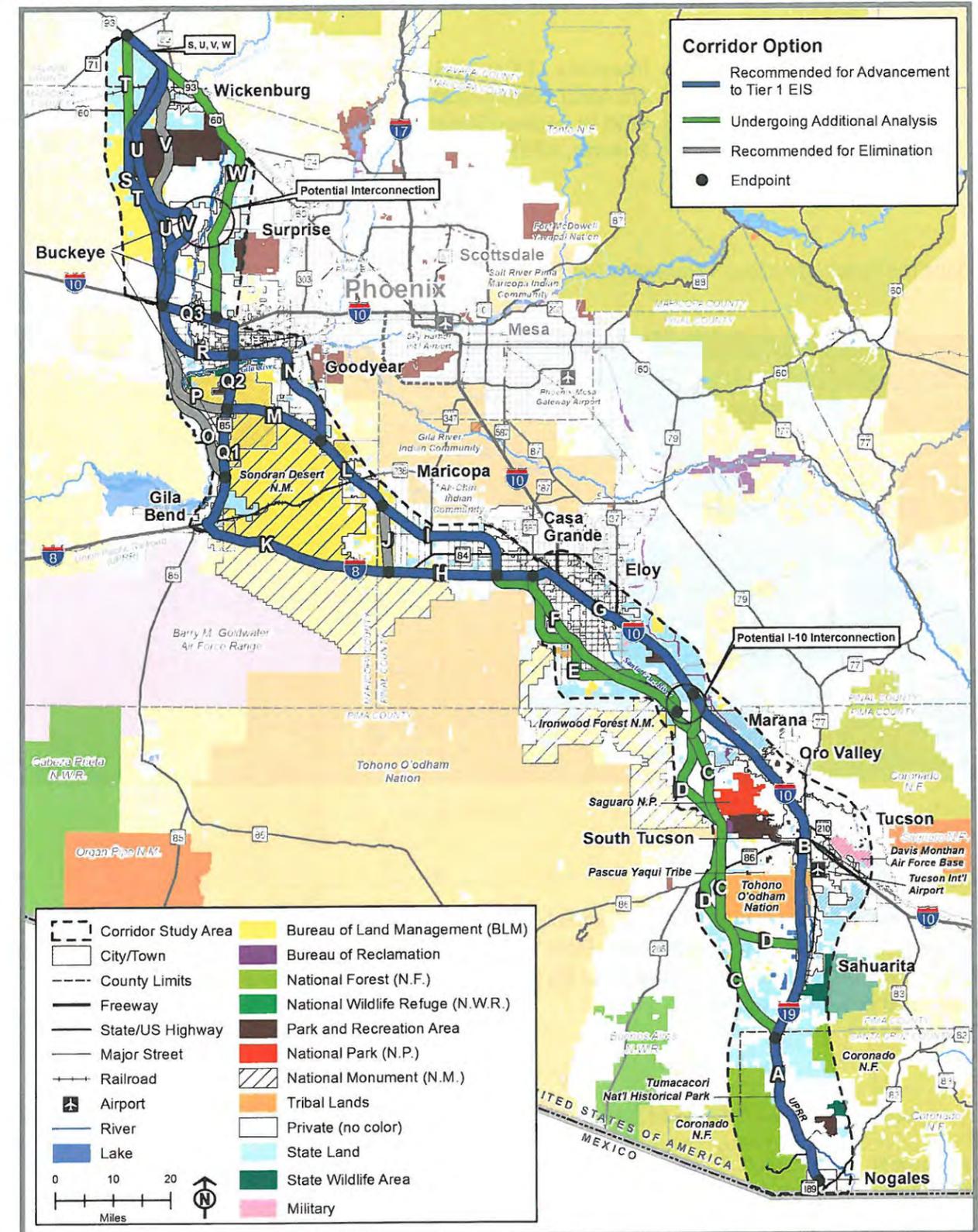
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Additional Comments:

*A&B ARE THE BETTER CHOICES & WILL SAVE TAXPAYERS
 LOTS OF MONEY (DBL OR TRIPLE DECKING PRESENT I-10 MAKES
 MORE SENSE. This would save our environment -*

** The meeting held today 4/3/2017 was of no value to the
 people affected by this!*

Please use this map to provide any comments on specific areas.



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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: F

Favorable Neutral Unfavorable

Please explain: already existing interstate. Why spend money for another road parallel

2) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: existing interstate

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3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: already have a road from Nogales. Spending money (wasting) that is not needed. Destroying our beautiful desert. Destroying tourism. Uprooting family homes. The people who are making decisions for the environment, people need to be removed from their homes

4) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: Do not want wildlife destroyed, cacti destroyed. We do not want an interstate in our yard. Its a waste of money. Politicians don't care about the people or environment. We'll be destroying homes

5) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: This route is not needed. Waste of money. We already have a route from Nogales to Wickenburg. Stop wasting money on double deck I-10.

6) Corridor Option Letter: G

Favorable Neutral Unfavorable

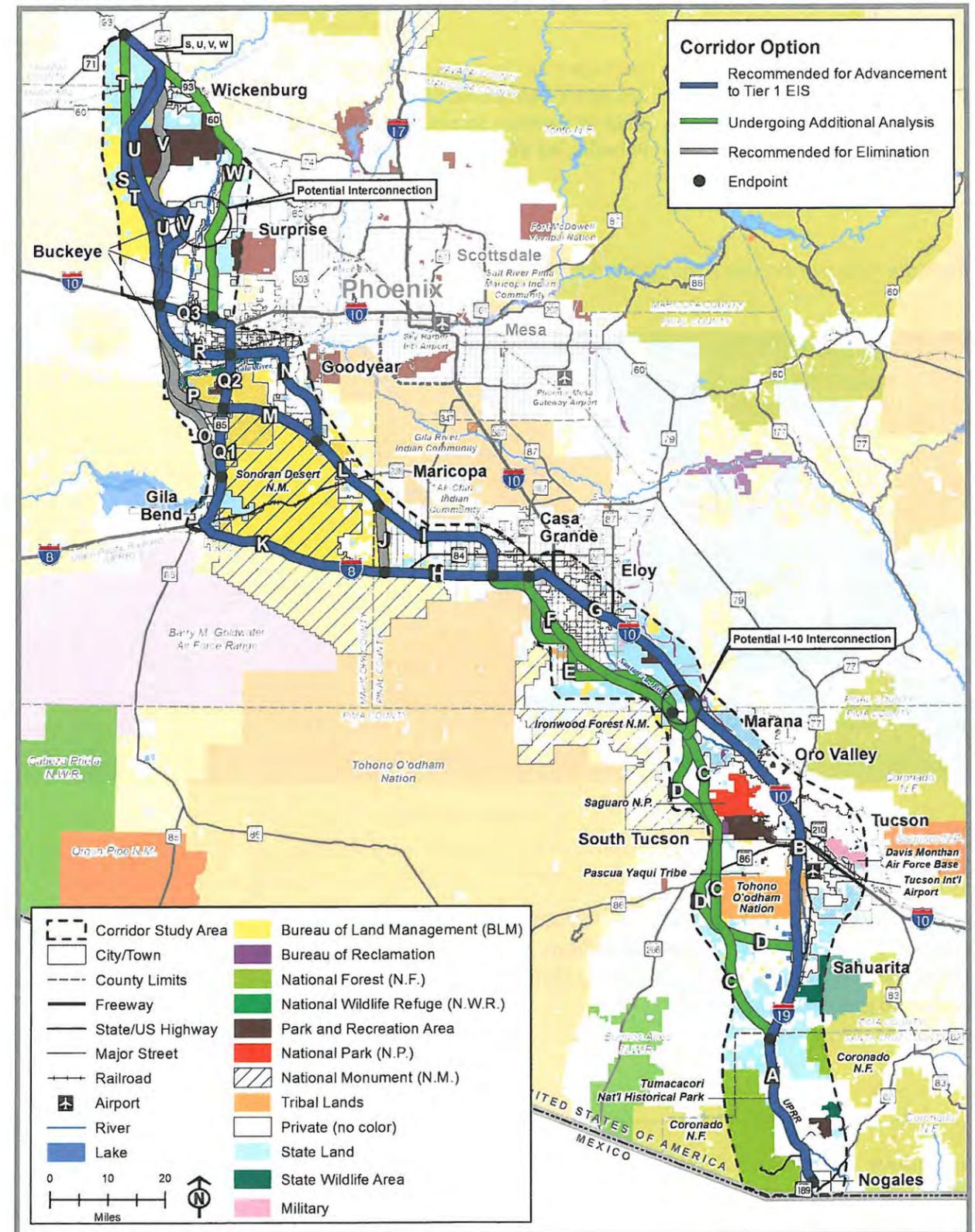
Please explain: Double deck I-10, upgrading to the into double decking I-10 would save taxpayers 2 billion dollars

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

We have endangered wildlife (bighorn sheep, owls, mountain lions) and this will destroy their habitat. I moved our here because of the wildlife. Don't destroy the last remaining desert beauty.

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: less impact to community

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: More unnecessary disruption

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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

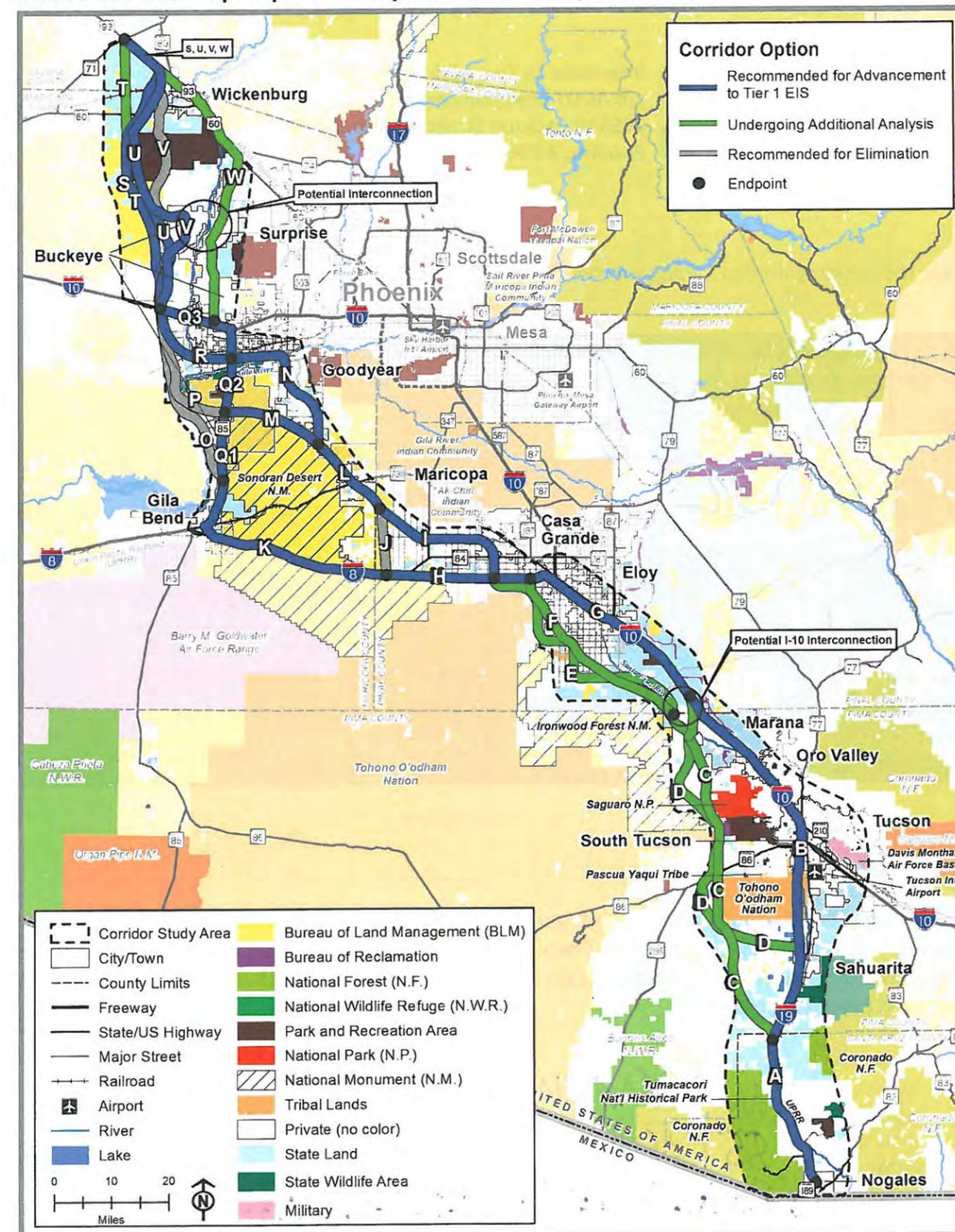
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: Would be a good option

2) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: Why not use the existing freeway?



3) Corridor Option Letter: C

- Favorable Neutral Unfavorable

Please explain: Would make jobs for Picture Rocks & AVRA Valley but unfavorable because of beauty & serenity

4) Corridor Option Letter: D

- Favorable Neutral Unfavorable

Please explain: Would make jobs but will it ~~less~~ take away the beauty & quietness of our parks & surrounding areas?

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

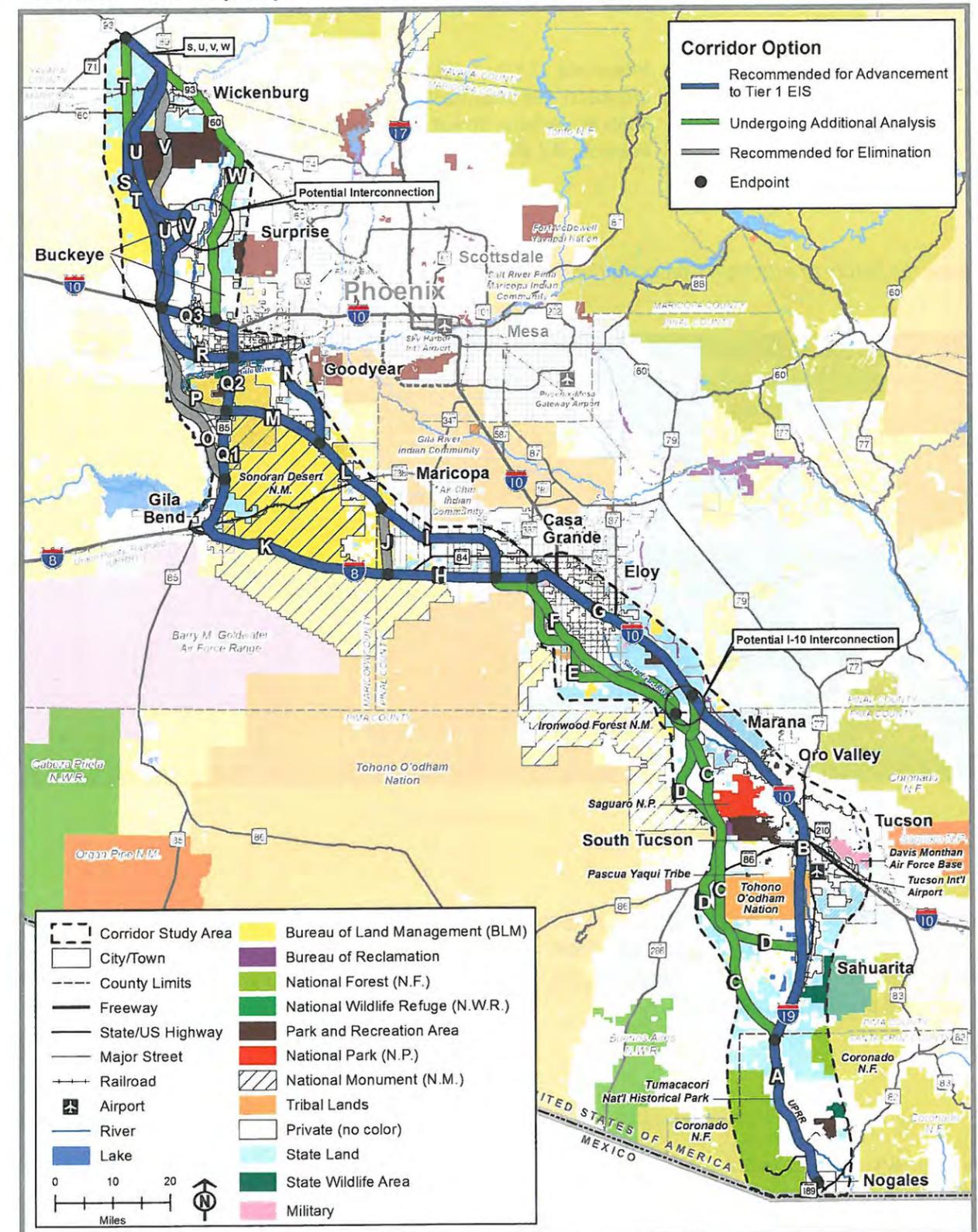
- Favorable Neutral Unfavorable

Please explain: _____

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Nogales to Wickenburg**

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C AVRA VALLEY RD + TRICO RD.
 Favorable Neutral Unfavorable

Please explain: NOT HAPPY WITH HOW CLOSE THIS IS TO OUR RESIDENCE. THE WILDLIFE IS ALL AROUND US. JAVAWNA, DEER, HAWKS, COYOTES, GILA MONSTERS, + ETC... THE NOISE POLLUTION WILL RUIN MY PEACE + QUIET, WHICH IS THE REASON I MOVED TO THE COUNTRY IN THE FIRST PLACE!

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: THIS PLAN GOES THROUGH OUR RESIDENCE. NOT IN FAVOR OF THAT. IF IT GOES RIGHT NEXT TO OUR RESIDENCE, WHO WANTS ~~THEIR~~ THEIR HOUSE NEXT TO ~~THE~~ ^{APPROXIMATELY} PROPERTY VALUES GOES DOWN. STAY AWAY FROM AVRA VALLEY + TRICO RD. 85653

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3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

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- Unfavorable

Please explain: _____

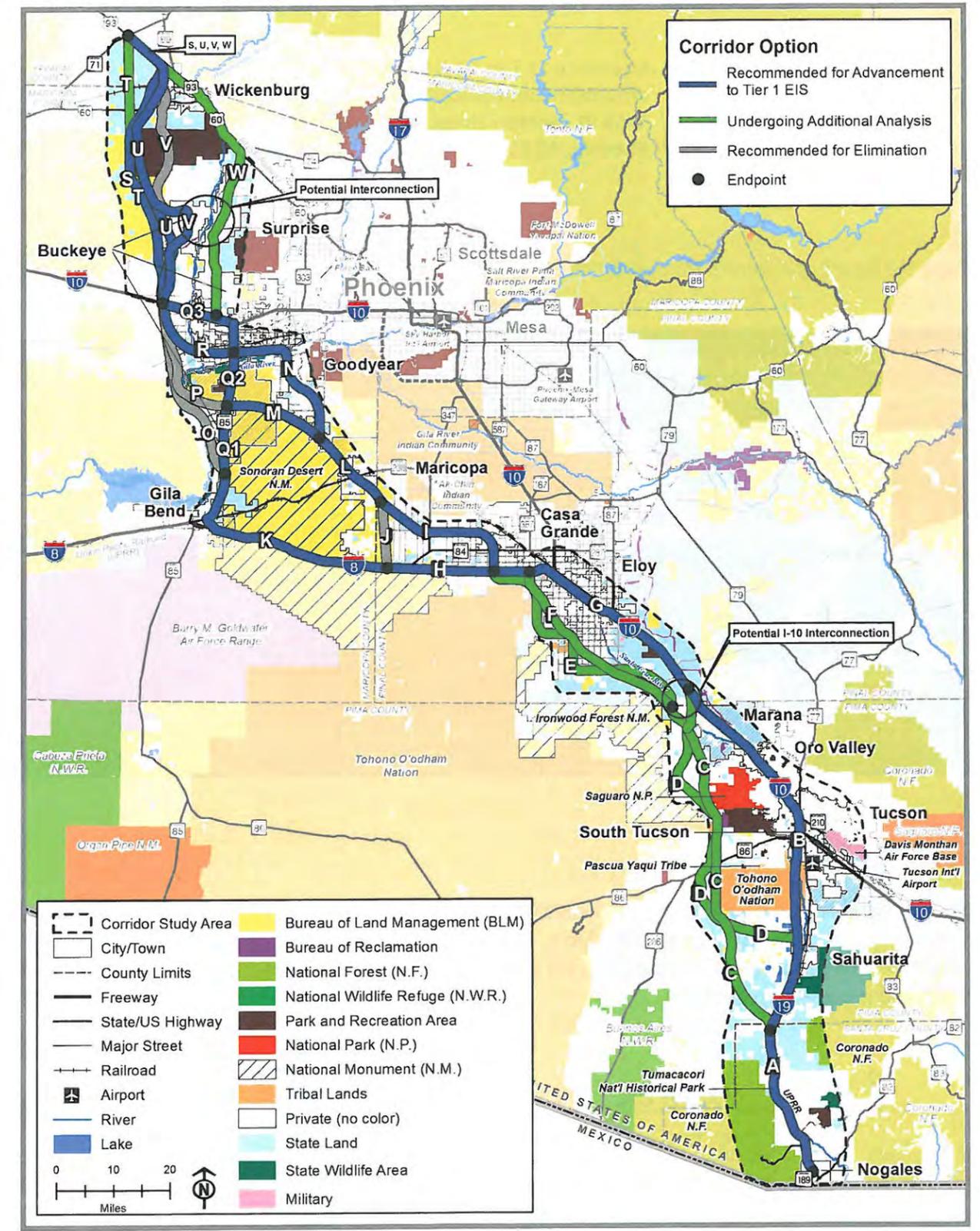
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Additional Comments:

HOW DO WE MAKE OUR VOICES HEARD, ARE YOU TOO SCARED OF A VOTE! LET THE PEOPLE THAT ARE IMPACTED VOTE. THE VOTE WOULD DEFINITELY BE UNFAVORABLE. AVRA VALLEY GETS DUMPED ON AGAIN. NO VOTE ON THE DUMP & NOW NO VOTE ON I-11, MAYBE I NEED TO FIND AN ENDANGERED SPECIES TO STOP THIS.

USE I-10

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: It's the least impact on private property + the environment. It will cost less and that means less taxes.

2) Corridor Option Letter: C and D

Favorable Neutral Unfavorable

Please explain: It will impact the private property owners tremendously and the wild life. This will cost more and that means higher taxes.



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

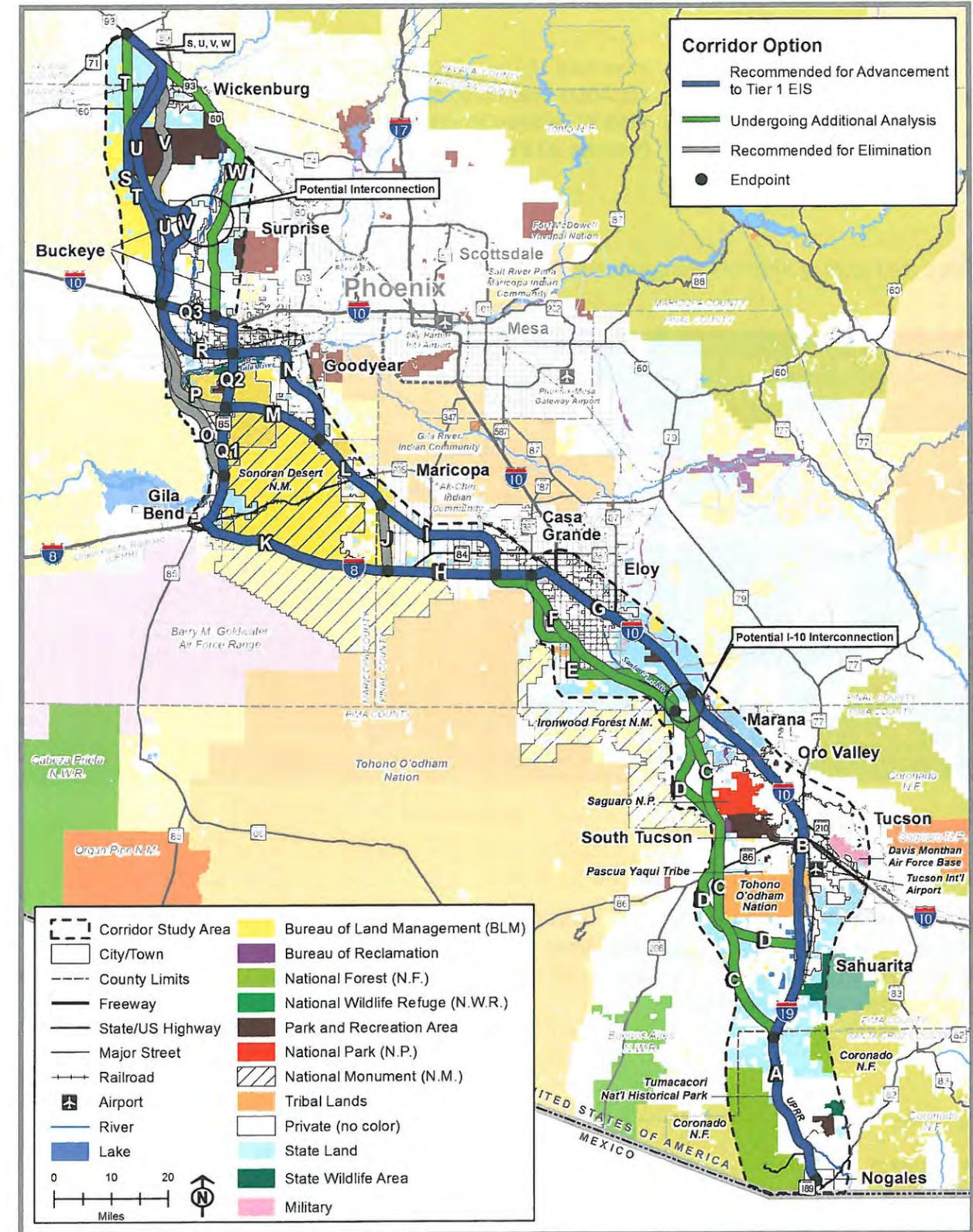
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

MAY 2017

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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: E + D + C
 Favorable Neutral Unfavorable **VERY UNFAVORABLE**

Please explain: TOO CLOSE TO THE IRONWOOD FOREST NATIONAL MONUMENT. DO NOT SEPERATE THE IRONWOOD FROM SAGUARO PARK WEST. THIS IS ENVIRONMENTALLY UNSOUND AND UNWISE. WILDLIFE CANNOT MOVE AROUND, DO NOT DO THIS!

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable **DO NOT MOVE FORWARD WITH DAC!**

Please explain: USE A - D!

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

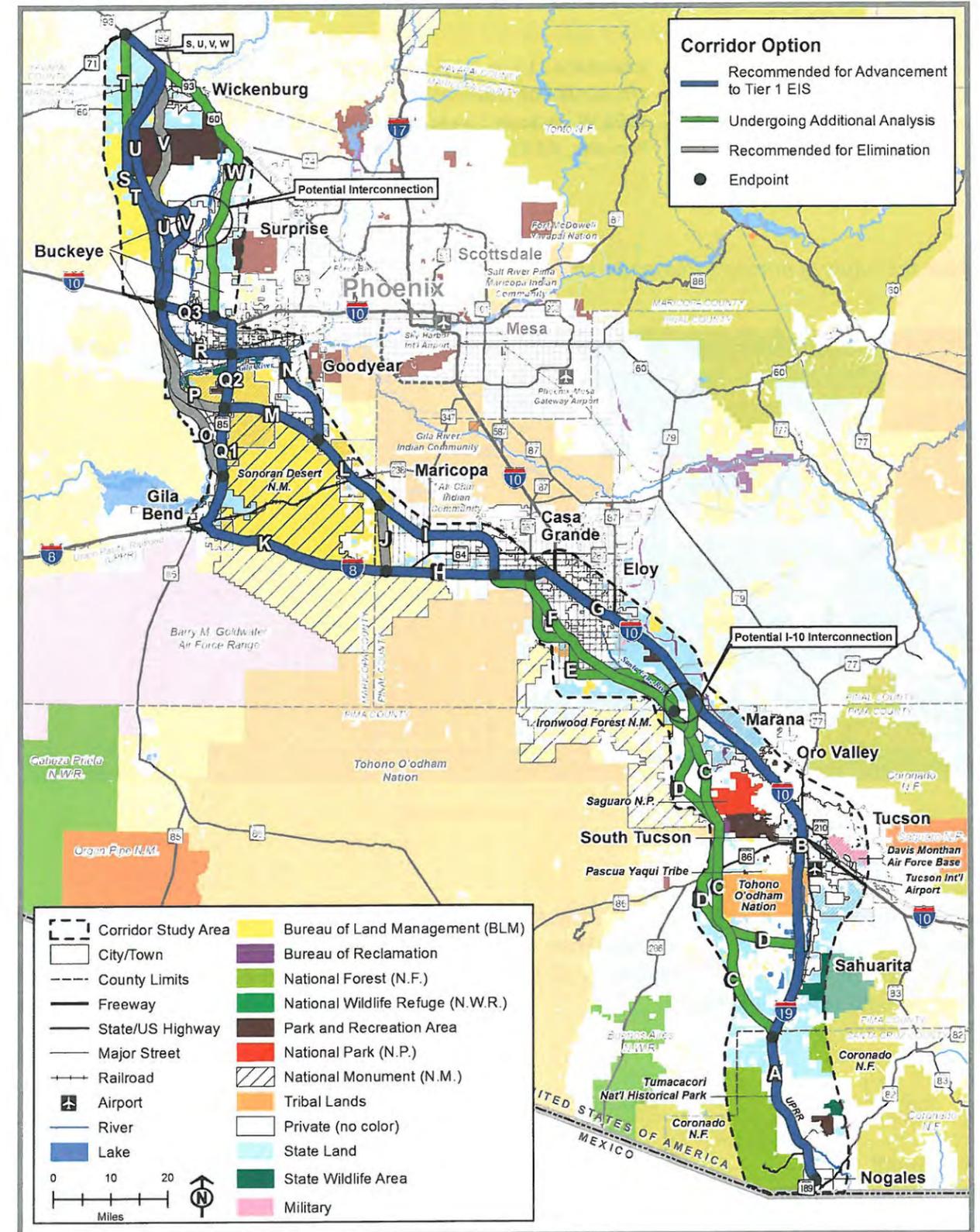
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: Less impact to the 3 Pts Community

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: Too Close to Homes & Neighborhoods in 3 pts.

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

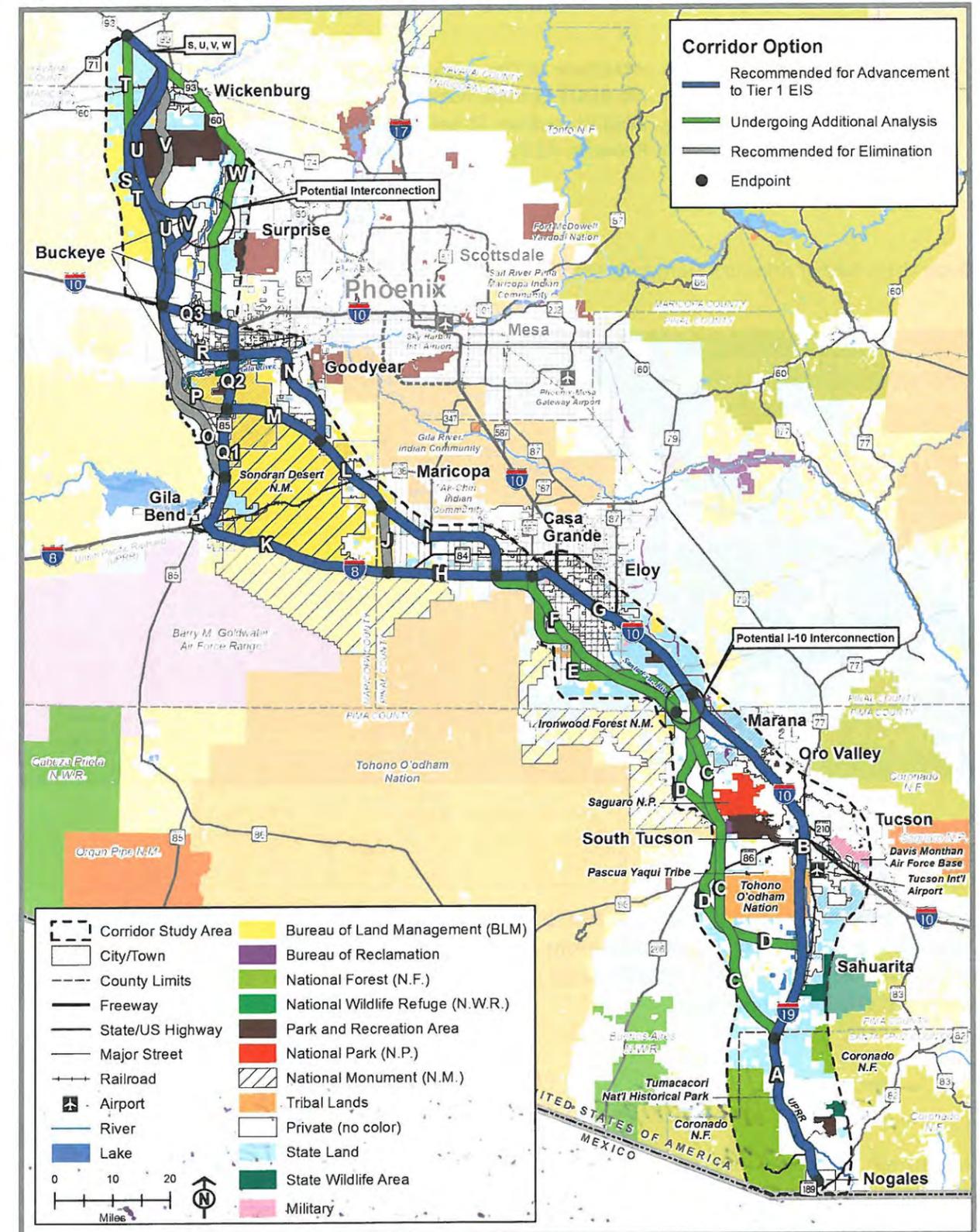
Favorable Neutral Unfavorable

Please explain: _____

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: G to B to A
 Favorable Neutral Unfavorable
 Please explain: This route appears to use an already existing traffic path. Stick to existing routes!

2) Corridor Option Letter: C, D, E, F
 Favorable Neutral Unfavorable
 Please explain: These routes require building roads where they were none. This causes sprawl! Stick to existing routes

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3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

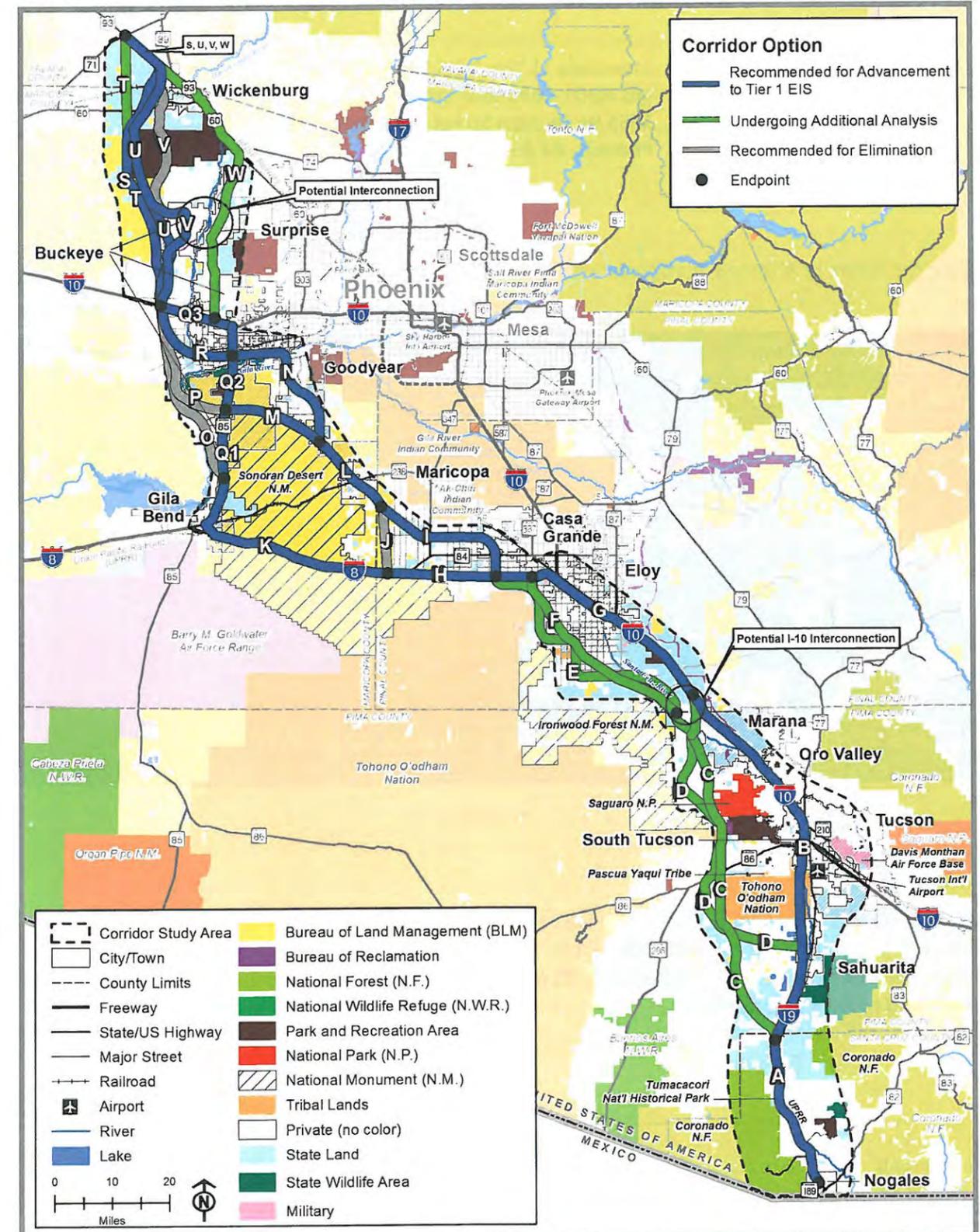
- Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: ~~THIS ROAD~~ I DO NOT FAVOR THIS OPTION BECAUSE IT WILL DISTURBE OUR PEACE AND QUIET AND RUIN OUR BEAUTIFUL HOME THAT WE WAITED SO LONG TO HAVE SANDARIO ROAD IS THE MOST UNFAVORABLE ROUTE.

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: SAME AS THE REASONS ABOVE. EITHER C OR D WILL DISPLACE HUNDREDS OF PEOPLE WHO LIVE OUT HERE. BECAUSE WE LIKE BEING AWAY FROM NOISE TROUDS, AND TRAFFIC. ACROSS THE DESERT WEST OF TUBSON WATER WOULD AFFECT NO ONE. DOWN BRITWLEY WASH AREA. THE TOWN SHOULD HAVE TO GIVE EASEMENT



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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

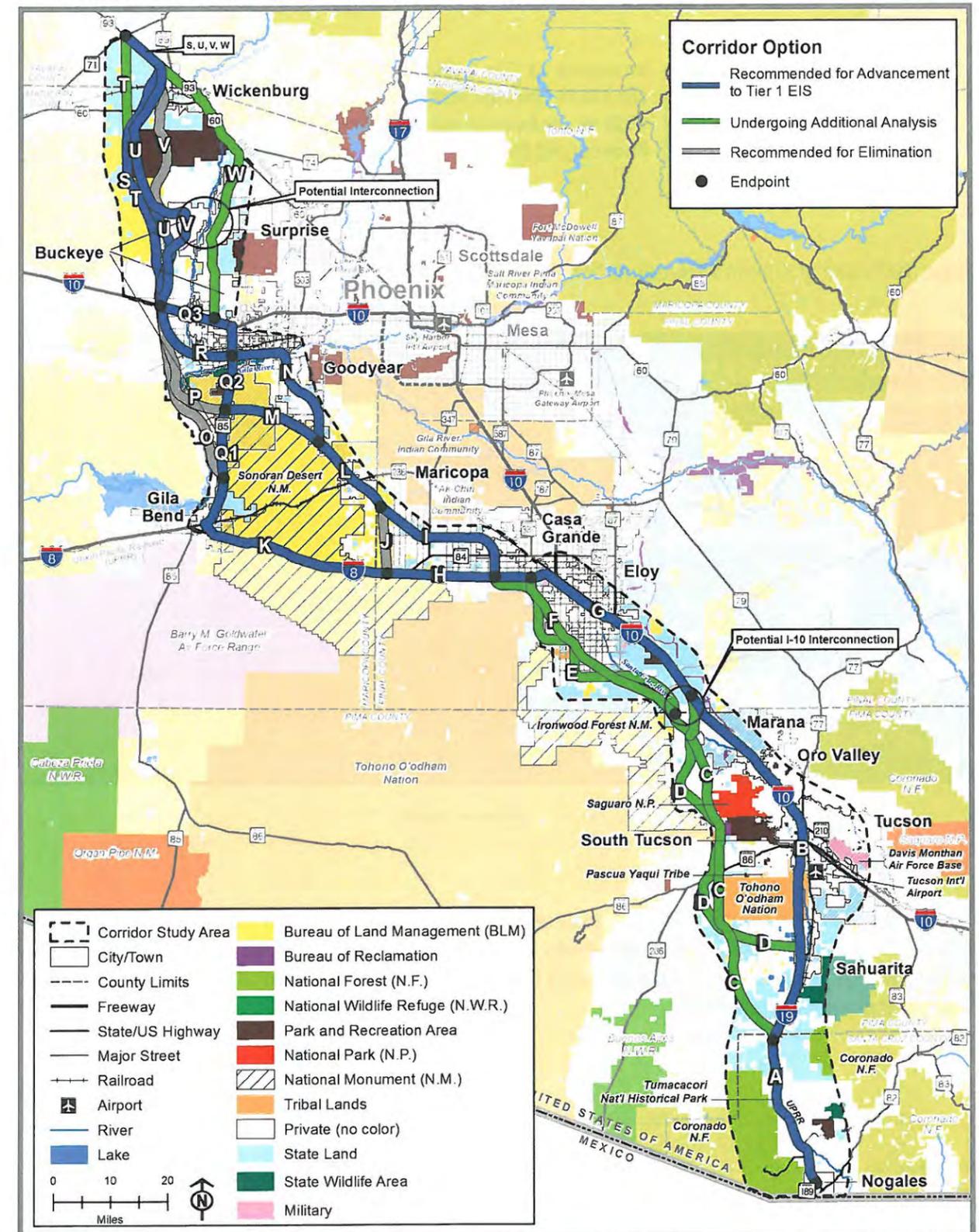
Please explain: _____

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Additional Comments:

Between SANDARIO Rd + 3 points here
is plenty of VACANT land. Even just west of the
TUCSON water facilities is AN AREA that is VACANT + would
only cut across A VERY small part of the RESERVATION'S
eastern edge.

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: This is a low right distract in respect to the work at Kitt Peak. This is a designated hunting area and long term ranching area. Disruption from an Interstate would have an adverse effects on wildlife and a way of life. See pigmy owl

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: Same as above "C"



3) Corridor Option Letter: E

- Favorable
- Neutral
- Unfavorable

Please explain: This is long time prime farm land and an interstate would be disruptive to operations that have been ongoing for a long period of time.

