



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

**Appendix H7, Comments Received after Comment Deadline**

July 2021



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



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Additional comments were received between July 9, 2019 and July 2, 2021. Each of those comments is inventoried and responded to in the following table.

Standard responses were prepared to provide broad responses to the most frequently raised issues and to supplement unique comment responses. Standard response codes referenced in comment responses correspond to the codes underlined in bold in Appendix H1 (Standard Responses).

The Contact ID reported in the table is a unique identifier assigned to each comment as it was received. The purpose of Contact ID is to provide a unique identifier so that each comment can be traced back to its original submission, if needed.

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



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Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Antos	June		Email	7/10/2019	<p>Hello! have attached two Comment Forms regarding the I-11 Interstate. I truly hope that ADOT moves I-11 away from Vista Royale. It makes no sense and there is no reason for it to be where they have proposed it to be.</p> <p>Thank you JUNE ANTOS CENTURY 21 ARIZONA WEST XXX-XXX-XXXX CELL XXX-XXX-XXXX OFFICE XXX-XXX-XXXX FAX Let me help with all of your real estate needs. Have a Blessed Day!</p>	GlobalTopic_5	Antos_11144	11144
Arellano	Yessica		Email	6/22/2020	<p>Good afternoon,</p> <p>I am looking into getting a bit more information regarding interstate 11. I have a client who is interested in purchasing a property that we just found out crosses the 1-11 built pathway. We understand you are still in the beginning stages of building, is there a timeframe that we should keep in mind when purchasing a land or property in those areas? As far as when the freeway will start construction and when it is estimated to be completed?</p> <p>Any information is appreciated.</p> <p>Thank you. --</p>	<p>The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		15011
Atha	Marilyn		Email	7/10/2019	<p>A disaster for Avra Valley, the Ironwood Forrest, Sahuaro Natl Monument &amp; an eyesore looking out on the desert from the Desert Museum. Improve the freeways you have now - don't chop up the desert for a shortsighted plan.</p> <p>Sent from Yahoo Mail for iPhone</p>	GlobalTopic_1		11146
Bailey	William		Phone	4/21/2020	<p>Yes, good day. My name is William Bailey and I am calling in regards to we're thinking about purchasing a property on 12845 W. Virgil Dr. and I can give you the parcel number is 213-22-125b and I need to find out if this corridor is going to be going right next to the property that we're thinking about purchasing because if that is a possibility I don't want to purchase it. So can you please get back to me and let me know. I tried to look at your map and it's sort of descriptive but I might not be the best at reading these things so I need to know before, you know, I am spending some money here and I don't want to do it if it's going to be real close. So can you please give me a call. My phone number is XXX-XXX-XXXX and my name is Bill. Again, XXX-XXX-XXXX and my name is Bill. Thank you so much for your time and trouble and I appreciate it and I look forward to talking to you. Bye.</p>	<p>The property address is not within the current Preferred Alternative Corridor. The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		7772
Bankhead	Teri	Town of Sahuarita	Email	7/12/2019	<p>Mr. Van Echo,</p> <p>Per our phone conversation today, I am trying to confirm receipt of a letter from Mr. L. Kelly Udall, Town Manager, for Sahuarita, sent for the public record on I-11. It was mailed July 3 from Sahuarita with the intent to meet the July 8 deadline. I have attached it for your consideration as well.</p> <p>Mayor Tom Murphy is requesting acknowledgement of the letter's receipt.</p> <p>Thank you, Teri Bankhead [bankhead]</p>	Letter was received and is attached in Final Tier 1 EIS Appendix H3.		7772
Barr	Jim		Email	12/11/2019	<p>My comment is: Add the Mariposa Port of Entry to the I-11 study.</p> <p>Reasons for adding the POE to the study:</p> <ol style="list-style-type: none"> <li>1. To save a few seconds here or a few minutes there, you are spending millions of dollars in the I-11 corridor improvements.</li> <li>2. The time it takes for trucks to enter the US at the Port of Entry is usually hours. Sometimes as much as 4 hours.</li> <li>3. CBP only opens 4 of the 8 truck crossing lanes. That is too many lanes in the early mornings and evenings, but too few during the busy part of the day (9am-6pm).</li> <li>4. By 10 pm the backlog of trucks has cleared customs, so there is enough staff to process the truck traffic each day. The deployment of staff to meet the hourly demand is the problem. The quality of the inspection process would not be reduced if the Port was staffed to meet the demand.</li> <li>5. As an alternative, hire additional customs inspectors to open additional lanes as needed. At the end of the day, the consumers will pay for the 100 trucks waiting in line or additional inspectors. The additional inspectors are much, much cheaper.</li> <li>6. The environmental benefits of not having the trucks waiting in line is very significant.</li> <li>7. The two hour average time delay is a competitive disadvantage for Arizona as compared to corridors through Texas or California and will affect the income opportunities in Arizona.</li> <li>8. The I-11 corridor was originally to start at the Mexican border, but revised to exclude SR-189 because that was being done in another study. This issue was not address. Fixing this delay has a high benefit to cost ratio.</li> <li>9. The infrastructure of the Mariposa Port of Entry was constructed to meet the future demand, but is not staffed to meet the current peak demand. The big expense of infrastructure has been paid.</li> </ol> <p>Jim Barr XXX-XXX-XXXX</p>	GlobalTopic_4		11151

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Behr	Rob		Email	2/4/2020	Hi Folks,  I am the owner of parcels 506-40-073 and 506-40-067, which a located within the "blue zone." Prior to announcement of the blue zone, lot 506-40-073 was developed with a septic system and well with pump installed. Plus, I have a brand new engineered home sitting in storage, ready to be assembled on site. But, I'm stalled waiting to find out if the lot will remain mine or it will be taken as part of the new road construction. Do you have any idea when the actual route will be announced?  Regards, Rob Behr	LU-1, The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.  At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		11153
Behr	Rob		Email	2/27/2020	CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.  Is anyone monitoring this email?  From: Rob Behr Sent: Tuesday, February 4, 2020 10:23 AM To: I-11ADOTStudy@hdrinc.com <I-11ADOTStudy@hdrinc.com> Subject: I-11 blue zone -- When will you know what land will be used?  Hi Folks,  I am the owner of parcels 506-40-073 and 506-40-067, which a located within the "blue zone." Prior to announcement of the blue zone, lot 506-40-073 was developed with a septic system and well with pump installed. Plus, I have a brand new engineered home sitting in storage, ready to be assembled on site. But, I'm stalled waiting to find out if the lot will remain mine or it will be taken as part of the new road construction. Do you have any idea when the actual route will be announced?  Regards, Rob Behr	LU-1, The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.  At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		11156
Berry	Nicole		Email	12/24/2019	Good morning,  My husband and I will be moving to Tucson soon and are excited to find land that will allow us to build our dream retirement home. Our realtor turned us on to the I-11 project after finding affordable property off Sabdario and Mile Wide intersection. I see two routes completely impacting this area. Is there any information you can give me about the progress of the environmental study or the community concerns that affect those routes in that particular area?  Thank you for your time.  Happy holidays!  Sincerely, Nicole Berry	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.  At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		11155
Blake	Denise		Voicemail	7/22/2019	Yes, this is Denise Blake and John Blackwell from Tucson Arizona and we would like to state that we are opposed to the I-11 project. Thank you.	GlobalTopic_4		11158
Bright	Tammy		Phone	3/3/2020	An inquiry from a member of the public regarding the location of the proposed I-11 corridor near Picture Rocks. Tammy (Bright?) mentioned she is looking to buy property and wanted to verify the proposed location of the freeway.  Her number is XXX-XXX-XXXX. Could you give her a call to discuss?	Tammy was called back and given the I-11 web address, and explanation of the study process and where we are in the process. She was very happy to receive the information and supports I-11 in Southern Arizona.		11162
Business and Property Owners of Wickenburg			Email	3/3/2020	Please review the enclosed routing petition on I-11 which was circulated to Wickenburg business owners. These signatures represented over 80% of the store front business owners at the time it was signed. Today the additional business owners would bring this support higher. After these signatures were collected, the petition was presented to the Town of Wickenburg, Arizona Department of Transportation and other interested parties. The business signatures on this petition represent a substantial majority of the town of Wickenburg business income that supports the town of Wickenburg's annual financial budget in order to keep the town a healthy viable community.  Explanation: We as Citizens, tax payers, property owners, business owners and residents are very concerned about the future of Wickenburg, its tax base and our livelihoods that will be very negatively affected should the proposed I-11 be routed 7-10 miles west of Wickenburg. We are asking the Mayor and town council to become actively involved with the Governor, MAG, ADOT and any other party involved in the planning and routing of this proposed freeway. We are asking that the Town send immediate notification to MAG, the Governor's office, ADOT, the transportation and trade corridor commission, etc that Wickenburg STRONGLY requests the routing of the proposed I-11 be such that it connects into the current US-60 / CANAMEX corridor south of Wickenburg and allows the traffic flow of I-11 to come in to Wickenburg using the current US 60 / 93 route. PROS OF REQUESTED ROUTE: • Continue the traffic and commerce thru Wickenburg and existing Highway businesses. • Keeps the doors open for over### existing highway businesses that employ roughly## people. • Most Common Sense Route I Shortest, Least Expensive, least environmentally destructive, least destructive to existing businesses and town of Wickenburg. • Uses the already designated CANAMEX corridor and Highway. • Requires new construction of only approx 15 miles of freeway as opposed to the roughly 45 miles of new Hwy construction thru the pristine Vulture Mt. desert area. • Predicted to save taxpayers over \$350,000,000 in costs when compared to the alternative route that runs west of Wickenburg. • Much easier to construct. Very easy to widen the roundabout, widen the existing roads and could also create a "Hassayampa Scenic Route" • Preserves the Scenic, treasured and environmentally sensitive Vulture Mountain area and desert west of Wickenburg. • KEEPS WICKENBURG ALIVE AND HEALTHY!  COMMON SENSE ROUTE: Cross over I-10 and on to the current, and virtually unused EXISTING "Sun Valley Parkway" for approx 13 miles north until it turns east. At that point, create roughly 15 miles of new highway north to US 60 and tie into US 60 just south of the Morristown Overpass. Then join and expand the US 60 / 93 route as it flows NW into Wickenburg. Widen the road, widen the roundabout, and continue NW on the 93.	GlobalTopic_4 and GlobalTopic_5; please refer to the Alternative Selection Report on the project website for more information on why the US 60 corridor alternative was eliminated from further study - <a href="http://i11study.com/Arizona/index.asp">http://i11study.com/Arizona/index.asp</a> .	Wickenburg_526	5126

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Chambers	Lori		Email	7/26/2019	<p>Can I get the proposed routes between Wickenburg and Las Vegas please?</p> <p>Best Regards,</p> <p>Lori Chambers, Remax Prestige Properties XXX-XXX-XXXX</p> <p>GRI Designee ABR Designee SFR Certified 2019 Past President Board Member, Kingman Golden Valley Association of Realtors 2018 President, Kingman Golden Valley Association of Realtors 2018 Realtor of the Year, Kingman Golden Valley Association of Realtors 2017 Presidents Award, Kingman Golden Valley Association of Realtors 2016 Presidents Award, Kingman Golden Valley Association of Realtors 2015 Realtor of the Year, Kingman Golden Valley Association of Realtors</p> <p>Bachelors of Science in Business Administration</p> <p>XXXXXXXXXXXXXXXXXXXXX Kingman, AZ 86401 XXXXX@gmail.com getmobile.remax.com/lorichambers</p>	Maps available on the project website at <a href="http://www.i-11study/Arizona">www.i-11study/Arizona</a> .		11163
Coker	Benjamin	Pinal County Public Works	Email	8/6/2019	<p>Good Afternoon, my name is Benjamin Coker, and I am a Sr. GIS Analyst for Pinal County Public Works. I am currently working on a project that will be used for a meeting with county leadership that will need to show the alternatives found here: <a href="https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2F11-viewer.hdrgateway.com%2F&amp;data=02%7C01%7C11AD0T1ist%40hdrinc.com%7C3b11593173e04cc0714108d71ab040dc%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637007216622519562&amp;data=39QDHPqWlc4UkemH7ITQBbZ8YheiOAC%2FtfFaYNX4U%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2F11-viewer.hdrgateway.com%2F&amp;data=02%7C01%7C11AD0T1ist%40hdrinc.com%7C3b11593173e04cc0714108d71ab040dc%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637007216622519562&amp;data=39QDHPqWlc4UkemH7ITQBbZ8YheiOAC%2FtfFaYNX4U%3D&amp;reserved=0</a>. Would it be possible to get a copy of that spatial data to utilize for my project? If at all possible I would like the data for the entire project area so that I may also utilize it in a state level reference map to show the same group.</p> <p>Thank you for any help that you may be able to offer, Ben</p> <p>[cid:image001.png@01D54C5E.6ECF16C0]</p>	Shapefiles were shared on October 28, 2019.		13581
Cornell	James	International Science Writers Association	Email	7/19/2019	<p>Please reconsider the I-11 proposal--an unnecessary and potentially devastating project that will destroy untold acres of Sonora desert. If no alternative route--such as expansion of the existing I-10 highway--can be found, then the project should be abandoned. Thank you.</p> <p>James Cornell Senior Consultant International Science Writers Association XXXXXXXXXXXXXXXXXXXXX Tucson, Arizona 85718 XXX-XXX-XXXX <a href="http://www.internationalsciencewriters.org">www.internationalsciencewriters.org</a></p>	GlobalTopic_4		11159
Darrah	Michael		Email	7/29/2019	<p>Is there other meeting for i 11</p>	Thank you for contacting the Interstate 11 study team. No other public meetings are currently scheduled.		7956
Dixson	Lelia		Voicemail	7/16/2019	<p>Just yesterday read an article about the interstate 11 and we feel like it is definitely not a wise choice. I understand the deadline has passed but sometimes comments are taken after deadlines have passed. My husband and I both agree that it's not a wise choice. My name is Lelia Dixson and I live in Oro Valley. My husband's name is Gene Dixson. Our address is XXXXXXXX Oro Valley Arizona 85742. The extension on the zip is 9717. Thank you very much. Bye.</p>	GlobalTopic_4		7956
Dubberly	Patrick "P-Dub"	Tucson Electric Power	Email	2/5/2020	<p>Good Afternoon,</p> <p>My name is Patrick Dubberly and I work in the Land Resources department at Tucson Electric Power (TEP) in Tucson, AZ. We are working on several new transmission line projects and were wondering if we could please request the Study Area and all Route Alternatives GIS shapefiles (found on your online map <a href="https://i11-viewer.hdrgateway.com/">https://i11-viewer.hdrgateway.com/</a>) for the I-11 project to use in our planning efforts.</p> <p>Let us know if you have any questions or concerns.</p> <p>Thank you, - - - - Patrick "P-Dub" Dubberly GIS Analyst Land Resources - RC131 Tucson Electric Power Office: XXX-XXX-XXXX Mobile: XXX-XXX-XXXX XXXXX@tep.com&lt;mailto:XXXXX@tep.com&gt;</p>	Sent GIS shapefiles.		13587
Dudas	Terry		Email	7/21/2019	<p>I protest the tollroad/interstate 11 project vehemently. This road will destroy an irreplaceable region in our state and on the planet. . . but, you already know that.</p> <p>You can count both my husband, Louis and me as opponents to this project; but in truth, we know that our objections are meaningless as the powers-that-be have already decided to defile the Avra Valley with this road to perdition.</p> <p>Please acknowledge receipt of this email. Terry Dudas, Oro Valley, AZ</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_1 and GlobalTopic_4		5154

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Dunn	Jane		Email	11/3/2019	<p>Good Morning, When will the Final Tier 1 EIS report be released?</p> <p>Thanks.</p> <p>M. Jane Dunn, Boise, ID</p> <hr/> <p>From: The I-11 Study Team &lt;i-11adotstudy@hdrinc.com&gt; Sent: Wednesday, February 13, 2019 4:48 PM To: XXXXX@msn.com &lt;XXXXX@msn.com&gt; Subject: Response to your Comment</p> <p>Dear M. Jane Dunn,</p> <p>Thank you for your inquiry. The public hearing meeting dates are still to be determined. We will update you as soon as more information is available. We'll also be posting the public hearing information on the project webpage at i11study.com/Arizona. Thanks again for your interest in the project. Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., Mail Drop 126F Phoenix, AZ 85007 Website: i11study.com/Arizona Email: i-11ADOTStudy@hdrinc.com Toll-free bilingual telephone hotline: 1-844-544-8049 L☎nea telef☎nica gratuita y biling☎e: 1-844-544-8049</p> <p>Sincerely,</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W.Jackson St., Mail Drop 126F Phoenix, AZ 85007</p> <p>Website: i11study.com/Arizona Email: I-11ADOTStudy@hdrinc.com&lt;mailto:i-11adotstudy@hdrinc.com&gt; Toll-free bilingual telephone hotline: 1-844-544-8049</p>	The Final Tier 1 EIS will be published in Summer 2021. We encourage you to visit the study website at www.I11study.com/Arizona for updated information related to the study.		5154
Dunn	Jane		Email	11/14/2019	<p>Thanks very much. Can you give me a closer date? I'm considering selling my property off Sandario Road near Mile Wide Road and need to be informed for my real estate agent if the property will be affected by the bypass route choice.</p> <hr/> <p>From: The I-11 Study Team &lt;i-11adotstudy@hdrinc.com&gt; Sent: Thursday, November 14, 2019 9:05 AM To: XXXXX@msn.com &lt;XXXXX@msn.com&gt; Subject: Response to your Comment</p> <p>Dear Jane Dunn,</p> <p>It is currently anticipated that the Final Tier 1 EIS will be published in 2020. We encourage you to visit the study website at www.I11study.com/Arizona for updated information related to the study.</p> <p>Sincerely,</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W.Jackson St., Mail Drop 126F Phoenix, AZ 85007</p> <p>Website: i11study.com/Arizona Email: I-11ADOTStudy@hdrinc.com&lt;mailto:i-11adotstudy@hdrinc.com&gt; Toll-free bilingual telephone hotline: 1-844-544-8049</p>	<p>The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		13575



Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Dunn	Jane		Email	11/25/2019	<p>Thanks very much. I hope the choice will not be through the Picture Rocks/Saguaro National Park area. To disturb this environment for an interstate highway would be a disaster. Having spent part of the last 13 years here has given me a great appreciation for its rare beauty, which I think should be preserved for all time.</p> <p>From: I-11ADOTstudy &lt;i-11ADOTlist@hdrinc.com&gt; Sent: Wednesday, November 20, 2019 10:16 AM To: M. Jane Dunn &lt;XXXXX@msn.com&gt; Subject: RE: Response to your Comment</p> <p>Dear Jane Dunn,</p> <p>At this time, there is no timeline for funding for construction if I-11 moves forward. It is a proposed corridor; if a Build Corridor is selected at the end of this Tier 1 process, then further Tier 2 studies would need to be conducted as part of the process. ADOT is doing this Tier 1 study as part of long-range planning.</p> <p>Sincerely,</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W.Jackson St., Mail Drop 126F Phoenix, AZ 85007</p> <p>Website: i11study.com/Arizona Email: I-11ADOTStudy@hdrinc.com&lt;mailto:i-11adotstudy@hdrinc.com&gt; Toll-free bilingual telephone hotline: 1-844-544-8049</p> <p>From: M. Jane Dunn &lt;XXXXX@msn.com&gt; Sent: Thursday, November 14, 2019 9:34 AM To: I-11adotlist &lt;i-11adotstudy@hdrinc.com&gt; Subject: Re: Response to your Comment</p> <p>Thanks very much. Can you give me a closer date? I'm considering selling my property off Sandario Road near Mile Wide Road and need to be informed for my real estate agent if the property will be affected by the bypass route choice.</p>	<p>GlobalTopic_1; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		11244
					<p>From: The I-11 Study Team Sent: Thursday, November 14, 2019 9:05 AM To: XXXXX@msn.com&lt;mailto:XXXXX@msn.com&gt; Subject: Response to your Comment</p> <p>Dear Jane Dunn,</p> <p>It is currently anticipated that the Final Tier 1 EIS will be published in 2020. We encourage you to visit the study website at <a href="https://nam05.safelinks.protection.outlook.com/?url=www.I11study.com%2FArizona&amp;data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7Cf66b6cca52094750d5a308d771e6d2f0%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637103108514184450&amp;data=99vylWEFsDSj635W8gVZKz6cH%2F9KTby7jKdPFc65no%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=www.I11study.com%2FArizona&amp;data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7Cf66b6cca52094750d5a308d771e6d2f0%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637103108514184450&amp;data=99vylWEFsDSj635W8gVZKz6cH%2F9KTby7jKdPFc65no%3D&amp;reserved=0</a> &lt;https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.I11study.com%2FArizona&amp;data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7Cf66b6cca52094750d5a308d771e6d2f0%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637103108514184450&amp;data=0f97vFucPgCpCESMq4RIEUA4Uv4AQuxRtAmjo7kts%3D&amp;reserved=0&gt; for updated information related to the study.</p> <p>Sincerely,</p> <p>Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W.Jackson St., Mail Drop 126F Phoenix, AZ 85007</p> <p>Website: i11study.com/Arizona Email: I-11ADOTStudy@hdrinc.com&lt;mailto:i-11adotstudy@hdrinc.com&gt; Toll-free bilingual telephone hotline: 1-844-544-8049</p>			
Duran	Cathleen		Email	7/9/2019	<p>No on this project running through Arizona City, we purchased this property so we could enjoy nature. Sent from my iPhone</p>	GlobalTopic_4		11244

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Eubanks	Andrea		Email	9/18/2020	<p>Good morning, Can you please tell me if a route has been finalized for I-11 and if so provide a link or PDF to that route?</p> <p>Thank you very much, Andrea</p> <hr/> <p>Andrea Eubanks Assistant to Scott Truitt XXXXXXXXXXXXXXXXXXXX Phoenix Arizona 85016 XXXXX@Westernlandco.net&lt;mailto:XXXXX@Westernlandco.net&gt; Mobile: XXX-XXX-XXXX Fax : XXX-XXX-XXXX</p>	<p>The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		15078
Eubanks	Andrea		Email	9/21/2020	<p>Good afternoon, I just wanted to follow up with you regarding my previous email. Please let me know if there are final plans for the I-11 Route and if so where can I find them?</p> <p>Thank you so much, Andrea</p> <hr/> <p>Andrea Eubanks Assistant to Scott Truitt XXXXXXXXXXXXXXXXXXXX Scottsdale, Arizona 85258 XXXXX@Westernlandco.net&lt;mailto:XXXXX@Westernlandco.net&gt; Mobile: XXX-XXX-XXXX Fax : XXX-XXX-XXXX</p> <hr/> <p>From: Andrea Eubanks Sent: Friday, September 18, 2020 9:26 AM To: I-11ADOTStudy@hdrinc.com &lt;I-11ADOTStudy@hdrinc.com&gt; Subject: I-11 Route</p> <p>Good morning, Can you please tell me if a route has been finalized for I-11 and if so provide a link or PDF to that route?</p> <p>Thank you very much, Andrea</p> <hr/> <p>Andrea Eubanks Assistant to Scott Truitt XXXXXXXXXXXXXXXXXXXX Phoenix Arizona 85016 XXXXX@Westernlandco.net&lt;mailto:XXXXX@Westernlandco.net&gt;</p> <p>Mobile: XXX-XXX-XXXX Fax : XXX-XXX-XXXX</p>	<p>The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		15077
Fandel	Chloe		Email	10/4/2019	<p>Hello,</p> <p>I would like to submit a comment about the proposed I-11 route bypassing Tucson to the west. The proposed route cuts through crucial Sonoran desert habitat and wildlife corridors, and is too near to Saguaro National Park and Ironwood National Monument. Bypassing Tucson would not economically benefit residents, but would permanently destroy sensitive ecosystems. The area west of Tucson should not be developed - any further development associated with increased highway traffic should be focused on infill and densifying near Tucson, leaving the desert intact. Funding allocated for I-11 should instead go to improving the existing I-10 and I-19.</p> <p>Thank you, Chloé Fandel -- Chloé Fandel XXXXX@email.arizona.edu XXX-XXX-XXXX</p> <p>University of Arizona / Dept. of Hydrology &amp; Atmospheric Sciences XXXXXXXXXXXXXXXXXXXX XXXXXXXXXXXXXXXXXXXX Tucson AZ 85721</p>	<p>GlobalTopic_1, GlobalTopic_4, BR-1, BR-2, E-1</p>		13947

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Fecteau	Kristopher		Email	12/10/2019	<p>After review of the recommended corridor, I have serious problems with the proposal.</p> <p>Most importantly is the sheer ridiculousness of having two main-line interstate highways running parallel to each other from Tucson to Casa Grande within mere miles of each other. Such a highway design would be unprecedented and there is no need of it. I-10 should be 3-4 lanes from Tucson to Phoenix.</p> <p>I also see no need for the route to bypass Tucson. The route would negatively and irreversibly affect Saguaro National Park and nearby public lands such as Tucson Mountain Park, Ironwood NM, and the Desert Museum.</p> <p>It is also unwieldy and ridiculous to have I-10, I-8, and I-11 intersect nearly nearly at a triple point in Casa Grande.</p> <p>Instead, the corridor should "begin" in Casa Grande, either from I-10 or I-8 if on a new corridor east of Sonoran Desert NM as proposed, or from I-8 if using the existing AZ85 corridor, which should be reconsidered.</p> <p>As such, as I indicated in a previous comment, the proposed I-11 should be designated I-17 from Casa Grande to the AZ/NV state line (and beyond to Las Vegas), as it is east of I-15. The current I-17 should be redesignated I-19, with I-19 then running from Nogales to I-40 in Flagstaff with an I-10 concurrency. It is the only highway designation that makes sense.</p> <p>Sincerely,  Kristopher M. Fecteau, Ph.D.</p>	GlobalTopic_1, GlobalTopic_2, GlobalTopic_4, R-1, R-2; The Preferred Alternative in the Final Tier 1 EIS was revised to collocate with I-8 from the vicinity of Chuichu Road west to Montgomery Road then north along the Montgomery Road alignment to Option I2.		11260
Flynn	Tony		Email	7/20/2019	<p>July 4, 2019</p> <p>ADOT  I-11 Tier 1 Study Team, c/o ADOT Communications  1655 W. Jackson St.  Mail Drop 126F  Phoenix, AZ 85007</p> <p>RE: I-11 corridor location and Vista Royale concerns</p> <p>To whom it concerns;</p> <p>This letter is being presented in opposition to planned routes for the proposed Interstate 11 (I-11) freeway where it exits US 93 northwest of Wickenburg and intersects US 60 another 10 miles south near the Town's western boundary.</p> <p>A freeway's main purpose is to support the transportation of interstate commerce, typically aboard tractor-trailer semi trucks. Freeways also serve the general traveling public in getting from point A to point B quicker and more efficiently than on rural roads or using surface street alternatives. To this purpose, I would submit that those who have been planning the I-11 corridor from Wickenburg, south, have tossed out the most logical and straightest route, noted as the Yellow Alternative in your original list of options, in favor of a more politically pleasing option that would have this major traffic route brush right up against the Vista Royale housing subdivision, where 158 homeowners reside.</p> <p>The original Yellow Alternative submitted in your first series of introductory routes began approximately 10 miles west of Wickenburg and continued directly south through the desert in a straight line until it met Interstate 10, near Tonopah. This route perfectly served the purpose of an interstate freeway, providing a straight pathway for truckers to carry their cargo from one freeway to the second freeway. Then, for an undisclosed reason, when an updated map of option was revealed in a second round of public information, the Yellow Alternative was removed. Later you planners announced a "preferred option" route that would have the freeway actually going through the back yards of several of our neighbors in Vista Royale. It also slides around a set of small hills directly south of our community, then snakes slightly southwest and intersects with Highway 60 much nearer the Town of Wickenburg's western border than it would have with the Yellow Alternative.</p> <p>Why is the Yellow Alternative gone, political expediency? Did someone who owns land where the "preferred route" is to be steered going to benefit financially?</p>	GlobalTopic_5		11261

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
					<p>In the weeks since this latest map of alternatives was released the community of Vista Royale has mounted a unified protest of the plan. At the same time the Wickenburg Town Council has also revised an earlier suggestion for where it wanted the freeway to go and has now submitted a proposal that it intersect with US 93 five miles further west of our Vista Royale community. While this would save property owners in the western side of our subdivision from having a freeway in their yard, the plan still calls for I-11 to cross the desert within a mile of our community and to what end? A winding freeway doesn't benefit commercial truckers looking to get from one place to another as safely and quickly as possible, and there really isn't any reason for someone driving on the freeway to particularly want to get off it to see what's in Wickenburg; we already have many thousands of travelers each day pass within 500 feet of Old Town (on US 93), plus many hundred more using US 60 who actually drive through the heart of the town, and guess what? Most of them never stop - they're going from Phoenix to Vegas and only a gasoline pit stop will get them to get off the roadway. It will be the same for those driving I-11 between US 93 and Interstate 10, so why not get them there on a straight road, like the Yellow Alternative you first suggested in your initial presentation? It would probably be cheaper too. In addition to the annoyingly close proximity of I-11 to Vista Royale, there are several other concerns I would like to share as well:</p> <ol style="list-style-type: none"> <li>1.) By adding a freeway you are introducing a new source of wildfire danger for our community. About 85 percent of the year the prevailing wind comes from the southwest of Vista Royale, right where you want to put I-11. A flipped cigarette, a crash that results in a burning vehicle or any other such incident would light up the desert quickly, as most of the shrubs growing in this area are creosote bushes and mesquite trees. It would blow unchecked right onto our homes. Perhaps the state would consider adding a fire-break road parallel to the freeway to help alleviate this potentially devastating problem.</li> <li>2.) That same southwest wind brings with it whatever is in the air and with a busy new freeway that would mean much more air pollution, mostly Co2. I would expect increased health problems for those of us who will now have to breathe in those fumes.</li> <li>3.) Wildlife here includes the usual suspects such as coyotes, rabbits, deer, quail, doves and lots of lizards, but I have also photographed bobcats and desert tortoises and seen badgers and evidence of cougars here. It's a wilderness that will be forever changed if a freeway is introduced close by.</li> <li>4.) Light pollution will ruin the dark night sky and freeway traffic noise sounding like a seashore will replace the quiet, still night we so love here.</li> <li>5.) The land on which you plan to put down your permanent asphalt ribbon is presently used by many of us who actually get out and enjoy the out-of-doors. We ride horses and run or hike on trails plus, we make use of the hundreds of miles of off road vehicle roadways through the desert lands.</li> <li>6.) For those of us living in Vista Royale, having a freeway set down so close to our community will most likely decrease our property values, as well as the livability of our neighborhood. At this moment the crime rate is extremely low. That could change to one degree or more if you decide to locate the freeway next to our community. Whoever thought out the corridors for I-11 on our stretch of the plan didn't.</li> </ol> <p>I think we all realize that Interstate 11 will eventually become a reality. I am not tilting at that windmill. What I am asking is that the corridor be moved westward where the original Yellow Alternative was first sited.</p> <p>The good of the many outweigh the needs of the few. In this case the many include us homeowners in Vista Royale, the commercial truckers who will use I-11 for their livelihood, the traveling public who are simply trying to get to the next destination as fast as possible and those who will come here after us.</p> <p>Thank you for your time and consideration,</p> <p>Best regards, Tony Flynn XXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390</p>			
Folland	Elaine		Email	7/31/2019	<p>Sent from Mail for Windows 10 Tourism Business in Arizona Hits a Record High, Generating \$1B State Taxes in 2018 ALL ABOUT ARIZONA NEWS JULY 30, 2019240 VIEWS2 MIN</p> <p>Please note that all these people coming to AZ either see the Grand Canyon or in Southern AZ, the Saguaro National Park and The Desert Museum. Their view should not include an international truck route built within a half a mile.</p>	GlobalTopic_1 and GlobalTopic_4		11264
Foster	Carol		Email	1/25/2020	<p>I urge you to reconsider the damage and I-11 freeway would have on southern Arizona. There are not that many open, wild, desert areas left in Arizona and I think it would be a mistake to remove this area from that category. I moved here 48 years ago and have spent all of my adult life learning to love the Sonoran desert. It was so different from the place I came from that I couldn't relate to it. However, I've become possessive of the beauty and space that is so close to my home. You have the opportunity to either preserve or spoil it. Thank you, Carol Foster XXXXXXXXXXXXXXXXXX Tucson AZ 85741 XXX-XXX-XXXX</p>	GlobalTopic_1		13577
Gary	Ellen		Phone	9/30/2019	<p>Hi, um, I am against the I-11 going up Riveria Road in Tucson AZ. We have a newly built log cabin and business. And I will sue you for 2.5 million dollars. I will send you a letter in more detail and if I can get an email address I will also email. My name is Ellen Gary my number is XXX-XXX-XXXX. I will be talking to you soon. Bye.</p>	GlobalTopic_1, LU-1		13585
Gery	Daniel and Ellen		Email	10/9/2019	<p>PLEASE SEE ATTACHED</p>	Body of email received referenced an attachment; however, the attachment file was corrupt and the Project Team was unable to open.		11267

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Gery	Daniel and Ellen		Email	10/9/2019	<p>Daniel and Ellen Gery XXXXXXXXXXXX Tucson AZ 85736 XXX-XXX-XXXX</p> <p>URGENT! 2.5 Million Dollar Lawsuit will be in order.</p> <p>Regarding: Alternative Route I-11 study on Riveria Road Tucson AZ</p> <p>To whom it may concern:</p> <p>We are requesting not to take I-11 up Riveria Road in Tucson AZ.</p> <p>Our property, XXXXXXXXXXXX, Tucson AZ, is located 330 feet west of Riveria Road. Therefore, according to your alternative route I-11 study, this project will go through our existing home.</p> <p>We argue this decision.</p> <p>Our newly constructed a two story log cabin, 2400 square feet, deep water well, guest house, business art studio and recording studio, 12 foot x 26 foot pool, fenced in horse corral, hay shed, citrus fruit tree orchard, eight-thousand-gallon rain-water collection with controlled operating irrigation system and controlled operating gray water irrigation system, small miniature gulf field. This "all" will have to be dismantled and re-erected on another property location.</p> <p>We urge you to select another alternative route on this huge South Sierrita Mountain Road area for this route I-11 project.</p> <p>We, our two sons and six grandchildren, will take legal action against this project if Riveria Road is chosen for the alternative route for I-11.</p> <p>Our US Constitution states that everyone in America has the right to succeed. This action violates our Constitutional Rights to succeed. To you it is just a house, to us it is our home, our livelihood that we worked hard to succeed in accomplishing to completion. You are harassing two seniors. One of which is a 100% disabled Vietnam veteran, who is facing more stress with this situation than anyone can bear. Therefore, this will cause legal action to be taken towards this project and costing this project additional 2.5 million dollars.</p> <p>Please, re-consider this chosen alternative route on Riveria Road, Tucson AZ for I-11. There were other suggested routes to cut up South Sandario Road and go up along state land on South Sierrita Mountain Road by the power lines on Shane Road. Please do not go up Riveria Road.</p> <p>Regards, Ellen Gery and Dan Gery</p>	GlobalTopic_1, LU-1		13574
Gibbs	Caroline		Voicemail	7/12/2019	<p>Hi, this is Caroline Gibbs. I live in Avra Valley in Tucson Arizona. And it's a comment, obviously on I-11 and I had an inquiry. I want to know why the border crossing is shut down at 12:00 to all the truckers and traffic. And that leaves the freeway fairly open which is I-10 for the corridor. I want to know if that can be released. If they can open up the night time travel on the freeway from the border with the truckers to go thru. It would eliminate a lot of the day time traffic, trucking traffic on I-10 and that would solve a lot of this problem. Thank you and my phone # is XXX-XXX-XXXX. The name is Caroline Gibbs.</p>	Individual was contacted and referred to Point of Entry liaison.		11272
Gray	Walt		Email	7/13/2019	<p>I support widening I-10 from Nogales to Casa Grande to serve the current heavy traffic and the anticipated increase in traffic with the development of the Sun Corridor. I support a bypass from Casa Grande to Wickenburg through Gila Bend as recommended by the Aubobun Society to minimize impacts on wildlife and the environment. This expanded facility also would accommodate growth between Gila Bend &amp; Buckeye, as well as growing development in the West Valley.</p> <p>As a not-too-long-range project, I think ADOT should accelerate planning and development for high speed rail between Tucson and Las Vegas and keep it as close as possible, to the I-11 corridor. Funding, as you know, comes from a different part of the U.S. DOT than I-11 funding.</p> <p>I think ADOT and Arizona State Government should make significant concessions to the Gila River Tribe and rebuild the relationship with the Tribe to earn approval of widening I-10 through tribal land for increased safety and a better flow of traffic.</p> <p>As you know the Tribe strongly opposed the Loop 202 corridors for good reasons that the Sierra Club, Ahwatukee residents and I supported.</p> <p>Walt Gray ADOT Retiree (Public Information) Community activist, west Phoenix</p> <p>Sent from Mail for Windows 10</p>	GlobalTopic_2, GlobalTopic_4, GlobalTopic_10		11275
Greathouse	Merrilee	CantaMia at Estrella Community	Email	7/30/2019	<p>Hello,</p> <p>My name is Merrilee Greathouse and I work for the Home Owner's Association for CantaMia at Estrella, an active adult community.</p> <p>Our residents are requesting someone from ADOT to come on-site here at CantaMia and give a presentation on the Proposed I-11 and possibly answer questions and or concerns they have.</p> <p>Is this something that is feasible and if so, can you please provide dates in which someone is available to come and speak.</p> <p>If you have any questions, please feel free to contact me at XXX-XXX-XXXX.</p> <p>Thank you,</p> <p>Merrilee Greathouse CAASP On-site Administrative Assistant AAM, LLC CantaMia at Estrella Community XXX-XXX-XXXX (direct line) XXX-XXX-XXXX (main line) XXX-XXX-XXXX (fax line) AssociatedAsset.com HomeownerResources.com</p>	GlobalTopic_2; Although we are not conducting individual group meetings at this time, complete and comprehensive study information is provided on the study website, including all the study information and materials presented at the public meetings held in 2019. We encourage you to visit the study website at www.I11study.com/Arizona for updated information related to the study.		11279

