



# Scoping Summary Report – Final

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## SUMMARY

This *Scoping Summary Report* documents the scoping process the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) completed for the I-11 Corridor in compliance with the National Environmental Policy Act (NEPA). It summarizes the methods, meetings, and materials used to solicit feedback, as well as the comments and input received from the agencies, tribal governments, and public during the approximate 45-day scoping period from May 23, 2016 to July 8, 2016.

During the scoping period, the FHWA and ADOT conducted three agency and six public scoping meetings between June 7, 2016 and June 29, 2016. These scoping meetings were held throughout the Corridor Study Area, including Buckeye, Casa Grande, Marana, Nogales, Phoenix, Tucson, and Wickenburg, Arizona. The meetings attracted over 600 agency representatives and community members. Meeting attendees were encouraged to share verbal and written comments, as well as mark suggestions and concerns on maps of the Corridor Study Area. This report documents the process followed and summarizes major themes of comments received. The FHWA and ADOT will consider these comments as the I-11 Corridor advances into the next phase of the environmental review process.



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## Acronyms

AANG	Air National Guard
ACC	Arizona Corporation Commission
ACEC	Area of Critical Environmental Concern
ACHP	Advisory Council on Historic Preservation
ADA	American with Disabilities Act
ADEQ	Arizona Department of Environmental Quality
ADOC	Department of Corrections
ADOT	Arizona Department of Transportation
ADPS	Department of Public Safety
ADWR	Department of Water Resources
AGFD	Arizona Game and Fish Department
APE	Area of Potential Effect
APS	Arizona Public Service
ASLD	Arizona State Land Department
ASM	Arizona State Museum
ASP	Arizona State Parks
ASR	Alternatives Selection Report
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
CAG	Central Arizona Governments
CAP	Central Arizona Project
CBP	Customs and Border Protection
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CNF	Coronado National Forest
CWA	Clean Water Act
CYMPO	Central Yavapai Metropolitan Planning Organization
EIS	Environmental Impact Statement
ESA	Endangered Species Act



FAA	Federal Aviation Administration
FAST	Fixing America’s Surface Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FRS	Flood Retardant Structure
FTA	Federal Transit Administration
GHG	Greenhouse Gas
I	Interstate
IWCS	I-11 and Intermountain West Corridor Study
LEP	Limited English Proficiency
MAG	Maricopa Association of Governments
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NACOG	Northern Arizona Council of Governments
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NHL	National Historic Landmarks
NOI	Notice of Intent
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
PAG	Pima Association of Governments
PEL	Planning and Environmental Linkages
PIP	Phased Implementation Plan
PM	Particulate Matter
Reclamation	Bureau of Reclamation
RID	Roosevelt Irrigation District
RMP	Resource Management Plans
ROD	Record of Decision
RSRSM	Regionally Significant Routes for Safety and Mobility
RTC	Regional Transportation Commission of Southern Nevada
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCIDD	San Carlos Irrigation and Drainage District
SCMPO	Sun Corridor Metropolitan Planning Organization
SEAGO	SouthEastern Association of Governments
SHPO	State Historic Preservation Office
SR	State Route
SRP	Salt River Project
TCP	Traditional Cultural Property



TEP	Tucson Electric Power
UPRR	Union Pacific Railroad
US	United States
USACE	US Army Corps of Engineers
USAF	US Air Force
USDA	US Department of Agriculture
USDOT	US Department of Transportation
USEPA	Environmental Protection Agency
USFS	US Forest Service
USFWS	US Fish and Wildlife Service
Western	Western Area Power Administration



# 1 INTRODUCTION

## 1.1 Overview

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have initiated the environmental review process for the Interstate 11 (I-11) Corridor from Nogales to Wickenburg, Arizona. An Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) will be prepared as part of this process in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor under NEPA.

The environmental review process builds upon the prior *I-11 and Intermountain West Corridor Study (IWCS)* completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The IWCS identified the I-11 Corridor as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The study also concluded that it could be part of a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on **Figure 1-1** (I-11 Corridor Study Area [Nogales to Wickenburg]). Initially, the ASR will assess a comprehensive range of corridor alternatives through a robust evaluation process that uses public and agency input as well as various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option).

The Draft Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). A Preferred Corridor Alternative will be identified in the Draft Tier 1 EIS, including a Phased Implementation Plan (PIP) that will provide an initial concept for proposed incremental projects within the I-11 Corridor that could be pursued in the future following completion of the Tier 1 EIS. A combined Final Tier 1 EIS and Record of Decision (ROD) will document a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg, or select the No Build Alternative.

## 1.2 Purpose of Report

This *Scoping Summary Report* documents the scoping process the FHWA and ADOT completed for the I-11 Corridor in compliance with NEPA. It summarizes the methods, meetings, and materials used to solicit feedback, as well as the comments and input received from the agencies, tribal governments, and public during the approximate 45-day scoping period from May 23, 2016 to July 8, 2016.



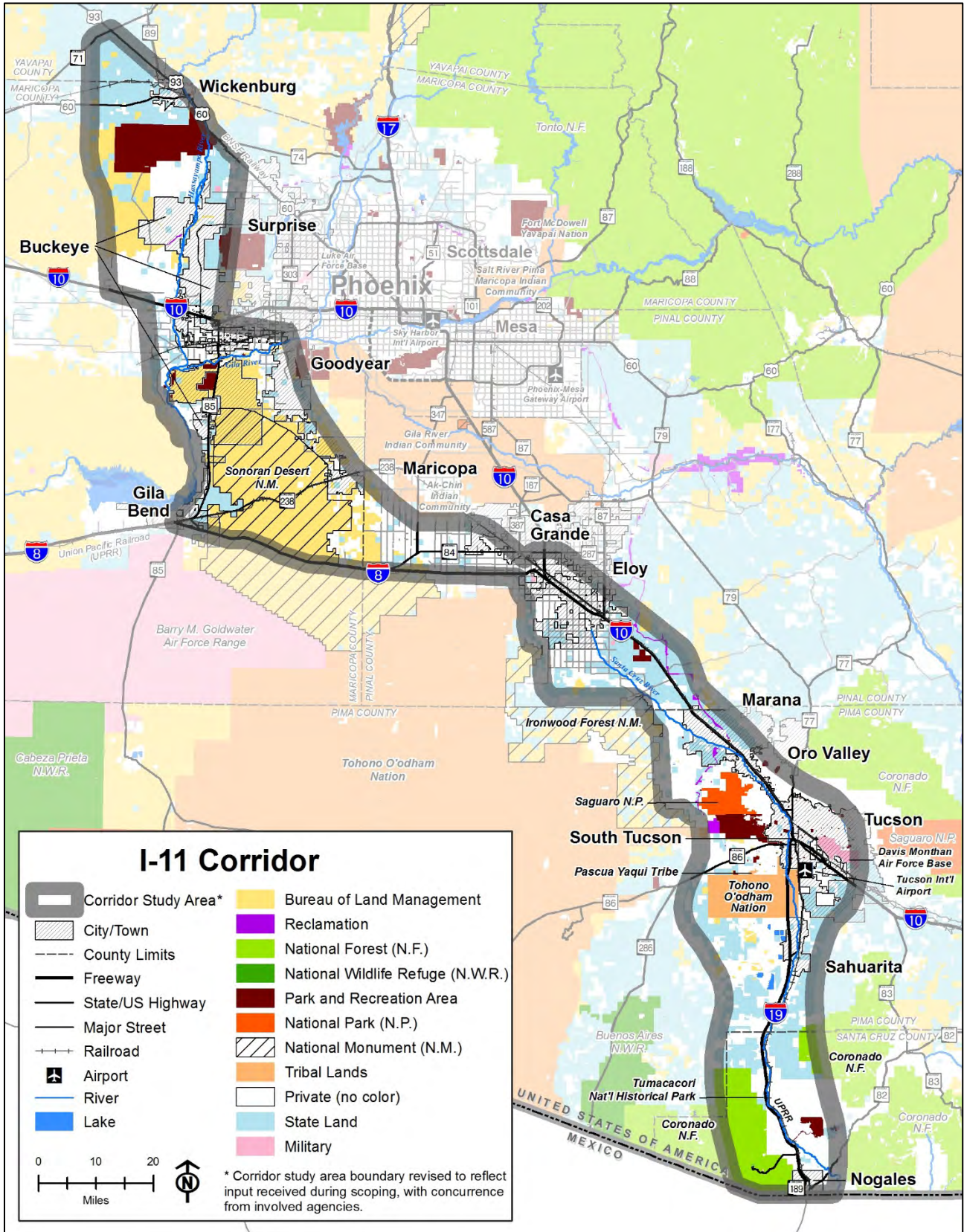


Figure 1-1 I-11 Corridor Study Area (Nogales to Wickenburg)



## 2 SCOPING PROCESS

### 2.1 Overview of Scoping Process

Scoping is an initial step in the environmental review process under NEPA. The Council on Environmental Quality's (CEQ) NEPA Regulations (40 Code of Federal Regulations [CFR] § 1501.7) states that the Federal Lead Agency should engage in scoping to provide an early and open process for determining the scope, or range, of issues to be addressed and identifying the significant issues related to a proposed action. In short, scoping is the process of determining the "scope" and content of the Tier 1 EIS.

Scoping serves the following purposes at the beginning of the environmental review process:

- Informs the agencies and public about the study process and intent;
- Connects previous planning decisions with current study development;
- Seeks early feedback from the agencies, tribal governments, and public on:
  - Purpose and need
  - Alternatives to be studied
  - Impacts to be evaluated
  - Evaluation methods to be used;
- Looks for opportunities to streamline the study process and collaborate with partners; and
- Establishes a decision-making framework, including agency participation and responsibilities.

The input FHWA and ADOT received during scoping will help to identify the opportunities and constraints within the study area, range of corridor alternatives to be studied, and the depth and breadth of environmental analysis to be completed.

### 2.2 Pre-Scoping Activities

The FHWA and ADOT held approximately 50 pre-scoping meetings with federal, state, regional, county, local, and tribal governments, as well as other organizations. These pre-scoping meetings were conducted to elicit information, issues, and concerns and discuss the Tier 1 EIS process with the agencies and other key stakeholders in advance of formal scoping for the environmental review process. All agencies were encouraged to participate in the study and submit formal, written comments during the subsequent official scoping period. They were informed that information and input shared during pre-scoping meetings or other prior studies did not replace the official scoping period and comments submitted.

### 2.3 Initiation of Scoping

The FHWA issued the Notice of Intent (NOI) to prepare a Tier 1 EIS in the Federal Register (Volume 81, Number 98) on May 20, 2016. The NOI notified interested parties regarding the intent to prepare a Tier 1 EIS for the I-11 Corridor and invited the agencies and public to participate in the environmental review process. It also provided information on the nature of the I-11 Corridor and solicited agency and public input on the scope of the Tier 1 EIS, including the purpose and need, potential corridor alternatives to be studied, impacts to be evaluated, and

evaluation methods to be used. In addition, the NOI also provided information on the prior IWCS effort, which laid the groundwork for this study through the Planning and Environmental Linkages (PEL) process. Information on the scoping period, as well as the process for submitting scoping comments was presented. The published NOI is provided in **Appendix A** (Scoping Notifications).

## 2.4 Scoping Period and Meetings

The scoping process was conducted in accordance with NEPA requirements. The approximate 45-day scoping period began on May 23, 2016 and ended July 8, 2016. The FHWA and ADOT invited agencies, tribal governments, and organizations by letter to participate in the scoping process and attend agency scoping meetings. Sample agency invitation letters and the recipient list are presented in **Appendix B** (Sample Agency Invitation Letters and Recipient List). Three agency scoping meetings were held in the following locations along the Corridor Study Area: Casa Grande; Phoenix; and Tucson.

The public was notified about the scoping process, public scoping meeting locations, and schedule via newspaper advertisements, website ([i11study.com/Arizona](http://i11study.com/Arizona)), e-mail blasts, social media, news releases, media interviews, and blog posts. Six public scoping meetings were held in the Corridor Study Area: Buckeye; Casa Grande; Marana; Nogales; Tucson; and Wickenburg.

A summary of the agency, tribal government, and public scoping process is provided in the following sections. The meeting materials and comments for the agencies are included in **Appendix C** (Agency Scoping Meeting Materials) and **Appendix D** (Agency Scoping Comments), respectively. The public scoping meeting materials and comments are found in **Appendix E** (Public Scoping Meeting Materials) and **Appendix F** (Public Scoping Comments), respectively. A list of the media coverage received during the scoping period is located in **Appendix G** (Media Coverage).

## 3 AGENCY SCOPING

### 3.1 Agency Participants

The FHWA and ADOT requested agencies and tribal governments to participate in the environmental review process by inviting them to be a Cooperating Agency or Participating Agency under NEPA. Each is described in the following sections. Sample invitation letters that were sent to the agencies and tribal governments during scoping are provided in **Appendix B** (Sample Agency Invitation Letters and Recipient List).

#### 3.1.1 Cooperating Agencies

Cooperating Agencies are, by definition in Title 40 CFR 1508.5 and 23 CFR 771.111(d), federal agencies with jurisdiction by law or special expertise with respect to any environmental impact involved in the study. Other agencies or tribal governments of similar qualifications may also qualify, if FHWA concurs. Cooperating Agencies have a slightly greater degree of responsibility and involvement in the environmental review process than Participating Agencies (discussed further below in **Section 3.1.2**).



**Table 3-1** (Cooperating Agencies) lists the nine federal agencies invited to be a Cooperating Agency, along with their response to the invitation. Of those, eight federal agencies accepted the invitation, and one federal agency opted to be a Participating Agency instead. One state agency requested status as a Cooperating Agency due to jurisdiction by Arizona State law; FHWA concurred with their request. As such, there is a total of nine Cooperating Agencies. Responses from the agencies are provided in **Appendix D** (Agency Scoping Comments).

**Table 3-1 Cooperating Agencies**

Agency	Response to Invitation
<b>Federal</b>	
Bureau of Land Management (BLM)	Accepted
Federal Aviation Administration (FAA)	Accepted
Federal Railroad Administration (FRA)	Accepted
National Park Service (NPS)	Accepted
US Bureau of Reclamation (Reclamation)	Accepted
US Environmental Protection Agency (USEPA)	Accepted
US Fish and Wildlife Service (USFWS)	Accepted
US Forest Service (USFS), Coronado National Forest	Accepted
Western Area Power Administration (Western)	Opted to be Participating Agency
<b>State</b>	
Arizona Game and Fish Department (AGFD)	Invited as Participating Agency; Requested to be Cooperating Agency and provided justification in June 17, 2016 letter; FHWA concurred with request in July 18, 2016 letter

### 3.1.2 Participating Agencies

Participating Agencies, as defined in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), can be federal, state, regional, county, and local agencies, as well as tribal governments that may have an interest in the I-11 Corridor. **Table 3-2** (Participating Agencies) lists the 67 agencies invited to be a Participating Agency, along with their response to the invitation.

Of those, 40 initially accepted the invitation. One state agency requested to change status from Participating to Cooperating, with FHWA’s concurrence; and one federal agency opted to be a Participating Agency versus a Cooperating Agency. The remaining agencies did not respond; FHWA and ADOT followed up with these agencies on their intended participation. Several agencies accepted the follow-up invitation, resulting in a total of 52 Participating Agencies. For those agencies that did not respond, dates of the follow-up outreach are noted in the table. Responses from the agencies and tribal governments are provided in **Appendix D** (Agency Scoping Comments), along with the log of additional outreach.



**Table 3-2 Participating Agencies**

Agency	Response to Invitation
<b>Federal</b>	
Bureau of Indian Affairs (BIA)	Accepted
Federal Emergency Management Agency (FEMA)	Accepted
Federal Transit Administration (FTA)	Followed up on 10/14/16 (phone) and 10/25/16 (phone); No Response
US Army Corps of Engineers (USACE)	Accepted
US Air Force (USAF), Davis-Monthan Air Force Base	Declined
US Air Force, Luke Air Force Base	Followed up on 10/14/16 (phone) and 10/25/16 (email); No Response
US Customs and Border Protection (CBP)	Accepted
US Department of Agriculture (USDA)	Accepted
Western Area Power Administration (Western)	Invited as Cooperating Agency; Opted to be Participating Agency
<b>State</b>	
Arizona Air National Guard (AANG)	Followed up on 10/14/16 (phone); No Response
Arizona Corporation Commission (ACC)	Accepted
Arizona Department of Corrections (ADOC)	Accepted
Arizona Department of Environmental Quality (ADEQ)	Accepted
Arizona Department of Public Safety (ADPS)	Accepted
Arizona Department of Water Resources (ADWR)	Followed up on 10/14/16 (phone); No Response
Arizona Game and Fish Department (AGFD)	Requested to be Cooperating Agency
Arizona State Land Department (ASLD)	Accepted
Arizona State Parks (ASP)	Accepted
Arizona State Historic Preservation Office (SHPO)	Accepted
<b>Regional</b>	
Central Arizona Governments (CAG)	Accepted
Central Yavapai Metropolitan Planning Organization (CYMPO)	Accepted
Northern Arizona Council of Governments (NACOG)	Followed up on 10/17/16 (phone); No Response
Maricopa Association of Governments (MAG)	Accepted
Pima Association of Governments (PAG)	Accepted
SouthEastern Arizona Governments Organization (SEAGO)	Accepted
Sun Corridor Metropolitan Planning Organization (SCMPO)	Accepted
<b>County</b>	
Maricopa County	Accepted
Flood Control District of Maricopa County	Accepted
Pima County	Accepted



Agency	Response to Invitation
Pima County Flood Control	Accepted
Pinal County	Accepted
Pinal County Flood Control District	Accepted
Santa Cruz County	Accepted
Santa Cruz County Flood Control District	Followed up on 10/17/16 (phone) and (email); No Response
Yavapai County	Accepted
Yavapai County Flood Control	Accepted
<b>Local</b>	
City of Buckeye	Accepted
City of Casa Grande	Accepted
City of Eloy	Accepted
City of Goodyear	Accepted
City of Maricopa	Accepted
City of Nogales	Accepted
City of South Tucson	Accepted
City of Surprise	Accepted
City of Tucson	Accepted
Town of Gila Bend	Accepted
Town of Marana	Accepted
Town of Oro Valley	Accepted
Town of Sahuarita	Accepted
Town of Wickenburg	Accepted
<b>Utility</b>	
Arizona Public Service (APS)	Followed up on 10/17/16 (phone) and (email); No Response
Buckeye Water Conservation and Drainage District	Followed up on 10/17/16 (phone); No Response
Central Arizona Irrigation and Drainage District	Accepted
Central Arizona Project (CAP)	Followed up on 10/17/16 (phone); No Response
Cortaro-Marana Irrigation District	Accepted
Greene Reservoir Flood Control District	Accepted
Maricopa Flood Control District	Accepted
Maricopa-Stanfield Irrigation and Drainage District	Followed up on 10/18/16 (phone); No Response
Roosevelt Irrigation District (RID)	Followed up on 10/18/16 (phone); No Response
San Carlos Irrigation and Drainage District (SCIDD)	Accepted
Salt River Project (SRP)	Accepted
Trico Electric Cooperative	Accepted
Silverbell Irrigation and Drainage District	Followed up on 10/18/16 (phone) and (email); No Response



Agency	Response to Invitation
UNS Energy Corporation/Tucson Electric Power (TEP)	Accepted
<b>Tribal</b>	
Ak-Chin Indian Community	Accepted
Gila River Indian Community	Followed up on 11/17/16 (email); No Response
Pascua Yaqui Tribe	Accepted
Tohono O’odham Nation	Followed up on 11/14/16 (email); Response pending Tribal Council approval

### 3.2 Agency Scoping Meetings

Three agency scoping meetings were held to solicit comments from agencies invited to participate in the environmental review process for the I-11 Corridor. The three agency scoping meetings were held along the Corridor Study Area in Phoenix, Casa Grande, and Tucson. Details on the meeting dates, times, locations, and attendance are presented in **Table 3-3** (Agency Scoping Meetings).

Each agency scoping meeting included a presentation by ADOT staff, followed by a facilitated session to elicit questions and comments. **Figure 3-1** (Agency Scoping Meeting in Tucson) shows the participants receiving the presentation at one of the agency scoping meetings in Tucson. In addition to poster boards displayed throughout the room, agency participants were given a fact sheet that compared a programmatic Tier 1 EIS versus project level Tier 2 environmental reviews in order to explain the process. A webinar was available for agency staff unable to attend the meetings in person. The agency scoping meeting materials are provided in **Appendix C** (Agency Scoping Meeting Materials), with the sign-in sheets in **Appendix D** (Agency Scoping Comments).

**Table 3-3 Agency Scoping Meetings**

Meeting Date and Time	Location	Agencies Represented	Agency Staff Attended
<b>Phoenix</b> June 7, 2016 1:30 PM to 3:30 PM	Leadership and Employee Engagement Conference Room 2739 East Washington Street, Phoenix, AZ	9 <sup>(1)</sup>	16
<b>Casa Grande</b> June 8, 2016 1:30 PM to 3:00 PM	Dorothy Powell Senior Adult Center, Dining Room 405 East 6th Street, Casa Grande, AZ	5 <sup>(2)</sup>	10
<b>Tucson</b> June 22, 2016 10:00 AM to 11:30 AM	Pima Association of Governments, Large Conference Room 1 East Broadway Boulevard #401, Tucson, AZ	9 <sup>(3)</sup>	21
<b>TOTAL</b>		<b>23</b>	<b>47</b>

NOTES:

- (1) ADEQ, ASLD, BLM, Goodyear, Maricopa County, Maricopa County Flood Control District, Pinal County, Reclamation, and SHPO.
- (2) Casa Grande, Eloy, Maricopa, SCMPPO, and Tohono O’odham Nation.
- (3) ASP, CBP, Marana, NPS, PAG, Pima County, SHPO, Tucson, and USFS.



**Figure 3-1 Agency Scoping Meeting in Tucson**

### 3.3 Agency Scoping Comments

This section summarizes the agency scoping input received verbally at the agency scoping meetings, as well as the written comments that were submitted by the agencies. Copies of the agency scoping meeting notes and written comments submitted by the agencies and tribal governments are provided in **Appendix D** (Agency Scoping Comments).

A summary of the agency scoping comments and information received during scoping are also depicted on **Figure 3-2** (Agency Scoping Feedback on Corridor Alternative Preferences) through **Figure 3-5** (Agency Scoping Feedback in North Section).

*Data or comments received post-scoping is not reflected on the summary maps, but will be taken into consideration for subsequent study phases (e.g., developing and screening corridor alternatives).*



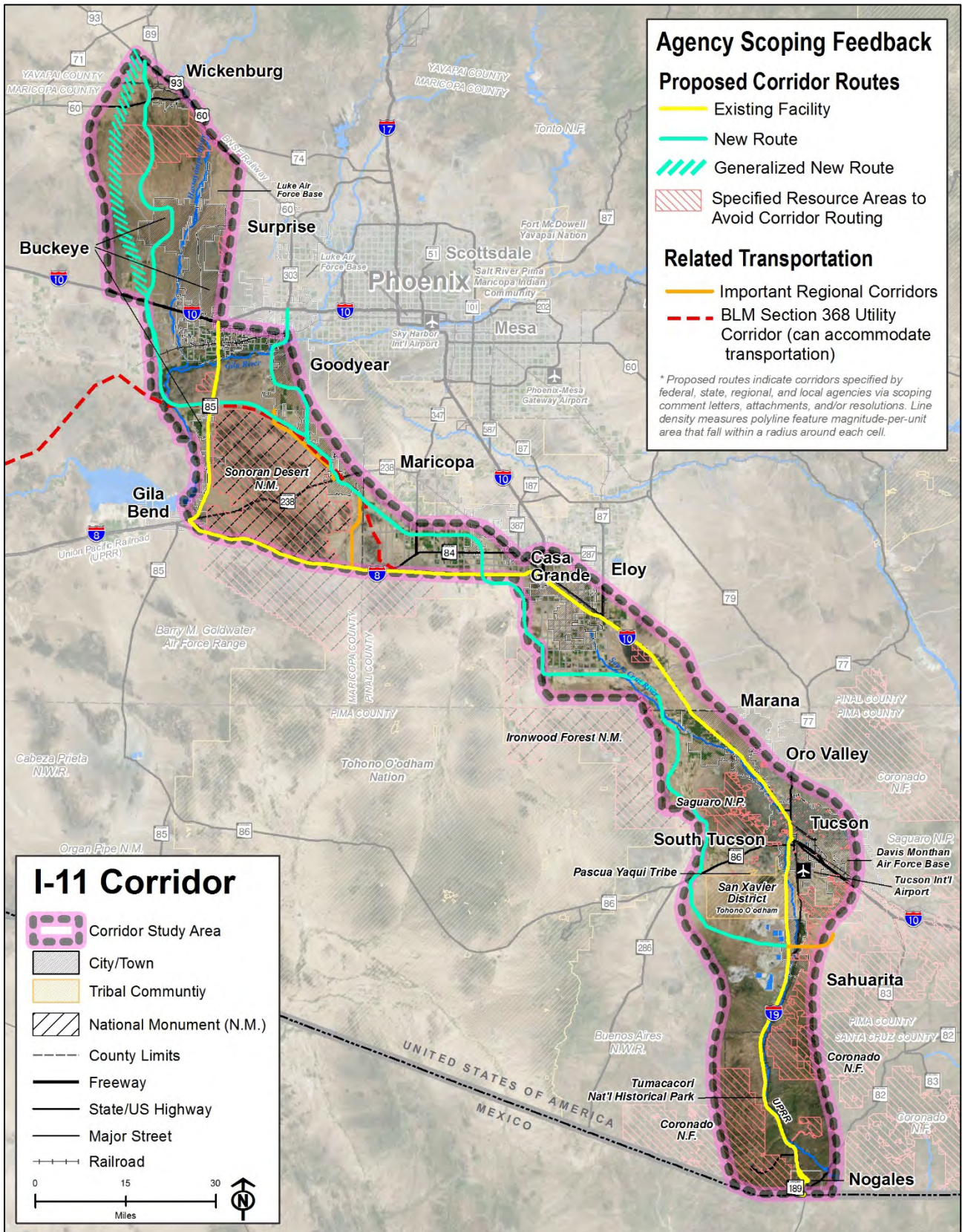


Figure 3-2 Agency Scoping Feedback on Corridor Alternative Preferences

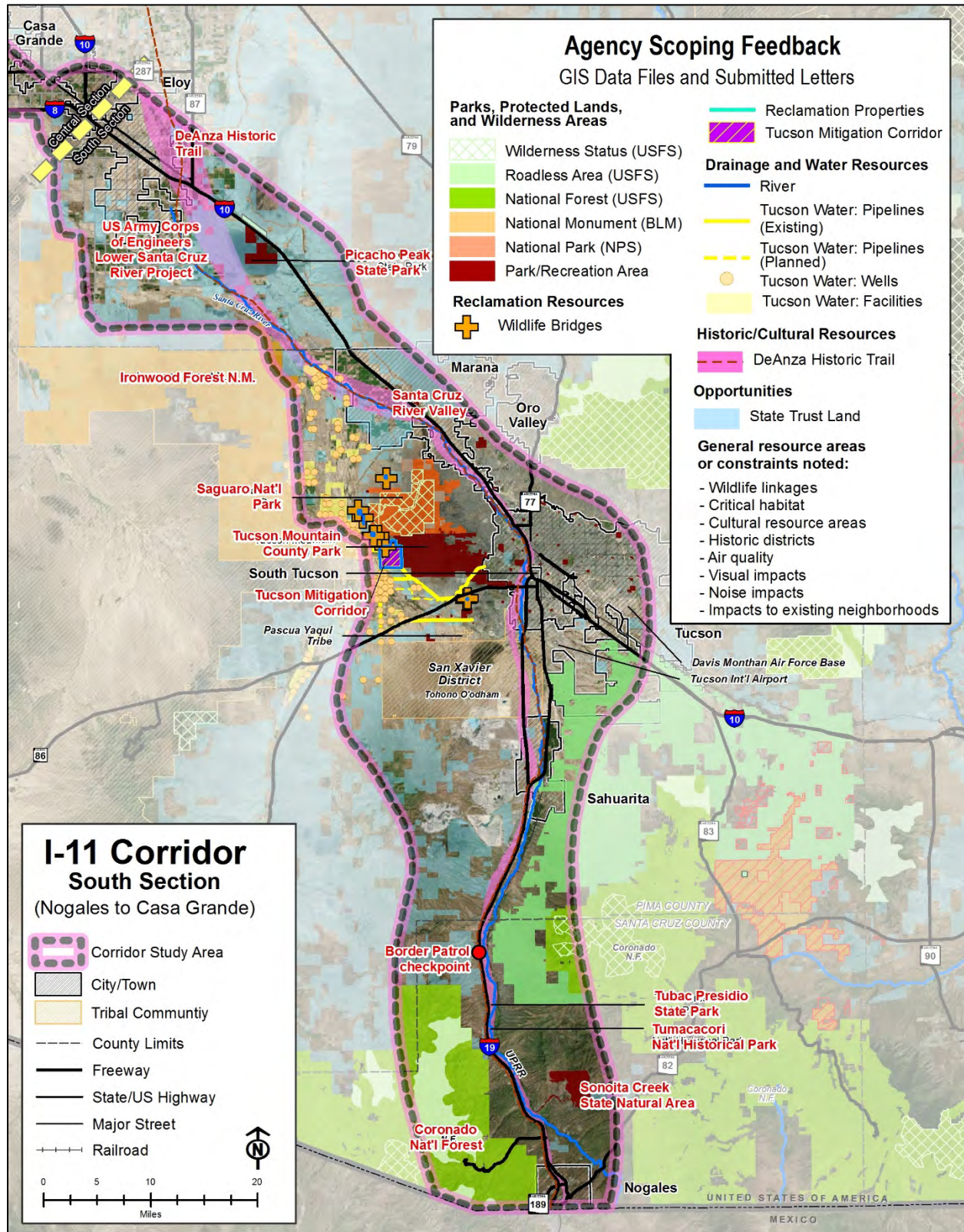


Figure 3-3 Agency Scoping Feedback in South Section

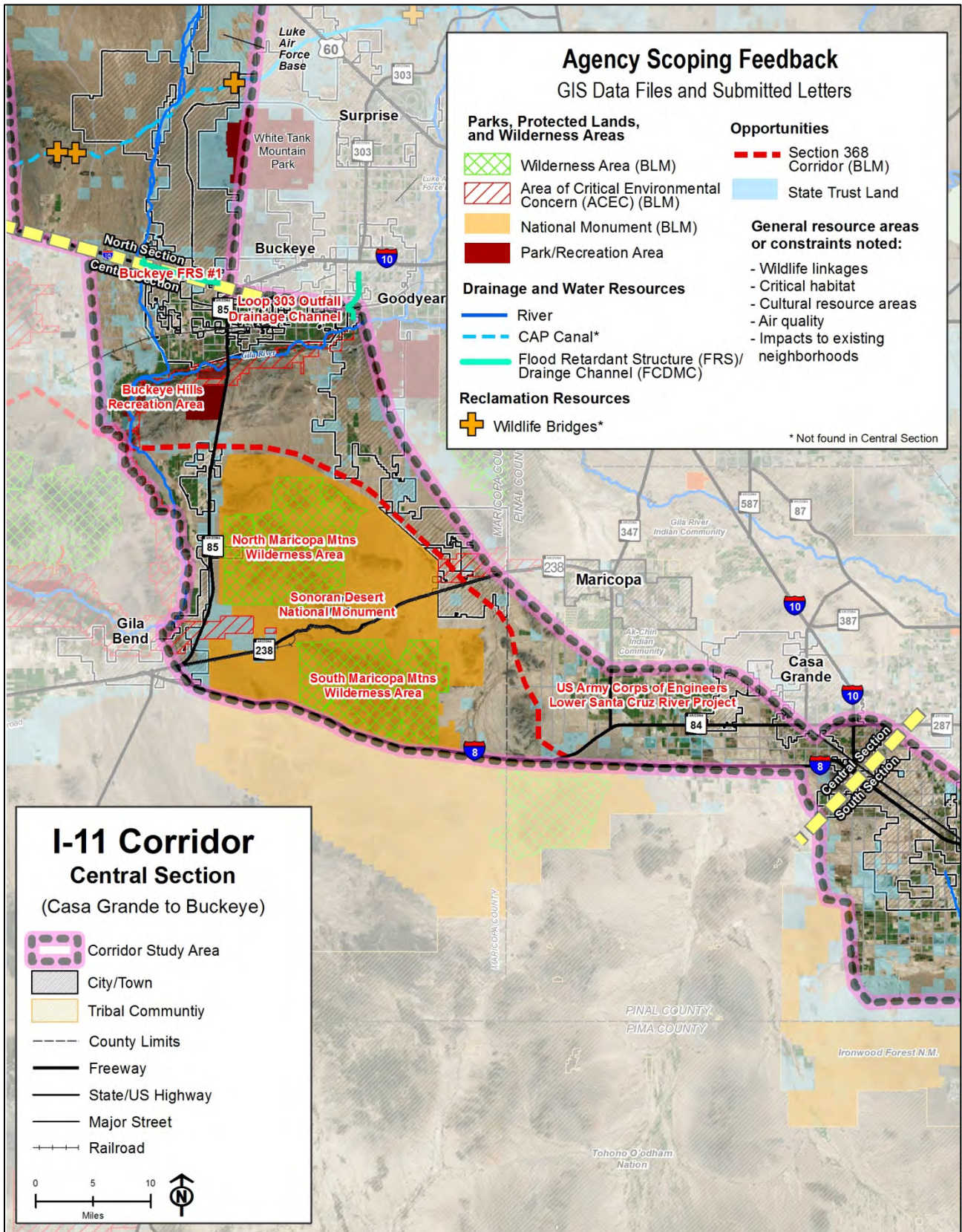


Figure 3-4 Agency Scoping Feedback in Central Section

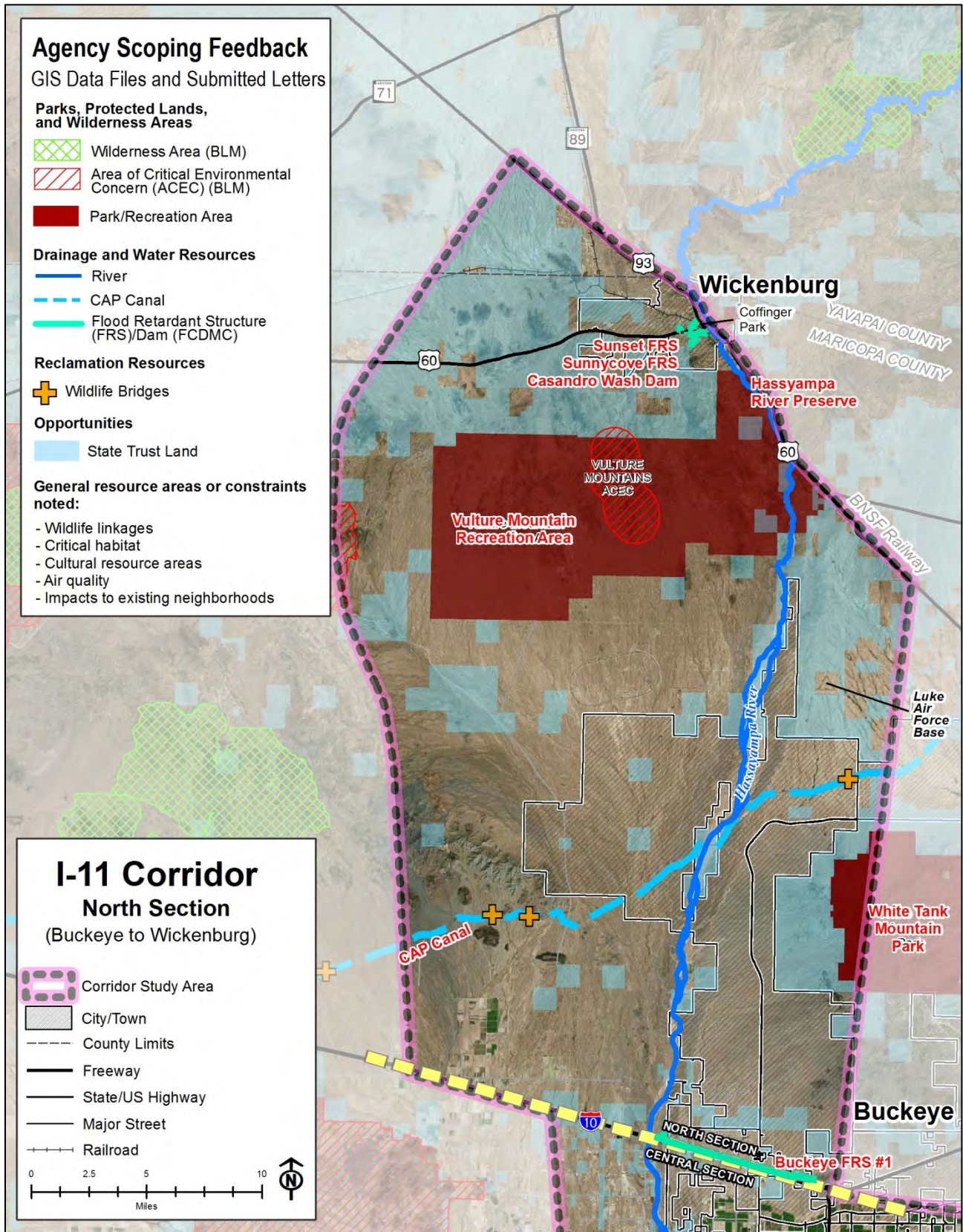


Figure 3-5 Agency Scoping Feedback in North Section

### 3.3.1 Overview of Agency Comments

The written and verbal comments received from the agencies and tribal governments involve common themes on potential corridor alternatives, environmental resources, and other issue areas. Following is an overview of these common themes, with details from each individual agency provided thereafter:

- Prefer corridor alternatives on existing freeways versus new corridors
- Develop a reasonable range of alternatives and consider a multimodal corridor
- Ensure consistency with existing and proposed local and regional plans, environmental documents, and master planned community plans
- Incorporate the highest levels of environmental design and energy efficiency
- Develop project purpose and need
- Study opportunities to foster economic development
- Protect environmentally-sensitive resources:
  - Parklands, preserves, and recreation areas
  - Historic and archaeological resources
  - Wildlife habitat, corridors, and wilderness areas
  - Endangered species and critical habitat
  - National forests and “roadless areas”
  - Water resources and flood control structures
  - Air quality
  - Noise impacts
- Consider cumulative impacts and growth-related indirect impacts, including impacts to:
  - Local traffic and access
  - Residents and businesses, including displacement of communities and downtown areas
  - Local economic development
  - Environmentally-sensitive resources
- Assess impacts to environmental justice communities
- Maintain connectivity between regional trails and parks
- Consider general support for the project as a critical multimodal facility for the region
- Provide early and frequent coordination with agencies and tribal communities.