4) Corridor Option Letter: F

- Favorable
- Neutral
- Unfavorable

Please explain: Same As Above

5) Corridor Option Letter: A, B, G, H

- Favorable
- Neutral
- Unfavorable

Please explain: This is a perfect route, sustaining current business along those routes such as hotels, restaurants, RV sites and resorts, tarahkeys. This route needs to be wider in some areas.

6) Corridor Option Letter: K, H

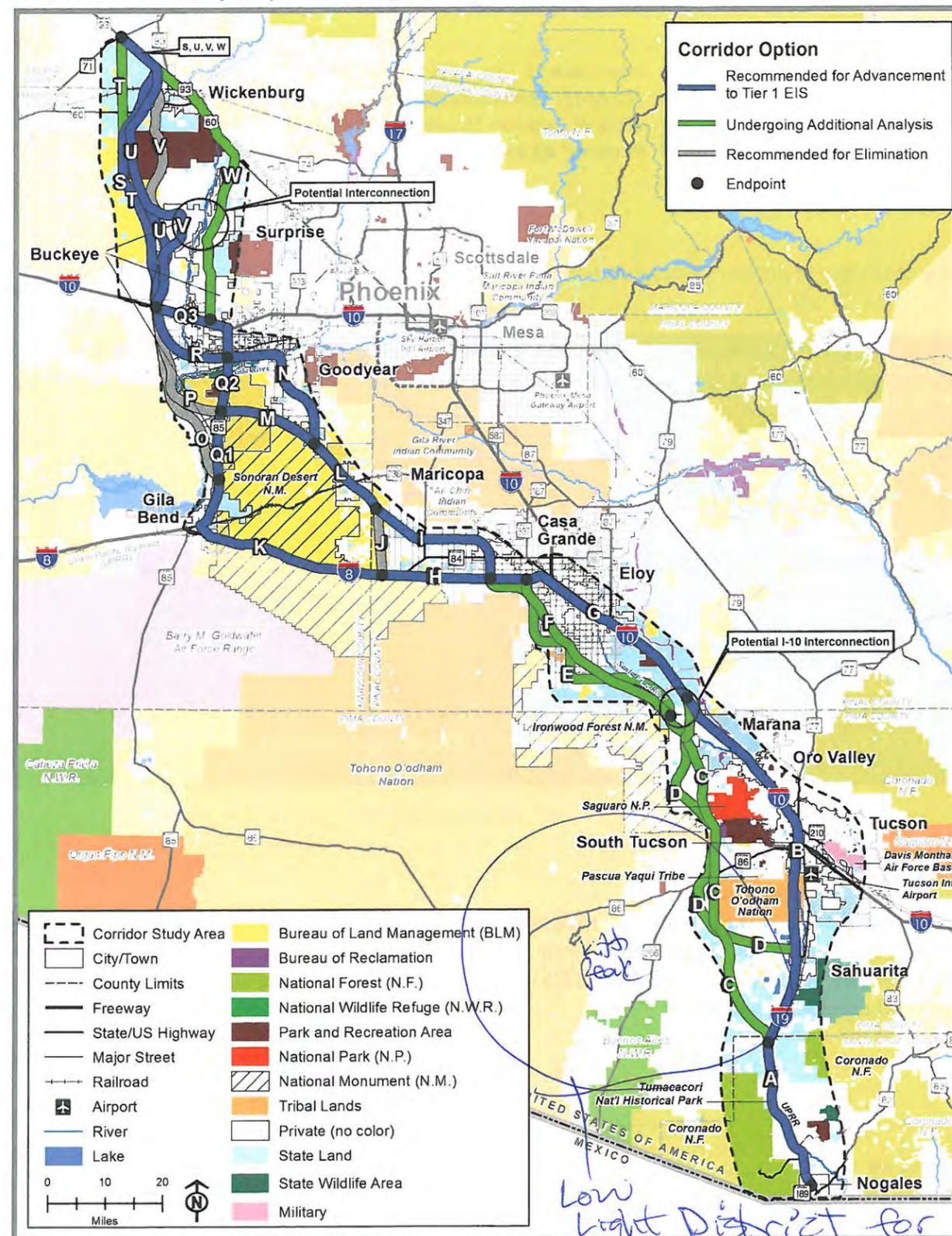
- Favorable
- Neutral
- Unfavorable

Please explain: This route is existing and at this time is not fully utilized. I-8 hardly ever has much traffic, there is plenty of room for widening, improvements. Work along this route will not cause much inconvenience to travelers during construction.

Additional Comments:

There is not a NEED to build a high capacity highway in this proposed corridor period. If you are planning for more traffic, improve what you have right now, keeping existing business & tourism viable.

Please use this map to provide any comments on specific areas.



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Low Light District for the Mesas



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1) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: LEAST IMPACT ON PRIVATE PROPERTY, ENVIRONMENT, WILDLIFE; LEAST IMPACT ON HUMAN QUALITY OF LIFE; LESS COST & IMPACT ON TAXES

2) Corridor Option Letter: C OR D

Favorable Neutral Unfavorable

Please explain: WILDLIFE IMPACT; IMPACT PRIVATE PROPERTY; HIGHER COST

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3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

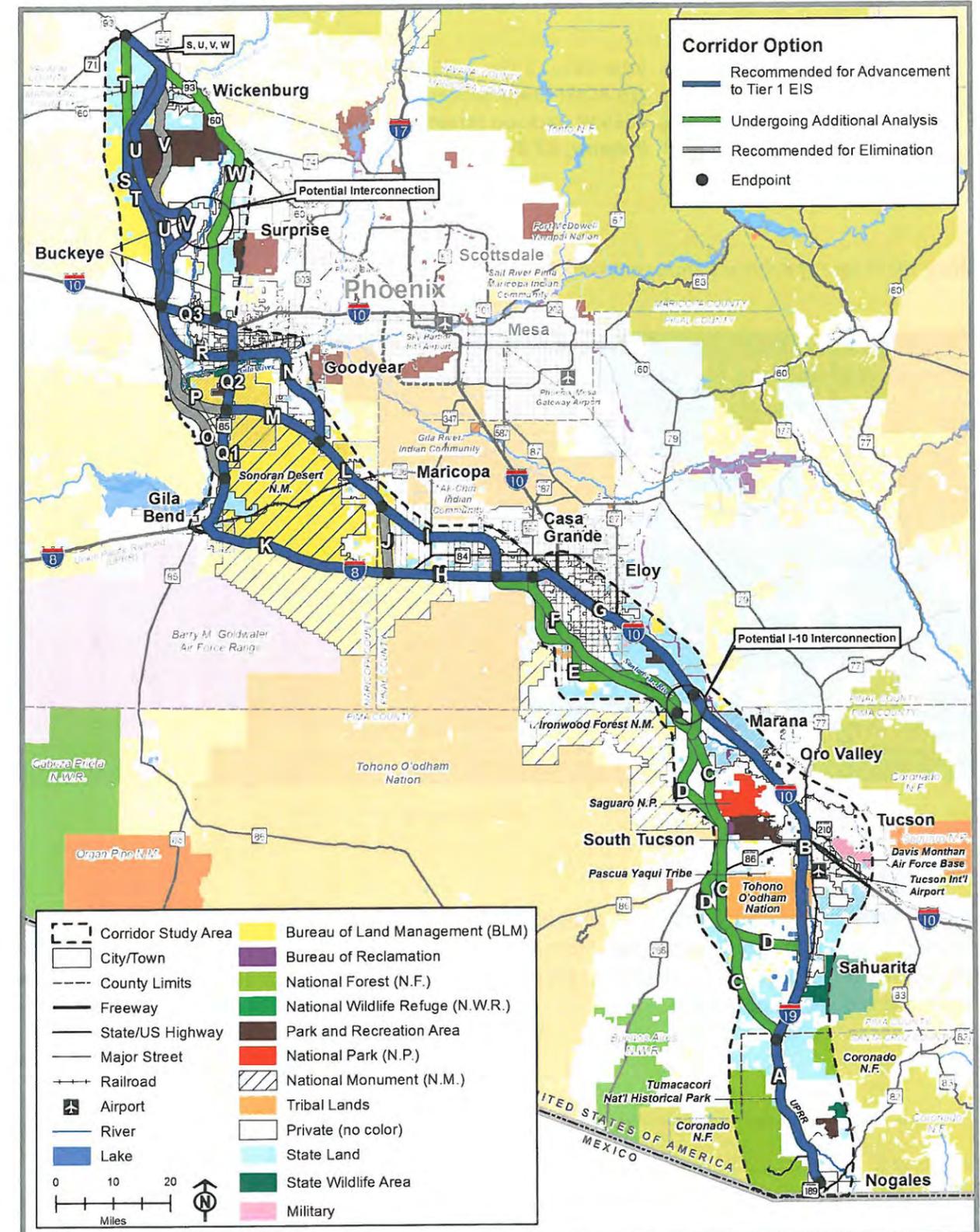
- Favorable Neutral Unfavorable

Please explain: _____

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1) Corridor Option Letter: C+D

Favorable Neutral Unfavorable

Please explain: I oppose this option because the route goes through national park land and my back yard.

2) Corridor Option Letter: A+B

Favorable Neutral Unfavorable

Please explain: Please be sensitive to Native American lands.



3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

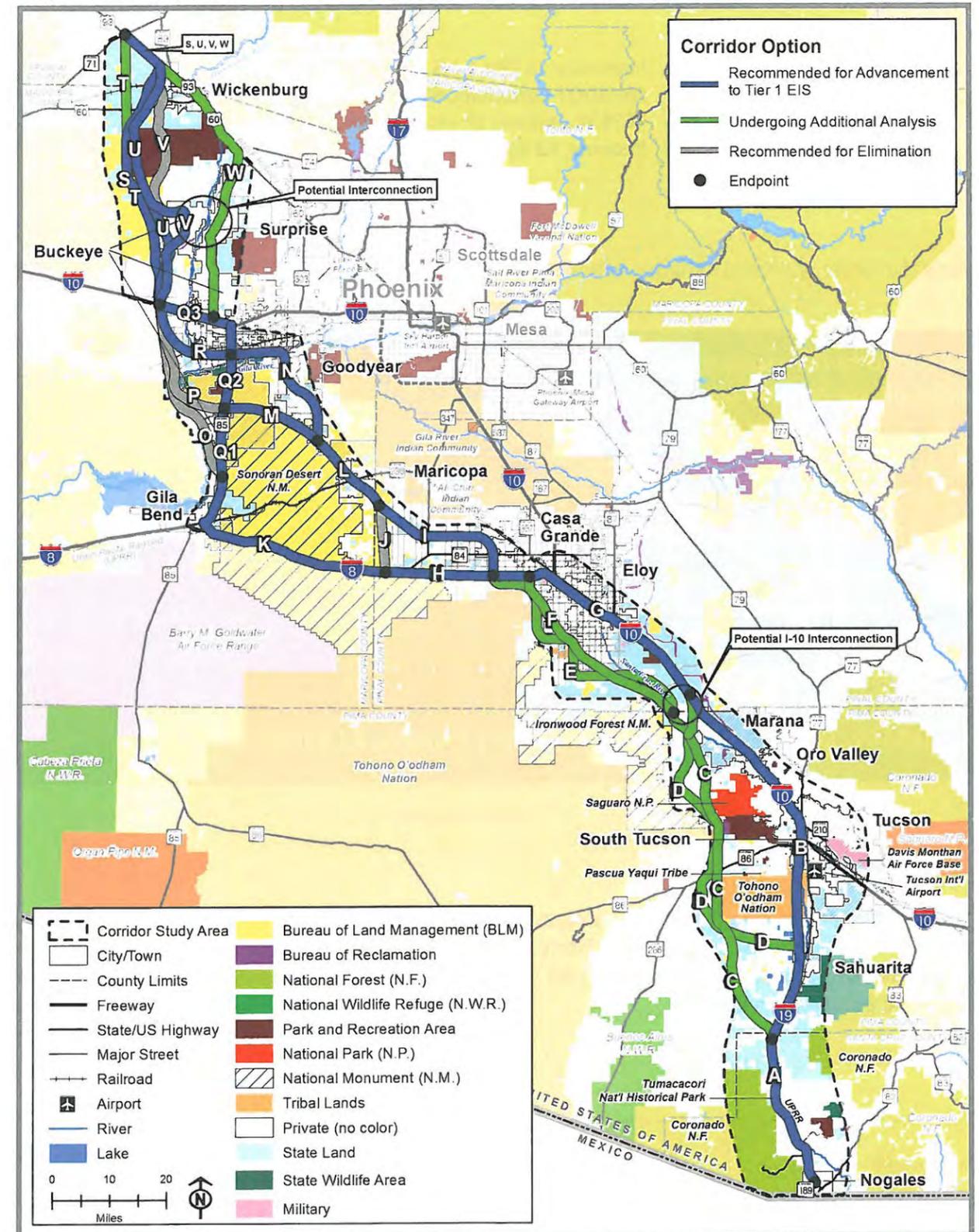
- Favorable Neutral Unfavorable

Please explain: _____

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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: not in favor, this option runs through a rural area where many people and animals live who did not choose to move to an area where there was a high usage freeway

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: the potential benefit is only to developers and would encourage sprawl. A much better idea is to improve the existing roadway of I 10 where it travels north from Tucson to Besa Grand



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

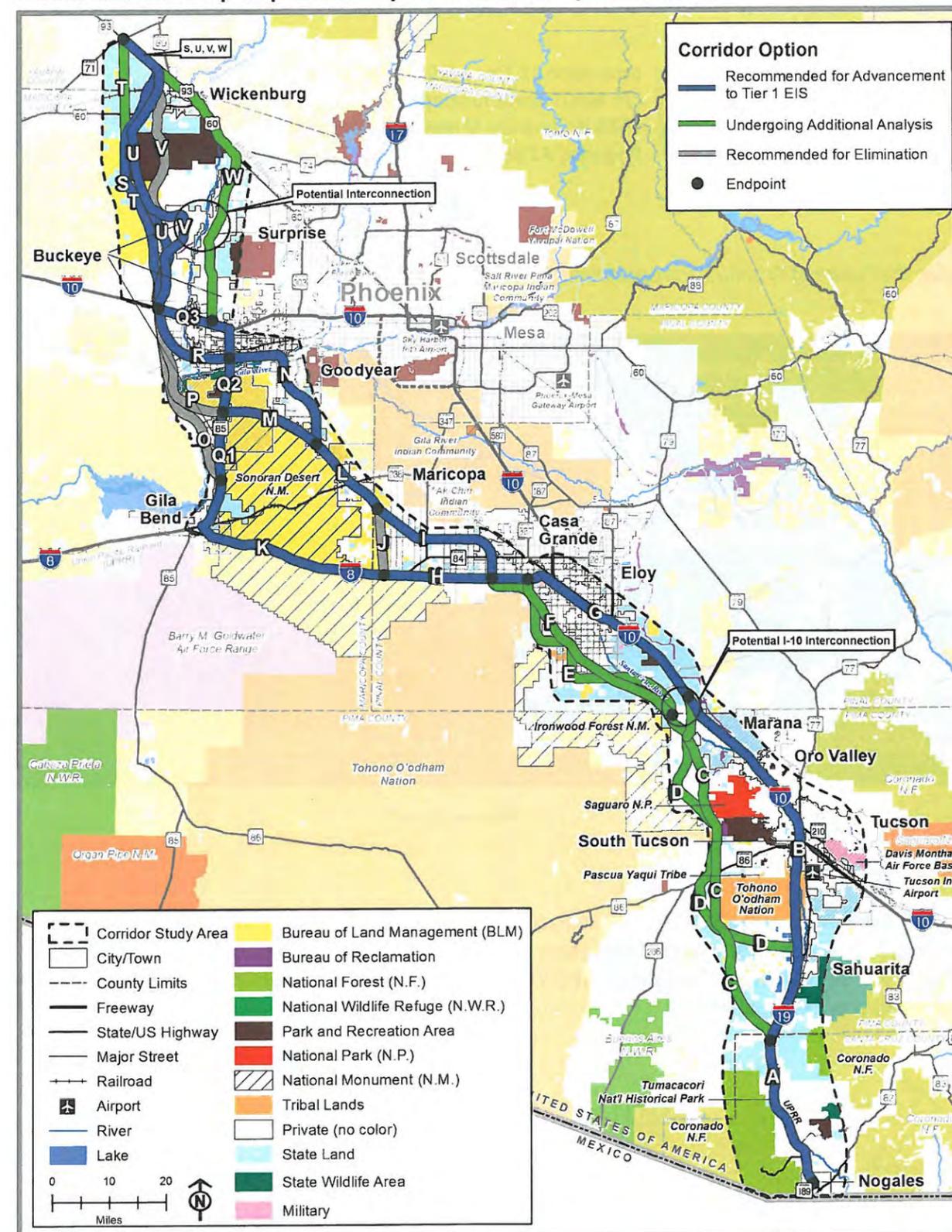
Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A, B
 Favorable Neutral Unfavorable
 Please explain: SAVE TAXES AND PRIVATE PROPERTY
OF TAXPAYERS BY USING EXISTING RIGHT OFWAYS

2) Corridor Option Letter: C, D
 Favorable Neutral Unfavorable
 Please explain: TUCSON MOUNTAIN WILD LIFE
CAN NOT TAKE MORE HITS IN THEIR
ACCESS TO AVRA VALLEY - CAP CANAL WAS BAD ENOUGH

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

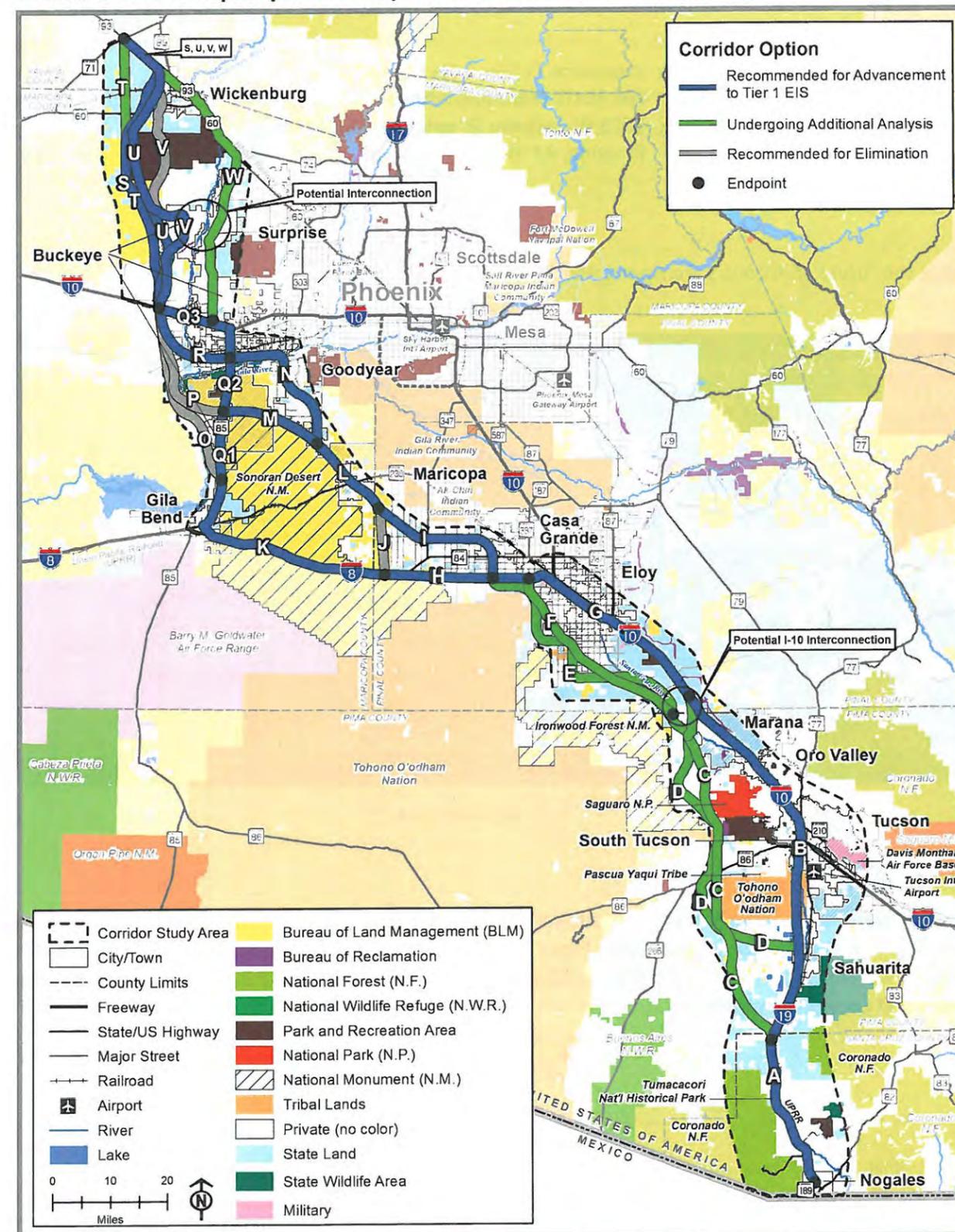
Favorable Neutral Unfavorable

Please explain: _____

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Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: A, B

Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: C, D

Favorable Neutral Unfavorable

Please explain: cuts off wildlife in Tucson Mtn area

already made difficult when CA

went in.

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

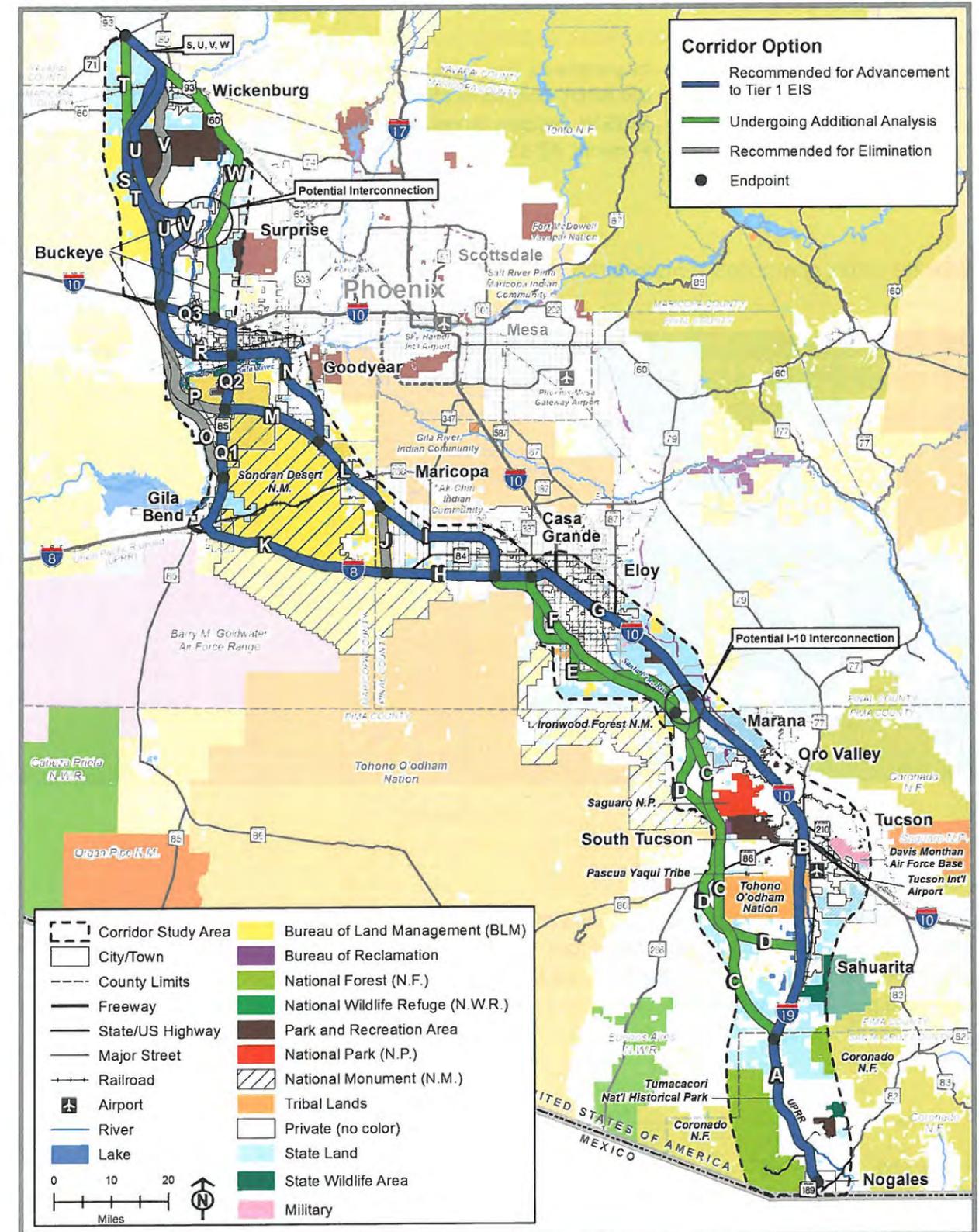
Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

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- I favor this option because ...
- I would like this option if it were changed to ...
- I do not favor this option because ...

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: I cannot respond because you give us no details
Will 1-19 be widened from 2 to 3 lanes in each
direction? If so, the environmental impact on the
Tumacacori area will be negative. The "pass" for
1-19 is narrow and next to Santa Cruz River + riparian area

2) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: Economic impact on Tubac retail area could
be rough. Highway exits might be closed during
potential I-11 widening of current 1-19*
Small businesses must be helped if access is
reduced.

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3) Corridor Option Letter: A

- Favorable
- Neutral
- Unfavorable

Please explain: The U.S. Border Patrol checkpoint on I-19 negatively impacts I-19 transportation. It should not be allowed to become more difficult to use, but it should not be enlarged.

4) Corridor Option Letter: A

- Favorable
- Neutral
- Unfavorable

Please explain: If you want to alleviate congestion the Border Patrol checkpoint should not be allowed to remain on I-11.

5) Corridor Option Letter: A

- Favorable
- Neutral
- Unfavorable

Please explain: What do you mean by controlled access? In Santa Cruz County that could be highly detrimental to businesses.

6) Corridor Option Letter: _____

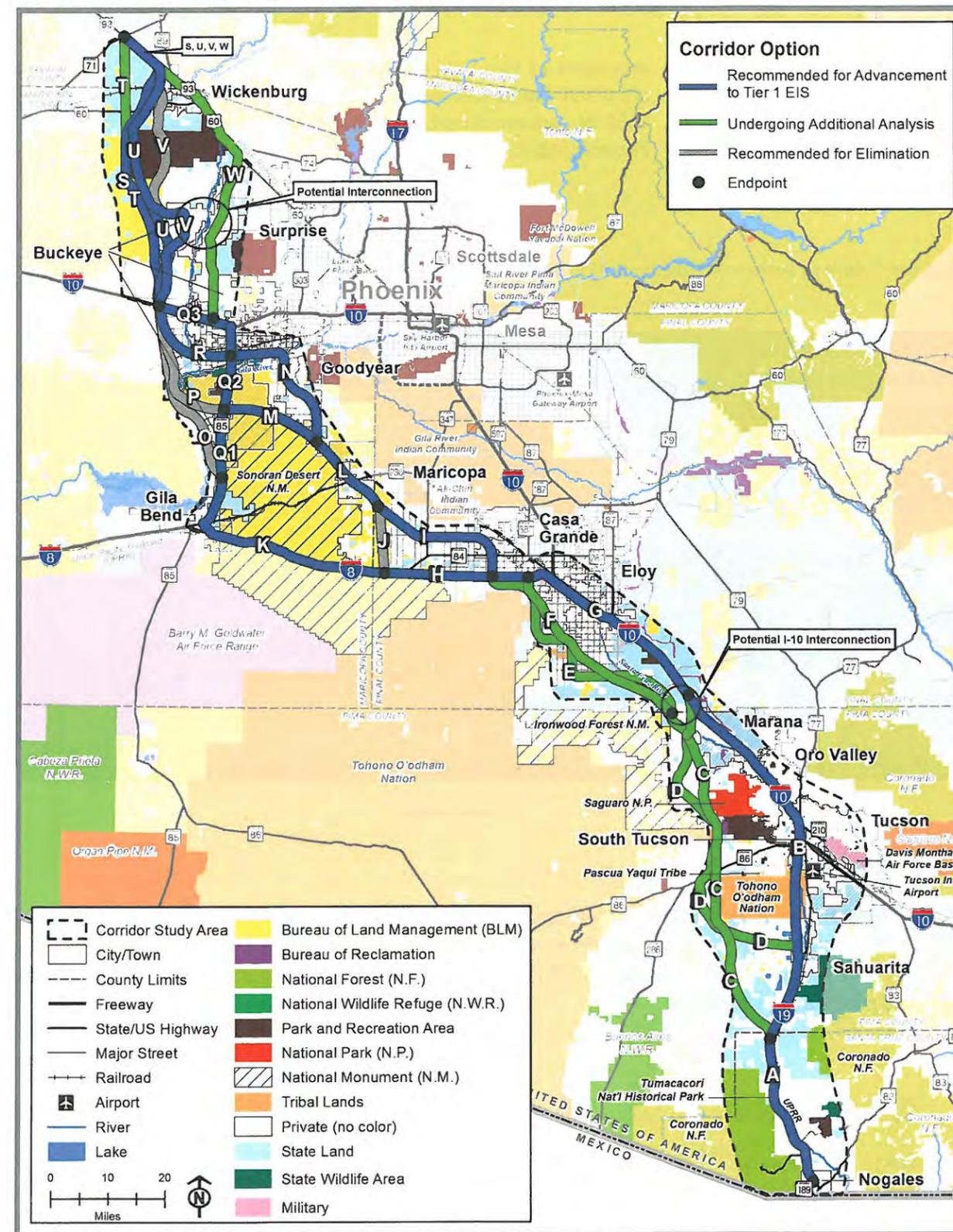
- Favorable
- Neutral
- Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: Favor using existing I-19 corridor.

2) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: Favor using existing I-19 corridor



3) Corridor Option Letter: C

- Favorable Neutral Unfavorable

Please explain: Favor A+B using existing corridors

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

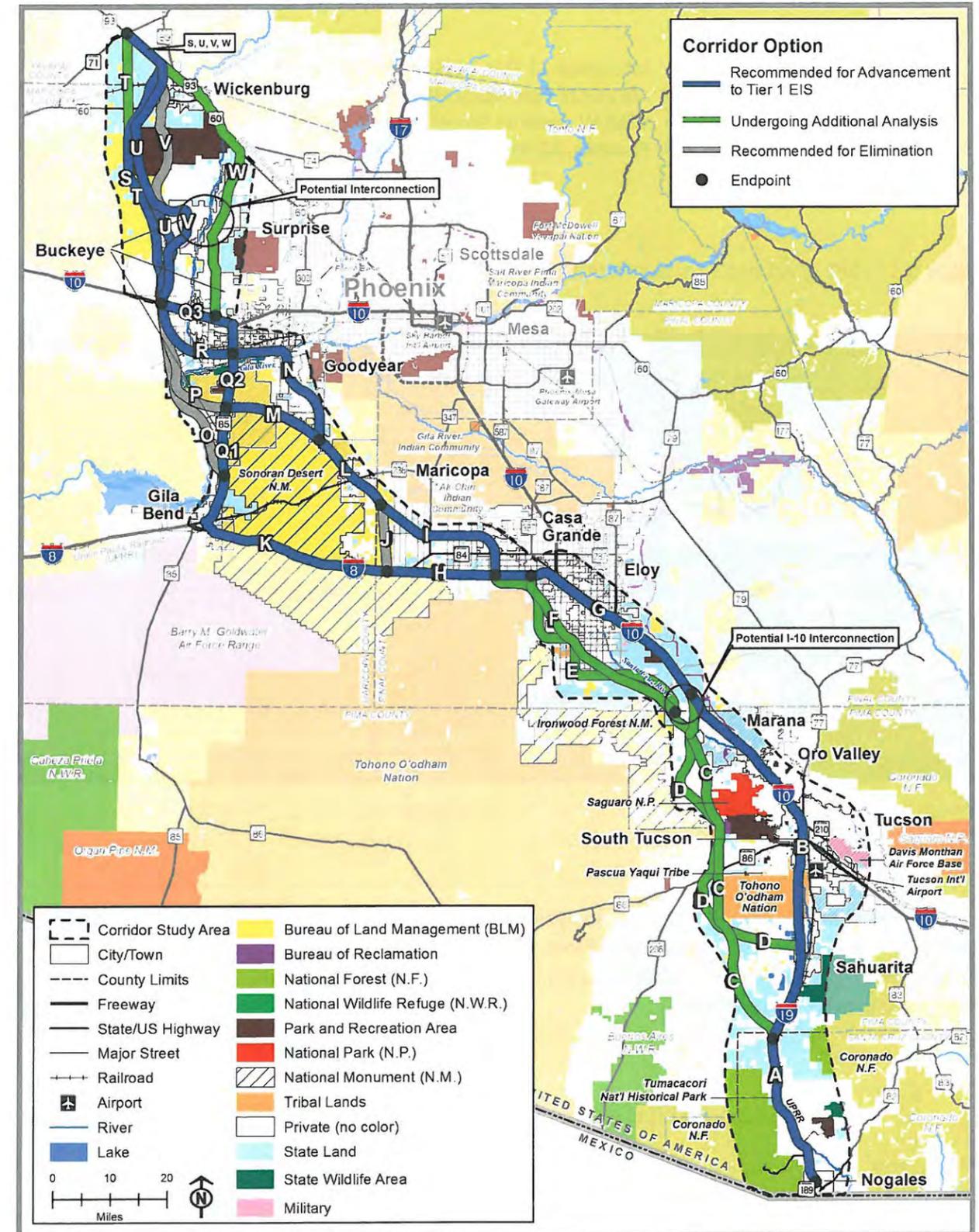
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Fears that having split by Amado / Arivaca Rd will change largely rural nature of area to a big truck stop / blighted development.

Please use this map to provide any comments on specific areas.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: A
 Favorable Neutral Unfavorable

Please explain: I BELIEVE THIS IS THE BEST CHOICE, HOWEVER, WITH INCREASING TRUCK TRAFFIC, ADDITIONAL LANES ON I-19 WILL BECOME NECESSARY IN THE FUTURE.

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

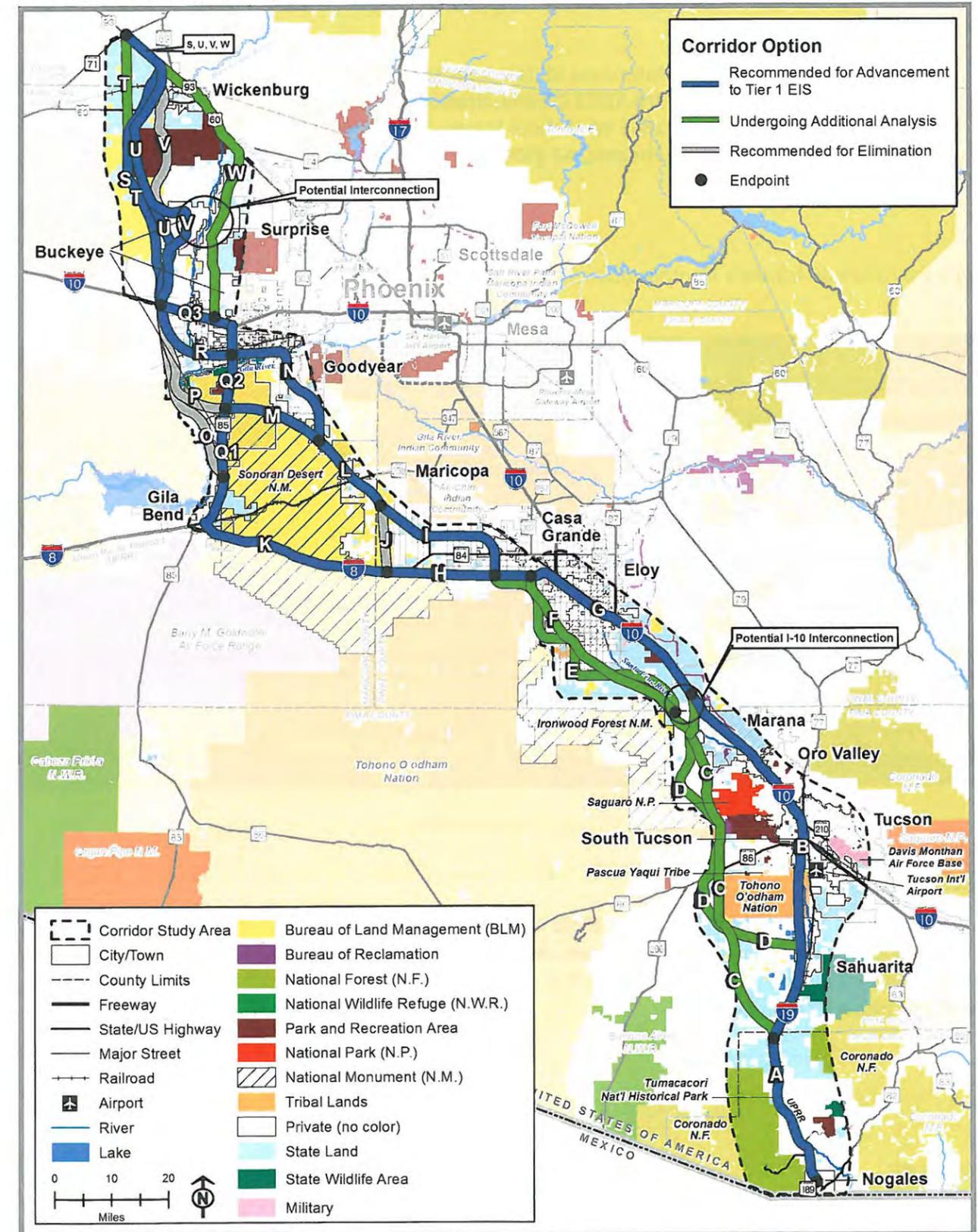
- Favorable Neutral Unfavorable

Please explain: _____

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Additional Comments:

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: E
 Favorable Neutral Unfavorable

Please explain: IT IS AN IRONWOOD AREA

2) Corridor Option Letter: F
 Favorable Neutral Unfavorable

Please explain: IT IS AN IRONWOOD AREA

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1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: I do not favor a route through the Avra Valley due to negative impacts on Saguaro National Park.

2) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: I do not favor a route through the Avra Valley due to negative impacts on Saguaro National Park.