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Gregory	Eric		Email	1/2/2020	To whom it may concern,  As a land owner with property near the proposed route for the disastrous I-11 project I strongly oppose this road alignment. Destroying pristine desert ecosystems, adding noise pollution, light pollution, and air pollution so close to some of this continent's most unique landscapes is a terrible idea. I-11 through the Avra valley will wreck the quality of life for many residents and visitors in the area. It will destroy the tranquility and solitude of Saguaro National Park West, the Arizona-Sonora Desert Museum. This ill-conceived road alignment will also threaten the water supply of Tucson and the entire area should a wreck occur involving hazardous materials.  In summation, I-11 should not be built through this singularly unique landscape. If more capacity is needed, expand the I-10 corridor, what you have shown as the preferred alternative of destroying the Avra Valley is simply the worst alternative.  Sincerely,  Eric Gregory	BR-1, N-1, AQ-1, V-1, GlobalTopic_1, WR-1		11282
Guthrie	Wm		Email	12/10/2019	Sent from Mail<https://go.microsoft.com/fwlink/?LinkId=550986> for Windows 10 How about a 93 highway bypass in Kingman az.,so traffic doesn't back up for hours.	GlobalTopic_4 and GlobalTopic_10		11283
Halloran	James	Caterpillar	Email	5/18/2020	Hello -  Will there be any updates released on the project? Appreciate these aren't normal times but was curious if there are any upcoming announcements on timing etc...  Thanks in advance for your thoughts...be safe!  Thanks, Jim James P. Halloran Manager, State Government Affairs - Western Region Government & Corporate Affairs XXX-XXX-XXXX Caterpillar: Confidential Green For Internal Use Only.	The next milestone is publication of the Final Tier 1 EIS which will identify a Selected Alternative (with a Build or No Build Alternative). The Final Tier 1 EIS is anticipated to be completed in Summer 2021.		13573
Hanson	Nick			9/13/2019	Hi this is Nick Hanson and I just wanted to get more clarification on the I-11 EIS study. My number is XXX-XXX-XXXX. Thank you. Bye.	Left a message referring to website, email and study hotline for more information.		11288
Hartigan	Zay		Email	7/19/2019	Hello,  I most strongly object to building another interstate in the Tucson area, specifically West of the Tucson Mountains due to the destruction of critical habitat, scenic values, and the quality of life they represent for Tucsonans, as well as the economics they represent. Building one to the East ( San Pedro River Valley ) would be disastrous for the same reasons.I would support spending more money to add elevated lanes to the existing I-10 corridor, but I suspect it could be done cheaper than a completely new build through the Avra Valley. It's very discouraging this alternative appears not to have been considered when the recent upgrades to Tucson through Downtown were completed.  Sincerely, - Zay Hartigan XXX-XXX-XXXX XXXXX@zaycom.com	GlobalTopic_1, GlobalTopic_4,		2258
Haze	Nicole		Phone	3/4/2020	Hi my name is Nicole Haze and I had questions I guess about the current stage of your planning for the I-11. I am possibly purchasing land in the area and I just need to understand what is going on. I don't quite get the message. So if you can please give me a call back. My phone number is XXX-XXX-XXXX. Again that's XXX-XXX-XXXX. Thank you so much bye.	Nicole was called back and provided know potential impacts to specific properties cannot be identified at this point in the study. She was told her property impacts would be identified if and when the project moves forward into Tier 2 environmental studies on specific segments of the route. She was told the next milestone is publication of the Final Tier 1 EIS which will identify a Selected Alternative (with a Build or No Build Alternative). She was told the project team is considering all comments received on the Draft Tier 1 EIS, and conducting additional analysis and coordinating with stakeholders as needed to identify a Preferred Alternative in the Final Tier 1 EIS and the Final Tier 1 EIS is anticipated to be completed in 2021.		11304
Hearon	Duff C.	Ashland Group	Email	12/11/2019	I am a native of Tucson and own a Tucson based Company. I strongly support the preferred I-11 Corridor. It will have the least impact on the environment and will best fulfill the growing need for this international trade corridor to our State, the United States, and, ultimately, Canada. It will provide needed long term alleviation of traffic congestion and danger in the greater Tucson area. It will continue to expand international trade in the Tucson area, Arizona and nationally and create a better standard of living for people living in our area and in Mexico.  This preferred corridor will avoid the congestion of the downtown Tucson area. It will reduce the passthrough traffic that currently slows I-19 and I-10 traffic in the Tucson and makes traffic more dangerous in the area dangerous. Duff C. Hearon, CEO Ashland Group. XXXXX@ashlandgroup.net  Sent from Mail<https://go.microsoft.com/fwlink/?LinkId=550986> for Windows 10	GlobalTopic_1, GlobalTopic_4		11346

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Helton	Julie		Email	7/9/2019	<p>I, unfortunately, just found out the deadline was yesterday to react to I-11 through the Hidden Valley residential area. I'm sure this will reach an inbox and hope my concerns will be heard.</p> <p>I moved to this area to get away from city life. From the pollution and noise. From people who only care about themselves and their own personal property, who have no concern what devastation they cause to an environment they will leave behind and expect someone else to clean up after them.</p> <p>Now I find out a park will literally be built in my backyard where people will be camping, hiking, shooting and bringing in their ATV's all while leaving their waste behind and a highway is proposed to be built to bring them in. I find this truly horrendous. We are a small community that takes pride in itself. We look after each other in good times and bad. I have only lived here for a short time but have developed a strong sense of belonging.</p> <p>Leave the small communities alone. We choose to live here to get away from city life and the pollution that comes with that. There is already a route (orange) in place that can be used. Please, take into account the land that will be forever destroyed just to save a few minutes. Mother Nature is not forgiving.</p> <p>Please don't step on the little guy. I-11 through Hidden Valley will displace families, pollute our community and be an eyesore in a truly beautiful environment. You have the means to stop this. Do the right thing, I know you have it in you.</p> <p>Julie Helton</p>	GlobalTopic_2 and GlobalTopic_4		12370
Howell	Griffin		Email	12/10/2019	<p>ADOT and FHA,</p> <p>I fully support the I-11 project through Avra Valley. I'm in favor of the Blue path (Preferred Alternative) because it has the potential to directly link with the Sonoran Corridor (I-19 &amp; I-10 freeway) at its southern point which will only encourage commercial transport to swing past Tucson and divert them to I-11.</p> <p>There are quite a few people concerned about wildlife in Avra Valley. My suggestion is to appease them by building some wildlife overpasses and underpasses. Or talk about a building a slightly depressed freeway below grade so one visually cannot see the corridor from afar. There will always be naysayers or people opposing any project. But this project is for the greater good of the entire region.</p> <p>Griffin Howell</p>	GlobalTopic_4 and BR-2		13583
Hoyos	Artemio	Pasqua Yaqui Nation	Email	7/9/2019	<p>From: Jan Gordley  Sent: Tuesday, July 9, 2019 3:29 PM  To: Gruver, Terry  Cc: Carol Soike ; CT Revere ; Estelle, Haley; Teresita Finch  Subject: Fwd: I-11 Draft EIS Disposal</p> <p>Hi Terry,</p> <p>In our process of contacting the South Section repositories regarding disposal of the DEIS docs, we got the message below from Artemio Hoyos, requesting a presentation to the Pasqua Yaqui Nation. Artemio was our contact for the repository for the Pasqua Yaqui and appears to be a planner for the Tribe.</p> <p>Could you see that this gets to the ADOT folks handling tribal outreach so they can follow up? Or I'd be happy to do that if you're out. If whoever contacts him could copy me or confirm that his request has been responded to I'll take it off my list to worry about.</p> <p>Thanks!  Jan</p> <p>-----  Jan Gordley  President</p> <p>GORDLEY GROUP  XXXXXXXXXXXXXX  Tucson, AZ 85716  Office: XXX-XXX-XXXX  Fax: XXX-XXX-XXXX  www.gordleygroup.com</p> <p>Get talking!  www.facebook.com/GordleyGroup</p>	No response required; requested meeting occurred November 26, 2019 with Pasqua Yaqui Tribal Leadership		12373

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					<p>Begin forwarded message:</p> <p>From: Carol Soike Subject: Re: I-11 Draft EIS Disposal Date: July 9, 2019 at 10:01:09 AM MST To: Artemio Hoyos Cc: Jan Gordley , CT Revere</p> <p>Artemio, I have copied Jan Gordley and C.T. Revere on your request and ask them to respond re: a presentation to the Pasqua Yaqui Tribe.</p> <p>Thank you again!</p> <p>Regards,</p> <p>Carol Soike Administrative Coordinator/ Accounting Assistant GORDLEY GROUP XXXXXXXXXXXXXX Tucson, AZ 85716 Office: XXX-XXX-XXXX Fax: XXX-XXX-XXXX XXXXX@gordleygroup.com www.gordleygroup.com</p> <p>Get talking! www.facebook.com/GordleyGroup</p>			
					<p>On Jul 9, 2019, at 9:55 AM, Artemio Hoyos wrote:</p> <p>Hello Carol.</p> <p>I'll probably keep the copies for a while just in case.</p> <p>Secondly, is it possible to do a presentation for our Council and Department heads?</p> <p>Thank you, Artemio</p> <p>From: Carol Soike [mailto:XXXXX@gordleygroup.com] Sent: Tuesday, July 9, 2019 9:39 AM To: Artemio Hoyos Subject: [Probable Suspicious URLs] I-11 Draft EIS Disposal</p> <p>CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.</p> <p>Good morning, Artemio. Several months ago, a representative from Gordley Group here in Tucson (Sulochana), dropped off some information on behalf of the AZ Department of Transportation. It was the I-II Draft Environmental Impact Statement which was made available for review by the public.</p> <p>The comment period has expired for this project and you can now either dispose of the draft, or recycle it on our behalf. If there is a member of the community who is interested in keeping the draft, that is approved as well.</p> <p>Thank you for allowing us to use your facility as a repository. If you have any questions, please call me at XXX-XXX-XXXX. If you don't mind sending me a response indicating how the draft was handled, it would be greatly appreciated. Enjoy your day!</p> <p>Regards,</p> <p>Carol Soike Administrative Coordinator/ Accounting Assistant GORDLEY GROUP XXXXXXXXXXXXXX Tucson, AZ 85716 Office: XXX-XXX-XXXX Fax: XXX-XXX-XXXX</p>			



Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Huggett Weekes	Violet W.		Email	7/9/2019	<p>[image: Smart Phone]*Phone: *1.844.544.8049</p> <p>[image: Email]*Email: *I-11ADOTStudy@hdrinc.com</p> <p>[image: Envelope]*Mail: *I-11 Tier 1 EIS Study Team c/o ADOT Communications</p> <p>1655 W. Jackson Street Mail Drop 126F Phoenix, AZ 85007</p> <p>To whom it may concern, As owners of the XXXXXXXXXXXX, Maricopa AZ we would like to suggest that Schrader Lane be noted as a viable Possible Exit of I-11 ADOT Study. Schrader Lane is 4 miles north of highway 238 and the most used road in the area going ease and west. Please let us know how we can help to assist in the process. Thank you, Violet W. Huggett Weekes</p> <p>XXXXXXXXXXXXXXXX, Maricopa, AZ 85139-2149</p> <p>- &lt;<a href="https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#">https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#</a>&gt; - &lt;<a href="https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#">https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#</a>&gt; - * 3 of 4* - &lt;<a href="https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#">https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#</a>&gt; - &lt;<a href="https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#">https://mymonsoon.com/parcel/details?&amp;upid=US0401330025008Y&amp;ln=#</a>&gt;</p> <p>Maricopa Assessor Parcel # 300-25-008-Y &lt;<a href="http://mcaassessor.maricopa.gov/mcs.php?q=30025008Y">http://mcaassessor.maricopa.gov/mcs.php?q=30025008Y</a>&gt;</p> <p>Violet W. Huggett Weekes XXX-XXX-XXXX XXX-XXX-XXXX - fax XXXXX@gmail.com</p>	GlobalTopic_4 and GlobalTopic_8		1793
Hungate	Joanne		Email	7/9/2019	<p>NO</p> <p>Live in the moment</p> <p><a href="https://nam05.safelinks.protection.outlook.com/?url=www.artbyjoanne.com&amp;data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7C917167de12624784ef8308d704aa44dd%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636983001665010584&amp;data=CCM1ZgDbZD5F7xx1rbW0G%2BXKRE5AHlacoWYP2QCWuY%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=www.artbyjoanne.com&amp;data=02%7C01%7C1-11ADOTlist%40hdrinc.com%7C917167de12624784ef8308d704aa44dd%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C636983001665010584&amp;data=CCM1ZgDbZD5F7xx1rbW0G%2BXKRE5AHlacoWYP2QCWuY%3D&amp;reserved=0</a></p>	GlobalTopic_4		12378
Jutzi	Richard	Cohen, Rife & Jutzi, P.C.	Email	12/10/2019	<p>My only comment is why does this take so long? GET I-11 completed NOW!</p> <p>Please be advised that, based on current IRS rules and standards, the advice contained herein is not intended to be used, nor can it be used, for the avoidance of any tax penalty that the IRS should assess related to this matter. Therefore, this written advice is not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer. That said, please do not hesitate to call me if you have any further questions regarding this matter.</p> <p>Thanks,</p> <p>Richard J. Jutzi</p> <p>Certified Public Accountant Cohen, Rife &amp; Jutzi, P.C. XXXXXXXXXXXXXXXXXXXXXXXXXXXX Phoenix, Arizona 85016-5344 phone XXX-XXX-XXXX/ fax XXX-XXX-XXXX</p> <p>***** This message and any of the attached documents contain information from the accounting firm of Cohen, Rife &amp; Jutzi, P.C. that may be confidential and/or privileged. If you are not the intended recipient, you may not read, copy, distribute, or use this information, and no privilege has been waived by your inadvertent receipt. If you have received this transmission in error, please notify the sender by reply e-mail and then delete this message. Thank you.</p>	GlobalTopic_4		13578

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Keeler	Seth	W Holdings	Email	4/20/2020	<p>Hello.</p> <p>We have property south of the City of Maricopa in Arizona along the 347. The latest depictions of the I-11 show this going through our farm.</p> <p>[cid:image002.jpg@01D61718.3E895590]</p> <p><a href="http://origin.i11study.com/Arizona/map.asp">http://origin.i11study.com/Arizona/map.asp</a></p> <p>Has the COVID 19 Pandemic stalled this process at all?</p> <p>Is the draft Tier 1 still scheduled to come out sometime in 2020?</p> <p>[cid:image003.jpg@01D61718.F9886D90]</p> <p>Also, is there any funding in place for the acquisition and purchase of ROW and any funding for the construction?</p> <p>Thanks, Seth Keeler W Holdings XXXXXXXXXXXXXXXXXXXX Tempe, Arizona 85284 Phone: XXX-XXX-XXXX Fax: XXX-XXX-XXXX Mobile: XXX-XXX-XXXX Email: XXXXX@wholdings.com&lt;mailto:XXXXX@wholdings.com&gt;</p>	<p>Potential impacts to specific properties cannot be identified at this point in the study. Property impacts would be identified if and when the project moves forward into Tier 2 environmental studies on specific segments of the route. See GlobalTopic_8. These studies are not yet funded.</p> <p>The next milestone is publication of the Final Tier 1 EIS which will identify a Selected Alternative (with a Build or No Build Alternative). The Final Tier 1 EIS is anticipated to be completed in 2021.</p> <p>Following the public review period for this Final Tier 1 EIS, FHWA and ADOT will publish a Record of Decision (ROD) that contains a Selected Alternative. If FHWA and ADOT select a Build Corridor Alternative in the ROD, the build alternative would be implemented in segments as funding is available. If the No Build Alternative is selected, no project would occur.</p> <p>At this time, no funding has been identified to construct I-11. The implementation of the corridor could entail federal, state, or local funding; tolling; or private-public partnerships. From the perspective of federal funding, the 2015 Fixing America's Surface Transportation Act, or "FAST Act," authorizes money each year for all the state highway programs combined. That amount is divided among the states, and then each state's allocation is divided among different regions of the state. For more information, please see Final Tier 1 EIS Section 6.8.3.</p>	Keeler_13412	13412
Keeler	Seth	W Holdings	Email	4/20/2020	<p>Hello.</p> <p>We have property south of the City of Maricopa in Arizona along the 347. The latest depictions of the I-11 show this going through our farm.</p> <p>[cid:image002.jpg@01D61718.3E895590]</p> <p><a href="http://origin.i11study.com/Arizona/map.asp">http://origin.i11study.com/Arizona/map.asp</a></p> <p>Has the COVID 19 Pandemic stalled this process at all?</p> <p>Is the draft Tier 1 still scheduled to come out sometime in 2020?</p> <p>[cid:image003.jpg@01D61718.F9886D90]</p> <p>Also, is there any funding in place for the acquisition and purchase of ROW and any funding for the construction?</p> <p>Thanks, Seth Keeler W Holdings XXXXXXXXXXXXXXXXXXXX Tempe, Arizona 85284 Phone: XXX-XXX-XXXX Fax: XXX-XXX-XXXX Mobile: XXX-XXX-XXXX Email: XXXXX@wholdings.com&lt;mailto:XXXXX@wholdings.com&gt;</p>	<p>Potential impacts to specific properties cannot be identified at this point in the study. Property impacts would be identified if and when the project moves forward into Tier 2 environmental studies on specific segments of the route. See GlobalTopic_8. These studies are not yet funded.</p> <p>The next milestone is publication of the Final Tier 1 EIS which will identify a Selected Alternative (with a Build or No Build Alternative). The Final Tier 1 EIS is anticipated to be completed in 2021.</p> <p>Following the public review period for this Final Tier 1 EIS, FHWA and ADOT will publish a Record of Decision (ROD) that contains a Selected Alternative. If FHWA and ADOT select a Build Corridor Alternative in the ROD, the build alternative would be implemented in segments as funding is available. If the No Build Alternative is selected, no project would occur.</p> <p>At this time, no funding has been identified to construct I-11. The implementation of the corridor could entail federal, state, or local funding; tolling; or private-public partnerships. From the perspective of federal funding, the 2015 Fixing America's Surface Transportation Act, or "FAST Act," authorizes money each year for all the state highway programs combined. That amount is divided among the states, and then each state's allocation is divided among different regions of the state. For more information, please see Final Tier 1 EIS Section 6.8.3.</p>	Keeler_13425	13425