### 3.3.2 Summary of Individual Agency Comments

#### Arizona Department of Environmental Quality

- I-11 Corridor passes through nine air quality non-attainment areas and one Class 1 area included in the Arizona Regional Haze Federal Implementation Plan; addition of idling vehicular traffic (diesel fumes) could impact the mitigation measures underway.
- **Figure 3-6** (Agency Scoping Feedback from ADEQ) shows the resource information and data provided by the ADEQ.

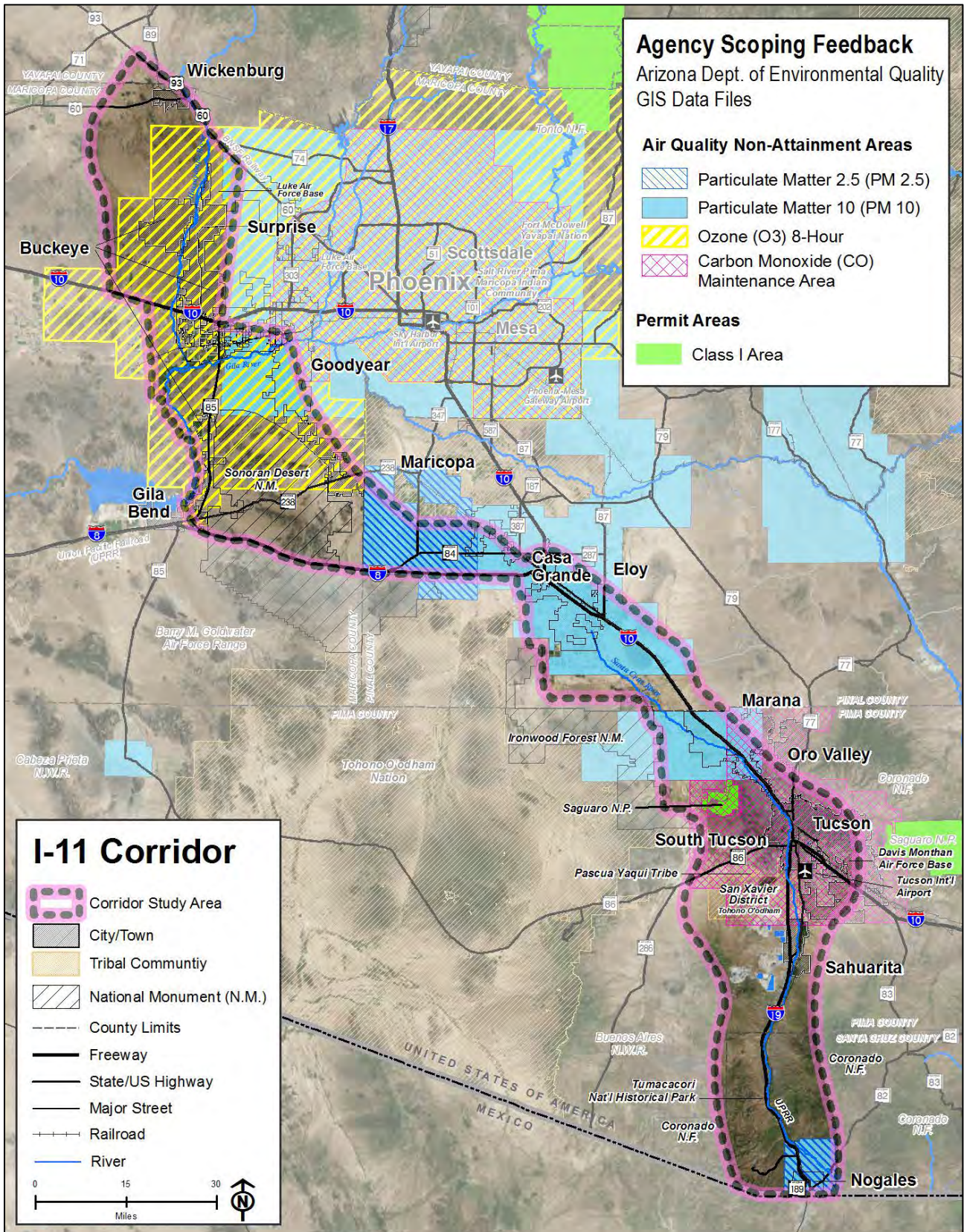


Figure 3-6 Agency Scoping Feedback from ADEQ



### Arizona Game and Fish Department

- Requested Cooperating Agency status based on jurisdictional authority and state trust responsibility under Title 17 of the Arizona Statutes for the management of Arizona’s wildlife resources; AGFD has expertise in, and an understanding of, Arizona’s wildlife and wildlife related issues such as habitat connectivity.
- Seeks to assist in identifying potentially affected resources, evaluating impacts, and developing alternatives and mitigation strategies, specifically related to wildlife resources and habitat, habitat connectivity, and AGFD lands managed as wildlife areas.
- **Figure 3-7** (Agency Scoping Feedback from AGFD) shows the resource information and data provided by the AGFD.
- Provided comments regarding potential direct, indirect, and cumulative impacts to wildlife, wildlife habitat, and wildlife related recreation along the I-11 Corridor Study Area. Identified potential impacts to sensitive resources, as well as potential data needs and mitigation opportunities for consideration. General comments relating to the entire study area include:
  - Wildlife Movement: Transportation infrastructure compromises the natural movement of mammals, reptiles, and amphibians, and to some extent birds.
  - Wildlife: Several species federally listed under the Endangered Species Act (ESA), as well as their proposed and designated critical habitats occur within the Corridor Study Area.
  - Wildlife Habitat: AGFD’s policy seeks compensation at a 100 percent level, when feasible, for actual potential habitat losses resulting from land and water projects; recommends all impacts to habitat be mitigated in-kind through a combination of on-site impact avoidance and/or minimization when feasible, and off-site preservation, creation, or compensation.
  - Wildlife-Related Recreation: Several local, state, and federal parks/open space areas occur within the Corridor Study Area such as Saguaro National Park, Sonoran Desert National Monument, proposed Vulture Mountains Cooperative Recreation Management Area, White Tank Mountains Regional Park, Estrella Mountain Regional Park, and numerous AGFD-owned/managed Wildlife Areas. Maintaining access to wildlife recreation opportunities throughout the I-11 Corridor is imperative.
  - Development: The cumulative impact of developing new transportation infrastructure through rural lands will have the effect of a catalyst for urban, suburban, and exurban development.
- In the North (Buckeye to Wickenburg), an Interstate/multimodal corridor would be incompatible with a county, state, or federal park/recreation area, including the proposed Vulture Mountains Cooperative Recreation Management Area. The Hassayampa River Preserve is situated immediate adjacent (and parallel to) the US 60 between the Vulture and Wickenburg Mountains; expansion of the existing US 60 highway into an Interstate/multimodal corridor will increase edge effects to the Hassayampa River Preserve. AGFD has been working with Buckeye and Surprise to preserve undeveloped linkages between the White Tank Mountains, Hassayampa River Corridor, Belmont/Bighorn Mountains and Vulture Mountains.

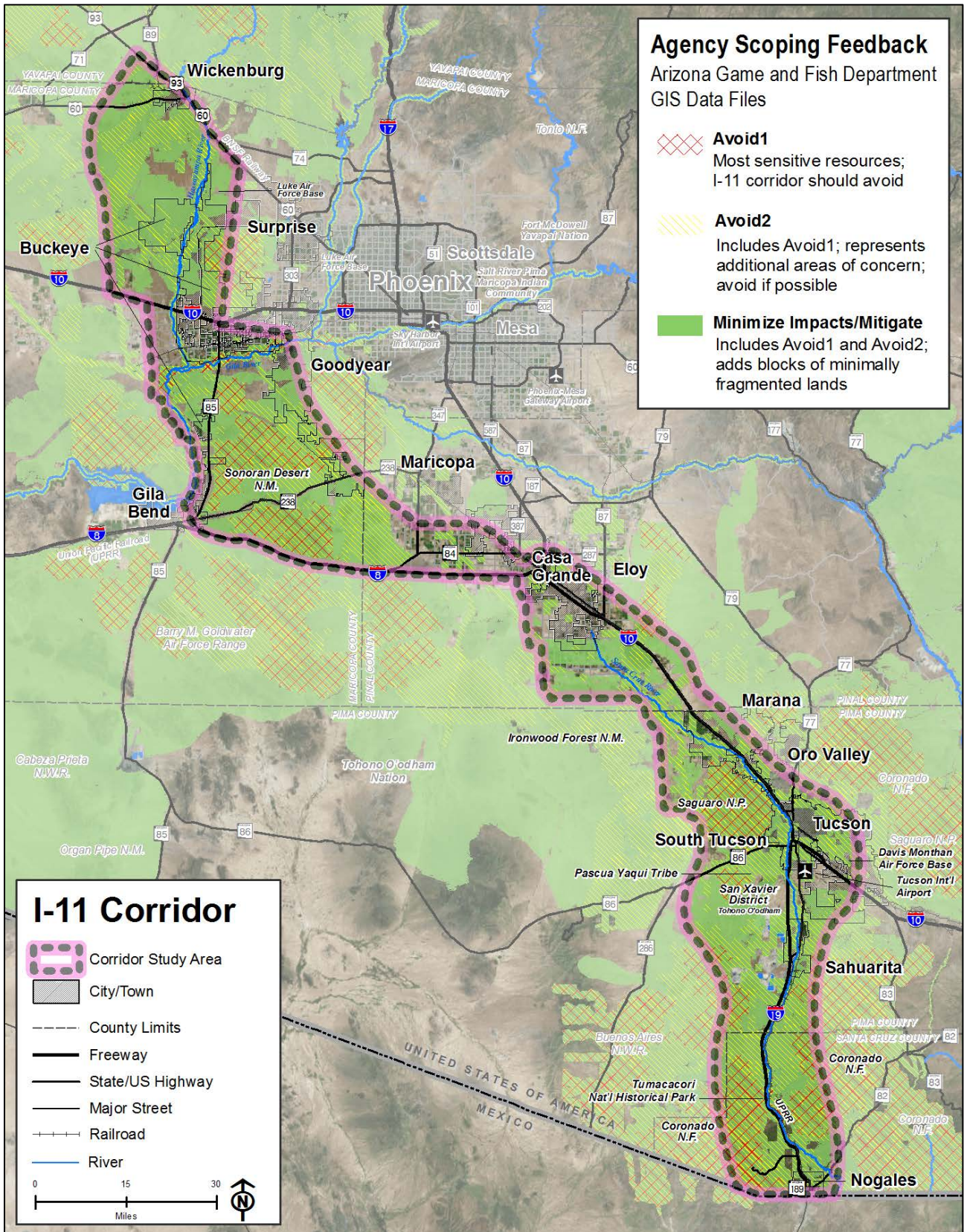


Figure 3-7 Agency Scoping Feedback from AGFD



### **Arizona Game and Fish Department (continued)**

- In the Central (Casa Grande to Buckeye), the Gila River is host to large numbers of waterfowl and other migratory bird species, as well as other key wildlife species; it is an important wildlife linkage/movement area and has been designated an Important Bird Area by the National Audubon Society. AGFD owns and/or manages multiple wildlife areas along the Gila River, including but not limited to Arlington, Powers Butte, Robbins Butte, Base and Meridian; and collectively known as the Lower Gila River Wildlife Area complex. Wildlife species currently move freely back and forth between the Maricopa Mountains of the Sonoran Desert National Monument and Estrella Mountains. AGFD has been working with BLM, ADOT, and other municipalities to develop strategies and commitments to consider a proposed wildlife habitat linkage design across Rainbow Valley.
- In the South (Nogales to Casa Grande), I-10 between Casa Grande and Tucson poses a significant barrier to east-west wildlife movement in the region; maintaining existing movement linkages between large habitat blocks west of I-10 is paramount. Any alignment west of I-10 would result in further fragmentation, and thus, would have significant impacts to wildlife connectivity, including contributing to cumulative effects to wildlife movement in the region. In 2007, the Arizona Game and Fish Commission took a unanimous position of opposition to all routes for the proposed I-10 bypass, which included a route through Avra Valley. The mitigation value of the Tucson Mitigation Corridor would be severely compromised by construction and operation of an Interstate/Multi-Modal corridor. South of Tucson along I-19, a number of biologically diverse mountain ranges (i.e., sky islands) and riparian habitats east and west of I-19 are host to a number of endemic and/or rare species. AGFD has been working with BLM, ADOT, PAG, and other agencies/stakeholders to develop strategies and commitments to implement wildlife linkage designs connecting the sky islands and desert valleys.

### **Arizona State Land Department**

- State Trust land is located extensively throughout the I-11 Corridor; views the I-11 Corridor as a great opportunity to strengthen the economy and generate economic development for the Trust beneficiaries and State of Arizona.

### **Arizona State Parks**

- Several state parks are located within the I-11 Corridor (e.g., Sonoita Creek Natural Area, Patagonia Lake State Park, Tubac Presidio State Historic Park, and Picacho Peak State Park).
- Prefers that I-11 not traverse any parklands; however, values the potential improvement in access to state parks from existing or planned transportation corridors, such as providing proximate exits, access roads, or signage.
- Prefers avoiding Picacho Peak State Park by keeping any alignment expansions east of the existing interstate.
- Prefers that the Vulture Mountains Cooperative Recreation Management Area is avoided by keeping any proposed alignments westward towards the existing power line alignment; Off-Highway Vehicle usage is a popular activity in this area and provides a positive economic impact to the local area and state.



### **Bureau of Indian Affairs**

- Consult with potentially affected tribes for cultural purposes, as well as independent governments and landholders that may be impacted directly or indirectly by the proposed corridor. BIA cannot grant new right-of-way without tribal consent.
- Concern regarding limiting access to reservation lands.

### **Bureau of Land Management**

- Corridor Study Area passes through three BLM field offices (i.e., Hassayampa, Lower Sonoran, and Tucson), as well as includes two BLM-administered national monuments (i.e., Sonoran Desert and Ironwood Forest).
- In the north section, a route using US 60 would avoid the 70,000-acre Vulture Mountains Cooperative Recreation Management Area and most BLM specially designated areas and natural resource conflicts. A western route would do the same, and also avoid traversing the Black Butte Area of Critical Environmental Concern (ACEC) and provide an alternate route for analysis.
- In the central section, the Sonoran Desert National Monument should be avoided. I-8 currently traverses the monument. Utilizing this existing portion of I-8, generally between Casa Grande and Gila Bend, may be a viable corridor alternative for analysis. However, adding additional infrastructure, including a wider highway or other multimodal features would be incompatible with the national monument and wilderness designations. An alignment in the western edge of the Corridor Study Area from I-8 in the Gila Bend area on SR 85 to I-10 would take advantage of existing transportation corridors and avoid significant impacts to the national monument and additional BLM-administered lands and natural resources. An alternative to the north of the national monument could be viable and should consider previously studied corridors (e.g., Goodyear's Sonoran Parkway), designated wildlife corridors, existing rights-of-way, and a permitted, but not yet built solar energy facility.
- In the south section, the BLM is concerned with overlap or adjacency to the Ironwood Forest National Monument, which is valuable from recreational, cultural and archeological, and biological perspectives. Any new I-11 Corridor should also not impact current access roads to the monument. Other important resources in the area include the Los Robles Archaeological District and archeological sites along the Santa Cruz and Greens Reservoir drainages. Another important cultural resource is the Indian Kitchen area near Helmet Peak.
- Encourages avoidance of Resource Management Plan (RMP) designated wildlife movement corridors and wildlife habitat management areas.
- Corridor Study Area also includes the Juan Bautista de Anza National Historic Trail from Nogales through the Sonoran Desert National Monument.
- Other resources and designations to consider include RMP designations for visual resource management, recreation and travel management, and specially-designated areas.

### **City of Buckeye**

- Stated corridor routing preferences and parameters, including a desire not to pursue a corridor east of the White Tank Mountains; not to co-locate an I-11 Corridor with State Route (SR) 85 (capacity of two corridors are necessary); and a preference for the MAG Hassayampa Freeway route, which is reflected in the City of Buckeye's planning and development activities.



### City of Eloy

- Prefers to locate the I-11 Corridor along the West Pinal Freeway alignment, as documented in the Pinal Regional Transportation Plan and resolution adopted by the Eloy City Council on June 27, 2016.

### City of Goodyear

- EIS for the Sonoran Valley Parkway Project in Goodyear should provide valuable information regarding potential impacts that may be pertinent to the I-11 Corridor.
- City of Goodyear has several adopted planning documents that should be consulted; the *Goodyear 2025 General Plan* (2014) and *Transportation Master Plan* (2014) express the City of Goodyear's preference for freeway alignments through the city.
- Agrees that the I-11 Corridor is a critical piece of multimodal infrastructure that is vital to the future development of the southwest region of the US.

### City of Maricopa

- Prefers to locate the I-11 Corridor along the West Pinal Freeway alignment, as documented in the Pinal Regional Transportation Plan, MAG Hidden Valley Framework Study, and resolution adopted by the Maricopa City Council on June 21, 2016.

### City of Tucson

- Comments on the scope pertain to the alternatives to be studied and impacts to be evaluated; cited relevant policies from *Plan Tucson: City of Tucson General and Sustainability Plan* (2013) to provide additional context.
- Requests that the Tier 1 EIS consider innovative approaches to alternatives that co-locate I-11 approximately within existing freeway rights-of-way for I-10 and I-19 (including frontage roads); developing an interstate within already disturbed areas has the potential to have fewer impacts, but any alternatives along existing facilities in the urban area need to study a smaller than 2,000-foot-wide study area.
- An innovative approach, such as a Collector-Distributor system, would separate local and through traffic; it has the potential to greatly facilitate freight movement without adding as much physical infrastructure (i.e., lanes) and also provide a consistent approach along I-10 through the City of Tucson.
- While the overall economic impact of any roadway alternative would need to be verified by formal economic impact study, the initial economic development impact of I-11 (any alternative) to the City of Tucson would be the creation of construction jobs and businesses supporting the construction industry, as well as support the Port of Tucson.
- There are community and economic development pros and cons to co-locating the freeway versus bypassing the Tucson metropolitan area; impacts to adjacent businesses, sales tax revenue, tourism and neighborhoods should be explored in both instances.
- Alternatives that traverse Avra Valley should consider impacts to city-owned water facilities; an alignment through Clearwater could present significant challenges to the utility's operations, and there could be significant costs in the event that Tucson Water infrastructure was required to be moved in order to make way for a new Interstate.
- Other considerations include Habitat Conservation Plan, water quality concerns, Tucson-Phoenix water exchange, water rights, and restrictive covenants.



### **Federal Aviation Administration**

- Primary concerns relate to the potential impacts of the I-11 Corridor on federally-obligated airports and their operations.

### **Federal Railroad Administration**

- Potential need for additional rail connections in southern portion of study area.

### **Maricopa Association of Governments**

- Consider completed studies within the Corridor Study Area that include an interconnected transportation system of arterials, parkways, and a proposed I-11 Corridor; requests that the following past planning efforts in the Corridor Study Area be evaluated in the Tier EIS:
  - *I-10/Hassayampa Valley Regional Transportation Framework Study* (MAG 2008)
  - *I- 8 and I-10 Hidden Valley Regional Transportation Framework Study* (MAG and CAG 2009)
  - *Hassayampa Framework Study for the Wickenburg Area* (Wickenburg 2010).

### **Maricopa County**

- Comments compiled from the Maricopa County Departments of Transportation, Parks and Recreation, and Flood Control District.
- Consider potential impacts near Vulture Mine Road:
  - Vulture Mine Road is a regional roadway carrying vehicles from I-10 to Wickenburg. Impacts to this roadway may cause concern to local traffic
  - Concerns regarding transportation impact to Vulture Mountains Cooperative Recreational Management Area
  - Coordination needed with approved circulation plans of multiple master planned communities
  - Topography in this area is diverse and may require special considerations
  - Wildlife activity is high resulting in concerns with wildlife connectivity
  - Planned Maricopa Regional Trail will connect Lake Pleasant Regional Park to Vulture Mountains and Wickenburg area from the east, turning south to connect to White Tank Mountain Regional Park.
- Consider potential impacts near US 60 and future Turner Parkway:
  - Potential wildlife impact to the Hassayampa Preserve
  - Potential impact to existing communities (e.g., Festival Ranch)
  - Potential impact to wildlife corridors traversing to and from the White Tank Mountains.
- Consider potential impacts to floodplains and flood control structures:
  - Impacts to flood retardant structures (FRS) and dams, including Buckeye FRS #1, Sunset FRS, Sunnycove FRS, and Casandro Wash Dam
  - Impact to Loop 303 Outfall Drainage Channel located in City of Goodyear
  - Potential floodplain impacts within unincorporated Maricopa County and Buckeye, Surprise, Goodyear, Gila Bend and Wickenburg.
- Consider potential impacts on air quality.

### **National Park Service**

- Concerns regarding a new I-11 Corridor adjacent to western boundary of Saguaro National Park, Casa Grande Ruins National Monument, and Tumacácori National Historical Park.

- Tucson Mountain District of Saguaro National Park is 24,000 acres, over half of which is designated Wilderness. Due to encroachment from the expanding urbanization of Tucson, coupled with geographic isolation, it is an ongoing challenge for the NPS to maintain the park's native biodiversity. The west side of the Tucson Mountain District is still quite remote. Wildlife species and their contribution to the biodiversity of the park are dependent on their access to a range of habitat values across a broad landscape. Fragmenting features, such as large road systems, can deny them access to habitat and resources by severing movement corridors between and within required habitat.
- Concerned that a multi-purpose corridor bisecting the Avra Valley would irreparably degrade areas near and within the Saguaro National Park, potentially leading to impairment of the resource values for which the park was established.
- Because of concerns about potential impacts to designated wilderness and other values at Saguaro National Park, the NPS is requesting that studies be conducted to quantify and illustrate the impacts a route through the Avra Valley would have, prior to identifying a Preferred Corridor Alternative in the Draft Tier 1 EIS. Specifically, NPS is interested in understanding potential changes to: air quality, natural sound, viewsheds, night skies, and the spread of invasive plants.
- Juan Bautista de Anza National Historic Trail is adjacent to/contains the Anza recreation retracement route (i.e., recreation trail) and Auto Route. A new segment of highway could potentially impact established Anza Recreation Trail, Anza Auto Tour Route, and visual settings and landscape character of the Santa Cruz River valley and Sonoran Desert.
- There are 11 National Historic Landmarks (NHL) located near the proposed area of potential effect for the I-11 Corridor: Gatlin Site, Pueblo Grande Ruins and Irrigation Sites, Taliesin West, Ventana Cave, Desert Laboratory, San Xavier del Bac Mission, Snaketown, Mission Los Santos Angeles de Guevavi, Tumacácori Museum, San Cayetano de Calabazas, and Jerome Historic District. To the maximum extent possible, efforts should be made to minimize any potential direct and indirect impacts

### **Pima Association of Governments**

- Recognizes importance of I-11 Corridor for trade, economic development, economic expansion, and mobility; they will support their member agencies during this study process.
- On February 14, 2014, PAG Regional Council adopted a resolution supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the IWCS; this alternative travels through the Tucson region to connect to Mexico at Nogales.

### **Pima County**

- In 2013, Pima County developed a conceptual route for the I-11 Corridor through Avra Valley west of Tucson, as documented in their Preliminary GIS-Based Roadway Alignment and Impact Study. This route connects to I-19 near the Town of Sahuarita and continues west and north to the Pima/Pinal County line near Pinal Air Park. Pima County sought to:
  - Demonstrate that a potential route exists through this undeveloped region rather than using the existing I-19 and I-10 corridors, which are congested and have limited expansion potential, especially near downtown Tucson; and
  - Minimize social and environmental impacts and analyzed impacts to land use, land ownership, cultural and environmental resources, and utilities.



- Pima County supplemented their initial scoping comments and 2013 study with the following additional comments:
  - Understand that for all practical purposes, there are two general routes through Pima County: one following the existing I-19 and I-10 corridors; and a second alignment west of the City of Tucson through Avra Valley. Pima County fully supports the complete disclosure of all impacts – social, economic, and environmental – for any alternative, including “no-build” option.
  - Potential alignment in Pima County’s 2013 study should be evaluated in the I-11 Corridor Tier 1 EIS; understand a high-speed, high-capacity roadway through Avra Valley would have both positive and negative impacts.
  - If the Tohono O’odham Nation requests an alignment through the easternmost extent of their lands (i.e., the Garcia Strip), impacts to residential areas closer to Sandario Road in Avra Valley could be reduced, though some residential impacts further south would remain. It could also avoid the Bureau of Reclamation wildlife corridor on the east side of Sandario Road.
  - Concerns about a routing option that relies only on improvements to the existing interstate routes. Even with a collector-distributor type concept, may not offer sufficient capacity to serve future anticipated truck and freight traffic, and adding such capacity would undoubtedly involve laterally expanding the existing interstate roadway footprint through the heavily developed downtown segment.

#### **Pima County Regional Flood Control District**

- The district will assist in the identification of impacts and issues with respect to floodplains, riparian habitat, and other resources managed by the district.

#### **Pinal County**

- Pinal County Board of Supervisors adopted a resolution declaring support for the I-11 Corridor Tier 1 EIS on July 7, 2016. Within the resolution, Pinal County declares support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan.
- As stated at the Agency Scoping Meeting in Phoenix, Pinal County is updating its Regionally Significant Routes for Safety and Mobility (RSRSM) study. The update of the Long-Range Transportation Plan is due in November 2016. This includes several high-capacity transportation routes that the I-11 team should be aware of, including a preferred West Pinal Freeway route for the I-11 Corridor, which is also documented in the Pinal Regional Transportation Plan.

#### **San Carlos Irrigation and Drainage District**

- SCIDD maintains canals and laterals in central Pinal County. Any crossing of these canals will require engineering review and construction oversight by SCIDD approved irrigation engineers.

#### **Salt River Project**

- SRP has infrastructure related to power generation, transmission and distribution delivery systems, as well as water delivery systems within the Corridor Study Area.

#### **State Historic Preservation Office, Arizona State Parks**

- Strongly recommends including interested Native American Tribes in the selection of alternatives. This can be achieved, in part, through ethnographic studies completed early in the Tier 1 process to obtain Tribal perspectives about the transportation corridor, rather than later as mitigation to resolve adverse effects of the undertaking to resources and places of traditional cultural value.



- Recommends that a full Class I inventory of the I-11 Corridor, as currently defined, be completed as part of the ASR and Tier I EIS.
- Advocates for preservation of National Register of Historic Places (NRHP) -eligible and listed resources by using existing infrastructure, where possible, rather than new construction.

### **Sun Corridor Metropolitan Planning Organization**

- SCMPO Executive Board approved a resolution on July 5, 2016, which declares support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan; provides a high capacity route that promotes freight movement, links communities, and strengthens economic development and job growth county-wide.

### **Town of Marana**

- Concerned about an I-11 Corridor that would coincide with existing interstate routes within developed urban and suburban areas such as Tucson and Marana. Marana's downtown was displaced by the creation of I-10 in the 1960s. Undeveloped areas of I-19, I-10 and I-8 could be expanded to provide an I-11 need but developed areas of Tucson/Marana and Casa Grande should utilize different corridors, which could form outer loops to these communities.
- Does not support an alignment on eastern side of I-10 as such a corridor would place the alignment in the Tortolita Fan. Due to Marana's concerns about an eastern alignment and impact of an I-10 alignment through the urban/suburban core, they only favor a western bypass alignment near their jurisdiction, as shown on **Figure 3-2** (Agency Scoping Feedback on Corridor Alternative Preferences).
- Worked with PAG to define major arterial corridors that could ultimately tie into an I-11 route that passes west of Marana. These corridors are Pinal Airpark, Marana Road, and Avra Valley Road. Marana does not envision any other east-west arterials extending to a potential I-11.
- Prefers corridors that can be served by municipal services to ensure the ultimate I-11 Corridor triggers local economic development.
- Santa Cruz River is not well defined northwest of Marana, which may cause design challenges.

### **Town of Sahuarita**

- Requests consideration of connecting an I-11 Corridor to I-19 at El Toro Road, as shown on **Figure 3-2** (Agency Scoping Feedback on Corridor Alternative Preferences). El Toro Road was designated as a Key Commerce Corridor by the Town of Sahuarita on March 28, 2016; this connectivity is consistent with findings in the *State Transportation System Mobility and Regional Circulation Needs Feasibility Study* (PAG 2006), *Regionally Significant Corridors Study* (PAG 2014), and *Major Streets and Routes Plan Policy Manual* (Sahuarita 2015).
- *Aspire 2035: Sahuarita's General Plan* (2035) is supportive of improving mobility of people of goods, especially as a factor to support economic viability of the area, increase safety, and improve accessibility; associated policies include planning and designing the transportation system to accommodate international trade corridors such as the CANAMEX and Sun Corridors.

### **Town of Wickenburg**

- Council's consensus is that an I-11 Corridor must serve as a complement to Wickenburg's existing transportation network, furthering opportunities for economic development on the west end of town near its intersection with US 60, rather than function effectively as a third bypass of the community.



- SR 74 extension shown in MAG's Hassayampa Framework Study should be removed from consideration. The present US 60/93 alignment through Wickenburg should continue to be the preferred route for leisure travelers. I-11, conversely, should be the preferred route for the movement of commercial goods and serve as Arizona's leg of the CANAMEX corridor.
- ADOT is to be commended for its quick organization of business community meetings and Wickenburg encourages more such opportunities to be made available as the study evolves. Frequent communication with stakeholders is essential for successful project delivery, especially for a project that will have a significant impact on Wickenburg business owners.
- On May 19, 2014, the Town Council voted to formally endorse Alternative G/H/LL/MM (new corridor) and oppose Alternative I (extension of Sun Valley Parkway). Alternative G/H/LL/MM provides Wickenburg with the most opportunities to enhance its economic base and maintain its quality of life, as shown on **Figure 3-2** (Agency Scoping Feedback on Corridor Alternative Preferences). Alternative I would cause irreparable harm to Wickenburg's downtown. The amount of right-of-way necessary would require extensive condemnation of homes and businesses along US 60 and US 93.
- Support of Alternative G/H/LL/MM hinges on several factors critical to Wickenburg's future:
  - Minimal impact on Vulture Mountains Regional Park
  - Continued investment in US 60 and US 93
  - Elimination of SR 74 Extension.
- Requested changes to the study area, which can be summarized by augmenting the boundaries to both the west and north; these modifications reflect the comments of many citizens who attended the I-11 public meeting in Wickenburg on June 29, 2016. See **Section 4.3.2** (Map Comments).

### US Army Corps of Engineers

- Working on a flood risk management feasibility study of the Lower Santa Cruz River, which is located within the study area. The agencies should share information that will identify and address important issues common to both studies.