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

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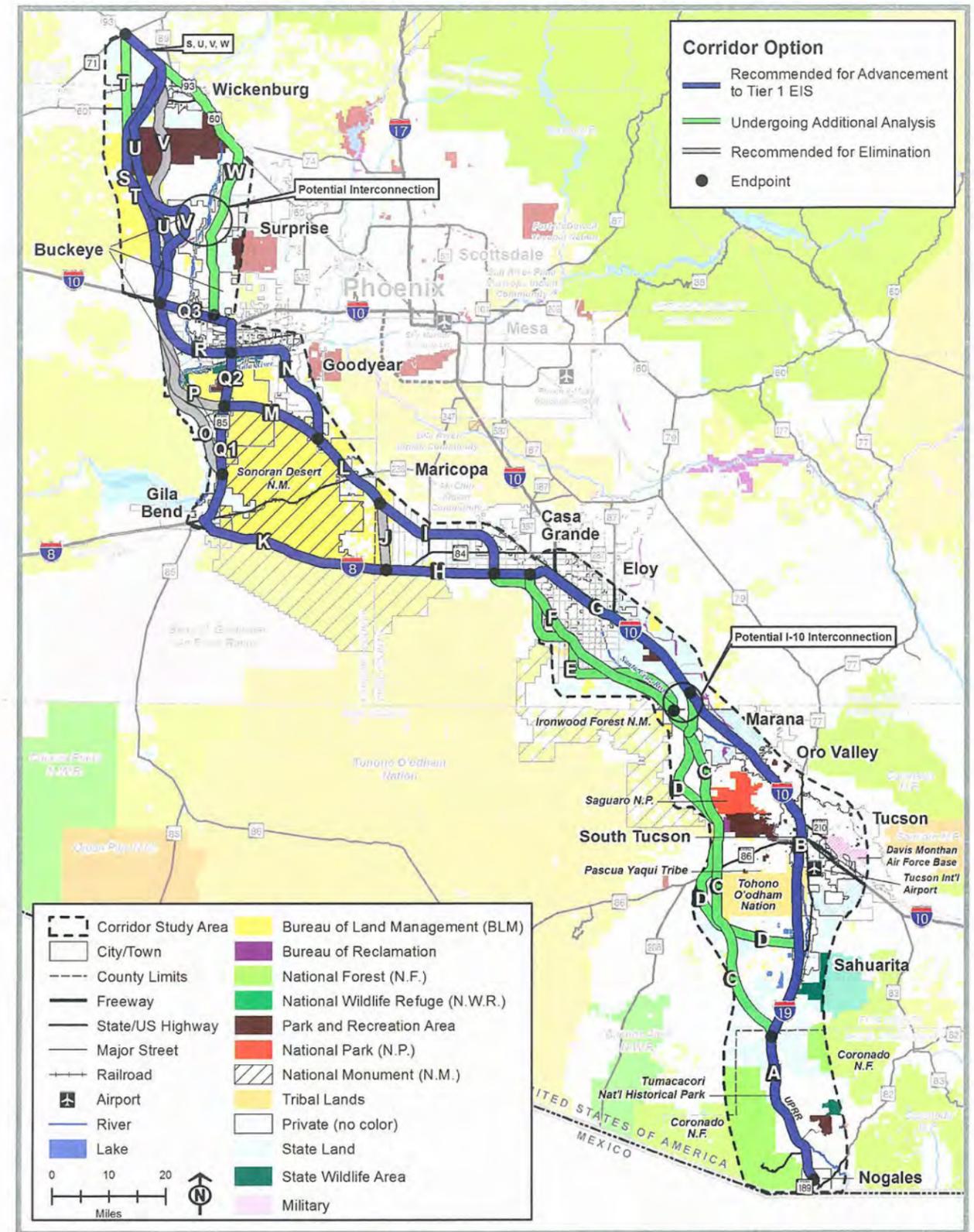
- Favorable
- Neutral
- Unfavorable

Please explain: _____

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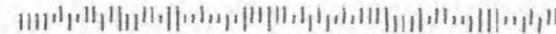
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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: No Highway in AVA Valley

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: No Highway in AVA Valley



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: use I-10

4) Corridor Option Letter: F

Favorable Neutral Unfavorable

Please explain: use E-10

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

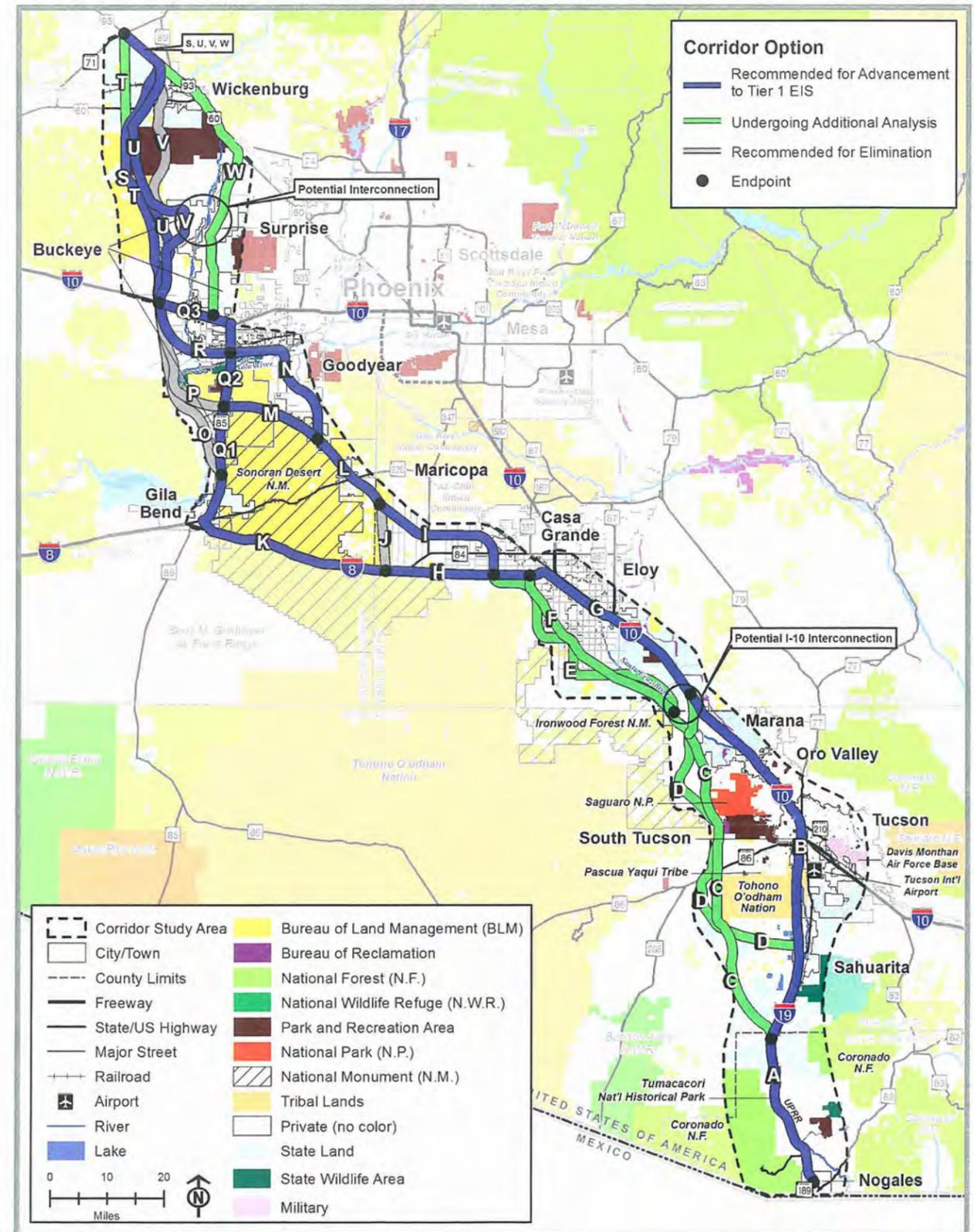
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

fight GOVERNMENT CORRUPTION REJECT I-11 IN AURA VALLEY

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: E

Favorable Neutral Unfavorable

Please explain: IRONWOOD AREA

2) Corridor Option Letter: F

Favorable Neutral Unfavorable

Please explain: IRONWOOD AREA

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3) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: TW RECHARGE AREA

4) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: TW RECHARGE AREA + POPULATED AREA

5) Corridor Option Letter: A+B+G

Favorable Neutral Unfavorable

Please explain: DOUBLE DECK I-10

6) Corridor Option Letter: _____

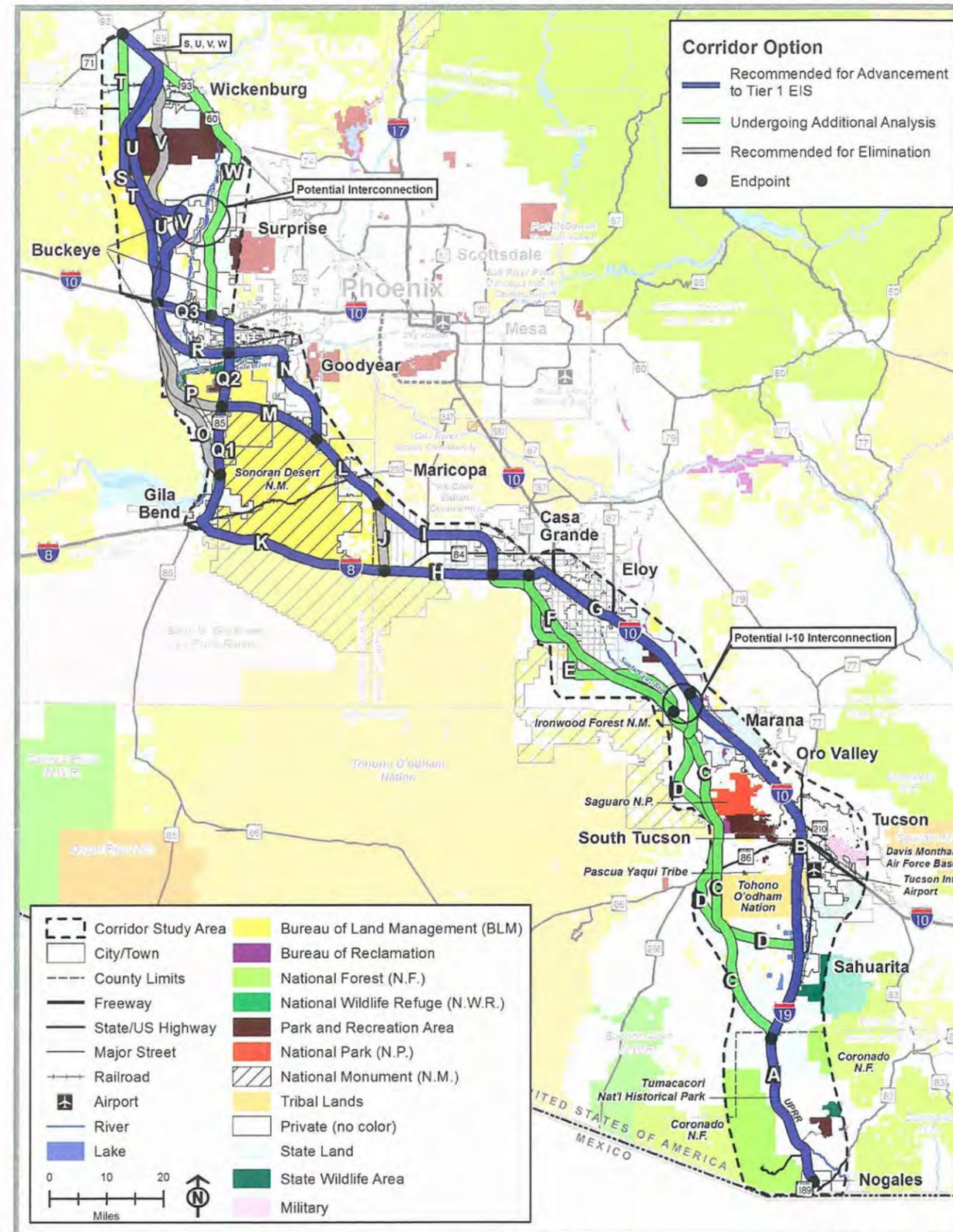
Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: Moves traffic away from Green Valley

2) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: Creates huge mess in Tucson unless I-10 Bypass to EB also included.



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3) Corridor Option Letter: D

Favorable

Neutral

Unfavorable

Please explain:

If it includes tie in to
F10, would combine C & D

4) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable

Neutral

Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

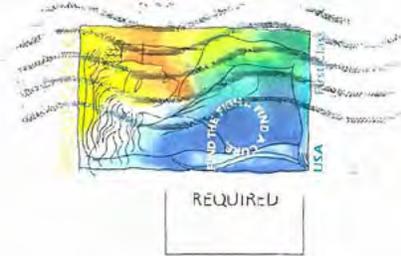
Additional Comments:



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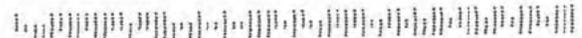
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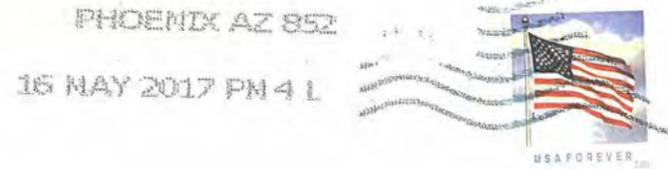
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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

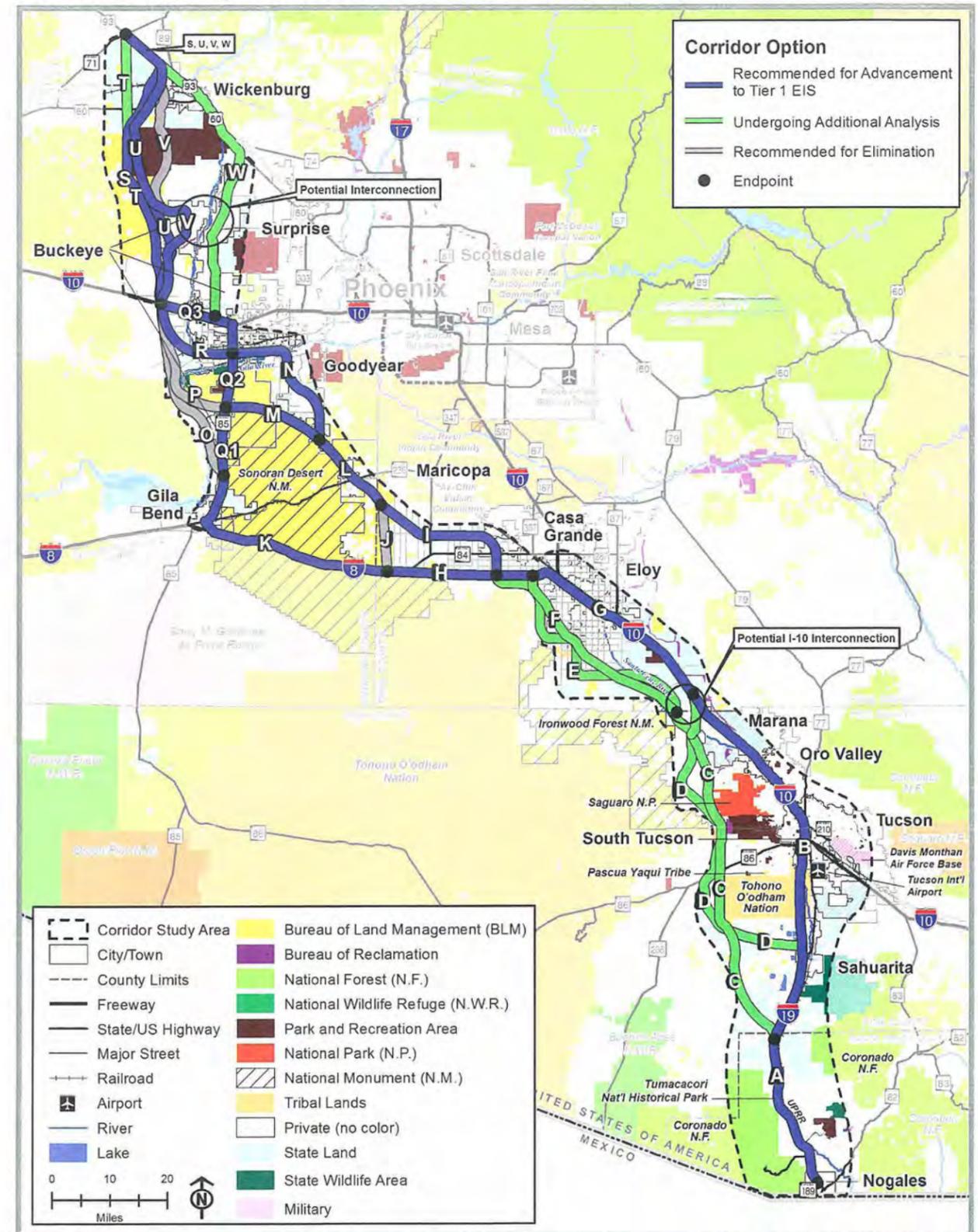
Please explain: _____

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Additional Comments:

Having worked for a DOT I know you are required to have public meetings but are not required to pay any attention to them.

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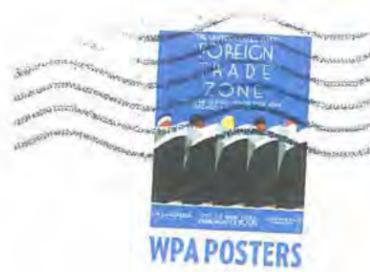


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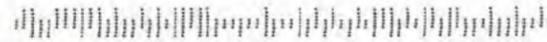
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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: G
 Favorable Neutral Unfavorable

Please explain: It makes more sense to use something that is already there. Double decking I10 will cost 1/3 of new construction in Avra Valley. It seems like a novel idea to try to save money!

2) Corridor Option Letter: D
 Favorable Neutral Unfavorable

Please explain: I see this option as ending up like I8 - Desolate - no industry along it. We have many animals & it will destroy their habitat. The pollution in the valley will be the same as it is along I10 - A brown haze over the road & valley

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3) Corridor Option Letter: C

Favorable Neutral Unfavorable

Please explain: We do not live in a rural area to listen to trucks, etc. driving down a highway at our front door. When we bought here it was for the peace quiet, the beautiful sunsets & the wild life which will be spoiled by this plan.

4) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: It follows an already existing roadway. Double deck I-10. The residents that live along I-10 are already adjusted & living with the highway.

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

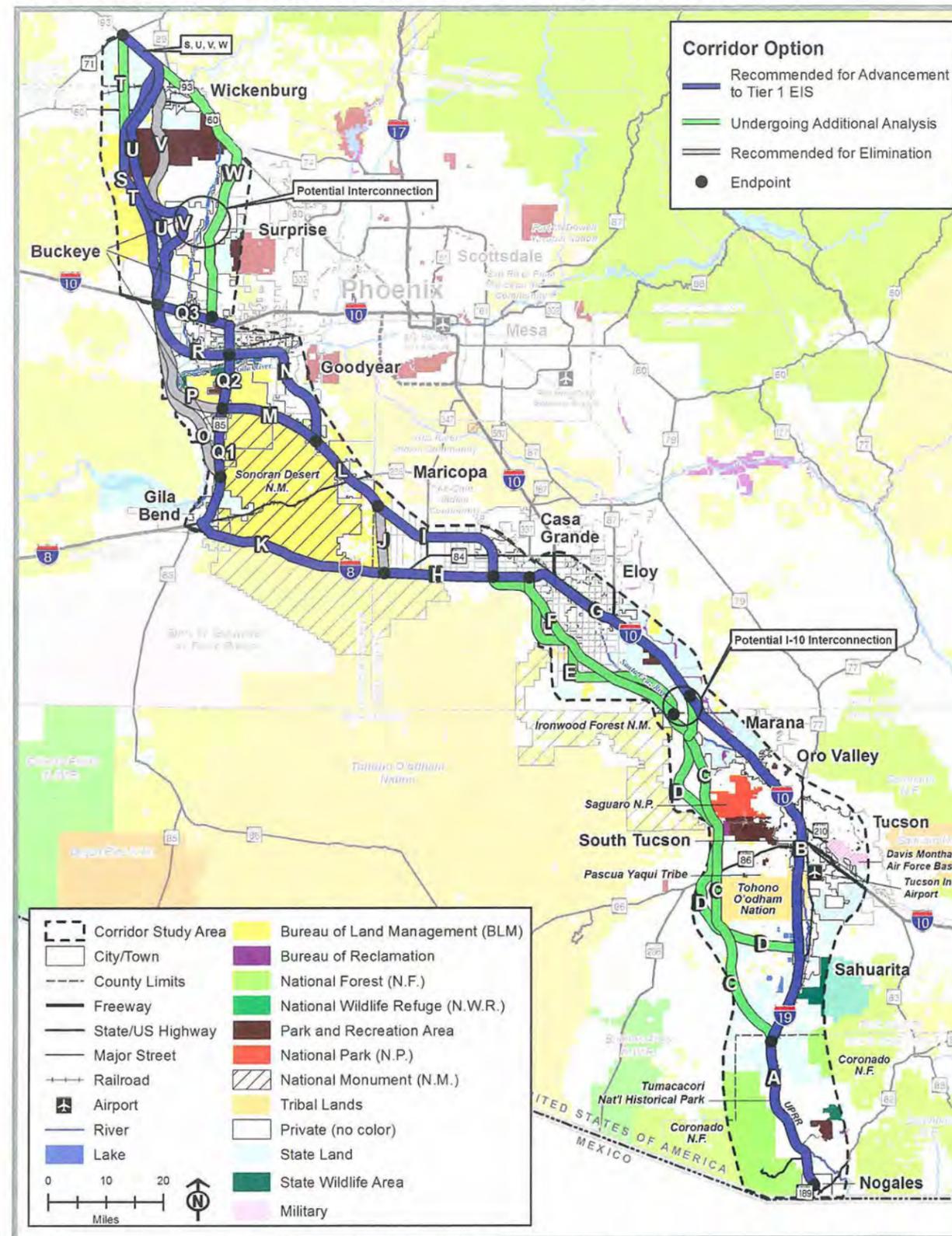
Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



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1) Corridor Option Letter: V AND T
 Favorable Neutral Unfavorable

Please explain: BYPASS WICKENBURG - STAY AWAY FROM 60+93

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

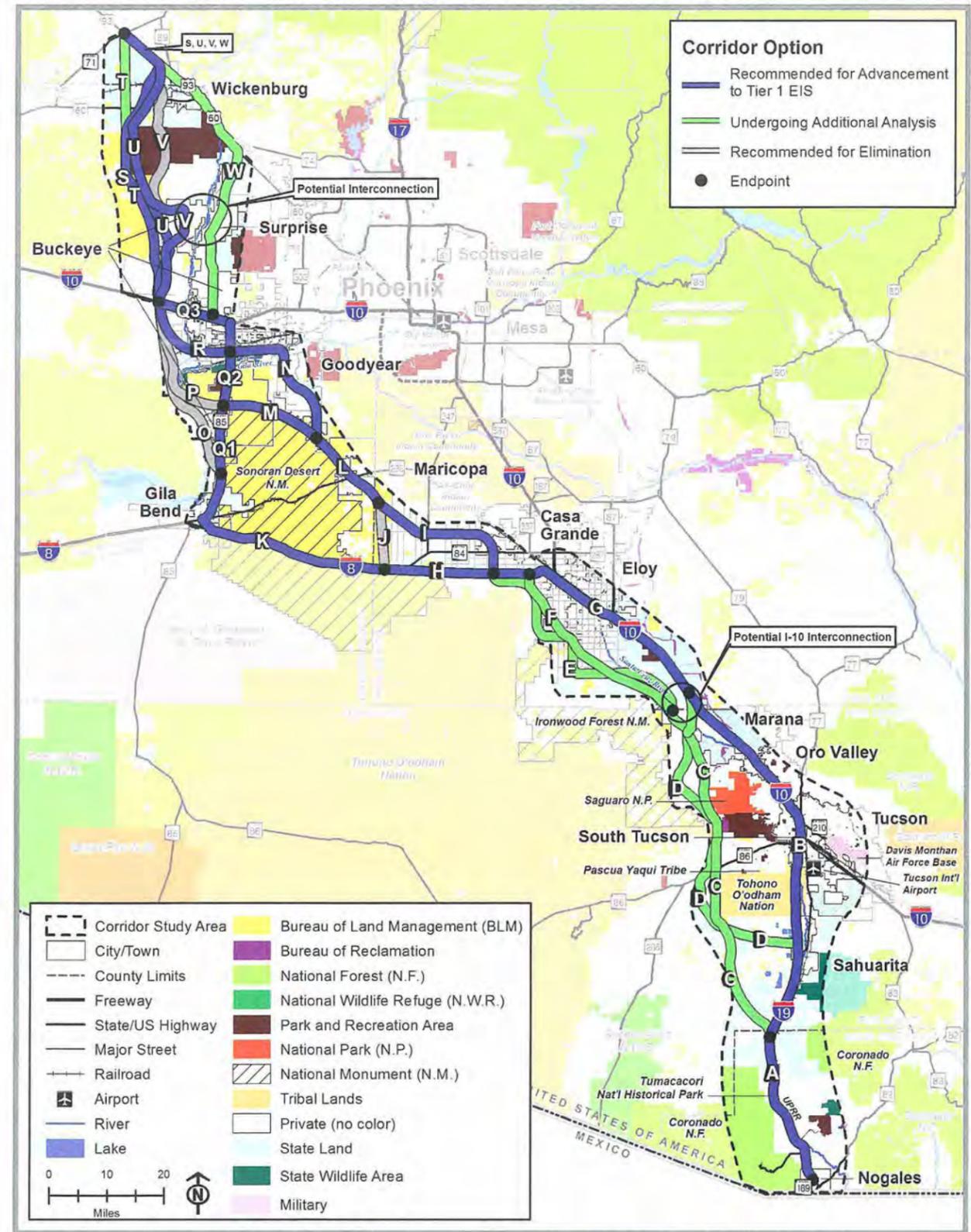
Please explain: _____

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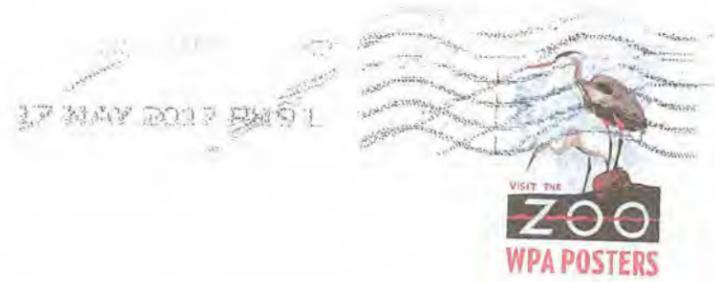
Additional Comments:

THINK THAT MULT USE CORRIDOR IS EXCELLENT IDEA -> HI SPEED RAIL, DEDICATED LANES IE LIMIT FOR TRUCKING, SELF DRIVE CARS OR TRUCKS, FIBER OPTICS OR SAT REC'S FOR COMM IMPRESSED WITH RECENT PUBLIC MTG = WELL DONE IDEAS RE PUBLIC PRIVATE PARTNERSHIP FOR MONEY GREAT IDEA

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

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1) Corridor Option Letter: C
 Favorable Neutral Unfavorable
 Please explain: AS AN ALTERNATE TO BYPASS TUCSON AND ELIMINATE TRUCK CONGESTION. CONNECT C TO I-10 NEAR MARIANA, AZ.

2) Corridor Option Letter: D, F, E
 Favorable Neutral Unfavorable
 Please explain: NOT REQUIRED IF B & G UPGRADED WITH MORE LANES.



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

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3) Corridor Option Letter: H, K, Q1, Q2

Favorable Neutral Unfavorable

Please explain: DOES NOT SERVICE ANY NEW COMMUNITIES.

4) Corridor Option Letter: T, L, N, R

Favorable Neutral Unfavorable

Please explain: WOULD SERVICE COMMUNITIES IN SW MARICOPA COUNTY NOW W/O INTERSTATES SERVICE

5) Corridor Option Letter: T

Favorable Neutral Unfavorable

Please explain: WOULD HAVE T INTERSECT BETWEEN 93 & 89 INSTEAD OF 93 & 71. CLOSER TO WICKENBURG COMMUNITY

6) Corridor Option Letter: U, V, W

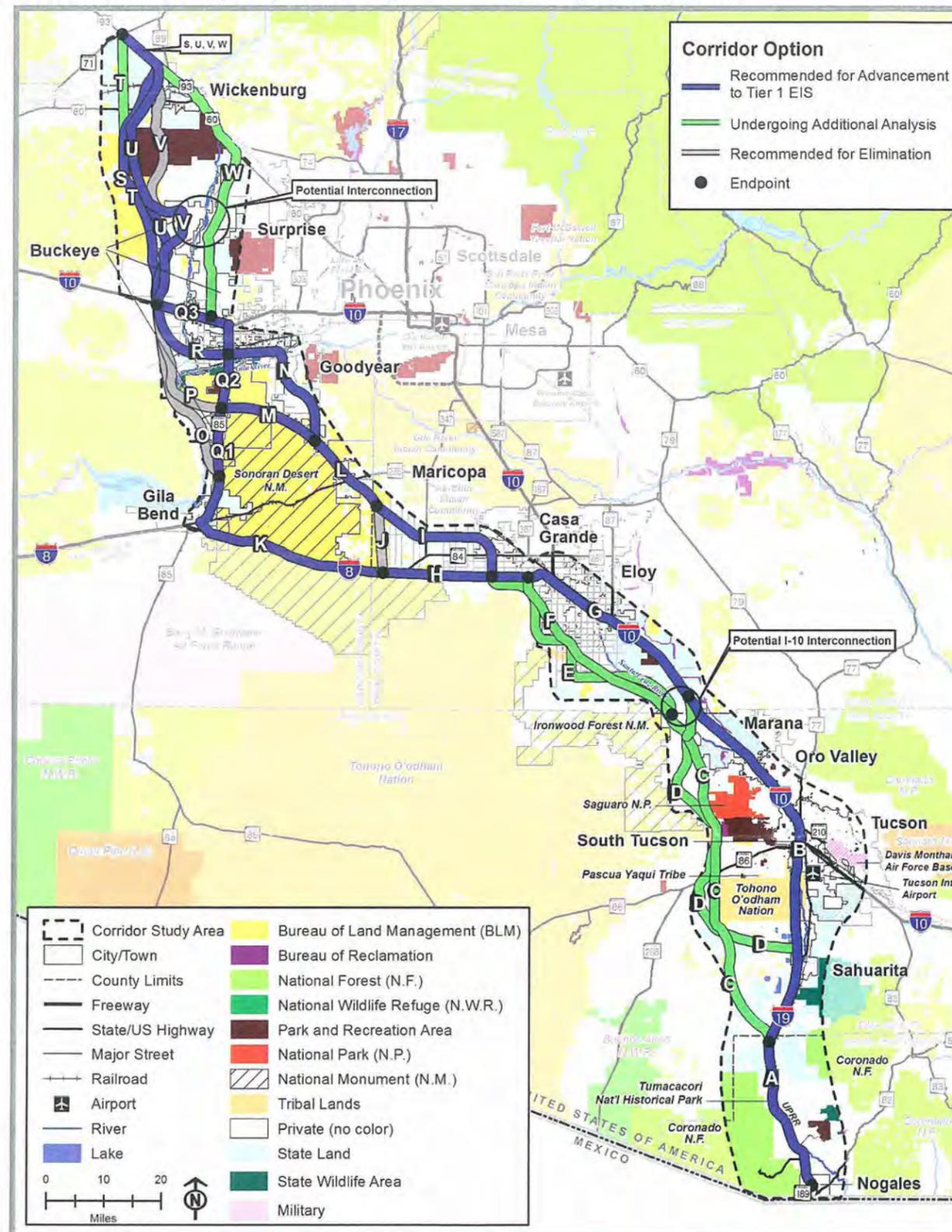
Favorable Neutral Unfavorable

Please explain: JUST PLAIN BAD!

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Additional Comments:

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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. *See inside for reference map.*

1) Corridor Option Letter: N

Favorable Neutral Unfavorable

Please explain: Connect to 303, short backup to it.

2) Corridor Option Letter: A

Favorable Neutral Unfavorable

Please explain: Less cost - right of way already there



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: B

Favorable Neutral Unfavorable

Please explain: less cost high of way already there

4) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: less cost

5) Corridor Option Letter: I

Favorable Neutral Unfavorable

Please explain: less cost

6) Corridor Option Letter: L

Favorable Neutral Unfavorable

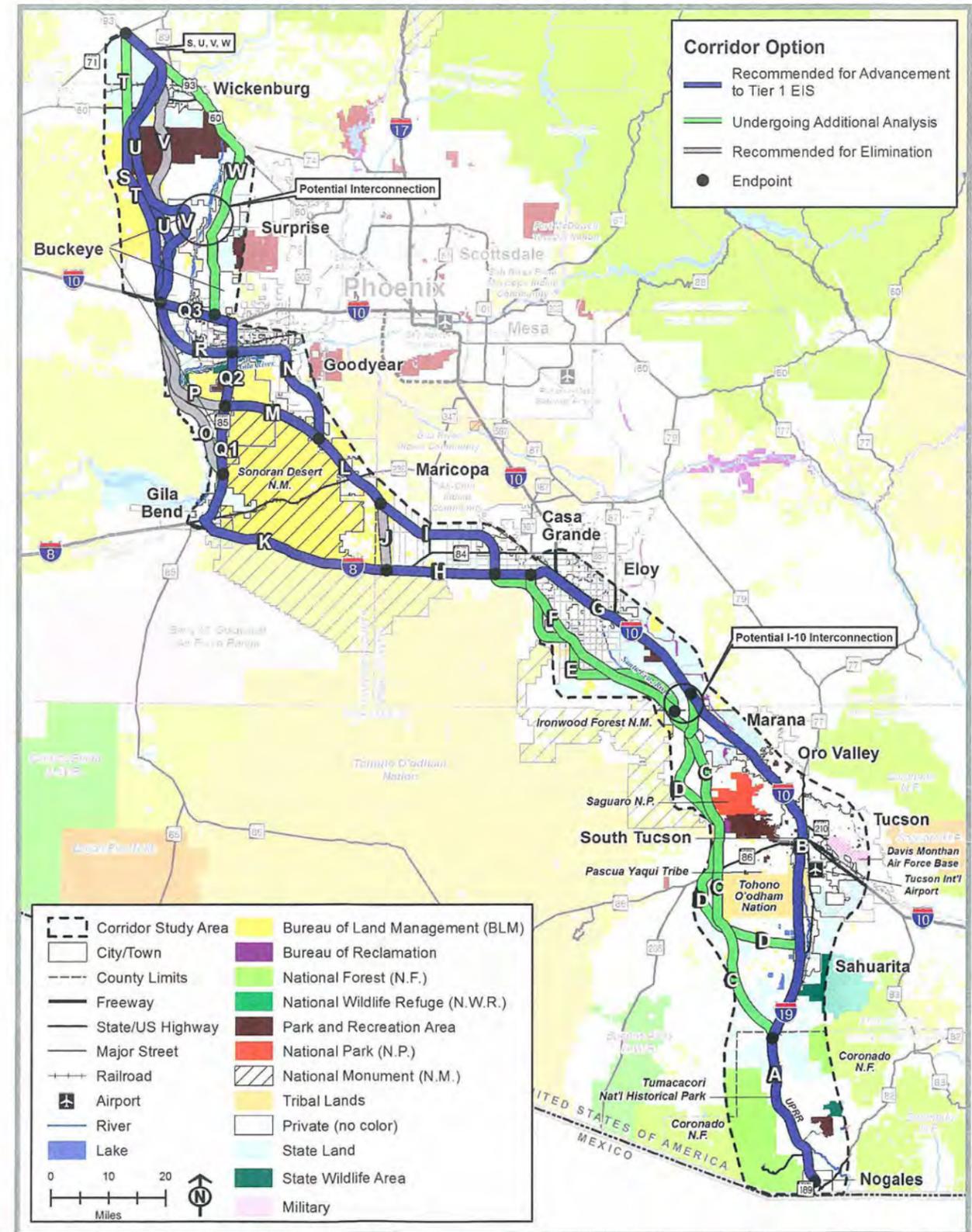
Please explain: Less cost

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

would serve Az better, part of it already there. Just make it work

Please use this map to provide any comments on specific areas.



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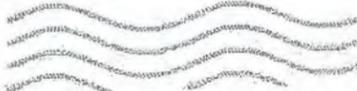
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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: I live in Green Valley and this option would separate the large truck traffic from the elderly folks going to Tucson. In addition C could be built w little or no effect on existing traffic.

2) Corridor Option Letter: A & D
 Favorable Neutral Unfavorable

Please explain: It appeared noise was NOT a consideration in the Green Valley. The terrain in the area slopes from the mine to the river. Therefore the noise barrier would be beneficial to homeowners down hill of I-19 but would apply the noise for the uphill ^{home} owners



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

Favorable Neutral Unfavorable

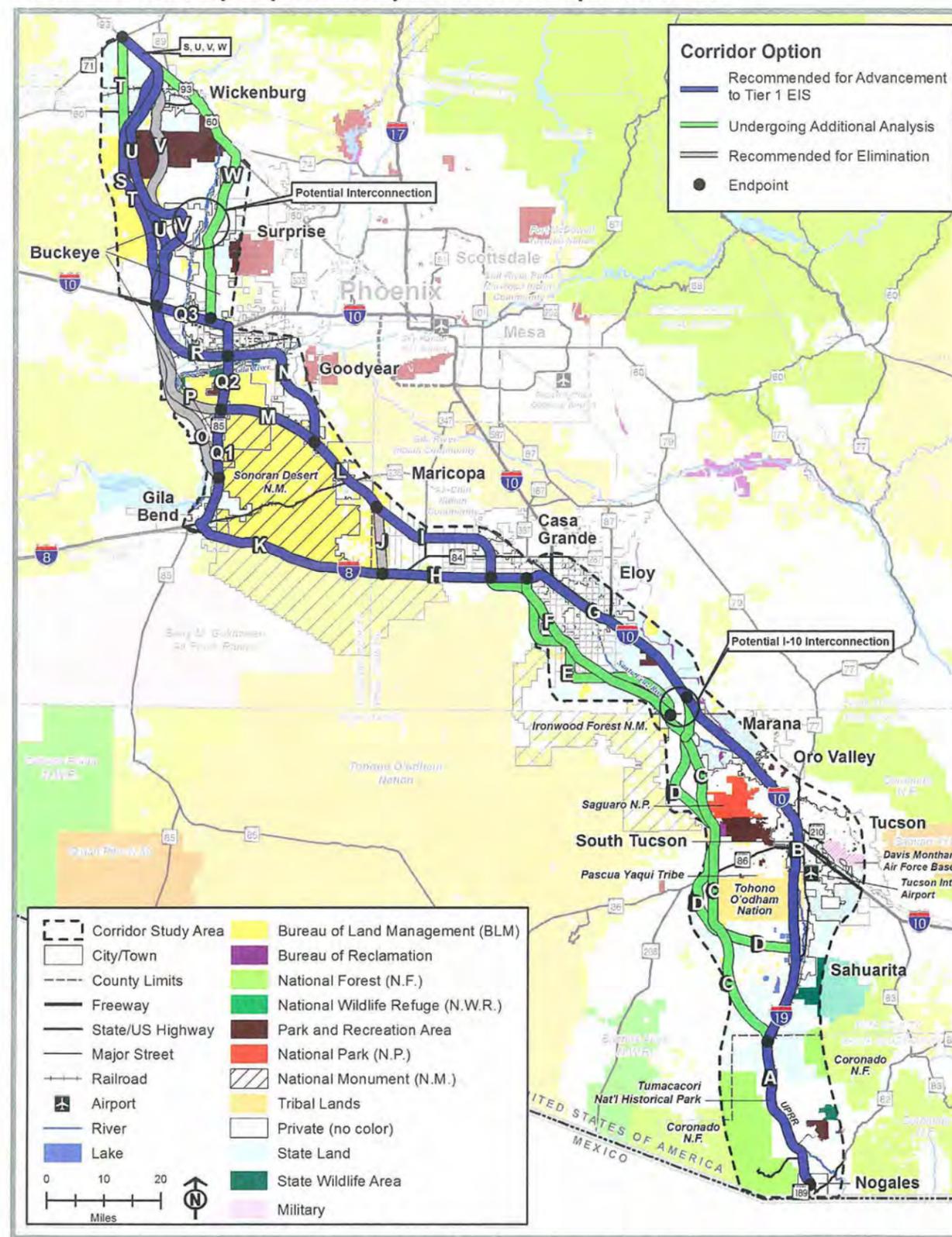
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

No one at the meetings had any of the numbers for the volumes of traffic that would be served or impacted by the construction of the various corridors. It was stated the numbers were provided by the FHWA for 2035. Without the numbers it is hard to evaluate the impact of any given corridor. Any truck traffic east bound will have to go to Tucson to head East.

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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 Phoenix, AZ 85007

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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: J, T OR U

Favorable Neutral Unfavorable

Please explain: logical route to AVOID populated/CONGESTED AREAS.
USES STATE TRUST OR FEDERAL LAND INSTEAD OF PRIVATE LANDS.

2) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

Next Steps

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Name: _____

Zip Code: (required) _____

Email: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
- Neutral
- Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

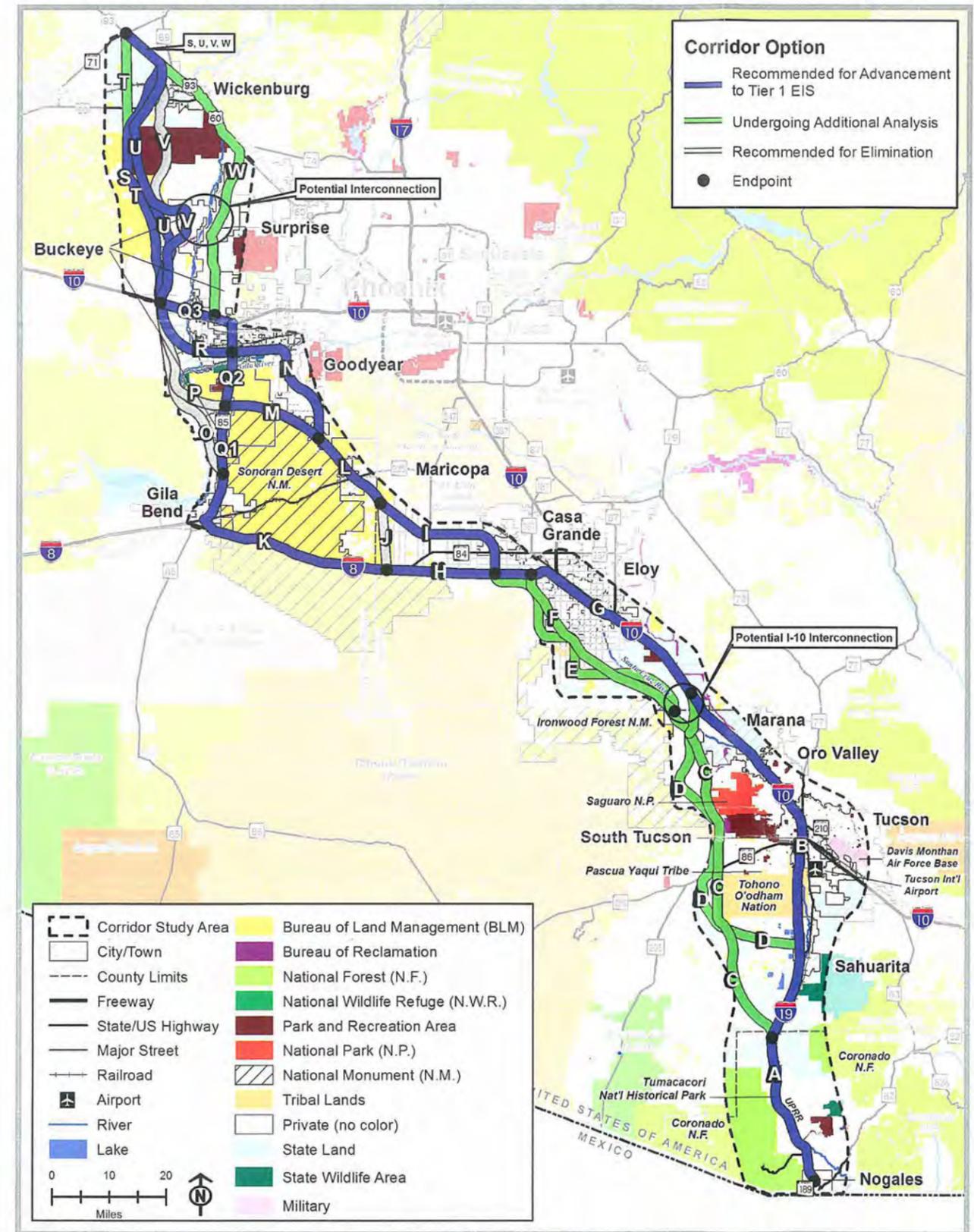
- Favorable
- Neutral
- Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

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- I favor this option because ...
- I would like this option if it were changed to ...
- I do not favor this option because ...

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: T

Favorable Neutral Unfavorable

I favor this because
 Please explain: Relatively open country, level terrain - BLM & state land, thus no or little development to buy or disrupt

2) Corridor Option Letter: V

Favorable Neutral Unfavorable

I do not favor this because
 Please explain: Would be more costly; would wipe out vital business and housing areas, thus displace established homes, possible historic sites. Use of status of Guaymas & Blythe; flourishing & dead, except,



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ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: *I generally don't see shifting established communities and areas of business. We don't need more disruptions, many of which are unnecessary additional expenses.*

4) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

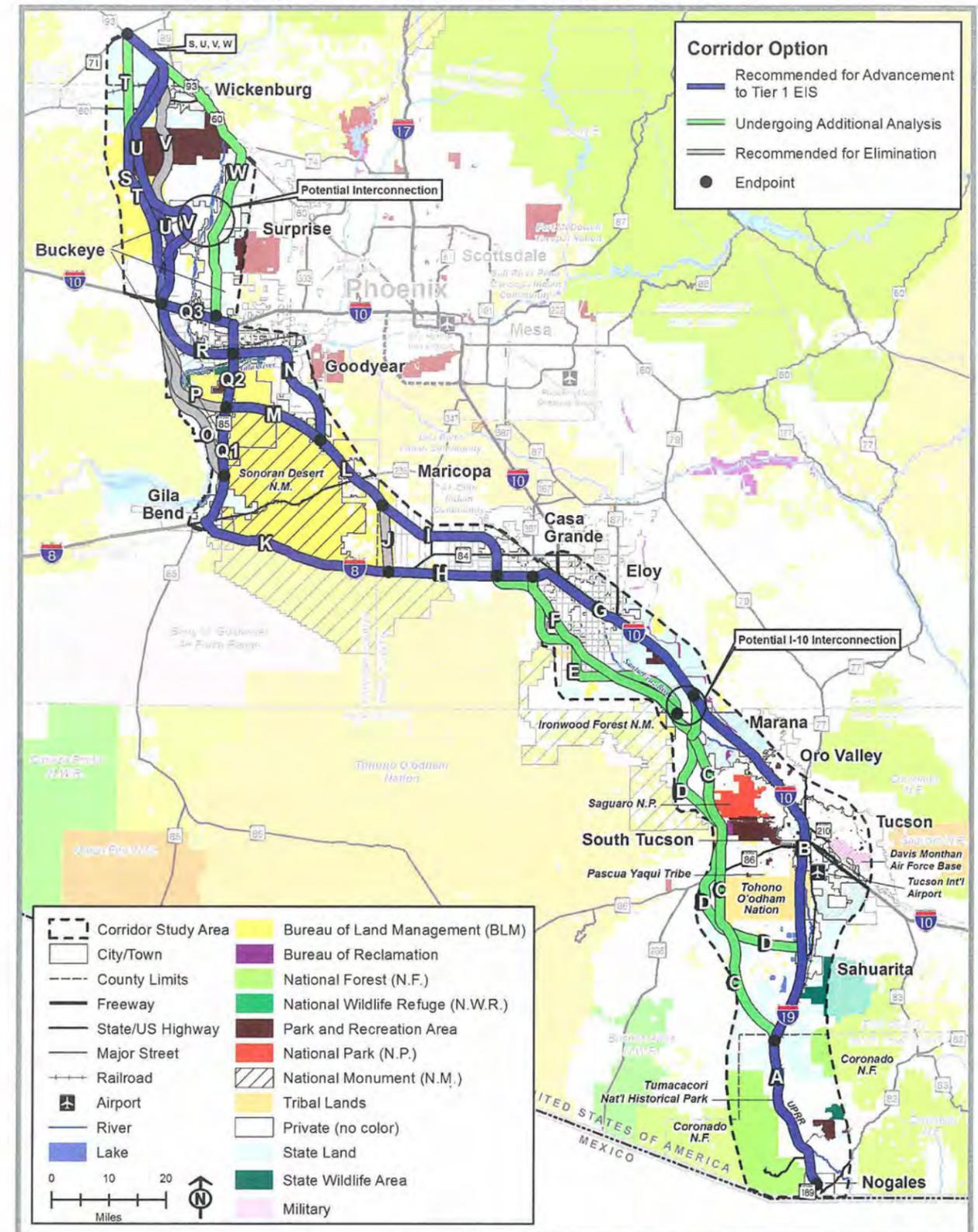
Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



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- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: C + D
 Favorable Neutral Unfavorable

Please explain: With the Tucson Mnts forming a barrier our valley will fill with pollution from trucks with diesel fuel. We have no source and good air at this time.