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Keiser	Dale		Email	12/14/2019	<p>I recently received an email that contained the statement: "Although the official Draft Tier 1 EIS comment period closed in July, comments on the study are still encouraged and can be submitted at any time via email at I-11ADOTStudy@hdrinc.com".</p> <p>&lt;I-11ADOTStudy@hdrinc.com&gt;</p> <p>My neighborhood, Vista Royale, near Wickenburg will be adversely affected if the currently proposed Preferred Alternative (Draft Tier 1 EIS) is accepted. I and my neighbors applied a huge amount of time and expense in the few weeks between the ADOT Wickenburg Presentation and the information submission "deadline" to generate information to present to ADOT.</p> <p>I am totally confused to learn that the comment period is not fixed and that comments are still being accepted. Now, my neighborhood is worried that we are not taking advantage of this additional time allowance while the opposition, if that even exists, is taking advantage of the additional time. Is this never-ending?</p> <p>Please understand that the I11 issue is a very personal and emotional one to my neighborhood. All we ask is to be given the rules to follow. We have read every document that we can find and we thought we understood the process and the rules. This notice from ADOT makes it clear that we do not.</p> <p>Part of your task is to make sure that the public is informed about your process. I assume that means also that the public should be able to understand the process from the information that you provide. In my case, that is not happening.</p> <p>Are you allowed to reply to specific requests about the process itself?</p> <p>If so, may we start with an explanation of what the "official comment period" meant and what the apparently unofficial, continuing comment period means now?</p> <p>Also, if so: Will the Preferred Corridor Alternative (if recommended) at the end of the Draft Tier 1 EIS be the FINAL corridor without another round of public comment? We understand that minor variations may result from Tier 2 studies so "FINAL" may not be the correct word. The point is that minor variations are of no concern if the Current Preferred Corridor Alternative is accepted without including the changes proposed by Vista Royale residents.</p> <p>Please help me understand.</p> <p>Dale Keiser XXXXXXXXXXXXXXXXXXXX Wickenburg, AZ 85390 XXX-XXX-XXXX</p>	<p>GlobalTopic_5; The I-11 Draft Tier 1 Environmental Impact Statement (EIS) official comment period was April 5 to July 8, 2019. The "official comment period" is the timeframe provided for public comment on the I-11 Draft Tier 1 EIS document itself. There is a set timeframe for those comments so that they can all be reviewed by the study team and addressed in the Final Tier 1 EIS document. It's understandable how the language we provided that comments are still accepted could be confusing and we'll take another look at that language. What we meant to communicate is that although the official comment period for the Draft Tier 1 EIS document has ended, comments on the overall study can be provided at any time. All comments, regardless of when they are submitted, are reviewed and considered by the study team. The Final Tier 1 EIS is expected to be completed and available for public review in Summer 2021. It will present a Preferred Corridor Alternative and the No-Build Option.</p>		13584
Keiser	Dale		Email	12/20/2019	<p>Thank you very much for the explanation!</p> <p>Dale</p> <p>On Fri, Dec 20, 2019 at 7:47 AM The I-11 Study Team &lt;i-11adotstudy@hdrinc.com&gt; wrote:</p> <p>&gt; Dear Dale Keiser ,</p> <p>&gt;</p> <p>&gt; Thank you for contacting the Interstate 11 study team. We appreciate the</p> <p>&gt; comments you and your community provided during the I-11 Draft Tier 1</p> <p>&gt; Environmental Impact Statement (EIS) official comment period (April 5 –</p> <p>&gt; July 8, 2019). The "official comment period" is the timeframe provided for</p> <p>&gt; public comment on the I-11 Draft Tier 1 EIS document itself. There is a set</p> <p>&gt; timeframe for those comments so that they can all be reviewed by the study</p> <p>&gt; team and addressed in the Final Draft Tier 1 EIS document. This follows a</p> <p>&gt; process required by the Federal Highway Administration. I understand how</p> <p>&gt; the language we provided that comments are still accepted could be</p> <p>&gt; confusing and we'll take another look at that language. What we meant to</p> <p>&gt; communicate is that although the official comment period for the Draft Tier</p> <p>&gt; 1 EIS document has ended, comments on the overall study can be provided at</p> <p>&gt; any time. All comments, regardless of when they are submitted, are reviewed</p> <p>&gt; and considered by the study team, however, the Final Tier 1 EIS document</p> <p>&gt; will only include responses to comments about the Draft Tier 1 EIS that</p> <p>&gt; were received during the comment period. The Final Tier 1 EIS is expected</p> <p>&gt; to be completed and available for public review in late 2020. It will</p> <p>&gt; present a Preferred Corridor Alternative and the No-Build Option. Finally,</p> <p>&gt; the Record of Decision from ADOT and the Federal Highway Administration</p> <p>&gt; will present either a Selected Corridor Alternative or the No-Build Option.</p> <p>&gt; If a Build Corridor is selected at the end of the Tier 1 process, then Tier</p> <p>&gt; 2 studies must take place as part of the National Environmental Policy Act</p>	No response required		13437

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
					<p>&gt; process. These studies, which are not funded, would likely occur on &gt; priority segments along the 280-mile corridor between Nogales and &gt; Wickenburg and would include community engagement and public involvement. &gt; Again, thank you for contacting us and we encourage you to visit the study &gt; website at <a href="http://www.I11study.com/Arizona">www.I11study.com/Arizona</a> for updated information related to &gt; the study. &gt; &gt; Sincerely, &gt; &gt; Interstate 11 Tier 1 EIS Study Team &gt; c/o ADOT Communications &gt; 1655 W.Jackson St., Mail Drop 126F &gt; Phoenix, AZ 85007 &gt; &gt; Website: <a href="http://I11study.com/Arizona">I11study.com/Arizona</a> &gt; Email: <a href="mailto:I-11ADOTStudy@hdrinc.com">I-11ADOTStudy@hdrinc.com</a> &lt;<a href="mailto:I-11adotstudy@hdrinc.com">I-11adotstudy@hdrinc.com</a>&gt; &gt; Toll-free bilingual telephone hotline: 1-844-544-8049</p>			
Kennedy	April	KIDDER MATHEWS	Email	11/15/2019	<p>Good morning,</p> <p>Do you have a shapefile of the proposed highway that you could send me?</p> <p>Please note our new address: April Kennedy Client Services Coordinator KIDDER MATHEWS XXXXXXXXXXXXXXXXXXXX   Phoenix, AZ   85016 T XXX-XXX-XXXX   F XXX-XXX-XXXX <a href="mailto:april.kennedy@kidder.com">april.kennedy@kidder.com</a> &lt;<a href="mailto:april.kennedy@kidder.com">mailto:april.kennedy@kidder.com</a>&gt;   <a href="https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.kiddermathews.com%2F&amp;data=02%7C01%7C1-11ADOT%2F%40hdrinc.com%7C2598d6e926994874e28f08d769f59e44%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637094375964598033&amp;sd=QMmIRyL5erQTYFAY0nxuRiyb4bEga4K99ZvjN1BPiU%3D&amp;reserved=0">kidder.com&lt;https://nam05.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.kiddermathews.com%2F&amp;data=02%7C01%7C1-11ADOT%2F%40hdrinc.com%7C2598d6e926994874e28f08d769f59e44%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637094375964598033&amp;sd=QMmIRyL5erQTYFAY0nxuRiyb4bEga4K99ZvjN1BPiU%3D&amp;reserved=0&gt;</a></p> <p>50 YEARS. THE EDGE IN YOUR MARKET.</p>	Shapefiles were shared on November 20, 2020.		4846
King	Wayne		Email	4/1/2020	<p>Hello,</p> <p>I have just one comment/question</p> <p>- Congress is discussing a potential 4th round of coronavirus stimulus funding as a \$2 trillion infrastructure funding package. — Does this improve potential funding options for I-11 and what can be done to get some of those funds designated for I-11, and which agency us tasked with making that happen?</p> <p>Regards, Wayne</p> <p>Sent from my iPad</p>	<p>Following the public review period for this Final Tier 1 EIS, FHWA and ADOT will publish a Record of Decision (ROD) that contains a Selected Alternative. If FHWA and ADOT select a Build Corridor Alternative in the ROD, the build alternative would be implemented in segments as funding is available. If the No Build Alternative is selected, no project would occur. At this time, no funding has been identified to construct I-11. The implementation of the corridor could entail federal, state, or local funding; tolling; or private-public partnerships. From the perspective of federal funding, the 2015 Fixing America's Surface Transportation Act, or "FAST Act," authorizes money each year for all the state highway programs combined. That amount is divided among the states, and then each state's allocation is divided among different regions of the state. For more information, please see Final Tier 1 EIS Section 6.8.3. Any stimulus funding by the federal government for transportation projects would likely be directed to shovel-ready projects.</p>		13586

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Kovatch	Ron and Virginia		Email	8/14/2019	<p>To Whom It May Concern,</p> <p>Both my wife and I are strongly opposed to any use of the undeveloped areas of the Avra Valley for a new interstate highway. That space is host to many definitive species of wild life due to the wonderful lack of development. Along with the tourist popular Arizona-Sonora Desert Museum, Saguaro National Park East, Ironwood Forest National Monument, and Gates Pass, thousands of tourists from all over the USA as well as international tourists visit the area precisely NOT to be near an interstate highway with all the ugly ripple effect businesses, clutter, and development that typically follows.</p> <p>Scientific research and data tells us that insect and animal species extinction is occurring at a more rapid pace than ever, most of which is due to over development of green space and natural land. Wildlife had nowhere else to go. Pollinators such as insects, bats and birds (many unique to this part of Arizona) are decreasing in numbers which will adversely affect farm, orchard, and food production, as well as native plant proliferation. Birding is a billion dollar industry in southeastern Arizona, and you can be certain an interstate will not only diminish wild bird populations in the area but birding tourists will take their dollars further south into Mexico, Cochise county, or anyplace there is not this type of development.</p> <p>What about water? This part of the country is experiencing a 20 year drought, and the water and resources necessary to build an interstate will not be recovered. The secondary use of water with the eventual surrounding development will tap water resources beyond our supplies. A massive concrete slab will serve as a plug for any type of aquifer recharging. I predict that if climate change is not reversed radically, and very soon, the proposed Interstate 11 in the Avra Valley will become an Interstate Ghost Highway within a decade.</p> <p>There are signifiant historical and archeological resources in and near the Ironwood Forest National Monument. Many of these resources were without a doubt, sacred ground for local and regional indigenous groups. Is nothing sacred anymore? Is an interstate sacred?</p> <p>Countless times I have met tourists from Japan, Germany, the Netherlands, Mexico, and all over the USA who simply drive from their hotel to Gates Pass to hike and witness the wonderful Sonoran Desert sunset. An interstate visible from Gates Pass, the Arizona Sonoran Desert Museum and Saguaro National Park East will ruin this experience for millions of people.</p> <p>Ours is a land of basins and mountain ranges, which afford and offer spectacular views of a most unique landscape. The Avra Valley interstate proposal will ruin those views plain and simple. The Avra Valley interstate proposal will give tourists a fast avenue out of the Tucson region so they can find green spaces in Mexico or other states. The Avra Valley interstate proposal is a shortsighted solution that will sacrifice what little land to the west of Tucson is undeveloped and relatively pristine, for corporate profits. Is this really the best we can do? Interstates 19-10 already present an infrastructure that works. Please consider adding lanes to both interstates averting any massive development in the Avra Valley.</p> <p>Respectfully, Ron and Virginia Kovatch XXXXXXXXXXXXXXXXXXXX Tucson, AZ 85716</p>	GlobalTopic_1, GlobalTopic_4, BR-1, E-2, WR-1, AQ-2, V-1, R-2		13588
Kropp	Robin		Email	7/22/2019	<p>Dear I-11 Study Team,</p> <p>Although I am writing to you past the original comment period on the I-11 project, I noticed on your website that you are open to commentary at any time throughout the process. I wanted to take a few moments to communicate with you over this issue and appreciate your willingness to hear my thoughts.</p> <p>As a Tucson resident, I feel that the proposed Interstate 11 bypass is damaging and inappropriate for many reasons. First, the City of Tucson and Pima County rely on the intact landscape of the proposed I-11 corridor to protect the unique cultural, natural, and scientific resources upon which our region's economy depends. A freeway would adversely affect Kitt Peak National Observatory with increased light pollution. It would seriously impact the serenity and integrity of three important regional attractions:</p> <p>Saguaro National Park, The Arizona-Sonora Desert Museum, and Ironwood Tree National Monument that collectively host nearly a million visitors annually. And along with the disturbance by sound, light, and air pollution, wildlife habitat will be affected. Four of Pima County's identified "Priority Vulnerable Species" live in the proposed corridor, and many other species would be impacted by the habitat fragmentation, disruption of wildlife corridors between natural areas, and increased traffic that would result from the construction of a large freeway.</p> <p>In addition to the many environmental impacts, people's quality of life will be altered by a new freeway. Businesses such as restaurants, gas stations, and hotels along the existing I-10 corridor would lose customers as competitors would expand further west. Many residents who live in the proposed corridor site west of Tucson in Avra Valley will lose their property for the construction project, and those who remain will lose the reasons they chose to live there in the first place – rural living, frequent wildlife sightings, and quiet neighborhoods will be replaced by the sprawl and noise that inevitably grow up around interstates. Not to mention that Avra Valley is a hot spot for Valley Fever incidences, and construction would result in the release of large quantities of the spores that produce this respiratory disease.</p> <p>Finally, it is an expensive proposition, one that could be done more cheaply by using existing infrastructure and expanding the existing I-10 footprint. Please consider all of these arguments in your assessment and drop the proposed I-11 corridor in favor of one that uses the existing footprint of I-10.</p> <p>Thank you, Robin Kropp XXXXXXXXXXXXXXXXXXXX Tucson, AZ 85716</p>	GlobalTopic_1, V-1, E-1, BR-2, AQ-1, LU-3		13503
Kurtz	Roberta		Email	12/11/2019	I think it is redundant when I-10 needs resurfacing and expansion. NO to I-11.S. R. Kurtz	GlobalTopic_4, AC-7		13582
Larson	Curt		Email	12/19/2019	Hello I-11 Study Team, thank you for soliciting and listening to our concerns. Curt Larson	GlobalTopic_4	Larson_13515	13515
Larson	Curt		Email	12/19/2019	Hello I-11 Study Team, thank you for soliciting and listening to our concerns. Curt Larson	GlobalTopic_4	Larson_13580	13580
Leech	John		Voicemail	7/15/2019	Hi there. This is John Leech, that's L.E.E.C.H. at XXX-XXX-XXXX. Commenting during the pre-final period. It's July 15th, 2019. I am opposed to routing I-11 thru the Avra Valley. No, no, no. I would say find a way to follow Route 19 and in the meantime, build up rail connections and existing ports of entry and highway roads. So I would say no to I-11 thru Avra Valley. Thank you.	GlobalTopic_1, AC-7, AC-9		13576
Leer	Adrian		Voicemail	8/2/2019	Hi, my name is Adrian Leer and I think you should not put in the new 11 so my vote would be no. Don't do it. Goodbye.	GlobalTopic_4		13579

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Lehmann	Jim		Email	8/10/2020	I saw the latest on your site for the I-11 site... Why is it going directly thru Green Valley and Sahuarita which will effectively destroy those two towns? We have a home in Arizona in GreenValley which we were planning on retiring to but now, we are seriously thinking that the noise level will increase from the traffic, the traffic itself will increase...GV will become just like Tucson corridor and be busy. This will no longer be a small retirement town but can potentially be surrounded and built up with a major highway running thru it. Yes the highway is there now, but now is the time to bypass these two towns and give them a break instead of making the situation worse. I know that you all have your plans already set in stone, but please provide us with an answer as to if 'all of this is true' as our plans are not seen in stone and will just sell our home and not retire there. You can say there will be a retaining wall and all of the usual stuff that is supposed to appease people but frankly, You don't want a highway right next to you if you lived in a small town and neither do we... How much wider will the existing highway be? How many homes will come down? How much noise will be increased? How much traffic will now exist and of the traffic, how safe will it be for retired folks traveling the highways and competing with semi's. We have traveled this country and have seen major roads swamped with semi's...such as Highway 40 which essentially is a war zone of accidents. And with the increased traffic now into Green Valley highways we are welcoming the same. A highway / freeway should be pulled away from communities and allow the communities to benefit from 'less traffic, less noise, less dangerous driving situations, less isolation of community..... but are you not doing the opposite. If so, please advise...for we are looking for a state and an area that is conducive to retirement and not one where the sounds, traffic and issues associated with (increased businesses etc) turn our small town into just another ugly town along the route... Thanks... Dr Jim Lehmann XXXXXXXXXXXXXXXXXXXX Green Valley, AZ 85614 XXXXX@yahoo.com	GlobalTopic_4 and GlobalTopic_8		15042
Lira	Josephine			9/26/2019	My name is Josephine Lira and my phone number is XXX-XXX-XXXX. I'm looking for more information on the proposed timeline for execution as my property is one of the properties impacted in the study. Please either call me back and let me know where I can go get this information. Really really would appreciate it. I have decisions that need to be made with that property. Thank you so much. Buh-bye.	Returned call, explained the 2000 foot wide corridor and that future studies would need to take place to determine a location for an alignment within the corridor if a build alternative is selected.		13596
Lortie	John		Email	1/29/2020	I-11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson Street, Mail Drop 126F, Phoenix, AZ 85007  I strongly urge you to build an Interstate 11 as soon as possible. There are too many accidents on State Road 93, which, in many parts, is still a two lane <u>dangerous</u> highway.  A new Interstate 11 will provide a good method of transportation both for individuals and for companies who sell manufactured goods. This new interstate will improve both the economies of Arizona and Nevada and may also help foster trade with Mexico and Canada. The Arizona state roads are in bad shape and a new Interstate 11 is desperately needed.  Sincerely,  John Lortie XXXXXXXXXXXXXXXXXXXX Gilbert, Arizona 85297	GlobalTopic_4		13593
Lortie	John		Email	8/10/2019	You need to build the new I-11 corridor from Las Vegas to Phoenix immediately. There are too many two lane stretches of road on State Road 93 to Las Vegas from Phoenix. This is dangerous to drivers and needs to be 4 lane highway throughout. The stretches of road are in bad shape and hazardous to drivers. The new I-11 will insure that these roads are kept in good shape.  Thanks, John Lortie	GlobalTopic_10		13603
Lortie	John		Email	12/14/2019	I strongly urge you to build an Interstate 11 as soon as possible. There are too many accidents on State Road 93 which in many parts is still a two lane dangerous highway. A new Interstate 11 will provide a good method of transportation both for individuals and for manufactured goods. There is too much traffic that is overstressing the Arizona state roads and a new Interstate 11 is desperately needed. Please keep me updated on the progress of the new I-11.  Sincerely, John Lortie	GlobalTopic_4		13603
Lortie	John		Mail	1/28/2020	I-11 Tier 1 EIS Study Team c/o ADOT Communications, 1655 W. Jackson Street, Mail Drop 126F, Phoenix, AZ 85007 I strongly urge you to build an Interstate 11 as soon as possible. There are too many accidents on State Road 93 which, in many parts, is still a two lane dangerous highway. A new Interstate 11 will provide a good method of transportation both for individuals and for companies who sell manufactured goods. This new interstate will improve both the economies of Arizona and Nevada and may also help to foster trade with Mexico and Canada. The Arizona state roads are in bad shape and a new Interstate 11 is desperately needed. Please keep me updated on the progress of the new I-11. Sincerely, John Lortie XXXXXXXXXXXXXXXXXXXX	GlobalTopic_4; Up-to-date project information can be found on the project website at <a href="http://i11study.com/Arizona/index.asp">http://i11study.com/Arizona/index.asp</a> .		11272
Lozevski	Mirce		Email	12/12/2019	I am for the interstate 11 to be built ASAP Thank you	GlobalTopic_4		13652
Lozevski	Mirce		Email	2/15/2020	Is anything new on interstate 11?Thank you	Please visit the study website at <a href="http://www.I11study.com/Arizona">www.I11study.com/Arizona</a> for updated information related to the study.		7591
Martin	Lisa		Email	7/9/2019	I am opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT.  Sent from my Verizon, Samsung Galaxy smartphone	Thank you for contacting the Interstate 11 study team. Your email and comments will be forwarded to the study team and entered into the official public record for the Interstate 11 Tier 1 EIS study. It is currently anticipated that the Final Tier 1 EIS will be published in 2020. We encourage you to visit the study website at <a href="http://www.I11study.com/Arizona">www.I11study.com/Arizona</a> for updated information related to the study.  There is no attachment provided in the emails; the same or similar comment was submitted 3 times. All three communications were replied to in the database.		7591