### US Bureau of Reclamation

- Recommends that the I-11 Corridor Tier 1 EIS evaluate potential impacts on Reclamation's wildlife and plant mitigation preserves, special-status species, and migratory movement of wildlife.
- Tucson Mitigation Corridor was established in 1990 as a commitment made by Reclamation with the USFWS and AGFD in the EIS for the Tucson Aqueduct. A cooperative agreement prohibits any future development within the Tucson Mitigation Corridor other than existing wildlife habitat improvements or developments agreed to by Reclamation, AGFD, and USFWS.
- In order to maintain a functional wildlife movement corridor, Reclamation installed a series of seven CAP canal siphons for approximately \$3 million, which are concrete pipe sections that travel underneath desert washes. Wildlife frequently use desert washes as a means of migrating from one area to another. In March 2016, two desert bighorn sheep were observed using one of the siphon crossings within the Tucson Mitigation Corridor to migrate from the Ironwood National Monument to the Tucson Mountain District of Saguaro National Park. An I-11 corridor through the Tucson Mitigation Corridor or elsewhere within Avra Valley would act as a barrier that would severely restrict or prohibit their movement while also fragmenting habitat.
- Recorded 21 National Register eligible or unevaluated archaeological properties along the CAP. A few of the water oriented archaeological sites are considered Traditional Cultural Properties (TCP) by southern Arizona Tribes.





- Tumamoca Preserves were established by the Reclamation as a conservation measure for the tumamoc globeberry, which is an endangered plant species; the preserve is made up of seven parcels in Avra Valley close to the CAP canal. As a result of that property acquisition and discovery of additional populations in Mexico, the USFWS delisted the tumamoc globeberry. The status of it may require reevaluation by the USFWS if a portion of the preserve network is impacted by future development.
- Corridor Study Area passes through the Hassayampa River Valley between the Belmont and White Tank Mountains; concerned about impacts to local wildlife as it crosses the CAP canal. Reclamation constructed and maintains 24 wildlife bridges strategically placed along the CAP. Placement of I-11 within the valley not only further fragments wildlife habitat and movement along the CAP canal, but reduces wildlife usage and access to the local wildlife bridges.
- Specifically, Reclamation recommends the EIS evaluate the following concerns:
  - Loss of the Tucson Mitigation Corridor as an essential component of a wildlife movement corridor and its impact on desert bighorn sheep movement and other wildlife;
  - Acquisition of other intact wildlife movement corridors as mitigation that would allow Reclamation to maintain its environmental commitments with the USFWS and AGFD;
  - Incorporation of wildlife overpasses and culverts that would allow wildlife passage across a proposed I-11 in Avra Valley;
  - Incorporation of additional wildlife bridges over the CAP canal and culverts along it to maintain connectivity for tortoises and other wildlife in the Hassayampa River Valley;
  - Evaluation of the tumamoc globeberry if the Tumamoca Preserves are impacted by the placement of the I-11 Corridor;
  - Impact of noise and lighting from I-11 on wildlife connectivity within the Tucson Mitigation Corridor, Avra Valley, and the Hassayampa River Valley; and
  - The impact of prospective community growth and development associated with I-11 on wildlife and wildlife connectivity in Avra Valley, the Hassayampa River Valley, and the Tucson Mitigation Corridor.

### **US Customs and Border Protection**

- There is a permanent checkpoint on I-19, which would be impacted should the corridor be widened. If additional traffic is anticipated there may be environmental concerns with idling trucks and traffic back-ups at the checkpoint. If a parallel route were constructed, another checkpoint would be needed.

### **US Department of Agriculture**

- Since this is a corridor project, a Farmland Conservation Impact Rating for Corridor Type Projects Form (NRCS-CPA-106) will be needed by the National Resources Conservation Service (NRCS) to complete the determination on potential presence and conversion of Prime and Unique Farmlands for the alternatives.

### **US Environmental Protection Agency**

- Purpose and need statement should concisely identify why the project is being proposed and focus on the desired outcomes of the project rather than prescribing a predetermined solution; the need for the proposed improvements must be articulated and justified with consideration of the existing and planned facilities in the area.



- Recommends studying the use of existing corridors wherever possible in order to reduce the many environmental impacts that occur through the construction of new linear transportation facilities.
- Explore and objectively evaluate a full range of alternatives, including, but not limited to, the No Build Alternative, improvements to existing facilities, and alternatives that incorporate rail, transit, and/or other multimodal options.
- A multimodal corridor provides the opportunity to co-locate vehicular transportation facilities with rail, utility, bicycle, and green energy facilities, thus consolidating the right-of-way needed for each. Strongly supports combining projects into a single corridor wherever possible.
- Recommends building a state-of-the-art interstate corridor that incorporates the highest levels of environmental design and energy efficiency available into construction and maintenance. FHWA should provide a clear vision for how the new interstate would be built and maintained in a manner that reduces energy use, avoids impacts to environmental resources, and provides for restoration and/or enhancement of previously impacted drainages and wildlife corridors on any existing facilities incorporated into the corridor.
- Identify measures to conserve water and manage stormwater runoff.
- Project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways; discharges of dredged or fill material into waters of the US require authorization by the USACE under the Clean Water Act (CWA) Section 404. Encourages FHWA to meet and discuss project alternatives with the USACE and USEPA early in the planning process.
- Explore on-site alternatives to avoid or minimize impacts to specific waters. Identify potential sites for wildlife crossings and types of crossings that will result in the least damage to aquatic resources.
- Several special-status wildlife species have the potential to occur within the project area; describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. Recommends early coordination with the AGFD and USFWS.
- Provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts, including cumulative and indirect impacts. The study area passes through areas that are designated as non-attainment for 8-hour Ozone, particulate matter less than 10 microns in diameter (PM10), and particulate matter less than 2.5 microns in diameter (PM2.5).
- Analyze potential greenhouse gas (GHG) emissions and impacts on climate change from construction and operation of project, and what impacts climate change might have on the project. Does not recommend comparing GHG emissions from a proposed action to global emissions.
- Cumulative impact analysis should analyze the impacts of other past, present, and reasonably foreseeable projects or actions and then consider those cumulative impacts in their entirety.
- Concerned about the potential indirect impacts related to growth-inducement.
- Identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the area and discuss mitigation measures for any adverse impacts.

### **US Fish and Wildlife Service**

- USFWS will offer expertise related to Federal trust species (i.e., federally-listed threatened and endangered species, candidate species, bald and golden eagles, and migratory birds) and coordination with the ESA of 1973.

### **US Forest Service, Coronado National Forest**

- Coronado National Forest (CNF) does not wish to see any portion of I-11 cross National Forest System lands.
- Much of the proposed corridor study area west of I-19 contains three different Inventoried Roadless Areas; development of a road in an inventoried roadless area is prohibited by law under the “2001 Roadless Rule”.
- Two existing Wildernesses (i.e., Pajarita and Mount Wrightson) exist within proposed corridor study area (east and west of I-19 near Tubac, Arizona); development of a road within Wilderness is prohibited under the Wilderness Act.
- Proposed action will be subject to consultation under Section 7 of the ESA. The CNF supports the largest number of endangered and threatened species in the region and designated or proposed critical habitat for several of them. The proposed corridor study area supports designated critical habitat for Mexican spotted owl, Chiricahua leopard frog, southwestern willow flycatcher, and jaguar and proposed critical habitat for western yellow-billed cuckoo. The area also supports known populations of western yellow billed- cuckoo, Mexican spotted owl, jaguar, Sonoran chub, Pima pineapple cactus, lesser long-nosed bat, Chiricahua leopard frog, and northern Mexican gartersnake, all of which are listed as threatened or endangered. A number of species that are being considered for listing under the ESA as threatened or endangered, as well as 75 Regional Forester's Sensitive Species and the Santa Rita-Tumacácori wildlife corridor occur in the proposed corridor. Experience with high profile large scale projects has shown that ESA issues, in particular, are highly controversial and become the central focus of the project increasing cost and delays and adversely affecting the species themselves.
- Compliance with the ESA requires federal actions to be conducted such that they are not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. If a project reaches the level of "jeopardy" or "adverse modification" then the USFWS has the authority to mandate alternatives to the proposed action.
- Forest Service Manual 2670 regulation directs the USFS to develop and implement management practices to ensure that species do not become threatened or endangered and maintain viable populations of all native and desired nonnative wildlife, fish, and plant species in habitats distributed throughout their geographic range on National Forest System lands.

### **Yavapai County Public Works Department**

- Since the study ends near the intersection of US 93 and SR 89 near Wickenburg Ranch, Yavapai County's input on this study will be limited to that specific area of the County; concern would be how local residents access the ultimate system improvements and any adverse impacts to local businesses.
- Concerned about resources going to I-11 that might take away from improving I-17; since there are no good alternative routes to I-17 during the frequent traffic backups and shutdowns that occur, this region is concerned that I-17 receive adequate resources with regard to mobility issues.



## 4 PUBLIC SCOPING

Members of the public were notified of and invited to participate in the scoping process for the I-11 Corridor. Public scoping meetings were held throughout the Corridor Study Area to provide accessible options for all willing participants. The meetings were intended to inform the public of the environmental review process, as well as provide an opportunity to comment. Other methods were also available for the public to engage in the scoping process, as described below.

### 4.1 Public Scoping Outreach

#### 4.1.1 Notification

ADOT issued press releases and advertised the scoping process and public scoping meetings in study area newspapers, as presented in **Table 4-1** (Scoping Meeting Notice Publications). ADOT also posted an announcement of the meetings on the study’s website, sent e-mail blasts to stakeholders listed in the study database, and ran radio advertisements on one tribal community radio station, KPYY – 100.3 FM. In addition, the newspaper, Nogales International, ran an article about the scoping meeting on June 3, 2016, and the City of Nogales posted a scoping meeting announcement on their website. The ADOT Public Information Office conducted and coordinated several media interviews about public scoping meetings before, during, and after the process. The public scoping outreach print items can be found in **Appendix A** (Scoping Notifications).

**Table 4-1 Scoping Meeting Notice Publications**

Newspaper Publications	Publication Print Date
<b>North Section</b>	
Arizona Republic – Community Zones 1, 5, and 20	Zone 5 – Wednesday, June 1, 2016 Zone 1 and 20 – Wednesday, June 15, 2016
Prensa Hispana	Thursday, June 2, 2016
West Valley View	Wednesday, June 8, 2016
Buckeye Star	Friday, June 10, 2016
Wickenburg Sun	Wednesday, June 15, 2016
<b>Central Section</b>	
TriValley News – Casa Grande Edition	Wednesday, May 25, 2016 Thursday, May 26, 2016
AZ Republic – Community Zone 6	Friday, May 27, 2016
Prensa Hispana	Thursday, June 2, 2016
Gila River Indian News; Ak-Chin Runner	Friday, June 3, 2016
<b>South Section</b>	
Desert Times; The Explorer	Wednesday, June 1, 2016
Tohono O’odham Runner; Arizona Bilingual; La Estrella	Friday, June 3, 2016
Green Valley News	Sunday, June 5, 2016
Arizona Daily Star	Monday, June 6, 2016
Marana News	Wednesday, June 15, 2016

#### **4.1.2 Title VI, Environmental Justice, and Limited English Proficiency**

Various federal laws and executive orders were enacted to protect low-income and minority populations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin, including individuals with limited English proficiency (LEP). The ruling in *Lau v. Nichols*, 414 U.S. 563, 568 (1974) determined that a failure to address LEP among beneficiary classes in the context of any federally assisted program or activity that provides services to the public could constitute discrimination.

The USEPA and FHWA define environmental justice as “fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.” Environmental justice principles and procedures are followed to improve all levels of transportation decision making.

Executive Order 12898 (1994) on environmental justice addresses minority and low-income populations. The rights of women, the elderly, and the disabled are protected under related statutes. This Presidential Executive Order and other related statutes fall under the umbrella of Title VI. The USDOT Order 5610.2(a) requires that environmental justice principles be considered in all USDOT programs, policies, and activities.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. The USDOT Environmental Justice Strategy identifies three fundamental principles of environmental justice that guide USDOT actions:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To meet the intent, guidelines, and requirements of Title VI, environmental justice, and LEP, the following standards were in place for each public scoping meeting:

- An ADOT Civil Rights Office representative attended the public scoping meetings, provided Title VI brochures (in both English and Spanish) to hearing attendees, and displayed the Title VI informational poster board;
- The opportunity was provided for attendees to complete the voluntary Title VI Self Identification Survey card;
- Americans with Disability Act (ADA) accommodations were provided in all public scoping meeting advertising; and
- Spanish translation was available at each meeting, with other translation services available upon request.

Following an evaluation of the Corridor Study Area’s demographic data related to Title VI, LEP, and environmental justice, ADOT and FHWA identified techniques to address and reduce linguistic, cultural, institutional, geographic, and other barriers to meaningful participation.

Exhibits of bilingual meeting notifications and materials are included in **Appendix A** (Scoping Notifications) and **Appendix E** (Public Scoping Meeting Materials), respectively. Many of these overlap with tools that also reach the public at large, with a goal of providing access so everyone can participate:

- Translating all public involvement materials (included newspaper advertisements) into Spanish and other languages such as Chinese upon request;
- Providing Spanish interpretation at all public meetings and hearings, as well as other languages upon request;
- Adding “Google Translate” to the study website, allowing translation of website text into approximately 100 languages, including Chinese and Vietnamese populations found within the Corridor Study Area;
- Including Spanish language graphics for download on the study website, as well as other languages upon request;
- Establishing a bilingual study hotline both in English and Spanish (1-844-544-8049);
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process;
- Coordinating, implementing, and documenting communications protocols with the 4 adjacent and 22 statewide tribal governments;
- Using advertising and graphics to reach illiterate or environmental justice populations;
- Holding public meetings in locations that are easily accessible and ADA compliant;
- Holding public hearings along transit lines for those who are transit dependent; and
- Providing reasonable accommodations such as for sign-language interpreters upon request.

## 4.2 Public Scoping Meetings

A summary of the public scoping meetings is presented in **Table 4-2** (Public Scoping Meetings). As shown, six public scoping meetings were held throughout the Corridor Study Area from June 8, 2016 to June 29, 2016. Public scoping meetings were held in Casa Grande, Buckeye, Nogales, Tucson, Marana, and Wickenburg. In total, 540 people attended the public scoping meetings.

During these public scoping meetings, ADOT described the study objectives, as well as sought input on the purpose and need; potential alternatives to be studied; impacts to be evaluated; and evaluation methods to be used. **Figure 4-1** (Public Scoping Meeting in Tucson) shows the scoping presentation being given by ADOT staff at the public scoping meeting in Tucson. A copy of the meeting presentation and materials is provided in **Appendix E** (Public Scoping Meeting Materials).

Following the presentation, the public scoping meetings convened to an open house format, allowing meeting participants to walk around the room and learn more about the study as displayed on poster boards. Staff from the study team was available to provide clarification on the study process and answer any questions. In addition, participants were able to provide verbal comments directly to a court reporter that was present on site at each public scoping meeting. They could also complete a comment form at the meeting or take it with them to submit after the meeting, if necessary.

**Table 4-2 Public Scoping Meetings**

Meeting Date and Time	Location	Attendees
<b>Casa Grande</b> June 8, 2016; 4:00 PM to 6:30 PM	Dorothy Powell Senior Adult Center, Dining Room 405 East 6th Street, Casa Grande, AZ	51
<b>Buckeye</b> June 15, 2016; 4:00 PM to 6:30 PM	City of Buckeye Community Center, Multipurpose Room 201 East Centre Avenue, Buckeye, AZ	53
<b>Nogales</b> June 21, 2016; 4:00 PM to 6:30 PM	Nogales High School Cafeteria 1905 North Apache Boulevard, Nogales, AZ	41
<b>Tucson</b> June 22, 2016; 4:00 PM to 6:30 PM	Arizona Riverpark Inn 777 West Cushing Street, Tucson, AZ	150
<b>Marana</b> June 23, 2016; 4:00 PM to 6:30 PM	Marana Middle School Gymnasium 11285 West Grier Road, Marana, AZ	150
<b>Wickenburg</b> June 29, 2016; 4:00 PM to 6:30 PM	Wickenburg Community Center 160 North Valentine Street, Wickenburg, AZ	95
<b>TOTAL</b>		<b>540</b>



**Figure 4-1 Public Scoping Meeting in Tucson**

Roll plot maps of the Corridor Study Area split into three sections -- South, Central, and North -- were also available for more detailed viewing at each public scoping meeting, as shown on **Figure 4-2** (Public Scoping Meeting in Casa Grande). Participants could provide comments on the maps via comment cards or draw directly on the maps, as found in **Appendix F** (Public Scoping Comments). These maps allowed meeting participants to identify potential opportunities, constraints, corridor alternatives, and other issues within the Corridor Study Area, which will be considered in the overall environmental review process.



**Figure 4-2 Public Scoping Meeting in Casa Grande**

All of the public scoping meetings were held at ADA accessible locations. Informational materials were developed in an easy-to-read format and included visuals as appropriate. Meeting materials were provided in English and Spanish, and individuals could also request them in Chinese. All meeting notifications and outreach advertised that attendees with special needs should contact ADOT in advance of the meetings to request assistance. No special assistance requests were received during the scoping process.

### 4.3 Public Scoping Comments

The FHWA and ADOT provided the public with multiple opportunities to submit both written and verbal comments over the course of the scoping period. The public could submit comments through the following options:

- **Comment form** provided at scoping meetings (or mailed after meeting)
- **Transcribed verbally** at scoping meetings via a court reporter
- **Map comments** at scoping meetings
- **Online survey** on study website at [i11study.com/Arizona](http://i11study.com/Arizona)
- **E-mail** at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)
- **Mail** to Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications, 1655 W. Jackson St., MD 26F, Phoenix, AZ 85007
- **Voicemail** on toll free hotline at 1-844-544-8049 (bilingual).

In total, 834 types of public comments were received through these outreach methods, as shown in **Table 4-3** (Summary of Public Comments Received).



**Table 4-3 Summary of Public Comments Received**

Comment Type	Corridor Study Area Section <sup>(1)</sup>			Total Number
	North	Central	South	
<b>Comments Submitted at Meetings <sup>(2)</sup></b>				
Comment Form	23	12	82	117
Transcribed Verbally	8	10	23	41
<b>Sub-Total</b>	<b>31</b>	<b>22</b>	<b>105</b>	<b>158</b>
<b>Other Comments Submitted</b>				
Online Survey	522			522
E-mail	110			110
Mail	20			20
Comment Forms Mailed	18			18
Voicemail	6			6
<b>TOTAL</b>				<b>834</b>

NOTES: (1) Comments submitted by people who attended meetings within North, Central, or South sections of Corridor Study Area; (2) Comments written on maps at meetings not included in total, but are transcribed and summarized in **Section 4.3.2** (Map Comments).

### 4.3.1 Summary of Public Comments

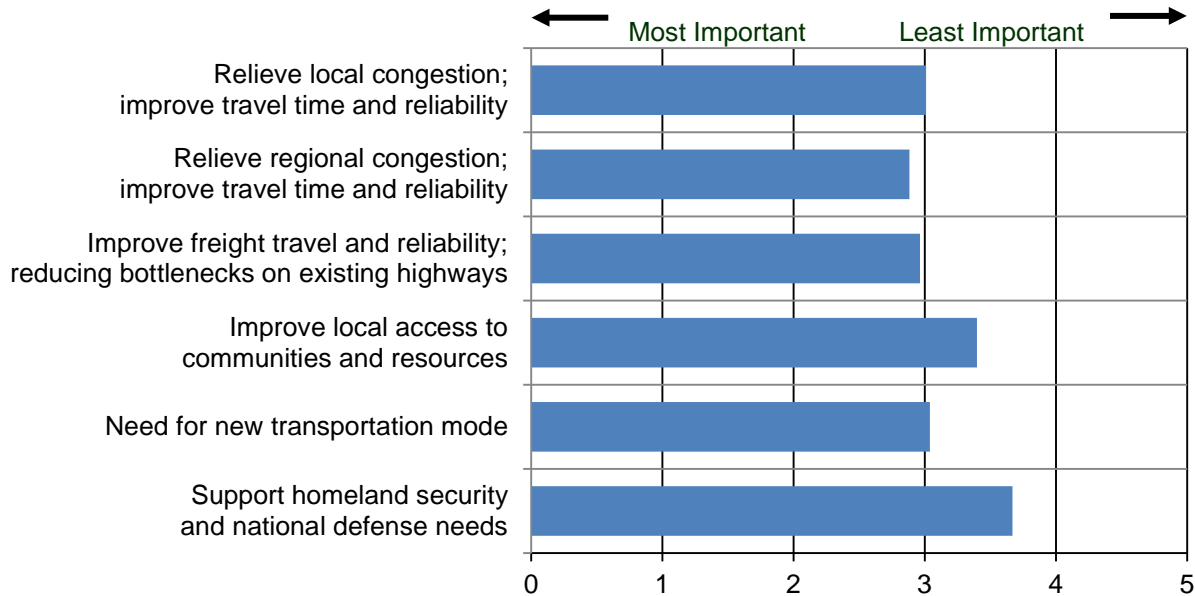
A summary of the main substantive comments received from the public is provided in this section, with a complete compilation of the public scoping comments found in **Appendix F** (Public Scoping Comments). A majority of the comments were received through the online survey and comment form, with a total of 657 total responses. The online survey and comment form mirrored each other in terms of content and format, asking the same six questions. The questions included a series of potential issues or impact areas in which to provide a priority ranking (1 to 5), with 1 being the most important and 5 being the least important. The consolidated responses from Questions 1 to 4 of the online survey and comment form are displayed on:

- **Figure 4-3** (Problems Experienced Today)
- **Figure 4-4** (Importance of What I-11 Should Be or Accommodate)
- **Figure 4-5** (Importance of Human Environmental Factors)
- **Figure 4-6** (Importance of Natural Environmental Factors).

Following is a summary of the respondents' ranking results for the potential issues and impacts asked in Questions 1 to 4:

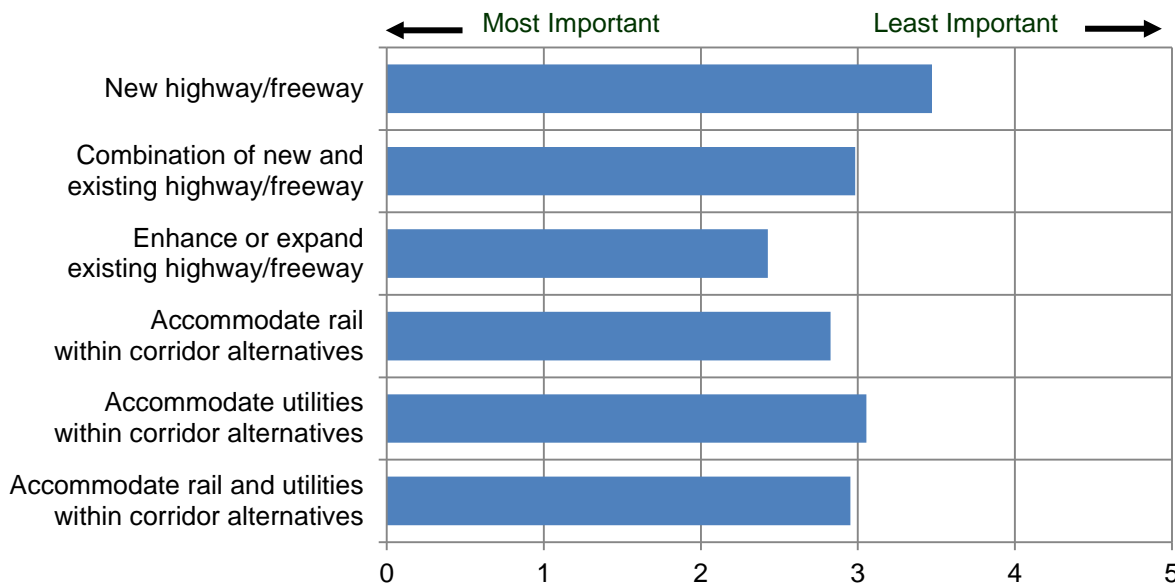
- **Question 1 (Problems Experienced Today):** Most important occurring or anticipated problems voiced by participants are to relieve regional congestion; improve travel time and reliability, followed closely by improving freight travel and reliability; reducing bottlenecks on existing freeways.
- **Question 2 (Importance of What I-11 Should Be or Accommodate):** I-11 Corridor should be or accommodate enhancing or expanding an existing highway/freeway.
- **Question 3 (Importance of Human Environmental Factors):** Most important human environmental factor to consider is land use, followed by neighborhoods, diverse communities, and residences.
- **Question 4 (Importance of Natural Environmental Factors):** Most important consideration related to the natural environment is water resources, followed closely by biological resources (plants, wildlife, habitat).

**Question #1:** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important])



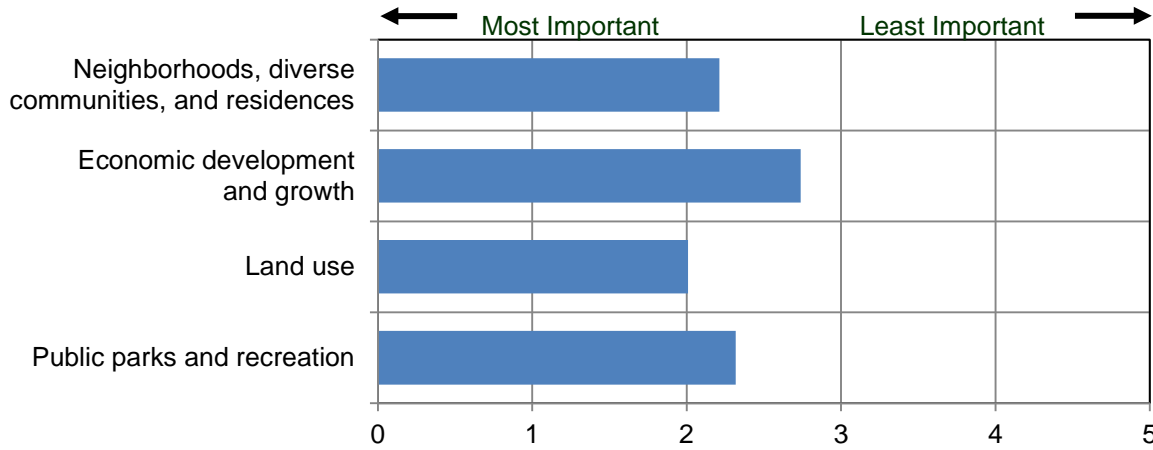
**Figure 4-3 Problems Experienced Today**

**Question #2:** What should I-11 be or accommodate within the Corridor. Please rank the following in order of importance to you. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important])



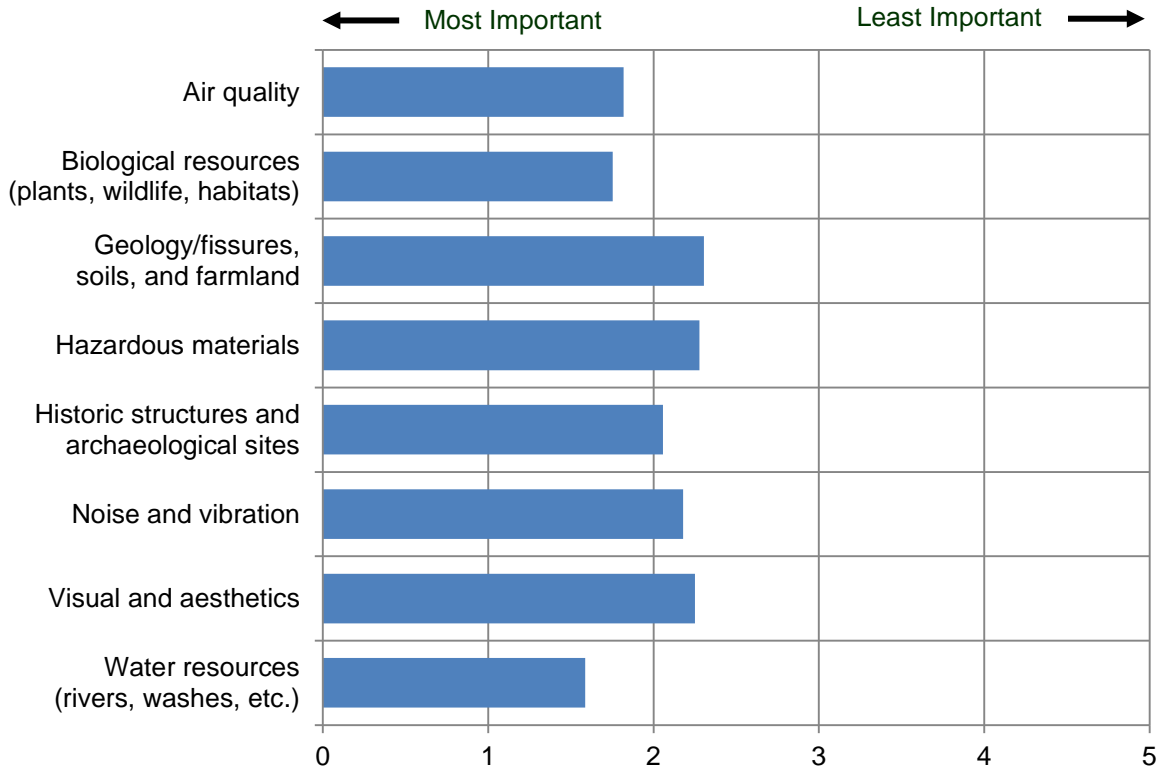
**Figure 4-4 Importance of What I-11 Should Be or Accommodate**

**Question #3:** The study will evaluate and consider the potential impacts on many human environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important])



**Figure 4-5 Importance of Human Environmental Factors**

**Question #4:** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important])



**Figure 4-6 Importance of Natural Environmental Factors**

**Question 5** of the online survey and comment form asked people to identify the areas or resources within the Corridor Study Area that they feel must be avoided or are important to consider. A summary of these write-in comments are listed below, organized into the following major categories: Environmental Considerations, Corridor Alternative Planning, Multimodal Considerations, Economic Considerations, and Other General Comments. These comments also include other verbal and written comments received via the court reporter, voicemail, e-mail, or mail. A compilation of all comments received is located in **Appendix F** (Public Scoping Comments). The media coverage received during the scoping period is found in **Appendix G** (Media Coverage).

### **Environmental Considerations**

- Concern regarding impacts to environment, specifically potential irreparable damage to Sonoran Desert
  - Concern that environmental, historic, and archeological impacts of I-11 Corridor could not be mitigated
  - Concern for habitats, habitat linkages, and occurrences of Sonoran Desert Tortoise
  - Concern regarding potential impacts to wildlife migration corridors
  - Concern for impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use
  - Minimize impacts on environment and night skies
  - Do not disturb farmland or fauna
- Minimize disturbances to undeveloped lands
  - Do not surround or disturb natural resource areas
  - Develop valley rather than environmentally sensitive foothills
  - I-11 should remain as close as possible to I-19 to spread environmental degradation
- Avoid parks and conservation management areas
  - Avoid Coronado National Forest
  - Protect Saguaro National Park West
  - I-11 should not be built if it will go through a national park and reservation
  - Avoid National Monuments, rivers and washes, cultural resources; specific mention of Belmont Mountain, Vulture Mountain Park, Hassayampa and Gila Rivers, Mormon and Butterfield Stage Trails
  - Concern that corridor may impact a number of lands that have special significance to public (i.e., Ironwood Forest National Monument, Tohono O’odham Nation, Tucson Mountain District of Saguaro National Park, Tucson Mountain County Park, and Arizona Sonora Desert Museum)
  - I-11 will ruin natural desert and national parks
- Specific concerns to Avra Valley
  - Avra Valley is covered by a habitat conservation plan
  - Avra Valley cannot accommodate an interstate and retain all currently designated set-asides in the environment
  - Avra Valley would be degraded by I-11’s construction
- General considerations
  - I-11 should consider fauna, cattle operations, Kitt Peak, and hunting area 36A
  - Concern about impacts to neighborhoods and eminent domain
  - New alignment considerations must include dust storms and wildlife crossings



### **Corridor Alternative Planning**

- Support for I-11 as a separate facility
  - Use a route running straight south from I-10 at the Pima-Pinal County Line to the southwest corner of the San Xavier Reservation, then straight east to I-19
  - Sandario and San Joaquin roads could connect to Old Vail Road with an extension as a good bypass
  - Consider I-11 next to the already-cut CAP
  - Multiple comments favor new alignments further to the west in the north section, especially west of Wickenburg
  - Build new interstate west of Loop 303 and Sun Valley Parkway
  - Locate I-11 near Tonopah
- Improve existing freeways and interstates (e.g., I-10, I-8, I-19)
  - Existing freeways should be widened and have dedicated truck lanes
  - Do not build - use existing roads
  - Multiple comments favor use of existing routes south of I-10
    - I-19 has enough capacity south of Green Valley so an additional corridor is not needed there
    - I-19 should be expanded by two lanes and double deck I-10 through Tucson
    - Widen and improve existing I-19
  - General opposition to a new interstate corridor through Avra Valley
  - Stacking I-11 over I-10 is common theme to limit increased noise, pollution, and unsightly building
  - Widen I-10
  - Improve SR 85 instead as a more direct route
  - Consider using Loop 303 on the Valley's west side
- Spot improvement suggestions and considerations
  - Proposed flyover freeway from the Mariposa port of entry on SR 189 as direct access on I-19 is where congestion occurs
  - Interchanges are key considerations for Avra Valley
  - Logical future intersection with US 93 would be near existing US 93/SR 71 junction
- Future connectivity considerations
  - Continue south of Nogales
  - Route needs to extend to Guaymas, Mexico
- General comments
  - Questions regarding future alignments and potential property impacts
  - Comments regarding any necessary improvements to other transportation facilities to connect to I-11, including traffic projections and impacts
  - Opposition to CANAMEX
  - I-11 should be accessible from Nogales
  - Improved movement of freight is needed

### **Multimodal Considerations**

- Freeways are an outdated model to transportation congestion
- Accommodate rail and utilities within corridor alternatives
- Support for light rail and passenger rail as an alternative to an interstate
- Freight considerations



- Improve freight travel and reliability
- Utilize dedicated truck lanes
- Rail is faster and less congestive

### **Economic Considerations**

- Concern regarding property values and increased heavy truck traffic
- Concern that I-11 will hurt tourism and decrease the number of existing jobs
- Concern that I-11 is an example of “crony capitalism”
- Use I-11 to grow business development in the area just south of Casa Grande and I-10
- I-11 will bring economic benefit to state and surrounding communities

### **Other General Comments**

- Requests for presentation materials
- Request for information/added to mailing list
- Concern I-11 corridor will be used for sex-trafficking crimes
- I-11 is not needed; project wastes money
- Scope will bloom out of control because of influential parties whose money and voices are louder
- Address external factors that impact the existing infrastructure specifically increase of shipping containers from Mexico into Arizona
- I-11 should not be built if it uproots people from their homes and jobs
- I-11 Corridor would primarily benefit corporate and business interests and politicians

**Question 6** of the online survey and comment form asked about preferences for receiving information about the study. Accordingly, a significant majority of respondents prefer to receive study information via **e-mail**.