2) Corridor Option Letter: C + D
 Favorable Neutral Unfavorable

Please explain: We have spent millions of dollars setting aside land + open space (Saguaro Park + Ironwood monument) we should not ruin this with a Truck Rout through the middle of these peaks.



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3) Corridor Option Letter: C + D

Favorable Neutral Unfavorable

Please explain: The noise + visual change caused by these routes would be devastating. Tourism dollars would be negatively affected.

4) Corridor Option Letter: A B G

Favorable Neutral Unfavorable

Please explain: With these roads + rail in place, we should improve these options. This would cost less and have much less impact.

5) Corridor Option Letter: C + D

Favorable Neutral Unfavorable

Please explain: Much of Ave Valley is in a flood zone. The new freeway would have to be elevated with even more impact on the land. Animal corridors would also be negatively impacted.

6) Corridor Option Letter: A B G

Favorable Neutral Unfavorable

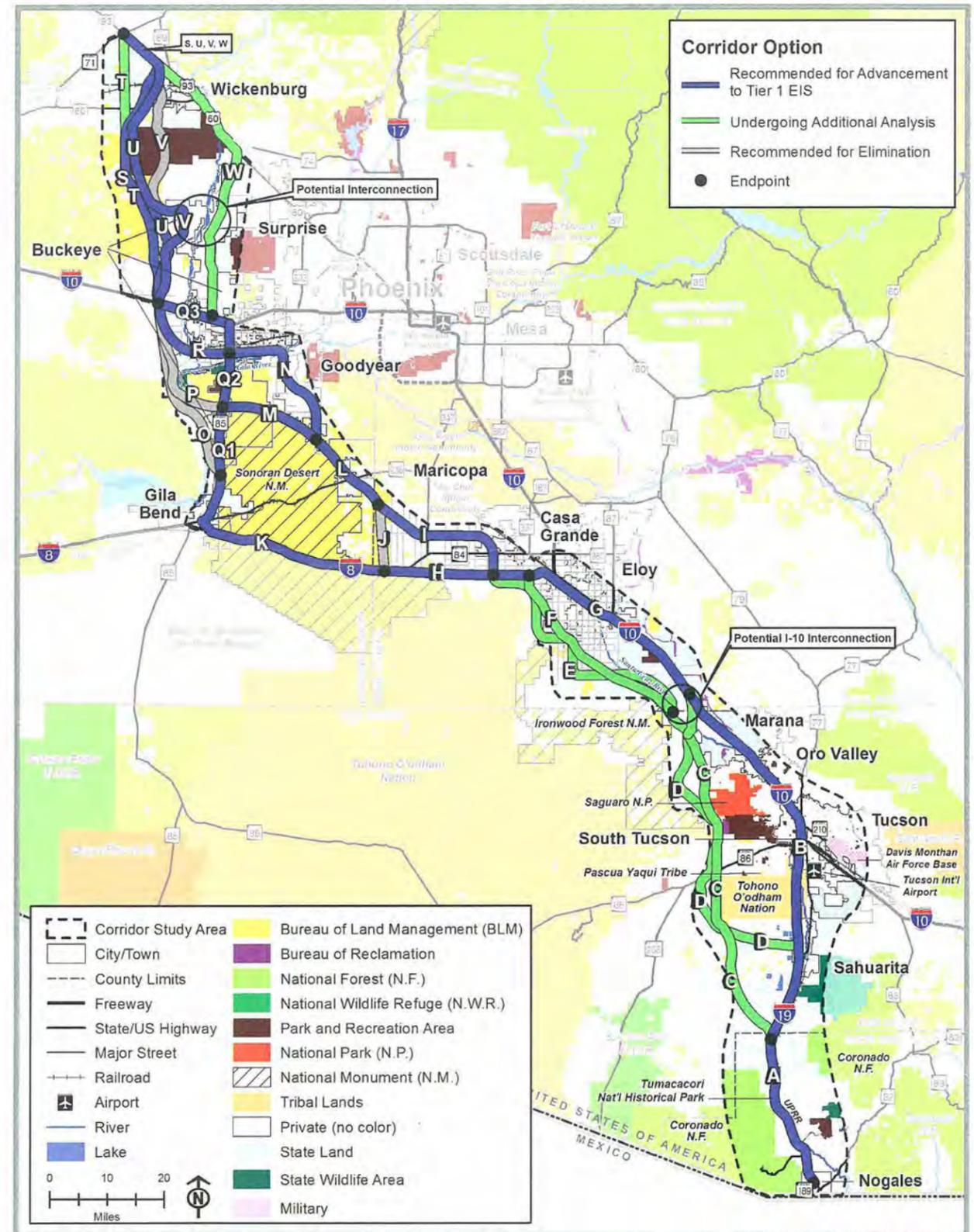
Please explain: Use the rail + expand them from Nogales north to Phoenix. These are more efficient than trucks.

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

To build a new road through the Ave Valley and use diesel fuel trucks as a future solution is short sighted at best. Hopefully by 2050 or so, we should be thinking of better ways of transporting goods. Existing Rail, Electric trains + Trucks - Solar power are a few ideas.

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: ABG
 Favorable Neutral Unfavorable

Please explain: The existing corridor would full fill the purpose of transporting goods from Mexico to Canada. I believe it would cost less money to make improvements necessary if this corridor is chosen.

2) Corridor Option Letter: CDF
 Favorable Neutral Unfavorable

Please explain: This corridor would pollute our valley and harm the saguaro forest. Tourist come to visit this area from all over the world. Adversely effect to Tucson Mountain park, Saguaro National park, Ironwood National Monument and the Arizona Sonoran Desert Museum.

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





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3) Corridor Option Letter: DCE

- Favorable Neutral Unfavorable

Please explain: This corridor would be detrimental to the wildlife. Citizen want open spaces and we have this in Arva Valley. People drive to Gates pass to view sunsets and our gorgeen gorgeous uninkibited views.

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

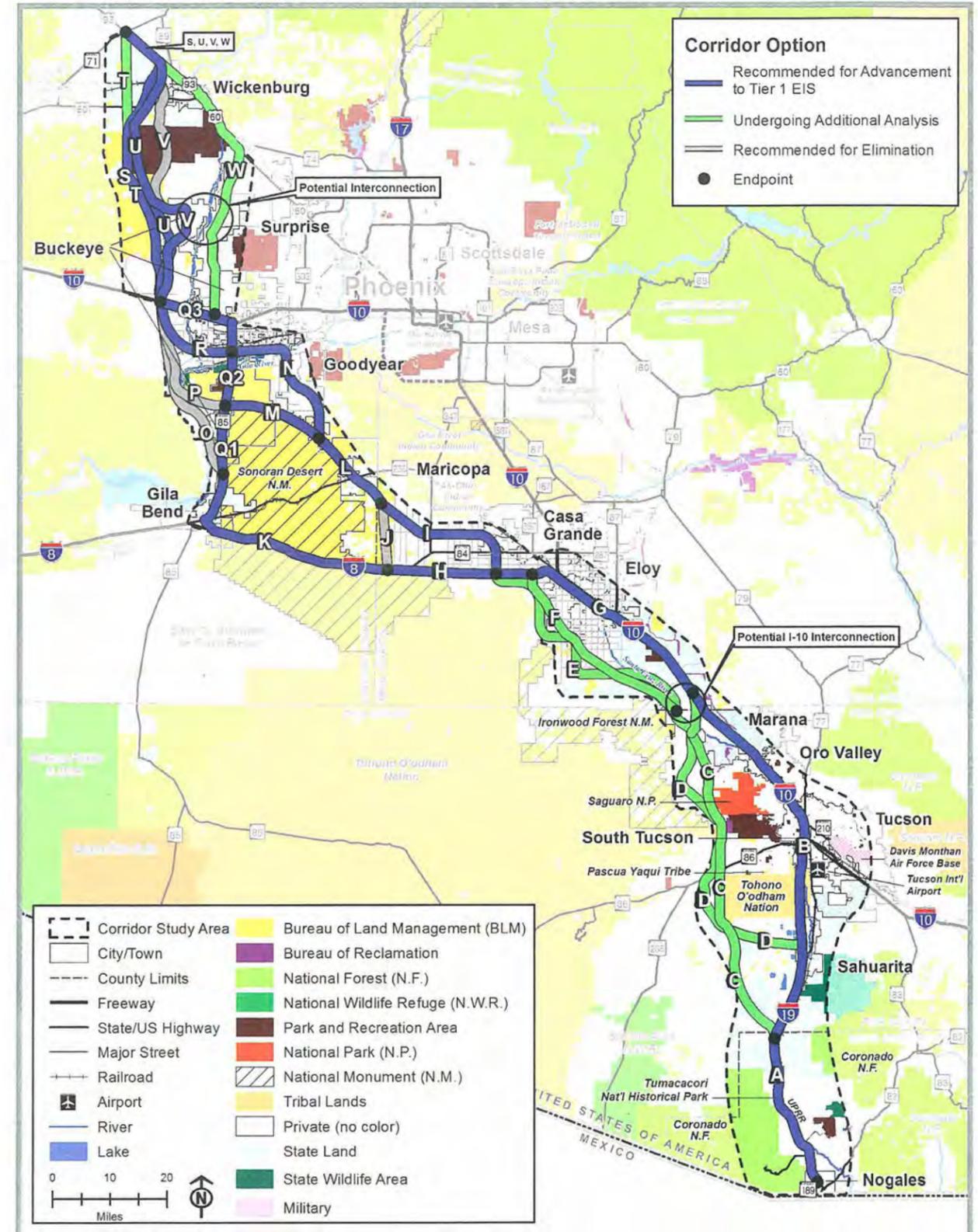
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please save our valley!

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

FILED
 AZ 852
 22 MAY '17
 PM 11 L



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- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: B
 Favorable Neutral Unfavorable

Please explain: I am in favor of this option to enhance I-10 infrastructure (widening, double-decking etc) because it is the best way to mitigate future transportation needs without significant harm to quality of life and environment.

2) Corridor Option Letter: C
 Favorable Neutral Unfavorable

Please explain: I do not favor this option because it will severely diminish the quality of our public lands for scenery and wildlife. This would disrupt wildlife corridors between Ironwood Forest, Saguaro, and Tucson Mountain Parks. The Highway will allow for rampant spread of noxious invasive plants to these lands.

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



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3) Corridor Option Letter: D

Favorable Neutral Unfavorable

Please explain: I am not in favor of this option because it will negatively impact our public lands and surrounding communities with disruption to wildlife movement, transport of invasive species, noise, light and air pollution. What about the Tucson Migration Corridor?

4) Corridor Option Letter: G

Favorable Neutral Unfavorable

Please explain: I am in favor of the option to enhance I-10 infrastructure to leverage existing roadways and development for the support of future growth and transportation needs.

5) Corridor Option Letter: M

Favorable Neutral Unfavorable

Please explain: I am not in favor of any option that bisects Sonoran Desert National Monument and inhibits wildlife crossing through the monument to other BLM, tribal, and Air Force lands.

6) Corridor Option Letter: Q1 + 2

Favorable Neutral Unfavorable

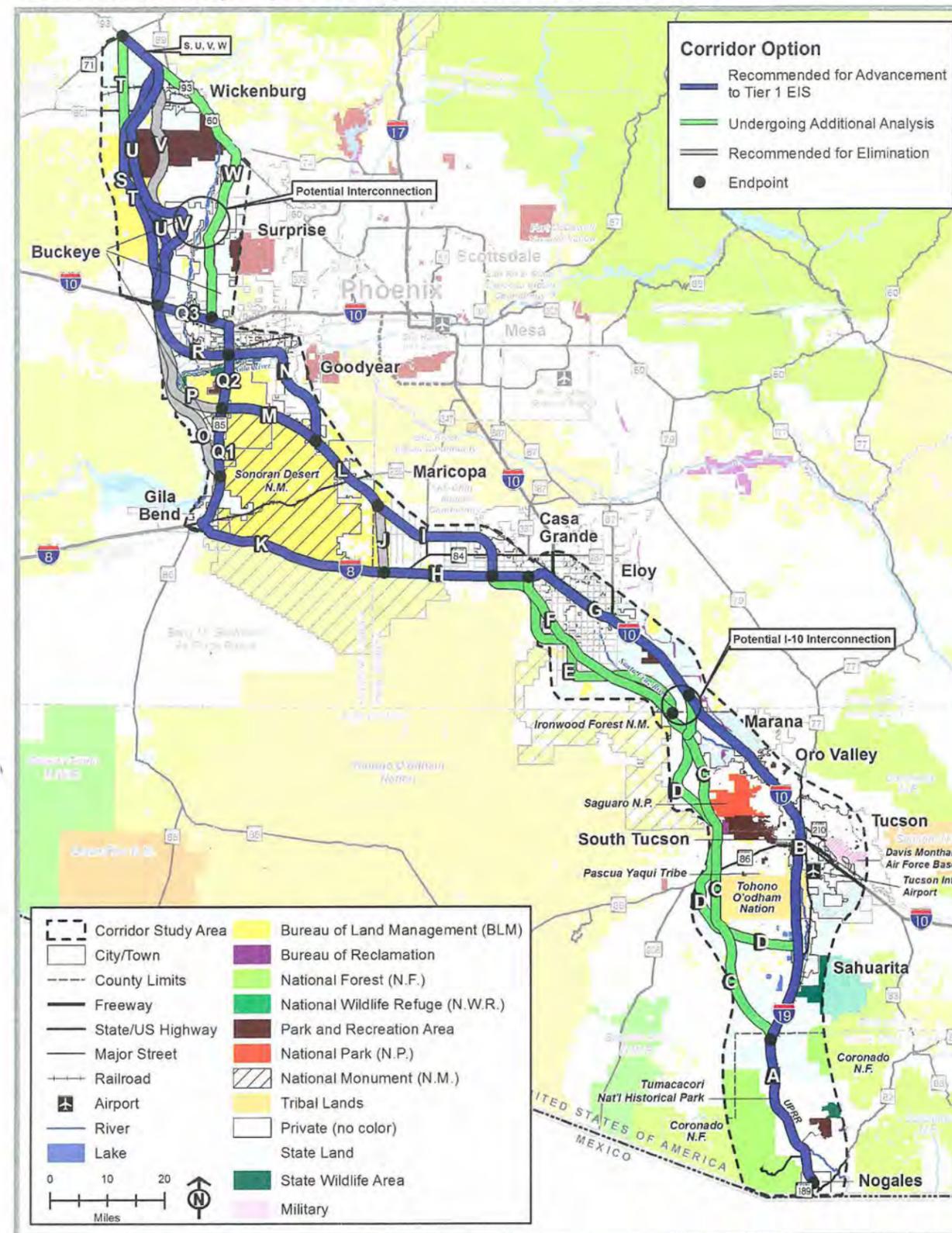
Please explain: I am not in favor of any option that bisects Sonoran Desert National Monument. This would degrade the quality of the environment in our community.

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

A corridor alignment through Avra Valley would place I-11 in close proximity to lands of value to the public due to their importance as wildlife habitat/crossings, their recreation/tourism value, and their positive impact on quality of life for our community. This project promises to denigrate the experience that makes Tucson a wonderful place to live and work.

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.



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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: No "D"
 Favorable Neutral Unfavorable

Please explain: It will ruin Avra Valley

2) Corridor Option Letter: No "D"
 Favorable Neutral Unfavorable

Please explain: It will ruin the Ironwood forest



3) Corridor Option Letter: No "D"

- Favorable Neutral Unfavorable

Please explain: It is not good for our environment

4) Corridor Option Letter: No "D"

- Favorable Neutral Unfavorable

Please explain: It will ruin wild life

5) Corridor Option Letter: No "D"

- Favorable Neutral Unfavorable

Please explain: It will hurt tourism in our
Saguaro Nation Park

6) Corridor Option Letter: No "D"

- Favorable Neutral Unfavorable

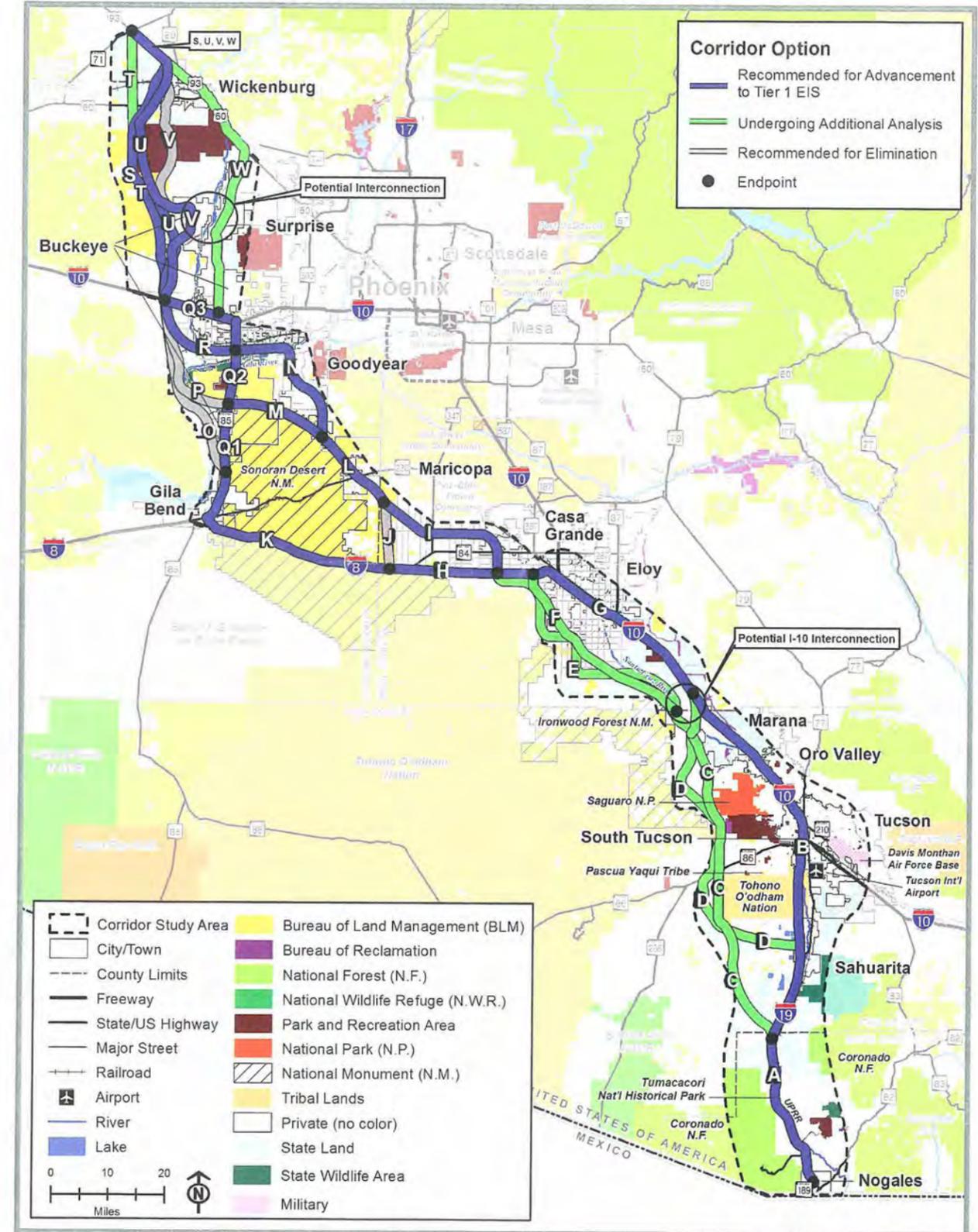
Please explain: Cost taxpayers billions more than
expanding I-10

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

No "D" please

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

PHOENIX AZ 850
 09 JUN 2017 9:58 L



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Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: W
 Favorable Neutral Unfavorable

Please explain: WICKENBURG WILL DIE WITHOUT IT
LOOK AT NEEDLES, CALIF AFTER I 40

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable

Please explain: _____

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3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

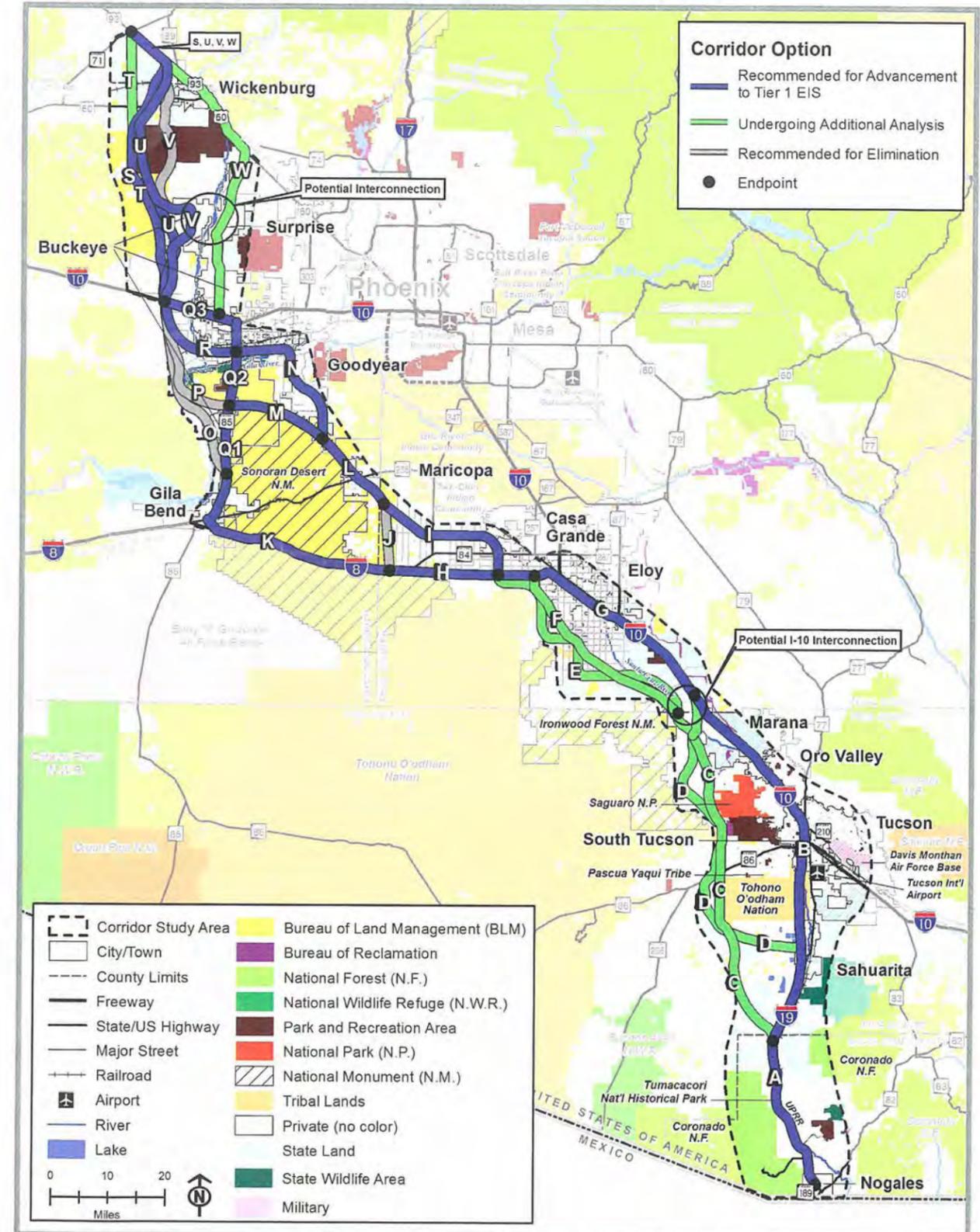
- Favorable Neutral Unfavorable

Please explain: _____

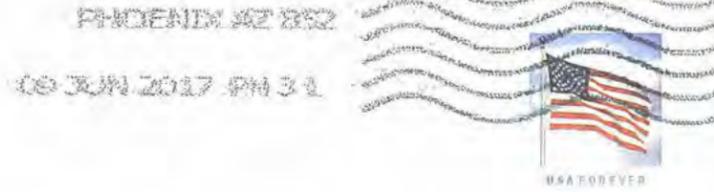
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To be added to the study notification list, or to provide comments at any point during the process, please contact us:

- i11study.com/Arizona
- i-11ADOTStudy@hdrinc.com
- 1-844-544-8049 (Toll-free/bilingual)
- Interstate 11 Tier 1 EIS Study Team
 c/o ADOT Communications
 1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

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Next Steps

During the next year, the study team will analyze the corridor alternatives in more detail, considering and incorporating the comments you provide. From this analysis, a Draft EIS document with recommended alternative(s) will be prepared. When the Draft EIS is complete, expected in mid-2018, the public will be asked to review it and provide comments.

Name _____
 Zip Code _____
 Email _____

Please tell us why you favor/do not favor a certain option(s) so that we can better understand your views and opinions. We suggest beginning any comments on the corridor option(s) with the phrases below.

- I favor this option because . . .
- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: W
 Favorable Neutral Unfavorable
 Please explain: WICKENBURG WILL DIE WITHOUT IT
LOOK AT NEEDLES, CALIF AFTER I 40

2) Corridor Option Letter: _____
 Favorable Neutral Unfavorable
 Please explain: _____



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

4) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable Neutral Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

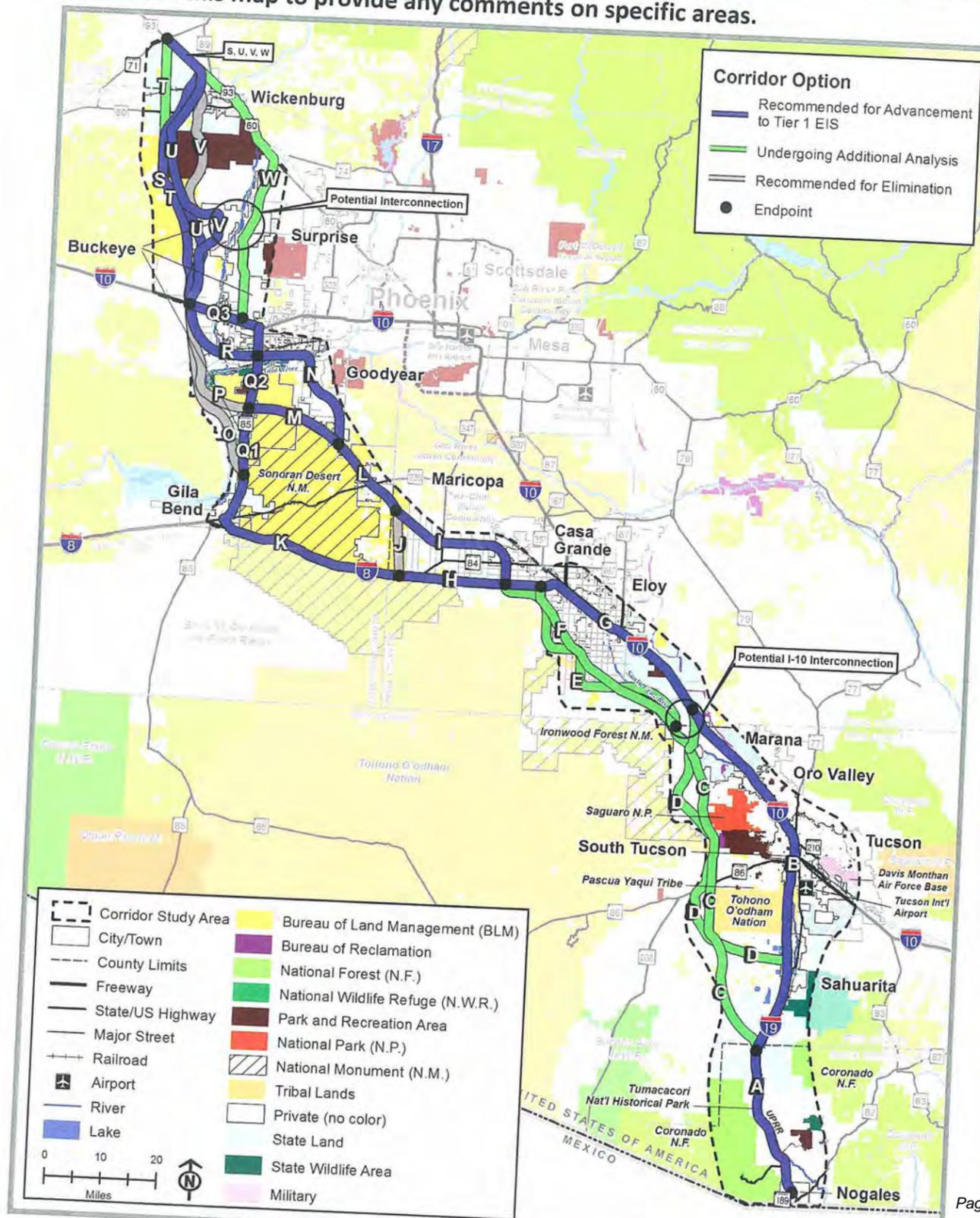
- Favorable Neutral Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study



**Interstate 11 Corridor Tier 1 Environmental Impact Statement
 Nogales to Wickenburg**
 MAY 2017

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- I do not favor this option because ...

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: no d
 Favorable Neutral Unfavorable

Please explain: It will not be quarter Avra Valley

2) Corridor Option Letter: no d
 Favorable Neutral Unfavorable

Please explain: wildlife threatened

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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

3) Corridor Option Letter: No 21

- Favorable
 Neutral
 Unfavorable

Please explain: destroy jobs in AZ

4) Corridor Option Letter: No 21

- Favorable
 Neutral
 Unfavorable

Please explain: 3 more ft please use I10

5) Corridor Option Letter: _____

- Favorable
 Neutral
 Unfavorable

Please explain: put towers at Ironwood

6) Corridor Option Letter: _____

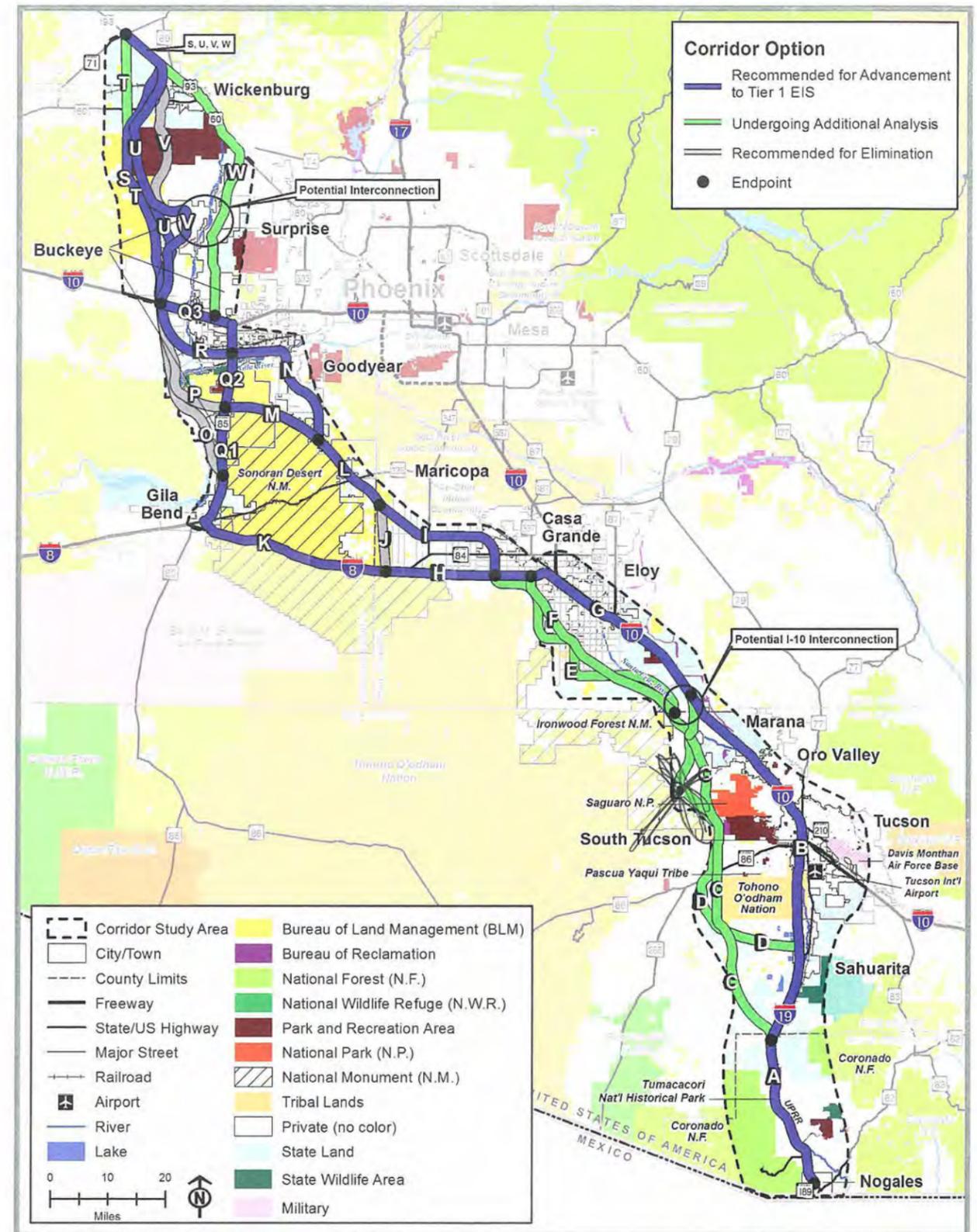
- Favorable
 Neutral
 Unfavorable

Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

Please use this map to provide any comments on specific areas.



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Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

MAY 2017

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- I would like this option if it were changed to . . .
- I do not favor this option because . . .

Please provide your comments on the proposed corridor options. See inside for reference map.

1) Corridor Option Letter: NOT
 Favorable Neutral Unfavorable

Please explain: Threatens Wild life

2) Corridor Option Letter: NOT
 Favorable Neutral Unfavorable

Please explain: Will hurt tourism at Saguaro National Park



Interstate 11 Corridor Tier 1 Environmental Impact Statement Nogales to Wickenburg

ALTERNATIVES EVALUATION SURVEY | MAY 2017

3) Corridor Option Letter: NO 1

- Favorable
 Neutral
 Unfavorable

Please explain: It will ruin the Agua Valley

4) Corridor Option Letter: _____

- Favorable
 Neutral
 Unfavorable

Please explain: _____

5) Corridor Option Letter: _____

- Favorable
 Neutral
 Unfavorable

Please explain: _____

6) Corridor Option Letter: _____

- Favorable
 Neutral
 Unfavorable

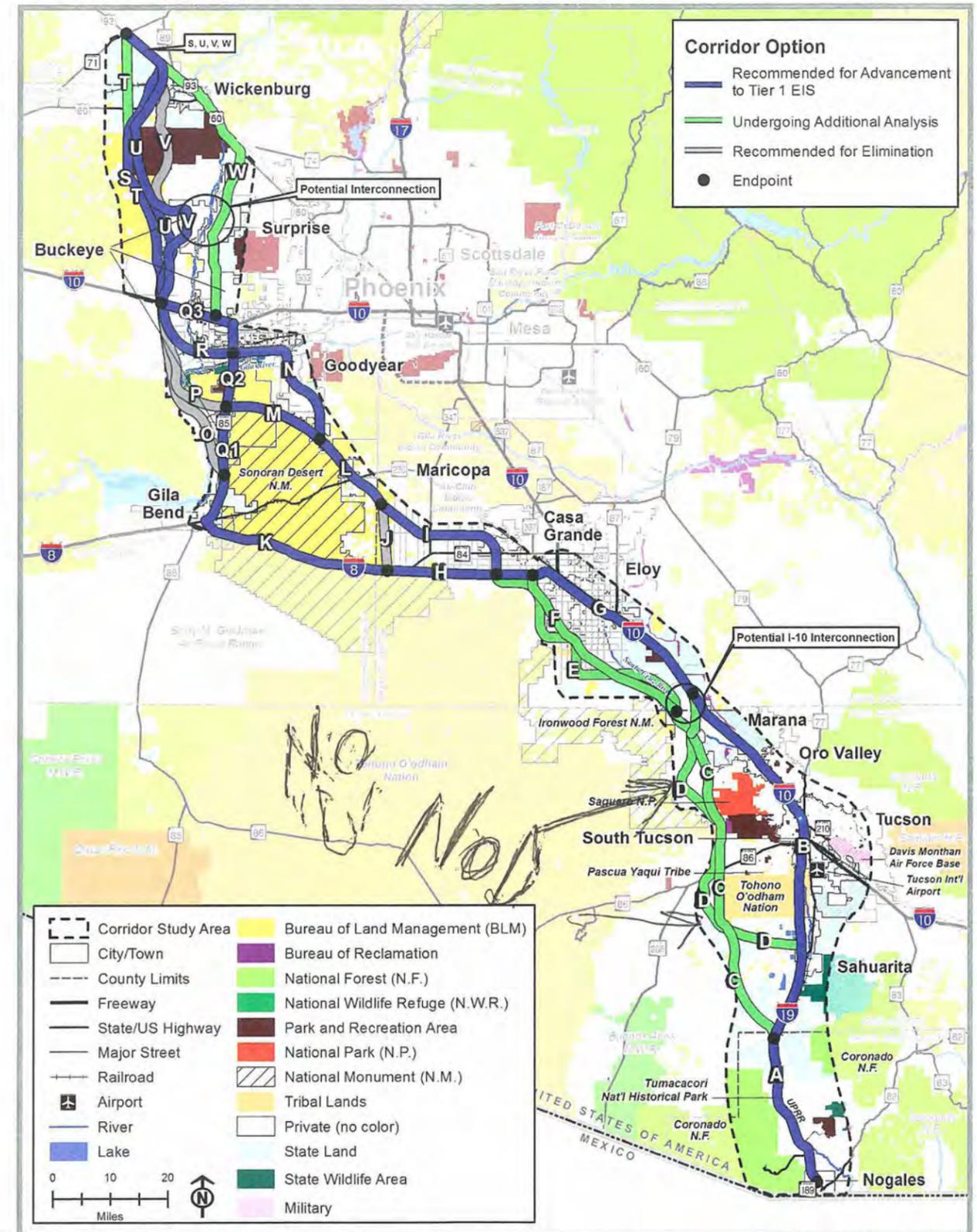
Please explain: _____

To comment on more than six corridor options, please use an additional comment form.

Additional Comments:

NO "D" Please
Please use I-10 only

Please use this map to provide any comments on specific areas.



Thank you for your interest in the I-11 Study.