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Martin	Lisa		Email	7/9/2019	<p>First Name: Lisa Last Name: Martin Address: XXXXXX City: Tucson State: AZ email: XXXXX@cox.net</p> <p>opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT.</p> <p>Sent from my Verizon, Samsung Galaxy smartphone</p>	GlobalTopic_1 and GlobalTopic_11		13705
Martin	Lisa		Email	7/9/2019	<p>To whom it concerns,</p> <p>I am opposed to the I-11 bypass in the Avra Valley because it destroys decades of work done by Pima County and other agencies to preserve this fragile part of the the Sonoran Desert. Countless years of scientific research have brought about the protections that now are threatened by this proposed bypass. Even the Bureau of Reclamation, who supposedly serves as managers of the Tucson Mitigation Corridor, are seeming to be frantically back-peddling as environmental researchers in the face of the devastation that the bypass will cause since they recently suggested it would be better to put the bypass next to the CAP instead of further out in the Avra Valley. Where has all the science gone that showed us the need for mitigation and for the development of the Saguaro National and Tucson Mountain parks in the first place? I am attaching the Bureau of Reclamation Lower Colorado Region's Environmental Resource Management page with their statement at the end saying "the Tucson Mitigation Corridor...will be protected from future development." I am disgusted that all the time, money, and research that has gone into the preservation of this area is being ignored and potentially destroyed by both Reclamation and ADOT.</p> <p>Lisa Periale Martin Sent from my Verizon, Samsung Galaxy smartphone</p>	GlobalTopic_1 and GlobalTopic_11		7591
Martin	Douglas		Email	7/30/2020	<p>Please read this:</p> <p>*FAST Act*</p> <p>In December 2015, the U.S. Congress approved the Fixing America's Surface Transportation (FAST) Act, which is legislation to improve the nation's surface transportation infrastructure during a five-year period. The FAST Act formally designated I-11 as a proposed transportation route in Arizona. It stated that the I-11 corridor will generally follow State Route 189 and Interstate 19 from Nogales to Tucson, Interstate 10 from Tucson to Phoenix, and US 93 from Wickenburg to the Nevada state line.</p> <p>It sounds to me like turning west and going south of the Estrella Mountain Range is a bit out of the corridor.</p> <p>I can see the benefits of that route, except where it turns north off Kamatke(sp?) road. Both Goodyear and Buckeye will be/ are growing. Why place another free way right in the middle of it? I think following the gasline road, or Kamatke road, and tying into MC85 is the best route. It will not only allow cities to expand, it will promote it. And with neighborhoods not having freeway noises too boot!</p> <p>Thank you for taking the time to read this.</p> <p>Douglas Martin</p>	GlobalTopic_2 and GlobalTopic_4		15042
Maury	Judith		Email	12/10/2019	<p>The purple alternative should be seriously considered because I-19 is not wide enough through Green Valley to accomodate excess traffic. Please have a study team visit Green Valley to confirm that the purple alternative is the appropriate choice.</p> <p>Judith Maury XXXXXXXXXXXXXXXXXXXX Green Valley AZ 85622 XXX-XXX-XXXX</p> <p>Sent from my iPad</p>	GlobalTopic_4		2793
McKee	Karen		Email	12/14/2019	<p>Apologies to the residents of the avra Valley area : sorry that you will be impacted by I-11.As a person who frequently travels I-10 between Tucson and Phoenix I would SUPPORT the building of I-11 . Such action has the potential of greatly decreasing traffic accidents on I-10. I-10 currently is a scary road to drive between Tucson and Phoenix. We have experienced many near accidents by heavy traffic on I-10.Karen McKee, TucsonThank you for this opportunity to voice my opinion.Sent from my Verizon, Samsung Galaxy smartphone</p>	GlobalTopic_1, GlobalTopic_4		3306
Miller	Paula		Email	7/9/2019	<p>Carve up the desert and you might as well pave the whole thing. Segmented habitat is no habitat. Just say no!!</p> <p>Paula Miller XXX-XXX-XXXX</p> <p>Sent from my iPhone</p>	GlobalTopic_4 and BR-2		13774
Mills	John Casey		Email	7/13/2019	<p>As a resident of Tucson, I am providing a short note to express my opposition to the proposed route south of Casa Grande. On a macro level, the proposal will create a parallel highway system that seems to make less sense that either widening existing highways or going west from Nogales and then north. The proposed route will cause destruction of close-in open space for Tucson and degradation of wildlife and open space next to a national monument. The overall effect will harm tourism in Tucson as well as livability, without any significant benefit.</p> <p>John Casey Mills XXXXX@gmail.com XXX-XXX-XXXX</p>	GlobalTopic_1, GlobalTopic_4, E-1 and BR-1		7796

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Milone	Lou		Email	8/26/2020	<p>Hello,</p> <p>I am Lou Milone and I live in Tuscany Village in Henderson NV. I am wondering what are the plans for I-11? I have herd from some folks that live in the village that some of the wetlands and Lake Mead (which would hurt the natural environment there) is being looked at for future use. Is that true? Also how much of this project is really needed to solve traffic issues around here? I would think widening I-215 or I-515 would be more beneficial and economically cheaper to do for all of us. Any thoughts you can share would be appreciated.</p> <p>Thank you,</p> <p>Lou Milone</p>	<p>This comment should have been submitted to Nevada Department of Transportation. The project website is <a href="https://i11nv.com/landing/">https://i11nv.com/landing/</a>.</p>		15051
Mulder	Jan		Email	7/9/2019	<p>After attending the Tucson public hearing/open house and reviewing I-11 materials, I believe that an Avra Valley route is not acceptable. Besides considerable shortcomings thus far in the evaluation of impacts on Tucson's water resources and public lands, any subsequent review of that route must fully consider concerns of the Tohono O'odham Nation and other stakeholder groups.</p> <p>In evaluating potential expansion or reconfiguration of the existing I-10 and I-19 corridors, FHWA/ADOT should first consider redesigning portions of it either by submerging or elevating in order to reconnect Tucson's downtown and nearby neighborhoods. Other, less costly, options should also be seriously evaluated as a means of reducing project impacts:</p> <ul style="list-style-type: none"> <li>-Changes to the management of the existing highways to reduce congestion, including pricing, scheduling etc.</li> <li>-Technologies that improve traffic flows.</li> <li>-Enhancements to rail system, including light rail and intermodal transportation.</li> <li>-Other road improvements to divert traffic from I-10.</li> </ul> <p>The cumulative impacts of these options on congestion should be assessed before contemplating either a bypass or an expanded I-10. Additional studies must also be completed and incorporated upfront into the decision process, including:</p> <ul style="list-style-type: none"> <li>-A complete inventory of known and potential historic and archaeological resources that could be directly or indirectly impacted by the project. -Environmental quality impacts: air quality, noise, light pollution, viewshed, wildlife, vegetation, watershed, and the health and biological integrity of the Santa Cruz River.</li> <li>-Social and economic equity impacts.</li> </ul> <p>Based on completed studies, any build alternative, must respect and avoid impacts on the natural, historic, and archaeological resources.</p> <p>Thank you for the opportunity to comment.</p> <p>Jan Mulder XXXXX@cox.net</p>	<p>GlobalTopic_1, GlobalTopic_8, AC-3, AC-9, WR-1; ADOT and FHWA are committed to maintaining government-to-government relations with Native American Tribes for projects in which Tribes may have an interest. Tribal coordination continues to be an integral part of this study. While Tribes have been invited to attend agency and stakeholder meetings throughout the process, a series of additional smaller meetings have been held with the Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, Tohono O'odham Nation, Pascua Yaqui Tribe, and other Tribal governments that requested individual meetings. Input received during these meetings has led to new data sources, helped refine Corridor Options, and helped to achieve general consensus on the direction of the study's findings to date. Tribal input factored into the development and evaluation of the Build Corridor Alternatives. Section 3.7 (Archeological, Historical, Architectural, Cultural Resources) provides more information on consultation under Section 106 of the National Historic Preservation Act (NHPA), and Chapter 5 (Coordination and Outreach) provides additional details on Tribal coordination.</p>		13775
Murray	Amanda		Email	4/13/2020	<p>Hello,</p> <p>Would someone be able to connect me with the PM for the Interstate 11 Masterplan? I was hoping to find out when the Final EIS is expected to be complete and available for review on the project webpage.</p> <p>Also, wanted to check on the legislation to advance the project. Did the bill pass? Is it still be worked on?</p> <p>Please and thank you,</p> <p>AMANDA MURRAY  Market Researcher BEX   <a href="http://www.azbex.com">www.azbex.com</a>&lt;<a href="http://www.azbex.com">http://www.azbex.com</a>&gt;   <a href="http://www.bex-events.com">bex-events.com</a>&lt;<a href="http://www.bex-events.com">http://www.bex-events.com</a>&gt; XXXXXXXXXXXX Tempe, AZ 85281 &lt;<a href="mailto:XXXXX@azbex.com">webextlink://1690%20N.%20McClintock%20Dr.%20Tempe,%20AZ%2085281</a>&gt; XXX-XXX-XXXX   <a href="mailto:XXXXX@azbex.com">XXXXX@azbex.com</a>&lt;<a href="mailto:XXXXX@azbex.com">mailto:XXXXX@azbex.com</a>&gt;</p> <p>[cid:image003.jpg@01D5B9A3.AF49B9F0]</p>	<p>Response provided on April 13, 2020: I handle community and media relations for Interstate 11. The Final Tier 1 Environmental Impact Statement for Nogales to Wickenburg is expected to be published sometime in 2021. The Draft Tier 1 Environmental Impact Statement was published on April 5, 2019 and is available on the study website on the Documents tab. Here is the link to the website: <a href="http://www.i11study.com/Arizona/index.asp">www.i11study.com/Arizona/index.asp</a>.</p> <p>Any questions regarding pending legislation should be directed to lawmakers.</p>		13989
Nassar	Cara		Voicemail	9/11/2019	<p>My name is Cara Nassar and I work with the Maricopa Association of Governments as a transportation planner. I just had a question, um, we were wondering if you guys have any cost estimates for the ongoing planning work associated with the I-11, if there are class estimates for the corridor; more specifically by recommended segments. If you could just get back to me with that information, my number is XXX-XXX-XXXX. I would really appreciate it.</p> <p>Thanks</p>	<p>MAG Request ddressed on September 27, 2019.</p>		3731
Nassar	Cara		Email	9/11/2019	<p>To Whom it May Concern:</p> <p>I am a transportation planner with the Maricopa Association of Governments and I had a question. As part of the draft EIS or ongoing planning work associated with I-11 are there cost estimates for the corridor? Specifically, by recommended segment (i.e., the Maricopa County portion, segments L, N, R, U and X)?</p> <p>Any and all help appreciated.</p> <p>[Image result for maricopa association of governments] Cara Nassar Transportation Planner I XXX-XXX-XXXX</p>	<p>MAG request addressed on September 27, 2019.</p>		7632
Nelson	Gary		Email	8/3/2019	<p>It looks more logical and a better solution for I-11 to follow I-8 West to State Route 85, follow SR 85 to South of Buckeye and route over to Sun Valley Parkway and North to where sun valley parkway heads East, then route 1-11 West to the alignment West of Wikenburg and North. Is the traffic so great on I-8 at that the location where they would be joined to justify another alignment.</p> <p>Gary Nelson Goodyear, AZ</p> <p>Sent from Mail for Windows 10</p>	<p>GlobalTopic_2, GlobalTopic_4 and GlobalTopic_5</p>		4719



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Netzer	Jodi		Email	7/9/2019	<p>To Whom It May Concern:</p> <p>My name is Jodi R. Netzer, Director of Tucson Entrepreneurs, representing over 3,000 members. I live on Fullerton Road, less than a mile between the "Recommend Alternative" route and the Purple Route. I am against the proposed I-11 route.</p> <p>I request an extension of at least 120 more days to submit comments due to ADOT's failed duty to provide required direct notice to those who will be affected by various forms of pollution of the proposed highway through Avra and Altar Valleys. Due to lack of time, I submit these random incomplete notes.</p> <p>ADOT produced a misleading and false report in its DEIS study. FHWA is the coyote in charge of the chicken coop. The study fails to disclose special interests.</p> <p>The study lacks any study on light pollution, the impacts of sprawl, how on/off ramps will slow local traffic to move around the highway, Buffle grass, long term mental &amp; physical health impacts, takings from i-10 businesses and tourism dollars, and so many other deficiencies. Study does not rate the metrics between environmental, military, cultural, economic data.</p> <p>Besides running Tucson Entrepreneurs, I provide high-end healing sessions at my home, often on the roof, to hear the natural sounds and smell the fresh air of the clean environment. I-11 will gravely impact my business. I will sue according if I-11 continues as planned.</p> <p>I first heard about I-11 from a friend, not from ADOT. ADOT's alleged distribution list for outreach is sorely insufficient. Many residents in the Valleys still do not know about I-11. I was informed by a worker on I-11 that mail was roughly sent to residents within 1/2 mile on either side of the proposed route. This is insufficient as anticipated unsustainable sprawl that cannot be mitigated in the complete destruction of precious lands and various forms of pollution (e.g. air, sound, light, water, land) travels at much farther distances. It is ADOT's required duty to supply notice to those who may be effected. Publication is insufficient notice and not everyone picks up a newspaper or watches TV.</p> <p>The concept of notice is a fundamental element of the right to procedural due process. See <i>Mullane v. Central Hanover Bank &amp; Trust Co.</i>, 339 U.S. 306, 314 (1950). See also 16B AM.JUR. 2D Constitutional Law § 934 (1998). To meet the requirements of due process, the notice must be "reasonable and adequate for the purpose, [with due regard afforded] to the nature of the proceedings and the character of the rights which may be affected by it." 16B AM.JUR. 2D, supra note 17, § 934. Notice must "be reasonably calculated, under all circumstances, to apprise interested parties of the pendency of [an] action and afford them an opportunity to present their objections." <i>Larry Dean Dusenbury v. United States</i>, 534 U.S. 161, 168 (2002) (citing <i>Mullane</i>, supra). The primary purpose of the procedural due process notice requirement is to ensure the "deprived person" a meaningful opportunity to be heard. See <i>Mullane</i>, supra (quoting <i>Grannis v. Ordean</i>, 234 U.S. 385, 394 (1914)). In <i>Brody v. Vill. of Port Chester</i>, 434 F.3d 121, 132 (2d Cir. 2005), the court held that the burden on the government to provide notice is "comparatively small" to appraise property owners of their limited opportunity to redress infringement of their property rights. A postage stamp is nothing compared to what is being asked – knock down houses, destroy a sensitive ecosystem, physical and mental impacts of current residents, deter tourists, and many other negative impacts not addressed in the DEIS study. "Publication may theoretically be available for all the world to see, but it is too much in our day to suppose that each or any individual beneficiary does or could examine all that is published to see if something may be tucked away in it that affects his property interests." <i>Mullane</i>, 339 U.S. at 320. "The Supreme Court has repeatedly held that notice by mail is practically 'a minimum constitutional precondition to a proceeding which will adversely affect the liberty or property interests of any party.'" <i>M.A.K. Investment Group, LLC v. City of Glendale</i>, 889 F.3d 1173, 1189 (10th Cir. 2018), quoting <i>Mennonite Bd. of Missions v. Adams</i>, 462 U.S. 791, 800 (1983). The M.A.K. Court held that "where, as here, a property owner does not otherwise learn about the blight determination, it violates due process for a City not to send direct notice." <i>Id.</i> "[A] party's ability to take steps to safeguard its interests does not relieve the State of its constitutional obligation." <i>Mennonite</i>, 462 U.S. at 799.</p>	GlobalTopic_1, GlobalTopic_9, AC-4, AC-9, V-1, LU-3, E-1, E-2, CO-1, CO-2, AQ-2		638
					<p>As I'm down to the last minute to submit comments. Here are my incomplete unedited notes...</p> <p>Weighing height of i-10 and some historic buildings v. destroying land and creating new pollution etc.</p> <p>Using 20th century solutions to a 21st century problem, creating 22nd century problems.</p> <p>Know that distribution house for mail is faulty with zip+4 addresses</p> <p>Burden-shifting duties of notice, different pollutions spread different amounts</p> <p>Fraudulent Misrepresentations – prosecuted in court</p> <p>No possible mitigation</p> <p>Co-location would strengthen the economy of Tucson, which has lots of poverty.</p> <p>Einstein – can't use the same thinking that got us here – think ahead to 100 years from now. Lack of imagination.</p> <p>Climate change</p> <p>Interconnectivity of</p> <p>Urban sprawl</p> <p>Build on existing infrastructure</p> <p>Tourism dollars</p> <p>The only thing you are looking to mitigate are comments opposing the project</p> <p>Retreat for peace</p> <p>Use the over \$3.4 B pricetag for innovative solutions</p> <p>Port of Entry limited to 4000/day trucks per day, at 3000/day currently</p> <p>Their main concern is transporting good</p> <p>UN Report – biodiversity</p> <p>ADOT taking over environmental process is</p> <p>Impacts on property</p> <p>Financially liable for pollution damage</p> <p>Neighborhoods cut off</p> <p>Mental &amp; physical health</p> <p>Pima County Cultural &amp; Economic Plan</p> <p>Long term costs – environmental &amp; maintenance</p> <p>Overlooked and misrepresented</p> <p>Take away from i-10 businesses</p> <p>Creating more traffic by building a highway</p> <p>1 person 1 vote – developers</p> <p>Wildlife &amp; plants don't have a voice</p> <p>Study looking at pieces in isolation --- metrics of interconnectivity</p>			