### **4.3.2 Map Comments**

**Figures 4-7** (Public Scoping Feedback in South Section), **Figure 4-8** (Public Scoping Feedback in Central Section), and **Figure 4-9** (Public Scoping Feedback in North Section) illustrate major potential constraints, opportunities, and/or resource areas noted by the public. This includes notes from the comment forms, along with the 30 roll plot maps that were marked up during the public scoping meetings. The full set of map mark-ups is located in **Appendix F** (Public Scoping Comments).

**Figure 4-10** (Public Scoping Feedback on Corridor Alternative Preferences) delineate the input received on potential corridor alternatives. These figures include corridor alternative suggestions received through the comment forms, as well as the mark-ups of the large roll plot maps that were available at the public scoping meetings.

*Data or comments received post-scoping is not reflected on the summary maps, but will be taken into consideration for subsequent study phases (e.g., developing and screening corridor alternatives).*



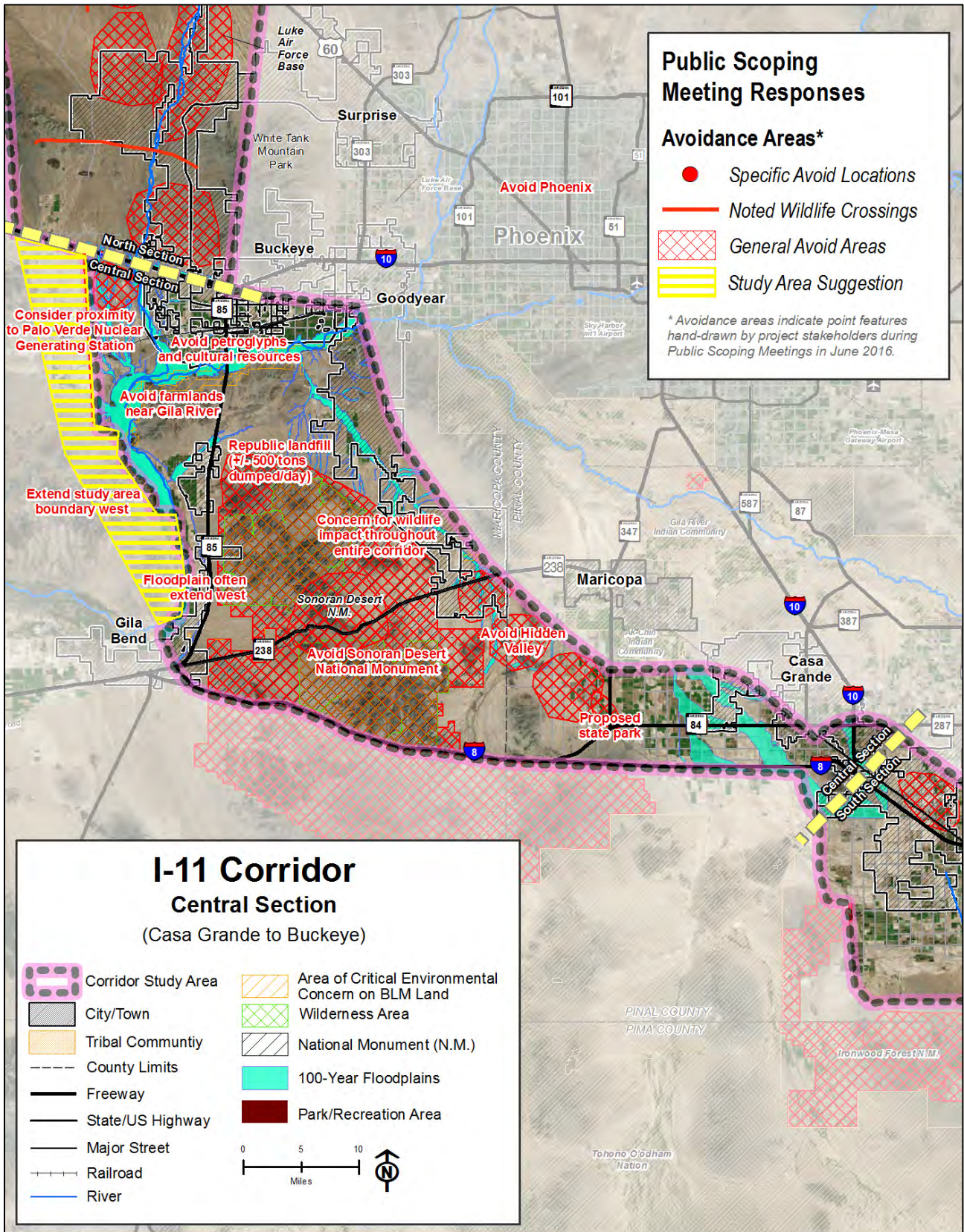


Figure 4-8 Public Scoping Feedback in Central Section



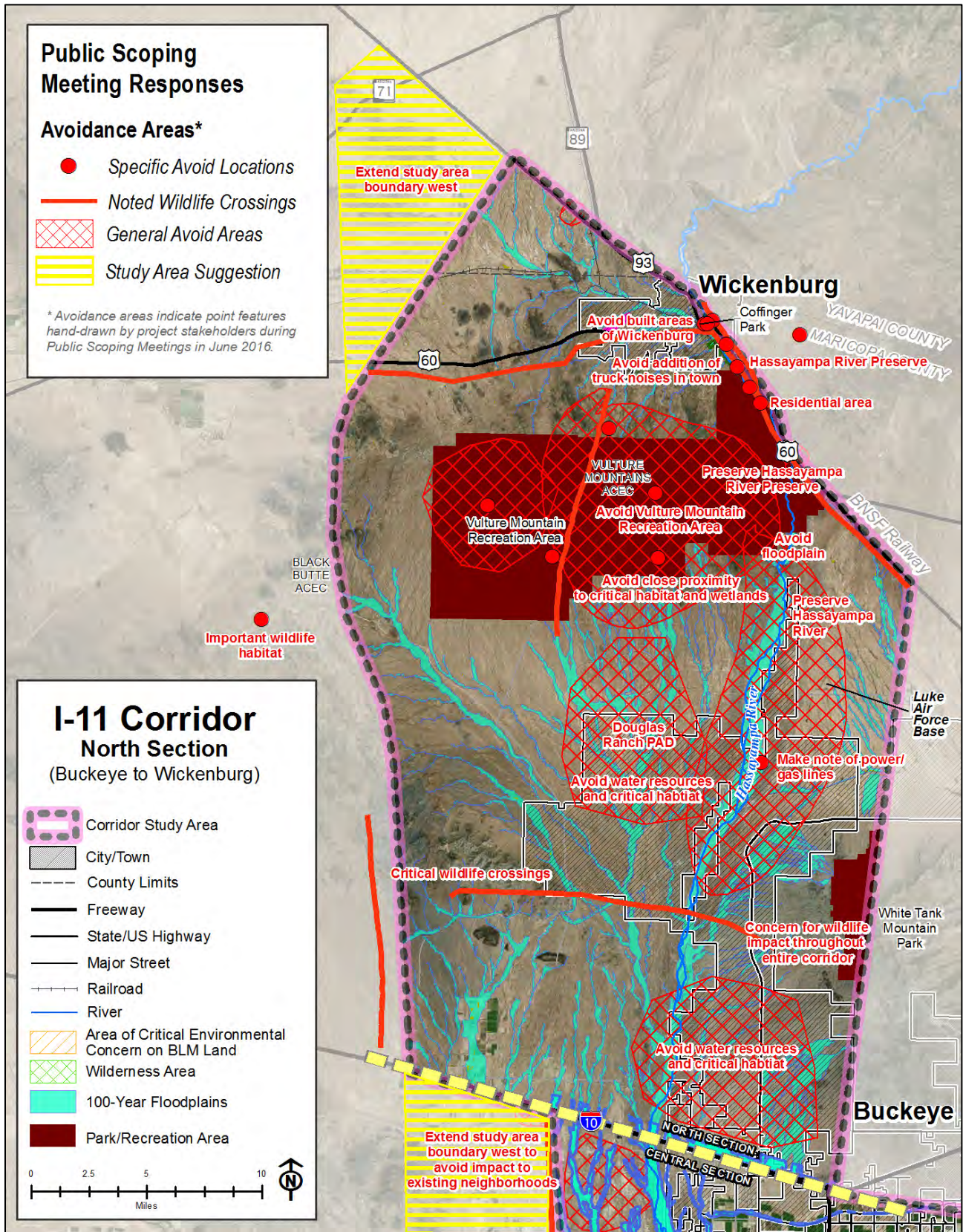


Figure 4-9 Public Scoping Feedback in North Section

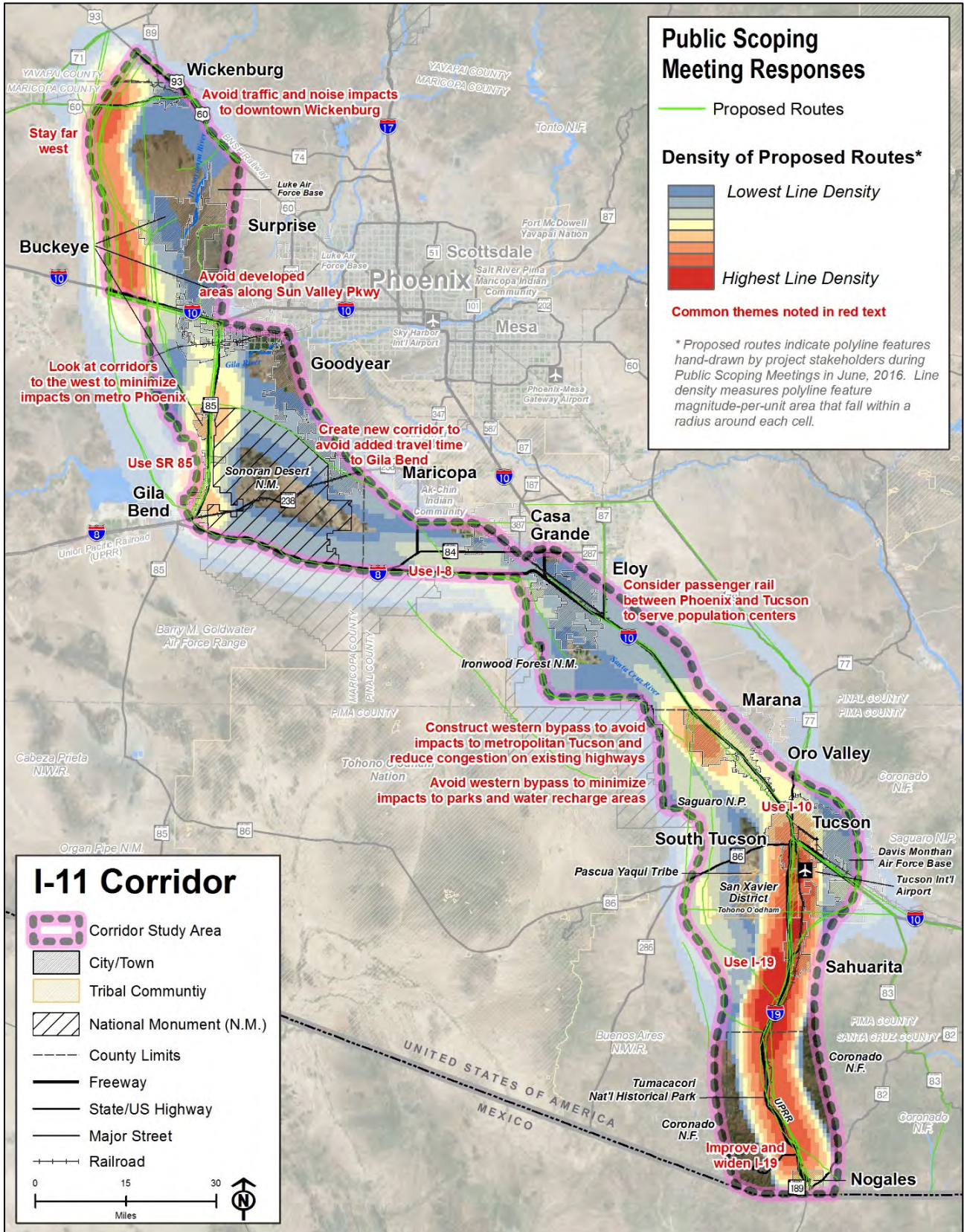


Figure 4-10 Public Scoping Feedback on Corridor Alternative Preferences

## 5 SUMMARY AND NEXT STEPS

The scoping process documented in this *Scoping Summary Report* complies with NEPA requirements, providing both the agencies and public an opportunity for early input into the environmental review process for the I-11 Corridor. During the scoping period, the FHWA and ADOT conducted three agency and six public scoping meetings between June 7, 2016 and June 29, 2016. These scoping meetings were held throughout the Corridor Study Area, including Buckeye, Casa Grande, Marana, Nogales, Phoenix, Tucson, and Wickenburg. The meetings attracted over 600 agency representatives and community members. Meeting attendees were encouraged to share verbal and written comments, as well as mark suggestions and concerns on maps of the Corridor Study Area. This report documents the process followed and summarizes major themes of comments received. The FHWA and ADOT will consider these comments as the I-11 Corridor advances into the next phase of the environmental review process.

### 5.1 Alternatives Selection Report

Following scoping, a comprehensive range of corridor alternatives will be considered during the preparation of the ASR. The corridor alternatives will be developed, evaluated, and screened based on an ASR methodology and criteria that will be reviewed by the Cooperating and Participating Agencies, including consistency with Purpose and Need. Potential criteria may include measures related to population and employment, congestion and travel times, system linkages and interstate mobility, economic activity centers, homeland security and national defense, engineering constraints, environmental, and community acceptance, among others. The screening will enable the FHWA and ADOT to eliminate corridor alternatives that are not feasible or prudent, as well as to refine and further consider corridor alternatives that are most likely to best meet the overall Purpose and Need of the I-11 Corridor. Ultimately, the screening process will yield a reasonable range of Build Corridor Alternatives and a No Build Alternative (i.e., do-nothing option) that will advance into the Draft Tier 1 EIS document for more detailed study.

### 5.2 Draft Tier 1 EIS

The FHWA and ADOT will prepare a Draft Tier 1 EIS to more fully assess the reasonable range of build corridor alternatives and No Build Alternative that emerge from the ASR. The Draft Tier 1 EIS will:

- Identify the Purpose and Need for the I-11 Corridor;
- Describe the screening process and each of the build corridor alternatives for a proposed interstate freeway facility;
- Evaluate the affected environment and potential environmental impacts based on agreed upon assessment methodologies for the environmental resource areas;
- Identify the Preferred Corridor Alternative that best meets the Purpose and Need and minimizes potential environmental impacts; and
- Provide the public, agencies, and tribal governments opportunities to review and comment on the I-11 Corridor Tier 1 EIS.

The Draft Tier 1 EIS document will be circulated for public and agency comment over a 45-day review period. During this time, public hearings will be held to present the results of the Draft Tier 1 EIS and formally record all comments received.

### 5.3 Final Tier 1 EIS and Record of Decision

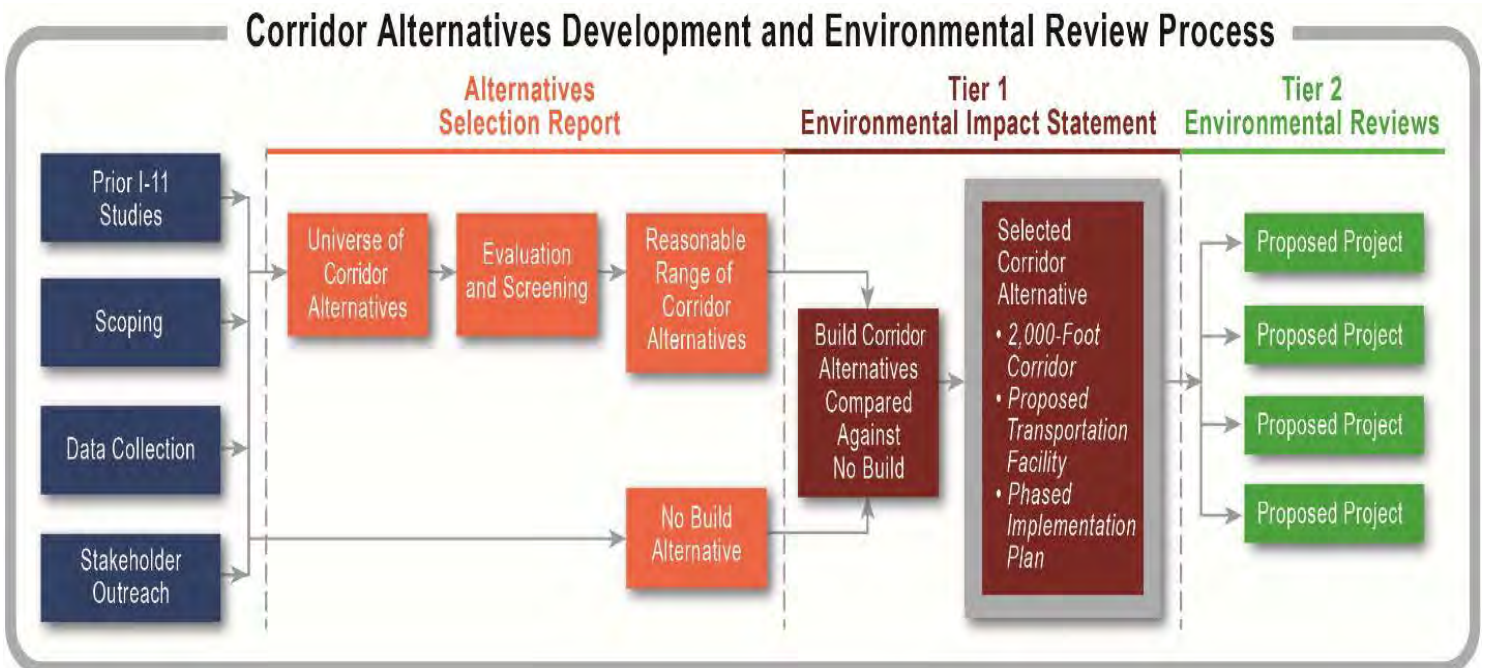
The FHWA and ADOT will complete the environmental review process with the preparation of a combined Final Tier 1 EIS and ROD. After consideration of comments received and if a Build Alternative is selected, the FHWA will issue the combined Final Tier 1 EIS and ROD document pursuant to Moving Ahead for Progress in the 21st Century Act (MAP-21) and the FAST Act, unless the FHWA determines that statutory criteria or practicability considerations preclude a combined document.

The combined Final Tier 1 EIS and ROD will document a Selected Corridor Alternative (Build or No Build); present the basis for the decision; describe the alternatives considered; and provide strategies to avoid, minimize, and compensate for environmental impacts. The FHWA will ultimately approve the Final Tier 1 EIS and ROD as the Federal Lead Agency under NEPA.

The primary goal of the ASR and Tier 1 EIS is to determine what the Selected Corridor Alternative will be, either a Build Corridor Alternative (2,000 feet in width) or the No Build Alternative. If a Build Corridor Alternative is selected, the Tier 1 EIS document would include information on:

- Potential social, economic, and natural environmental impacts;
- 2,000-foot-wide corridor for a proposed interstate freeway facility; and
- Proposed projects for a Phased Implementation Plan.

The Tier 1 EIS will provide a roadmap for advancing Phased Implementation Plan projects to the next phase – called Tier 2. In a tiered process, Tier 2 would be similar to a traditional project-level NEPA review. During the future Tier 2 environmental review process, ADOT and FHWA will conduct more detailed environmental and engineering studies for the proposed projects within the 2,000-foot-wide Selected Corridor Alternative, as illustrated on **Figure 5-1** (Corridor Alternatives Development and Environmental Review Process).



**Figure 5-1 Corridor Alternatives Development and Environmental Review Process**



# APPENDICES



## **APPENDIX A**

### **Scoping Notifications**

Notice of Intent  
ADOT Press Release  
Email Newsletter to the Public  
Newspaper Advertisements

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Authority:** 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

**Michael T. Leary,**

*Director, Planning and Program Development,  
Federal Highway Administration.*

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

**AGENCY:** Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at [JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i11study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation’s surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT’s overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

**Karla S. Petty,**

*Arizona Division Administrator, Federal Highway Administration.*

[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

**ACTION:** Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

**DATES:** Comments must be received by June 20, 2016.

**ADDRESSES:** Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

#### FOR FURTHER INFORMATION CONTACT:

Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** The OCC is proposing to extend OMB approval of the following information collection:

*Title:* Consumer Protections for Depository Institution Sales of Insurance.

*OMB Control No.:* 1557-0220.

*Type of Review:* Extension, without revision, of a currently approved collection.

*Description:* This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (*e.g.*, that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit



## **I-11 public comment period begins; six meetings planned for June** *Formal environmental process now underway for Nogales-to-Wickenburg corridor*

PHOENIX – With six public meetings scheduled in June and an opportunity for the public to contribute in other ways, Arizonans can help shape the next step in planning for the proposed Interstate 11 as the Arizona Department of Transportation moves ahead on a three-year environmental study for a corridor stretching from Nogales to Wickenburg.

Planned as much more than a highway, I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, job growth and economic competitiveness.

ADOT has opened a 45-day comment period allowing Arizonans to provide input on the I-11 study area, a process known as public scoping. It's an opportunity to ask questions and share comments about topics such as potential locations for the I-11 corridor, environmental considerations, impact on wildlife habitats or cultural resources, and possible opportunities for other transportation modes, such as rail, that may be considered.

"The progress on the Interstate 11 study shows ADOT's commitment to establish a key border-to-border corridor and a trade route with Mexico that will continue our state's efforts to boost commerce, job growth and economic development," ADOT Director John Halikowski said. "We have the support of partner agencies throughout the study corridor who realize the benefits that I-11 can bring in terms of competitiveness, regional and global connections, and business opportunities through this new freight and travel route."

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area and then south to the Tucson area and then Nogales.

Publishing a Notice of Intent in the *Federal Register*, as required under the National Environmental Policy Act, kicks off the formal environmental study process, as ADOT works to prepare a Tier 1 Environmental Impact Statement to select an I-11 corridor alternative between Nogales and Wickenburg.

Six public meetings are scheduled in the study area:

### **Wednesday, June 8**

Dorothy Powell Senior Adult Center – Dining Room  
405 E. Sixth St.  
Casa Grande

### **Wednesday, June 15**

Buckeye Community Center – Multipurpose Room  
201 E. Centre Ave.  
Buckeye

**Tuesday, June 21**

Nogales High School – Cafeteria  
1905 N. Apache Blvd.  
Nogales

**Wednesday, June 22**

Arizona Riverpark Inn  
777 W. Cushing St.  
Tucson

**Thursday, June 23**

Marana Middle School – Gymnasium  
11285 W. Grier Rd.  
Marana

**Wednesday, June 29**

Wickenburg Community Center  
160 N. Valentine St.  
Wickenburg

All meetings run from 4 to 6:30 p.m., with presentations beginning at approximately 4:15 p.m. The same information will be presented at each meeting.

Those interested in commenting on the study but are unable to attend a public meeting are encouraged to visit the study website at [i11study.com/Arizona](http://i11study.com/Arizona) and complete an online survey. All feedback, questions and comments will be considered part of the study, are entered into the project record and will help shape the proposed I-11 corridor.

In March, ADOT, in partnership with the Federal Highway Administration, launched the three-year study. Until now, a process called pre-scoping has included meetings with federal, state and local governments, resource agencies and planning organizations within the study corridor.

The first step in the study is developing an Alternatives Selection Report to assess a wide range of corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a smaller number of corridor alternatives, including segments that may advance as independent improvements or projects. There will be a no-build alternative as well.

Input from the public, communities and other stakeholders will contribute to these two reports, as well as a Final Tier 1 Environmental Impact Statement that will list a selected corridor alternative.

In November 2014, the Arizona and Nevada departments of transportation completed a two-year feasibility study as the first step in the Interstate 11 process. In December 2015, Congress formally designated Interstate 11 from north to south in Arizona through the Fixing America's Surface Transportation Act. While the designation doesn't include funding, it does make the corridor eligible for federal funding in the future.

During the next three years, the public, communities and other stakeholders will have opportunities to comment through regular meetings, community events and other forums. Right now, comments can be sent to:

- Online survey: [i11study.com/Arizona/](http://i11study.com/Arizona/)
- Email: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)
- Toll-free bilingual telephone hotline: 1-844-544-8049

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

For more information about the I-11 study, visit [i11study.com/Arizona](http://i11study.com/Arizona).

# # #



# Your input is needed!

INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT  
(NOGALES TO WICKENBURG)

## PUBLIC SCOPING MEETINGS

MAY 2016

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a public scoping meeting as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg.

Public Scoping is a time at the beginning of the environmental study for the study team to learn from the community. The public scoping meetings will:

- provide study information
- obtain community feedback on issues in the Corridor Study Area
- solicit input to form potential corridor alternatives

This public input will help ADOT and FHWA identify the selected corridor alternative and type of transportation facility.

### WHAT IS I-11?

I-11 is envisioned as a continuous high-capacity transcontinental transportation corridor that has the potential to enhance movement of people and freight, and be a corridor to facilitate regional connectivity, trade, communications and technology.

## YOU'RE INVITED TO PARTICIPATE: PUBLIC MEETINGS

All public meetings are 4–6:30 p.m. with a presentation at 4:15 p.m.

### 1 Wednesday, June 8

Dorothy Powell Senior Adult Center—Dining Room  
405 E 6th Street  
Casa Grande, AZ

### 2 Wednesday, June 15

City of Buckeye Community Center—Multipurpose Room  
201 East Centre Avenue  
Buckeye, AZ

### 3 Tuesday, June 21

Nogales High School—Cafeteria  
1905 N. Apache Boulevard  
Nogales, AZ

### 4 Wednesday, June 22

Arizona Riverpark Inn  
777 W. Cushing Street  
Tucson, AZ

### 5 Thursday, June 23

Marana Middle School Gymnasium  
11285 W. Grier Road  
Marana, AZ

### 6 Wednesday, June 29

Wickenburg Community Center  
160 N Valentine Street  
Wickenburg, AZ



Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. **For more information, please visit [i11study.com/Arizona](http://i11study.com/Arizona).**

### CAN'T MAKE A MEETING?

 Visit the website and take our online survey: [i11study.com/Arizona](http://i11study.com/Arizona)

 Call the toll-free bilingual telephone hotline: 1-844-544-8049

 Email: [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

 Mail comments: **Interstate 11 Tier 1 EIS Study Team**

c/o ADOT Communications

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

In accordance with the American with Disabilities Act of 1990 (ADA), auxiliary aids/services may be provided upon request by a person with a disability by calling 1-844-544-8049. Requests should be made as early as possible to allow for appropriate accommodations.

This document is available in Spanish online and by calling 1-844-544-8049. Este documento está disponible en español visitando nuestra página de internet o llamando al 1-844-544-8049.

Please submit comments by July 8, 2016 to be included in the summary of public comments.



FOR MORE INFORMATION:  
[i11study.com/Arizona](http://i11study.com/Arizona)

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

## LOCAL WEATHER

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# ARTS & ENTERTAINMENT



Photos by Jeanie Williams

Date	High	Low	Rain
June 14	98	71	
June 15	100	70	
June 16	101	74	
June 17	103	70	
June 18	109	72	
June 19	118	82	
June 20	115	95	

**Precipitation**  
This week: 0  
Year To Date: 2.83

**Wed 109/77**  
6/22

Mainly sunny. High 109F.  
Winds SSW at 5 to 10 mph.

**Thu 108/75**  
6/23

Mainly sunny. Highs 106 to 110F and lows in the mid 70s.

**Fri 107/74**  
6/24

Sunshine. Highs 105 to 109F and lows in the mid 70s.

**Sat 107/76**  
6/25

Mainly sunny. Highs 105 to 109F and lows in the mid 70s.

**Sun 110/78**  
6/26

Sunshine. Highs 108 to 112F and lows in the upper 70s.

**Mon 112/80**  
6/27

Mainly sunny. Highs 110 to 114F and lows in the low 80s.

## Camp Imagination's Music Man Jr.

The first session of Camp Imagination culminated Friday evening when 117 young people took the stage as cast and crew of *The Music Man Jr.* Ivonne Acero and Brian Walker (photo at left) played lead roles as Marian Paroo and Harold Hill. Students from first through

12th grades participated in the two week camp. Another session is already underway, and the final performance will take place July 1 at the Webb Center. For more information on Camp Imagination or tickets, call the Webb Center (928) 684-6624.

## Scoping

From the Front Page

and business opportunities through this new freight and travel route."

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area and then south to the Tucson area and then Nogales. Several options are on the table, and the exact route has not yet been determined.

Publishing a Notice

of Intent in the *Federal Register*, as required under the National Environmental Policy Act, kicks off the formal environmental study process, as ADOT works to prepare a Tier 1 Environmental Impact Statement to select an I-11 corridor alternative between Nogales and Wickenburg.

Those interested in commenting on the study but are unable to attend a public meeting are encouraged to visit the study website at [i11study.com/Arizona](http://i11study.com/Arizona) and complete an online survey. All feedback, questions and

comments will be considered part of the study, are entered into the project record and will help shape the proposed I-11 corridor, according to ADOT.

Comments can also be submitted via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); by calling a toll-free bilingual hotline: (844) 544-8049 or by mailing to Interstate 11 Tier 1 EIS Study Team; c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007. For more information about the I-11 study, visit [i11study.com/Arizona](http://i11study.com/Arizona).

## Mayor

From the Front Page

the Mayor's I-11 Task Force which has already met once with the ADOT's I-11 project manager for the Environmental Impact Statement.

As of now, the Town's official stance is that I-11 should tie into US 60 "as close as possible to Wickenburg's western boundary."

A letter written by Cook in May 2014, encourages ADOT to establish a route which will have minimal impact on Vulture Mountains Regional Park and provide economic development opportunities (near town) rather than establish

a bypass.

One of ADOT's proposed routes would essentially extend SR 74 from Morristown across the Vulture Mountains to US 60. Another proposal is to make US 60/93 between Morristown and Wickenburg into a section of I-11, bringing the interstate through town. The mayor has repeatedly expressed opposition to both ideas.

The mayor encouraged ADOT to also continue its focus on widening the entire length of US 93 between Wickenburg and I-40 to four lanes.

[www.wickenburgsun.com](http://www.wickenburgsun.com)

## Your input is needed!

INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG)

### PUBLIC SCOPING MEETING

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a public scoping meeting as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg.

Public Scoping is a time at the beginning of the environmental study for the study team to learn from the community. As part of the scoping process, a series of public meetings will be held throughout the Corridor Study Area, including Wickenburg, Buckeye, Casa Grande, Marana, Tucson and Nogales. The public scoping meetings will provide study information, obtain community feedback on issues in the Corridor Study Area, and solicit input to form potential corridor alternatives. This public input will help ADOT and FHWA identify the selected corridor alternative and type of transportation facility.

#### WHAT IS I-11?

I-11 is envisioned as a continuous high-capacity transcontinental transportation corridor that has the potential to enhance movement of people and freight, and be a corridor to facilitate regional connectivity, trade, communications and technology.

#### YOU'RE INVITED TO PARTICIPATE: PUBLIC MEETING

Tuesday, June 29 | 4-6:30 p.m.

Wickenburg Community Center | 160 N Valentine Street | Wickenburg, AZ

Presentation: Approximately 4:15 p.m.

Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. For more information regarding the other meetings, please visit [i11study.com/Arizona](http://i11study.com/Arizona).

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Mail comments: Interstate 11 Tier 1 EIS Study Team

c/o ADOT Communications  
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Please submit comments by July 8, 2016 to be included in the summary of public comments.

This document is available in Spanish online and by calling 1-844-544-8049. Este documento está disponible en español visitando nuestra página de internet o llamando al 1-844-544-8049.



FOR MORE INFORMATION:  
[i11study.com/Arizona](http://i11study.com/Arizona)  
Project No. M5180 01P  
Federal Aid No. 999-M(161)S

## Hernias

Hernias are enlarged natural opening in the body or separations of muscle that allow underlying tissue to protrude through them. An example of a natural opening hernia is the hiatal hernia that allows the stomach to protrude into the chest cavity. Separations of muscle can occur in previous incisions. Abdominal incisions are the most common for this problem and can allow portions of the small and large bowel to herniate through the separation.

The most common hernia is the inguinal hernia, and it occurs most often in men. It presents as a small swelling in the groin that will go away when the person lays down. Symptoms vary from mild discomfort to sharp pain.

Incarcerated and strangulated hernias are complications that can occur. Incarcerated hernias trap tissue in the hernia so that it can't be reduced. If the tissue is trapped tightly so that it's blood supply is cut off, the incarcerated hernia becomes strangulated and requires immediate surgery.

The most common ways to repair hernias is to use biologic or prosthetic mesh, myofascial flaps and primary suture repairs. The age and size of the patient, size and location of the hernia, previous surgery, other medical problems, and the lifestyle of the patient are factors in deciding what type of repair is best.

In my practice, I frequently see patients with large or recurrent hernias of the abdominal wall. These repairs are complex and frequently require an advanced technique known as myofascial trunk flaps. In this repair the general and plastic surgeon combine their skills to close the hernia and return the abdominal muscles to their normal position.

# Dr. Robert Ripley

General Surgeon



Wickenburg Community Hospital  
Surgical Services Clinic  
519 Rose Lane Wickenburg, AZ

928-668-1833



More articles at  
[www.wickhosp.com/blog/](http://www.wickhosp.com/blog/)

# Excused absence

## W.V. teacher invited to White House education event

by Glenn Gullickson  
staff writer

An Avondale teacher had an excuse to miss class recently when she made a quick trip to Washington, D.C., to attend an event at the White House.

Lorielle Haynes, a second-grade teacher at Collier Elementary School, was invited to a May 3 ceremony marking National Teacher Appreciation Day that included a speech by President Barack Obama.

"To hear him speak in a positive light about education was really refreshing, especially when he thanked us for being teachers," Haynes said. "It was an awesome feeling."

The event for a couple of hundred educators honored the National Teacher of the Year and state Teachers of the Year.

Haynes was part of a delegation representing the Teacher Advancement Program, a group that promotes the teaching profession that was recognized at the event.

Haynes, a 2014 graduate of Arizona State University who is completing her second year of teaching, said she was selected for the trip after she spoke at a teacher preparation program at ASU in October.

The formal invitation from the White House arrived about two weeks before the event.

A school holiday allowed Haynes to fly to D.C. the day before the reception and she returned to Arizona immediately afterward, so she would miss only one day of school.

"I hate missing class," she said. "I've only missed one other day."

For her first visit to the White House, Haynes said the teachers were welcome to explore the historic building's public rooms.

She said she was impressed by the art work, including portraits of past presidents, and the China Room, where the mansion's collection of dinnerware is displayed.

But the highlight was Obama's 30-minute speech, "inspiring us to do what we can to improve education," Haynes said.

Since Haynes is 5 foot, 2 inches tall, she wiggled to the front of the crowd for the speech, she said.

"I took a ton of pictures," she said.

Haynes said when she returned to school, she had a story for her students, who had just finished a unit studying the presidency.