Email Comments

Date Submitted	Comment Text	Region	Email Sent On	Email Response
04/28/2017	ADOT, and to whom it concern, I would like to comment on the proposed interstate hiway 11. This route would hamper and obstruct a viable desert bighorn sheep population that is migrating toward and in to the Tucson mountains. I participated in a desert bighorn sheep reintro in the mineral mountains, southwest of superior, in 2003. This area is free of heavily travelled roads and this attribute is one of the reasons for success of the reintroduction. Expansion of interstate 10 and possibly other xisting adot routes is the solution to keeping the desert bighorn sheep in the realm of success. Also, not constructing hiway 11 will protect the other natural conditions of the area. Thank you for the opportunity to comment.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/28/2017	Dear Sirs: I recommend strongly that you use existing freeways instead of creating new freeways for this road. Specifically, do not make a freeway out of old Highway 80. Either use Highway 85 or the new Pecos road freeway. Old highway 80 is presently used by farmers and agricultural users to move equipment and should be kept for that purpose. Also a second freeway that runs parallel to Highway 85 seems a large waste of funds and fragments the land in between for use by desert animals. Also, I recommend that you do not create a second freeway that parallels I -8 on its south side. Instead use portions of I -8 as part of the I-11 corridor. Thank you.	Central	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/28/2017	Your email to me indicated they would be available starting today, but I looked through the website referenced and cannot find any new material. When will they be posted?	Other	04/28/2017	Thank you, meeting materials will be posted later this afternoon.
04/28/2017	Yes, I totally approve of the Highway 11, I am a Marana resident.	South	06/28/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/28/2017	It's April 28, after 10 a.m. – when can we expect to see the promised meeting materials online??	South	04/28/2017	ADOT is working on posting all materials by the close of business today.
04/28/2017	We are residents of Tucson, and we are contacting you to register our opposition to the proposed I-11 Corridor due to environmental considerations. We urge you to expand/improve the existing I-10 and I-19 Corridor instead.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/28/2017	Dear Colleagues and Neighbors, I am writing in strong opposition to I-11. I have lived on the edge of Saguaro Nat'l Park for 23 years and have watched my area and environs steadily become more polluted, noisy, and less hospitable to wildlife. There are limits. I urge you to do everything within your power to protect what little remains of this delicate, desert wilderness.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/29/2017	Hello my name is ___ and i have recently purchased 2 properties in Wittman AZ just off of 207th ave and Patton rd. and am building my homes here. My concern is the location of the freeway 11 and how close it will be to me can you please help me with this situation. Thank you very much.	North	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available

				on the I-11 study website (i11study.com/Arizona) later this summer.
04/29/2017	Thanks for asking for my input. I suggest that at specific distances you put an animal bridge above the interstate and an animal tunnel underneath the freeway to allow animals to migrate between both sides of the interstate.	Other	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/29/2017	I-11 IS ABOUT JOBS – IN MEXICO! I-11 planners state their commitment to “nearshoring” and “integrative manufacturing” in their “Purpose and Need Final Memorandum” posted online February 28. “Nearshoring” is attracting US companies from China to Mexico, where wages are even lower, and “integrative manufacturing” means R&D in the US with manufacture and assembly in Mexico. This is contrary to national policy announced from the White House! I-11 WILL DESTROY EXISTING AMERICAN JOBS along the present I-10 corridor as truckers are forced on a longer route to the west. Shipping is to be attracted to the expanding Port of Guaymas from the West Coast of the US. I-11 WILL HURT TOURISM at Saguaro National Park, Arizona-Sonora Desert Museum, Ironwood National Monument, Kitt Peak, Tucson Mountain Park, etc. costing even more jobs. I-11 WILL RUIN THE AVRA VALLEY , turning it from a place of rural peace for thousands of families into a polluted, noisy hazardous cargo route, unsafe and unhealthy, with more smuggling. I-11 THREATENS WILDLIFE from desert tortoises to mountain lions to bighorn sheep. I-11 VIOLATES PIMA COUNTY POLICY as stated in Supervisor’s Resolution 2007-343 opposing any I-10 bypass in Pima County. I-11 THROUGH THE AVRA VALLEY COSTS ABOUT 2/3 MORE THAN DOUBLE-DECKING JUST SIX MILES OF I-10. ADOT’s own numbers show that double-decking I-10 from Ruthrauff to I-19 would save taxpayers nearly \$2 billion.	South	06/28/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
04/30/2017	Send newsletter please, tks	Other	06/28/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. The I-11 study Fact Sheets have been attached for your use and review.
04/30/2017	Routing the I-11 down the hassayampa from wickenburg to the I-10 is a much better option to keep truck traffic out of Phoenix! The 303 will be busy enough without I-11 traffic.	North	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/01/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

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	<p>ADOT has marketed I-11 as a "multi-modal transportation corridor." However, the only transportation means discussed to date is an interstate highway for automobiles and trucks. I am wondering where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, inevitably, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, I urge ADOT to focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, I firmly believe all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I strongly encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. I urge you to do the right thing for local residents, wildlife, and public lands. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			<p>official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
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05/02/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. The MIT professor has downgraded the US from a developed country to a developing one. One of the reasons is because our infrastructure is so completely antiquated. To build more roads rather than look to the future to rail is the wrong direction. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. We cannot destroy tomorrow for a little bit of today. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. Why aren't we moving in to the 21st century instead of plugging along like Luddites? Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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05/03/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT should be focusing on rail as the primary means of moving people in this corridor, not expanded highways. This would be consistent with the multi-modal transportation corridor concept yet it appears nowhere. We don't need more roads that just get congested and damage natural and cultural resources, air quality, and quality of life. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and the Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. These areas are important to me, as well as to tourism in SOUTHERN Arizona. Who would want to visit a National Park or Monument that was right next to a truck-filled freeway!?!?! I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

05/03/2017	Public Comments Interstate 11 Alternatives Development This comment is not on the "Alternatives Evaluation" that is presented today, but rather for the next step, "Prepare Draft Tier 1 EIS". Because what happens within the Mariposa Port of Entry, will affect the performance of the I-11 corridor as compared to the other corridors in Texas and California. Currently the truck traffic is throttled as it enters the US by opening only 4 of the 8 inspection booths. Below is a portion of the study by HDR titled "State Route 189, International Border to Grand Avenue Alternative Screening Document", dated January 2015. The Chart on page 28 shows the effect of Customs has in leveling the peak flows through the POE. Should the Port become more efficient with the use of their manpower, the typical 2 hour delays would be greatly reduced, and the peak, north bound, truck flow on I-11 would be greater than estimated with the traffic throttled at the Port. In the next stage, the preparation of the EIS, the delays at the border should be considered because travel times, cost per minute of time saved, and congestion. Because we are competing with other corridors, this time savings becomes very important. This chart shows the 2011 truck traffic passing through the port before expansion. (Blue line) In January 2017 the average wait time for trucks was 2 hours and only 4 of the eight truck booths were open.		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/03/2017	I oppose the proposed route of Interstate 11 through Avra Valley. Avra Valley is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located right in between Pima County-owned Tucson Mountain Park and national treasure Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through all of these protected lands would be devastating and irreversible. Please find an alternative route.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/03/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/03/2017	To whom it may concern: As a citizen of Pima County, I strongly oppose the building of Highway 11 from Wickenburg to Nogales through Avra Valley. The land of the valley provides invaluable ecological services to our region, including the transfer of rain to groundwater, oxygen, biological diversity, and natural beauty. A public rail transportation system be considered instead. This alternatives would reduce our region's dependence on fossil fuels, decrease air pollution, and preserve the significant biological heritage of the region. We do not need another highway with its increase in traffic, infrastructure, and associated development. Respectfully,	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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05/03/2017	<p>I commute 43 miles each way daily from Avra Valley to the airport. I am almost killed on a daily basis from all the truckers on our one and only highway in Tucson. There are currently no other other alternatives to move the people and truckers from state to state. They all use I-10 which is also Tucson's only high speed option. I 100% support a by-pass road even if going through Avra Valley where I live. Anything to help with city congestion on the highway.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
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05/03/2017	<p>To Whom It May Concern: I would like to express my opposition to Corridor Alternatives C & D for proposed Interstate 11. These options would go through Avra Valley, adjacent to Saguaro National Park and Ironwood Forest National Monument. Avra Valley is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. It is located right in between Pima County-owned Tucson Mountain Park and national treasure Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. Placing a new interstate through these protected lands would be devastating and adversely affect this important natural area forever. Please choose an alternative for this highway, which does not negatively impact the beautiful southern Arizona natural environment. Thank you.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
05/04/2017	<p>Dear Interstate 11 Tier 1 EIS Study Team, As a member of the Northwest Valley Transportation Stakeholders of Arizona, this issue is particularly important to me. First, Rail would be a better answer--it's time we did what Europe and China are successfully doing! ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation,</p>	South	06/06/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>

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05/04/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/04/2017	As a homeowner in the Picture Rocks area, I can't think of a worse idea than to basically destroy the feel of this special part of Pima County. The area will see no benefit of this proposal as the road does not help Locals get around any better unless they are commercial traffic and I would debate that as well. Do people really want to hear trucks roaring by when visiting the Desert Museum or SNP? As I see the plan that option passes too close to these popular destinations. Circle K's and more motels? No thanks-we already have I-10 and it works just fine most times of day. Widen it (again)if you must. . . Thanks Sent from my iPhone	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/04/2017	https://arizonadailyindependent.com/2017/05/04/first-two-adot-i-11-public-meetings-democracy-inaction/ https://arizonadailyindependent.com/2017/05/02/interstate-11-highway-marana-meeting-tonight-avra-valley-opposition-petition-gains-support/ https://arizonadailyindependent.com/2017/05/01/interstate-11-public-meetings-how-much-public-involvement-does-adot-really-want/ Canyon Echoes, May 1, 2017: Take Action- Proposed I-11 to Rip through Public Lands Hope these will be included in the record; you missed them last time!	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/04/2017	I was at the meeting last night in Marana. I have looked at the website and found several maps. However, none of the maps are very detailed. I have a business, a home and a Farm that these green lines all cross but if I could see it clearer I would be able to better see what will truly be effected. Can you provide a map please? Respectfully.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/04/2017	Please do NOT put an interstate through Avra Valley, prosed Corridors C or D. The negative impact on the watershed, animal territory and breeding routes, and the human enjoyment of the adjacent Park and Forest would be irreparable! Consider alternate routes and alternate ideas to include mass transit along existing corridors. Thank you,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

05/04/2017	When I look at your map, I am concerned about it's impact on the Ironwood National Monument area, the western Saguaro National Park and the Arizona Sonoran Desert Museum. These are jewels in this part of the desert and I would hate for this new corridor to endanger these beautiful natural areas that are gems of the southwest. Sincerely,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/04/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Additionally, only when ADOT can adequately maintain the interstate system STATEWIDE should they consider adding hundreds of miles of roads they won't and can't maintain. The cost of expanding existing interstates to service traffic would be FAR LESS COSTLY AND ENVIRONMENTALLY DISRUPTIVE. But then somebody won't get rich off this proposal. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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05/05/2017	http://threesonorans.com/2017/05/01/i-11-which-would-cut-through-avra-valley-forums-are-this-week/	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/05/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor with adding truck lanes AND to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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05/05/2017	I am horrified to have just learned of the prospect of a New Interstate being plowed through the west Tucson area that should be reserved exclusively for pristine wilderness protecting such institutions as Saguaro National Park, Tucson Mountain Park and the Sonoran Desert Museum. The City of Tucson (and Arizona in general) already has an undesirably low urban population density having a negative impact on the quality of life. Development and high speed transit should not be encouraged in the Tucson Mountain area. I-11 should meet its southbound terminus in Phoenix. Alternatively, this funding should be tapped to build a high speed rail line from Tucson to Phoenix and possibly Las Vegas (similar to the line from Albuquerque to Santa Fe). It is a global embarrassment that Phoenix is	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	the largest city in the country without ANY interurban rail service. The only place a freeway would make sense in Tucson would be as an east-side bypass linking the far southeast-side to the far northwest side but only if wilderness areas can be avoided and if low-income people displaced by the project are relocated into comparable housing at comparable prices. This would actually benefit the entire region by diverting a lot of unnecessary surface traffic and allowing for slower paced mixed-use residential and commercial districts.			
05/05/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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05/07/2017	I do not favor the proposed highway because of the major destruction antipollution it will cause. It is unnecessary and would displace much wildlife. Sincerely,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/08/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available

	<p>of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			<p>on the I-11 study website (i11study. com/Arizona) later this summer.</p>
05/08/2017	<p>https://arizonadailyindependent.com/2017/05/08/paving-the-way-for-canamex-highway-of-the-future/https://arizonadailyindependent.com/2017/05/08/interstate-11-in-southern-arizona-adot-versus-almost-everybody/https://news.azpm.org/p/news-topical-politics/2017/5/5/110166-episode-136-proposed-i-11-under-study-should-it-go-through-avra-valley/</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
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05/08/2017	<p>New interstates have negative impacts on viewsheds, natural quiet, dark skies, and other wilderness values. It is unacceptable to locate a new interstate with this many impacts next to a national park and a national monument. Avra Valley is home to a rich mosaic of biologically-important lands, including a national park and a national monument on either side. The proposed Interstate 11 in southern Arizona should use the existing Interstate. Constructing a new interstate west of Saguaro National Park would doom wildlife there forever. "Should there be a proven need for expanded capacity", making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
05/08/2017	<p>As a Tucson resident I am very concerned that a route for I-11 would go through Saguaro National Park. We need to keep our public lands and wildlife linkages intact. Saguaro National Park is a national treasure that is already becoming increasingly isolated due to development pressure from Tucson and Marana to the east. Constructing a new interstate west of this national park would doom wildlife there forever. Should there be a proven need for expanded capacity, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
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	<p>more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			<p>that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/09/2017	<p>Arizona Public Media, May 9, 2017: https://news.azpm.org/p/news-articles/2017/5/9/110247-avra-valley-i-11-proposals-draw-opposition-at-tucson-meetings/</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/10/2017	<p>To whom it may concern, My opinion on the proposed I-11 corridor is that no route makes sense, makes it easier, least amount of impact than utilizing the existing highway 85 to I-8 route. Building more to funnel them back to I-10 doesn't alleviate a problem anyways. This already has everything needed as for infrastructure, will have last impact on housing, nature, wildlife, agriculture and historical sites. This route will save funds since right of ways will not have to be purchased (or at least many) and it will save money as the route along 238 and ralston area (Maricopa) also floods frequently. Adopt would have to purchase right of ways, build bridges, alter water flow & more to utilize these routes. As for the northern area (rainbow valley etc) the same for protection of nature, wildlife and agricultural areas. The only option that makes sense is 85-8.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/10/2017	<p>Do you receive email comments?</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/10/2017	<p>Here are our comments on the proposed I-11 routing between Phoenix and Wickenburg. We will also attend the Wickenburg meeting tomorrow. Thank you for the opportunity to comment.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/10/2017	<p>I believe that all of the interchanges ramp terminals at two lane crossroads should be controlled with roundabouts. This is the most cost effective form of intersection traffic control that there is. Plus, it will really help prevent wrong way entry onto the freeway. Also, consideration should be given to establishing a long haul multi-use path along I-11 and I-10 all the way from Phoenix to Tucson. Similar to what many state DOTs are starting to do. This path would connect into each City or place along the way. This could end up being a spectacular attraction for Central and Southern Arizona. This path could host big biking events as well as attract bike tourist who wish to bike all the Phoenix has the offer and then take a century ride down to Tucson to ride the Loop as well.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/10/2017	<p>Please change the email for information in I-11</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/10/2017	<p>Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First,</p>	South	06/06/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the</p>

	ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.			official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	To whom ever it may concern; It is beyond my comprehension that my government would propose a freeway that would impact so many people in a negative manner. Besides ruining our country life and forcing many to relocate it will also impact wildlife and native species of plants. If instead you follow the I-10 path thru Tucson, already living with the impact of a freeway, and let us live the life we moved for. It's not by accident I chose country life and with all due respect put your freeway, noise, air pollution and traffic somewhere else!!!Sent from my iPhone	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	I am strongly opposed to an I-11 being routed through Avra valley. I would vote for no highway being built at all. But if it must be constructed, it should follow the I-10 corridor. A Avra valley highway would be extremely more expensive than following an I-10 route. An Avra valley route would destroy pristine desert and be a major contributor to wildlife death and disruption. It is not financially or ecologically responsible or reasonable to build a highway that disrupts national monuments, open spaces, wildlife and rural residents.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	Are you nuts? Make a truck lane on I-10 and let'em go! We are already depriving our wildlife and plants a place to thrive. Get the H out of the only places they have left to survive! Sent from my iPad		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	Dear ADOT, as a concerned citizen with standing in the Tucson community, I speak with force when I tell you that the proposal of the interstate would have drastic and dire consequences. I fully oppose an interstate that would disrupt the vitality and character of our community, and will speak out against this proposal repeatedly and frequently and with a united voice with the thousands who oppose your actions. I urge ADOT to take your proposal off the books unless you wish to engender hate and divisiveness. A schism will be developed unlike one you will ever be able to undo. Such actions will characterize like those of the clearing of barrio viejo, and much of the urban renewal that lead to utter FAILURE as a city, destroying the true character of the city. Don't make that mistake again. Best,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	I know that NO MATTER WHICH ROUTE IS DECIDED ON, you will be making someone Unhappy. But I think it needs to be done-! Good for you for doing it! Routing north out of Nogales, skirting Tucson and Phoenix seems to me to be the best way to go.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/10/2017	Does some big-time international agreement bind us to do this foolishness? What's the worst thing that can happen if we refuse to build the corridor? Are there lots and lots of Americans who want to haul lots and lots of freight to	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the

	Wickenburg? Come clean now: This is for hauling Mexican produce to the big Arizona metro areas, now, isn't it? What's wrong with the Mexican farmers driving in in trucks on the existing roads?			official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/10/2017	Hi Guys, Your maps do not provide enough detail to know the proposals for I-11. Would you be so kind as to use a format that allows us to understand exactly what is being proposed? Thank you!	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/10/2017	As a native Arizonan who loves the states natural beauty and wonders, I oppose the proposed I-11 project. Interstate freeways are significant barriers to wildlife and fragment habitat. I recently had a Big Horn sheep right behind my back yard at the north end of the Tucson Mountains. It almost certainly came from an area that would be on the other side of the proposed freeway. That sheep almost certainly wouldn't have made it to Tucson if the freeway had been there. Even with the improvements that have been made with respect to wildlife crossings, the simple fact is that a project as large and intrusive as anew interstate will absolutely have a negative impact on animals. Regards,-----I shall pass through this world but once. Any good, therefore, that I can do or any kindness I can show to any fellow creature, let me do it now. Let me not defer or neglect it for I shall not pass this way again.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/11/2017	I am a Colorado resident, regular visitor to Southern Arizona, who is upset by the proposed plan for I-11. I, and many other people, visit the Tucson area because of its environmental uniqueness. The Sky Islands are of interest to many international visitors, particularly birders, because they are an area where several different ecoregions meet. The economic benefits of ecotourism should not be ignored. The proposed I-11, specifically south of Phoenix, would destroy some of the uniqueness that brings people to douthern Arizona. It should not be built. One problem that does exist is movement of people along the I-10 corridor between Tucson and Phoenix. Passenger train service would help relieve some of the congestion and should be considered. One only needs to look to northern New Mexico to see the sucess of the train service between Belen and Santa Fe for validation of this. No to I-11 in Southern Arizona. Part of the regions economic success is due to its environmental uniqueness. Don't wreck that attribute. I want to be able to contine enjoying visits to the Tucson area for a long time to come. Thank you, Sent from Yahoo Mail on Android	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/11/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/11/2017	Statement on Proposed I-11 Corridors through Avra Valley I write in opposition to the proposed I-11 corridors 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. I am particularly	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

familiar with the area from the Tucson Mitigation Corridor south of our neighborhood to the Picture Rocks community to the north, but many of my comments apply to the Avra Valley as a whole. 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. Although the poor quality of the corridor maps available on the internet makes a judgment difficult, it seems clear that either of the alternatives through this part of the Avra Valley would have a devastating effect. In the area of Sandario Road from San Joaquin Road to West Mile Wide Road it seems inevitable that a significant number of residences will simply be obliterated by highway construction and the livability of others reduced by noise and air pollution. Areas further to the north are more difficult to judge because of the lack of named streets on the maps, but it seems highly likely that significant parts of the Picture Rocks community will be adversely affected. Homes will be separated from schools, previously quiet neighborhoods will be subject to traffic noises, and air quality will be degraded by diesel exhaust. These impacts will disproportionately and unfairly affect the lives of those whose voices are typically ignored by highway advocates, who never propose highways through affluent communities and for whom the poor are nearly invisible. Proposed corridors through the Avra Valley do 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 somehow managed to retain something of its former beauty and sense of isolation from the nearby metropolis. The construction of a highway through this area will be the last environmental straw, not only bringing more insults by way of air and visual pollution, but by opening the valley to forms of development it has not previously seen. It is obvious from the history of the Interstate Highway System in the United States that development follows the construction of highways. 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 proposed corridors through Avra Valley should be eliminated because of their 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. Although it is, again, difficult to judge their routes precisely, it is evident that the proposed highway corridor will pass near, and more likely over, Tucson Water properties in Avra Valley. Thus, the potential exists for spills that find their way into the aquifer on which Tucsonans depend for their drinking water. Moreover, the Brawley Wash traverses the valley from south to north, ending at the Santa Cruz river. Hence, a spill that occurs in one location could, if rainfall causes the wash to run, be easily carried downstream from one place to another. There can be no justification for selecting a highway route that jeopardizes the water supply of a large metropolitan area, particularly when the alternative is to return to mining water underneath Tucson itself, a

currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.

practice that lowered the water table drastically and contributed to significant subsidence. On the grounds of danger to water supplies along the proposed corridors 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. Moreover, the corridors proposed follow Sandario Road through an area that is too narrow for the passage of an interstate highway. Sandario Road, for two miles, separates the Tucson Mitigation Corridor to the east and the Garcia Strip portion of the Tohono O'odham reservation. The highway corridor does not have sufficient width to contain a 400-foot-wide interstate highway right of way. Unless the Tohono grant permission to build on the Garcia Strip, or the Bureau of Reclamation violates its agreement with respect to the Tucson Mitigation Corridor, the highway cannot be built. Neither of these developments seems likely. The proposed corridors through the Avra Valley, and particularly near 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 proposed corridors 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 all proposed corridors for Interstate 11 that pass through the Avra Valley should be removed from further consideration. In addition, because I believe that the need for an Interstate 11 project from the Mexican border to Phoenix has not been demonstrated, 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.

05/11/2017	I AM WORRIED THAT BUILDING OR EXTENDING 1-10 WILL RUINS THENATIONAL FOREST AND HABITAT LIFE	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/11/2017	Hi am totally against this highway being built in my backyard. When a double deck on 1-10 cost less, the animals will not be messed with and we live out here for serenity this highway is not welcome here.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/11/2017	I am writing to state my strong, moral opposition to both proposed alternate Interstate 11 routes C and D through Avra Valley. Both routes, and the development they would catalyze, would be irreversibly destructive to the environment and it's wildlife as well as the rural communities found there. Should it be proven that there is a need for greater capacity then clearly the least disruptive alternative is to double deck, or otherwise expand, the existing Interstate 10 corridor. Very concerned, "Hell, there are no rules here. We're trying to accomplish something." Thomas A. Edison	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/12/2017	Given that highways are a major cause for habitat fragmentation and lead to the death of animals trying to cross them. Will wildlife overpass and underpass be designed into the project from the start. As highway tend to act as a wall to the movement of wildlife from one sky island mountain range to another. Be it a jagaur, deer, bear or bighorn sheep to small protected animals	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/13/2017	If you want to make a statement with this new corridor joining two countries we all should look beyond what we have invested in the present. We all know we have only one earth. We should work with what it can give us when it comes to supplying energy to move a vast amount of products and a great number of people. I have often wondered where is our bullet train or magnetic railroad? Why are we not using gold in the streets to help convert energy instead of using it for money. The equation goes like this: If we hold on to yesterday we may not free our minds to see beyond the veil that separates us from other worlds.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/13/2017	Hello, I can't seem to find any "No Interstate 11" option, and I have to ask, why not? At any rate, I am absolutely opposed to any of the proposed Interstate 11 options, as I am to any proposal to create a separate Interstate 11. If anything, the existing freeways and highways should be modified. I see no need to create a new, hugely costly, intrusive, environmentally destructive interstate. The whole idea seems to be, "If we build a new interstate, growth will come." Arizona's rapid growth is creating many serious problems already; we don't need more. Please stop trying to force this unnecessary, huge boondoggle down our throats. Thank you.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/13/2017	Shame on you ADOT! You built a web page the pretends to accept comments and then made it non-functional? What a horror! So . . . after the comment period is over you say, "Well . . . we received no comments" Is that how you get your evil deeds done? So before I left your aggravating, non-working web page I copied what I had written. Here it is. Let me try to understand this absurd proposal. (1) You want to build a super highway for UDAs to travel north from Mexico to Phoenix? Are you planning rest stops with watering fountains all along the route? Are you all mad? And you want Arizonans to pay for it? This is just like the local electrical power company raising their rate so that, in secret, they can fund the high tension power system they're building to Mexico. Mexico benefits; Arizonans pay for it. Same thing, right? (2) You want to destroy the Ironwood National Monument? (3) You want to do all this REALLY EXPENSIVE WORK instead of repairing our totally, horribly, sub-standard roads (in northwest Marana), while our	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			<p>that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/14/2017	<p>Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>	South	06/06/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/14/2017	<p>I am a resident of Tucson living in Avra Valley. I strongly oppose the construction of I-11 through Avra Valley owing to:* Its detrimental impact to Saguaro National Park West* Peace and tranquility of the Sonoran desert which attracted me to live in Arizona* No manner evidenced to mitigate urban sprawl. Please add these comments to any master list of comments you maintain to oppose this construction.</p>		06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/15/2017	<p>I do not see any need for spending billions on this proposed freeway. Please do not build it! And, if it is constructed please do not run it through open desert. Run it through existing built areas. Respectfully submitted,</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/16/2017	<p>I am a retired ecologist, and spent 30+ years protecting wildlife habitat and native plant communities and I continue to volunteer my time to protect the Sonoran Desert and help implement plant community restoration. I am strongly opposed to the proposed I-11 corridor. I suggest that the I-10corridor be widened and improved with a 'truck only lane', and that a passenger rail system be included between Tucson and Phoenix. I think it is irresponsible to fragment more of our sensitive Sonoran Desert habitat. Urban development continues to erode our limited and diverse Sonoran Desert. The section of road proposed for the vicinity of Saguaro National Park West and Ironwood Forest National Monument provide habitat for a number of important desert species that have been displaced from other areas. There is a viable population of bighorn sheep that would no longer be able to migrate across their territory in Saguaro, Ironwood, the Tohono O'odham Nation, and preserves to west including Organ Pipe Cactus National Monument, KOFA, and Cabeza Prieta. In addition to bighorn sheep, a other large mammals including</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>

	mountain lions, bobcats, and deer would suffer from habitat fragmentation and increased harassment. I purchased my home near the intersection of Twin Peaks and Silverbell Roads because of the limited development and quiet neighborhoods. I have serious concerns that Twin Peaks Road would become a cut-across from I10 to the proposed I-11 corridor destroying our neighborhood. Additional traffic crossing the Tucson Mountains would further fragment habitat and movement of large and small wildlife species. Thank you for considering my comments.			
05/17/2017	Hello, Reviewed your site, please use route S. PLEASE do NOT go through any residential areas of Wickenburg, we are like so many others living here, retired on pensions. We came here to have peaceful place to live out golden years. It would be unthinkable to try to uproot at this age should your new road plow through our home. This is a retirement community, lots of the town in the same situation. Thank you.	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/17/2017	Dear I-11 Study Team, Thank you for taking comments via email. I've looked at the material posted on line about I-11 and would like to submit the following comments: 1. The obvious best route for any vehicular traffic north to south through Arizona is I-10 for most of the way. 2. Improvements, expanding and adding to I-10 is perfectly feasible. 3. Building an entirely new route through another valley is both expensive and intrusive in the extreme. 4. Building a freeway along the Altar valley is unnecessary. 5. The Altar valley route would cause incredible environmental damage, blocking wildlife corridors, promoting redundant development of service stops, on-ramps, off-ramps, access roads, fencing etc. etc. 6. Building an entirely new freeway would cost much more than modifying the I-10 route. All the reasons put forth for an I-11 are human based needs for improved transport without acknowledging the need for humans to have areas of our country left for recreation and wilderness. The Altar valley is a precious piece of the southwest. I admit I am biased against building a new route through a mostly undeveloped part of Arizona and for that matter, the western United States. I do not see the need. As a biologist I imagine the dreadful damage to the environment, the boxing in of wildlife and open space. As a taxpaying citizen I imagine the huge outlay of money and resources on a route that would be better placed alongside an already developed route. Modify existing I-10 and extend to Nevada as needed. Leave the Altar valley alone. Thanks for registering these comments:	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/17/2017	From your maps. . . . I can't tell exactly what properties are affected. How fo I find that out??		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/18/2017	I would like to officially oppose I-11 thru Avra Valley because of adverse environmental affects on Saguaro National Park. Respectfully Sent from my iPhone	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/18/2017	To the ADOT Study: As Avra Valley property owners, we would like to register our strongest opposition to both the proposed I-11 routes through the Avra Valley, west of Tucson. We would like to put into the record, the contents of a letter we wrote to the Arizona Daily Star and that was published on June 12, 2016. The Star headlined the letter: *Proposed I-11 Would Wreck Desert West of Tucson. * The following states our reasons for opposing these routes and we would once again like to voice these sentiments. Re: the June 9 article "Arizona gives first glimpse of I-11 route. "As Avra Valley property owners, we are disappointed that the Department of Transportation (ADOT) continues to promote the area west of Tucson as a possible route for the I-11 interstate. This comes despite the fact that some 800 local residents and supporters signed a petition opposing the proposed route and accompanying traffic, noise, pollution and environmental degradation that would result. This route would also have a negative impact on Tucson's tourism industry, affecting the Arizona-Sonora Desert Museum and Saguaro National Park West. To us, the approach that makes the most economic and environmental sense would be the widening and/or double-	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	decking of I-10, an option that the DOT has now wisely decided to review as an option. The desert west of Downtown Tucson is one the glories of Southern Arizona. Let's not ruin it.			
05/18/2017	Regarding I-11. I urge you to leave our desert alone. I am very much opposed to your cutting up our desert and destroying our wildlife. Migrations of animals can't be cut off from water and food sources. Another bi-pass will be just another form of murdering our wildlife. You need to use what is established by expanding or building a double-decker road. All future roads must include under passes or overpasses for animals. They must be able to get to water. You proposed I-11 goes through organic farms. Again polluting our environment. Leave our desert alone. Sincerely		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/19/2017	I am submitting my comments here because your comment section has not worked for over a week on the website: http://www.i11comment.com/Home/Map < http://www.i11comment.com/Home/Map >Comments for I-11, section A (Nogales-Rio Rico-Tubac) my zip code 85621I favor I-19 upgrades as a part of this project to alleviate congestion from the poor engineering and broken promises of the past. Firstly, poor engineering at the traffic lights on exit 4 and exit 12. The lights at both of these exits causes traffic congestion to back up onto I-19 (and connecting streets) during heavy traffic hours and during the months of heavy tuck traffic as a result of produce imports from Mexico from October to April of each year. Driving on I-19 there becomes dangerous. Secondly there is poor engineering at the Border Patrol Check Point that causes congestion on I-19 as well. (I doubt any process dealing with Homeland Security on this point)Thirdly, many years ago Rio Rico residents on the west side of I-19 between Ruby Rd T. I. and Rio Rico Dr. T. I. had meetings with ADOT asking for a frontage rd. ADOT promised to build one. The residents there waited for their turn on the five year plan and when time came the frontage road was built on the EAST side of I-19 (for reasons unknown). That road today is hardly ever used either by residents or industry trucks. It is high time the promise of a west frontage rd given (well over ten years ago) to these residents be kept. Thank you,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/19/2017	https://arizonadailyindependent.com/2017/05/17/i-11-irony-hypocrisy-and-defunct-democracy-in-pima-county/	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/19/2017	I would like to take this opportunity voice my opinion on the proposed I-11 plan. I want to see I-10 continued to be improved, as the current upgrades have made marked improvements in safety and traffic flow to Phoenix. I strongly oppose the new I-11 corridor for several reasons, number 1 being this construction will take my house and 2 acre property, the place I have made a home for almost 40 years. My residence will be taken, and I will have to relocate, along with the rest of the community that lives near the Mile Wide and Sandario intersection, as well as those families all along of the proposed Avra Valley route. I would like to know exactly how many homes, private properties, and people will be affected. We will all be displaced. In addition to loosing my home, the delicate balance of habitat is being ignored and will be irreparably destroyed, the saguaros, the wildlife that exists out here, the natural beauty. An eye sore view of a new freeway will be presented to the tourist who are visiting our lovely Desert Museum. Yes, a new interstate, and vehicles whisking by at a high rate of speed will be the backdrop for the birds of prey show. We must not stand in the way of progress, right? WRONG!! This is about preservation, our corner of the desert is a sanctuary resting on the edge of Saguaro National Monument and Tucson Mountain Park. It seems that the ADOT proposal is not even considering the last vestige of what makes Tucson special, the desert and it's unique and delicate eco balance, which is already suffering the ravages of "progress". It is a good thing that the Desert Museum is preserving animal species and plants, because that will be the last place they will be seen thriving. There is absolutely no need for this new road, and construction. Spend those monies continuing to improve the I-10 interstate, build the three lanes traveling both north and south, we're nearly there now. A monorail could be added for regular commuters. The land is there, the road has all ready been built, the boundaries set, citizens won't have to be displaced, the desert can stay as it is on the west side of the Tucson Mountains. To me, the I-11 corridor makes absolutely NO sense. It is useless, mega spending of money that the ADOT apparently doesn't seem to have enough of, just keeping the existing streets and roadways in good repair is ongoing and a burdensome to the budget. This I-	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	11 corridor will create more of a dust bowl than we already have. I imagine those who think this route is a good idea, don't live in Tucson, and/ or they have no idea concerning the reality of the collateral damage, and the environmental impact of such a construction. This is a nightmarish concern for me. I want my voice to be heard, and collectively with all of us opposing this needless and wasteful use of land. NO BUILD! IMPROVE WHAT WE HAVE, and preserve our homes and desert environment! Please, hear our cries, and do not take our homes, do not add to the destruction of our extraordinary desert.			
05/20/2017	Abandon the I-11 proposal. The environmental impact is too great. Continue to improve Interstate 10. Let the west side of the Tucson Mountains and Avra Valley live as is. Do not take our homes and property. NO BUILD. . . IMPROVE I-10 a corridor that already exists.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.
05/21/2017	I -11 going through Avra Valley would destroy the beauty of the Sonoran desert and the wildlife that is living here. This area is a major tourist attraction with Desert Museum, Kitt Peak, Wildlife Museum etc. Kitt Peak location was ultimately selected because it was away from the lights which plaque so many other cities. We moved here from Denver to the desert to get away from all the noise and light pollution that highways bring. Why destroy such a beautiful area of nature, and spend billions of dollars, when a much less expensive alternative exists such as double-decking I-10? Why are we spending this to bring more jobs to Mexico? This concept emerged 27 years ago and no longer is relevant. I-25 going north and south has become a drug smuggling freeway. Why have another one? It is hard to support the American government when they have the power to destroy such a precious, beautiful resource such as the Avra Valley area of the Sonoran Desert.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.
05/21/2017	Date: Sun, 21 May 2017 12:26:25 -0700Subject: NO to I-11 in Avra Valley. My husband & I just moved here from Montana where we spent 40 yrs. working for the National Park Service in Yellowstone National Park. After retiring we traveled for a year & then decided to retire here because of the climate. We are not city folk so we decided to move to Avra Valley, away from the hustle & bustle, crimes, & the pollution that we did not have in Montana. Although it's nothing like where we used to live, it's still has the wildlife & scenery that Tucson doesn't provide. We DO NOT think that another interstate would benefit anybody except those just passing through. Please don't put this in this valley. Thank you.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.
05/21/2017	I have some rough suggestions for your preponderance of the corridor from Las Vegas to Mexico, via the Nogales port of entry. I ask you to consider a waterway. There appear to be viable waterways (some dried up) that make most of the distance between Las Vegas, NV and Nogales, AZ. Consider Roosevelt Lake, the Colorado, Verde, Agua Fria, Salt, Gila, and Santa Cruz Rivers. Possibly also throw in the Central Arizona Project (CAP) system route and the San Pedro River. Water would be a welcome resource for most all concerned; therefore reducing resistance to the corridor as a whole. Consider the benefits of a waterway to riparian habitats, ranching, farming, residential (homes with views & water ports) and commercial (resorts) development, transportation (barges, cruise boats), tourism and recreation (cruises, nature watching, biking, hiking, hunting, fishing, swimming, camping), and renewed life to the desert vegetation and critters. Waterway lighting would likely be sufficiently low so as not to interfere with Kitt Peak's continuing astronomy research. We have been in such a long drought, with no reprieve in sight, that we actually need to do something about the lack of water in Arizona. Our washes used to run with water; now they don't. You should make it so they run again. Control the waterway if you need to; locks like the Panama Canal. Re-use the water if you need to via a pumped water line (like natural gas & fuel lines). Use the water from natural sources like the Colorado, snow from the mountains, rainwater. Maybe even figure out how to relieve the flooding in the eastern U. S. by bringing that water west where it is welcome and needed. Use the dirt from the construction of deeper/wider waterways to fill in below sea-level areas such as in New Orleans. Many of the right of ways likely are already established. This would be a grand coordination between ADOT, US Army Corps of Engineers, Tribes and AZ Water Department. See http://www.azwater.gov/azdwr/gis/ . We don't need more highways in this beautiful desert of ours, but we could certainly use more water. If you are going to something for us, do it all the way. Make something GREAT!!!! never said this would be easy but it would be perfect. Thank you in advance for your consideration of	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.

	these rough suggestions. I hope you do not just 'blow-off' the suggestions, but that you actually think about the impact.			
05/21/2017	ADOT, You've invited public input to the I-11 plans, so here goes: We hear traffic will increase 500 percent and are left to argue over route options. That pits us against each other fighting over who will be the FIRST to inhale the fumes of Routes A, B, C or D? - We will ALL eventually inhale the pollution, because it's all going into the AIR we share. Instead of that NIMBY paradigm, let us all unite- INCLUDING ADOT- in locking an "ARIZONA Clean Air" bill to this massive escalation of environmental pollutants. How do we intend to mitigate the health, air, water effects? If we want the international trade, we need to also address getting trucks off the road, perhaps state emission standards (a la Cal.) to compensate and ensure we all don't end up with asthma and emphysema. I'm sure you know if favoring lanes for clean electric cars and trucks is effective. . Elon Musk is working on a clean, capable, agile freight hauling truck. Our plans need to somehow encourage and favor such technology. ADOT should explore Electric Rail along the I-11 route. Here are some facts. Electric engines are 35 percent cheaper to operate and haul freight five times more efficiently than trucks. Sixty percent of highway maintenance costs are due to heavy trucks. In some stretches we could update existing freight railways by adding overhead wires to carry high-voltage electricity generated in towns, farmlands, tribal lands along the route by wind and solar. Private property owners would be compensated for the power they generate and sell to the railroad. China and Russia have already invested heavily in electrifying more than 40 percent of their railways. Russia now moves 70 percent of its freight over electrified lines. France, Italy and Germany have also electrified as much as half of their rails, and up until the 1960s the US operated more than 3000 miles of electrified rail. Now we know enough to source that power with wind and solar renewable energy farms which could be created within our state and along Route I-11. President Trump's \$1 Trillion infrastructure request should include such proven winning solutions. Learn more about electric rail solutions at solutionaryrail. org a project headed by Bill Moyer. They are proposing a green 2200 mile Pacific Northwest fossil fuel corridor to Asia using Electric Rail. They have engineering experts who could advise us. We could do something similar with I-11. I am the President of a Green Valley AZ Homeowners Association. Our 1200 residents live right along I-19. We have endured the dramatic traffic noise increase over the three to four decades. Being seniors, we are all inherently vulnerable to lung and heart effects of pollution. But I am no more comfortable arguing for shifting the route towards our Arva Valley or Sahuarita family neighbors (the C Route). I'd like to see us all breath freely. Sooner or later we all suffer. We see enough inversion pollution each summer within the Tucson air bowl, quite enough pollution haze blocking the mountains. No one wants a future that looks like Los Angeles or Beijing. You should have folks more expert than myself, perhaps from U of A or ASU who might be engaged in fleshing out a pollution mitigation plan to locked onto and accompany this interstate highway construction plan. They are inseparable in my mind. I'm hoping your use of "intermodal" means you are considering rail options. Albert Einstein said, "Smart people solve problems; geniuses prevent problems. " Let's all be geniuses, and prevent these inevitable negative effects upon our magnificent state, our beautiful children, our citizens of all ages, our wildlife and unique Sonoran vegetation. Sincerely,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/21/2017	To Whom it May Concern: Either Avra Valley route would erect an insurmountable barrier for wildlife migration between the Waterman and Tucson Mountains. As one of the world's most endangered ecosystems, our Sonoran Desert is suffering "death by 1,000 cuts". Further fragmentation of habitat isolates "protected" areas such as Saguaro National Park, Tucson Mountain Park, and Ironwood Forest National Monument. Results may not be immediately apparent but, over time, isolated wildlife populations become inbred and increasingly vulnerable to disease. We must also consider economic consequences. Saguaro National Park and the Arizona Sonora Desert Museum are two of the "crown jewels" that attract visitors and their dollars to Tucson. In 2014 (most recent available data) Saguaro National Park received more than 678,000 visitors who added \$41 million to our economy. Visitors to the Arizona Sonora Desert Museum contributed an additional \$22. 4 million. No doubt many visitors' itineraries include the park and the museum but, by any analysis, they are major economic assets. Do we want to put them at risk by building a major truck route on their doorsteps?	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
05/22/2017	strongly opposes corridor alternatives that would pass through Avra Valley, as compared with alternatives that would entail increased capacity along I-10 east of the Tucson Mountains. This pristine valley with Indian ruins, iconic Arizona vegetation, the Desert Museum and access to beautiful landscapes must not be ruined with a freeway built	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

	only to benefit commercial entities, including the current owners of the land who will make a ton of money. Thank you for allowing me to comment on this important issue.			currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/22/2017	An I-11 corridor through Avra Valley would have detrimental impacts on nearby public lands and on natural wildlife movement. The EIS must discuss all of these impacts in comparing an Avra Valley alignment with double-decking or widening of I-10 east of the Tucson Mountains. I believe that a corridor alignment west of the Tucson Mountains, through Avra Valley, either Corridor C or D as described in the Public Information Meeting, May 2017, has significant negative impacts that make it less preferable than alternatives for widening or double-decking I-10 east of the Tucson Mountains. We recommend that the following factors be considered in evaluating alternative corridors, and that they be discussed in the Environmental Impact Statement (EIS). Thank You	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/22/2017	re: Proposed Interstate 11 Corridor Alternatives in Tucson vicinity. I -- and many others I know -- strongly oppose Corridor Alternatives C and D west of the Tucson Mountains. Avra Valley is a special place with many highly beloved public lands. Its greatest value is in its undeveloped, rural nature. A freeway does not belong there. I-11 should be restricted to the already developed areas east of the Tucson Mountains, where it contributes to existing infrastructure and has access to Tucson services. Please keep me informed of your process and results. Thank you,		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.
05/22/2017	To Whom It May Concern in ADOT: Please reconsider the current construction and routing of I-11 as it will impact one of the last strongholds for the Ironwood forest in the Ironwood National Monument. These beautiful trees which take decades to grow and develop will be significantly impacted by this Interstate. I have children who have frequently this treasure of Southern Arizona and their children I hope will have the opportunity to share this wonderful treasure. Please do not take this away from them and all the others who support and treasure this last refuge for these trees. You all have the power to empower change, change this before it is too late. Regards,		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/22/2017	RE:I-11 Alternatives Evaluation Alternative Routes C and D through the Avra Valley Greetings: Thank you for the opportunity to comment on the alternative routes currently under consideration for I-11. I wish to register vigorous opposition to the alternative routes C and D which go through Avra Valley. This is an utterly unsuitable route for this interstate to take. Here are some of the reasons why this route should be permanently deleted from consideration for this project. - Building I-11 in Avra Valley would bring about complete destruction of the homes and way of life for thousands of Avra Valley residents, ruining the peaceful beauty of this valley and turning it into a polluted, noisy and hazardous place. - Inadequate public right-of-way between the Bureau of Reclamation Tucson Mitigation Corridor and the Tohono O'Odham Nation - Negative impact on the inter-mountain wildlife corridor, and destruction of wildlife. - Negative impact to Saguaro National Park West - Negative impact on Tucson Mountain Park - Negative impact to the Pima County Conservation Lands System - The cost is TWO THIRDS higher to build this corridor in Avra Valley than it would be to take the route down the existing I-10 corridor. - Taking the route through Avra Valley would destroy existing jobs and businesses along the I-10 corridor, as truckers will be forced away from existing services along the I-10 corridor through Tucson. These people and businesses cannot simply relocate to Avra Valley! - The route through Avra Valley VIOLATES PIMA COUNTY POLICY as stated in the Supervisor's Resolution 2007-343. - Taking the route down the I-10 corridor would not require the destruction of homes, jobs, businesses, lives and wildlife. ITMAKES NO SENSE even to consider building a separate highway, when we already have an interstate in place, improvements on which we have been paying for for years! Those very improvements have been specifically to widen the infrastructure of this existing highway in order to accommodate Plan Option B, building a double deck on six miles of that existing interstate. In addition: While I realize that the concerns of an individual's life are probably of no interest to this planning committee, I would like to mention my personal feelings about this. I am a 63 year old single woman who worked hard to save up the down payment for the acre of land and home that I own just off Sandario Rd. south of Picture Rocks. For the past 9 years I have put my heart and soul into this home. I have landscaped the property, creating efficient watershed management berms and basins, and encouraging the prolific growth of native flora, and I have done this work by myself with nothing but a shovel and digging stick. I have faithfully watered baby trees, nurtured new growth, painted the house inside and out, and added other improvements,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>in thousands of hours of hard work that I have done entirely on my own. I have created a sanctuary for myself and the other creatures who live here. I moved to this location because it is beautiful, peaceful, and quiet, and wildlife abounds here. Javelina, jackrabbits, coyotes, Great Horned Owls, cranes, ravens, Red Tailed Hawks, lizards, snakes, and tarantulas are all my constant neighbors. This is my life, and if a freeway is placed next to my home, this life will be destroyed. Due to age, health issues, and the need for me to retire soon, I would not be able to start over and do all this again somewhere else. I know this is only one person's story. But I am by no means alone in these feelings. Thousands of people have made their lives in Avra Valley, Picture Rocks, and the surrounding areas. We came here because it is quiet and peaceful and beautiful and we love it here. Most of us have worked very hard to improve our homes, putting thousands of dollars and hours of work into them. This completely unnecessary and inappropriate plan to build I-11 in Avra Valley would destroy the homes and lives of thousands of people just like me. Good, hardworking honest people who take pride in their homes. This plan would destroy our way of life, and we will band together to fight it every step of the way. Please take Avra Valley off the list of possibilities for the route for this project. There is no need to create such wholesale destruction! A route already exists, on the I-10 corridor, which would NOT DESTROY ANY LIVES, human or wildlife! Please build the I-11 route along the I-10 corridor.</p>			
05/22/2017	<p>As an Arizona resident and tax payer residing in Pima County, I would prefer that ADOT invest first in improving the safety and driving conditions of existing highways, especially I-10 and I-19, and in their frontage roads, before covering over any of our treasured open space and impacting reserved natural areas— particularly in the Avra Valley area. The I-11 notion gives the impression that it would benefit only the pocket and prestige of the few politicians who first put forward the straight line, Mexico to Canada, idea. It certainly would be a detriment to those living along the route: added congestion, increased air pollution (already impacting Pinal and Pima counties), and unnecessary, undesirable development. Sincerely,</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/22/2017	<p>Good afternoon After looking at the map for the proposed i11 interstate- I really can't tell if it will affect me- or my neighborhood. How can I find that out</p>		06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/22/2017	<p>Another news story for your records. https://arizonadailyindependent.com/2017/05/22/opposing-i-11-when-a-protest-becomes-a-movement/</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/22/2017	<p>Arizona Department of Transportation Interstate 11 Tier 1 EIS Study Team Attached are our comments, in both DOC and PDF formats, on Corridor Alternatives for the proposed Interstate 11. Thank you for the opportunity to submit these comments, and please keep us advised of updates to this project. Please contact us to discuss any aspect.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/23/2017	<p>Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has</p>	South	06/06/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the</p>