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					<p>&gt; On Jul 9, 2019, at 12:00 AM, Jodi Netzer &lt;XXXXX@voicenet.com&gt; wrote:</p> <p>&gt;</p> <p>&gt; To Whom It May Concern:</p> <p>&gt;</p> <p>&gt; My name is Jodi R. Netzer, Director of Tucson Entrepreneurs, representing over 3,000 members. I live on Fullerton Road, less than a mile between the "Recommend Alternative" route and the Purple Route. I am against the proposed I-11 route.</p> <p>&gt;</p> <p>&gt; I request an extension of at least 120 more days to submit comments due to ADOT's failed duty to provide required direct notice to those who will be affected by various forms of pollution of the proposed highway through Avra and Altar Valleys. Due to lack of time, I submit these random incomplete notes.</p> <p>&gt;</p> <p>&gt; ADOT produced a misleading and false report in its DEIS study. FHWA is the coyote in charge of the chicken coop. The study fails to disclose special interests.</p> <p>&gt;</p> <p>&gt; The study lacks any study on light pollution, the impacts of sprawl, how on/off ramps will slow local traffic to move around the highway, Buffle grass, long term mental &amp; physical health impacts, takings from i-10 businesses and tourism dollars, and so many other deficiencies. Study does not rate the metrics between environmental, military, cultural, economic data.</p> <p>&gt;</p> <p>&gt; Besides running Tucson Entrepreneurs, I provide high-end healing sessions at my home, often on the roof, to hear the natural sounds and smell the fresh air of the clean environment. I-11 will gravely impact my business. I will sue according if I-11 continues as planned.</p> <p>&gt;</p> <p>&gt; I first heard about I-11 from a friend, not from ADOT. ADOT's alleged distribution list for outreach is sorely insufficient. Many residents in the Valleys still do not know about I-11. I was informed by a worker on I-11 that mail was roughly sent to residents within ½ mile on either side of the proposed route. This is insufficient as anticipated unsustainable sprawl that cannot be mitigated in the complete destruction of precious lands and various forms of pollution (e.g. air, sound, light, water, land) travels at much farther distances. It is ADOT's required duty to supply notice to those who may be effected. Publication is insufficient notice and not everyone picks up a newspaper or watches TV.</p> <p>&gt;</p> <p>&gt; The concept of notice is a fundamental element of the right to procedural due process. See <i>Mullane v. Central Hanover Bank &amp; Trust Co.</i>, 339 U.S. 306, 314 (1950). See also 16B AM.JUR. 2D Constitutional Law § 934 (1998). To meet the requirements of due process, the notice must be "reasonable and adequate for the purpose, [with due regard afforded] to the nature of the proceedings and the character of the rights which may be affected by it." 16B AM.JUR. 2D, supra note 17, § 934. Notice must "be reasonably calculated, under all circumstances, to apprise interested parties of the pendency of [an] action and afford them an opportunity to present their objections." <i>Larry Dean Dusenbury v. United States</i>, 534 U.S. 161, 168 (2002) (citing <i>Mullane</i>, supra). The primary purpose of the procedural due process notice requirement is to ensure the "deprived person" a meaningful opportunity to be heard. See <i>Mullane</i>, supra (quoting <i>Grannis v. Ordean</i>, 234 U.S. 385, 394 (1914)). In <i>Brody v. Vill. of Port Chester</i>, 434 F.3d 121, 132 (2d Cir. 2005), the court held that the burden on the government to provide notice is "comparatively small" to appraise property owners of their limited opportunity to redress infringement of their property rights. A postage stamp is nothing compared to what is being asked – knock down houses, destroy a sensitive ecosystem, physical and mental impacts of current residents, deter tourists, and many other negative impacts not addressed in the DEIS study. "Publication may theoretically be available for all the world to see, but it is too much in our day to suppose that each or any individual beneficiary does or could examine all that is published to see if something may be tucked away in it that affects his property interests." <i>Mullane</i>, 339 U.S. at 320. "The Supreme Court has repeatedly held that notice by mail is practically 'a minimum constitutional precondition to a proceeding which will adversely affect the liberty or property interests of any party.'" <i>M.A.K. Investment Group, LLC v. City of Glendale</i>, 889 F.3d 1173, 1189 (10th Cir. 2018), quoting <i>Mennonite Bd. of Missions v. Adams</i>, 462 U.S. 791, 800 (1983). The M.A.K. Court held that "where, as here, a property owner does not otherwise learn about the blight determination, it violates due process for a City not to send direct notice." <i>Id.</i> "[A] party's ability to take steps to safeguard its interests does not relieve the State of its constitutional obligation." <i>Mennonite</i>, 462 U.S. at 799.</p>			
					<p>&gt; As I'm down to the last minute to submit comments. Here are my incomplete unedited notes...</p> <p>&gt; Weighing height of i-10 and some historic buildings v. destroying land and creating new pollution etc.</p> <p>&gt; Using 20th century solutions to a 21st century problem, creating 22nd century problems.</p> <p>&gt; Know that distribution house for mail is faulty with zip+4 addresses</p> <p>&gt; Burden-shifting duties of notice, different pollutions spread different amounts</p> <p>&gt; Fraudulent Misrepresentations – prosecuted in court</p> <p>&gt; No possible mitigation</p> <p>&gt; Co-location would strengthen the economy of Tucson, which has lots of poverty.</p> <p>&gt; Einstein – can't use the same thinking that got us hear – think ahead to 100 years from now. Lack of imagination.</p> <p>&gt; Climate change</p> <p>&gt; Interconnectivity of</p> <p>&gt; Urban sprawl</p> <p>&gt; Build on existing infrastructure</p> <p>&gt; Tourism dollars</p> <p>&gt; The only thing you are looking to mitigate are comments opposing the project</p> <p>&gt; Retreat for peace</p> <p>&gt; Use the over \$3.4 B pricetag for innovative solutions</p> <p>&gt; Port of Entry limited to 4000/day trucks per day, at 3000/day currently</p> <p>&gt; Their main concern is transporting good</p> <p>&gt; UN Report – biodiversity</p> <p>&gt; ADOT taking over environmental process is</p> <p>&gt; Impacts on property</p> <p>&gt; Financially liable for pollution damage</p> <p>&gt; Neighborhoods cut off</p> <p>&gt; Mental &amp; physical health</p> <p>&gt; Pima County Cultural &amp; Economic Plan</p> <p>&gt; Long term costs – environmental &amp; maintenance</p> <p>&gt; Overlooked and misrepresented</p> <p>&gt; Take away from i-10 businesses</p> <p>&gt; Creating more traffic by building a highway</p> <p>&gt; 1 person 1 vote – developers</p> <p>&gt; Wildlife &amp; plants don't have a voice</p>			



Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Pallin	Karen		Email	8/1/2020	Hello, Has the "no build" alternative been ruled out yet? Has a route (the 2000' wide, not 400' exact route) been chosen? If not, when will it be chosen? If yes, where can I find a map of that route? Thank you, Karen	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		7733
Parker	Vincent		Email	12/12/2019	All the officials including the Governor keep suggesting how I-11 is supposed to increase commerce and growth for Tucson. As I look at the satellite aerial view, I don't see how they can come up with this conclusion. The two proposed are directly rerouted around the city of Tucson! How in the world do they propose that to benefit the city of Tucson? Rerouting traffic from Mexico and Canada's access to the city of Tucson does not benefit our commerce. Who are they kidding? Then the next explanation is that it is supposed to reduce traffic congestion. I see more city cars than I do 18 wheelers blocking traffic, so how does that help city congestion. The fact is that it doesn't. Every major city I have been to has the same problem and it can't be fixed by rerouting commercial trucks away from the city because the traffic congestion will still be there. The difference is now they will have spent millions more for another highway that will require more maintenance, more emergency national parks, displace families from their homes, and remove everyday commerce monies from the city of Tucson. Oh, and did I forget to mention the traffic congestion will still be a problem for city commuters.	GlobalTopic_1, E-1		13781
Pina	Daniel		Email	10/27/2019	Dear ADOT,  I have two thoughts in mind.  First, if I-11 was built, it should feature a wrong-way detection system, like the one along I-17 in Phoenix. This is necessary to improve safety along the corridor.  Second, there is an unsigned portion of I-11 in Arizona, from the Nevada State line to the White Rock Canyon trail. I believe this portion should be signed as I-11 because on-ramps to and off-ramps from US 93 exist at Kingman Wash Access Road.  Hope these thoughts are accurate.  —Daniel P.	GlobalTopic_4, GlobalTopic_8 and GlobalTopic_10		13437
Podplesky	John and Leslie		Email	7/31/2019	To whom it may concern. I/we agree with most people in Arizona. This new highway needs to be mostly on existing roadways. The purple route would be less disruptive, and more cost effective. <a href="https://res.cloudinary.com/stephens-media/image/upload/v1562571330/11arizonagraphic.jpg">https://res.cloudinary.com/stephens-media/image/upload/v1562571330/11arizonagraphic.jpg</a>  Thank you John and Leslie Podplesky Tonopah AZ	GlobalTopic_4		5042
Ramchandra	Sanjeev		Email	12/25/2019	Greetings, I-11 Study Team: I have created a proposal for an alternative I-11 corridor between Wickenburg and the Mexico Border that you may find interesting. It addresses congestion due to increased trade while also discussing how more tourism to Mexico will benefit the Arizona economy. Please see the attachment for my presentation slides which are very brief and to the point. Thanks again for your time and attention and feel free to share this information with anyone else who may find interest in this. -S.R.	GlobalTopic_4	Ramchandra_7889	7889
Ramchandra	Sanjeev		Email	1/3/2020	From: Sanjeev Ramchandra <XXXXX@yahoo.com<mailto:XXXXX@yahoo.com>> Date: Wed, Dec 25, 2019 at 11:53 AM Subject: Alternative Interstate 11 Corridor to Mexico To: jhalikowski@azdot.gov<mailto:jhalikowski@azdot.gov> <jhalikowski@azdot.gov<mailto:jhalikowski@azdot.gov>>, Jay Van Echo <jvanecho@azdot.gov<mailto:jvanecho@azdot.gov>>, Idouglas@azdot.gov<mailto:Idouglas@azdot.gov> <Idouglas@azdot.gov<mailto:Idouglas@azdot.gov>>  Greetings, ADOT Leaders:  I have created a proposal for an alternative I-11 corridor between Wickenburg and the Mexico Border that you may find interesting. It addresses congestion due to increased trade while also discussing how more tourism to Mexico will benefit the Arizona economy. Please see the attachment for my presentation slides which are very brief and to the point. Thanks again for your time and attention and feel free to share this information with anyone else who may find interest in this. -S.R.	GlobalTopic_4	Ramchandra_13816	13816

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Ramchandra	Sanjeev		Email	2/17/2020	<p>Greetings, ADOT Leaders: I have created a new north-south highway corridor between Loop 202 and I-8 in Western Pinal County that serves as an alternative to Interstate 11 in Pinal County. Please see the attachment for my presentation slides. Thanks for your time and attention and feel free to share this information with anyone who may find interest. -S.R.</p> <p>On Wednesday, December 25, 2019, 11:53:26 AM MST, Sanjeev Ramchandra &lt;XXXXX@yahoo.com&gt; wrote:</p> <p>Greetings, ADOT Leaders: I have created a proposal for an alternative I-11 corridor between Wickenburg and the Mexico Border that you may find interesting. It addresses congestion due to increased trade while also discussing how more tourism to Mexico will benefit the Arizona economy. Please see the attachment for my presentation slides which are very brief and to the point. Thanks again for your time and attention and feel free to share this information with anyone else who may find interest in this. -S.R.</p>	GlobalTopic_4	Ramchandra_13787	13787
Rediger	Jason		Email	1/22/2020	Please consider the overwhelming growth in Goodyear and Buckeye and have the foresight to put the traffic routed for SR85!! Don't congest Goodyear or Rainbow valley with massive traffic flows it needs to be out of the already congested areas! Sincerely, Jason Rediger	GlobalTopic_2 and GlobalTopic_4		13794
Reeve	Jean		Voicemail	7/10/2019	This is Jean Reeve. We bought a property on West Butte Road and Sarita and I understand that I-11 has a Tier study that may be impacting that road. And I am obviously very concerned about that as we just bought that property in April. Um, there's a lot of desert in that area and I would hate to see that a superhighway would destroy a neighborhood such as that. So I am definitely in opposition of the I-11 going thru Butte Road. Thank you.	GlobalTopic_4		13794
Reilly	Lauren		Email	8/20/2020	Hi, I am thinking king of buying property on El Toro Rd. in Sahuarita, but there may be a highway built there. I cannot, for the life of me, see why you would pick to go through a residential area instead of somewhere, anywhere, else. What should I do? Are you putting the highway there? Please advise. Thank you, Lauren Reilly Sahuarita, AZ XXX-XXX-XXXX	GlobalTopic_1		15047
Richardson	Matthew		Email	9/5/2019	Hello i'm contacting you about the I11 corridors. I have property right in the middle of one of them, and i'd like to know if the government chooses that corridor what will my options be? Will the government offer to buy the property? I'd also like to know what the schedule beyond what you have on your website, so that i can plan ahead. If you could get back to me as ASAP that would be great, thank you.	LU-1; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		7889
Richardson	Matthew		Phone	9/6/2019	Hi. Hello, my name is Matthew Richardson and I am calling to try and get more information than what your website currently has about the I-11 corridor because I have a property that is right in the middle of one of them and I have questions about that. I also have questions about how to leave comments regarding the process because this says that there is a comment period but I am not entirely sure how to leave a comment. So if you could call me back as soon as you get this or as soon as you can, XXX-XXX-XXXX, again that is XXX-XXX-XXXX. That would be great. Thank you, bye.	Returned call, explained the 2000 foot wide corridor and that future studies would need to take place to determine a location for alignment within the corridor if a build alternative is selected. Added email to the mailing list; sent information related to the ADOT right of way website, as requested.		13799
Richardson	William		Email	7/26/2019	Dear Sirs,  Will you predict the date of the I11 route, going through Sahuarita, will be finalized?  I live at: XXXXXXX Sahuarita, Az.  Thank You, William Richardson	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		13799

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Rock	Sharon		Email	12/10/2019	<p>To whom it may concern:</p> <p>First, I wish to express my appreciation for your solicitation of comments.</p> <p>We humans, myself included, are steadily degrading and destroying the natural environment. It's no secret. And it's clear that we will not survive as a species if we degrade the environment to the point where it can no longer perform the necessary services we need from it in order to survive.</p> <p>If we are unwilling to change the way we do things, we are doomed. Business as usual will doom us. So even though in the past, it has seemed desirable to build another interstate highway because it would stimulate economic development, we have enough perspective "now" to understand that that model is not sustainable. We live on a finite planet. If we humans continue to take over more and more of the planet, we will thoroughly destroy it and ourselves.</p> <p>"I urge you to make the wise but unpopular choice to abort this new interstate project."</p> <p>Thank you for considering the quality of life for all on the planet.</p> <p>Sincerely,</p> <p>Sharon Rock XXXXXXXXXXXXXX Bisbee, AZ 85603</p> <p>P.S. Here is a link to information about how humans have "already destroyed 83% of all wild mammals on the planet". <a href="https://www.theguardian.com/environment/2018/may/21/human-race-just-001-of-all-life-but-has-destroyed-over-80-of-wild-mammals-study">https://www.theguardian.com/environment/2018/may/21/human-race-just-001-of-all-life-but-has-destroyed-over-80-of-wild-mammals-study</a></p>	GlobalTopic_4		13803
Rose	Ingrid		Voicemail	7/30/2019	<p>My name is Ingrid Rose. We live at XXXXXXXXXXXX. Our concern is we've already gotten word that one of the councilman in Morana is making plans that if I-11 goes thru, he's planning to take Twin Peaks thru to I-11 and that eventually our area will end up becoming an industrial area from residential. And he's planning on, he's already got pushed thru um, a landfill off of Ava Valley Road and that he's planning to ah, get ah, a waste dump area in our area. But if there's only one piece of land that he would have to eventually get to push Twin Peaks thru, we do not need I-11 coming thru here and ruining a fragile desert area. And like our property has already been impacted with Monsato being put in our backyard. We do not need I-11 further pushing our land values down. It's already gotten where we can barely sell our property and it's going to not only make it unsaleable but if we can even sell it, we bought our property 26 years ago and we can't, we can barely, if we could even sell it, it won't be even what we bought it for. So we don't need I-11 thru here. Take it in somebody else's yard. These people that want it all live in the foothills. So, let them put it thru the foothills if they want it so bad. But people out here don't want it. We don't need it out here. Let us have our peace. We've already got things like Monsato shoved at us. We've had the solar panels shoved at us. We've had this landfill shoved at us. It's time to stop shoving things down our throats. Ya know, we moved out here for peace and quiet, and our way of living out here has been changed by having stuff shoved down our throats. And our land values have gone for shit. So this is not fair. Ya know, that's not what America is about is having this kind of stuff happen to us. So my phone number is XXX-XXX-XXXX. Please don't do this to us, please!</p>	GlobalTopic_4, LU-1		3670
Rose	John	Maricopa County Parks and Recreation	Email	8/18/2020	<p>Good afternoon</p> <p>I have been working on the Maricopa Trail alignment and potential conflicts and noticed the location in Rainbow Valley crosses the Trail. We completed a new trail on private land owned by the developer of Estrella Mountain Ranch in February 2020. This completes the connection between Estrella Mountain Regional Park and Buckeye Hills Regional Park. I was exploring your website for any conflicts and found that your corridor crosses the trail just west of Rainbow Valley Road. Please see attached exhibits.</p> <p>John J. Rose, R.L.S. Maricopa Trail Manager Maricopa County Parks and Recreation XXXXXXXXXXXXXXXXXXXX Morristown, Arizona 85342 XXX-XXX-XXXX (mobile) XXX-XXX-XXXX XXXXX@maricopa.gov&lt;mailto:XXXXX@maricopa.gov&gt; Maricopa Trail Maps&lt;<a href="https://www.maricopacountyparks.net/things-to-do/activity/maps/">https://www.maricopacountyparks.net/things-to-do/activity/maps/</a>&gt;</p>	The information was incorporated into the Final Tier 1 EIS.	Rose_13647	13647
Rose	John	Maricopa County Parks and Recreation	Email	8/18/2020	<p>Good morning</p> <p>I have been working on alternative alignments for the Maricopa Trail between White Tank Mountains Regional Park and Vulture Mountain Regional Park. There are several potential conflicts with the freeway alignment. My management team made the decision on the trail corridor yesterday so I am corresponding to let you know our intent. The Trail will follow Vulture Mine Road inside the Maricopa County Department of Transportation (MCDOT) Right-of-Way (RW) south from Vulture Mountain Park. Attached is a map showing our proposed alignment.</p> <p>We plan to follow the roadway to a point just northeast of the "Y" intersection of Vulture Mine Road, Wickenburg Road and Aguila Road. At that point we intend to follow the Western Area Power Administration (WAPA) power line in a southeast direction down to the Central Arizona Project (CAP) canal. We would then take the canal east to the Festival Ranch subdivision. There would be a potential conflict at the point the I-11 corridor crosses Vulture Mine Road. This alignment is dependent on obtaining an easement over private land just north of the CAP canal.</p> <p>If we cannot obtain that easement then we will shift the alignment to following Wickenburg Road south to the CAP canal. This alignment has five potential conflict locations.</p> <p>John J. Rose, R.L.S. Maricopa Trail Manager Maricopa County Parks and Recreation XXXXXXXXXXXXXXXXXXXX Morristown, Arizona 85342 XXX-XXX-XXXX (mobile) XXX-XXX-XXXX XXXXX@maricopa.gov&lt;mailto:XXXXX@maricopa.gov&gt; Maricopa Trail Maps&lt;<a href="https://www.maricopacountyparks.net/things-to-do/activity/maps/">https://www.maricopacountyparks.net/things-to-do/activity/maps/</a>&gt;</p>	Thank you for providing updated information on the Maricopa Trail. Because this segment of the trail is not formally designated in a master plan and is not yet publicly-owned land, it has not been included in the inventory of recreation trails or 4(f) properties in the Final Tier 1 EIS. Tier 2 studies will include an updated inventory of recreation trails and further coordination with appropriate land-managing agencies and officials with jurisdiction, such as Maricopa County Parks and Recreation.	Rose_13804	13804