"I told them Obama said 'hi,'" she said. "I told them I got to shake his hand."

Glenn Gullickson can be reached at ggullickson@westvalleyview.com.



Submitted photo

**LORIELLE HAYNES**, a second-grade teacher at Collier Elementary School in Avondale, stands outside the East Wing of the White House May 3 in Washington, D.C. Haynes was attending a reception marking National Teacher Appreciation Day.

# Lays off

(From Page 1)

"align with the reality of the emerging health care economy."

The Goodyear center had 627 employees before the layoffs, McTheny said.

Cancer Treatment Centers of America also has hospitals in Philadelphia, Tulsa, Okla., Atlanta and Chicago.

Job cuts also reportedly affected the staff of company headquarters at Boca Raton, Fla.

Cancer Treatment Centers of America, a privately held, for-profit company, opened the 210,000-square-foot Western Regional Medical Center in Goodyear on Dec. 29, 2008.

McTheny said 85 percent of the Goodyear location's clients are outpatients. She said the center has 38 rooms for inpatients.

Nearly 70 percent of patients travel from another state to the hospitals, according to the company's website.

The Goodyear location serves the western U.S., including Los Angeles, Denver, Las Vegas and Albuquerque, N.M., according to its website.

As part of the treatments offered, the center conducts clinical trials, according to the website.

Glenn Gullickson can be reached at ggullickson@westvalleyview.com.

# Arizona Farming and Ranching Hall of Fame accepting nominations

View report

The Arizona Farming and Ranching Hall of Fame is accepting nominations for the 2017 Hall of Fame. The Hall of Fame accepts individuals who have been important for the development of Arizona's farming, ranching and agricultural history. Forms for nomination are available at azfare.org.

Completed forms and supporting material such as photos, letters of recommendation and newspaper clippings must be received by 5 p.m. Sept. 1 at P.O. Box 868, Glendale, AZ 85311.

Nominees selected will be honored at the 2017 Arizona Farming and Ranching Hall of Fame Honoree Dinner March 4, 2017, at Corona Ranch in Phoenix.


## TRUTH IN TAXATION HEARING NOTIFICATION OF TAX INCREASE

IN COMPLIANCE WITH SECTION 42-17107, ARIZONA REVISED STATUTES, THE CITY OF AVONDALE IS NOTIFYING ITS PROPERTY TAXPAYERS OF AVONDALE'S INTENTION TO RAISE ITS PRIMARY PROPERTY TAXES OVER LAST YEAR'S LEVEL. AVONDALE IS PROPOSING AN INCREASE IN PRIMARY PROPERTY TAXES OF \$52,714 OR 2.00%.

THE PROPOSED TAX INCREASE WILL CAUSE AVONDALE'S PRIMARY PROPERTY TAXES ON A \$100,000 HOME TO INCREASE FROM \$77.56 TO \$79.08.

THIS PROPOSED INCREASE IS EXCLUSIVE OF INCREASED PRIMARY PROPERTY TAXES RECEIVED FROM NEW CONSTRUCTION. THE INCREASE IS ALSO EXCLUSIVE OF ANY CHANGES THAT MAY OCCUR FROM PROPERTY TAX LEVIES FOR VOTER APPROVED BONDED INDEBTEDNESS OR BUDGET AND TAX OVERRIDES.

ALL INTERESTED CITIZENS ARE INVITED TO ATTEND THE PUBLIC HEARING ON THE TAX INCREASE THAT IS SCHEDULED TO BE HELD JUNE 20, 2016 AT 7:00 P.M. AT CITY COUNCIL CHAMBERS, 11465 W. CIVIC CENTER DRIVE.

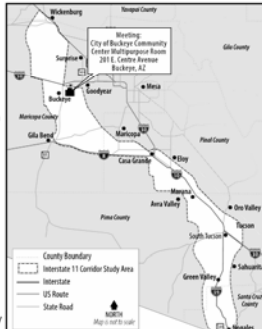


**Your input is needed!**  
INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT  
(NOGALES TO WICKENBURG)  
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Wednesday, June 15 | 4-6:30 p.m.  
City of Buckeye Community Center—Multipurpose Room  
201 East Centre Avenue | Buckeye, AZ  
**Presentation: Approximately 4:15 p.m.**

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

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Arizona Department of Transportation  
Federal Highway Administration

FOR MORE INFORMATION:  
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Project No. M5180 D1P | Federal Aid No. 999-M(16)15

# LEGENDARY LOCALS: ISAAC HIRUM PARKMAN

PROVIDED BY: VERLYNE MECK  
BUCKEYE STAR EXCLUSIVE

The branch of the Parkman clan responsible for the writing of Old-Timer Tales had its origin with rural wedding in the hollows of central Tennessee shortly after the Civil War. Isaac Parkman was the youngest. Before he was six months old, his father loaded his family of seven children into a covered wagon and headed for Hickory County, Missouri. After eight years there, the mother contracted tuberculosis. It was decided to take her to Carthage, 100 miles south, while the father stayed on the farm. After about a month, the mother died. In 1893, a family member went to Arizona, and letters arrived in Carthage telling about frontier wonders. Soon, Isaac (pictured) came to Arizona. In

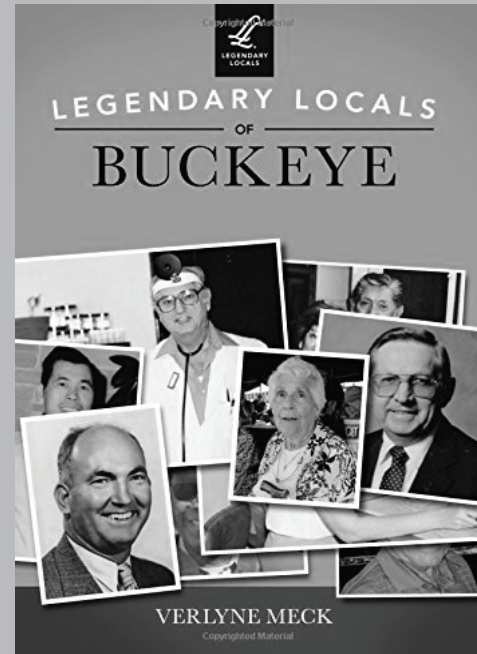
1900, he married a Mesa girl, Amy Stewart, and went to work for a well-known cowman on the banks of the Hassayampa River. After moving from place to place, he bought 80 acres and went into farming. He served his community as school trustee, notary public, deputy tax assessor, postmaster, and justice of the peace. "Uncle Hi" was instrumental with other in organizing the Palo Verde Baptist Church in 1903 and the Buckeye & West Gila Valley Old Settlers Union in 1934. He was the founder of the Buckeye Archeology and Historical Museum in 1952 and was voted Buckeye's Man of the Year that same year. Parkman was a steady contributor to the Buckeye Valley News, beginning with the third issue, and he contributed

hundreds of articles to the Arizona Farmer-Ranchman. He researched and compile the first History of the Buckeye Canal around 1957. Uncle Hi died on November 23, 1972, three weeks before Old Timer Tales was published.

*Everything included in this article was taken directly from 'Legendary Locals of Buckeye' by Verlyne Meck. All content and information belongs to the author. If you find any inconsistencies, errors (factual/grammatical), or have questions/concerns about this article, please send them to amendoza@thebuckeyestar.com to be forwarded to Mrs. Meck.*



Issac Hiram Parkman



'Legendary Locals of Buckeye' is available for purchase on Amazon.com



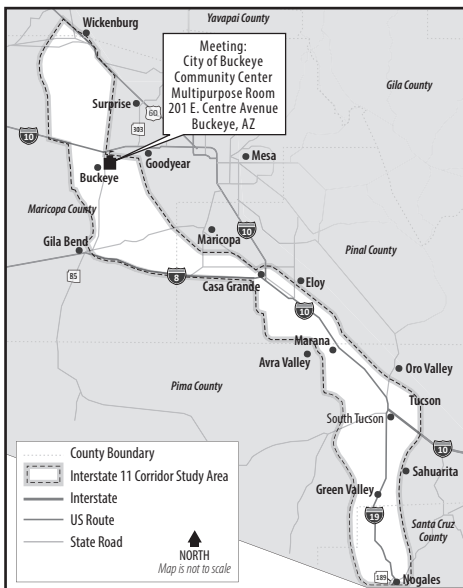
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BUCKEYE STAR - 6/10/2016



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# Taurasi meets high schooler who shattered her record

LONDON BROWN  
CRONKITE NEWS



PHOTO BY LONDON BROWN/CRONKITE N

**Ana Resendiz shares a laugh with her WNBA idol Diana Taurasi of the Phoenix Mercury. The Chino, Calif., high school senior broke Taurasi's single-season three-point record.**

veloping.

"When I went to Don Lugo, women's basketball wasn't really a thing. Now, it's a big deal. For Ana to have a goal to go after while she was there gave her that drive and competitiveness which really took her to the high level of play she sustained throughout the year," Taurasi said.

Waltz, Don Lugo's girl's head basketball coach, said he admired Resendiz and her commitment throughout the season. He worked with Resendiz continuously to perfect her game.

"Being a Don Lugo coach for 11 years, you know the tradition, (Taurasi's) banners up there and retired jersey," Waltz said. "It's surreal seeing her in person and watching her workout."

"Ana was just focused. She put the work in and dedicated to fundamentals. She turned into an elite sharpshooter," he said. "I knew early on when she was so consistent that she would have a shot of breaking the single-season record."

"I think it's just a dream. It's probably hard for her to envision if she's awake now or not. It all has to set in. This whole day has been surreal and something she will always remember," Waltz said.

The 500 daily shots were just a part of Resendiz's regimen as she continually sought to improve as a player. She also would routinely show up at practice 90 minutes early.

"I really wanted to shoot a high percentage during the games, so I knew that I had to work on it a lot to perfect my shot and get the muscle memory down," Resendiz said. "I put in so much work over the summer and it wasn't much of a surprise to me that I broke her record."

Five hundred three-pointers a day.

That is how Ana Resendiz, a senior basketball player at Don Lugo High School in Chino, California, said she prepared for games, all with an eye on her idol who also wore the Don Lugo uniform, Phoenix Mercury guard Diana Taurasi.

Taurasi set Don Lugo's single-season three-point record in 1999, making 96 from long range. Resendiz shattered that mark this year, hitting 136 three pointers for her Conquistadores team, second most in the country.

In recognition of her accomplishment, the Mercury invited Resendiz, her family and her coach, Eric Waltz, to attend the Mercury's home opener and shootaround Friday at Talking Stick Resort Arena.

Resendiz was a bit starstruck when she met Taurasi at the morning shootaround, but the three-time WNBA champion told her that the similarities between the two go beyond their shared success from beyond the arc.

"She told me that she still goes home to her parents' and hoops at the blacktop courts," Resendiz said.

The two spent five minutes together before shootaround began.

"Diana briefly told me about the league and who they had on the team. She's really inspiring. Everyone on my team looks up to her. We watch her play and try to learn from her and bring it out onto the court on game day. It's surreal. I still can't believe this is happening."

Taurasi presented Resendiz with a signed Mercury jersey, an autographed picture, T-shirt, socks and a foam finger.

Taurasi said she was impressed when she heard the news of her record falling.

"I was shocked when I heard it," Taurasi said. "I couldn't believe it. It's huge what she did. She annihilated that record. I'd like to see her keep that record for a long time at Don Lugo."

She was eager to congratulate Resendiz in person for her three-point feat.

"It's pretty cool. It's the high school I went to, it's where my parents still live and where I grew up," Taurasi said. "To do that at our high school is a pretty big accomplishment."

Taurasi said she hopes Resendiz will maintain her competitive drive after high school, a drive that Taurasi is proud to have played at least some role in de-



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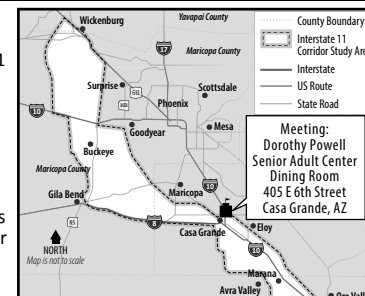
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Dorothy Powell Senior Adult Center  
Dining Room  
405 E 6th Street | Casa Grande, AZ

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JEFF GIBBS WEST VALLEY GROWTH

## Let's try a little regionalism to keep Arizona Coyotes



The recent spat between the Glendale and Phoenix regarding who will host the Arizona Coyotes reminds us that somehow we in Arizona have yet to learn how

to do "regional."

From its name, you would expect the "Arizona Coyotes" would be sponsored and embraced by the entire state. But such is not the case.

Rather, what we see are two cities in the same part of the state squabbling over who will serve as the host city. Glendale accuses Phoenix of a "lack of regional leadership," while it should be painfully obvious by now that Glendale is not, and has never been, in a position to be anything close to a regional leader.

### Like one-hand clapping

In fact, it is patently impossible for a single local government to pretend to be a regional leader without some sort of acknowledged collaboration involving other local governments. It's like one-hand clapping.

Glendale's "grabbing the brass ring" in the first place has been an unmitigated disaster and its finances still look like a slow-motion train wreck. But where was everyone when the decision was made some 15 years ago to count on the little community of Glendale to take this on alone?

### Do we have the willpower?

Now the Coyotes leadership is saying "the biggest issue this franchise has faced... has been uncertainty." Well, we can address that if we have the willpower.

Instead of this rather unseemly squabbling, form an alliance among the parties that have an interest in keeping this franchise here in the state.

It's probably the case that no single entity in Arizona can afford to take on this fiscal responsibility by itself. And who has the stomach to build yet another multi-million-dollar state-of-the-art sports facility when we already have several?

If we were truly interested in keeping this franchise in Arizona, the various parties would get together to form an intergovernmental consortium to support



EMMANUEL LOZANO/THE REPUBLIC  
Coyotes goalie Louis Domingue looks for the puck during a game against the Red Wings.

this franchise. One idea would be for the various interested governmental units to come together in an arrangement to share its management - splitting the revenues and the costs in a predetermined manner.

Such an arrangement has already been accomplished in other parts of the country - most notably with the Cleveland area forming a "First Suburbs Consortium" to jointly undertake projects of this type.

### Strength in numbers

By banding together, we can overcome the uncertainty that has been the biggest obstacle to the Coyotes' success. And once the franchise is on a more secure foundation, it's only a matter of time before the Coyotes improve the product they put on the ice, and before the hockey fans here in the Valley return in larger numbers.

By working together to build a firm foundation, we can create a win-win solution for everyone involved with our Arizona Coyotes.

*Jeff Gibbs is a former Litchfield Park planning commissioner who has lived throughout the West Valley and now resides in Surprise. Reach him at jeff.gibbs44@gmail.com.*

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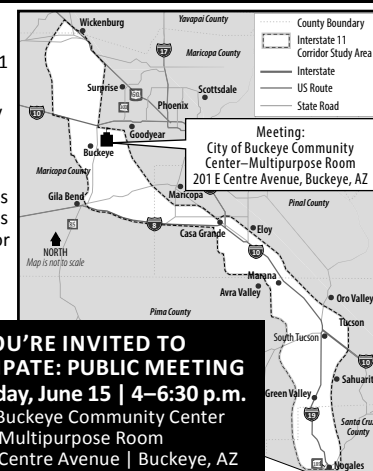
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Page A-11

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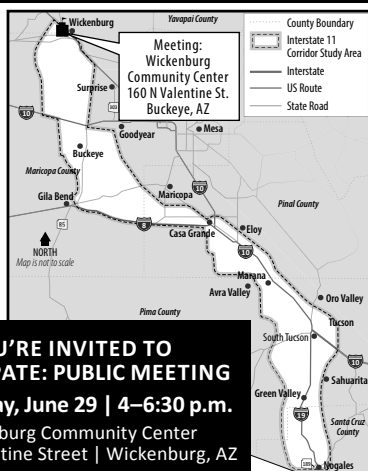
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## Things To Do



ANTHONY ZIEMBA

Sistahs Too sing blues at Music in the Garden.

## Concert

Continued from Page 21

### 6/17: Turning Point

On June 17, Turning Point will give longtime and new listeners a taste of the smooth jazz style that made the group popular.

Together for the last 25 years, Turning Point only gives two to three performances each year.

“When we get the opportunity to perform with the full group Turning Point, it’s a really special event for us and for many of the fans that have been following us for 20 years,” said founding member Demetri Sahnas.

For about the last decade, Demetri and his brother Thano Sahnas, classical and flamenco guitarists, have shifted their focus to the Mediterranean-inspired group the Sahnas Brothers, which has also performed at the Desert Botanical Garden.

During its upcoming performance, Turning Point will share old favorites such as “El Greko,” “Soldier’s Lullaby” and “Estrella” while also playing new music.

Demetri said “spontaneous improvisational moments” give original songs a slightly different sound every time the group performs them.

Turning Point’s music has also changed over the years as a result of band members’ evolution and life experiences.

“We’ve all grown as people. We’ve all grown as artists. That just brings a whole different set of influences, feel, style and texture to what we create, especially in a collaborative environment,” Demetri said.

### Music in the Garden Spring Concert Series

**When:** Doors open 6:30 p.m. Concerts at 7:30 p.m. Friday, June 17, and June 24.

**Where:** Desert Botanical Garden, 1201 N. Galvin Parkway, Phoenix.

**Admission:** \$20 members, \$25 general public.

**Details:** 480-941-1225. [dbg.org](http://dbg.org).

### 6/24: Sistahs Too

Sistahs Too will close out the spring concert series on June 24 with expressive blues music that connects with listeners’ deeper emotions and makes them want to dance.

Former Sistah Blue members Lila Sherman and Rochelle Raya established the group two years ago.

Sherman, a lead vocalist, and Raya, a harmonica player, were part of Sistah Blue until it disbanded in 2008.

Raya has been a member of the Arizona Blues Hall of Fame since 2001.

Both Sistah Blue and Raya’s group the DelRayz have played at the Desert Botanical Garden over the years.

Sistahs Too brings some of the same flavor as Sistah Blue, but a new lineup has given the group its own distinctive vibe and sound.

The group also features guitarist James Robertson, rhythm guitarist Mike Howard, bass player Rocky Heyer and drummer Ricky Lockhart.

During performances, Sistahs Too often performs original songs such as “Mortormouth,” “Three Wishes,” and “Don’t Call Me” and mixes in covers by different blues and R&B artists.

**ASK A DOC** MANSI SARIHAN

## Protecting yourself and loved ones from the summer sun



**Question:** How do I protect myself and my family from the Arizona summer sun?

**Answer:** With our recent blistering heat wave, summer has officially announced itself in Arizona. And as much as “fun in the sun” sounds enticing, many patients ask me, how do you protect yourself and loved ones from the summer sun?

There are many positives to Arizona’s sunny climate. As many of my patients will say, sunlight is a mood elevator and a source of comfort. And that may partially explain why Phoenix has become the sixth largest city in the US.

But as much as our sunny climate may be an enticement, too much can be very destructive. The sun emits UV radiation that is harmful to the skin both in the short term and long term.

### Protection from UV rays

UV exposure increases the risk of skin cancer and causes photo-aging of the skin. And although sunscreen has now much to offer in terms of protection, it is not enough in areas like Arizona, with such powerful UV rays.

Sun avoidance during peak hours is essential (10 a.m.-2 p.m.) and seeking outdoor activities during shade can be helpful as well, such as swimming at times when the pool is shaded.

Wearing wide brimmed hats (at least 3 inches of brim all around the head) and UV protective clothing, long sleeve gloves when under sunlight can have dramatic results in long run.

### Sunscreen

Sunscreen of at least SPF 50 or higher, with full UV spectrum is important. Various brands exist for a reason, and different brands and formulations have a different feel on your skin. Finding the one that feels good on your skin (not all sun-



GETTY IMAGES

Sunscreen of at least SPF 50 with full UV spectrum is recommended in Arizona.

screens are greasy) will increase the likelihood of you wanting to put on your sunscreen.

Even if you don’t plan on having “fun in the sun,” daily application of sunscreen in AM regardless of your activities during the day, even just driving in the car can yield healthier and happier skin.

The sun is beautiful, and the summer should be a time of fun and relaxation, but we must respect its immense power and enjoy it with protection.

*Mansi Sarihan, MD, is chief of dermatology at Maricopa Integrated Health System and Clinical Assistant Professor, University of Arizona, College of Medicine-Phoenix. To learn more about MIHS, please visit [www.mihs.org](http://www.mihs.org).*

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(NOGALES TO WICKENBURG)**

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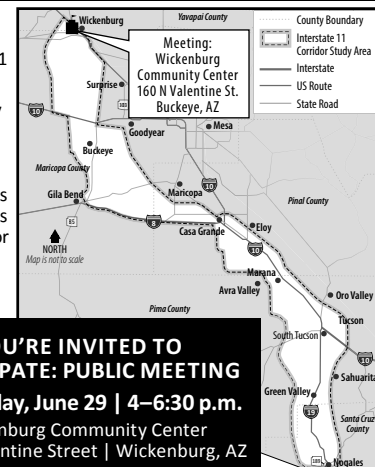
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## Smarter farming



Amber Arnold/Wisconsin State Journal photos

Sarah Endres talks about a buffer area, center, that grows between corn fields on the Endres' farm in Waunakee, Wis. The buffer area consists of grass, alfalfa and clover, which is harvested over the summer for heifers and dry cows. Below, Endres points out the different types of plants growing in a buffer area.

## Wisconsin pact aims to keep pollution out of lakes

By STEVEN VERBURG Wisconsin State Journal

MADISON, Wis. In a water cleanup effort more complex than any other in the nation, virtually every community in the 360-square-mile watershed around Madison has agreed to pool resources with farmers to eliminate nutrient-driven weed and algae growths that limit use of lakes and streams.

The agreement signed by about 60 local governments will pool more than \$2 million annually for 20 years starting Jan. 1 to pay for measures that keep soil and other material laden with the nutrient phosphorus from being carried into surface water by snow melt and rain.

Unlike previous attempts to eliminate foul-smelling algae blooms and thick tangles of aquatic weeds around Madison, this one does more than pay farmers to make improvements such as planting along ditches and streams to stabilize soil.

It targets land areas known to pollute most and establishes a legally enforceable timetable to reduce phosphorus in water throughout the Yahara River basin to meet the state's exacting standard.

"It's a great approach, and potentially a game-changer," said Elizabeth Wheeler of Clean Wisconsin, one of several conservation groups that have voiced support for the effort.

Some environmentalists remain wary because the phosphorus control measures aren't guaranteed to be permanent. After a contract term of several years, farmers could decide to remove them if they are inconvenient or reduce income.

But Jeff Endres, a town of Springfield dairy farmer who has led a growing agricultural conservation movement in the Yahara River watershed, said he sees rising awareness of water quality issues.

Endres said he tells skeptics to consider that if voluntary measures don't succeed, the federal government could force other solutions that cost more, as it has in areas that drain into the Chesapeake Bay on the East Coast. Fertilizer and manure runoff there have created a large "dead zone" in which aquatic life struggles to survive.

"I worry about that kind of thing damaging agriculture, dramatically affecting your yield," Endres said. "It's better having agriculture leading proactively instead of waiting and having things happen that can really have a negative impact."

Nutrient pollution from Wisconsin contributes to two such dead zones, one in the Gulf of Mexico and the other in Green Bay, and hundreds of inland lakes and streams are classified as impaired because phosphorus has fueled unnatural algae and weed growth that limits swimming, boating and fishing.

The "adaptive management" plan for the Yahara watershed was spearheaded by the Madison Metropolitan Sewerage District. It will reduce nutrient pollution more quickly and at lower cost to taxpayers than other available methods, said the district's ecosystems service director Dave Taylor.

Instead of focusing on very expensive filtration systems to make limited reductions in waste water treatment plant discharges, the district will encour-



age and fund less costly efforts to reduce nutrient runoff from urban storm water and from farms, the source of most pollutants.

The result will be reduced pollution throughout the watershed, not just where the treatment plant discharges into Badfish Creek, Taylor said.

The program has a projected price tag of \$104 million over its 20-year span. Taylor said taxpayers would pay about \$270 million over the same time frame if the watershed's three treatment plants and two dozen storm water systems took pollution-reducing steps that would be required if they were acting individually.

"The end result is expensive approaches that are unlikely to improve water quality throughout the entire watershed," Taylor said of what might happen without the new program.

And as sources of pollution undertake costly or difficult phosphorus reduction efforts, they tend to blame their neighbors, suspecting that others aren't doing their share, Taylor said.

"Our approach avoids finger-pointing and instead focuses on results," Taylor said.

U.S. Environmental Protection Agency officials have said the Madison plan could become a national model if it succeeds. About 10 states permit similar programs but none with nearly as many municipalities and groups involved, the EPA said.

The EPA has urged states to create precise standards for how much phosphorus can be allowed in water. In 2010, Wisconsin was among the first in the nation to do so.

The state Department of Natural Resources phosphorus rule paved the way for the Yahara watershed project, which is one of just a handful that have emerged around the country to shift the fight against nutrient pollution from tightly-permitted sewers and industry to more loosely regulated farms.

With the passage of the federal Clean Water Act in 1972, industrial polluters and waste water plants were forced to sharply cut discharges through increasingly strict operating permits.

Now most phosphorus pollution comes from agricultural soil. But the law doesn't require farms to have pollution discharge permits, in part because it may be more difficult to measure pollution coming from a field than from a pipe.

Under the adaptive management plan, the sewerage district's operating permit will require phosphorus reductions not just from its discharge pipe, but across the watershed.

As with other runoff control grants, participation in the sewer district funding program will be optional for farmers, but will involve signing a contract.

The number of local organizations, environmental groups, farm organizations and others who have signed on to the Yahara watershed plan surprised the DNR, which developed the regulations that allow it.

"DNR never envisioned that adaptive management could be applied to a watershed this large or complex with so many diverse stakeholders," said Kevin Kirsch, a water resources engineer for the agency. "This was no small feat and involved

tremendous efforts on MMSD's part."

The Oconomowoc wastewater treatment plant has won approval for a smaller effort, and the Lodi sewage plant and the Dane-Iowa plant in Mazomanie are in planning stages, Kirsch said. The Madison adaptive management plan comes on the heels of a four-year pilot program that covered territory just northeast of Lake Mendota.

Denny Caneff, executive director of the River Alliance of Wisconsin, is a strong supporter of the plan, but he said he worries that results could suffer because runoff controls aren't permanent. Some require that they be maintained for several years, but if corn prices rise and they want to plant more, farmers can plow the buffers under.

"Politically, (Wisconsinites) still have no appetite for regulating farmers, even the ones that violate pollution laws," Caneff said.

A surer investment of tax dollars is the purchase of permanent conservation easements that prevent erosion of land around waterways permanently, Caneff said.

Taylor said he was optimistic that more and more farmers are seeing themselves as stewards both of the land and the water.

"One of the reasons that people are excited about the project is it's a way to engage folks in a collaborative effort that's never been done before," Taylor said.

The DNR will issue a series of four five-year water pollution permits to the Madison sewer district with increasingly tighter limits on phosphorus for the watershed, Taylor said.

The last permit will require the concentration of phosphorus in water sampled from several locations to meet the state's standard, Taylor said.

However, underwater sediment can be laced with high phosphorus concentrations that can be stirred up and released into the water.

If water samples don't show standards are met, another option may be demonstrating through computer modeling that takes into account soil, water, weather and other conditions that the amount of new phosphorus entering the water each year had been decreased from the current 263,000 pounds to 157,000 pounds, the amount scientists say the water can absorb without problems.

## In Hawaii, donkeys up for adoption but only in pairs

By MARINA STARLEAF RIKER Associated Press

HONOLULU — When David Paul Sennett was a child, he had a stuffed donkey. But he always wanted a real one of his own.

Decades later, Sennett's childhood dream came true when he adopted Barney, a wild donkey from Hawaii's Big Island who was orphaned when his mother was killed by a car.

"He's just like a big dog, he loves to eat bananas and papayas," said Sennett. "And he's very friendly."

About three years later, Sennett is about to adopt another donkey, one of the remaining 50 wild donkeys on Hawaii's Big Island. The donkeys are the last of more than 500 that were cast-offs from the early days of Hawaii coffee and agricultural plantations.

"We're hoping to get a female that's pregnant and then we'll have a family," said Sennett.

The Humane Society of the United States and Big Island residents were working Friday to prepare the remaining donkeys for adoption, marking the final step in a six-year effort to get them in adoptive homes. All the donkeys will get check-ups from a veterinarian before they're taken to their new homes.

When drought conditions forced the donkeys into residential areas

in search of water, the herd became a problem. The animals wandered into roadways, tore up golf courses and drank from swimming pools, said Inga Gibson, Hawaii state director for the Humane Society of the United States.

"One of our first complaints was the donkeys were actually coming into the school yard," said Gibson, adding that some residents were so fed up with the donkeys that they threatened to kill them, while others wanted to use their meat to make jerky.

The herd went entirely unmanaged for nearly 40 years because the donkeys weren't considered game or endangered animals, said Gibson.

It's believed the animals were moved to Waikoloa from Kona in the 1970s when development grew in the area, Gibson said.

The Humane Society stepped in six years ago after getting calls from concerned residents. The group has spent thousands to get more than 450 donkeys in homes, including 120 that were flown to California, Gibson said.

Waimea veterinarian Brady Bergin said a rancher is currently working to round up the last of the donkeys so they can be prepared for adoption. The donkeys are being lured into a corral using a water trough, he said. Once captured, they'll be hauled to Bergin's clinic.

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**STAFF**

**ADMINISTRATION**

- Steve Pope**, Publisher  
spope@azlocalmedia.com
- Jaime Hood**, General Manager, Ext. 12  
jaime@tucsonlocalmedia.com
- Kate Long**, Accounting, Ext. 13  
kate@tucsonlocalmedia.com
- Sheryl Kocher**, Receptionist, Ext. 10  
sheryl@tucsonlocalmedia.com
- Grace Heike**, Sales Admin., Ext. 21  
grace@tucsonlocalmedia.com

**EDITORIAL**

- Mari Herrerias**, Editor, Ext. 36  
mari@tucsonlocalmedia.com
- Jim Nintzel**, News Editor, Ext. 38  
jimn@tucsonlocalmedia.com
- Chelo Grubb**, Web Editor, Ext. 32  
chelo@tucsonlocalmedia.com
- Brad Allis**, Reporter, Ext. 34  
brad@tucsonlocalmedia.com
- Logan Burtch-Buus**, Reporter, Ext. 35  
logan@tucsonlocalmedia.com
- J.D. Fitzgerald**, Photographer/Reporter, Ext. 30  
jd@tucsonlocalmedia.com

**PRODUCTION**

- Brandon Hays**, Production Manager, Ext. 29  
brandon@tucsonlocalmedia.com
- Louie Armendariz**, Graphic Designer, Ext. 28  
louie@tucsonlocalmedia.com
- Oliver Muñoz**, Graphic Designer, Ext. 26,  
oliver@tucsonlocalmedia.com
- Vicki Serma**, Pagination  
pagination@azlocalmedia.com

**CIRCULATION**

- Laura Horvath**, Circulation Manager, Ext. 17  
laura@tucsonlocalmedia.com

**ADVERTISING**

- Jim McClure**, Multi Media Sales Lead, Ext. 20  
jim@tucsonlocalmedia.com
- Casey Anderson**, Account Executive, Ext. 22  
casey@tucsonlocalmedia.com
- Kristin Chester**, Account Executive, Ext. 25  
kristin@tucsonlocalmedia.com
- Keith Marcum**, Account Executive, Ext. 39  
keith@tucsonlocalmedia.com
- Stephen Myers**, Account Executive, Ext. 19  
stephen@tucsonlocalmedia.com
- Katharine Nelson**, Account Executive, Ext. 24  
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- Dalton Smith**, Account Executive, Ext. 23  
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- Jamie Trevillyan**, Account Executive, Ext. 18  
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- Tyler Vondrak**, Account Executive, Ext. 27  
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# Your public library thriving in digital age

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The rise of the Internet and digital books were supposed to endanger the future of public libraries. Perhaps they will some day, but in Pima County, your public library is thriving and better than ever in the digital age.

The County Public Library got its start in 1883 as a city of Tucson Library. The county became a partner in 1945 and the two governments ran it together until 2006 when the city agreed to turn over control of the library system to the county. The county Board of Supervisors sits as the Library District Board, overseeing the operation of the library system and setting the property tax rate that funds library operations. The Library District was formed in 1986.

The library system is a shining example of the efficiencies and cost savings associated with regionalism. It makes little sense for governments in a metropolitan area to each provide amenities that are used by the regional population, libraries and parks, in particular.

Because every property owner in the county, regardless of jurisdiction, pays a county tax for the library, it makes sense for the county to operate the library system. Moreover, all county taxpayers have paid for new branches, including in Marana and Oro Valley, and branch expansions and renovations through the countywide bond program. The town of Oro Valley transferred operation of the Oro Valley Library to the county in 2012.

Rather than get rolled over by the digital tide, our libraries have rolled with it. They are much more than the simple lending libraries of years gone by. The county's 27 branches are community centers, providing such services as the nationally heralded Library Nurse Program where nurses from the County Health Department make the rounds through the branches providing basic health services. Or the Snack Attack Program, which is a partnership with the Com-

munity Food Bank of Southern Arizona and the Pima County Health Department that provides healthy snacks for kids and teens at several branches.

Our libraries are technology centers, providing members of the public on the other side of the digital divide access to the Internet. They're health and fitness centers, offering hugely popular yoga and Tai Chi classes. They're education centers, offering adult literacy classes, student homework assistance programs, preschool story time and more.

They're also entrepreneurial centers, offering classes and training to new business owners to help them be successful and grow their companies. At the Joel D. Valdez Main Library downtown, we offer Idea+Space through a grant from the state Department of Library, Archives and Public Records. Idea+Space offers help to startups, businesses, nonprofits, and job-seekers. Classes include new programs on business planning, startup workshops, social media marketing, financial management, and professional meetups and much more.

All of these extra services and programs don't mean that we've abandoned the core service of a public library system. There are 1.2 million items in the library's collection and last fiscal year, the library's nearly 400,000 cardholders checked out more than 6.3 million items, including digital books.

The Pima County Public Library is one of the most heavily used government services in our region. It's efficient and cost effective. It's how regionalism is intended to work.

To find out more about all that your exceptional Public Library has to offer, visit the Pima County Public Library website.

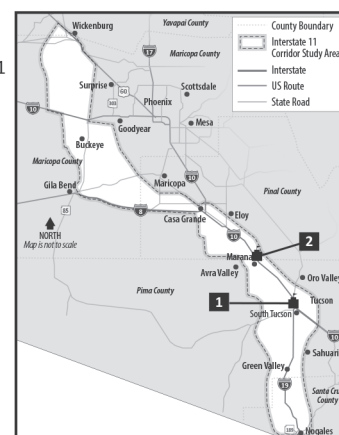
**Your input is needed!**  
INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT  
(NOGALES TO WICKENBURG)  
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**YOU'RE INVITED TO PARTICIPATE: PUBLIC MEETINGS**

- 1 Wednesday, June 22 | 4—6:30 p.m.** | Arizona Riverpark Inn, 777 W. Cushing St., Tucson, AZ
- 2 Thursday, June 23 | 4—6:30 p.m.** | Marana Middle School—Gymnasium, 11285 W. Grier Rd., Marana, AZ

**Presentation: Approximately 4:15 p.m.**

Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. For more information regarding the other meetings, please visit [i11study.com/Arizona](http://i11study.com/Arizona).