	<p>been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			<p>Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/23/2017	<p>The attached Pima County Board of Supervisors Resolution 2007-343 is the official policy of Pima County and must be reflected in the Tier One comments or the non-elected County Administrator's letter will incorrectly appear to be the County's position.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/23/2017	<p>Interstate 11 Tier 1 EIS Study Team Arizona Department of Transportation. I submit the following comments for your consideration with respect to Corridor Alternatives for the Proposed Interstate 11, Nogales to Wickenburg, Arizona. Due to its proximity to public lands and impacts on wildlife movement, a corridor alignment west of the Tucson Mountains, through Avra Valley, appears to have many disadvantages compared to increasing the capacity of I-10 east of the Tucson Mountains. Following is a summary of major factors indicating that a corridor through Avra Valley is unacceptable. Avra Valley is a unique area, not only because it's mostly open, natural, and undeveloped, but importantly because it is bounded by public and special use lands, including Ironwood Forest National Monument and the Tohono O'odham Nation to the west, and Saguaro National Park and Tucson Mountain Park to the East. An additional complication is that Avra Valley is straddled by the Tucson Mitigation Corridor. In some places the distance across Avra Valley between the eastern and western components of public lands is less than about 2 miles. Environmental impacts of the proposed highway that make an Avra Valley alignment undesirable include air pollution, traffic noise, degradation of scenic views, degradation of natural character, and interference with wildlife movement. These environmental impacts will also have associated detrimental economic impacts that must be considered in comparing corridor alternatives. These impacts are not limited to the immediate vicinity of the highway. In the May 2017 Information Meeting, ADOT recommended a corridor width of only 2000 feet for evaluating environmental impacts. This limit is totally inadequate for evaluating the impacts just mentioned on nearby public lands. These kind of impacts can make themselves felt over distances of miles, which means that from an Avra Valley alignment they would affect the environment over significant portions the nearby public lands. These public lands help attract tourists to Tucson, and provide Tucson residents with a valuable backyard wilderness experience. A heavily used transportation corridor would have a negative impact on the experience sought by visitors. These factors all have quantitative economic impacts on tourism revenues and real estate values that must be evaluated in comparing corridor alternatives. Because of restricted space between public lands in Avra Valley, these impacts of I-11 would be difficult to mitigate, other than by locating the highway east of the Tucson Mountains. Thank you for considering these comments, and please let me know if you require any clarification. I wish to receive updates on the I-11 project.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/23/2017	<p>I am writing in loud opposition to the proposed route for a new highway (Highway 11) through the community of Picture Rocks. AZ. This route will totally destroy a community of people who value their rural neighborhood. We moved to Picture Rocks just five years ago, and now we learn that a new and large highway is proposed to pass within ONE MILE of our home. I understand that this route has been proposed by individuals who hope to profit by selling a large amount of land along the route. These people have no concern about our rural neighborhood way of</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection</p>

	<p>life. A more appropriate option is to follow the route of Hwy 10, an established and speedy direct route north from Tucson. I hope that you will consider the great damage the creation of a new and unnecessary route will do to Picture Rocks, and to our wonderful rural ambiance, wildlife, and natural environment. The Desert Museum, an award-winning facility, would also suffer with the loss of its pristine natural surroundings. NO NEW HIGHWAY! USE THE I-10 ROUTE! Thank you for listening. Please take action to protect the unique Picture Rocks community. -- Gigi Taylor See Our Location - click here:http://map.datastormusers.com/user2.cfm?user=5866Gigi & Chuck Taylor 6240 N Blue Tucson, AZ 85743985-788-0991</p>			<p>Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/23/2017	<p>This proposed Interstate 11 would cause more damage than benefit. It will affect Native American sacred sites and wild life corridors. The proposed highway will cause severe and irreparable impacts to wildlife connectivity between the Tucson Mountains/Saguaro National Park - West and the Silverbell Mountains/Ironwood Forest National Monument. I am OPPOSED to this this interstate. Do not build it</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/23/2017	<p>YES to improving the I-10 corridor. NO to the I-11 proposed through Avra Valley.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>
05/23/2017	<p>We are residents of Tucson and scientists who have studied the ecology of North American deserts, including the Sonoran Desert. We have serious concerns about probable detrimental impacts of proposed Alternative routes C and D through the Avra Valley that we ask you to address specifically in the draft EIS. 1) *Impacts to Tucson's Eco- and Cultural Tourism industries*. Tucson is blessed with charismatic environmental and cultural resources that attract many people to the area—6.5 million visitors who spent \$3.4 billion in 2015 alone, according to Arizona's Office of Tourism (https://tourism.az.gov/research-and-statistics). Proposed Alternative routes C and D would negatively affect Tucson's tourism industry by killing the golden-egg-laying goose—the beautiful expanses of natural Sonoran Desert and its embedded Native American heritage that border Tucson to the west and south and draw visitors to the area repeatedly. Alternative routes C and D would negatively impact visitor experiences at several popular tourist destinations in particular—the Arizona Sonora Desert Museum, Saguaro National Park West, and Old Tucson—that lie in the Avra Valley and therefore would be directly affected by the noise, pollution, and view shed degradation that a major transportation route and associated development would cause. The Arizona Sonora Desert Museum alone draws more than 300,000 visitors per year. These proposed routes would also form a conspicuous barrier that isolates Pascua Yaqui and Tohono O'odham lands, and San Xavier, from tribal lands to the west, thus further fragmenting our Native American and Hispanic cultural heritage. *We ask that you do a detailed analysis of the impact of Alternative routes C and D on Tucson's tourism industry*. 2) *Impacts to the Sonoran Desert Ecosystem and Sensitive and Endangered Species*. Alternative proposed routes C and D would degrade the Sonoran Desert Ecosystem by fragmenting continuous expanses of natural desert lands with barriers to the movement of animals and plants. These proposed routes would isolate Saguaro National Park and Tucson Mountain Park from lands to the west, and in fact would dismantle the Bureau of Reclamation's Wildlife Mitigation Corridor. Wildlife populations depend on habitat continuity for their health—it is well known that fragmenting continuous habitat leads to extinction of populations of plants and animals and to a loss of biodiversity. In addition, highways promote the spread of invasive plants like buffelgrass and sahara mustard that threaten the integrity of the Sonoran Desert Ecosystem by competing with native plants like Saguaros, Palo Verdes, and Ironwoods and by promoting wildfires that kill these iconic desert species. *We ask that you do a detailed analysis of the impact of Alternative routes C and D on iconic Sonoran Desert Ecosystem*. 3) *We favor Alternative Route B*, which expands the existing I-19-I-10 corridor, because it builds on existing infrastructure and therefore does not have the same potential to impact Tucson's tourist industry and Sonoran Desert Ecosystem that Alternatives C and D do. Furthermore, this alternative provides an opportunity for parallel expansion of rail as well as roadway transportation that would improve existing congestion on the corridor between Nogales and Phoenix. We lived in the Los Angeles Basin for many years and have seen how integration of rail and roadways, and use of restricted-use lanes, has streamlined transportation within that very</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (11study.com/Arizona) later this summer.</p>

	crowded basin. *We ask you to do a detailed analysis of the potential for expansion of the current I-19 and I-10 corridor (Alternative Route B) to solve multiple transportation challenges*. Thank you for your attention.			
05/23/2017	I oppose the routing of I-11 thru Avra Valley. I have spent many hours volunteering in the Ironwood Forest National Monument plus additional hours hiking some of the summits. It's a beautiful section of the Sonoran Desert and should be left undisturbed. The proposed highway will introduce a lot of noise pollution, particularly from semis hauling produce and other goods from the Mexican border. A route further east or as a second deck of I-10 would be a far better choice.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/24/2017	NO NO NO to the I-11 proposed highway through and Avra Valley. MAKE IMPROVEMENTS TO THE EXISTING I-10 CORRIDOR Highway I-11 is USELESS destruction of homes and habitat.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/24/2017	This proposal goes against every reason I moved to Picture Rocks. I love the rural life, clean air, noise free environment, the wildlife, and starry skies. I moved out here to get away from freeway culture and city life. Building a freeway thru Avra Valley will ruin this beautiful desert area forever. The City of Tucson, Arizona Game and Fish, US Bureau of Land Management, National Park Service, US Bureau of Reclamation and the Environmental Protection Agency have all expressed grave reservations about routing I-11 through the Avra Valley, calling for utilizing the existing I-10 right-of-way. From what I have read, using the existing I-10 corridor will be more expensive PER MILE, but building thru Avra Valley would require MANY MORE MILES, and thus be a net greater burden on taxpayers. Please reject the option to build a freeway thru Avra Valley.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	To whom it may concern: I am adamantly opposed to I-11 going through the Avra Valley area. I have lived in Picture Rocks for 12 years. I have witnessed the numerous dust storms that plague the Manville, Anway area for years. Pre and during monsoon the wind blows very hard in that area and the dust storms are horrible. I had family members live out off Manville and Anway and were house bound from the dust storms. One year the dust storm was so bad that the wind took the dust and blew it into Picture Rocks, you couldn't see the sky or go outside. Those same winds will bring exhaust and pollution to a quiet rural area. How are you going to run a highway through a dust storm prone area? Have you not learned from the problem and dust storms in I-10? You're going to end up with the same problem as I-10 through Casa Grande with numerous fatalities. How about planning so this doesn't happen? Moreover, the impact on the environment/wildlife would be detrimental. Traffic would also increase on the already congested Picture Rocks road through the Saguaro National Monument. Thank you for your attention to this serious matter. *There are no traffic jams along the extra mile. **Roger Staubach*	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	Rather than building a road to nowhere by routing I-11 through the Avra Valley area, the very intelligent thing to do is to create a 'double-decker' I-11 thruway atop our existing I-10 through the downtown area, say, from Ina Rd south to I-10/Kino and I-19/Ajo Rd for instance. Far more cost-effective, far more efficient, far more environmentally benign, etc. Savvy folks will understand what I'm talking about, as we all know that Mr. Huckleberry has adopted the wrong stance on this issue. I'd like to believe Tucsonans are well above average in intelligence and can see beyond all the rhetoric to say thumbs down on the Avra Valley routing. Let's do this thing right!		06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	I am writing today to express my opinion on the I-11 proposed freeway. I am AGAINST the proposed freeway for the following reasons:1) it is NOT needed. I drive regularly from southern Az to Phoenix and beyond. The traffic moves pretty smoothly even along the most congested parts of I-10 near Tucson. The proposed I-11 does NOT address where traffic IS slowing down which are a) the area near Wilcox where a land owner removed vegetation causing frequent blowing dust that shuts the highway down, b) the area near Casa Grande where accidents sometimes block the highway c) the most frequent traffic jams are within Phoenix itself between I-10 and Ray Rd to the south and I-17 and 101 to the north. The I-11 corridor does nothing to resolve these issues. It is a solution in search of a problem.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	2). There are better solutions for traffic such as additional lanes and specific truck only lanes either divided from I-10 but parallel to it or non-divided. Requiring the land owner who stripped the land near I-10 and Wilcox to restore and revegetate the property. 3). The proposed I-11 route would be a). More Expensive than any of my above solutions, b) destructive of the environment in and around Saguaro National Park's Tucson Mountain Unit, c) promoting urban sprawl, and d) destructive of archaeologically sensitive sites near the proposed route. 4) The I-11 proposed route would cause much business to bypass the City of Tucson, deliberately removing revenue from the city. Is there a nefarious reason behind this proposal? Such as punishing Tucson for being a progressive city? It certainly does not benefit Tucson business or Tucson land owners. It doesn't benefit the majority of Arizona residents either. Who does it benefit? This proposed interstate is simply a land speculators dream that does nothing to benefit the people of Arizona and Tucson. Therefore I am OPPOSED to the I-11 interstate highway. Sent from my iPhone			
05/25/2017	Sent from my Verizon, Samsung Galaxy smartphone	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	Sent from my Verizon, Samsung Galaxy smartphoneft	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	To Whom it May Concern, I live in the Picture Rocks community & work in the Avra Valley community. Putting I-11 here will negatively impact my life & many others. The environment will also. PLEASE don't put choose these locations. Fix up/change I-10. It won't be breaking up communities or changing the environment. Thank you	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	I oppose corridor options C and D, I just named it by the communities affected in my prior email.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/25/2017	Please find attached comments for corridor options B, D & C -Feel free to contact me with any questions or clarifications -	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.
05/26/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated

	<p>more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.</p>			that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/26/2017	<p>Dear Mr. Kies and Mr. VanEcho, I-11 Study, I wish to reach out to you as We own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks.</p>	Central	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/26/2017	<p>Dear ADOT: My colleagues and I have just finished a biotic analysis of the Santa Cruz Flats and adjacent habitats in Pinal County (see attachment). After careful review of the proposed routes for I-11, I have concluded that the least damaging alternatives to this area are A, B, and G. Alternatives E and F impact a crucifixion plant botanical area and archeological site (1), a "Plains of Sonora" botanical area (2), and the riparian areas contributing to the Santa Cruz Flat's major raptor viewing area (3). In addition alternatives C and D impact important antelope jackrabbit habitats. Thank you for the privilege of commenting on this important project,</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/26/2017	<p>To ADOT: Interstate 11 – NOTO THE AVRA VALLEY ROUTES The proposed I-II Avra Valley routes C and D would be a travesty and environmental disaster for Southern Arizona. The presence of significant recognized and respected natural areas including Saguaro National Park West, Ironwood Forest National Monument, Tucson Mountain Park, the Arizona-Sonora Desert Museum visitors and the Wildlife Mitigation Corridor say NO to an interstate highway through the Avra Valley. The wildlife routes between various mountain ranges say NO. The water co-op wells and recharge basins in the Avra Valley say NO. The astronomy research at Kitt Peak says NO. And the Avra Valley residents say NO to the destruction that would occur including air, water, light and sound pollution. With the option of double-decking I-10 the answer to Routes C & D is NO for economic reasons both financial and time to build. In the future we will be judged not on how much and how quickly merchandise could be moved, not on enriching the coffers of both private/corporate and public/governmental groups, but on how respectful we have been to the natural environment that sustains us all in ways not always easy to measure. Thank you for considering these concerns and for your wisdom to say NO to the I-II Avra Valley routes. Sincerely, A copy of this message is also being sent via US Mail.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/26/2017	<p>To the Interstate 11 Tier 1 EIS Study Team: I am opposed to Interstate 11 routes C and D. Either one would be an environmental disaster for Southern Arizona. There are significant recognized natural areas here, including Saguaro National Park West, Tucson Mountain Park, The Arizona -Sonora Desert Museum, Ironwood Forest National Monument, and the Wildlife Mitigation Corridor. These would all be negatively impacted by the various forms of pollution that would go along with either of these choices. Also affected would be the wildlife routes between the mountain ranges and water co-op wells and recharge basins. The world-class astronomy research facilities at Kitt Peak would be negatively affected. And the hundreds of residents of the Picture Rocks area and Avra Valley would face pollution of air, ground, water, light, sound and lifestyle. Since there is the option of double-decking existing I-10, I see no reason to select routes C or D. There are economic, financial and time factors to support this. Thank you for considering these concerns and saying NO to the Avra Valley routes.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>

05/26/2017	Hello, I have lived near the intersection of Mile Wide Road and Sandario Road since 1982. I moved out here to be close to my animal keeper job at the famous Arizona-Sonora Desert Museum. Since then, I went back to school to become a teacher and am currently employed at Picture Rocks Elementary School, just about 5 miles away from my home and near the proposed corridor. I raised my son here and love teaching my students to respect our desert. The interstate 11 corridor (routes C and D) will RUIN our current way of life! I can't imagine a more destructive path through our beautiful Sonoran desert. If you were to spend a day or two out here (I am personally inviting you to do so ---I have a home for you to stay in!), you would enjoy so many wonders that few people can say that they have ever experienced. Imagine seeing the Milky Way and many constellations, hearing no man-made sounds, and smelling the fresh desert air. I worry that potential toxic spills from cargo, incessant traffic noise 24/7/365, light pollution, friends' homes being seized, loss of tourism, and the destruction of animal habitats will RUIN our "heaven" here in Avra Valley. Please consider the No Build option or double decking I-10 (Route B). Both of these options are more financially feasible and will not impact the lives of so many. Thank you for reading my desperate plea and I hope that you will make the most common-sense decision. P. S. I am 100% serious about opening my home to you so you can see how special our Valley is!!!! Give me a call!	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/26/2017	I was using this avenue to point out how the Southeastern part of Arizona should also be studied as an avenue for commerce from Sonora, Mexico. We have two ports and one of them, Naco, does not even have a state highway going to the port. Douglas is crowded with Mexico shoppers and needs a Commercial Port for the growing commercial traffic which is greater than San Luis. Maquiladora operations are expanding rapidly. Why do you only study the Nogales entrance?? Just trying to get your attention to study an area that could alleviate congestion and promote economic development.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/27/2017	I've lived in the Pictures Rocks area for 18 years and I love Avra Valley for its desert character and wildlife, the proximity to Saguaro National Park, cultural sites like the petroglyphs, and the Arizona Sonora Desert Museum. I'm begging you not to choose Alt C or D and destroy the character of the remaining wild country in this part of the world. If we really need more capacity along 1-10 we should build in town onto the existing route --or even better, choose No Action at all.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/27/2017	As a 20 year resident of Avra Valley, I vehemently oppose the plan to turn Sandario Road into an Interstate Highway corridor for I-11. This will directly affect my homestead and the lives of my family adversely. At worst, possibly being forced from my land and home that I have lived in for 20 years. At the very least, it will have a severe negative effect on the quality of life my family and neighbors have enjoyed here in the quiet, peaceful desert. The proposed double decking modification to the existing Interstate 10 is much less expensive and far less destructive alternative that needs to be pursued. Please do not give in to the greed of the outside developers and influences that would destroy the lives of many long term Tucson desert dwelling families and the fragile, unique desert eco system we are so blessed to be the entrusted stewards for. Yours truly,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/27/2017	Comment: I DO NOT favor any plan for a highway routed through Avra Valley. A highway for diesel fueled trucks through Avra Valley would be an environmental and economic disaster for Tucson and Arizona. Pollution from these trucks, trapped in this valley, would not only destroy air quality, but would settle into the very ground that is supposed to be filtering CAP water that supplies Tucson with its drinking water. Air pollution plus light pollution would destroy the clear dark sky that enables Kitt Peak to function as a major scientific and economic resource for Tucson, Pima County, and the state of Arizona. It would irreparably damage an already fragile and one-of-a-kind ecosystem--the Saguaro National Forest that is a major scientific resource. Moreover it is an environment that is a magnet for photographers which identify the quality of atmosphere as totally unique, motion picture companies that identify the saguaros with the historic "wild, wild west", and tourists from all over the world. It would unnecessarily displace several families from their homes costing AZ taxpayers the cost of recompensing fair market value for land (not to mention lawsuits that are bound to be generated by these families) when there is already a bought-and-paid-for location for this highway--expanding I-10. Furthermore, I would imagine that there is some degree of foundational infrastructure already in place. Using this already in place location would save Arizona tax payers millions of dollars. Whatever imagined benefit might come from building a highway through Avra Valley, it couldn't possibly compensate	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	for the damage that it would do. Acting as an operative of the state, an agent and factor for residents of Arizona, the only criteria that is justifiable for deciding upon a separate highway route for trucks rests in answering the question, "What is in the best interest for the most residents (and their posterity) of Tucson and Arizona?" who have thoughtfully chosen this location as their home.			
05/27/2017	I am in agreement with opinions and comments submitted by the friends of Ironwood Nat Mon.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/28/2017	To whom It May Concern: As a resident of Green Valley, I would prefer you make the I-11 Route not as a continuation through Green Valley via I-19 but the by-pass alternative west of Green Valley. Sincerely, SRES Designated - PSA Certified	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/29/2017	Dear Interstate 11 Tier 1 EIS Study Team, Thank you for the opportunity to provide comments on the I-11 corridor proposed route alternatives. I have several concerns with the proposed interstate and the alternate routes. First, ADOT has marketed I-11 as a multi-modal transportation corridor. However, the only transportation means that has been discussed is an interstate. Where are the other modes of transportation, such as rail? Our state does not need more roads. They are a short-term solution to a long-term problem and, eventually, lead to more traffic and more congestion while causing irreversible damage to natural and cultural resources, air quality, and quality of life. Instead of roads, ADOT should focus on alternate modes of transportation, including rail. I am very disappointed not to see such options listed in the alternatives. Second, all of the proposed routes through Avra Valley would cause irreparable harm to important wildlife movement corridors and to public lands, such as Saguaro National Park, Ironwood Forest National Monument, and Sonoran Desert National Monument. No amount of mitigation would be able to eliminate these impacts. I encourage ADOT to evaluate another alternative, one that does not involve construction of any new roads but, instead, upgrades the I-10 corridor to include high-speed rail. In order to provide a long-term solution to the long-term problem of traffic, we need to focus on reducing the number of vehicles on the road and to provide adequate and reliable alternate modes of travel. These suggestions make the most sense from an environmental, social, and economic point of view. Thank you for considering my comments. Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.	South	06/06/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
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	Sincerely, This message was sent by KnowWho, as a service provider only, on behalf of the individual noted in the sender information.			
05/29/2017	After studying plans, reports and other documents regarding the I-11 project, please register my opposition to this project, specifically as it applies to Pima County using a corridor through Avra Valley. This is a plan that is supported by Pima County for the wrong reasons, citing misleading traffic numbers and imaginary benefits to our community. The negative impact on our neighborhoods and environmental damage to the Avra Valley will not be justified by the suggested benefits to the state and local communities. Trucking is a old-fashioned way of moving goods that increases pollution and is very inefficient. We need to think outside the box and consider other more advanced transportation options for the long term. I support improvements to the existing I-10 corridor between Phoenix and Tucson, such as continuous three lanes between Phoenix and Tucson. I-17 is not currently congested from truck traffic traveling from Phoenix to Nogales. If that happens the I-17 roadway could be widened to three lanes in each direction. I-10 congestion in Tucson is caused mostly by trucks and private vehicles traveling across our area to/from locations east and west of Arizona as well as local traffic that would never benefit from I-11. I have yet to see reliable data for the type of traffic that the project is supposed to reroute from I-10 to I-11 and back to I-17 in Pima County. I also believe that improving the train corridor through Tucson would be a more cost effective way to move goods compared to trucks on our interstate. The cost of eliminating railroad crossings in the city should be far less expensive and take less time to complete than building I-11 around Tucson. Thank you,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/29/2017	Greetings,I have a comment or two for the future I-11 corridor freeway!Why is this really needed? Considering the current road & bridges conditionsthroughout Arizona which are in need of many repairs & updates, I reallysupport making the needed repairs and using funds for those projectsrather than a new freeway. It doesn't make much sense! If we need a newfreeway we should be looking at an alternative route to take the load off offreeway I-17 - now that would be a sensible project! Freeway I-17 right nowis overloaded with cars & trucks and when a traffic accident occurs, it is atotal bottleneck and traffic gets tied up for hours! When you look at theprospective route for I-11 it is nothing more than a "give in" to thetrucking industry and the drug lords of Mexico. Nevada division of highwaysprobably is very much for this project, but Nevada (Las Vegas) doesn'tneed any more help! I look at I-11 freeway as being a drug freeway toCanada! I also have a concern about the amount of land a new I-11 freewaywould consume. Right now 40 acres of farmland, ranchland & open space isbeing developed per hour throughout the United States! If Arizona ADOT wantsto become part of this movement that is thoughtless!Very Truly, ---This email has been checked for viruses by Avast antivirus software. https://www.avast.com/antivirus	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/29/2017	Rather than building a road to nowhere by routing I-11 through the Avra Valley area, the very intelligent thing to do is to create a 'double-decker' I-11 thruway atop our existing I-10 through the downtown area, say, from Ina Rd south to I-10/Kino and I-19/Ajo Rd for instance. Far more cost-effective, far more efficient, far more environmentally benign, etc. Savvy folks will understand what I'm talking about, as we all know that Mr. Huckleberry has adopted the wrong stance on this issue. I'd like to believe Tucsonans are well above average in intelligence and can see beyond all the rhetoric to say thumbs down on the Avra Valley routing. Let's do this thing right!	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/30/2017	Dear Study Team:Attached, please find comments from the Arizona-Sonora Desert Museum regarding proposed routes for the I-11 Corridor. Sincerely,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/30/2017	Dear Project Manager,I-11 Study I wish to reach out to you as I am a realtor in Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of landowners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be betterfor the Buckeye/Tonopah area route. This should fall around 355th Ave to429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, sincethat's where the majority of available private land is. Having theappropriate	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thank you,			
05/30/2017	To Whom It May Concern, Please find our scoping comments on the Interstate 11 Tier 1 Impact Statement. Please do not hesitate to call if you have any questions. Thank you, Please consider the environment before printing this email. <hr/>	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/30/2017	Dear Project Manager, I-11 Study I wish to reach out to you as I am a realtor in Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of landowners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live.	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/30/2017	I don't any of you and you don't know us. But what I do know is that even though there is a diverse group of folks that live in Avra Valley we all moved here for the same reason. Peace and quiet, the views, the rural lifestyle and to leave the city behind. So first of all I would encourage you to do the same and stop looking at the routes on a map. Lose the map, unless you need it for directions. Leave the computer glasses, the computer, fluorescent lights, the copypmachine and printer and the meetings behind. Leave the city, traffic and exhaust, noise, concrete, asphalt and freeways behind. Please stop listening to those who will reap large monetary benefits from I-11 and come and experience the sights and sounds of our beautiful Sonoran Desert for yourselves. I would encourage you to visit the Desert Museum and also the Red Hills Information Center to learn about this one of a kind area, flora and fauna. People travel here from all over the planet to see this area and I think you should too. You need to see all of the stately old soul Saguaro in all of their magnificence and hear the tranquility. Come and see the Saguaro National Park, Tucson Mountain Park, the Petroglyphs, Ironwood National Monument, Kitts Peak, the sacred Native American lands, Gates Pass, the beautiful vistas and views, and all of the other wonderment that this area has to offer. We have some of the most beautiful sunrises and sunsets on the planet. Come and see the reverse sunsets. The Tucson Mountains to the east turn from a beautiful copper color to reds and the clouds to the east turn pinks and orange. Come and see the sunset. The mountains to the west turn a beautiful steel blue and purple color and the sky and the clouds are on fire at times. Come and see the moon rise over the Tucson Mountains. See the silhouettes of the Saguaro and watch the valley slowly light up in the moonlight. Hear the coyotes. Watch the moon set behind the mountains to the west just before sunrise. The light on the valley and mountains make it look like you are on another planet. See how clear the planets, stars and Milky Way are at night. Watch the monsoon storms move across the valley. Watch the finger lightning dance through the night sky. Come and feel the breeze and sun on your face. Hear the sound that the breeze makes blowing through the Saguaro. See the night hawks in the evening. Hear the quails, doves, coyotes, wood peckers, owls and the screech of the hawks soaring above. Smell the rain on the creosotes. See the tortoise and the hare, the coyote and the road runner. Most of all come and see, feel and hear the peacefulness and sacredness. If after coming and experiencing these things in this one of a kind place on the planet, the National Park and all that this area has to offer adieu decide to approve this project all I have to say is shame, shame, shame. Shame on you. Once it is gone. That's it. It's gone. There is no getting it back.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/30/2017	Dear Project Manager, I-11 Study, I wish to reach out to you as I am a real estate broker in Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of landowners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live.			
05/31/2017	Dear ADOT, Upon reviewing the proposed plans for the I-11 through Arizona, namely Tucson, I would like to extend my support for double decking the current I-10 (Plan B), and express my disdain for Routes C and D. I grew up in the Picture Rocks area off of Mile Wide and Sandario and completed my education of elementary through high school out there, before attending the University of Arizona to pursue my Engineering Degree. Since graduating, I have remained in the Tucson area and have worked in both heavy civil engineering (highway construction) as well as the mining industry, supporting local mining operations as well as global. When our company had the opportunity to relocate our headquarters from California, Tucson was selected over Phoenix not only due to economical/logistical reasons, but also due to the beauty of the Southern Arizona landscape of the Saguaro National Monument. The beautiful landscape was a tactical approach to promote further international business as it allowed furan incentive to have international customers come visit our headquarters and show them the surrounding area. The desert landscape and taking said customers to the Desert Museum through the National Monument, and viewing the stars on the Tucson Mountain Overlook is not only strong motivation to have them repeat their business trips to Tucson, but also foster them to send other business partners to Tucson. Those of us that have grown up in the area may take these sights for granted, but to others from around the world, this is an astounding extravagance. The ability to bring in business has helped us grow our revenue by millions year after year contributing funding directly and in-directly to the City of Tucson. Running I-11 on either Plan C or D will cause increased light pollution, noise pollution, degradation of views from the monument, and disruption of lifestyle in the area. This would damage not only the beauty of the National Monument, and the town that I grew up in, but also the businesses of Tucson though reduction in marketability and sales. Following the Plan B approach still allows the increased thoroughfare to the Mexico Port of Entry, allows for use of existing infrastructure, and keeps Tucson as the business center of Southern Arizona, all while preserving the attractiveness of our National Monuments. I give my support for Plan B, but oppose the pursuit of Plan C or D. Should you wish to discuss further please don't hesitate to contact me. Thank you,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	To Whom it may concern, My husband and I moved our family out here 6 years ago to get away from city living, crime, pollution, noise, looking for a good place to raise our three grandchildren. This whole issue is very upsetting, so I will enclose something that a fellow neighbor has posted which explains EXACTLEY the way we feel and the reasons we live where we live. "I don't know any of you and you don't know us. But what I do know is that even though there is a diverse group of folks that live in Avra Valley we all moved here for the same reason. Peace and quiet, the views, the rural lifestyle and to leave the city behind. So first of all I would encourage you to do the same and stop looking at the routes on a map. Lose the map, unless you need it for directions. Leave the computer glasses, the computer, fluorescent lights, the copy machine and printer and the meetings behind. Leave the city, traffic and exhaust, noise, concrete, asphalt and freeways behind. Please stop listening to those who will reap large monetary benefits from I-11 and come and experience the sights and sounds of our beautiful Sonoran Desert for yourselves. I would encourage you to visit the Desert Museum and also the Red Hills Information Center to learn about this one of a kind area, flora and fauna. People travel here from all over the planet to see this area and I think you should too. You need to see all of the stately old soul Saguaros in all of their magnificence and hear the tranquility. Come and see the Saguaro National Park, Tucson Mountain Park, the Petroglyphs, Ironwood National Monument, Kitts Peak, the sacred Native American lands, Gates Pass, the beautiful vistas and views, and all of the other wonderment that this area has to offer. We have some of the most beautiful sunrises and sunsets on the planet. Come and see the reverse sunsets. The Tucson Mountains to the east turn from a beautiful copper color to reds and the clouds to the east turn pinks and orange. Come and see the sunset. The mountains to the west turn a beautiful steel blue and purple color and the sky and the clouds are on fire at times. Come and see the moon rise over the Tucson Mountains. See the silhouettes of the Saguaros and watch the valley slowly light up in the moonlight. Hear the coyotes. Watch the moon set behind the mountains to the west just before sunrise. The light on the valley and mountains make it look like you are on another planet. See how clear the planets, stars and Milky Way are at night. Watch the monsoon storms move across the valley. Watch the finger lightning dance through the night sky. Come and feel the breeze and sun on your face. Hear the sound that the breeze makes blowing through the Saguaros. See the night hawks in the evening. Hear the quails, doves, coyotes, wood peckers, owls and the screech of the hawks soaring above. Smell the rain on the creosotes. Seethe tortoise and the hare, the coyote and the road	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	runner. Most of all come and see, feel and hear the peacefulness and sacredness. If after coming and experiencing these things in this one of a kind place on the planet, the National Park and all that this area has to offer adieu decide to approve this project all I have to say is shame, shame, shame. Shame on you. Once it is gone. That's it. It's gone. There is no getting it back. "Respectfully, Lionel & Patricia Rodriguez11871 W. Mile Wide Road Tucson, AZ 85743			
05/31/2017	Please do not put I-11 through Avra Valley. We are vehemently opposed to this plan for many reasons, all of which you are familiar with.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	My wife and I would prefer or vote that the corridor option be T. We can be reached at 928-668-0483 or by email at heartsanddymonds@gmail. Com Respectfully,	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	I am opposed to I-11 going through the Avra Valley. There are several environmental issues that need to be considered. I am concerned about the light pollution emitted by the traffic on the proposed routes through Avra Valley. The city of Tucson and Pima County have been proactive in combating light pollution since the 1970s; enacting ordinances that maintain the necessary conditions that support the astronomy research on Kitt Peak. Studies have shown that traffic on I-11 through Avra Valley will add unwanted light and have an adverse effect on research at Kitt Peak. I am also concerned with the destructive nature the interstate will have on wildlife. It will negatively impact the habitat of our desert animals. There is also a concern about what changes the construction would do to the flood plane. Much of the proposed area is in a flood plane. I support improvements to the existing I-10. It would have less environmental issues. Another idea that has been mentioned by several people is the possibility of a rail system. That would solve a lot of problems. Thank you for considering my input,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	Hello, The attached letter contains comments from the Los Angeles District Army Corps of Engineers on the I-11 corridor alternatives being considered for Tier 1 Environmental Impact Statement and presented at the recent public and agency information meetings. No hardcopy of this letter will be mailed. Please let me know if you have any questions. Thank you,	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.
05/31/2017	I am submitting the attached comments on behalf of the Coalition for Sonoran Desert Protection, an alliance of 30 conservation and community groups working in Pima County, Arizona. Thank you.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	Has the Commission considered relying on RAIL, rather than thousands of inefficient trucks to transport the cargo from the new port at Guaymas? Remember, this is the ostensible reason for I-11 in the first place. Union Pacific already has rail lines to Mexico. We all know rail is a FAR MORE economical means of transport. Furthermore, rail cargo is considerably less vulnerable to use by drug cartels.'	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

05/31/2017	<p>(Please also see comments below attached as a . pdf)Dear Interstate 11 Tier 1 EIS Study Team, I am a conservation biologist who has lived and worked in Tucson for 25years. For the last 18 years my research has focused on the population genetics of desert tortoise and other, local reptiles and I share my comments with you from the perspective of someone who has an intimate knowledge of landscape connectivity across the desert southwest. In my review of the proposed alternative actions for the Interstate 11Corridor, I favor options that co-locate with existing transportation facilities. Specifically, in the South Section I am opposed to Corridor Alternatives C & D which will negatively impact Saguaro National Park and Ironwood Forest National Monument. I favor A, B & G which follow existing routes. In the Central Section, I favor alternatives H, K & Q as opposed to building new roadways such as with alternatives J, O & P. In the Northern Section, although there is an existing roadway along highways 60and 93, these already bisect an environmentally sensitive area. Although options S and T are considered better in meeting the criteria for sensitive environmental resources, unfortunately, they would require new infrastructure which bring with them new development, branching roads, and more traffic. While an important part of our nation's infrastructure, roads unfortunately have a number of negative impacts on our environment: sound pollution, light pollution, air pollution, scenic views and of course direct and indirect impacts on wildlife. In addition to direct mortality, roads result in habitat fragmentation which impacts the long-term sustainability of wildlife populations. Many of the reptile species that I work most closely with, such as desert tortoise (*Gopherus morafkai*), Gila Monster (*Helodermasuspectum*) and chuckwalla (*Sauromalus atar*) are distributed across the landscape in small, disjunct patches and for which the immigration of individuals among populations is critical for the long-term maintenance of populations (through "gene flow"; the movement of individuals, and/or the genetic material they carry, from one population to another). In my population genetic study of desert tortoises in southern Arizona that was published in the journal of "Conservation Biology" in 2004, I observed that anthropogenic barriers obstruct movements of tortoises between populations and disturb patterns of gene flow. Out of the nine populations included in my study, all but two population pairs currently have human barriers that seriously obstruct natural tortoise movements. Habitat fragmentation through the construction of roads results in smaller populations with limited to no gene flow. Smaller populations are then more susceptible to other habitat disturbances and are negatively affected genetically through increased inbreeding and a reduction in heterozygosity, each of which can result in further reductions in population size. This negative feedback loop is referred to as an "extinction vortex". Each new road that causes further habitat fragmentation and degradation is another step toward this negative cycle. In a recent study I contributed to on Gila Monsters, we observed that the robust population of this species that remains protected in Saguaro National Park benefits from landscape connectivity without major impacts from roads. I purposefully focus here on the smaller fauna of the desert, although it is well documented that Puma, Bighorn Sheep, Pronghorn and other mega fauna are equally as impacted by habitat fragmentation and roads. The fact that so many species face the same issues is an indication that the negative effect of roads impacts the entire ecosystem. Where roads already exist wean document this impact. Where roads do not exist or are less traveled, we should try to preserve wildlife corridors and connectivity throughout landscape. In the context of the proposed corridor through Avra Valley ((alternatives C & D), this is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located between Pima County's Tucson Mountain Park and Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through or adjacent to these protected lands would be devastating and irreversible. If there is a proven need for expanded capacity of highway traffic, making improvements to the existing Interstate 10 corridor is the best alternative to manage increased traffic volumes in southern Arizona. All transportation options also need to be investigated, including an expanded rail corridor between Tucson and Phoenix and multi-modal transportation solutions generally. Please feel free to contact me for any follow-up questions. Sincerely, References: Farrar, V. S. , T. Edwards and K. E. Bonine. 2017. Elusive does not always equal rare: genetic assessment of a protected Gila Monster (*Helodermasuspectum*) population in Saguaro National Park, Arizona. Amphibia-Reptilia, 38:1–14. Edwards, T. , C. R. Schwalbe, D. E. Swann and C. S. Goldberg. 2004. Implications of Anthropogenic Landscape Change on Inter-population Movements of the Desert Tortoise (*Gopherus agassizii*). ConservationGenetics 5:485–499.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
05/31/2017	<p>Just keep our wildlife in tact with whatever you decide to do. Our wildlife has limited space to live just being desert dwellers. God placed them here and it is our duty as Christians to allow them ample space with water to live. Regards Sent from my iPhone</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS</p>

				study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	<p>Hello, I have had a chance to review the project details and my opinion of them is very much a mixed bag. I have followed the history of this project for some time now, and I must say I was fairly taken aback when the Federal Highway Funding bill was passed and suddenly the scope of this project doubled. As originally conceived, this freeway was only supposed to be for the Phoenix-Las Vegas corridor. Making a slight extension to the Casa Grande area makes sense given the growth in that area. However, it is my opinion that the extension of the project to the Mexican border is an abject waste of taxpayer dollars, is wholly unnecessary, and given the history and likely future of growth in the state, will result in an expensive, under-utilized section of freeway in a corridor of limited growth potential. I-19 in its existing form is already heinously under-utilized, with a majority of the I-19 corridor barely handling 50Kcars based off 2015 AADT data (Source:https://www.azdot.gov/docs/default-source/planning/2015-aadt-publication-interstates.pdf?sfvrsn=0) This is a corridor for which a new freeway is being built with nearly zero purpose. Until the passage of the highway bill, no mention had been made at any time regarding a Casa Grande-Nogales extension. The highway funds being proposed for this could and should be re-appropriated to other sections of the freeway system in Arizona. I-10 is still only 4 lanes total in some sections between Casa Grande and Phoenix, and is congested on a daily basis. As the I-11 corridor completely bypasses Phoenix on the west end, very little traffic would use I-11 as a bypass from the west side as it would add mileage to the trip (and those people will likely use the South Mountain 202 bypass instead, thereby adding yet even MORE congestion to the aforementioned 4-lane segments of I-10 south of Riggs Rd)We have already seen the results of this kind of boondoggle in Arizona freeways in the egregious waste that became AZ-153, a pointless and unnecessary freeway decommissioned from lack of use less than 20 years after it was built. As you may know, looking at a map AZ-153 comes within 30 feet of the still-congested AZ-143 which has barely seen any improvements during that same time. Now we're proposing to do this on a larger scale with a freeway going from basically nowhere to nowhere with nothing that needs a freeway in between. In short, I completely support and agree with the design proposals for the I-11 alignments from Casa Grande to the Nevada border. I completely and utterly disagree with any and all proposals to continue I-11 south of the Casa Grande area and believe it is an egregious waste of taxpayer and private dollars for a freeway that will only benefit a handful of land developers and business owners who will likely profit from the minimal amount of land use possible between the existing I-10 and Indian Reservations. I-11 should not be built south of Casa Grande under any circumstances, and those dollars should be redirected to correcting glaring deficiencies in the existing Arizona Freeway system.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>My suggestion for an alternate route would be to go south to Maricopa, then east to Chandler and then parallel SR 87 to SR 287 to SR 79 to Tucson. That would solve a lot of problems for Pinal County and support future growth. That would benefit, Maricopa, Chandler, Gila Reservation, Coolidge, Florence, Eloy, Ora Valley and Tucson. Most of the route would be on open desert land, should be cheaper. Regards,</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>Hello. I was not able to attend the meeting in Buckeye recently for input about the new I-11. If I had attended the meeting I would have brought up the following item; According to a document I acquired through public records it has come to my attention that Hickman Family Farms chose to build its current facility in Arlington Arizona, known as Hickman's Egg Ranch, to take advantage of the coming I-11. The document in question is a rezoning application dated 2009 by Hickman Family Farms. On page 12 of the document it states that the proposed Hassayampa Freeway (I-11) will extend north-south approximately one mile west of Hickman's Arlington North Facility. According to the document the new freeway will give Hickman Egg Ranch easy interstate access to Nevada, California, as well as southern Arizona. It also states on that page that construction will commence in the year 2020. It also states on page 20 of the document that the Hickman's were aware of the proposed SR801 and another thoroughfare called Hidden Waters Parkway, which will be built along the existing 331st Avenue. As a matter of course the Hickman's were required by ADOT to provide a 100 foot setback from the existing 331st Avenue in preparation for the future</p>	North	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>