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Rose	John J.	Maricopa County Parks and Recreation	Email	8/18/2020	<p>Good afternoon</p> <p>I have been working on the Maricopa Trail alignment and potential conflicts and noticed the location in Rainbow Valley crosses the Trail. We completed a new trail on private land owned by the developer of Estrella Mountain Ranch in February 2020. This completes the connection between Estrella Mountain Regional Park and Buckeye Hills Regional Park. I was exploring your website for any conflicts and found that your corridor crosses the trail just west of Rainbow Valley Road. Please see attached exhibits.</p> <p>John J. Rose, R.L.S. Maricopa Trail Manager Maricopa County Parks and Recreation XXXXXXXXXXXXXXXXXXXX Morristown, Arizona 85342 XXX-XXX-XXXX (mobile) XXX-XXX-XXXX XXXXX@maricopa.gov&lt;mailto:XXXXX@maricopa.gov&gt; Maricopa Trail Maps&lt;https://www.maricopacountyparks.net/things-to-do/activity/maps/&gt;</p>	The information was incorporated into the Final Tier 1 EIS	Rose_15042	15042
Schroeder	Kathie and Alan		Email	7/9/2019	<p>To whom it may concern,</p> <p>I am writing for my family to comment on the proposed i-11 concept. We all agree.</p> <p>In fact, we all agree with almost every comment we have read or heard at the meetings we have attend against the issue. Every commenter made very good, substantiated comments presenting reasons why the idea of an i-11 corridor is beyond horrible and disastrous for our Sonoran environment, wildlife, pollution, residents, every aspect of our lives here.</p> <p>I will list a few of the reasons why we soundly reject this concept, but keep in mind, please, that we consider everything you have already heard and read from other responders against i-11 as valid and well spoken.</p> <p>I-10 already exists. There is capacity to make it wider if that is the goal, to have more lanes for northbound/southbound traffic. I-10 has been there for years and no new areas will need to be disturbed or ruined in making it wider. No old exits to existing cities or towns will feel the lack of travelers stopping and feel the economic disaster this brings with it. This is paramount, along with all the other equally destructive effects this new highway will bring with it. Our Tucson economy thrives on the I-10 truck and traveler traffic passing and stopping here. Smaller areas, for instance Casa Grande, could feel a much more devastating impact by lack of traffic. The Picacho area, the Ostrich Ranch and others will feel the tremendous loss of business if a new I-11 by-passes those areas.</p> <p>Much sweat and tears went into establishing Saguaro Park West and it is a JEWEL of the Sonoran Desert. Just considering the building process, much less the everyday disturbance once the highway is in use, one realizes that our fragile Sonoran Desert would pay an enormous price for this folly of an un-needed new highway. This is fact and any resident of this glorious desert will agree. Our desert cannot survive as it is today with a new UN-NEEDED highway ripped through it. The plants and animals we all enjoy coexisting with will be gone from the area. A new barrier across their natural movement will diminish the populations and isolate gene pools. The cost is far beyond any small, individualized benefit. It will NOT benefit most of us who live and love this desert.</p> <p>The impact on our entire environment will be too great. New areas of disturbed desert will effect the dust storms and possibly spread more Valley Fever across the area. New areas of disturbed water, under and above ground, will change life immeasurably.</p> <p>There simply is no need for this corridor, which seems to be planned to benefit the trucking industry, or some other big dollar entity that has no concern for the population it will be negatively impacting. We do not want an i-11 corridor. Please reject this concept and throw it in the trash.</p> <p>NO on I-11!</p> <p>Thank you for your consideration, Kathie and Alan Schroeder Heather, Hannah, Holly and Lily Kline, Becky Burnet XXXXXXXXXXXXXXXXXXXX Tucson, AZ. 85739</p> <p>Sent from my iPad</p>	GlobalTopic_1, GlobalTopic_4, E-1, BR-2		5375
Silva	Manny		Email	1/9/2020	<p>I would like to suggest the route north of Amado, AZ due to it being the location with less traffic instead of the Toro Rd.</p> <p>Thank you, Manny Silva</p>	GlobalTopic_4		13818
Slade	Kathy		Email	2/19/2020	<p>Hi, I have been watching and waiting to see the results of the tier 1 draft EIS, still not seeing anything!! According to your website, the results of the draft EIS should have completed its public hearing process and a Final EIS document was to be prepared for public review. By the timeline on your website, this document should be available now.</p> <p>Could you please advise me as to when the Final EIS document will be made available? My interest is primarily in the Buckeye (I-10) to Wickenburg section.</p> <p>Thank you for your prompt response to this request for information!</p> <p>Kathy Slade</p> <p>From your website: The EIS analysis phase is a detailed analysis of potential social, economic and natural environmental impacts of the proposed corridor options. The Draft Tier 1 EIS documented this analysis process, identified a Recommended Alternative, and was presented to the public for review and comment from April 5, 2019 through July 8, 2019. Based on the comments received, a Final Tier 1 EIS report will be prepared, outlining a Preferred Alternative for I-11. After public review of the Final Tier 1 EIS, FHWA will issue a Record of Decision (ROD) that indicates a Selected Alternative for I-11. The No-Build Alternative could be chosen as the Selected Alternative and the final decision in this Tier 1 process.</p>	The Final Tier 1 EIS is to be published for public review in Summer 2021. The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		8
Snail	Ronora		Phone	8/7/2019	<p>Yes, my name is Ronora Snail and my number is XXX-XXX-XXXX and I would like to know if I'm gonna be effected by the, ah, I live here in 3 XXXXX and I am wondering if it's gonna affect me in any way. Thank you again, my number or, my home number is XXX-XXX-XXXX. Thank you very much.</p>	Left a message referring to website and interactive map, explained the 2,000 foot wide corridor and that future studies would need to take place to determine a location for an alignment within the corridor if a build alternative is selected.		13850
Spigler	Carla		Voicemail	7/15/2019	<p>Hello. My name is Carla Spigler (???) and I live in Pima County. And I am voting no, no build, to the I-1 Tier 1 EIS Corridor. Thank you very much. Bye bye.</p>	GlobalTopic_1		13437



Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Stark	Brian		Email	7/9/2019	<p>Hello ADoT,</p> <p>I am a Tucson educator and trail runner and live on the west side. I often seek out trails and solitude in Tucson's west side west of the Tucson Mountains. It is one of the few remaining areas away from the sight and sound of interstates. I strongly oppose construction of a highway corridor in this area and encourage continued development of the I-10 corridor instead.</p> <p>Sincerely,</p> <p>Brian Stark XXXXXXXXXXXX Tucson, AZ 85745</p>	GlobalTopic_1 and GlobalTopic_4		13647
Stoddard	JDKay		Email	12/20/2019	<p>Hello,</p> <p>We are going to be building a new home right where this new interstate 11 is going to be built. We are just starting the process and are concerned how this will impact us. If we build there will we be forced to move later? Or will it just go around us? Not too thrilled with having my country living interrupted with a Freeway in my back yard. See attached image from you interactive map with the area we want to build circled in red. Notice its right on the middle of your proposed route. There are several homes already there also. Please get back to me so I know if I should consider building somewhere else.</p>	<p>LU-1; The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>	Stoddard_13863	13863
Tanz	Chris		Email	7/9/2019	<p>To: I-11 Tier 1 EIS Study Team c/o ADOT Communications</p> <p>We strongly oppose I-11.</p> <p>Chris Tanz XXXXX@gmail.com</p> <p>Dr. Jean-Paul Bierny XXXXX@yahoo.com</p>	GlobalTopic_4		13781
Tetro	George		Phone	2/21/2020	<p>Yes my name is George Tetro. I did receive from the Arizona Department of Transportation your proposed I-11 Draft Tier 1 and my only one question is my number is XXX-XXX-XXXX is that on the second route, on the second leg between Suarita and Alter Avra Vally it crosses 86, I would like to know what mile marker generally that crossing of state route 86 is going to be at. I live south west of the Tucson mountains and fairly close to Sandario and I know that the only way you're going to get around the Tucson mountains is to come out somewhere along where Sandario Road now runs so could you please call me back and leave a message I don't always leave my phone on because of robo calls and stuff like that and either tell what the mile marker is or what's the nearest how far it is from Sandario or Post dale Road or some marker that I have in relation to SR 86. Thank you very much for your time and for the information ADOT has already sent me. Thank you very much. Have a good day. Bye.</p>	<p>Response voicemail left on 2/26/2020: Thank you for contacting the Interstate 11 study team. It looks like the recommended corridor will intersect State Route 86 near Hermans road. There is an interactive map you can use to see exactly how close the recommended corridor will be to your residence. If you visit the I-11 website at I11study.com/Arizona and click on the maps tab then click on the interactive maps link, you will be able to enter you address in the top right corner to see where your residence is in relation to the recommended corridor. Currently, the project team is considering all the comments received on the Draft Tier 1 EIS and conducting additional analysis and coordinating with stakeholders as needed to identify a Preferred Alternative in the Final Tier 1 EIS. It is currently anticipated that the Final Tier 1 EIS will be published in 2021. If you have any additional questions, please give us a call back. Thank you.</p>		3670
Thompson	Lisa		Email	7/5/2020	<p>CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.</p> <p>I am reconfirming back if you have received that document from the lawyer Regarding the estate, and the release of your loyalty payment.</p> <p>Thompson Lisa</p>	Not related to I-11 study.		15014
Thompson	Lisa		Email	7/5/2020	<p>I am reconfirming back if you have received that document from the lawyer Regarding the estate, and the release of your loyalty payment.</p> <p>Thompson Lisa</p>	Not related to I-11 study.		5375
Tineo	Manuel		Phone	1/7/2020	<p>Yes, this is Manuel Tineo. I got a call from you guys and I was wondering if you could give me more information about it, if I'm going to be affected by this. My number, XXX-XXX-XXXX. This is my house phone number. Thank you very much.</p>	<p>Returned call and let him know potential impacts to specific properties cannot be identified at this point in the study and that property impacts would be identified if and when the project moves forward into Tier 2 environmental studies. The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		13888

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
Van Deren	Shane		Email	4/21/2020	<p>Afternoon,</p> <p>I live in Sahuarita and have been following the I-11 study. I would like to speak to someone at ADOT that could answer some questions particularly on the alternative route that merges into I-19. Please give me a call.</p> <p>Thank you,</p> <p>Shane Van Deren XXX-XXX-XXXX</p> <p>Sent from my iPhone</p>	GlobalTopic_1		15004
Wamecke	Dana		Email	7/28/2020	<p>Dear Sir/Madam,</p> <p>I am contacting you to inquire about whom or how an organization may submit a data request to acquire and use for non-commercial purposes, GIS data for the 3 end-to-end Alternatives under analysis for the future I-11 presented in the Draft Tier 1 Environmental Impact Statement. I am currently doing volunteer work for the White Tank Mountain Conservancy's Wildlife Corridor Initiative in the west valley and we wish to illustrate the future pathways for this interstate under consideration in outreach and planning maps used for our Corridor Initiative. We can provide additional information as required, if ADOT is able to share this data through a formal agreement.</p> <p>I appreciate any help or guidance you may provide.</p> <p>Sincerely,</p> <p>Dana Wamecke Biological Consultant/Fish Head Productions XXXXX@gmail.com &lt;mailto:XXXXX@gmail.com&gt; XXX-XXX-XXXX</p>	GIS files were sent on July 30, 2020.		15028
Warrick	Olen		Email	12/15/2019	<p>To whom it may concern;</p> <p>Its hard for me to understand why building an interstate highway through our beautiful desert near the Sonoran Desert Museum, Tucson Mountain area, Ironwood, Picture Rocks, etc. would even be considered. If that isn't bad enough eventually their would be exit and entrance ramps on Ajo Road and other areas that will then add gas stations, motels, etc.</p> <p>Please keep the interstate and commercialization out near 10 where it belongs. The existing business establishments along that corridor would benefit greatly.</p> <p>Olen WarrickTucson, Arizona</p>	GlobalTopic_1, E-1		13895
Wemmer	Jeffrey		Email	12/11/2019	<p>I've lived in central Tucson since 1969. The I-10 corridor through Tucson is Maxed out. The Truck Traffic is dense. The rail traffic and the Santa Cruz River restricts a wider I-10 in many places.</p> <p>I believe a well thought out, designed I-11, west of Tucson is the best alternative. It should include wildlife passes under or over I-11.</p> <p>Connecting an I-11 segment south of I-10 from Vail to I-19 and beyond would be a big help inenvironmentally as well as relieving traffic into Tucson from Nogales going east.</p> <p>Sincerely, Jeffrey S. Wemmer.</p>	GlobalTopic_1, GlobalTopic_4, BR-2		13862
Wilhelm	Don		Email	7/13/2019	Find another alternative. Do not destroy our desert!	GlobalTopic_4		13901
Wolfe	Ann		Email	7/26/2019	<p>Hello,</p> <p>I know the deadline to submit Ann opinion was July 8th. Has a decision been made yet.</p> <p>Ann Wolfe</p>	The Record of Decision is currently scheduled for approval in Fall 2021.		13903
Young	Julie		Email	3/1/2020	<p>Our home is in the preferred route for the I-11 corridor. My question is once we accept an offer from you for the purchase of our property, how much time will we have to move out and how does that process work? We live at XXXXXXXXXXXX in Buckeye, AZ. 85326. When do you think we will receive an offer on our home? I know it is being finalized this year. I just want to be prepared. Thank you for your time!</p> <p>Julie Young</p>	<p>LU-1, The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>		13909
Zobro	Steve		Email	3/2/2020	<p>Hello:</p> <p>We have owned and sold and developed over 300 acres in the Hidden Valley area since 2001. We even developed a small airport and sold it to a sky diving company.</p> <p>We would like to see the tax parcels in Hidden Valley Road(starting from the Power plant on Tabletop road). Are you using the powers poles as a reference for your freeway? How elevated will this be and is this the route that is going in for approval? We need to know if any of our parcels are going to be affected. We are in the early stages of developing land in the area.</p> <p>Please send me tax parcels numbers which we will be affected by the Power plant to Warren Road in the Hidden Valley road.</p> <p>Thanks</p> <p>Steve Zobro XXX-XXX-XXXX</p>	<p>GlobalTopic_8, The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design.</p> <p>At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.</p>	Zobro_13925	13925
	Evelyn		Email	7/15/2019	<p>NO!!</p> <p>I am totally against this corridor</p> <p>Sent from my iPad</p>	GlobalTopic_4		13906

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
	Hadi		Voicemail	8/30/2019	Yeah my name is Hadi and I live in Tonopah and I need to know when the construction begins. My phone number is XXX-XXX-XXXX. Thank you	The Record of Decision for the Tier 1 EIS is just the first step in the ultimate location identification and design of the I-11 transportation facility in Arizona that would move forward into construction. ADOT will be the lead agency on any future Tier 2 process for the I-11 project and before initiating a Tier 2 project, ADOT would verify the termini, identify the scope and determine the specific class of NEPA analysis. The Tier 2 process would include a NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide corridor, site-specific environmental analyses, development of site-specific mitigation measures, and preliminary design. At this time, no funding has been identified to complete the Tier 2 studies, design or construct I-11. Therefore, the exact timing of construction of any particular segment of I-11 is unknown.		2093
	Michelle			7/11/2019	Yeah hi my name is Michelle and I have an important question for you about this study. My phone number is XXX-XXX-XXXX. That's XXX-XXX-XXXX. Um, I'm having a hard time figuring out where that corridor might go. We are gonna buy some land and I need to ask you a question. Thank you so much.	Returned call and let her know that the exact location of a 400 foot wide alignment is to be determined if a build alternative is selected. She indicated she'd sold the property and was no longer concerned with Interstate 11.		13936
			Email	7/17/2019	John Halikowski – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.  Arizona Department of Transportation : Protect Tucson Sunsets! Petition by Victoria S Crook - 100 supporters  100 more people signed View petition activity: <a href="https://www.change.org/p/arizona-department-of-transportation-protect-tucson-sunsets?response=40e0eda98caf&amp;utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand">https://www.change.org/p/arizona-department-of-transportation-protect-tucson-sunsets?response=40e0eda98caf&amp;utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand</a> Petition language: The Arizona Department of Transportation has joined forces with the Federal Highway Administration to develop a plan to move trucks and other vehicles more quickly from Nogales, AZ to the Hoover Dam. Their solution is the construction of a freeway - I-11 running through Avra Valley, a rural area west of Tucson, an area well loved for it's EPIC sunset views. Gates Pass Anyone?  We need to let them know this is not what is best for Tucson.  Our most effective manner of communication is to email : I-11ADOTStudy@hdrinc.com  Bilingual Phone Number: 1-844-544-8049  If you need some inspiration:  For the reasons listed below, there is great opposition to their plan. The comment period is through May 31, 2019.  Anyone, resident, snowbirds, visitors, anyone who has ever been to Kitt's Peak, hiked Tucson Mountain Park, visited the Sonora Desert Museum, hiked Saguaro National park West, Ironwood National Monument or enjoyed a sunset from Gates Pass, needs to be made aware of this plan and participate in the efforts to make sure their voice is heard.  13 Reasons Why I-11 Should NOT go through Avra Valley:  1. Kitt Peak will be adversely affected by light pollution - Telescopes will likely be rendered useless.  2. The View from the Arizona-Sonora Desert Museum will be marred by a freeway and the peace will shattered by the noise of trucks barreling by 24/7. Listed as the 10th private attraction in the state, this world renowned local treasure boasted 377,000 visitors in 2017 and has a significant economic impact.	GlobalTopic_1, V-1, R-2, N-1, BR-1, BR-2, WR-1, E-1, LU-1		13939
					3. The 3rd most visited National Park in the state (behind the Grand Canyon and the Petrified Forest), Saguaro National Park drew 820,000 visitors in 2016. In March 2019, the store at SNP West sold more items than any other park in Arizona! The noise pollution will adversely affect the ambience of the park, the pollution will put precious petroglyphs at risk, not to mention harming the iconic saguaro, and the view from many park locations will be marred - the visitor experience will deteriorate and the result is fewer folks will stop by.  4. Ironwood National Monument will feel the effects of air pollution, putting cultural treasures at risk along with it's namesake tree, the noise of 1,000s of trucks and cars traveling by will destroy the peace, drowning out bird calls and the sound of the wind through the trees.  5. Habitat will be disturbed for plants and animals that will not be able to withstand the invasion. The desert is very fragile and there are many species that were listed in the Sonoran Desert Conservation Plan as "Priority Vulnerable Species" that won't survive.  6. Wildlife Corridors for big horn sheep, mule deer, mountain lions, coyotes and other critters will be disrupted, affecting their survival.  7. AZ is already at the bottom of the list in terms of receiving water from the Colorado River so we need to hang on to what we have. Imagine the devastation that will occur by cutting off washes, the pollution of groundwater and the CAP discharge ponds (Tucson's source of water), and the demand on local wells by construction, subsequent traffic and the businesses that will spring up along the route.  8. It is cheaper to use existing infrastructure (expand I-10) rather than build new in Avra Valley . Estimates indicated that the Avra Valley options adds over \$2B to the cost of construction rather than the alternative.  9. By-passing Tucson will have economic consequences for many businesses including, at a minimum, those that provide food, fast and overnight accommodations.  10. Many homes and a lot of property will be taken by eminent domain with no guarantee that the owners will receive a fair price. Property values/taxes have been dropping, possibly in anticipation of possible buy-outs.  11. Avra Valley is known as a Valley Fever hot spot. Construction of any kind stirs up the spores in the soil, which are breathed in by people, pets and wild animals. The incidence of this severe respiratory disease could reach epic proportions.  12. The quality of life for the folks who chose to live in Avra Valley will be gone forever (views including the BEST sunset anywhere; the peace and quiet; birds, bunnies, squirrels and all of the other critters; unique plants; affordable housing; large lots; ability to own and care for farm animals not allowed in town, including some amazing rescue organizations...) all will be impacted.			