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Mail comments:  
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**ADOT** U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:  
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Project No. M5180 01P | Federal Aid No. 999-M(161)S

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TUCSON, ARIZONA

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## CALL FOR NOMINATIONS

Tucson Local Media is looking for the top influential health and medical leaders in our region. Whether it's an executive who turned around a clinic, a researcher who found a way to fight disease or a new medical device that saves lives, we want to hear about it.

ORO VALLEY | MARANA | TUCSON | SAHUARITA | GREEN VALLEY | PIMA COUNTY

**NOMINATIONS ACCEPTED THROUGH FRIDAY, JUNE 27, 2016 AT 12 P.M.**

Visit [www.INSIDEtucsonbusiness.com/events](http://www.INSIDEtucsonbusiness.com/events) for nomination form

Questions? Email [ihml@tucsonlocalmedia.com](mailto:ihml@tucsonlocalmedia.com) or call Laura at (520) 797-4384

**CATEGORIES**

- Lifetime Achievement in Health Care - Individual
- Outstanding Health Organization - Large (>1,000 employees)
- Outstanding Health Organization - Medium/Small (<1,000 employees)
- Achievement in Wellness Programs - Individual or Organization
- Achievement in Community Outreach - Individual or Organization
- Achievement in Medical Research - Individual or Organization
- Achievement in Medical Devices - Individual or Organization
- Outstanding Oncology/Radiology
- Outstanding Retinal/Eye Care
- Outstanding Dental/Orthodontic Care
- Outstanding Dermatology/Skin Care
- Outstanding Plastic Surgery/Medical Cosmetic/Reconstruction
- Outstanding Hospice/End of Life Care
- Outstanding Neurology
- Outstanding Psychiatric/Mental Health Care
- Outstanding Urgent Care
- Outstanding Vascular Care
- Outstanding Heart Care
- Outstanding Women's Health
- Outstanding Nurse Practitioner
- Outstanding Physician's Assistant

# Marana welding students creating works of art for MUSD campuses

BRAD ALLIS  
Marana News

It is a textbook case of a win-win situation. All 16 Marana Unified School District schools received custom made metal logos, while Marana High School welding students got hands on projects that they were paid to create.

It started with one project, when the welding class created a metal logo to present at the 40<sup>th</sup> anniversary of Thornydale Elementary. The quality of the project was so good that other schools wanted their own.

"A couple of the principals saw them and wanted them for their schools," said Marana High School Welding Teacher Kenton Webb. "We made one for a second school and senior (district) staff started seeing them and thought they were pretty neat. They were impressed with the kid's work so they paid us to do one for every school in the district."

Webb's advanced welding classes worked on the projects for class and were tasked with every step of creation. While some schools provided logos, others had to be created so students used the internet to help create logos. Groups of 3 to 4 students were tasked with making the projects. Once a logo was designed, the logos they were loaded into a different program and the students used a CNC Plasma Cutter to cut the pieces of the logos out. From there



J.D. Fitzgerald/Marana News

A Marana High School Tigers sign was crafted out of metal by welding students. They have been making signs for campuses across the district.

they were painted and put together. In many instances the students were able to do the on-site installations.

"The ones that we can, then yes, we do the installations," Webb said. "It is kind of start to finish, to show the kids how the installations work."

Most of the logos took 3 to 4 weeks to complete, though a few still have to be installed.

Marana welding students will also be working on an art piece being installed along Tangerine Road near Camino de Oeste and the new Tangerine Sky Community Park. The students had done metal cut-outs of the Town of Marana's "Your Town" logo.

"We were so satisfied with the product that they put out, that we wanted to find some other way we could do projects with them," said the Town of Marana's Tony Hunter. "To give them some additional opportunities, it is very important that they have projects to do."

The project is being funded

by the Pima Association of Governments' Art by Youth funds. The sculpture of three metal deer, made up of a number of metal geometric shapes, was designed by artist Trevor O'Tool and is meant to reflect Marana's cultural heritage, history and the natural environment. The larger than life family of deer are designed to be seen from the road.

The welding students will work with the artist to help create the metal pieces that will be fashioned into the three deer.

"They will have a chance to create these deer," Hunter said. "It is professional experience for them and it is something they really haven't done before."

The project will begin in this summer and is not expected to be completed until next summer. Work will be done at both the Marana High School welding shop as well as the artist's own workshop.

# Ballot:

Continued from P1

and Zoning Commission and Continental Ranch HOA Board of Directors. She is a Contracts Officer for Pima County and had previously worked as a contract and negotiation manager for Fortune 500 companies.

Local businessman John Officer is the third candidate for town council. Officer owns John Officer Custom Weed Control, which is in its

19th year of operation and also works for the Central Arizona Project. Officer is one of the Founding Members of Marana Heritage Conservancy and was the first recipient of Ora Harn Legacy Award. He currently serves on the Marana Planning Commission. Officer has lived in the Marana area since 1990.

Voters can vote for one candidate for mayor and two of the three candidates for town council. The election can be settled during the primary assuming the

winning mayoral candidate and either of the top-two council candidates receives more than 50 percent of the available votes. If they do not eclipse 50% of the vote, then the race will be decided during the general election in November.

"There is less chance of candidates going to the General ballot in non-partisan elections," said Town Clerk Jocelyn Bronson. "However, we have had the happen at least once since I was the town clerk."

# Election:

Continued from P1

items on the ballot.

"As a local entity, out ballot issues, our measures are going to be at the bottom of the ballot," Bronson said.

In the August primary the mayor and two council spots will be decided. The biggest issue facing the town in the primary election is engaging independent voters. Nearly 7,200 voters or 1/3 of the registered voters in Marana are independents and they typically do not come out and

vote.

Since independent voters are not part of an officially recognized political party, they have to select a ballot from a recognized party to vote in the primary. Bronson stressed that this does not change their status as an independent.

Independent voters will be contacted to by the county recorder so that they may select the ballot. They can select a Marana only ballot.

At the general election everyone, regardless of political affiliation, gets the same ballot.

Although Marana typically

elects officials at the primary, there is no guarantee. Candidates must receive more than 50 percent of the votes to be elected. With just two mayoral candidates it seems likely that race will be decided in August. With three candidates for two council spots, it is less certain that the two winners will have enough votes to eliminate the need for the general election.

Residents have until August 1 to register for primary and that can be done on-line or at the Marana Municipal Complex.

## MARANA BUSINESS LICENSES APRIL

- **Underground Construction Co.** Contractor Tempe, AZ
- **S&D Sheet Metal Roofing** Contractor Queen Creek, AZ
- **Morgan Bros. Building** Contractor Sahuarita, AZ
- **Kachina Custom Homes** Contractor Tucson, AZ
- **Mr. House Consulting Inc** Contractor Las Vegas, NV
- **CFM Affinity Construction Co.** Contractor Rolling Meadows, IL
- **Acoustical Design of Arizona** Contractor Tucson, AZ
- **AZ Roadrunner Softball** Peddler Tucson, AZ
- **Sittin on the Fence Creations** Peddler Tucson, AZ
- **Guiso Mexican Food** Peddler Tucson, AZ
- **Cast Iron Coffee** Peddler Amado, AZ
- **Western Territory Company** Peddler Wickenburg, AZ
- **Relentless Beats LLC** Peddler Phoenix, AZ
- **Golden Bull Sales LLC** Peddler Tucson, AZ
- **BBQ Rush** Peddler Tucson, AZ
- **Big Frog Custom T-Shirts** Peddler Tucson, AZ
- **Mark Wierson** Real Estate Marana, AZ
- **BTO Frozen Yogurt** Restaurant Tucson, AZ
- **GO Calendars Games & Toys** Retail Tucson, AZ
- **Vitamin World Inc #4714** Retail Tucson, AZ
- **Complete Window Coverings Inc** Service Tucson, AZ
- **Central Door and Trim** Service Tucson, AZ
- **Raytek Lighting LLC** Service Phoenix, AZ
- **Seaway Inc** Service Mesa, AZ
- **Burns & McDonnell** Service Kansas City, MO
- **BP Plumbing LLC** Service Tucson, AZ
- **Nash Mechanical INC** Service Glendale, AZ
- **El Bigoton Landscaping** Service Tucson, AZ
- **Desert Hills Electric INC** Service Tucson, AZ
- **Shade 'N Net Arizona Inc** Service Phoenix, AZ
- **Renovate to Create LLC** Service Tucson, AZ
- **Dove Mountain Cleaning Company** Service Marana, AZ
- **Blue Moon Glass Services LLC** Service Tucson, AZ
- **Taylor's Demolition** Service Tucson, AZ
- **Hughes Federal Credit Union** Service Tucson, AZ
- **Swain Electric Inc** Service Gilbert, AZ
- **Integra Custom Systems INC** Service Tucson, AZ
- **Temple Fitness 520** Service Tucson, AZ

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INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG)

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



Public Water System #090400691 Aerodyne - 2015 Water Quality Table								
Your water comes from 1 ground water source which served the Aerodyne Subdivision. The ground water source is from Public Water System #090400145 (Lone Butte Industrial Park).								
Contaminants	MCLG	MCL	Your Water	Range		Sample Date	Violation	Typical Source
				Low	High			
<b>Microbial Contaminants:</b>								
Total Coliforms Units	0	2 or more positive samples / month	All Results Negative	N/A	N/A	2015	No	Naturally present in the environment
Fecal coliform/E. Coli Units	0	2 or more positive samples / month	All Results Negative	N/A	N/A	2015	No	Human and animal waste
<b>Disinfection By-Products Rule:</b>								
Total Trihalomethanes (THMs) Units: ppb	N/A	80	5.2	N/A	N/A	2013	No	By-product of drinking water chlorination
<b>Inorganic Contaminants:</b>								
Arsenic Units: ppb	0	10	4.2	N/A	N/A	2013	No	Emission of natural deposits, runoff from on-site, glass and electronic production waste
Barium Units: ppm	2	2	0.11	N/A	N/A	2013	No	Discharge of oil drilling waste and from metal refineries; erosion of natural deposits
Chromium Units: ppb	100	100	9	N/A	N/A	2013	No	Discharge from steel and pulp mills and chrome plating; erosion of natural deposits
Fluoride Units: ppm	4	4	0.33	N/A	N/A	2013	No	Emission of natural deposits, water additive which promotes strong teeth; discharge from fertilizer and aluminum factories
Nitrate (reported as Nitrogen) Units: ppm	10	10	1.4	N/A	N/A	2015	No	Runoff and leaching from fertilizer use; leaching from septic tanks, seepage; erosion of natural deposits
Selenium Units: ppb	50	30	5.7	N/A	N/A	2013	No	Discharge from petroleum, glass, metal refineries; erosion of natural deposits; discharge from mine and chemical manufacturers, runoff
<b>Lead and Copper Rule:</b>								
Copper Units: ppb-90 <sup>th</sup> Percentile	1.3	1.3	0.09	0	0	2014	No	Corrosion of household plumbing systems; erosion of natural deposits; leaching from wood preservatives

Public Water System #090400692 Wild Horse Pass - 2015 Water Quality Table								
Your water comes from 4 ground water sources. Community Districts served are Wild Horse Pass, Districts 6 and 7.								
Contaminants	MCLG	MCL	Your Water	Range		Sample Date	Violation	Typical Source
				Low	High			
<b>Microbial Contaminants:</b>								
Total Coliforms Units	0	2 or more positive samples / month	2 positive samples (highest)	N/A	N/A	2015	Yes <sup>1</sup>	Naturally present in the environment
Fecal coliform/E. Coli Units	0	2 or more positive samples / month	2 positive samples (highest)	N/A	N/A	2015	No	Human and animal waste
<b>Inorganic Contaminants:</b>								
Arsenic Units: ppb	0	10	4.8	3.7	5.4	2015	No	Emission of natural deposits, runoff from on-site, glass and electronic production waste
Barium Units: ppm	2	2	0.05	N/A	N/A	2013	No	Discharge of oil drilling waste and from metal refineries; erosion of natural deposits
Chromium Units: ppb	100	100	11	N/A	N/A	2013	No	Discharge from steel and pulp mills and chrome plating; erosion of natural deposits
Fluoride Units: ppm	4	4	0.51	N/A	N/A	2015	No	Emission of natural deposits, water additive which promotes strong teeth; discharge from fertilizer and aluminum factories
Nitrate (reported as Nitrogen) Units: ppm	10	10	0.89	0.88	0.89	2015	No	Runoff and leaching from fertilizer use; leaching from septic tanks, seepage; erosion of natural deposits
Sodium Units: ppm			130	N/A	N/A	2015	N/A	Emission of natural deposits; salt water intrusion
<b>Radioactive Contaminants:</b>								
Adjusted Alpha (Radium & U) Units: pCi/L	0	15	3.5	N/A	N/A	2014	No	Emission of natural deposits
Uranium (combined) Units: ppb	0	30	9	N/A	N/A	2014	No	Emission of natural deposits
<b>Lead and Copper Rule:</b>								
Copper Units: ppb-90 <sup>th</sup> Percentile	1.3	1.3	0.167	0	0	2014	No	Corrosion of household plumbing systems; erosion of natural deposits; leaching from wood preservatives
Lead Units: ppb-90 <sup>th</sup> Percentile	0	15	1	0	0	2014	No	Corrosion of household water plumbing systems; discharges from industrial manufacturers; erosion of natural deposits

**<sup>1</sup> Violations and Exceedances: May 2015 One Total Coliform Positive Detected**  
 Coliforms are bacteria that are naturally present in the environment and are used as an indicator that other potentially-harmful bacteria may be present. Coliforms are found in more samples than chlorine and this was a warning of potential problems.  
 In the beginning of July, 2015, the Community received a violation of the Federal Drinking Water Standards by having more than one positive test for total coliform bacteria and more than one positive test for fecal coliform bacteria. Subsequent required repeat testing along with daily testing indicated that our water was safe. In addition, water tested the month before and the month after this violation was tested and reported to the EPA as safe. Public Works evaluated our water treatment process and concluded that sampling error was the cause of the positive tests. We routinely monitor our water to ensure your water is safe to drink.  
**What should I do?**  
 We pulled multiple bacteriological samples and received clean results in both late July and August to verify that your water was indeed safe and not contaminated with bacteria after we detected multiple coliform-positive in early July. We continue to monitor bacteria monthly to ensure your water is safe for drinking. You do not need to boil your water or take other corrective actions. However, some people may be more vulnerable to contaminants in drinking water than the general population. Immunocompromised persons such as persons with cancer undergoing chemotherapy, persons who have undergone organ transplants, people with HIV/AIDS or other immune system disorders, some elderly, and infants may be particularly at risk from infections. If you experience symptoms such as nausea, vomiting, diarrhea, and associated headaches and other symptoms, you may want to seek advice about drinking water from your health care provider. If a situation arises where the water is no longer safe to drink, you will be notified immediately.

**HEALTH EFFECTS LANGUAGE**  
**Total Coliform**  
 Coliforms are bacteria that are naturally present in the environment and are used as an indicator that other potentially-harmful bacteria may be present. Coliforms were found in more samples than allowed and this was a warning of potential problems.  
**Fecal coliform/E. Coli**  
 Fecal coliforms and E. coli are bacteria whose presence indicates that the water may be contaminated with human or animal wastes. Microbes in these wastes can cause short-term effects, such as diarrhea, cramps, nausea, headaches, or other symptoms. They may pose a special health risk for infants, young children, and people with severely-compromised immune systems.  
**Arsenic**  
 Some people who drink water containing arsenic in excess of the MCL over many years may experience skin damage or circulatory system problems, may have an increased risk of getting cancer. While your drinking water meets the EPA standard for arsenic, it does contain low levels of arsenic. The EPA standard balances the current understanding of arsenic's possible health effects against the costs of removing arsenic from drinking water. The EPA continues to research the health effects of low levels of arsenic which is a mineral known to cause cancer in humans at high concentrations and is linked to other health effects such as skin damage and circulatory problems.  
**SPECIAL EDUCATION STATEMENTS**  
**Additional Information for Arsenic**  
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**Additional Information for Nitrate**  
 Nitrate in drinking water at levels above 10 ppm is a health risk for infants less than six months of age. High nitrate levels in drinking water can cause blue baby syndrome. Nitrate levels may rise quickly for short periods of time because of rainfall or agricultural activity. If you are caring for an infant, you should ask for advice from your health care provider.

health effects of low levels of arsenic which is a mineral known to cause cancer in humans at high concentrations and is linked to other health effects such as skin damage and circulatory problems.  
**Additional Information for Lead**  
 If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. PWS system is responsible for providing high quality drinking water, but cannot control the variety of materials used in plumbing components. When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available from the Safe Drinking Water Hotline at 1-800-426-4791 or at <http://www.epa.gov/your-drinking-water/basic-information-about-lead-drinking-water>.

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**YOU'RE INVITED TO PARTICIPATE:**

**PUBLIC MEETING 1**  
 Wednesday, June 8 | 4–6:30 p.m.  
 Dorothy Powell Senior Adult Center—Dining Room  
 405 E 6th Street | Casa Grande, AZ

**PUBLIC MEETING 2**  
 Wednesday, June 15 | 4–6:30 p.m.  
 City of Buckeye Community Center  
 Multipurpose Room  
 201 East Centre Avenue | Buckeye, AZ

**Presentation: Approximately 4:15 p.m.**  
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 Federal Aid No. 999-M16115

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**ADOT** **Federal Highway Administration**

**26<sup>th</sup> Annual Gila River Youth Conference**  
 June 23-24, 2016  
 UltraStar Multi-tainment Center  
 16000 Maricopa Rd.  
 Maricopa, AZ 85139

**CONFERENCE REGISTRATION FORM**  
 (Please print clearly. Fill in all blanks. Some information is needed in case of emergency.)

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_ City: \_\_\_\_\_  
 State: \_\_\_\_\_ Zip: \_\_\_\_\_ GRIC District: \_\_\_\_\_ Age: \_\_\_\_\_ (13 to 21)  
 Contact Telephone: (\_\_\_\_) \_\_\_\_\_ Tribal Affiliation: \_\_\_\_\_  
 Email: \_\_\_\_\_

**COMMITMENT TO PARTICIPATE**  
 You can count on my full participation in all sessions and activities of the 2016 Gila River Youth Conference. I pledge to conduct myself in a manner that will bring only credit to the Gila River Indian Community. I pledge to wear my name badge around my neck and visible at all times. I pledge to remain drug, tobacco, and alcohol free during the entire conference.

\_\_\_\_\_  
 Signature of Participant Date: \_\_\_\_\_

**MEDICAL AUTHORIZATION/ LIABILITY RELEASE/ PHOTO RELEASE**  
 If the participant is a minor, this form must be signed by a parent or legal guardian. I hereby approve the participation of my son/daughter in the 2016 Gila River Youth Conference. In the event of illness or accident, I give my consent for him/her to receive medical attention. Also, I will not hold liable the Akimel O'odham Poo-Pook Youth Council or the Gila River Indian Community, or any of its agents, volunteers or other organizations involved in this conference. I will be responsible for any damages to public or private property done by the above named minor during the entirety of above mentioned event. By signature below I grant permission to photograph and/or film my child for use by the Akimel O'odham Poo-Pook Youth Council or the media for the purpose of information the public of programs provided by the Akimel O'odham Poo-Pook Youth Council.

\_\_\_\_\_  
 Signature of Parent or Guardian Date: \_\_\_\_\_ Phone number of Parent or Guardian: \_\_\_\_\_

**Step 4**

Please Check Ticks:  
 High School  
 Chaperone  
 Workshop Presenter  
 Exhibitor  
 Elder  
 Tribal Leader  
 College Student  
 Other

Please complete, scan, and email to:  
[YouthCouncil@gric.msn.us](mailto:YouthCouncil@gric.msn.us)  
 or fax to (520)562-3621  
 Questions please email or call our office:  
 (520) 562-1866  
**Registration Deadline: May 18, 2016**



# Lawyers, HOAs; everyone's a target

**W**e believe that we will not be scammed, that there is always something that will alert us to something fake. It may be the incorrect grammar in the email or the poorly spoken English on the phone call. However, fraudsters are not all inept. In fact, they may be well-educated. They may have high-tech skills that permit them to create fraudulent 'certificates'



with icons that appear to be authentic. The scammers even may choose to create an email that has your bank or credit union logos. In a previous publication we were warned by a prac-

ticing Green Valley attorney of a scam that was sent via the USPS requesting a fee for a document, the cost of which was already included in the closing fee by the lawyer. Further, a copy of the document would be sent as soon as the deed was registered. A fraudster was observing these public records and decided to send letters requesting a fee for the copy. Luckily, some of the clients called the law-

yer's office to inquire about the fee. Unfortunately, some did not. The attorney requested we warn the public, because perhaps his office records were not the only ones being attacked. This scam is not new, but now the fraudsters are attacking the HOAs of Green Valley! The sleuth skills obtained from a former job on a fraud board allowed the secretary of the Fair-

ways HOA to question the veracity of a form received from an official-sounding unit requesting \$150 for 'Arizona Law Annual Minutes Requirements'. The form also requested names of all the officers in the HOA. It contained a subtle threat that failure to comply could lead to 'a factor courts may consider,' and 'result in personal liability.' The sleuth and her former secretary and treasur-

er found out that this was a SCAM. All HOAs need this information ASAP. **Call the Pima County Sheriff's Auxiliary Volunteers** with information about scams and frauds. To contact the Scam Squad directly, 9 a.m. to noon weekdays, call 351-6715, or email: [scamsquad@gvsav.org](mailto:scamsquad@gvsav.org). To report suspicious activity or a particular incident of fraud, call 351-4900.

# Plaza, family focus is vision for Sahuarita's future brand

By David Rookhuyzen  
[dbrookhuyzen@gvnews.com](mailto:dbrookhuyzen@gvnews.com)

The best way to brand Sahuarita is to embrace what it already is: A place for families. That is according to Roger Brooks, a branding consultant hired by the town earlier this year with a Freeport McMoRan grant, who gave that message during a presentation to nearly 50 town officials, business leaders and residents Friday. Based on a community survey done in March and April and meetings with various stakeholders following that, a branding team had settled on a focus of making the community into Arizona's premiere family-oriented gathering place. The team, consisting of representatives from FICO, Rancho Sahuarita, Sahuarita Unified School District, Freeport McMoRan, the town and town council, settled on that message because of the overwhelming feedback from residents that they chose to live in Sahuarita because it's a safe, clean place to raise a family. "You might as well own it, not just in your subdivisions," Brooks said. From this focus, the actual branding of the town will be split into two parts, one to be deployed over the

next few years as a way to position Sahuarita, and one to be used after that, when public-private partnerships have been formed to deliver actual products to the community. The "bridge brand," tentatively set between now and 2019, is to step up advertising and publicizing the town as a place to grow a family or business, while simultaneously finding the resources to implement the more ambitious brand down the road. That second brand would be developing public amenities to first keep more locals from heading to Tucson, but also to start pulling people in from elsewhere. Brooks was especially keen on the idea of a town plaza, where people from across the community could gather for free events, enjoy public venues and – he stressed – intermingle outside of individual communities. "Because I bet you the people in Rancho Sahuarita don't know who live in Madera Highlands or Quail Creek," he said. The vision – which he made sure to add is still conceptual – would be a place with wide, walkable sidewalks; smaller, locally owned retail spaces; eventually the hospitality industry; and a plaza with space

for outdoor entertainment or perhaps a splash pad. In more ambitious concepts, the town could put in a river walk or have a lazy river water feature – open and free to the public – around the square, he said. He showed how other communities have had success with a similar formula, highlighting how Rapid City, South Dakota, has turned a former parking lot in its downtown into a vibrant outdoor venue with a splash pad in the summer and ice skating rink in the winter. "Want to cater to Millennials? Want to get your youth back? Plaza," Brooks said. This concept is still several years away from becoming a reality, and it would take investments from businesses as well as support from residents and elected officials. Friday's meeting also doubled as a call for volunteers to help form a leadership team to pick a concept and help usher it into reality. Victor Gonzalez, Sahuarita's economic development director, said the town wants to have a central gathering place for its residents. Now that a focus has been decided upon, the next step is to draft an action plan and gather a group to shepherd it along.

"Hopefully we'll identify residents and stakeholders who will push this vision," he said. Justin Dutton, with CopperMine Studio Dental, was one of the local businessmen who sat through Brooks' presentation Friday. He liked the concepts put forward and could see the town pursuing this option and pulling in more retail because of it. "This is exactly the kind of thing I want to see happening," he said. Aaron Biggers, who owns a hospitality services company and does marketing for Sahuarita's Vagabond Inn, said he said he thought it was the right concept for the community. But the trick was going to be getting the money – he thought the idea could be done for between \$20 and \$50 million – and everyone in the private and public sectors to be on the same page to make it happen. But if there was a plan in place and the downtown idea ever came to fruition, businesses will follow, Biggers said. "If this comes about, you'll have a line of people waiting to invest in a Marriott or another brand," he said. **David Rookhuyzen** 547-9728

# Man, wife arrested after dog shot

Green Valley News

A Pima County man and his wife were arrested after the husband reportedly shot his neighbor's dog following a dispute on Friday, according to the Pima County Sheriff's Department. San Xavier District deputies responded to the 3700 block of South Rena Road, west of Tucson, around 5:45 p.m. after receiving reports of gunshots in the area. Upon arrival they learned a dog had been shot by Marvin Christy, 57, as the result of an ongoing dispute between Christy and his neighbor about her dogs. As part of the investigation into the incident, deputies discovered that Christy was prohibited from possessing guns, the sheriff's department said. A search warrant for his home revealed several firearms, which were then seized. Christy's wife, Rebecca, was found to be in possession of firearms, despite also being prohibited from possessing them, according to the sheriff's department. Both Christy and his wife were arrested on a charges of possession of a weapon by a prohibited possessor, with Christy also being arrested on charges of animal cruelty. Both were booked into the Pima County Adult Detention Complex. The 3-year-old dog sustained non-life threatening injuries, but is expected to have a limp for the rest of its life, the sheriff's department said. The dog is currently under the care of a veterinarian.

**Your input is needed!**

INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT  
(NOGALES TO WICKENBURG)

**PUBLIC SCOPING MEETINGS**

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a public scoping meeting as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg.

Public Scoping is a time at the beginning of the environmental study for the study team to learn from the community. As part of the scoping process, a series of public meetings will be held throughout the Corridor Study Area, including Wickenburg, Buckeye, Casa Grande, Marana, Tucson and Nogales. The public scoping meetings will provide study information, obtain community feedback on issues in the Corridor Study Area, and solicit input to form potential corridor alternatives. This public input will help ADOT and FHWA identify the selected corridor alternative and type of transportation facility.

**WHAT IS I-11?**  
I-11 is envisioned as a continuous high-capacity transcontinental transportation corridor that has the potential to enhance movement of people and freight, and be a corridor to facilitate regional connectivity, trade, communications and technology.

**YOU'RE INVITED TO PARTICIPATE:**

<p><b>PUBLIC MEETING 1</b></p> <p><b>Wednesday, June 22   4–6:30 p.m.</b></p> <p>Arizona Riverpark Inn 777 W. Cushing Street Tucson, AZ</p>	<p><b>PUBLIC MEETING 2</b></p> <p><b>Thursday, June 23   4–6:30 p.m.</b></p> <p>Marana Middle School–Gymnasium 11285 W. Grier Road Marana, AZ</p>
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**Presentation: Approximately 4:15 p.m.**

Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. For more information regarding the other meetings, please visit [i11study.com/Arizona](http://i11study.com/Arizona).

In accordance with the American with Disabilities Act of 1990 (ADA), auxiliary aids/services may be provided upon request by a person with a disability by calling 1-844-544-8049. Requests should be made as early as possible to allow for appropriate accommodations.

**CAN'T MAKE A MEETING?**

Visit the website and take our online survey: [i11study.com/Arizona](http://i11study.com/Arizona)

Call the toll-free bilingua telephone hotline: 1-844-544-8049

Email: [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

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

**Please submit comments by July 8, 2016 to be included in the summary of public comments.**

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

FOR MORE INFORMATION:  
[i11study.com/Arizona](http://i11study.com/Arizona)  
Project No. M5180 01P  
Federal Aid No. 999-M(161)S

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8:00 a.m. to 8:00 p.m., 7 days a week (Oct 1 – Feb 14) 8:00 a.m. to 8:00 p.m., Monday-Friday (Feb 15 – Sept 30) \*By calling this number you will reach a licensed insurance agent / broker.

CareMore Health Plan is an HMO/HMO SNP plan with a Medicare contract. Enrollment in CareMore Health Plan depends on contract renewal. This information is available for free in other languages. Please contact our customer service number at 1-800-499-2793. TDD/TTY users call 711. 8:00 a.m. - 8:00 p.m., 7 days a week (October 1 – February 14) and Monday-Friday (February 15 – September 30). Esta información está disponible gratis en otros idiomas. Por favor comuníquese con el departamento de servicios al cliente al 1-800-499-2793, TDD/TTY deben llamar al 711, de 8 a. m. a 8 p. m., los 7 días a la semana desde el 1 de octubre hasta el 14 de febrero, y de lunes a viernes desde el 15 de febrero hasta el 30 de septiembre.

Y0114\_16\_051624A.CHP\_MK CMS Accepted Page A-19 (6)



**KOLD NEWS 13**  
**Kevin Jeanes**  
KOLD NEWS 13  
First Alert Chief  
Meteorologist

**TODAY**  
**HOT** Very hot. 1% chance of rain  
Wind: SSE 7-14 mph gusts to 25 mph  
74° 109° 76° 6 a.m. 106° Noon 106° 6 p.m.



**TUESDAY**  
Sunny and hot  
2% chance of rain  
73° 104°



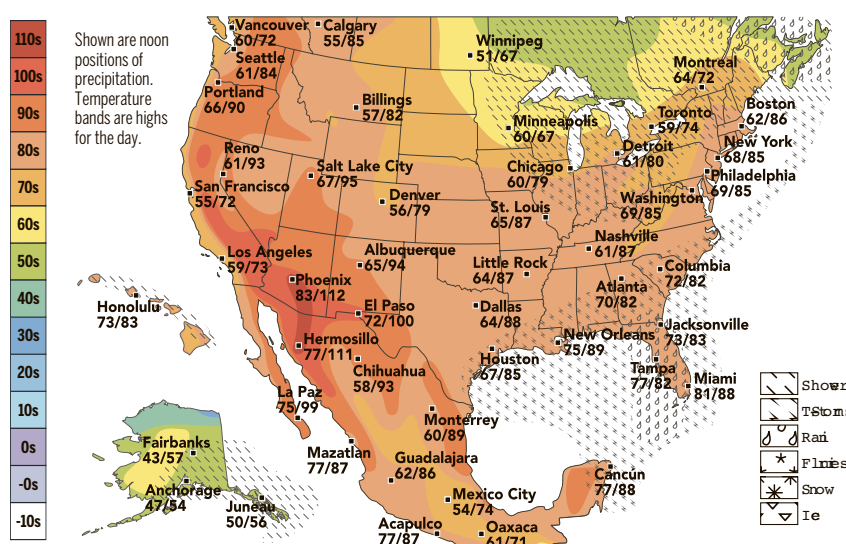
**WEDNESDAY**  
Sunny and hot  
0% chance of rain  
72° 103°



**THURSDAY**  
Mostly sunny  
5% chance of rain  
73° 100°

Today will likely be the third consecutive day with record temperatures. Our record today is 108, and we may even hit 110 (also for the third day in a row). A few clouds are possible east of Tucson, but overall it should be a sunny day. Temperatures will slide back down this week. Slightly higher humidity could even spark a storm or two by Friday.

REGIONAL FORECAST table with columns for Benson, Sierra Vista, Sells, Green Valley, Sahuarita, Vail, Tucson Intl. Airport, Marana, Sabino Canyon, Oro Valley, Oracle, and Mount Lemmon.



©2016: forecasts and graphics, with the exception of KOLD, provided by AccuWeather.com

**TODAY'S AQ**  
Forecast index based on presence of man-made particulates affecting aspects of human health.  
0-50, good; 51-100, moderate; 101-150, unhealthy for sensitive groups; 151-200, unhealthy; 201-300, very unhealthy; 301-500, hazardous

**TUCSON ALMANAC**  
Statistics are through 6 p.m., yesterday at Tucson Int. Airport  
**Precipitation**  
24 hours through 0.00"  
6 p.m. yesterday 0.00"  
Month-to-date 0.00"  
Normal m-t-d 0.03"  
Year-to-date 2.53"  
Normal year-to-date 3.18"  
Last year to date 3.70"  
Last rain Apr. 12 0.01"

**ARIZONA**  
City Yesterday Lo/Hi/P  
Benson 64/105/0.00  
Casa Grande 74/112/0.00  
Coolidge 75/111/0.00  
Douglas 65/104/0.00  
Flagstaff 44/88/0.00  
Globe 75/105/0.00  
Grand Canyon 42/95/0.00  
Green Valley 67/109/0.00  
Greer 48/80/0.00  
Mount Lemmon 59/88/0.00  
Nogales 64/108/0.00  
Oracle 73/103/0.00  
Payson 60/99/0.00  
Phoenix 82/113/0.00  
Prescott 62/98/0.00  
Safford 79/107/0.00  
Sedona 72/102/0.00  
Sierra Vista 59/90/0.00  
Willcox 65/102/0.00  
Yuma 83/112/0.00

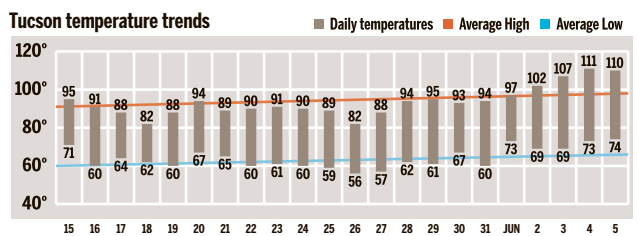
NATIONAL FORECAST table with columns for City, Yesterday Lo/Hi/P, Today Lo/Hi/W, and Yesterday Lo/Hi/W.