	<p>construction of the freeways and parkway. I have included the document with this email as a PDF file. What I want verified in reference to the I-11 is whether or not what is stated in the Hickman rezoning application correct. Is the coming I-11 going to pass within a mile of Hickman's Egg Ranch in Arlington AZI need to know this because I have my property for sale and if the new I-11 is going to pass within a mile west of Hickman's Egg Ranch that would put it about 1.50 miles east of my property and this information could affect the value of my property in relation to its sale. Please let me know if you receive this and the attached PDF document. My cell phone service is not reliable so it would be better to answer my questions with an email reply to this message. Thank you.</p>			
05/31/2017	<p>Hello, Inasmuch as we live in Green Valley, it has become increasingly obvious that the traffic on I-19 has already taken its toll in terms of physical deterioration of the highway and increased noise. Any routing of I-11 should, to the greatest feasible extent, provide minimal impact to I-19. Recommend routing I-11 with minimum impact to adjacent communities and high density population areas. The traffic flow through and/or around Casa Grande must be carefully considered from a traffic safety point of view considering frequent high winds and dusty conditions. Thanks</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>ADOT wants to spend all this money on I11, but what about poor Hwy 60 through Gold Canyon that has been saddled for: 25+ years with the Renaissance traffic, commercial traffic retiree snowboard mix. Repeatedly we have appealed for a bypass. It is hard to have any favorable input on I11. We asked for better cameras on the lights with smarter better programming or recognitio. Some work on lights may have been attempted. It it's worse than ever. Preference seems to be given to traffic turning onto Hwy 60 from Kings ranch Rd. ---but it's set time, it doesn't recognize there are no more cars coming. Meanwhile traffic backs up on Hwy 60 til the next light at Mountain Brook. Basically same is needed for the camera to detect no more cars so change light. This continues at Suoerston by Bashas where the main issue there is the left turn from 60 to Superstition stays whether there are cars turning or not--which caused more and more Hwy 60 backup of all types of vehicles. Can't you study Hwy 60 in Gold Canyon area again Or IMPROVE lights & traffic flow. We are wasting energy and health. During Rennasiance it's a joke. It's an emergency issue. We are prisoners on the weekends. Please have the integrity to get this email to the right person. Please Sent from my iPhone</p>	Central	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>If the public decides to build it, our highway taxes will increase. If this is going to be a public/private enterprise, I-11 should not be connected in with a publicly funded highway. If some private company wants to build, run it, and collect tolls for their highway, so be it. They should build it completely from the south end to the north end of the road. No connections to a publicly funded highway should be allowed. The tolls should end where I-11 and if I-11 is connected to Highway 93. Keep Arizona in the minority of states without Toll Roads. No Toll Roads or Managed Access Lanes in Arizona.</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>Sirs: I have not been able to make it to any of these meetings. Most of them are too far away. I live off Ajo Way at about Marstellar Rd. And Valencia. I am worried that this freeway is going to come through my living space. I moved here from California, which is already over paved with freeways and overcrowded with traffic, and can tell you that new freeways solve nothing, they just add to the traffic congestion. I do not have another move left in me. I can't find any real map of the proposed route, just the wide strip of land going from Flagstaff to the 19. Is there an actual route that is being proposed? I cannot for the life of me see why Arizona needs yet another north-south freeway. The 10, the 19 and the Gila Bend to Buckeye interchange to the 8 are enough routes. Any funds should be used to fix up the roads we already have. Sincerely, Sent from my iPad</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>the proposal to route I-11 through Avra Valley is a disaster for that area I have serious reservations about building a new Interstate just for the convenience of the trucking industry, but destroying the west side of the Tucson Mountains, Saguaro National Park West, the Desert Museum, Ironwood Monument and everything else out there is just not warranted. If you need more capacity, add it to I-10.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
05/31/2017	<p>Hello: I am opposed to I-11 routing through Avra Valley. This is a rural area on the outskirts of Tucson that would be irreparably harmed by running I-11 through it. Saguaro National Park West & Ironwood National Monument would be</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the</p>

	adversely impacted, too. As a Pima County resident who lives on the north end of the Tucson Mtns on the east side of the mountains. I believe the best route would be along the existing I-10 corridor even though this would have more of an impact on me. Also is this corridor even necessary? Why not utilize the existing rail system or improve it. Thank you for your time,			official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	Hello: I am opposed to I-11 routing through Avra Valley. This is a rural area on the outskirts of Tucson that would be irreparably harmed by running I-11 through it. Saguaro National Park West & Ironwood National Monument would be adversely impacted, too. As animal County resident who lives on the north end of the Tucson Mtns on the east side of the mountains, I believe the best route would be along the existing I-10 corridor even though this would have more of an impact on me. Also is this corridor even necessary? Why not utilize the existing rail system or improve it. Thank you for your time,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
05/31/2017	Placing this freeway near saguaro national park would be the nail in the coffin for the wildlife in that park. Wildlife will be cut off from moving between the park and other mountain ranges to the west. People from around the world come to enjoy the scenic beauty and wildlife diversity the park offers. No one wants to hike to the top of the beautiful tucson mountains to find themselves surrounded by highway and housing developments. Think about America's national parks before going through with this.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	My understanding is that we have until June 2, 2017 to comment yet the website is not accepting my comments. Can you help?	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Regarding the Nogales portion of I-11. My suggestion, scrap the flyover at Mariposa Rd. Flyover will still clog Mariposa Rd. Instead, route from DeConcini POE to connect at Ruby Rd. Incorporate large circular drive to minimize congestion.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	TO WHOM IT MAY CONCERN: I am vehemently OPPOSED to building a large highway through the Avra Valley where there is such important desert habitat, as well as human habitation that would be seriously disrupted by construction of this sort. Financially, it seems to make no sense to build in any area where there is little transportation infrastructure, when piggybacking on what is already in place - namely I-10 - is already available. NO on Options C and D. YES on option B.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear Sir/Madame, My additional comments are the following: 1. Specifically include a high speed rail line in the corridor. If it can only be planned at this stage, then really plan for it. Don't simply build something from the era of the 50-60s when the Interstates were started under President Eisenhower. Build for the 21st Century. 2. Use the existing corridor of I-10 & I-19. Expand the existing freeways (see comment #1), and improve them; just accomplishing 3 lanes right now, each way, the entire length, would be a huge flow and safety improvement. Don't cause massive disruption and ecological harm by departing from existing corridors. 3. Think bigger. We need to think of this as an integrated economic, cultural and transportation region (road and high speed rail), from Guaymas to Hermosillo to Tucson to Phoenix to Las Vegas to LA to San Diego to Tucson/Phoenix. Nogales to Wickenburg is thinking way too small. Good luck.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I believe that the alignment must deviate from the study area. From Nogales, it should proceed northwest through the Indian reservation lands straight to Gila Bend. From there it should proceed north to Wickenburg. This alignment	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the

	avoids any duplication with existing I-19 and I-10 corridors. It also provides a more direct route for transportation going or coming from California that is using the Nogales port-of-entry.			official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	To the ADOT Study Group: We wrote a comment previously, but since we didn't receive any acknowledgement, we wanted to write again and express our strongest opposition to the Avra Valley routes. We are Avra Valley property owners, planning to build our retirement dream home on our property off West Fort Lowell Road starting in the spring of 2018. The reasons we were attracted to the area originally were the natural beauty, the clear and clean air, the quiet, and the bird and animal life of the desert. All these things would be destroyed if I-11 comes through the very narrow confines of the valley. Our personal reasons don't matter much in the grand scheme of things, of course. But we are concerned about the long term environmental degradation to the delicate ecology of one of the few unspoiled areas left in the greater Tucson area-- the pollution, the harm to wildlife, the noise, the sheer ugliness. The economic drawbacks of these Avra Valley routes are also severe, given their proximity to Saguaro National Park, the Desert Museum, and the other tourism resources of this area. And the very narrowness of the Valley, bounded by Saguaro National Park on one side and the CAP, the Tohono o'Odham reservation, and various animal mitigation corridors make the idea of a highway through this area extremely impractical. It seems to us that using the existing I-10, either through widening or double-decking it, would be a more reasonable way to handle the situation. Or, given the presumed opposition of the city of Tucson to that idea, a No Build option might be the only alternative. In any event, we strongly oppose the two Avra Valley routes. Let's not wreck the fragile and delicate and beautiful Avra Valley and disrupt the lives of so many people. Yours Truly,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Please just keep the southern leg of the Corridor following along I-19 and I-10, but add the best tech and travel enhancements necessary to make it a safe commuting and freight corridor. A Smart Corridor. And widen I-10 from Tucson to Phx to 3-4 lanes. The 2-lane cow path we call I-10 is far to overloaded and antiquated, yet it is a main travel artery in our state! There is no need to take away from Tucson's economy by bypassing I-19 and I-10 segments in any way. And the environmental and archeological concerns of that highly sensitive area (So. AZ) should keep the Corridor located on an already improved surface. We don't need new blading and roads, just make them smarter, add lane capacity, and make it all easier to navigate. I am unfamiliar with the central and northern ends of the proposed Corridor alignment, but same philosophy there: greatly enhance existing and don't create new.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear ADOT, As a resident who lives in Avra Valley, I find your plans on building an I-11 interstate/county corridor through it ill conceived and reckless from several points of view: 1. A highway moving mostly large commercial vehicles will interrupt life for the natural habitat and the peace and tranquility of the area for Tucson residents, visitors and the animals who live here. Avra Valley has always been an escape from the hectic life of the city with its Saguaro National Park, BLM wildlife corridor, Arizona-Sonoran Desert Museum, County recreational facilities, and other private recreational facilities. Let's be clear here, an I-11 bypass will DESTROY all of these facilities with its slights and loud trucks running all day and night. 2. The proposed route is enormously more expensive than the double decker proposal over the current I-10 interstate. While I have not been able to attend the meetings this year, a few years ago it was pointed out that a double-decker solution would cost some \$400 million and be too expensive. Yet, the cost for the bypass would cost \$12 BILLION +. When I asked your department to explain the math to me, being that \$400 million was too expensive, but BILLIONS was acceptable, you naturally avoided the question. This simple fact makes me wonder what other incentives for bringing it through Avra Valley are being considered "under the table" so to speak, such as real estate development, etc? It makes no sense to build such a new highway when one already exist. Any decision to do so increases the sense of public mistrust. 3. Given the route shown on the maps, the I-11 bypass will add considerable mileage on vehicles traveling East on I-10. Given that fuel will continue to get more expensive, most Eastern and Western moving travelers and truckers will continue to use the much shorter I-10. Only those going to Mexico will use I-11. Of course, a police force could be used to pull trucks over and check their Bill of Lading to see if their destination is Tucson, but at what cost for the additional police force and the traffic congestion pulling large tractor trailer rigs over on busy I-10? This will be a added expense that has not been addressed. 4. Residents of Tucson and Arizona have been told that I-11 will be good for business and create jobs. An I-11 bypass will actually cost jobs as travelers and truckers who normally stop in Tucson for accommodations,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>etc. will now bypass the city. Many of these businesses, like truck stops and such will now move into Avra Valley and further complicate the environmental impact on our delicate desert habitat. 5. The US and State governments are already extremely in debt, adding several billion more is irresponsible and will only provide initial jobs for highway construction. It will increase our national appetite for imports from Mexico and take away from the US manufacturing sector from recovering, which was a promise from the current US government officials. It will furthermore increase carbon footprint pollution when rail can be used to move much of the product from Mexico. Worse, you are asking US citizens to pay for it. Taking all of these above considerations into account, building a new I-11bypass through Avra Valley is not the correct way to approach the transportation issues. A double decker solution like other major cities have or a move to the East where the bypass will be much shorter and motivate truckers, etc to take the shorter route makes much more sense. Building the interstate West of Tucson will be a failure and money losing adventure due to lack of traffic for the reasons stated. Worse, it will destroy the delicate habitat that the national, county, city parks, and other organizations, including the livelihood of the animals that live here depend on-. all for naught. The only persons benefiting from such a move will be real estate companies who want to develop Avra Valley and Mexican truckers who want to transport their products North. Hopefully you will come your senses and realize how ill conceived your plans for an I-11 bypass through Avra Valley are. Thank you,</p>			
06/01/2017	<p>I am not an engineer but an environmentalist. However, It would seem to me that putting a new freeway through virgin desert and bringing damage to a National Park, a National Monument, and an Indian Reservation area, would NOT be a good choice. I have driven around all 50 States and in some areas, they have added dedicated lanes for the large trucks. That has allowed both cars and trucks to move safely along the route. It would be a lot cheaper and less damaging to use the I-10 corridor and add two truck only lanes! You can make a Phoenix bypass through Gila Bend. Please don't add a new freeway through Pima County! Elevate the lanes if you must, but stay in the area that is already ruined for man and beast.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>As a tax paying , land owning, citizen of the Avra valley,, and vocal Opponent of the I-11 JOKE, There has not been a single "ADVANTAGE TO ME OR MY NEIGHBORS" brought forward with this project, NOT A ONE. We live here for what is here, & like it just like it is. we don't Need change, we don't want change , we don't need more noise, we don't need smog we don't need more traffic , esp Mexican trucks! We don't need more Repparian destruction None of this proposal is worth a DAMN. Please LISTEN to US!Signed_____</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>To The Interstate 11 Tier 1 EIS Study Team: The only option that makes sense for increasing transportation capacity from Wickenburg to Nogales is to use the existing corridor. This would provide the carrying capacity without creating irrevocable harm to the people and wildlife living near the proposed corridor to the west. We need to balance progress and infrastructure with protection of dwindling natural resources. Using an "infill" approach does this. Protecting our natural resources is not only ethically responsible, but also good economic policy. Our unique Sonoran Desert Landscape attracts visitors and offers a quality of life enhancement that employers find attractive. Respectfully Submitted---This email has been checked for viruses by Avast antivirus software. https://www.avast.com/antivirus</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>It is my opinion that the construction of an Interstate 11, is not a sound plan. If in fact, Interstate 10, is currently or will in the future be too small, the current Interstate 10 can and should be improved, so that it can handle a great deal more commercial and personal traffic. This would have the least impact on the environment and wildlife, since it is basically already established, and wildlife has in some ways adjusted to its existence. Building an entirely new Interstate (Interstate 11) would be very costly, would take more of the natural environment, and would disrupt significantly animals that currently live there. It would also be disruptive to people whose land would be needed for such a huge project. The environment is one of our most precious resources, and destroying it is in no one's best interest. Yes, we need progress, yes, we need ways for commercial traffic to move, but with that said, we need to expand and grow in a thoughtful and least-harmful to the environment (and the people within it) way. I urge you to consider expanding, remodeling, and utilizing the existing</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>

	Interstate 10 highway to increase its traffic capacity, and I urge you to not build a new Interstate 11. Respectfully, Arizona resident			
06/01/2017	Good idea, but fix I-40 first. . . .	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	ADOT, I feel like the I-11 should be further west since that is the direction of future growth. I believe that Buckeye and Tonopah will be a huge part of the Phoenix Metro in the upcoming years and the I-11 will be a huge part of that growth. I believe it would be beneficial to be as far west as 315th Ave, 355th Ave, or even as far as 411th Ave. If it is placed on existing roadways then they definitely need to be expanded especially on Grand Ave in Surprise and Wittmann area. The existing roadway is always backed up on busy weekends. Since I am in the vacant land and real estate industry I see positive impacts on the communities if it was built further West. Thanks,	North	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear ADOT and partners, Architects, planners, civil engineers, etc. are the individuals we trust to design these infrastructures in order to serve our transportation needs efficiently and effectively and I am sure they have considered the feasibility of each of the alternative I-11 corridors with thoughtfulness and sound science. Thankfully, people and politicians have embraced the process of additional public input into these projects and I would like to respectfully add mine. I have a personal and professional interest in the area especially between Casa Grande and Marana, the segments labeled E, F, and G, the so called "Santa Cruz Flats." My colleagues and I have spent many years in this proposed section and have been fortunate to get to know the flora, fauna, and other natural resources very well (see Brown, et al. 2017, the attached PDF). There are a number of unique habitat types that would be irreparably altered with a new freeway including wetlands, riparian corridors, sand dunes, playas, mesquite bosques, Sonoran Desert scrub, and even agriculture lands. Species of importance such as the Crested caracara (<i>Caracara cheriway</i>) and Emory's crucifixion thorn (<i>Castela emoryi</i>) would also be profoundly impacted and likely extirpated. There are also a number of cultural sites along the Santa Cruz Flats that would be destroyed with sections E and F including a large pottery mound (32. 573830 -111. 607610) and ground figures (32. 556527 -111. 757699). My recommendation is to favor the existing A, B, and G corridors over any alternatives. The terrain can easily accommodate lateral expansion along existing rights of ways and there is really no need for parallel freeways here. I have heard the arguments concerning emergencies and homeland security but what is the precedence and where do we stop? Are we to build freeways next to freeways everywhere? Why is there not an I-17b or an Alt I-10 west of Phoenix? Freeways that frequently shut down due to accidents. I think you see where I'm going here and that simply increasing lanes along much of the I-10 is a reasonable solution especially in the area of the Santa Cruz Flats. Progress is a consequence of the human condition. Humans are the earth's quintessential species when it comes to technologically altering our world, and it is natural to assume that growth will always be in our future. But this is an opportunity to preserve what we can in the process. Thank you for your consideration and feel free to contact me with any questions or concerns.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.
06/01/2017	To Whom it May Concern, My husband and I moved to the Hidden Valley Area in March of 2015. The main reason we moved out here is to get away from all of the traffic and sounds of the city. Our home is 8 miles west of the town of Maricopa in Pinal County. We were never notified of this proposed free way through the very quiet area we now live in and love. We never saw or heard of a 'survey', and had we been able to participate in said survey we would both have stated NO, we don't want it here! We don't need more highways running through here. A freeway that runs all the way from Mexico to Canada? We will end up just like Oklahoma City. I-35 and I-40 both meet right there. And that has opened up a perfect route for all the drug runners and whoever else wants to get away fast and have lots of routes to use. I personally hear enough about illegal immigrants running around in our area on the news now, we certainly don't want to encourage more of the same activity. And I don't approve of building a "wall" between the US and Mexico, we have damaged the wild areas enough, killed off way too much wildlife and you want to take more	Central	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	areas for the wild animals that still survive here? This is STUPID. We already have I-10, and that is enough. Sincerely,			
06/01/2017	No money should be spent on the I-11 Corridor until I-10 is widened between Casa Grande and Chandler. This is a safety issue. Resolve the problems with the Gila River tribe and widen the freeway. Sent from Mail- https://go.microsoft.com/fwlink/?LinkId=550986 for Windows 10	Central	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Please, do not build the I-11. It will be an environmental disaster and will speed up the export of American jobs and needed resources, like water through the sales of crops like alfalfa to Asia. I've only met others who also are intolerant of dumb projects like the I-11. Don't do it.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	These are my major concerns involving this subject: - New interstates bring with them new development, new roads, and more traffic. They are not stand-alone pieces of infrastructure. They come with exits, gas stations, frontage roads, and all kinds of new development. They also have negative impacts on viewsheds, natural quiet, dark skies, and other wilderness values. It is unacceptable to locate a new interstate with this many impacts next to a national park and a national monument. - Avra Valley is home to a rich mosaic of biologically-important lands, including a national park and a national monument on either side. The proposed Interstate 11 in southern Arizona should use the existing Interstate 10 corridor. - We need to keep our public lands and wildlife linkages intact. Saguaro National Park is a national treasure that is already becoming increasingly isolated due to development pressure from Tucson and Marana to the east. Constructing a new interstate west of this national park would doom wildlife there forever. - Should there be* a proven need for expanded capacity*, making improvements to the existing Interstates 10 & 19 corridors is the best alternative to manage increased traffic volumes in southern Arizona. - Respectfully submitted by	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I would like to endorse segments L and I within the study. I believe that both of the segments meet the criteria and will best help support the economic growth of Pinal County in accordance with their development plans. Additionally it is my understanding the Tohona o'odam Nation is will to provide right of way for the State to allow I-11 to proceed south along Montgomery Road thru their Nation and provide a more Southerly route to reach Nogales and there by relive traffic on I-10. I would like to see this route considered in I-11 planning.	Central	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	This is a general comment. Regardless of what option is selected for the final placement of I-11; during the design phase, PLEASE PLEASE PLEASE ensure that the roadway design is conducive to the movement of over-dimensional traffic. Please stop using WB-67 as the design vehicle, we need to use something larger. The goods and equipment moved is non-reducible and continues to be built larger and larger. Too frequently while we are trying to implement innovative designs (roundabouts, divergent diamonds, overhead signage, etc) we are forgetting about the trucking industry and the transport of their loads which sustains our lives (and commerce with other countries). All industries in the US and especially AZ count on truck transport to move goods and provide services. Loads that are over 16' high, over 14' wide, over 120' in length and well over 250,000lbs (exceeding a million pounds) are transported daily on our highways. We can never get them from one end of our state to the other solely on the existing network because we are designing ourselves into a position that prevents their movement. Many times the best route is the ADOT network due to the topography of our state, and if the loads cannot utilize our network, it disables transporters. These loads are diverted due to non-rampable low clearances (16'6" is actually low, and when there's a pedestrian bridge, signage or an interchange that cannot be ramped, the roadway is useless). Roundabouts (amongst other areas) that cannot allow over 100' of non-articulating trailer length are also a huge issue, although considered safer, they are being put in places that hinder the movement of large vehicles. There are transformers that are 22' high, 24' wide and over one million pounds that need to be moved. When they are moved, the load itself	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>has over 80' of non-articulating trailer and the overall load is 320' long to distribute the weight on over 50 axles. Although this is an extreme example, it happens fairly often. Not everything can be built to 20' high, that's understood, but we need to make sure when things are built that facilities (like diamond interchanges) are used that can allow the movement up and over the obstacle. We also need to make sure if a pedestrian bridge or some other obstruction that cannot be ramped is in place, that an access to frontage road is available (these accesses can be considered innovative if we design them for emergency and over dimensional use while controlling access to the regular traveler). I beg that when we build I-11, that we can say that the safe, efficient and effective transport of all those who utilize this extremely important section of roadway were considered; so that we can actually move at the speed of business. If you have any questions, please let me know.</p>			
06/01/2017	<p>The attached document contains the comments I wish to submit for the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer. Per your request, we have added you to the project's stakeholder database/distribution list.</p>
06/01/2017	<p>As a land broker who works in these outlying areas extensively, and as someone who travels through and around the metro area extensively, including living in one of the affected suburbs, I thought it important to submit some thoughts about the proposed I-11 path. I am largely a believer in using the pre-existing road path, only making them a larger carrier, much as would be done from Hoover Dam to Wickenburg on 93 and perhaps continuing it through on US 60 to the 303 since it already exists. However, I do think that the disruption of current development in using 303 would be harmful, so it does make more sense to create a path from perhaps between Wickenburg and Wittmann that would sweep southeasterly then west of Maricopa. Wittmann is a poor area to try to create the freeway, due to the number of homes built on acres lots in the area, but Morristown would be a good direction to turn south. From Morristown, this freeway could be created with minimal disturbance to existing homes/communities. There is a largely unabated path south that could be done from Wickenburg/Morristown that avoids coming too close to denser areas of town and negating the positive beltway effect this road could offer the wider area. As I mentioned, I also believe the the I-11 should sweep as close within the study area to Maricopa, which we all know is vastly under-served in terms of freeway access. It doesn't need to go through, but 8-10 miles west of 347 would be a great help to this community. Normally I would say go down and pick up I-8 with this path as soon as possible, perhaps along Hwy 85, but I think the greater good is served by also making it accessible to Maricopa residents by passing to the west of Maricopa. This also has the added benefit for increased commerce with the west valley with Maricopa, and that is a positive for both. There is very poor access getting to the west from Maricopa as it stands. Having lived in the community, I know this, as I do a lot of work in the northwest valley, and it is a long slow drive to get anywhere west. From west of Maricopa, I do believe that I-11 once it crosses Hwy 238 should head directly south in the shortest route to I-8. This would be done pretty much along the Maricopa/Pinal boundary line, and getting to I-8 would both decrease construction costs and increase the utility of a vastly under-utilized existing stretch of I-8 that exists until I-8 terminates into I-10 Southeast of Casa Grande. I don't agree with Pinal County or Maricopa with the entire west pinal freeway plan that the new route should pass closer to the area south of Maricopa townsite, creating a new corridor through the rural area south of Maricopa. Ten miles further south you have an underutilized interstate. A new disruptive corridor for people living in CAG's proposed location that pass through mountains and numerous 1. 25 acre lots seems unnecessary. I can understand wanting it closer to existing Maricopa, but Maricopa will grow south and the I-8 corridor will be near enough. Its no different today than Scottsdale to I-17 in Central Phoenix. Passing through west of Maricopa at the county border is near enough for the I-11 corridor. I don't know the benefits or downsides of feeding all the traffic into I-10, so I can't say that it should be fed into I-10, but clearly up to that point I-8 should be utilized for this new route. I am guessing it would be cheaper to enhance I-10 from Eloy to Tucson, but perhaps a separate interstate to Tucson would be helpful. It would be nearly parallel however, so I don't necessarily see the benefits of that unless you went outside the study area. My only thought on this would be that it would be</p>	Other	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>

	<p>helpful to perhaps split away from I-10 north of Tucson to create another mini beltway with I-11; traffic entering Tucson, due to the north's burgeoning development, including Marana, is already heavy, and it might be helpful to deviate westerly with I-11 at Marana, even creating a scenic drive through the Saguaro National Park. It makes some sense, as airport traffic could loop around west and then back towards the airport. Tucson would likely benefit from increased passenger traffic were it an easy drive to the airport from growing communities in Pinal County. I have attached a sketch depicting my proposed route. I hope some aspects of my input will be helpful.</p>			
06/01/2017	<p>To whom this may concern, My wife's family, her great grand parents, homesteaded the land where we currently reside back in the late 1800s. We have attended a couple of public presentations re: the proposed sites (I-11 routes). Unfortunately the public forums were anything but transparent. In the last meeting, (Marana Middle School) the staff assigned the task of conducting these forums could not specifically say what affect if any the proposed routes would have on us. They could not say what impact if any would these routes have on our area (Avra Rd. /Manville Rd. Area). The information provided was very general, which in my opinion generated more specific questions from the attendees. Unfortunately the structure of the meeting was more of a lecture from staff, with no allowance for questions from the attendees. In short based on the non-informative nature of the presentations, plus the way that the public were treated (as if we didn't exist) I am vehemently opposing any and all alternative routes on/or near Avra Valley, I believe there are other less costly alternatives that can be considered. Thank you</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>My recommendations focus on the northern half of the proposed highway study corridor. Beginning at Casa Grande, the corridor should utilize the existing I-8 highway corridor. This lightly traveled road is under utilized, so the long segment would allow available funds to be spent on projects further north. East of Gila Bend, I-11 would be built over the recently built 4-lane Highway 85 north-south corridor. Since this highway has been completed, except for some of the frontage roads, there are cost savings to be realized here. As traffic increases in coming decades, this corridor will need to be widened, or a separated into two corridors, the Phoenix-San Diego Hwy. 85 corridor and an I-11 Mexico-Las Vegas corridor. Building the highway through West Valley towns would require the purchase of hundreds of smaller private land parcels for the right-of-ways. Whereas, building the highway further west closer to Old Highway 80, the corridor would cross large parcels of BLM and farmland. Few small private parcels exist west of old Highway 80. If I-11 is built in the western portions of the Phoenix metropolitan area, such as through Goodyear or Central Buckeye, it will soon become congested and grid locked which greatly inhibits the movement of interstate commerce. To avoid the inevitable congestion that will come with planned population growth, I-11 should be built further west, crossing over to the west side of the Gila River using one of the following two alternatives: A. Build the I-11 corridor parallel to Paterson Road, crossing Old Highway 80 and the Gila River, This option would utilize the existing overpass and frontage roads built at Paterson road interchange, beside the new prison. This option provides the least amount of environmental impacts to the ecologically sensitive areas to the North. B. Extend the I-11 corridor further north along utilizing the Highway 85 corridor, turning west, crossing farmlands, old Highway 80 and the Gila River, approximately 2 miles South of the Historic Gillespie bridge. Note the riparian environment and lakes in this area contain sensitive wildlife species, such as Sandhill Cranes, Egrets, Herons, foxes and turtles, so bridges and areas to be disturbed should be separated from biologically sensitive areas by safe distances as determined by environmental studies, to avoid habitat destruction and wildlife disturbance. The I-11 corridor would then follow to the West of Enterprise road, and following the old Highway 80 corridor to the North, crossing I-10. The areas north of I-10 and the Hassayampa river corridor are beyond my expertise, but I believe the I-11 corridor could join the existing Highway 93 corridor somewhere just West of Wickenburg.</p>	North	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>I am writing to support and encourage the study consider ALL proposed corridors including Options C and D. There are numerous benefits worthy of consideration for establishing a second highway for traffic movement from the border northbound. Options C&D would provide an alternate route avoiding high congestion areas as well as a contingency in case of closure of either highway. Although I know there is opposition to options C & D, I feel very strongly that at this point in the process, C & D should continue to be evaluated along with all potential options.</p>	South	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/01/2017	<p>Good afternoon, please find attached comments for the I-11 Corridor Study. Thank You</p>	Central	06/15/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the</p>

				official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear Sir or Madam, I am opposed to Corridor Alternatives C & D which will negatively impact Saguaro National Park and Ironwood Forest National Monument. PLEASE, NO NEWINTERSTATE THROUGH THIS REGION!	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Please accept my comments (as attached) and incorporate them for consideration into the Tier 1 I-11 Environmental impact study, Nogales to Wickenburg. Thank You,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I am opposed to Corridor Alternatives C & D which go right through Avra Valley...and right next to Saguaro National Park and Ironwood Forest National Monument. It is well-established that new interstates bring with them new development, new roads, and more traffic. They are not stand-alone pieces of infrastructure. They come with exits, gas stations, frontage roads, and all kinds of new development. They also have negative impacts on viewsheds, natural quiet, dark skies, and other wilderness values. Avra Valley is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located right in between Pima County-owned Tucson Mountain Park and national treasure Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. It also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. A new interstate through all of these protected lands would be devastating and irreversible.	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	How much stuff goes to Vegas from Nogales? Food items, yes. What else? Not much, I would think. This route serves a corridor that is largely unpopulated. And will remain that way for a while. SO: take your time. Acquire land for the route soon, yes. Save money. Build later. Much later.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I oppose building a new interstate highway between Nogales and Wickenberg, and especially between Nogales and Gila Bend. The current I-19, I-10 and I-8 highways are adequate or can be made adequate for the anticipated increase in traffic. I've lived in Tucson since 1951 or 66 years. I'm quite familiar with those routes and familiar with the Avra Valley area. Please add my name to the list of old time desert rats who love this area and appreciate both sides of the issue. I'd love to keep diesel fumes out of the Tucson basin but I appreciate the wonderful desert and uncluttered area that will be developed and spoiled by I-11.	Other	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I am writing to ask you not to build an interstate highway through the Avra Valley. This would be a tremendously negative impact to Ironwood National Monument and Saguaro National Park. Interstates cause light pollution, noise, air pollution, and the construction and maintenance impacts the landscape, historic and cultural sites, and a huge variety of wildlife species. This project would not address traffic congestion problems, since those occur on I-19, south of where the new route has been proposed. There are very few congestion problems on I-10, and an additional interstate parallel to the existing one is totally unnecessary. People who go around Tucson won't stop in Tucson,	South	06/15/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection

	<p>which would harm the local economy. Saguaro National Park is not just a stand-alone green spot. It is part of huge wildlife corridor that must remain connected! To the east, Pima County, Tucson and Marana have conservation lands that allow wildlife movement, and to build an interstate across this wildlife passage could sever it completely. You might as well build Trump's wall through there! It's ridiculous! I would like to invite your planners on a tour of the Sasabe pipeline through the Altar Valley. There you will see how pointless and damaging it is, both to the environment and to the lives of the local people, to open a new corridor when there's already a perfectly functional and parallel one just a few miles over. The huge scar running down the Altar Valley is ugly, unnecessary, unpopular and only benefits a few rich people, a testament to the lawless and undemocratic ways of some government entities. Do you want to be that destructive entity in the Avra Valley? I-11, if sited through Avra, would be a similar scar, and with the I-10 corridor only a few miles away, people would question its necessity, and the judgment of ADOT, for years to come. Instead, please use your limited resources to work toward a passenger rail within the I-10 corridor to connect the metro areas of Phoenix and Tucson, and further south along the I-19 corridor, if deemed feasible. If we had a train, we certainly wouldn't need to wreck Saguaro National Park, Ironwood National Monument, and the rest of the Avra Valley for a redundant highway full of polluting, free-loading semi trucks. Thank you for your consideration,</p>			Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	<p>Our house is at North Sandario Road. It's 1/2 mile south of Mile Wide Road. I have many concerns about the I-11 proposed construction: The environmental concerns are vast. There will be noise pollution, light pollution, illegals coming through, drug-trafficking. They could take our house away. That's unacceptable. We are senior citizens on a fixed income. We still owe a lot of money on our property. There would be a huge disturbance in the Saguaro National Monument. . . . the vegetation, the wildlife, the sheer beauty of it. It is protected by the Department of the Interior. This area (the Sonoran Desert) is the only place on earth where the Saguaro Cacti can grow. How can they even think to destroy these beautiful cacti. . . ?!!! This threat to our environment is very real. The cost of putting in an interstate in this area is much more expensive than to put it where there is already an existing interstate, (I-10). Please take these concerns seriously!!! Thank you.</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	<p>Due to the impact on the fragile desert ecosystem, further studies are needed, especially weighing the benefits of railway transportation. Sincerely, Sent from Yahoo Mail on Android</p>	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	<p>I am opposed to I-11 corridor options C & D because of the devastating effects a freeway would have on the landscape. The area of these proposed options is rich in cultural, historical, and natural resources that would be irreversibly degraded by the noise, light, traffic, construction, and additional development that a freeway would bring. Please remove corridor options C & D from consideration for this project. Thank you,</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	<p>Hi all, AGFD Comments for the ASR scoping period are attached. Thanks and have a great weekend,</p>	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	<p>Please send my comments on to the appropriate people. I oppose this freeway through our beautiful Sonoran desert that will impact wildlife and its important environment. Thank you.</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

				currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Infrastructure is there along 85 to I-8. No need for damage to monuments, wildlife, agriculture areas, rural housing, historic areas, no need for purchase of additional ROW (2000' swath) no need for additional bridges in major flood areas as 238 is with possibly hundreds of washes and many more reasons. If you must build this interstate utilize and save. Y using 85-I-8 existing corridor.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	You need to consider an alternative of using the railroad to accommodate the projected increases in freight transport needs. That would separate freight and passenger routes, and improve both efficiency and safety. I believe this was brought up in one of your public meetings and I expect that you will respond by a serious consideration of this alternative. Thank you,	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I am opposed to the proposed Interstate 11 alternatives through the Avra Valley. The I-10 corridor is established; improving it is preferable to disrupting an area that has been relatively undisturbed. The future is not more roads, but better ways to use existing transportation routes -- interstates and rail. Rail seems to be underused; it is an effective way to move large volumes of materials. Our wild places are already in danger of being lost. There is no reasonable explanation for destroying these special and irreplaceable areas that make Arizona a beautiful and healthy place. We need to focus on conserving these special places. Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	As open spaces, rural lifestyle and equestrian advocates. We ask that if this interstate is to be built, that you utilize existing infrastructure and reduce impacts and costs. This will affect areas that are heavily used by equestrians/hikers/ off roaders and more. If alternative routes are utilized it will also adversely affect local Equestrian properties and agricultural areas, especially through the narrow neck around Maricopa. We as advocates for Equestrian rights, as a group and as Arizona's Equestrian voice we ask you use the 85 to I-8 existing route and infrastructure Thank you in advance.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	We live and farm this area, we also use the public lands in the area proposed for I-11. If there must be a canyons corridor for preservation of wildlife, rural areas and all it encompasses, to also save massive amounts of funds required, we ask you use the existing corridor along the I-8/85.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I am opposed to the alternative corridors C and D through Avra Valley due to the negative impact on wildlife, natural areas and close proximity to the Ironwood National Monument and Saquero Park West. We do not need additional light, noise, development and pollution that this highway will bring to an ecologically sensitive area.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	This letter opposes the Corridor C and D plan through Avra valley. Using the existing I-10 Corridor is a perfect alternative. This will costless and not have as much impact on our National park and the entire area around Avra valley. I speak for everyone in Tucson, who would no doubt agree with this. We are here for the wild open land that surrounds Tucson, as well as the thousands of visitors that come to enjoy it. Tucson cannot afford to have an interstate running through the park, by the National Monument and Ironwood Park. Neither can the wildlife. We have worked so hard to preserve the quiet and solitude of the Tucson area and surroundings. A highway will add as much	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection

	noise pollution as it will kill off wildlife. Use what infrastructures are already in place. Why destroy a community that lives for the beauty of the Sonoran desert?			Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I am wondering who thinks that this is a good idea. The Sonoran desert is a small and unique environment in the entire world. To cut a permanent scar through the middle of even a single part seems foolish at the least. The Avra valley is a connection between the Sonoran Park and Ironwood Park. There will be no cross migration and Sonoran National will essentially become an island. If the I-11 is kept west of the Tucson mountains this can all be avoided. In reading why this is even being created, all I can come up with is to have a quicker way from Las Vegas to Mexico. I ask you, is this a good reason to screw up such a unique and beautiful eco system? If your answer is yes I don't know how you sleep at night. I can only guess it's about money. Such reasoning has destroyed many great places. Please reconsider your choice!	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	To Whom It May Concern: I would love to see this built in my lifetime.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Do not destroy Saguaro National Park West, Ironwood Reserve, our quiet neighborhoods, our environment and wildlife by allowing I-11 through the Sandario option. We have I-10 nearby which can be improved for additional traffic if needed, also using frontage roads more efficiently. Does ADOT and Pima County Supervisors believe Saguaro National Park West LESS important than Saguaro National Park EAST? Residence of Saguaro National Park EAST vetoed a bike shop near the EAST entrance because they were afraid more people and traffic would disrupt wildlife corridors, environmental changes and impact on the park. A ROAD through Saguaro National Park WEST with DAILY TRAFFIC including semi-trucks from Canada to Mexico would MOST definitely make a huge NEGATIVE impact! I vote NO!	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Planners I fear the loss of the quality of the Hassayampa River Preserve if this project, freeway, is allowed to pass through Wickenburg via Highway 93. This unique riparian acreage is a natural asset to the City of Wickenburg as well as the State of Arizona. Many species of birds and other animals flock to this "Oasis in the Desert". The underground river flows sometimes above and sometimes below the ground, but it is almost always above ground at the Preserve. It is here that you can identify plant species and animals and birds that are natural to the desert and this area and some that come to visit. The Hassayampa needs to be protected. I believe that an alternate route South and West of the Preserve should be followed, not through Wickenburg, and it can then connect with the already complete roadway/freeway up by highway 71. Thank You,	North	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	See following text Property Owner Sent from my iPhone Begin forwarded message: Dear Friends I am sending this to all my clients who own the land in Tonopah Chances are I-11 highway will go through Tonopah and we all should send the following email please forward following text to the following email type your name at the end please do it or tomorrow. The deadline is tomorrow June 2nd i-11ADOTStudy@hdrinc.com Dear Mr. Kies and Mr Van Echo, I-11 Study I wish to reach out to you as We own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. > Thanks.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear Mr. Kies and Mr Van Echo, I wish to reach out to you as I own land in Tonopah, Arizona. I believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the