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
					<p>13. Honestly, it's personal. My home and that of 41 others in my community (of 59) will be bought out and leveled. For those left, they will now have the privilege of losing not only their quality of life but also the value of their homes as. As many of us contemplate retirement and whatever time we have left, we are now burdened with the prospect of one of our greatest assets being completely devalued. As any financial planner will tell you, this is a very big loss and one that some will never recover from.</p> <p>All this for a freeway that does not serve the community of Tucson.</p> <p>RECENT SUPPORTERS                      Deillah Jesson New York, · Jul 17, 2019                      Alana Adams Millbrook, · Jul 17, 2019                      Terelle Lightbourn Winter Park, · Jul 17, 2019                      Jaron Katz Miami Beach, · Jul 17, 2019                      Charlotte Dickinson Bayport, · Jul 17, 2019</p> <p>CHANGE.ORG FOR DECISION MAKERS                      On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information.                      Learn more. <a href="https://www.change.org/become-a-decision-maker?utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand">https://www.change.org/become-a-decision-maker?utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand</a></p> <p>This notification was sent to I-11ADOTStudy@hdrinc.com, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response here to let the petition starter know:  <a href="https://www.change.org/p/arizona-department-of-transportation-protect-tucson-sunsets/responses/new?response=40e0eda98caf&amp;utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand">https://www.change.org/p/arizona-department-of-transportation-protect-tucson-sunsets/responses/new?response=40e0eda98caf&amp;utm_source=target&amp;utm_medium=email&amp;utm_campaign=one_thousand</a>                      Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA</p>			
			Voicemail	9/5/2019	Umm...I got this number thinking I could talk to a human being about questions I have about Interstate 11 being built. If you could call me back, XXX-XXX-XXXX. That would be great. Thank you.	Returned call; no voicemail, no answer		7632
			Email	4/3752	<p>John Halikowski – This petition addressed to you on Change.org has new activity. See progress and respond to the campaign's supporters.</p> <p>Arizona Department of Transportation : Protect Tucson Sunsets!                      Petition by Victoria S Crook · 100 supporters</p> <p>100 more people signed                      View petition activity: <a href="https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fp%2Farizona-department-of-transportation-protect-tucson-sunsets%3Fresponse%3D40e0eda98caf%26utm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C-I11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C63706656963361354&amp;data=W8i6qLdwajzkLad1v6Fa%2Bb%2FBUEUTJOLwMPhivZOHY%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fp%2Farizona-department-of-transportation-protect-tucson-sunsets%3Fresponse%3D40e0eda98caf%26utm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C-I11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C63706656963361354&amp;data=W8i6qLdwajzkLad1v6Fa%2Bb%2FBUEUTJOLwMPhivZOHY%3D&amp;reserved=0</a></p> <p>Petition language: The Arizona Department of Transportation has joined forces with the Federal Highway Administration to develop a plan to move trucks and other vehicles more quickly from Nogales, AZ to the Hoover Dam. Their solution is the construction of a freeway - I-11 running through Avra Valley, a rural area west of Tucson, an area well loved for its EPIC sunset views. Gates Pass Anyone?</p> <p>We need to let them know this is not what is best for Tucson.</p> <p>Our most effective manner of communication is to email : I-11ADOTStudy@hdrinc.com</p> <p>Bilingual Phone Number: 1-844-544-8049</p> <p>If you need some inspiration:</p> <p>For the reasons listed below, there is great opposition to their plan. The comment period is through May 31, 2019.</p> <p>Anyone, resident, snowbirds, visitors, anyone who has ever been to Kitt's Peak, hiked Tucson Mountain Park, visited the Sonora Desert Museum, hiked Saguaro National park West, Ironwood National Monument or enjoyed a sunset from Gates Pass, needs to be made aware of this plan and participate in the efforts to make sure their voice is heard.</p> <p>13 Reasons Why I-11 Should NOT go through Avra Valley:</p> <ol style="list-style-type: none"> <li>1. Kitt Peak will be adversely affected by light pollution - Telescopes will likely be rendered useless.</li> <li>2. The View from the Arizona-Sonora Desert Museum will be marred by a freeway and the peace will shattered by the noise of trucks barreling by 24/7. Listed as the 10th private attraction in the state, this world renowned local treasure boasted 377,000 visitors in 2017 and has a significant economic impact.</li> </ol>	GlobalTopic_1, V-1, R-2, N-1, BR-1, BR-2, WR-1, E-1, LU-1		13948

Last Name	First Name	Submitted by	Submission Method	Date Comment Submitted	Comment Text	Response Text	Attachment	Contact Id
					<p>3. The 3rd most visited National Park in the state (behind the Grand Canyon and the Petrified Forest), Saguaro National Park drew 820,000 visitors in 2016. In March 2019, the store at SNP West sold more items than any other park in Arizona! The noise pollution will adversely affect the ambience of the park, the pollution will put precious petroglyphs at risk, not to mention harming the iconic saguaro, and the view from many park locations will be marred - the visitor experience will deteriorate and the result is fewer folks will stop by.</p> <p>4. Ironwood National Monument will feel the effects of air pollution, putting cultural treasures at risk along with it's namesake tree, the noise of 1,000s of trucks and cars traveling by will destroy the peace, drowning out bird calls and the sound of the wind through the trees.</p> <p>5. Habitat will be disturbed for plants and animals that will not be able to withstand the invasion. The desert is very fragile and there are many species that were listed in the Sonoran Desert Conservation Plan as "Priority Vulnerable Species" that won't survive.</p> <p>6. Wildlife Corridors for big horn sheep, mule deer, mountain lions, coyotes and other critters will be disrupted, affecting their survival.</p> <p>7. AZ is already at the bottom of the list in terms of receiving water from the Colorado River so we need to hang on to what we have. Imagine the devastation that will occur by cutting off washes, the pollution of groundwater and the CAP discharge ponds (Tucson's source of water), and the demand on local wells by construction, subsequent traffic and the businesses that will spring up along the route.</p> <p>8. It is cheaper to use existing infrastructure (expand I-10) rather than build new in Avra Valley . Estimates indicated that the Avra Valley options adds over \$2B to the cost of construction rather than the alternative.</p> <p>9. By-passing Tucson will have economic consequences for many businesses including, at a minimum, those that provide food, fast and overnight accommodations.</p> <p>10. Many homes and a lot of property will be taken by imminent domain with no guarantee that the owners will receive a fair price. Property values/taxes have been dropping, possibly in anticipation of possible buy-outs.</p> <p>11. Avra Valley is known as a Valley Fever hot spot. Construction of any kind stirs up the spores in the soil, which are breathed in by people, pets and wild animals. The incidence of this severe respiratory disease could reach epic proportions.</p> <p>12. The quality of life for the folks who chose to live in Avra Valley will be gone forever (views including the BEST sunset anywhere; the peace and quiet; birds, bunnies, squirrels and all of the other critters; unique plants; affordable housing; large lots; ability to own and care for farm animals not allowed in town, including some amazing rescue organizations...) all will be impacted.</p>			
					<p>13. Honestly, it's personal. My home and that of 41 others in my community (of 59) will be bought out and leveled. For those left, they will now have the privilege of losing not only their quality of life but also the value of their homes as. As many of us contemplate retirement and whatever time we have left, we are now burdened with the prospect of one of our greatest assets being completely devalued. As any financial planner will tell you, this is a very big loss and one that some will never recover from. All this for a freeway that does not serve the community of Tucson.</p> <p>RECENT SUPPORTERS Robert Rieu New York, · Oct 14, 2019 Ginger Brown Bozeman, MT · Oct 08, 2019 Polina Harris Tucson, · Oct 07, 2019 Tate Anderson Orem, · Oct 04, 2019 Taylor Samsel Austin, · Oct 03, 2019</p> <p>CHANGE.ORG FOR DECISION MAKERS On Change.org, decision makers like you connect directly with people around the world to resolve issues. Respond to let the people petitioning you know you're listening, say whether you agree with their call to action, or ask them for more information. Learn more. <a href="https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fbecome-a-decision-maker%3Futm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C1-11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C637066569963371348&amp;msdata=mn62dNfA0iKAJoGEmXdw4RY%2FPpMRPbsqUs7kPqqdbw%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fbecome-a-decision-maker%3Futm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C1-11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C637066569963371348&amp;msdata=mn62dNfA0iKAJoGEmXdw4RY%2FPpMRPbsqUs7kPqqdbw%3D&amp;reserved=0</a></p> <p>This notification was sent to I-11ADOTStudy@hdrinc.com, the address listed as the decision maker contact by the petition starter. If this is incorrect, please post a response here to let the petition starter know: <a href="https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fp%2FArizona-department-of-transportation-protect-tucson-sunsets%2Fresponses%2Fnew%3Fresponse%3D40e0eda98caf%26utm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C1-11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C637066569963371348&amp;msdata=MGvMjMynrQmTrY00TwVJas4otUs6BQn2i%2FdtmFTfoe0%3D&amp;reserved=0">https://nam05.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.change.org%2Fp%2FArizona-department-of-transportation-protect-tucson-sunsets%2Fresponses%2Fnew%3Fresponse%3D40e0eda98caf%26utm_source%3Dtarget%26utm_medium%3Demail%26utm_campaign%3Done_thousand&amp;data=02%7C01%7C1-11ADOTiist%40hdrinc.com%7C8f2934a59f004d7c89fc08d750ab878c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C0%7C637066569963371348&amp;msdata=MGvMjMynrQmTrY00TwVJas4otUs6BQn2i%2FdtmFTfoe0%3D&amp;reserved=0</a> Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA</p>			
			Email	12/11/2019	<p>Although I live basically on the route I-11 I am very much excited and waiting for this advantage to Arizona. I travel I-10 constantly and it's so busy, especially commercial trucks. Doesn't matter the time of day or day of week, extremely busy. I think arizonans will appreciate this needed highway. Although my neighbors are having fits, this is a huge advantage. Thank you.</p>	GlobalTopic_4		7554
			Email	4/14/2020	<p>Have not been able to find anything out on the Tier 1 decision for I-11 for the route chosen. It has been months with no new info on your website. Has the Tier 11 already began or has there been any results form the review board. Thanks</p> <p>Sent from Mail&lt;<a href="https://go.microsoft.com/fwlink/?LinkId=550986">https://go.microsoft.com/fwlink/?LinkId=550986</a>&gt; for Windows 10</p>	Thank you for contacting the Interstate 11 study team. It is currently anticipated that the Final Tier 1 EIS will be published in 2021. We encourage you to visit the study website at <a href="http://www.I11study.com/Arizona">www.I11study.com/Arizona</a> for updated information related to the study.		15003

Name	Association	Inquiry Method	Date	Inquiry	Response
Jesus Mulgado	Engineer with Atkins	I-11 email box	Jan. 15, 2021	Requested GIS or KMZ files of study boundaries	Lisa DeForest worked with the study team to provide the Draft Tier 1 EIS shapefiles of the Purple, Green and Orange Alts. and the Recommended Alt.
Robert Soules	Soon-to-be Arizona resident	I-11 email box	Feb. 8, 2021	Emailed his comments about the corridor, specifically the need for it to run along US 93 and use existing infrastructure.	<p>Laura Douglas sent this response: Thank you for your comments regarding the Interstate 11 Tier 1 environmental study. I will forward your comments to the study managers for their review.</p> <p>While the current study examines a potential corridor from Nogales to Wickenburg, the Arizona Department of Transportation does intend to use US 93 from Wickenburg to Nevada as the future Interstate 11 and build it to interstate standards once funding is allocated for construction along this stretch of highway. There is currently no funding or timeline for construction for I-11 in Arizona.</p> <p>As part of the Tier 1 study from Nogales to Wickenburg, the goal for a future I-11 would be to use a combination of new and existing highway infrastructure that would run from Arizona's southern border to its northern one, connecting with Nevada.</p> <p>The Final Tier 1 Environmental Impact Statement is the next milestone for this current study. It is expected to be published for public review this summer. It will be available on the study website here: <a href="http://www.i11study.com/Arizona/index.asp">www.i11study.com/Arizona/index.asp</a>.</p>
Allen Roth	Wants to buy land in the Buckeye area	I-11 voicemail box	Feb. 9, 2021	Requested an update on I-11 through Buckeye	Laura Douglas called and left a message. Explained the Tier 1 study process, the difference between a corridor and an alignment, and emphasized that no decisions have been made regarding the specific route of I-11. Directed him to the study website and the interactive map.
Anna Sofia	Communications and Advocacy Manager for Sky Island Alliance (skyislandalliance.org)	I-11 email box	Feb. 23, 2021	Requested an update on the publication of the Final Tier 1 EIS.	Laura Douglas sent this response: Currently the Interstate 11 Final Tier 1 Environmental Impact Statement is expected to be published in late summer 2021. The Arizona Department of Transportation will send notifications once the document is ready for public review through a news release, an email blast, newspaper ads, and social media. The Final Tier 1 EIS document will also be posted on the study website: <a href="http://www.i11study.com/Arizona">www.i11study.com/Arizona</a> .
Margaret Fitzgerald	Wants to buy a home near Picture Rocks	I-11 email box	March 25, 2021	Wants to know when construction will start and if I-11 is definitely going to be built in the Avra Valley and Picture Rocks areas.	<p>Laura Douglas sent this response: The proposed Interstate 11 is still in the middle of a Tier 1 environmental study at this point. The next major milestone for this study is the publication of the Final Tier 1 Environmental Impact Statement this summer. That document will outline a Preferred Corridor Alternative and the No-Build Option. This particular study will not be complete until late 2021.</p> <p>From there, Tier 2 environmental studies will be required. There is currently no schedule for the Tier 2 studies, and there is no funding allocated for those studies. There is also no timeline or funding allocated for construction of Interstate 11, should it move forward. If it does move to construction, it would be done in priority sections from Nogales to Wickenburg.</p>
Terry Bishop	Realtor in the Tucson area	I-11 voicemail box	March 30, 2021	Requested an update on I-11	<p>Laura Douglas emailed her directly: The proposed Interstate 11 is still in the middle of a Tier 1 environmental study at this point. The next major milestone for this study is the publication of the Final Tier 1 Environmental Impact Statement this summer. That document will outline a Preferred Corridor Alternative and the No-Build Option. It will also include a 30-day public review period. This Tier 1 study will not be complete until late 2021 when the Record of Decision is issued by the Federal Highway Administration. That decision will include either the Selected Corridor Alternative or the No-Build Option.</p> <p>After the Tier 1 study is complete, Tier 2 environmental studies will be required. There is currently no schedule for the Tier 2 studies, and there is no funding allocated for those studies. There is also no timeline or funding allocated for construction of Interstate 11, should it move forward. If it does move to construction, it would be done in priority sections from Nogales to Wickenburg.</p> <p>I hope this information helps. The I-11 study team is in the process of updating the study website with the information I just provided to you. Once the Final Tier 1 EIS is ready, it will be published on the study website for the public to review. Again, that web address is <a href="http://www.i11study.com/Arizona">www.i11study.com/Arizona</a>. You can sign up for updates here when they are available: <a href="http://www.i11study.com/Arizona/ContactUs.asp">www.i11study.com/Arizona/ContactUs.asp</a>.</p>

	Tucson area homeowner	Envoy	April 1, 2021	Concerned that their home will be destroyed due to construction of I-11	Laura Douglas provided this response: We understand your concerns as a homeowner. Interstate 11 is in the study phase right now. It's a Tier 1 environmental study from Nogales to Wickenburg. At the end of this study, which is expected by the end of 2021, ADOT and the Federal Highway Administration will make a decision about whether to select a corridor for future construction opportunities or the no-build option. If a corridor is selected, that does not mean it is a specific route (also called an alignment). A corridor is a 2,000-foot-wide starting point. An alignment is 400 feet wide and determines the specific route a new highway would take. This type of decision is determined during Tier 2 environmental studies. Those Tier 2 studies are currently not scheduled, not funded, and would be done in priority sections between Nogales and Wickenburg.  There is also no timeline or funding allocated for construction of Interstate 11, should it move forward. If it does move to construction, it would be done in priority sections from Nogales to Wickenburg.
Brian Robinson	Buckeye homeowner	Envoy	April 9, 2021	Concerned about his home due to I-11	The same response as above was provided (the April 1 response).
Dr. George Bruzza	Scottsdale resident	Letter to Director Halikowski and Karla Petty	April 29, 2021	Wants to expedite I-11 from Phoenix to Las Vegas	Laura Douglas prepared a letter on behalf of Director Halikowski that conveyed the priority of Interstate 11 from Phoenix to Las Vegas and stated the investments and improvements to the US 93 corridor over the past 20 years.
Jeffrey Howell	Tucson area resident	I-11 email box	May 6, 2021	Wants to see I-11 built in Southern Arizona as quickly as possible; why is this taking so long?	Laura Douglas emailed this response: The Arizona Department of Transportation and the Federal Highway Administration are currently in the middle of a Tier 1 environmental study for I-11 between Nogales and Wickenburg. We must follow all requirements set forth by the National Environmental Policy Act as part of this Tier 1 study. The next milestone for this study will be the publication of the Final Tier 1 Environmental Impact Statement this summer. That document will outline the Preferred Corridor Alternative, along with the No-Build Option. The decision to move forward with a Selected Corridor Alternative or the No-Build Option is expected before the end of 2021. This will conclude the Tier 1 study, which is the first and necessary step in the process.  Tier 2 environmental studies would then be required, if a build alternative is selected. Those Tier 2 studies are currently not scheduled, not funded, and would be done in priority sections between Nogales and Wickenburg. There is also no timeline or funding allocated for the design and construction of Interstate 11 from Nogales to Wickenburg.  I hope this helps explain the process from the study phase to the design and construction phase.
Larry Goodman	Rainbow Valley resident:	I-11 voicemail line	May 7, 2021	Mr. Goodman lives within the Recommended Corridor Alternative and is concerned about losing his home. He also wanted to know about the timeline for a decision on this study and the next steps.	Laura Douglas called Mr. Goodman on May 7 and explained the study process, noting that the Final Tier 1 Environmental Impact Statement is scheduled to be published this summer and will include a Preferred Corridor Alternative. The final decision on whether to proceed with a Selected Corridor Alternative or the No-Build Option will come later this year once FHWA publishes the Record of Decision. Tier 2 environmental studies would be the next step in the process and they are currently not scheduled and not funded.
Maritza Dominguez	Arizona Republic podcast reporter	I-11 email box	May 13, 2021	Requested a recorded interview to discuss both the ongoing I-11 environmental study, as well as the US 93 corridor as the future I-11 that will connect with Nevada. She also wants to discuss I-11's effects on travel, tourism and commerce.	Laura Douglas did this interview on May 13.
Melissa Blasius	ABC 15 News reporter	I-11 email box	May 27, 2021	Requested an update on the time frame for the publication of the Final Tier 1 EIS.	In Laura Douglas' absence, this media request was handled by the ADOT Public Information Office. Doug Nick provided the reporter with the answer that the Final Tier 1 EIS will be published this summer.
Ron Borino	Phoenix area resident	I-11 email box	June 9, 2021	Provided his comments regarding Interstate 11 (see full comments below)	Laura forwarded his comments to the study managers for their review. She also responded to Mr. Borino with a thank you, let him know that the Final Tier 1 EIS will be published this summer, and encouraged him to sign up for study updates via the study website.
Aaron Mentzer	With Intrepid (intrepidagency.com), which is a public relations and marketing company.	I-11 email box	July 2, 2021	Wanted to know when the FEIS and ROD will be available.	Laura Douglas emailed him to let him know that the Final Tier 1 EIS will be published this summer and the Record of Decision is expected to be published later this year. She also provided the link to sign up for notifications.

Email from Ron Borino

Dear Sirs, I am following the I-11 project with interest and hopefully will get to drive it before I am dead. This is a vitally needed freeway that I believe would alleviate traffic pressure on I-40, I-17 and quite possibly I-10. In my opinion this highway should include as much of AZ-93 as possible with climbing lanes for truck traffic in lieu of reinventing the wheel with a new route. This freeway should be minimally 4 lane but increase to 6 lane within 20 miles of any major metropolitan area or traffic interchange. It should also contain a high-speed rail right away. Wickenburg should be bypassed with exits for the town and access to the Carefree highway so the north side of the Phoenix metro area is easily accessed. The Vulture Mine road could be expanded and provide a connection to I-10 via Wickenburg Road and north 355th Ave. Again, no point reinventing the wheel. 355th Ave could be followed to the west then use Salome Hwy. Then on to old US-80 to AZ-85 to a major interchange at I-8. I-8 then could be expanded to 6 lanes in each direction to I-10. I-10 expanded to 4 lanes in each direction to a new interchange at north Sanders Road. Make north Sanders a frontage road for the new 6 lane interstate and go directly south angling the freeway to continue south on Sanders Road. Once Ajo road is intersected, angle I-11 south and east to intersect with I-19 which should be increased to 6 lanes all the way to Nogales.

Phoenix has become a regional medical mecca with Mayo, CTCA and other major hospitals and research going on. For folks in Las Vegas for example this freeway is needed to provide urgent, competent healthcare as found at MAYO, CTCA and other high tech, advanced medical centers. Actually, a high speed rail originating at a station on the east side of the Hoover Dam and collimating perhaps in Glendale, Peoria or Surprise would be very beneficial and provide reasonable options to get patients to treatment centers. This construction project could be quickly accomplished with public private partnerships.

A couple of other thoughts regarding I-11 and for that matter all AZ state and interstate highways:

1. Add climbing lanes wherever possible [do this on *all highways*]
2. Increase the speed limits to at least 80 and higher on the long straight stretches
3. Fine people who impede traffic by languishing in the high speed lanes
4. On any freeway with 3 or more lanes limit trucks to the first two lanes
5. At least 20 miles outside of major populations areas [Phoenix, Tucson, Flagstaff, Winslow, Kingman, and Yuma] add a 3rd lane for traffic, where there are 3 lanes add a 4th. It ridiculous that traffic stacks up in these areas and things are only going to get busier.