**UV INDEX**  
The higher the AccuWeather.com UV Index number, the greater the need for eye and skin protection. Shown is the highest value of the day.  
Time to burn a fair complexion without sunscreen:  
0-2, 60 minutes; 3-4, 45 minutes; 5-6, 30 minutes; 7-9, 15-24 minutes; 10-15, 10 minutes

**Tucson Temperatures**  
High 110° at 3:00 p.m.  
Low 74° at 5:42 a.m.  
Mean 92°  
Normal high 98°  
Normal low 66°

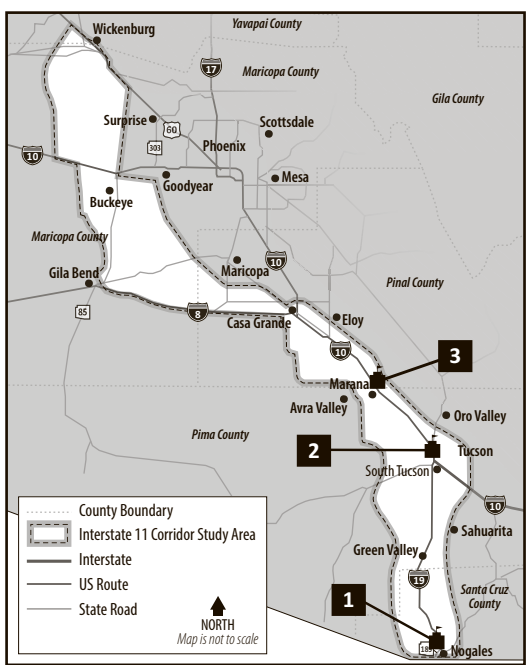
WORLD FORECAST table with columns for City, Today Lo/Hi/W, and various weather codes.

**SKYWATCH**  
Hours of daylight today 14h 11m  
Sunset today 7:28 p.m.  
Sunrise Tuesday 5:17 a.m.  
Moonrise Tuesday 8:01 a.m.  
Moonset Tuesday 10:00 p.m.



**Your input is needed!** PAID ADVERTISEMENT  
INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG)  
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**YOU'RE INVITED TO PARTICIPATE:**  
**PUBLIC MEETING 1**  
Tuesday, June 21  
4-6:30 p.m.  
Nogales High School Cafeteria  
1905 N. Apache Blvd.  
Nogales, AZ  
**PUBLIC MEETING 2**  
Wednesday, June 22  
4-6:30 p.m.  
Arizona Riverpark Inn  
777 W. Copper Street  
Tucson, AZ  
**PUBLIC MEETING 3**  
Thursday, June 23  
4-6:30 p.m.  
Marana Middle School Gymnasium  
11285 W. Grier Rd.  
Marana, AZ

**CAN'T MAKE A MEETING?**  
Visit the website and take our online survey: [i11study.com/Arizona](http://i11study.com/Arizona)  
Call the toll-free bilingual telephone hotline: 1-844-544-8049  
Email: [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
Mail comments: Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications 1655 W. Jackson St., Mail Drop 126F Phoenix, AZ 85007

Please submit comments by July 8, 2016 to be included in the summary of public comments.  
This document is available in Spanish online and by calling 1-844-544-8049. Este documento está disponible en español visitando nuestra página de internet o llamando al 1-844-544-8049. 如需中文文件請致電 1-844-544-8049.



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## NAVARRETTE

Viene de la pág. 14

El alcalde de Albuquerque, Richard Berry, estimó que sólo 30 de los manifestantes fueron responsables de la violencia.

Pero tengo que preguntar: ¿Qué hicieron los manifestantes pacíficos para evitar que los violentos contaminaran todo el evento?

Unos días más tarde, en San Diego, mientras miles de personas se presentaban al Centro de Convenciones de San Diego para escuchar a Trump, otro grupo de unos mil manifestantes se enfrentaron con la policía y con partidarios de Trump en la calle. Algunos de los activistas anti-Trump actuaron como matones. Acosaron con preguntas e insultaron a quienes asistían al evento, llamándolos “racistas” e “intolerantes”.

Arrojaron botellas de agua y otros objetos. Una persona

logró incendiar una gorra roja de Trump con el eslogan de su campaña “Hagamos América grande otra vez”. Por supuesto, hubo más banderas mexicanas.

Los manifestantes permanecieron en el lugar por unas pocas horas luego de que el acto de Trump terminara, alterando la paz y desobedeciendo las órdenes de los policías para que se dispersaran hasta el punto en que las autoridades designaron la protesta como una “reunión ilegal”. La policía avanzó y arrestó al menos a 35 personas.

Así que, manifestantes, entiendo que su objetivo era enviar un mensaje a Trump y a los que lo apoyan de no meterse con ustedes. Pero en cambio, en el proceso, hicieron un lío.

Lo que hace esto más frustrante de observar es que, ya sea que ustedes lo crean o no, estoy de su lado. Pienso que Trump es un bravucón sin clase, cuyo mensaje es tóxi-

co. Pienso que él le ha dado permiso a la gente para ser racistas, intolerante, incluso violenta. Pienso que sería un desastre como presidente, incluso peligroso.

Y pienso que Trump y todo su aparato de campaña – habiendo esparcido su marca barata de demagogía por meses durante el centro, noreste y el sur del país – están recibiendo un llamado de atención. Esto se ve ahora que el candidato está haciendo actos por todo California, donde 39 por ciento de la población del estado es hispana y donde las personas ya han tratado con demagogos raciales en el pasado.

Pero también reconozco que Trump ha llegado tan lejos en contra de todas las predicciones al fomentar la idea de que Estados Unidos está fuera de control, que muchas personas no respetan la ley y el orden, que lo políticamente correcto suprime el debate y que a menudo no hay quien

sea más intolerante que el que predica la tolerancia.

A través de sus acciones, ustedes le dan la razón, le dan votos y lo fortalecen. Buen trabajo.

Y pueden estar seguros de que Trump está observando. Sabe exactamente qué hacer para obtener un ascenso de ustedes y ustedes siempre responden.

Luego de las protestas en San Diego, Trump tuiteó un mensaje especial agradeciéndoles a los efectivos policiales: “¡Muy buen trabajo al manejar a esos matones que intentaron perturbar nuestro mitin pacífico y tan bien asistido. ¡Se los agradezco!”

No se preocupen manifestantes en contra de Trump. Estoy seguro de que el candidato también se los agradece a ustedes.

La dirección electrónica de Rubén Navarrette es [ruben@rubenavarrette.com](mailto:ruben@rubenavarrette.com).  
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# EX PRÉ SA TE

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[tucson.com/laestrella/](http://tucson.com/laestrella/)  
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- Llamar al 811 al menos dos días antes de comenzar cualquier proyecto de excavación
- Esperar a que el sitio sea marcada
- Respetar las marcas
- Excavar con cuidado

No llamar puede ser potencialmente mortal y costoso. Es posible dañar a sí mismo o a otros, interrumpir el servicio de gas natural a todo un vecindario, y potencialmente ser responsable por los daños, gastos de reparación, y sanciones penales.

Líneas de gas natural se pueden enterrar en cualquier lugar. Si sospecha que hay una fuga de gas natural, llame al 911 y a Southwest Gas al **1-877-860-6020** inmediato, si usted es nuestro cliente o no.

Para obtener más información sobre seguridad de las tuberías de gas natural, visite [swgas.com/safety](http://swgas.com/safety) o llame al **1-877-860-6020**.

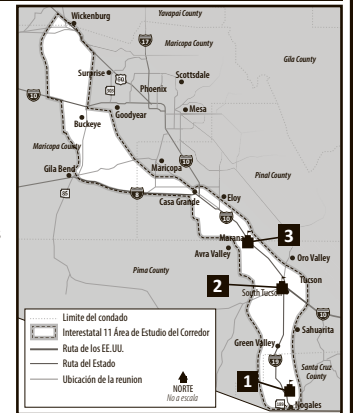
## Se necesita su Opinión! INTERESTATAL 11 NIVEL 1 DECLARACIÓN DEL IMPACTO ECOLÓGICO (NOGALES A WICKENBURG) REUNIONES PÚBLICAS

El Departamento de Transporte de Arizona (ADOT) en conjunto con la Administración Federal de Autopistas (FHWA) le invitan a asistir a una reunión pública como parte del estudio ambiental para la Interestatal 11 (I-11) entre Nogales y Wickenburg.

El alcance público es un período al inicio del estudio ambiental para que el equipo de estudio pueda aprender de la comunidad. Como parte de este proceso, una serie de reuniones públicas se llevarán a cabo a lo largo del área de estudio del Corredor, incluyendo Wickenburg, Buckeye, Casa Grande, Marana, Tucson y Nogales. Las reuniones públicas proporcionarán información del estudio, obtener comentarios de la comunidad sobre temas del Área de Estudio del Corredor de, y solicitar el aporte para formar posibles alternativas del corredor. Este aporte público ayudará a ADOT y FHWA a identificar la alternativa del corredor seleccionado y el tipo de instalaciones de transporte.

### QUÉ ES LA INTERESTATAL 11 (I-11)?

I-11 se concibe como corredor de transporte transcontinental de alta capacidad que continua y tiene el potencial de mejorar la circulación de personas y mercancías, y ser un corredor para facilitar la conectividad regional, el comercio, las comunicaciones y la tecnología.



### ESTÁ INVITADO A PARTICIPAR: REUNIONES PÚBLICAS

- 1 Martes, 21 de Junio—4-6:30 p.m.** | Cafetería de Nogales High School, 1905 N. Apache Blvd., Nogales, AZ
- 2 Miércoles, 22 de Junio—4-6:30 p.m.** | Arizona Riverpark Inn, 777 W. Cushing St., Tucson, AZ
- 3 Jueves, 23 de Junio—4-6:30 p.m.** | Gimnasio de Marana Middle School, 11285 W. Grier Rd., Marana, AZ

### Presentación: Aproximadamente a las 4:15p.m.

Tras la presentación, la reunión se llevará a cabo en foro abierto. Miembros del equipo de estudio estarán disponibles para contestar preguntas. La misma información se presentará en cada reunión pública. Para obtener más información con respecto a las otras reuniones, por favor visite [i11study.com/Arizona](http://i11study.com/Arizona).

De acuerdo con la Ley de Americanos con Discapacidades de 1990 (ADA), servicios de ayuda auxiliar se pueden proporcionar a petición llamando al 1-844-544-8049. Las solicitudes deben hacerse lo más pronto posible para permitir adaptaciones apropiadas.

### NO PUEDE ASISTIR A LA REUNIÓN?

- Visite la página de Internet y tome nuestra encuesta: [i11study.com/Arizona](http://i11study.com/Arizona)
- Llame a la línea telefónica bilingüe de teléfono gratuito: 1-844-544-8049
- Correo electrónico: [i11ADOTstudy@hdrinc.com](mailto:i11ADOTstudy@hdrinc.com)
- Por escrito: Interstate 11 Tier 1 EIS Study Team/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007
- Por favor envíe sus comentarios antes del 8 de julio, 2016 para que puedan ser incluidos en el resumen de comentarios públicos.

## Memorial Day Commemorated

By Ward 5 Councilmember Richard Fimbres

Our nation on Monday, May 31, marked Memorial Day, the day we remember those men and women of the military who sacrificed their lives for this country.

As a 2 1/2 year veteran of the active U.S. Army, the Army Reserves and Army National Guard, I hold this day near and dear to my heart. This holiday began after the Civil War in 1868 as Decoration Day, marked on the last Monday in May. It became a federal holiday in 1971.

For the past four years, on Memorial Day, as well as Veteran's Day, my office has collaborated with schools from the Sunnyside School District and Tucson Unified School District, to create thank you cards and letters for veterans who are at the V.A. Hospital, which is located in Ward 5.

I along with a contingent of elected officials on Friday, May 27, went to the Southern Arizona V.A. Hospital and presented the cards and letters to thank those veterans for their service.

I want to thank the following schools

for their efforts for Memorial Day: Los Amigos Technology, Sierra Middle School, Cavett Elementary, Hollinger Elementary, C.E. Rose, Warren, Kelling, Holladay Magnet, Drachman Montessori, Dodge, Doolen Middle School, Mansfield Middle School and Mary Belle McCorkle.

### The Veterans Prayer:

"Dear Lord, Today we honor our veterans, worthy men and women who gave their best when they were called upon to serve and protect their country. We pray that you will bless them, Lord, for their unselfish service in the continual struggle to preserve our freedoms, our safety, and our country's heritage, for all of us.

"Bless them abundantly for the hardships they faced, for the sacrifices they made for their many different contributions to America's victories over tyranny and oppression.

We respect them, we thank them, we honor them, we are proud of them, and we pray that you will watch over these special people and bless them with peace and happiness. In Jesus' name we pray: Amen.

"Today, let us remember all of the veterans that sacrificed so much to keep our country safe. God bless all of our troops and may He watch over them forever."



Richard Fimbres  
Your Ward 5 Councilmember



## CITY POOLS OPEN THIS WEEK

The City of Tucson's Parks and Recreation department tomorrow will open 18 pools for public use over the summer. The summer pool schedule will be in effect until Aug. 3. Admission is \$2 for adults and \$1 for those 17 and younger. Summer and annual passes also are available. View a listing of the pools and operating hours at the link below.

Summer pools schedule in Activity Guide: <http://bit.ly/1P15Dxt> Tucson Parks and Recreation: <http://1.usa.gov/1ua6Rj1> Tucson 12 archived video of kids having fun at City pools: <http://bit.ly/1Pg9z2z>



## Se necesita su Opinión! INTERESTATAL 11 NIVEL 1 DECLARACION DEL IMPACTO AMBIENTAL (NOGALES Y WICKENBURG) REUNIONES PÚBLICAS

El Departamento de Transporte de Arizona (ADOT) en conjunto con la Administración Federal de Autopistas (FHWA) le invitan a asistir a una reunión pública como parte del estudio ambiental para la Interestatal 11 (I-11) entre Nogales y Wickenburg.

El alcance público es un período al inicio del estudio ambiental para que el equipo de estudio pueda aprender de la comunidad. Como parte de este proceso, una serie de reuniones públicas se llevarán a cabo a lo largo del área de estudio del Corredor, incluyendo Wickenburg, Buckeye, Casa Grande, Marana, Tucson y Nogales. Las reuniones públicas proporcionarán información del estudio, obtener comentarios de la comunidad sobre temas del Área de Estudio del Corredor, y solicitar el aporte para formar posibles alternativas del corredor. Este aporte público ayudará a ADOT y FHWA a identificar la alternativa del corredor seleccionado y el tipo de instalaciones de transporte.



### QUÉ ES LA INTERESTATAL 11 (I-11)?

I-11 se concibe como corredor de transporte transcontinental de alta capacidad que continua y tiene el potencial de mejorar la circulación de personas y mercancías, y ser un corredor para facilitar la conectividad regional, el comercio, las comunicaciones y la tecnología.

### ESTÁ INVITADO A PARTICIPAR:

REUNION PUBLICA 1	REUNION PUBLICA 2	REUNION PUBLICA 3
Martes, 21 de Junio 4-6:30 p.m.	Miércoles, 22 de Junio 4-6:30 p.m.	Jueves, 23 de Junio 4-6:30 p.m.
Cafetería de Nogales High School 1905 N. Apache Blvd. Nogales, AZ	Arizona Riverpark Inn 777 W. Cushing St. Tucson, AZ	Gimnasio de Marana Middle School 11285 W. Grier Rd. Marana, AZ

Presentación: Aproximadamente a las 4:15 p.m.

Tras la presentación, la reunión se llevará a cabo en foro abierto. Miembros del equipo de estudio estarán disponibles para contestar preguntas. La misma información se presentará en cada reunión pública. Para obtener más información con respecto a las otras reuniones, por favor visite [11study.com/Arizona](http://11study.com/Arizona).

De acuerdo con la Ley de Americanos con Discapacidades de 1990 (ADA), servicios de ayuda auxiliar se pueden proporcionar a petición llamando al 1-844-544-8049. Las solicitudes deben hacerse lo más pronto posible para permitir adaptaciones apropiadas.

### NO PUEDE ASISTIR A LA REUNIÓN?

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Por favor envíe sus comentarios antes del 8 de julio, 2016 para que puedan ser incluidos en el resumen de comentarios públicos.



PARA MÁS INFORMACIÓN:  
[11study.com/Arizona](http://11study.com/Arizona)  
Número de proyecto: M5180 01P  
Número de Asistencia Federal: 999-M16135

From *The Runner* archives: Papago Runner, Aug. 2, 1979, Volume 3 Number 10

‘All This Started Back In Fresnal Canyon With Charcoal’



“Don’t make me out as something too high, something I’m not.”

Cyrus Johnson wasn’t trying to be humble, he simply was trying to be honest.

Johnson delves into art, and though he has sold drawings and paintings, he hesitates to call himself an artist.

An artist?

“Heck no. It’s hard to make it in art. It takes a hell of a long time before a person can make it. It takes a long time to acquire the skills.”

And Johnson has been at it a long

time. “All this started back in Fresnal Canyon with charcoal I picked from branding fires. I’d draw pictures on water tanks or pick up an old piece of cardboard.”

Basically, that’s how he has acquired his skill, except for a two week stint in a Tucson art school.

“I couldn’t support myself. They (GI Bill benefits) only paid \$270 a month. And they (art school) were trying to change my style, they had me doing silk screening, I didn’t want to do that.”

So he maintained his own style and

built upon it.

Johnson has sold drawings and paintings through reservation crafts shops and some businesses in Tucson, including Montgomery Wards.

“I sell all my work now, I used to just give it away,” he said.

Self creations are going for around \$8, portraits for between \$10 and \$20. In the realm of art for sale, rather cheap.

“Yeah, I know. Among my people, I don’t try to push it,” said Johnson.

What if no one bought his work? “I’d draw just for the enjoyment of it.”

Former Miss Papago To Marry On Aug. 18 (1979)



Former Miss Papago and Miss National Congress of American Indians Nellie Lopez of Chui Chu will be married Aug. 18 (1979) to Gerald Miguel of Phoenix.

Lopez reigned as Miss Papago 1976 after graduating from Casa Grande High School. She was crowned Miss NCAI in 1977.

She currently is attending the University of Arizona at Tucson where she is a sophomore majoring in business administration.

Miguel, a graduate of Phoenix Brophy College Preparatory, is a sophomore majoring in psychology with a minor in Indian Studies at the University of Arizona.

The wedding will begin at 10 a.m. at St. Augustine’s Catholic Church in Chui Chu.

# TABLE GAMES?

**COME TO ANY OF THE 4 SCHEDULED MEETINGS AND LEARN ABOUT TRAINING TO BECOME A TABLE GAMES DEALER.**

<b>JUNE 15, 2016</b> DDS Banquet Rooms 10am - 11am 4pm - 5pm	<b>JUNE 17, 2016</b> DDT Hotel Meeting Room 4 10am - 11am 4pm - 5pm
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**The Tohono O’odham Gaming Enterprise will apply the Indian Preference Policy when considering candidates. Candidates must meet the minimum requirements:**

- High School Diploma or GED
- Pass a pre-employment drug screen
- Ability to obtain and maintain a Gaming License

Contact Human Resources  
 520-342-2100

866-DDC-WINS | | DDCAZ.COM

Please play responsibly. An Enterprise of the Tohono O’odham Nation.

### Your input is needed!

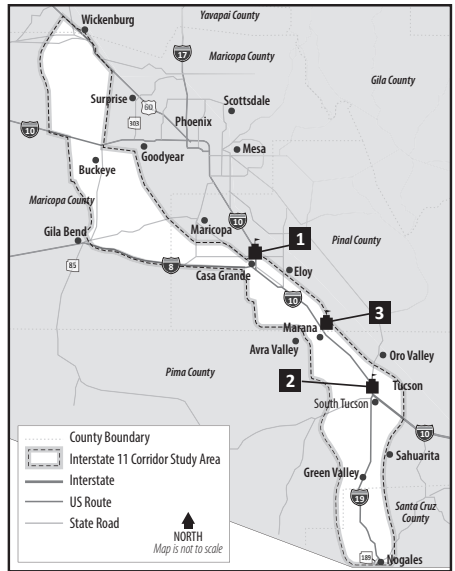
#### INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG)

#### PUBLIC SCOPING MEETINGS

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a public scoping meeting as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg.

Public Scoping is a time at the beginning of the environmental study for the study team to learn from the community. As part of the scoping process, a series of public meetings will be held throughout the Corridor Study Area, including Wickenburg, Buckeye, Casa Grande, Marana, Tucson and Nogales. The public scoping meetings will provide study information, obtain community feedback on issues in the Corridor Study Area, and solicit input to form potential corridor alternatives. This public input will help ADOT and FHWA identify the selected corridor alternative and type of transportation facility.

**WHAT IS I-11?**  
 I-11 is envisioned as a continuous high-capacity transcontinental transportation corridor that has the potential to enhance movement of people and freight, and be a corridor to facilitate regional connectivity, trade, communications and technology.



**YOU’RE INVITED TO PARTICIPATE: PUBLIC MEETINGS**

**1 Wednesday, June 8 | 4–6:30 p.m.**  
 Dorothy Powell Senior Adult Center—Dining Room | 405 E 6th Street | Casa Grande, AZ

**2 Wednesday, June 22 | 4–6:30 p.m.**  
 Arizona Riverpark Inn | 777 W. Cushing Street | Tucson, AZ

**3 Thursday, June 23 | 4–6:30 p.m.**  
 Marana Middle School—Gymnasium | 11285 W. Grier Road | Marana, AZ

**Presentation: Approximately 4:15 p.m.**

Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. For more information regarding the other meetings, please visit [i11study.com/Arizona](http://i11study.com/Arizona).

In accordance with the American with Disabilities Act of 1990 (ADA), auxiliary aids/services may be provided upon request by a person with a disability by calling 1-844-544-8049. Requests should be made as early as possible to allow for appropriate accommodations.

**CAN’T MAKE A MEETING?**

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

**Please submit comments by July 8, 2016 to be included in the summary of public comments.**

This document is available in Spanish online and by calling 1-844-544-8049. Este documento está disponible en español visitando nuestra página de internet o llamando al 1-844-544-8049. 如需中文文件請致電 1-844-544-8049. THE TOHONO O’ODHAM RUNNER - 6/3/16

FOR MORE INFORMATION:  
[i11study.com/Arizona](http://i11study.com/Arizona)  
 Project No. M5180 01P | Federal Aid No. 999-M(161)S

# Maricopa Chamber Mixer held at Him-Dak EcoMuseum

Photo by J. Peters

The Him-Dak Eco Museum hosted a "Mixer" for the Maricopa Chamber of Commerce on May 24, 2016 here at the Museum.

**What is a mixer?** Mixers are networking and social venues for businesses/organizations/individuals, and the Maricopa Mixer can be hosted at any business, entity or organization, whether or not they are a Chamber member.

The event started off with Chairman Robert Miguel who welcomed and thanked the guests for coming to the special event, alongside Vice Chairman Delia Carlyle and Council Member Ann Antone.

Museum Director Elaine F. Peters then provided a brief history of the Museum followed by Him-Dak Staff Waylon Antone, Wendy Wagner and Jeremy Johns who provided information on Him-Dak Programs.

The Ak-Chin Baban Keina Group then sang and danced for the guests on the roof top of the museum (Observatory Area). The Him-Dak Staff mingled and provided a tour of the Museum, Mission School House and the Art Staff provided a tour of the Art Building throughout the evening for the visitors.

Vekol Market catered the food for the event, some of the food served were Bruschetta, Chicken Salad Sandwiches, Puff pastries w/goat cheese, just to name a few.



Chris Cahill gives compliments to Antonio "Gohk" Davis on his singing after the dance group performance.

Raffle prizes were donated by Harrah's (2 pk for 2 Buffet Meals) UltraStar (Family Pack of 4), Southern Dunes (Golf for 4), and from the Community (Rattlers Tickets).

We would like to thank all Ak-Chin Enterprises, Businesses/

Organizations and guests who attended and participated in the event and to Ultrastar Marketing Director, Jennifer Birk for helping to organize the event. We hope to see everyone again soon!

The Him-Dak Staff

# Ak-Chin Regional Airport completes electrical upgrades

(Maricopa, Ariz. – May 23, 2016) The Ak-Chin Regional Airport, owned and operated Ak-Chin Indian Community, is pleased to announce the completion of electrical upgrades, which include placing runway edge lights, utilizing the airport beacon and installing an automated weather observing system (AWOS).

National Weather Service. "These important upgrades came out of an airport master plan process that was recently completed and



approved by the Federal Aviation Administration," said Tim Costello, Ak-Chin Regional Airport manager. "We are pleased as these new additions will help us compete

The runway edge lights run the entire length of the 4750 foot runway allowing the airport to be open 24 hours a day. The airport beacon, a tower mounted light that alternately blinks green and white, is now illuminated at night as a wayfinding aid for aircraft. The AWOS is a system of weather instruments that transmit the weather data to aircraft using an aircraft radio and can also be disseminated for remote access by the flying community and other weather data users such as the

for aviation business and takes the airport to the next level in terms of offering what aircraft owners need and expect in a small airport."

The Ak-Chin Regional Airport generates the majority of its traffic from aviation training and visiting aircraft. The airfield is home to 12 general aviation, fixed-wing aircraft made by U.S. manufacturers like Cessna, Piper, Beechcraft, Mooney and others.

Memorial Day continued from front page

1934. He enlisted into the U.S. Army at age 18 and served during the Korean War Era. Private Kakar was wounded on June 10, 1953, while neutralizing an enemy held cave. He received the Silver Star Medal for combat valor and the Purple Heart for wounds received in action against the enemy and for meritorious performance of duty. Abraham's injuries sustained during wartime, proved to be the biggest battle of his life, and he succumbed in September 26, 1965.

Abraham, son to the late Mike Singh Kakar, joined the military under the guidance of his mother Ignacia Kakar. He came from a

family who served their country, following in the footsteps of older brothers Carlos and Joe Kakar; who also served in the U.S. Army during the Korean War Era; and Mike Kakar who served with the Civil Air Patrol. He led the way for younger brothers Johnny and Ray Kakar, who also served. His legacy lives on through his sons, Abraham, Jr. and Carlos K. Gamez.

In addition to Abraham, three more heroes were honored during the Memorial Day Ceremonies, including; John A. Kinser – U.S. Marines, killed in action, July 14, 1944, World War II Era; Salvador J. Mendez – U.S. Army, killed in

action, August 19, 1968, Vietnam War Era; and Eric M. Wilson – U.S. Marines, September 25, 2007, Iraq/Afghanistan Era.

May we always remember to honor our dead and pay special tribute on Memorial Day; to the brave and fallen few who raised their hand to support and defend our nation and keep our country free!

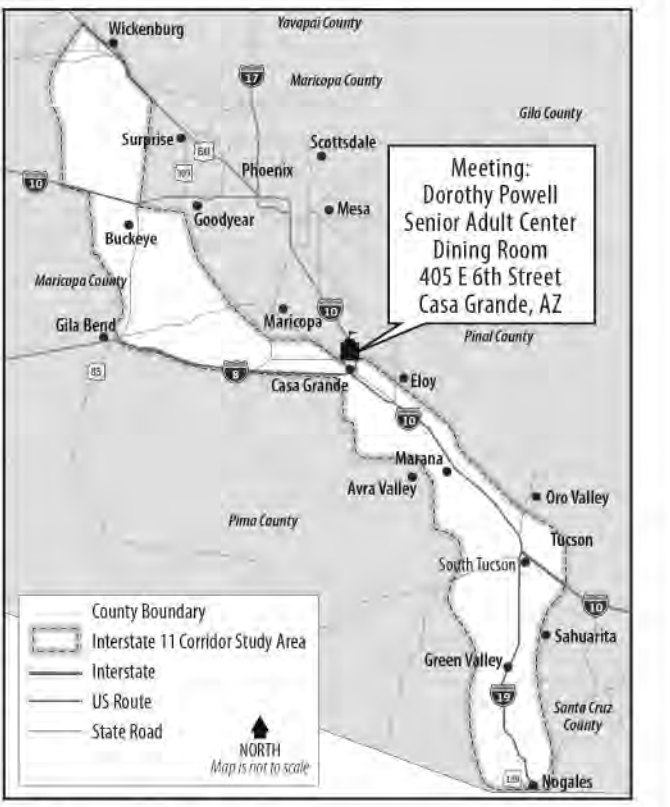
I am personally humbled and honored to include this article on behalf of my Uncle Abraham, my father Joe, and his brothers. I would also like to take a moment to recognize my grandfather and uncles on my mother's side, as well as my husband Cecil, step-son

Darren, sister Delsey, sister-in-law Elaine, as well as the many other family, friends, and community members who stepped forward to take the oath and serve our country.

AK-CHIN INDIAN COMMUNITY JUVENILE COURT COUNTY OF PINAL, STATE OF ARIZONA. IN THE MATTER OF: B.O. CONCERNING: COURTNEY OLIVAS. CASE NO.: CC15-006. SUMMONS TO APPEAR. YOU ARE HEREBY SUMMONED and required to appear before the Court at the Ak-Chin Indian Community Court, Ak-Chin, Arizona on Monday the 8th day of August, 2016, at 9:00 a.m. for a Hearing to consider granting Guardianship of the above named minor.

## Your input is needed! INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG) PUBLIC SCOPING MEETING

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Update continued from page 2

Milwaukee Bucks/Detroit Pistons/Indian Pacers/Atlanta Hawks) who also participated in the golf tournament.

Nike Corporation, one of the world's largest suppliers of athletic shoes and apparel, was a sponsor of the golf tournament and gave out the new N7 golf shoes to everyone who participated in the tournament.

The Council put in for an Indian Health Service (IHS) Planning Cooperative Agreement Grant through the Office of Self-Governance Indian Health Service. The Community entered into a contract with a seasoned Consulting group who is well versed in Self-Governance. The Community has been working diligently on this proposal which is due June 3rd. If awarded, the project would start on July 1, 2016. The project will encompass a planning initiative of health services for the Community under Self-Governance. This planning will help the Community get a good idea of health care status and possible solutions for inquiries concerning healthcare.

Concerning the Bureau of Indian Affairs (BIA), the Community Council and Self-Governance will meet at the end of this month in regards

to the FAST Act, which pertains to transportation and transportation shares discussions. The Fixing America's Surface Transportation Act (FAST) helps provide long-term funding for surface transportation, where state and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

Council is also actively working on a strategy concerning the Operations and Maintenance (O&M) for the Justice Complex. When the Justice Complex was completed and ready for operation, The Bureau of Indian Affairs would not support the O&M request from the Community because BIA stated Ak-Chin never had an O&M agreement prior, and therefore not eligible. The Community feels otherwise and is continuing to seek the funding they feel is warranted.

Councilwoman Ann Antone and I were guest speakers during the Pinal County Peace Officers Memorial Service in Florence, Arizona this month. During the service all officers who were killed in the line of duty in Pinal County were recognized, which included Ak-Chin's

Milton "Paul" Antone and Ronald Eugene Kelly. Members of the Antone family and representatives from the Ak-Chin Police and Fire Departments were in attendance and a few participated in the service.

One of the more exciting additions to the UltraStar Multi-tainment facility is the addition of an ice skating rink, which UltraStar hopes to unveil in the very near future. The Community was fortunate enough to receive an ice skating rink and equipment from New Mexico and is very excited to see the potential of ice skating in the Community.

The Ak-Chin Indian Community Council recognizes the need to keep its membership informed and will continue to communicate through Community updates and meetings. If there is any matter that the membership feels needs to have more attention, I welcome membership to my office, as I have always had an open-door policy.

Thank you for your continued support of your elected officials.

Sincerely, Robert Miguel, Chairman Page A-24 Ak-Chin Indian Community

**ABOUT US**

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**STAFF**

**ADMINISTRATION**

- Steve Pope**, Publisher  
spope@azlocalmedia.com
- Jaime Hood**, General Manager, Ext. 12  
jaime@tucsonlocalmedia.com
- Kate Long**, Accounting, Ext. 13  
kate@tucsonlocalmedia.com
- Sheryl Kocher**, Receptionist, Ext. 10  
sheryl@tucsonlocalmedia.com
- Grace Heike**, Sales Admin., Ext. 21  
grace@tucsonlocalmedia.com

**EDITORIAL**

- Mari Herrerias**, Editor, Ext. 36  
mari@tucsonlocalmedia.com
- Jim Nintzel**, News Editor, Ext. 38  
jimn@tucsonlocalmedia.com
- Chelo Grubb**, Web Editor, Ext. 32  
chelo@tucsonlocalmedia.com
- Brad Allis**, Reporter, Ext. 34  
brad@tucsonlocalmedia.com
- Logan Burtch-Buus**, Reporter, Ext. 35  
logan@tucsonlocalmedia.com
- J.D. Fitzgerald**, Photographer/Reporter, Ext. 30  
jd@tucsonlocalmedia.com

**PRODUCTION**

- Brandon Hays**, Production Manager, Ext. 29  
brandon@tucsonlocalmedia.com
- Louie Armendariz**, Graphic Designer, Ext. 28  
louie@tucsonlocalmedia.com
- Oliver Muñoz**, Graphic Designer, Ext. 26,  
oliver@tucsonlocalmedia.com
- Vicki Serma**, Pagination  
pagination@azlocalmedia.com

**CIRCULATION**

- Laura Horvath**, Circulation Manager, Ext. 17  
laura@tucsonlocalmedia.com

**ADVERTISING**

- Jim McClure**, Multi Media Sales Lead, Ext. 20  
jim@tucsonlocalmedia.com
- Casey Anderson**, Account Executive, Ext. 22  
casey@tucsonlocalmedia.com
- Kristin Chester**, Account Executive, Ext. 25  
kristin@tucsonlocalmedia.com
- Keith Marcum**, Account Executive, Ext. 39  
keith@tucsonlocalmedia.com
- Stephen Myers**, Account Executive, Ext. 19  
stephen@tucsonlocalmedia.com
- Katharine Nelson**, Account Executive, Ext. 24  
katharine@tucsonlocalmedia.com
- Dalton Smith**, Account Executive, Ext. 23  
dalton@tucsonlocalmedia.com
- Jamie Trevillyan**, Account Executive, Ext. 18  
dalton@tucsonlocalmedia.com
- Tyler Vondrak**, Account Executive, Ext. 27  
tyler@tucsonlocalmedia.com

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# Your public library thriving in digital age

CHUCK HUCKELBERRY  
Special to Desert Times



Chuck Huckelberry

The rise of the Internet and digital books were supposed to endanger the future of public libraries. Perhaps they will some day, but in Pima County, your public library is thriving and better than ever in the digital age.

The County Public Library got its start in 1883 as a city of Tucson Library. The county became a partner in 1945 and the two governments ran it together until 2006 when the city agreed to turn over control of the library system to the county. The county Board of Supervisors sits as the Library District Board, overseeing the operation of the library system and setting the property tax rate that funds library operations. The Library District was formed in 1986.

The library system is a shining example of the efficiencies and cost savings associated with regionalism. It makes little sense for governments in a metropolitan area to each provide amenities that are used by the regional population, libraries and parks, in particular.

Because every property owner in the county, regardless of jurisdiction, pays a county tax for the library, it makes sense for the county to operate the library system. Moreover, all county taxpayers have paid for new branches, including in Marana and Oro Valley, and branch expansions and renovations through the countywide bond program. The town of Oro Valley transferred operation of the Oro Valley Library to the county in 2012.