	to 429th Ave. Currently west valley residents have no north/south freeway in this area. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Sincerely,			official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Why is the first Arizona section of I-11 being proposed from Nogales to Wickenburg instead of from Phoenix area to northern Arizona and on to Las Vegas? Most of the proposed initial routing (from Nogales to Wickenburg) is already served by limited access, high-speed highways that are not prone to complete shutdowns as is I-17 between Phoenix and points north at least 50x each year? We in mountainous central and northern Arizona are weary of being Arizona's "red-headed stepchildren" when it comes to what gets fixed in terms of transportation needs. Thus, although I typically vote Republican, I see no little continuing reason to vote for Ducey, McCain, Gosar or Flake in light of their inability or inattention to much more than photo ops on the Yavapai Co. Courthouse steps. Our I-17 lifeline is not dependable yet no one south of Yavapai Co. seems to care. Please advise.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	I oppose these concepts and ideas. We have so little beautiful, natural desert left - there's no reason why these roadways would make it any more pleasant. Add my vote to opposition please.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear Sir/Ms., This e-mail is to express my opposition to Corridors C and D for the proposed I-11. I am quite familiar with the area west of Tucson, which includes county and national park areas as well as other relatively undeveloped areas. I believe putting the interstate through the Avra Valley would do great harm to the biological and scenic resources of our county. Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/01/2017	Dear Sirs, I am a resident of Picture Rocks area west of Tucson and live almost on the boundary of Saguaro National Park West. I strongly oppose the proposed routing of the Interstate 11 connecting Wickenburg to Nogales on the following grounds:-1. Dupllcation There is already a six lane interstate 10 which bisects Tucson running south to El paso and via I19 to Nogales. Much money and effort was spent on this in the preceding decade, to upgrade sections which run through Tucson and a long part of the distance between Phoenix and Tucson. 2. Seriously impact Saguaro West National Park. It would be an environmental disaster having the route primarily carrying heavy Freight lorries, located so near to a National Park. Tourists come from the world over to visit Saguaro NP for its biodiversity, peacefulness and beauty. These would be destroyed if a major six lane highway was visible and/or audible from the viewpoints and hiking trails of the Park. 3. Very unlikely to be used by Tourists. I am speaking as a foreigner who has chosen to live in the desert. Previously we visited as tourists almost every year from 1985 till 2006 when we came to live in Tucson. Tourists will like us choose to make road trips within Arizona linking up the National Parks and also into and through Colorado, Utah and New Mexico. I do not agree that tourists shall utilise this road, it shall not take them to the areas that they wish to visit. There are so many spectacular places to visit specifically National Parks in Utah and the the Grand Circle, in the east of the STATE, Petrified Forest NP, Canyon de Chelly, WHite mountains etc and many of southern Arizona's highlights are also in the SE of the State, Chiricachua, Tombstone, Elgin Vineyards / Patagonia Etc4. Trade in context of the Policies of the current US Government. I understand the road is to encourage trade between the US, Mexico and CANada- but I thought the US Government current policy states that:- they wish to withdraw from NAFTA, -restrict imports from Mexico,- in fact build a wall along the border to restrict migration of workers from Mexico to any part of US. it is non sensical to allow Mexican Immigrants free access throughout the whole length of US to take up employment in Canada, at the Tar sands or anywhere else. Seriously would any Mexicans travel the whole length of the US to/from work or would they fly? 5. Pollution. Encouraging any more freight traffic on the road is not ecologically sensible. More freight should be put on trains! Freight by road transportation will just pollute the areas adjacent to the highway , which in the case of our	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	neighbourhood includes areas of pristine desert / State lands and a National Park!6. Indian LAnds. It would adversely impact the Tohono O’Oodham tribal lands! As i believe it would have to transverse their Lands. 7. Dark Sky/ Kitt Peak Observatory - Pollution from the road would impact the environment and the important Institution that is Kitt Peak. 8. Water Pollution. Efforts to reconstitute the water table in the desert west of Marana would be impacted by the pollution from the route, causing further pollution to the fragile desert environment and the water table. 9. Agriculture Farms would be lost to the creation of an Interstate and all the services like Motels/ restaurants/ garages/ gas stations that would be ancillary to this route. Please acknowledge receipt of this objection. Thank You.			
06/02/2017	Dear Sirs: 1. All proposed corridor alternatives for Interstate 11 would impact lands identified in the Sonoran Desert Conservation Plan’s Conservation Lands System (CLS). Local conservation lands are important to protect, as are federal conservation lands in Pima County. Riparian habitat is disappearing at alarming rates, and all alternatives would exacerbate this loss. 2. Corridors C and D would have the most serious impacts, causing significant direct, indirect and cumulative impacts to a great number of federal and local protected areas having important biological resources. Impacts to Wildlife Linkages would result in irreversible serious consequences for wildlife diversity, genetic health, and overall ecosystem resilience in this area. 3. Please reconsider ADOT’s 2011 “State Rail Plan” which would better address the needs of both freight and passengers. Very truly yours,	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications1655 W. Jackson St. , Mail Drop 126FPhoenix, AZ 85007RE; Comment to the I-11 Corridor Alternatives Analysis – Central Section – Legends EIS Study Team –I write on behalf of the ownership interests of a 7,100ac master planned community known as “Legends” within the corporate limits of Casa Grande, Pinal County. This acreage was annexed into the City of Casa Grande in 2005 and is generally located N-S between ½ mile south of SR84 (Gila Bend Hwy) and the Maricopa Casa Grande Hwy, and E-W between Corrales Rd and Russell Rd. The property is fully planned, entitled with master plan engineering documents, CLOMR’s, initial phases preliminary platted and construction documents. Development progress was halted with the economic downturn, but the returning market is creating significant renewed opportunity. From review of the I-11 Central Section, it appears that alignment “I” swings through the heart of Legends as it moves from an east-west alignment of roughly Kortsen Rd to a north south alignment of approximately Montgomery Rd. Alignment “I” would have a major impact on this property, significantly impacting land use planning, entitlement and engineering design invested to date. That said, we have not been able to fully evaluate the impact or merits of such a significant regional transportation corridor, and whether it is a net benefit or a detriment to the property. We believe that the potential for an I-11 corridor is good for the region and the State. It is also clear that alignment “I” would have significant impact on our holdings. At this time, we neither support nor oppose alignment “I” but wish to be on record and reserve the right to study the impacts with full access to and engagement with federal, state and local agencies responsible for evaluation and determination of the corridor through the Pinal County and Casa Grande region. We believe in the future of the area and look forward to engagement with the agencies as this analysis progresses. We will insist that our interests be recognized.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	The proposed routing of I11 west of existing interstate 10 through Tucson Mountain Park, Saguaro National Park and the tribal lands in Tucson is unacceptable. This land is sacred land and a beautiful part of Southern Arizona that should remain pristine and without the noise and encumbrance of another interstate. The Sonora National Monument near Maricopa should also be protected. Finish the 3rd lanes on I-10 -- begin actual passenger rail service along the existing I-10 corridor. Another interstate is not necessary and the price is too high to destroy an national park, a large regional recreational amenity, a national monument and infringe on tribal lands. No, no, no!!	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	My thoughts on the proposed new corridor pertain to the Southern Section. Over the past few years the heavy truck traffic at the Ruby Road Intersection has become tremendous. A) - In recent months a new warehouse has become operational on the Old Nogales Highway resulting in trucks parked on both sides of that road in the area of the Forest Service building. This is a narrow roadway not designed for truck traffic, the trucks parked on both sides of it, narrow it even further and are a significant hazard to cyclists and car drivers. B) - The Ruby Road, Pilot Gas crossroads are heavily used with trucks pulling into oncoming traffic and causing traffic jams. This is compounded by complex traffic patterns easily misguiding traffic coming off the Southside of I-19 and headed East towards Rio Rico. The traffic light	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	sequences governing traffic exiting South I-19 onto Ruby Road result in trucks stopped on the off ramp almost to the Interstate itself. C)- Traffic in the area is regularly backed up by train crossing which occur several times a day and which often entail over 100 railroad cars crossing, backing traffic up past the Pilot gas stations. Thank you for your consideration of the foregoing.			
06/02/2017	Dear ADOT, My name is and I am a resident of the Avra Valley. I am writing in opposition to the proposed I-11 corridor. I do so on several grounds: 1. This area is built around two major anchor tenants; Saguaro National Monument West and The Sonoran Desert Museum. We live in proximity to both and utilize them on a weekly basis. Both institutions are premised on an appreciation of the Sonoran landscape of the Avra Valley. A major new interstate through that landscape will fundamentally undermine both institutions and the fragile landscape that they are premised on. 2. On a daily basis we experience the wildlife of the Sonoran desert. Our neighborhood is home to deer, coyote, bobcat, owls and comprises a significant wildlife corridor that has been repeatedly protected by growing number of land set-asides to protect all of the animals and plants in our valley. The I-11 corridor will ultimately undermine the ability of the Avra Valley to continue to be such a hospitable habitat to all of the animals and plants that it currently serves as a hospitable environment for. 3. There are two alternatives to the Avra Valley that need to be pursued: the expansion of I-10 and the development of a bullet train between Tucson and Phoenix. Both of these will address the fundamental issues of relying less on car and truck traffic and improving the efficiency of a transportation corridor that already exists. The idea that we are abandoning mass transit alternatives as a primary means of reducing traffic on the current I-10 corridor makes no sense. It is the most sensible long-term strategy to making the continued use of the I-10 corridor feasible for commercial traffic. I hope you will take these important perspectives into consideration as you consider the I-11 corridor and trust that you will reject it as a workable option. The continued existence of the plants and animals of the Avra Valley and the continued functioning of Saguaro National Park West and the Sonoran Desert Museum are vital to our region and require a rejection of the I-11 proposal. Thanks for your consideration.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	I highly object to the proposed I-11 highway in it's entirety (other than to improve existing travel infrastructure), for two primary reasons: 1. it has been well established that existing infrastructure in the US is deteriorating and is way behind in its need for maintenance and improvement. These needs must be met rather than to further develop new infrastructure that then will also need more maintenance over time. 2. I am a wildlife biologist specializing in large carnivores, all of which are critically important to well-functioning ecosystems. Major highways and the resulting development that follows, divides habitats into smaller and smaller fragments. These smaller patches of land are not viable for wildlife populations that need large, intact landscapes—and movement corridors between them—to survive in the long term. Some segments of the proposed I-11 cut through what are now the few remaining intact, functioning landscapes in Arizona (and I'm sure in other states) and therefore should not be considered as viable alternatives to our transportation needs. Rather, repairing and increasing the capacity of existing infrastructure as well as developing, new alternatives, such as rail, etc. is by far the better scenario, both for taxpayers and the environment.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	To all interested parties, As a citizen of Arizona and of Marana, AZ I am opposed to the creation of an Interstate 11 highway through what is environmentally sensitive lands. This highway infrastructure will cause irreparable harm to Saguaro National Park West, Ironwood National Forest and American Indian Tribal desert lands. The logic in the concept of adding another interstate in our area in that particular location eludes me. We already have Interstate 10 that connects Tucson with Phoenix. The land for that particular interstate is already made easy for expansion. Why not use taxpayer money to improve and widen the existing I-10 highway? If the proposed Interstate 11 is for commercial traffic only, I wouldn't want my taxpayer dollars used for that narrow-sighted endeavor. We most definitely need an improved and widened Interstate 10. Have you driven on it lately? Many sections are in bad need of widening and repair. Can we not take care of what we already have? If the proposed Interstate 11 goes through, it will harm animal species (road kill) and interfere with their migration across the lands. You are inviting trouble every mile of the way. Sincerely,	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	I am for this freeway being built. Thank you Sent from my iPhone	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

				currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Great letter! On Fri, Jun 2, 2017 at 4:52 AM, wrote :> Dear ADOT,>> My name is and I am a resident of the Avra Valley. I am writing in> opposition to the proposed I-11 corridor. I do so on several grounds:>> 1. This area is built around two major anchor tenants; Saguaro National> Monument West and The Sonoran Desert Museum. We live in proximity to both> and utilize them on a weekly basis. Both institutions are premised on an> appreciation of the Sonoran landscape of the Avra Valley. A major new> interstate through that landscape will fundamentally undermine both> institutions and the fragile landscape that they are premised on. >> 2. On a daily basis we experience the wildlife of the Sonoran desert. Our> neighborhood is home to deer, coyote, bobcat, owls and comprises a> significant wildlife corridor that has been repeatedly protected by growing> number of land set-asides to protect all of the animals and plants in our> valley. The I-11 corridor will ultimately undermine the ability of the Avra> Valley to continue to be such a hospitable habitat to all of the animals> and plants that it currently serves as a hospitable environment for. >> 3. There are two alternatives to the> Avra Valley that need to be pursued: the expansion of I-10 and the> development of a bullet train between Tucson and Phoenix. Both of these> will address the fundamental issues of relying less on car and truck> traffic and improving the efficiency of a transportation corridor that> already exists. The idea that we are abandoning mass transit alternatives> as a primary means of reducing traffic on the current I-10 corridor makes> no sense. It is the most sensible long-term strategy to making the> continued use of the I-10 corridor feasible for commercial traffic. >> I hope you will take these important perspectives into consideration as> you consider the I-11 corridor and trust that you will reject it as a> workable option. The continued existence of the plants and animals of the> Avra Valley and the continued functioning of Saguaro National Park West and> the Sonoran Desert Museum are vital to our region and require a rejection> of the I-11 proposal. Thanks for your consideration.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear Mr. Kies and Mr Van Echo, I wish to reach out to you since we own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Thank you for your consideration. Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear Mr. Kies and Mr Van Echo, I-11 Study, I wish to reach out to you as we own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	To whom it may correspond, It is well-established that new interstates, like the proposed Mexico-to-Canada I-11 highway, bring with them new development, new roads, and more traffic. They are not stand-alone pieces of	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the

	<p>infrastructure, as the proponents might suggest. They come with exits, gas stations, frontage roads, and all kinds of new development, creating negative impacts on viewsheds, natural quiet, dark skies, and other wilderness values, especially where these values are an economic driver for the region. Avra Valley is a biologically-rich part of our region with significant protected open space, wildlife linkages, and mitigation lands. Avra Valley is located between Pima County's Tucson Mountain Park and national treasure Saguaro National Park to the east and Ironwood Forest National Monument and the Tohono O'odham Nation to the west. The view shed in the area creates jobs and current revenue to the city, county, state and private entities, such as Tucson Old Studios and, importantly, the Arizona-Sonora Desert Museum - designated in early 2017 as the #3 zoo in the United States. This designation is a statement about the surrounding of the Desert Museum, and a testament to long-term economic, educational, and tourist benefits these institution brings to Arizona. Ava Valley also contains mitigation lands managed by the Bureau of Reclamation for impacts from the Central Arizona Project canal, open space lands owned by Pima County and the Regional Flood Control District, and the Santa Cruz River. - Avra Valley is home to a rich mosaic of biologically-important lands, including a national park and a national monument on either side. The proposed Interstate 11 in southern Arizona should use the existing Interstate 10 corridor. - We need to keep our public lands and wildlife linkages intact. Saguaro National Park is a national treasure that is already becoming increasingly isolated due to development pressure from Tucson and Marana to the east. Constructing a new interstate west of this national park would doom wildlife there forever. A new interstate through or adjacent to these protected lands would be devastating and irreversible. I request that Corridors C&D be eliminated from further consideration as this process moves forward. Thank you,</p>			<p>official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
06/02/2017	<p>First off, thank you for providing so much information on the website for those of us that have not been able to attend the public meetings regarding the Interstate 11 corridor. I realize that finding an alignment that goes between Nogales and Wickenburg but also avoids National Parks, National Monuments, State Parks, towns, cities, etc. is very difficult. One can see why the Interstate 10 alignment is where it is! However, the proposed alignment goes through or comes extremely close to Saguaro National Park, Tucson Mountain Park, the Desert Museum, and the Sonora National Monument. This is not a good thing for those environmentally sensitive areas and I hope that while the Environmental study is being done that will stand out. The freeway is planned to have a smaller footprint now, but in the future there will be expansion, which will encroach on these state environmental features. I'm against it. Thank you for your time and efforts,</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
06/02/2017	<p>I am against the proposed Interstate 11 west of Tucson because it is unnecessary, will devastate wildlife, and will decrease economic activity along I-10.</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
06/02/2017	<p>Dear Mr. Kies and Mr Van Echo, I-11 Study, I wish to reach out to you as we own land in Eloy and in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks,</p>	Central	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.</p>
06/02/2017	<p>Please see attached. .</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection</p>

				Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Please see attached letter of support from the Pinal County Interstate 11 Coalition Board of Directors.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	ADOT: As a resident of Pima County (are code 85742) and daily commuter of I-10, I hereby voice my strong opposition to the proposed new interstate bisecting Avra Valley and ruining critical habitat and our desert. Moreover, to both save valuable tax dollars and improve current infrastructure, my view is that our tax dollars should go to improving I-10. I-10 represents terrible planning and extensive problems plaguing our state between city, county and state officials. It is a heavily used corridor linking Arizona's two most important metro areas and it goes anywhere from 2 lanes to 4 lanes in several places in less than 100 miles. Clearly if there is a need for more infrastructure, the smart choice would be to widen and improve I-10, not ruin critical habitat and our natural places and leave a current problem unsolved. Thank you for your consideration and for the opportunity to voice my perspective.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear Mr. Kies and Mr Van Echo, I-11 Study, I wish to reach out to you as I own land in Tonopah, AZ. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Hello, Thank you for the opportunity. What I hope you are taking care with is saving Arizona, rather than letting its most pristine areas be ruined. I know various forces pressure you from every side, me among them. We don't need to live in or even easily visit all the most beautiful or desolate areas; it is sufficient to make sure they can exist in their expanses. Please proceed with enormous amounts of caution. Commerce is vital, and healthy environments make life worth living.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	I strongly oppose I-11 corridor options C and D through the Avra Valley, which would disrupt important wildlife corridors and pass much too close to Saguaro National Park and Ironwood Forest National Monument. A much better option would be widening I-19 and I-10. Thank you.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Hello, I am registering my opposition to* Corridor Alternatives C & D through Avra Valley. **Thank you,*	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	This is one of the most foolish ideas I've ever encountered in my 61 years on the planet (45 years after I first moved to Tucson). While I can see a certain logic in the Vegas-to-Phoenix leg, Phoenix to Tucson and Phoenix to Mexico *already has an interstate highway!* To build another, a handful of miles west of I-10, is worse than wasteful. It's downright destructive to humans and nature. Here are a few of the reasons: - *Tucson economic health. * Diverting	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

	<p>current traffic from I-10 to Avra Valley would suck a significant amount of economic vitality out of this region's economic center. Tucson has the infrastructure and supporting businesses to serve the Phoenix-to-Mexico route already -- why toss those investments, private and public, under the bus? - *Avra Valley's economic well-being. *Avra Valley doesn't need and doesn't want that kind of development. We have a healthy relationship with Tucson, where we can get full services -- again, both private and public -- without having to despoil some of the most remarkable desert on the planet. Those of us who want employment in an urban environment can drive a half-hour or so away to get that. - *Southern Arizona's broader well-being. * This community is built on its natural beauty. Always has been, and not only for its residents. Since I first moved to this region, one of the most amazing things has been that one can drive to the west side of town, wind your way up to the top of Gates Pass, and see such a breathtaking view. And if you drive down the hill from there, you find the Arizona-Sonora Desert Museum (which hosts almost a half-million visitors per year) and the Saguaro National Park (which hosts three-quarters of a million visitors a year). To think that you could build an interstate highway down the middle of this rare natural resource without doing irreparable damage to this national treasure is nuts, economically, environmentally, and in terms of pure quality of life. - *Economic waste. * I guarantee you that the cost of building this highway is billions less than the cost of any necessary expansion to I-10 and I-19. We simply do not have extra public money to waste on such a boondoggle.</p>			currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	<p>Study Team, I am a 23 year resident of Avra Valley and a Realtor in Tucson. My adobe home on 4 acres is in the I-11 study area. I am against the Avra Valley route for many reasons. We moved to this unique area for the nature and quiet desert that must be protected. Much of the I-11study area was set aside as protected lands andI-11 goes against these protections. Avra Vally is the source of the City of Tucson's WATER. The CAP canal and Tucson's water needs to be protected from the pollution and hazards that vehicles would bring. Tucson has many visitors who come ONLY to enjoy the amazing Desert and Parks. Avra Valley is home to many of Tucson's top tourist destinations including Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, Kitt Peak National Observatory, and Ironwood National Monument. I-11 would destroy these unique places for desert animals, visitors and residence. The City of Tucson Web site: "Tourism accounts for one of every 10 jobs and adds over \$1. 8 billion per year to the local economy. Travel and tourism produce 40,000 jobs in all of the sectors listed in the Employment section above, and has been one of the most rapidly growing industries in Tucson. "Are we willing to destroy a huge part of the \$1. 8 billion per year to the local economy? Future needs will change. I am a Realtor and work with new and established resident's in all of Tucson. Locals won't even drive across town, they want to stay in their own areas. I don't see locals using I-11 in Avra Valley since it is far West of Tucson. Autonomous vehicles are in the near future and will change our transportation needs. *I am for improving I-10 and I-19 as the best option. *I-10 should have more lanes added from Phoenix to Tucson. This route already exists. Currently I-10 goes from 4 to 3 to 2 lanes in some stretches. 2 lanes is ridiculous! Double deck I-10 through Tucson. Please take the Avra Valley option off the table. Sincerely,</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	<p>If (and that's a big IF) I-11 is built, I would not want to see it go through the pristine Avra Valley. This is a unique world treasure that should not be "sold to the lowest bidder."Commercial growth is important for the economies of both AZ and Mexico, but let's do it right. Just as we don't build bridges across the Grand Canyon because it's "in the way," we should consider Avra Valley with the same respect. I am very concerned about preservation and protection of our beautiful Sonoran Desert, protecting adequate wildlife linkages, as well as the urgent need for a sensible and appropriate water policy in our desert region. Construction of a new highway in the area of the proposed I-11 corridor (Avra Valley) which currently has no transportation or telecommunications infrastructure would cut off essential wildlife linkages, destroy the desert environment and ecosystem, and require huge amounts of fossil fuel and water to build and maintain. It would also harm the economic activities of numerous businesses along Interstate 10. Finally, the construction, maintenance and use of this new highway would add to dust and noise pollution in sensitive wildlife and national and city park areas adjacent to the proposed new highway. This construction in Avra Valley will inevitably lead to further commercial and residential development along this corridor, exponentially increasing the harm done. I am not certain that we actually need a new highway at all. Therefore, I urge you to plan for an improvement in the current Interstate 10/Interstate 19 using rail, non-fossil fuel energy sources, employing state of the art methods for dust and noise abatement and hiring local labor. Regards,</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.

06/02/2017	1. All in for a Phx to Vegas highway!! Nevada and their casinos should be helping to pay for it! 2. Will there ever be passanger trains to Vegas and to Tucson? Thanks for all your hard work.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Please accept the attached comments, submitted on behalf of the Pima Natural Resource Conservation District-- Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear Mr. Van Echo and ADOT Study Team, Enclosed please find the above captioned public comment letter pursuant to our attendance of the May 16, 2017 Interstate 11 (I-11) Agency Coordination Meeting. We have also vetted the attached letter with the City of Goodyear prior to sending it to you. As a master planned community of more than 20,000-acres, comprising approximately 20% of the City of Goodyear's land area, we appreciate the opportunity to participate in the study process and wish to remain informed and engaged in the I-11 studies as they move forward. Please feel free to call me with any questions. Best regards,	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	My recommendation is that I-11 follows the current state highway system and does not include any bypasses at this time: SR189 to I-19I-19 to I-10I-10 to L202 (South Mountain Freeway [SMF]) L202 (SMF) to I-10I-10 to L303L303 to US60US60 to US93Segments of I-11 that could not be brought up to access-controlled interstate standards (such as US60 through Wickenburg) would simply be a broken link in the I-11 connection. Any future bypass around the Wickenburg area should: 1) be built through private funds; 2) avoid the Maricopa County Vulture Mine Regional Park, and 3) only be considered when travel demand modelling shows that US60 AADT would operate at LOS D or worse conditions throughout the Wickenburg area. If the study team elects to select a bypass for I-11 around Wickenburg as part of this study, I recommend the bypass avoids the Maricopa County Vulture Mine Regional Park. Thank you for your consideration.	North	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Please help us to preserve the natural beauty of our area, protect our lovely flora & fauna, and to protect our national park & national monument. All of which is key to *worldwide tourism*. You must be aware that Corridor11 will require services such as gas stations, which will invite lodging facilities, shopping areas, housing, increased traffic, which only compounds the demands upon our state's limited resources, namely WATER. In addition, once an area is built up, *there is never any going back*. Many of us living in the Tucson area do not wish emulate Phoenix, the armpit of Arizona. Rather than pursuing the same old ideas of the 1950s & '60s of building more freeways, why not try a new & more efficient approach to alleviating traffic. Why not invest money into rail transit to link Tucson with Phoenix and beyond? Make rail a convenient option for our residence & visitors and the demand placed upon I-10 will diminish, making it safer & more efficient. Plus it preserves our open spaces! Let's stop relying on*outdated* solutions and consider a resolution that will preserve *all of our interests* well into *the future*. Thanks for your consideration!	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	I would like to submit the attached comments. Sincerely,	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	As a longtime resident of the Tucson area, I am opposed to an I-11 corridor through the Avra Valley. Such a highway, accompanied by inevitable development (truck stops, shopping, etc.), would totally destroy the desert environment, disrupt wildlife, and disturb an internationally renowned institution, namely, the Arizona-Sonoran Desert	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS

	Museum. I have lived in and traveled to Los Angeles for many years and know what heavy traffic looks like. Current traffic levels on the I-10 through Tucson are relatively light, so the need for additional capacity through the Avra Valley seems highly questionable. If additional capacity is needed at some point in the future, far better to increase the capacity of I-10 than to destroy the desert environment of the Avra Valley.			study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Long overdo. There appears to be no resolution to I-17 issues, so I-11 will give some very much needed relief.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	<p>Comments on Interstate 11 corridor alternatives presented to the public in May 2017, especially concerning the two unsuitable alignments proposed for Avra Valley June 2, 2017 Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., MD 126 Phoenix, AZ 85007 Also submitted by email: I-11ADOTStudy@hdrinc.com<mailto:I-11ADOTStudy@hdrinc.com> and by U. S. Mail To Whom This May Concern:</p> <p>Thank you for this opportunity to comment on Corridor Alternatives as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg. These comments are submitted on behalf of National Parks Conservation Association (NPCA). NPCA was formed in 1919 to advocate on behalf of and in support of our national parks and has more than one million members and supporters. Our biggest concern is that placing a multi-modal transportation corridor in Avra Valley, which is two of your three route alternatives, would generate huge and unacceptable impacts to Saguaro National Park. We are also sympathetic to impacts to the world-famous Arizona-Sonoran Desert Museum, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation Wildlife Mitigation Land, other protected federal lands, the rural character of this part of Pima County, and the sovereign lands of the Tohono O'odham Nation. We are also concerned that the Tier 1 NEPA process that has been described for the effort won't be sufficient to examine the environmental and social impacts of the Avra Valley routes - surely not enough to make an informed federal decision as to routing. For instance, there is the huge impact to important wildlife migration east to west between protected habitat. If either Avra Valley route is chosen to go forward during the Tier 1 NEPA process, a simple statement that impacts would be mitigated would not be acceptable - each mitigation action contemplated must be examined for effectiveness, funding source, etc., and be subject to stakeholder and public review. This is the level of detail that I understand is typical for the next phase of NEPA analysis, and is the level of detail absolutely needed before a corridor selection is made for this particular segment of the proposed Interstate 11. This begs the question as to why this study is spending so much time, money, and other resources on the Avra Valley routes despite a huge percentage of opposition from valley residents, the fact that such a suggested freeway route has been proposed and rejected in the past, and the seeming impossibility (or at the very least inadvisability) of breaching or impacting the Bureau of Recreation Wildlife Mitigation land. That particular Mitigation site was set aside to mitigate the construction and ongoing impacts of the Central Arizona Project, and was done so for perpetuity. When I heard at the public meetings that Arizona Department of Transportation is seeking ways to "cooperate" with the Bureau of Reclamation to site a freeway through this land, I was aghast. Also mentioned was the possibility of building an elevated freeway on pylons along Sandario Road, where the easement is wide enough for pylons of an elevated freeway but not for a ground-level freeway. This is amazingly fanciful thinking. The impacts of an elevated freeway at this location would be greater to the nearby (less than 2 miles) Arizona-Sonoran Desert Museum and Saguaro National Park - to say nothing of the impacts to wildlife using the mitigation lands. I suspect the Tohono O'odham Nation, on the other side of this elevated structure, would probably object as well. We urge you to consider the total impacts of what you are proposing, which would include at a minimum a freeway, but also opens the door for a transmission line, railroad, etc. You should of course include all the impacts that secondary development a freeway would encourage (gas stations, motels, fast food restaurants, etc.) in your analysis. By the way, including a transmission line is odd in two ways. First, when transmission lines have been proposed in southern Arizona in the last couple of decades it was clearly decided not to route them along the existing freeways because we were told it would be too hard for maintenance or in case of disruption (if a line fell it would block freeway traffic, for instance). Second, there have been transmission line proposals recently that included a possible Avra Valley routing - but because of this route's impacts and complexity of land ownership (i. e. the Bureau of Reclamation lands) an alternative was selected. Our concerns with the two potential Avra Valley Interstate 11</p>	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>alternative routes (and both routes have about the same detrimental environmental impacts):1. The impact it would have on visitors' viewing experience from Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park. 2. The impact of noise it would generate on wildlife and visitors in Saguaro National Park, the Arizona-Sonora Desert Museum, the Ironwood Forest National Monument, and Tucson Mountain Park. 3. The added air pollution impacts. Saguaro National Park has a Class 1 designation under the Clean Air Act, and as it stands is not expected to meet future mandatory air quality goals (see http://tucson.com/news/local/saguaro-national-park-ranks-th-on-list-of-most-polluted/article_25b239f4-3fb1-5e7d-adb5-699d7b01fb0a.html and https://www.npca.org/resources/3137-polluted-parks-how-dirty-air-is-harming-america-s-national-parks). 4. Impacts of additional light pollution on Saguaro National Park resources and visitors, on astronomy facilities in the region, and on migratory wildlife. 5. Impacts to the congressionally-designated Saguaro Wilderness Area located in the park, especially to the wilderness values visitors to this area expect and deserve. 6. How increased production of pollutants from this project would contribute to climate change. If there is a per-mile algorithm that is typically used, this route would be more miles than improvement of existing freeways. The resulting development in this rural area would generate a lot more fossil fuel use. 7. In the section of the EIS where you look at impacts to endangered and threatened species, the Tumamoc Globeberry (<i>Tumamoca macdougalii</i>) should be included. It was formerly listed, but the delisting might be in question now as known populations have crashed. I believe there are properties containing this plant that were bought specifically as mitigation for the Central Arizona Project that could be impacted by the Avra Valley routes. 8. While earlier in this letter requested that you include the impacts that would occur from the development of support facilities (such as gas stations and fast food restaurants) and subdivisions that inevitably develop around new highway construction, this is a point we wish to make very strongly. If your plan is to place a highway in this sparsely developed area, impacts from such additional development, including increased demands on water and electric resources, need to be included in your decision-making process. Again, we appreciate this opportunity to comment on scoping, and look forward to being involved in the NEPA process as it proceeds. Sincerely, [cid:image004.jpg@01D2DBA6.1F3B4DC0]Kevin Dahl Senior Program Manager National Parks Conservation Association738 N. Fifth Ave. , Suite 222, Tucson, AZ 85705(520) 603-6430 c (520) 624-2014 o kdahl@npca.org<mailto:kdahl@npca.org> www.npca.orgPreserving Our Past. Protecting Our Future. Speak up for national parks. Join us at www.npca.org[cid:image005.png@01D0A45C.645171B0]<http://www.npca.org/></p>			
06/02/2017	<p>My wife and I strongly oppose building a I-11 corridor on the west side of the Tucson Mountains. It will be very damaging to the environment and serves no good purpose. The appropriate move would be to widen or double deck part of I-10 in order to facilitate the movement of additional traffic through Tucson. A shortcut from I-19 to I-10 south of the Tucson airport does make sense and we do support that project in order to reduce the traffic in south Tucson and expedite the movement of traffic between I-19 and I-10. Sincerely,</p>	South	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/02/2017	<p>I wrote you to express my opposition to the proposed C and D corridor alternatives for Interstate 11. Corridors C&D go straight through Avra Valley and right in between Saguaro National Park and Ironwood Forest National Monument. This is a significant natural area that needs to be left alone. New freeways bring businesses like gas stations and restaurants which would disturb the scenic beauty and the wildlife in this sensitive habitat. Thank you,</p>	South	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/02/2017	<p>Our interests should be focused less on building more invasive infrastructure and more on rehabilitating and/or preserving the environments we've already damaged and compromised by being here.</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/02/2017	<p>I attended your meetings and see only negatives in this I-11 highway CanaMex highway. Pima County does not have much private land and these property owners shoulder a great load. As reported the easement is up to a half mile</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the</p>

	wide, over 2000 feet which will include a railroad. With this highway we will lose even more private land, our peace and quiet, our clean air. What do we gain? Nothing. We do not travel in this direction, vehicles traveling this highway are on their way far away and will not be stopping for food, fuel or any other needs, except hospital which is in the city. Do we have any say in what is being hauled between Mexico and Canada? I can understand an interstate around Phoenix and connecting to Las Vegas, but that is not what this is really. I am apposed to I-11.			official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	*Let Me Interstate **Un**equivoca11y**Oh God, not another road!**Not another road carving up our dear desert!!**Not another rogue creating further havoc across the landscape where it certainly doesn't need to be. Not even for **The Terrorist of Profit** . **Nod to commercialism, except what is the price that will truly be paid? Oh sure, "If you build it they will come. . ." But how dumb is that? In the current atmosphere there is the plea and promise to create more jobs, yet I really fear we are missing the point of what the future may provide for us. Who are we really thinking of? The totality of our precious and holistic environment needs to be valued with much more consideration. **Not enough to just say ***No!!*** to this scam identified as *Interstate 11*. The perverse concept needs to be disemboweled, eviscerated, cancelled before it comes to further fruition, scattered in separate locations far distant from one another--so as to never congeal again, and then be quickly forgotten about. **There are currently enough transportation modes in place to haul commerce from hither to yon without further complicating life in southern Arizona. Forget about *Interstate 11* for the sake of the future!*	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	*Please refer to my attachment below. **Thank you!*	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	Dear Sirs, I am very familiar with the Avra Valley area since I live just east of it. Please note that this area is an environmental diamond that should be cherished. Please do not destroy this beautiful place by running a freeway through it. Take the cheaper alternative and stack the already existing I10 freeway that runs through Pima County on the east side of the mountains. Please take an approach that will save this precious area because running a freeway through it along with all of the economic development that will follow is an old worn out economic model that will consume and destroy this area until until another is located to do the same. Please do the right thing, Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	Please accept the attached as my submission to the public comment for the I-11 EIS process.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	I write to express my vehement opposition to any new freeway (I-11 or otherwise) through Avra Valley, or, indeed, elsewhere in Southern Arizona. I have had a home in Avra Valley since 2005. If this new freeway is constructed, I will likely seek to sell the property, as such a freeway would greatly degrade the value I find in that location. The freeway proposal seems to be based on a mindset cemented in the 1950s; it is a proposal that makes no sense in the current historical context. It would do enormous and senseless damage to desert habitat; it would bring unsustainable traffic and further development that would do yet more damage. It would fuel demands for water beyond what the state's future can provide. I could not be more opposed to this project, and I know many others feel the same. I urge you to reject it. Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study. com/Arizona) later this summer.
06/02/2017	Please see the attached comment letter submitted on behalf of The Interstate11 Coalition. Thanks	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is

				currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Hello, Thank you for the opportunity to provide feedback on the alternatives presented in the Interstate 11 Corridor Environmental Study. Attached you will find a letter outlining the official comments from Ford Motor Company. The original letter is in the mail. Thank you,	North	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Please accept the attached comments regarding Options C, D, E, and F of the proposed I-11/CanaMex Corridor. These comments supersede comments submitted earlier today and are more compliant with the ADOT I-11 website instructions. -- Sincerely,	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	As a full time AZ resident who moved here from CO to enjoy the natural beauty of the state, I am writing to request that you consider the best scientific facts available when building any roads which impact wildlife migration. If done right AZ could be a model for other states. The economic benefit of drawing tourists to enjoy the spectacular open space of our beautiful state can be realized without sacrificing our diverse wildlife populations. Thank you for your careful consideration of this important issue.	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear ADOT and HDR, Below are my comments regarding the I-11 Study: 1) Make sure that excellent and robust sound walls are constructed along the I-19 in Green Valley. 2) Stop discriminating against the Environmental Justice populations in Green Valley. First and foremost, going forward conduct public information and public hearing meetings in Green Valley. Why? Trying to make an elderly population, many with disabilities, drive to Tucson or Nogales in the evening is unconscionable, and goes against Title VI and the intent of Environmental Justice. Most of the Green Valley residents can attend daytime meetings. Making the elderly residents drive to Tucson or Nogales to attend an evening meeting on the I-11 Study certainly looks like a very calculated maneuver by ADOT to shut down Green Valley's voice, which is very ironic. Of the 6 places where ADOT recently held public meetings, Green Valley had the overwhelming high amount of residents who live along right next to the I-19, and who will be most affected by an expansion of the I-19. Yet ADOT did not lift a finger to hold a public meeting in Green Valley during the May 2017 comment period. This action clearly does not support the NEPA process or show concern for these residents. 3) Make sure the NEPA process is followed for the residents of Green Valley! Thank you!	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	June 2, 2017As a resident of Tucson, I am strongly opposed to the Interstate 11corridor from Nogales to Wickenburg as currently envisioned. I am concerned about preservation and protection of our beautiful Sonoran Desert, protecting adequate wildlife linkages in Tucson and Pima County, as well as the urgent need for a sensible and appropriate water policy in our region. As a homeowner I have done all that I can do to conserve water and I expect our state and local government to do the same. Construction of a new highway in the area of the proposed I-11 corridor (Avra Valley) which currently has no transportation or telecommunications infrastructure would cut off essential wildlife linkages, destroy the desert environment and ecosystem, and require huge amounts of fossil fuel and water to build and maintain. A new highway would also harm the economic activities of numerous businesses along I-10. That almost goes without saying. Finally, the construction, maintenance and use of this new highway would add to dust and noise pollution in sensitive wildlife and national and city park areas adjacent to the proposed new highway. We haven't even found a way to control the dangerous dust pollution/storms along the current I-10. This construction in Avra Valley will inevitably lead to further commercial and residential development along this corridor, exponentially increasing the harm done to wildlife and quality of life for those of us already here, and where will the water come from? I urge you to either choose a no build option, or plan for an improvement in the current	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	Interstate 10/Interstate 19 using rail, non-fossil fuel energy sources, employing state of the art methods for dust and noise abatement and hiring local labor. Thank you.			
06/02/2017	Please note the attached comments by the Friends of the Sonoran Desert	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	I am writing to oppose CanaMex I-11 Corridor options C, D, E, and F. My husband and I agree with the comments submitted by Pima Natural Resource Conservation District and incorporate them herein. In addition, Options C, D, E, and F will destroy the important Avra Valley bird migration corridor that brings rare species into our family ranch and the surrounding areas north of Ragged Top mountain. We enjoy photographing those birds and will lose that enjoyment since the migration corridor will be destroyed. We also enjoy night blooming cacti on our property that may be destroyed by light pollution. Our home may lose its value. Our lifestyle will be degraded by loss of the stars and the added noise and additional traffic and crime the CanaMex will surely bring with it. Options E and F will displace our close friends of more than 20 years and our closest neighbors from their homes, so that we might not see them as often as we want. We strongly oppose the fact that ADOT never bothered to notify them of the potential uprooting of their lives and destruction of their ranching businesses. ADOT should contact each potentially displaced citizen personally, by certified mail, run public service announcements on the local tv and radiobroadcast networks, and "then" reopen this comment period for an additional six months so that affected citizens can have a "fair" opportunity to participate in this process. Options E and F will also strip vegetation from highly erodible soils and make the air even dustier and unhealthy. The added erosion to the Santa Cruz wash may even contribute to killer dust storms. Options E and F will bring big city levels of air pollution literally right into my family's lungs and degrade our health. Please abandon Options C, D, E, and F immediately.	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Attached are comments with a corrected date. ----- Forwarded message -----Date: Fri, Jun 2, 2017 at 4:54 PM Subject: I-11 in the Avra Valley To: I-11ADOTStudy@hdrinc.com. Please note the attached comments by the Friends of the Sonoran Desert	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Sent from my iPhone>> Dear ADOT,>> As a resident who lives in Avra Valley, I find your plans on building an I-11 interstate/county corridor through it ill conceived and reckless from several points of view:>> 1. A highway moving mostly large commercial vehicles will interrupt life for the natural habitat and the peace and tranquility of the area for Tucson residents, visitors and the animals who live here. Avra Valley has always been an escape from the hectic life of the city with it's Saguaro National Park, BLM wildlife corridor, Arizona-Sonoran Desert Museum, County recreational facilities, and other private recreational facilities. Lets be clear here, an I-11 bypass will DESTROY all of these facilities with it's lights and loud trucks running all day and night. >> 2. The proposed route is enormously more expensive than the double decker proposal over the current I-10 interstate. While I have not been able to attend the meetings this year, a few years ago it was pointed out that a double-decker solution over I-10 would cost some \$400 million and be too expensive. Yet, the cost for the bypass would cost \$12 BILLION +. When I asked your department to explain the math to me, being that \$400 million was too expensive, but BILLIONS was acceptable, you naturally avoided the question. This simple fact makes me wonder what other incentives for bringing it through Avra Valley are being considered "under the table" so to speak, such as real estate development, etc? It makes no sense to build such a new highway when one already exist. Any decision to do so increases the sense of public mistrust that you are experiencing. >> 3. The I-11 Avra Valley route shown on the maps, will add considerable mileage on vehicles traveling East on I-10. Given that fuel will continue to get more expensive, most Eastern and Western moving travelers and truckers will continue to use the much shorter I-10. Only those going to Mexico will use I-11. Of course,		06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.

	<p>a police force could be used to pull trucks over and check their Bill of Lading to see if their destination is Tucson, but at what cost for the additional police force and the traffic congestion pulling large tractor trailer rigs over on busy I-10? This will be a added expense that has not been addressed. > > 4. Residents of Tucson and Arizona have been told that I-11 will be good for business and create jobs. An I-11 bypass will actually cost jobs as travelers and truckers who normally stop in Tucson for accommodations, etc. will now bypass the city. Many of these businesses, like truck stops and such will now move into Avra Valley and further complicate the environmental impact on our delicate desert habitat. > > 5. The US and State governments are already extremely in debt, adding several billion more is irresponsible and will only provide initial jobs for highway construction. It will increase our national appetite for imports from Mexico and take away from the US manufacturing sector from recovering, which was a promise from the current US government officials. It will furthermore increase carbon footprint pollution when rail can be used to move much of the product from Mexico. Worse, you are asking US citizens to pay for it. > > Taking all of these above considerations into account, building a new I-11 bypass through Avra Valley is not the correct way to approach the transportation issues. A double decker solution like other major cities have or a move to the East where the bypass will be much shorter and motivate truckers, etc to take the shorter route makes much more sense. Building the interstate West of Tucson will be a failure and money losing adventure due to lack of traffic for the reasons stated. Worse, it will destroy the delicate habitat that the national, county, city parks, and other organizations, including the livelihood of the animals that live here depend on.... all for naught. The only persons benefiting from such a move will be real estate companies who want to develop Avra Valley and Mexican truckers who want to transport their products North. > > Hopefully you will come your senses and realize how ill conceived your plans for an I-11 bypass through Avra Valley are. > > Thank you > ></p>			
06/02/2017	<p>To whom it may concern, Thank you for the opportunity to voice my opinion. I strongly oppose the creation of a second freeway that would transect valuable natural habitat and ecosystems. This freeway I find hard to justify given the extensive freeway network already in place through southern Arizona. In addition the planned increase in traffic that would in part justify the proposed freeway I feel would be hard to materialize given the current political environment and the state of our international affairs. Thank you,</p>	Other	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/02/2017	<p>Hello, Since the Intermountain West Corridor was first introduced, I have followed the proposed interstate 11 closely and have attended several public community meetings, especially as the Corridor pertains to Southern Arizona, specifically Pima County. I must express my opinion as a resident of Arizona. I live in on Picture Rocks Road very close to the intersection of Sandario Road. In other words, I live in downtown Picture Rocks, but, have lived near the U of A and been a home owner within Tucson city limits from 1976-1989. So I am familiar with urban Tucson as well as rural Pima County. Picture Rocks in Avra Valley is a beautiful, pristine, and unique area of the greater Tucson area with several exceptional tourist (and therefore national) treasures, which do not need to be listed here. When I drive on Picture Rocks and Wade roads over the mountain to tend to business in Tucson, I am always struck by the visible brownish cloud, hovering over the Tucson valley, specifically over I-10. I have to assume this is simple pollution. It is UGLY and very uninviting. In my educated opinion, there is absolutely no reason to build a pass-by highway (i. e., the proposed I-11) through Avra Valley, particularly when one considers the existence of I-10, which CAN be altered and expanded by additional elevated overpasses - or whatever - to achieve the same Intermountain Western goals. There are numerous, obvious (economic and many other) reasons NOT to invade, pollute, and destroy a valley which offers a natural respite from contemporary urban stresses among other attributes. Most sincerely,</p>	South	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>
06/02/2017	<p>Please do not consider the route through Avra valley. Too much damage to the environment. A better option would be the existing I 10. Thanks.</p>	South	06/16/2017	<p>Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.</p>

06/02/2017	As a long time resident of Tucson, I enjoy outdoor activities in and around the Tucson Mtns, including visiting the Desert Museum, and hiking in and near Saguaro National Park West unit. Having a freeway bordering these areas would greatly reduce the pleasure of doing these things. In addition, the area on the W side of the Tucson Mtns is important to wildlife, and having a major traffic corridor running through would seriously impact the populations of wild animals living in and traveling through the area all along the proposed corridor. I am firmly opposed to the creation of this corridor in this area. Sincerely	South	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	Dear Sir/Madam-I-11 Study, I wish to reach out to you as I own land in Tonopah, Arizona. In the Eloy area, I-10 proposed route in our opinion will face congestion. We prefer the Baumgarten Road route F because there are less number of land owners to deal with and avoid the congestion issues. We also believe the western boundary line of the study area will be better for the Buckeye/Tonopah area route. This should fall around 355th Ave to 429th Ave. Currently west valley residents have no north/south freeway in this area. As the population of Phoenix grows, the growth will go westward, since that's where the majority of available private land is. Having the appropriate infrastructure, such as freeways, will really grow this area and make it a desirable place for many residents to live. Thanks.	Central	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.
06/02/2017	As a planner that has worked for the Cities of Mesa and Prescott (currently with Clark County NV), my main concern for this project would be for reasonable connectivity throughout the route. The study area includes a number of disjointed roadways and environmental challenges that will require creative solutions at several points at a number of locations. All areas of developed population will need adequate buffering and separations to make the route compatible with those areas. The final proposed corridor will need to keep these requirements as a top priority. Thank you,	Other	06/16/2017	Thank you for contacting the Interstate 11 study team. Your email and comments will be entered into the official public record for the Interstate 11 Tier 1 EIS study and the Alternatives Selection Report. It is currently anticipated that the Alternatives Selection Report will be available on the I-11 study website (i11study.com/Arizona) later this summer.