Rather than get rolled over by the digital tide, our libraries have rolled with it. They are much more than the simple lending libraries of years gone by. The county's 27 branches are community centers, providing such services as the nationally heralded Library Nurse Program where nurses from the County Health Department make the rounds through the branches providing basic health services. Or the Snack Attack Program, which is a partnership with the Com-

munity Food Bank of Southern Arizona and the Pima County Health Department that provides healthy snacks for kids and teens at several branches.

Our libraries are technology centers, providing members of the public on the other side of the digital divide access to the Internet. They're health and fitness centers, offering hugely popular yoga and Tai Chi classes. They're education centers, offering adult literacy classes, student homework assistance programs, preschool story time and more.

They're also entrepreneurial centers, offering classes and training to new business owners to help them be successful and grow their companies. At the Joel D. Valdez Main Library downtown, we offer Idea+Space through a grant from the state Department of Library, Archives and Public Records. Idea+Space offers help to startups, businesses, nonprofits, and job-seekers. Classes include new programs on business planning, startup workshops, social media marketing, financial management, and professional meetups and much more.

All of these extra services and programs don't mean that we've abandoned the core service of a public library system. There are 1.2 million items in the library's collection and last fiscal year, the library's nearly 400,000 cardholders checked out more than 6.3 million items, including digital books.

The Pima County Public Library is one of the most heavily used government services in our region. It's efficient and cost effective. It's how regionalism is intended to work.

To find out more about all that your exceptional Public Library has to offer, visit the Pima County Public Library website.

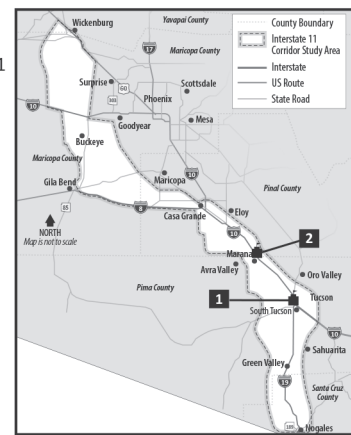
## Your input is needed! INTERSTATE 11 TIER 1 ENVIRONMENTAL IMPACT STATEMENT (NOGALES TO WICKENBURG) PUBLIC SCOPING MEETINGS

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a public scoping meeting as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg.

Public Scoping is a time at the beginning of the environmental study for the study team to learn from the community. As part of the scoping process, a series of public meetings will be held throughout the Corridor Study Area, including Wickenburg, Buckeye, Casa Grande, Marana, Tucson and Nogales. The public scoping meetings will provide study information, obtain community feedback on issues in the Corridor Study Area, and solicit input to form potential corridor alternatives. This public input will help ADOT and FHWA identify the selected corridor alternative and type of transportation facility.

**WHAT IS I-11?**

I-11 is envisioned as a continuous high-capacity transcontinental transportation corridor that has the potential to enhance movement of people and freight, and be a corridor to facilitate regional connectivity, trade, communications and technology.



### YOU'RE INVITED TO PARTICIPATE: PUBLIC MEETINGS

- 1 Wednesday, June 22 | 4—6:30 p.m.** | Arizona Riverpark Inn, 777 W. Cushing St., Tucson, AZ
- 2 Thursday, June 23 | 4—6:30 p.m.** | Marana Middle School—Gymnasium, 11285 W. Grier Rd., Marana, AZ

**Presentation: Approximately 4:15 p.m.**

Following the presentation, the meeting will be held in an open house format. Study team members will be available to answer questions. The same information will be presented at each public meeting. For more information regarding the other meetings, please visit [i11study.com/Arizona](http://i11study.com/Arizona).

In accordance with the American with Disabilities Act of 1990 (ADA), auxiliary aids/services may be provided upon request by a person with a disability by calling 1-844-544-8049. Requests should be made as early as possible to allow for appropriate accommodations.

**CAN'T MAKE A MEETING?**

Visit the website and take our online survey: [i11study.com/Arizona](http://i11study.com/Arizona)

Call the toll-free bilingual telephone hotline:  
1-844-544-8049

Email: [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

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

Please submit comments by July 8, 2016 to be included in the summary of public comments.

This document is available in Spanish online and by calling 1-844-544-8049. Este documento está disponible en español visitando nuestra página de internet o llamando al 1-844-544-8049. 如需中文文件请致电 1-844-544-8049.

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

FOR MORE INFORMATION:  
[i11study.com/Arizona](http://i11study.com/Arizona)  
Project No. M5180 01P | Federal Aid No. 999-M(161)S

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### CATEGORIES

- Lifetime Achievement in Health Care - Individual
- Outstanding Health Organization - Large (>1,000 employees)
- Outstanding Health Organization - Medium/Small (<1,000 employees)
- Achievement in Wellness Programs - Individual or Organization
- Achievement in Community Outreach - Individual or Organization
- Achievement in Medical Research - Individual or Organization
- Achievement in Medical Devices - Individual or Organization
- Outstanding Oncology/Radiology
- Outstanding Retinal/Eye Care
- Outstanding Dental/Orthodontic Care
- Outstanding Dermatology/Skin Care
- Outstanding Plastic Surgery/Medical Cosmetic/Reconstruction
- Outstanding Hospice/End of Life Care
- Outstanding Neurology
- Outstanding Psychiatric/Mental Health Care
- Outstanding Urgent Care
- Outstanding Vascular Care
- Outstanding Heart Care
- Outstanding Women's Health
- Outstanding Nurse Practitioner
- Outstanding Physician's Assistant



Photo/Courtney Pedroza, Cronkite News

Micki Valdez, Maria Dioseline Valdez, 8-month-old Santiago Valdez and Gabriela Miranda Valdez sit in downtown Nogales, Sonora after a shopping trip to the United States.

## Mexican shoppers seek lower U.S. prices

By Molly Bilker  
Cronkite News

The pedestrian crossing line into the United States winds out of the port of entry building and into Nogales, Sonora on an early weekday afternoon. As those waiting mingle in line, others come the other way, arms heavy with shopping bags as they return to Mexico.

Just beyond the start of the line, Micki Valdez, 47, sits with family members on a bench. They've just returned from a shopping trip to the United States, where she spent more than \$400 on items including suitcases and beachwear for a planned family vacation. Valdez works in a maquila, a factory built along the border, where she makes 1,200 pesos (about \$70) a week and crosses the border once a month to shop.

"With my savings, I'm able to buy more," Valdez said. "It doesn't make sense when we make so little, but that's the reality of living on the border. Buying in the United States is just cheaper."

On the surface, integration between the countries is growing. Cars are no longer made in the United States but in North America. Even the two-hour lunch is at risk as Mexicans try to mimic U.S.-style meals that are quick and on-the-run.

But activity at the crossing is evidence that this integration isn't present in the supermarkets, which see prices so much higher in Mexico than in the U.S. that shoppers surge across the border seeking better deals.

High import costs on items coming into Mexico are the key to why this phenomenon occurs, said Carlos Jimenez, president of the chamber of commerce for Nogales, Sonora.

"When you bring those commodities from the United States to Mexico – the taxes are high. And that is what jacks up the price a lot," Jimenez said. "On the border, we have the opportunity to just kind of go across and get those things over there, bypass all those costs. But if you go more into Mexico ... people are used to paying those prices for those items. That's their only option."

Prices are higher in Mexico due to import costs and supermarket prices being set where those markets are headquartered, in locations that aren't on the border and don't have

to compete with cheaper U.S. prices. Added to those prices is a 2014 raise in sales taxes near the border on non-food items, from 11 to 16 percent, which means stores aren't able to compete with the U.S. on certain goods.

The increase came from a central government decision to place a flat sales tax across the country after decades of border towns receiving a lower tax rate in order to remain competitive, Jimenez said. The tax hike equated to a 25 to 30 percent decrease in purchasing power for those on the Mexican side.

"People, especially from the border towns, of course, are the ones that are fighting (the tax)," Jimenez said. "But this is something that has to be lobbied, and it has to be lobbied in Central Mexico, where sometimes they're not sensitive to the different needs of different regions."

### Barriers to crossing

Overall, the crossings are a large portion of cross-border economics, which saw \$590 billion in trade between the United States and Mexico in fiscal year 2015, according to Christopher Teal, U.S. consul general in Nogales, Sonora.

"It's really about the people, the people exchanges," Teal said. "American retail, Arizona retail, relies heavily on Mexican spenders and Mexican tourists that come across the border and spend billions of dollars, literally, in the course of a year."

But in Mexico, there are downsides. The barriers to crossing are many, from long lines to ineligibility for crossing cards to low wages. According to the U.S. Department of State website, a crossing card that allows Mexican citizens to enter the United States temporarily costs \$160. In Mexico, the minimum daily salary is 73.04 pesos, or just over \$4, depending on the exchange rate.

"Crossing cards are really expensive," said Aurelio Villa from Villa's Market, a family-owned grocery store in Nogales, Ariz. "Imagine, by the time they put enough money together ... it's kind of hard."

Still, despite the barriers, the shoppers are so numerous that some people provide options that allow shoppers to get goods across the border. Consider Pedro Franco, 55. He

uses a shopping cart to shuttle groceries back and forth across the border for other cross-border shoppers.

Franco often stands with his cart directly outside the downtown Nogales pedestrian crossing and usually crosses with shoppers who can't carry or transport everything themselves. However, sometimes he crosses and shops for people who, due to time or eligibility constraints, can't cross the border themselves. He takes his pay entirely in tips.

"It's my life," Franco said. "How I make my living."

### Lower prices, higher quality

Maria Elena Ramos Hernandez crosses into the United States to shop on Saturdays. There, she buys meat, milk and juice, goods she says cost less but are of higher quality. At La Ley supermarket on the Mexico side, she points out that milk costs \$3 and is "pura agua," or entirely water.

Her family makes about 1,000 pesos (about \$60) per week, between her husband's income and the money Ramos receives once every three months from the Hogar de Esperanza y Paz, the community center where she works.

"Because of that, we eat meat," Ramos said. "There are people who, monthly, only eat meat once a month."

Ramos' experience reflects that of many living on the border in Nogales, Sonora. While some items, like produce, are cheaper in Mexico, she buys most of her groceries in the United States.

"It's always a lovely experience to go to the United States to shop. Because there are a lot of things, much better, much cheaper," Ramos said. "Before, for example, I went to buy groceries, but I didn't get so much. And now I go and I get the majority of the things for my house."

Some, like Villa from Villa's Market on the Arizona side, say the lower prices aren't enough to outweigh the hassles of crossing to shop. The store has been open since 2005, but the Villa family has been working in grocery stores and wholesale distribution on either side of the U.S.-Mexico border since 1978.

"I know one of these days,



Photo/Courtney Pedroza, Cronkite News

Pedro Franco stands outside the Dennis DeConcini Port of Entry in downtown Nogales. He uses his cart to help people cross with groceries they buy across the border.



Above: Maria Elena Ramos Hernandez buys plantains at La Ley supermarket in Nogales, Sonora. Produce is one of the few items sold cheaper in Mexico. Below: Ramos Hernandez shops for packaged food items at La Ley. She said she usually takes large shopping trips during the weekends.

Photos/Molly Bilker, Cronkite News



it's going to end," Villa said. "The prices are almost equal. ... People don't want to stand in line. And when you do get to cross, they just treat you like you're a criminal."

Others are more hopeful. Many emphasize that not everything is less expensive in the United States, evidenced by U.S. citizens crossing into Mexico for medical tourism.

The nature of the economic ties between Arizona and So-

nora, Teal said, is "astounding." While Mexican businesses and citizens may be facing a tough deal with lack of competitiveness on the border, they don't hold that against the United States. Some, like Jimenez, believe more development on the U.S. side would be beneficial.

"Border cities really feed off each other," Jimenez said. "It's really important to have good economic development on both sides."

## Public meeting set in Nogales on I-11 project

Nogales International

The Arizona Department of Transportation will hold a public meeting in Nogales this month on the proposed Interstate 11, a multi-modal corridor meant to connect Arizona with regional and international travel/trade markets.

The proposal is entering a

three-year environmental study for the stretch from Nogales to Wickenburg, and a 45-day period is now under way to allow the public to ask questions and comment on topics including potential corridor paths, impact on the environment, wildlife habitats, cultural resources and opportunities for other transportation modes, such as rail.

Six public meetings are planned, including one set for 4-6:30 p.m. June 21 at the Nogales High School cafeteria, 1905 N. Apache Blvd.

Comments gathered at the meetings will contribute to an Alternatives Selection Report, Draft Tier 1 Environmental Impact Statement and a Final Tier 1 EIS for a selected corridor alternative.

A no-build option will also be considered.

You can also comment online at [www.i11study.com/arizona](http://www.i11study.com/arizona), via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com), by phone at 1-844-544-8049 or by sending comments to Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 W. Jackson St., Mail Drop 126F, Phoenix, AZ 85007.

The recommended I-11 path would likely follow US Highway 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor targeted in this environmental study begins in Wickenburg, runs west of metro Phoenix, south to the Tucson area and on to Nogales.





## **APPENDIX B**

### **Sample Agency Invitation Letters and Recipient List**

Cooperating Agency Invitation List  
Sample Cooperating Agency Letter  
Participating Agency Invitation List  
Sample Participating Agency Letter

# Cooperating Agency Invitation List

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## **Federal**

Bureau of Land Management (BLM)

Federal Aviation Administration (FAA)

Federal Railroad Administration (FRA)

National Park Service (NPS)

US Bureau of Reclamation (Reclamation)

US Environmental Protection Agency (USEPA)

US Fish and Wildlife Service (USFWS)

US Forest Service (USFS), Coronado National Forest

Western Area Power Administration (Western)



May 23, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Cooperating Agency Invitation Letter

## Sample Cooperating Agency Letter

Mr. Raymond Suazo, State Director  
Bureau of Land Management  
One North Central Avenue, Suite 800  
Phoenix, Arizona 85004

Dear Mr. Suazo:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

As a follow-up to the pre-scoping meeting held with your agency on April 13, 2016, we are inviting the Bureau of Land Management (BLM) to be a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor. Since we are now beginning the formal scoping process, we encourage your agency to formally respond to this invitation and submit any comments and input that may have been discussed at the pre-scoping meeting.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the

ASR will assess a wide range of corridor alternatives through a robust evaluation process that uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), your agency has been identified as one that has jurisdiction in the I-11 Corridor due to the BLM-managed land and designated resource areas within the study area. Accordingly, you are being extended this invitation to serve as a Cooperating Agency in the Tier 1 EIS process. As a Cooperating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Cooperating Agency, you will have the opportunity to become a Participating Agency. If you would like to become either a Cooperating Agency or Participating Agency, the FHWA respectfully requests that you respond to this invitation in writing. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov) or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

**Tuesday, June 7, 2016 from 1:30 to 3:30 PM**  
 Arizona Department of Transportation  
 Leadership and Employee Engagement Conference Room  
 2739 East Washington Street, Phoenix, Arizona

**Wednesday, June 8, 2016 from 1:30 to 3:00 PM**  
 Dorothy Powell Senior Adult Center, Dining Room  
 405 East 6th Street, Casa Grande, Arizona

**Wednesday, June 22, 2016 from 10:00 to 11:30 AM**  
 Pima Association of Governments, Large Conference Room  
 1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:


Click Here: <https://www.connectmeeting.att.com>  
Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at <http://i11study.com/Arizona>.

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a Cooperating Agency or Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

  
for Karla S. Petty  
Division Administrator

Enclosures

cc:

Rem Hawes, Bureau of Land Management, 21605 North 7th Avenue, Phoenix, Arizona, 85027  
Ed Kender, Bureau of Land Management, 21605 North 7th Avenue, Phoenix, Arizona, 85027  
Melissa Warren, 3201 East Universal Way, Tucson, Arizona, 85756  
Rebecca Yedlin, FHWA Environmental Coordinator  
Jay Van Echo, ADOT Project Manager, MD T100  
Lisa Ives, AECOM Consultant Team Project Manager  
RYedlin:cdm



Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. Air: Clean Air Act [42 U.S.C. 7401–7671(g)].

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Authority:** 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

**Michael T. Leary,**  
Director, Planning and Program Development,  
Federal Highway Administration.

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

**AGENCY:** Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at [JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i11study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation’s surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT’s overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

## Notice of Intent

32008

Federal Register / Vol. 81, No. 98 / Friday, May 20, 2016 / Notices

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

**Karla S. Petty,**

*Arizona Division Administrator, Federal Highway Administration.*

[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

**BILLING CODE P**

### DEPARTMENT OF THE TREASURY

#### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

**ACTION:** Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

**DATES:** Comments must be received by June 20, 2016.

**ADDRESSES:** Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** The OCC is proposing to extend OMB approval of the following information collection:

**Title:** Consumer Protections for Depository Institution Sales of Insurance.

**OMB Control No.:** 1557-0220.

**Type of Review:** Extension, without revision, of a currently approved collection.

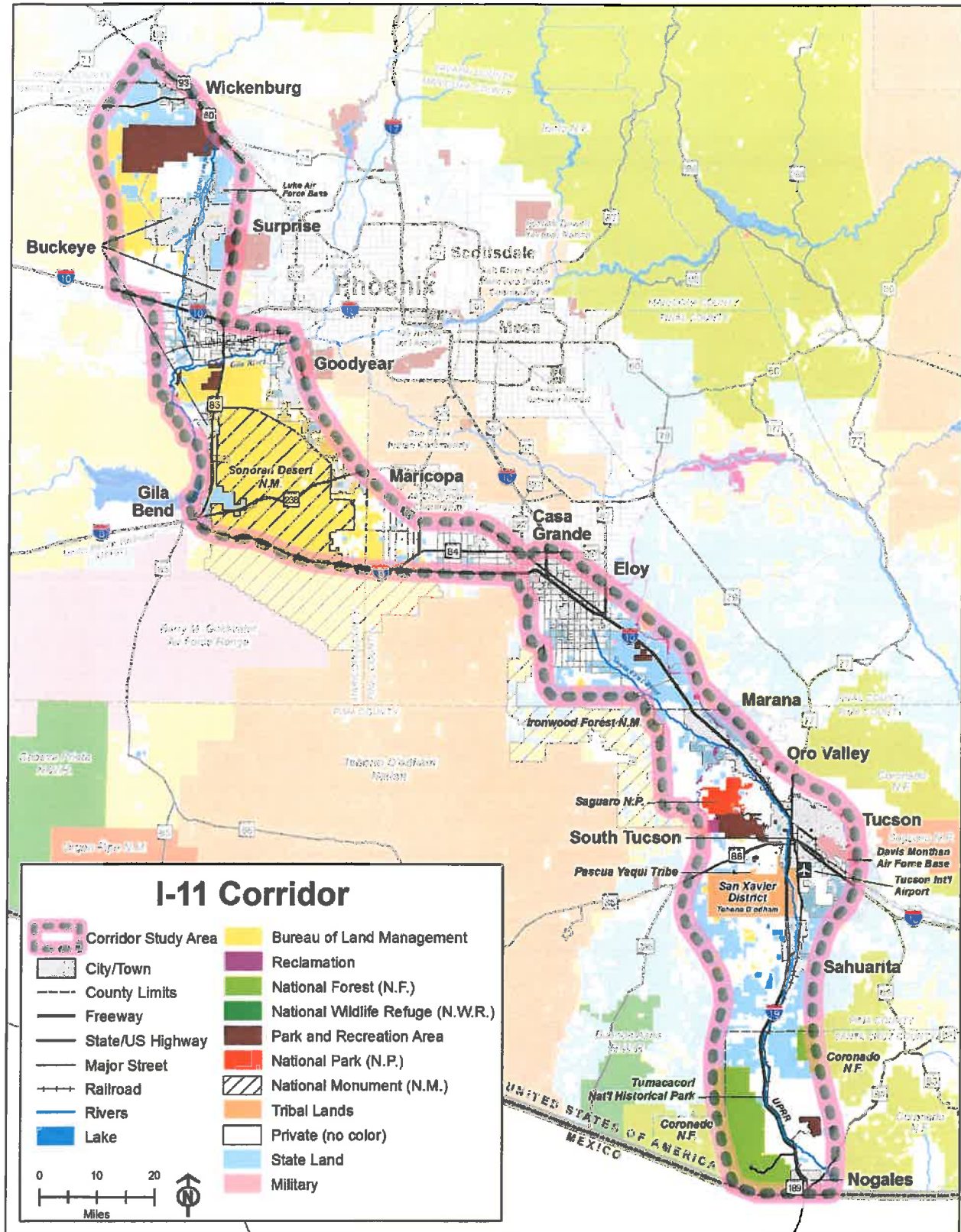
**Description:** This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (e.g., that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

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

## Notice of Intent





I-11 Corridor Study Area

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

# Participating Agency Invitation List

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## **Federal**

Bureau of Indian Affairs (BIA)  
Federal Emergency Management Agency (FEMA)  
Federal Transit Administration (FTA)  
US Army Corps of Engineers (USACE)  
US Air Force (USAF), Davis-Monthan Air Force Base  
US Air Force, Luke Air Force Base  
US Customs and Border Protection (CBP)  
US Department of Agriculture (USDA)  
Western Area Power Administration (Western)

## **State**

Arizona Air National Guard (AANG)  
Arizona Corporation Commission (ACC)  
Arizona Department of Corrections (ADOC)  
Arizona Department of Environmental Quality (ADEQ)  
Arizona Department of Public Safety (ADPS)  
Arizona Department of Water Resources (ADWR)  
Arizona Game and Fish Department (AGFD)  
Arizona State Land Department (ASLD)  
Arizona State Parks (ASP)  
Arizona State Historic Preservation Office (SHPO)

## **Regional**

Central Arizona Governments (CAG)  
Central Yavapai Metropolitan Planning Organization (CYMPO)  
Northern Arizona Council of Governments (NACOG)  
Maricopa Association of Governments (MAG)  
Pima Association of Governments (PAG)  
SouthEastern Arizona Governments Organization (SEAGO)  
Sun Corridor Metropolitan Planning Organization (SCMPO)

## **County**

Maricopa County  
Maricopa County Flood Control District

Pima County  
Pima County Flood Control  
Pinal County  
Pinal County Flood Control District  
Santa Cruz County  
Santa Cruz County Flood Control District  
Yavapai County  
Yavapai County Flood Control

**Local**

City of Buckeye  
City of Casa Grande  
City of Eloy  
City of Goodyear  
City of Maricopa  
City of Nogales  
City of South Tucson  
City of Surprise  
City of Tucson  
Town of Gila Bend  
Town of Marana  
Town of Oro Valley  
Town of Sahuarita  
Town of Wickenburg

**Utility**

Arizona Public Service (APS)  
Buckeye Water Conservation and Drainage District  
Central Arizona Irrigation and Drainage District  
Central Arizona Project (CAP)  
Cortaro-Marana Irrigation District  
Greene Reservoir Flood Control District  
Maricopa Flood Control District  
Maricopa-Stanfield Irrigation and Drainage District  
Roosevelt Irrigation District (RID)  
San Carlos Irrigation District  
Salt River Project (SRP)  
Trico Electric Cooperative

Silverbell Irrigation and Drainage District

UNS Energy Corporation/Tucson Electric Power (TEP)

**Tribal**

Ak-Chin Indian Community

Gila River Indian Community

Pascua Yaqui Tribe

Tohono O'odham Nation



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

**ARIZONA DIVISION**

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

May 24, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

## **Sample Participating Agency Letter**

Ms. Lisa Atkins, Commissioner  
Arizona State Land Department  
1616 West Adams Street  
Phoenix, Arizona 85007

Dear Commissioner Atkins:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

This letter invites your agency to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. If you were previously involved in any prior studies or pre-scoping activities related to I-11, we encourage your agency to formally respond to this invitation and submit any comments and input now that we are beginning the formal scoping process.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the ASR will assess a wide range of corridor alternatives through a robust evaluation process that

uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), the FHWA and ADOT invite your organization to be a Participating Agency during the Tier 1 EIS process. As a Participating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Participating Agency, the FHWA respectfully requests that you decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the I-11 Corridor; has no expertise or information relevant to the I-11 Corridor; or does not intend to submit comments on the I-11 Corridor at this time. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov) or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

**Tuesday, June 7, 2016 from 1:30 to 3:30 PM**  
 Arizona Department of Transportation  
 Leadership and Employee Engagement Conference Room  
 2739 East Washington Street, Phoenix, Arizona

**Wednesday, June 8, 2016 from 1:30 to 3:00 PM**  
 Dorothy Powell Senior Adult Center, Dining Room  
 405 East 6th Street, Casa Grande, Arizona

**Wednesday, June 22, 2016 from 10:00 to 11:30 AM**  
 Pima Association of Governments, Large Conference Room  
 1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: <https://www.connectmeeting.att.com>  
 Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at <http://i11study.com/Arizona>.

In order to give your agency adequate opportunity to weigh the relevance of your participation as a Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,



for Karla S. Petty  
Division Administrator

#### Enclosures

cc:

Ruben Ojeda, Arizona State Land Department, address same as addressee  
Mark Edelman, Arizona State Land Department, address same as addressee  
Rebecca Yedlin, FHWA Environmental Coordinator  
Jay Van Echo, ADOT Project Manager, MD T100  
Lisa Ives, AECOM Consultant Team Project Manager  
RYedlin:cdm



Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Authority:** 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

**Michael T. Leary,**

*Director, Planning and Program Development, Federal Highway Administration.*

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

**AGENCY:** Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at [jVanEcho@azdot.gov](mailto:jVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i1study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation’s surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT’s overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

## Notice of Intent

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



Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

**Karla S. Petty,**

*Arizona Division Administrator, Federal Highway Administration.*

[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

**ACTION:** Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

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**DATES:** Comments must be received by June 20, 2016.

**ADDRESSES:** Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

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**Title:** Consumer Protections for Depository Institution Sales of Insurance.

**OMB Control No.:** 1557-0220.

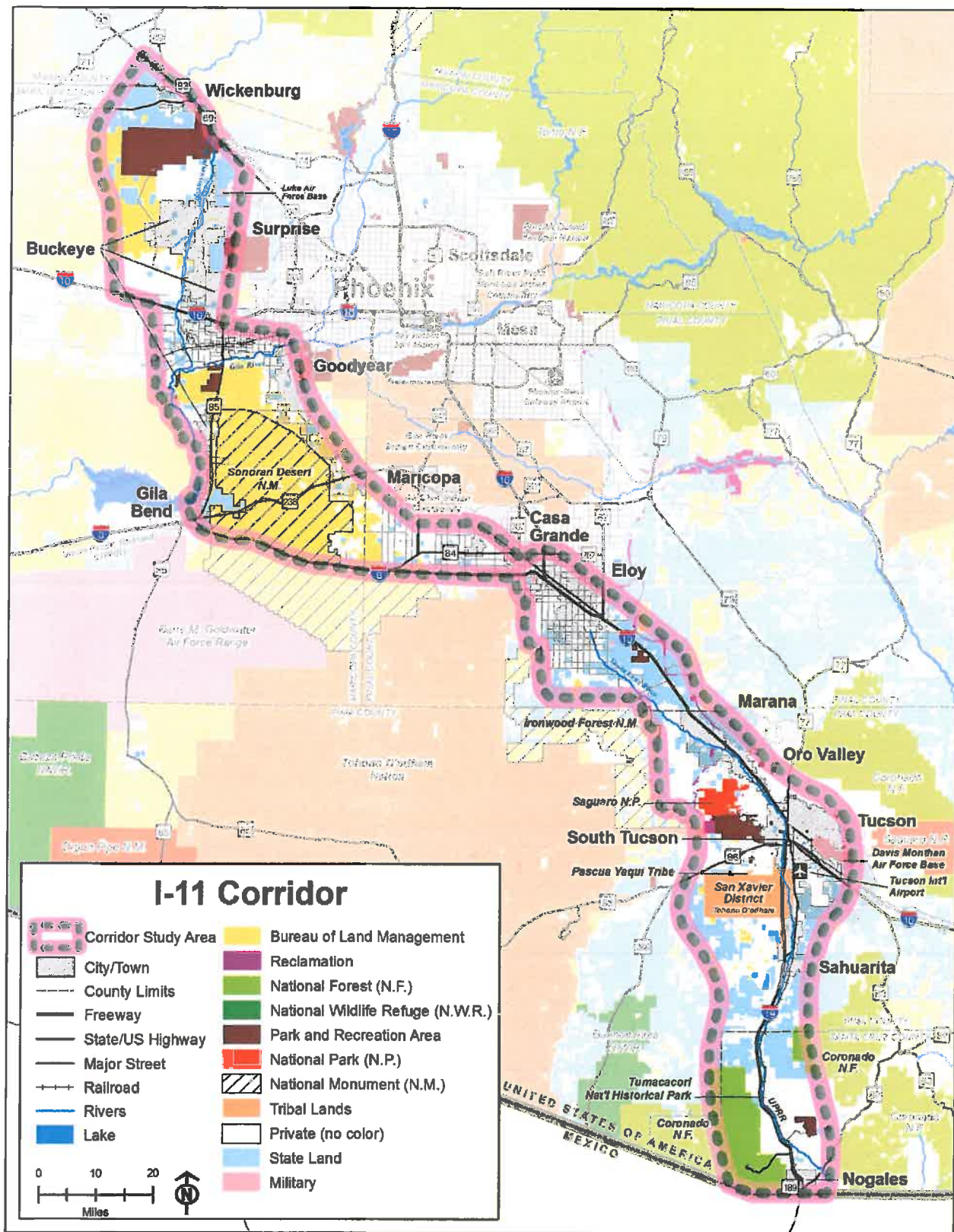
**Type of Review:** Extension, without revision, of a currently approved collection.

**Description:** This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (e.g., that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

## Notice of Intent

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I-11 Corridor Tier 1 EIS



I-11 Corridor Study Area

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 I-11, I-19/SR 189 to US 93/SR 89  
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 I-11 Corridor Tier 1 EIS



## **APPENDIX C**

### **Agency Scoping Meeting Materials**

Agency Scoping Meeting Agendas  
Agency Scoping Meeting Presentation  
Agency Scoping Meeting Boards  
Agency Scoping Meeting Handout

## AGENCY SCOPING MEETING #1 IN PHOENIX

JUNE 7, 2016

1:30 TO 3:30 PM

LEADERSHIP AND EMPLOYEE ENGAGEMENT CONFERENCE ROOM  
2739 E. WASHINGTON STREET  
PHOENIX, AZ

AND/OR

CLICK HERE: [HTTPS://WWW.CONNECTMEETING.ATT.COM](https://www.connectmeeting.att.com)

MEETING NUMBER/CALL-IN: 1-888-369-1427; ACCESS CODE: 6874525#

### \* \* \* AGENDA \* \* \*

1. Introductions and Purpose of Meeting
2. Presentation on I-11 Corridor Environmental Review Process
  - a. History of Corridor
  - b. Study Goal and Objective
  - c. Overview of Process
3. Purpose of Scoping
  - a. Purpose and Need
  - b. Alternatives to be Studied
  - c. Impacts to be Evaluated
  - d. Evaluation Methods to be Used
4. Comments and Questions
5. Next Steps

*Please submit all official comments in writing to:*  
Mr. Aryan Lirange, Senior Urban Engineer  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012  
or via e-mail at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov)

## AGENCY SCOPING MEETING #2 IN CASA GRANDE

JUNE 8, 2016

1:30 TO 3:00 PM

DOROTHY POWELL SENIOR ADULT CENTER – DINING ROOM

405 E. 6<sup>TH</sup> STREET

CASA GRANDE, AZ

AND/OR

CLICK HERE: [HTTPS://WWW.CONNECTMEETING.ATT.COM](https://www.connectmeeting.att.com)

MEETING NUMBER/CALL-IN: 1-888-369-1427; ACCESS CODE: 6874525#

### \* \* \* AGENDA \* \* \*

1. Introductions and Purpose of Meeting
2. Presentation on I-11 Corridor Environmental Review Process
  - a. History of Corridor
  - b. Study Goal and Objective
  - c. Overview of Process
3. Purpose of Scoping
  - a. Purpose and Need
  - b. Alternatives to be Studied
  - c. Impacts to be Evaluated
  - d. Evaluation Methods to be Used
4. Comments and Questions
5. Next Steps

*Please submit all official comments in writing to:*  
 Mr. Aryan Lirange, Senior Urban Engineer  
 Federal Highway Administration  
 4000 North Central Avenue, Suite 1500  
 Phoenix, AZ 85012  
 or via e-mail at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov)

## AGENCY SCOPING MEETING #3 IN TUCSON

JUNE 22, 2016

10:00 TO 11:30 AM

PIMA ASSOCIATION OF GOVERNMENTS, LARGE CONFERENCE ROOM

1 E. BROADWAY BOULEVARD, SUITE 401

TUCSON, AZ

AND/OR

CLICK HERE: [HTTPS://WWW.CONNECTMEETING.ATT.COM](https://www.connectmeeting.att.com)

MEETING NUMBER/CALL-IN: 1-888-369-1427; ACCESS CODE: 6874525#

### \* \* \* AGENDA \* \* \*

1. Introductions and Purpose of Meeting
2. Presentation on I-11 Corridor Environmental Review Process
  - a. History of Corridor
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 Mr. Aryan Lirange, Senior Urban Engineer  
 Federal Highway Administration  
 4000 North Central Avenue, Suite 1500  
 Phoenix, AZ 85012  
 or via e-mail at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov)



# I-11 Corridor

Tier 1 Environmental Impact Statement

Scoping Meeting



June 2016

## Purpose of Scoping Meeting

- Federal environmental review process
- Share information about process
- Seek input on “scope” and content
- Describe opportunities for involvement



## History of I-11 Corridor



- Intermodal Surface Transportation Efficiency Act 1991
- North American Free Trade Agreement 1993
- CANAMEX Trade Corridor 1995
- National Highway System High Priority Corridor 2012
- I-11 and Intermountain West Corridor Study 2014
- Fixing America's Surface Transportation Act 2015
- **Federal Environmental Review Process 2016**

Federal Lead Agency:  
Federal Highway Administration (FHWA)



Local Lead Agency:  
Arizona Department of Transportation



Alternatives Selection  
Report (ASR) and  
Tier 1 Environmental  
Impact Statement (EIS)



## Study Goal and Objective



Complete ASR and Tier 1 EIS



Reach consensus on  
Selected Corridor Alternative  
from Nogales to Wickenburg



Set stage for future  
proposed projects





# Environmental Review Process

## Tier 1 Environmental Impact Statement Process



◆ Official Agency and Public Opportunity for Comment during Tier 1 EIS Process

EIS = Environmental Impact Statement

ROD = Record of Decision

ADOT

## What is Scoping?

- **Early step in environmental review process**
  - ▶ Allows for early coordination and outreach
- **Notify public, agencies, and tribal communities**
  - ▶ Tier 1 EIS is being prepared
  - ▶ Solicit input on overall process and corridor
- **Guide “scope” and content of Tier 1 EIS**
  - ▶ Purpose and need
  - ▶ Alternatives to be studied
  - ▶ Impacts to be evaluated
  - ▶ Evaluation methods to be used

ADOT

## What are the Goals for I-11?

- Provide access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improved regional mobility for movement of people, goods, and homeland security
- Provide enhanced transportation opportunities for economic vitality

ADOT



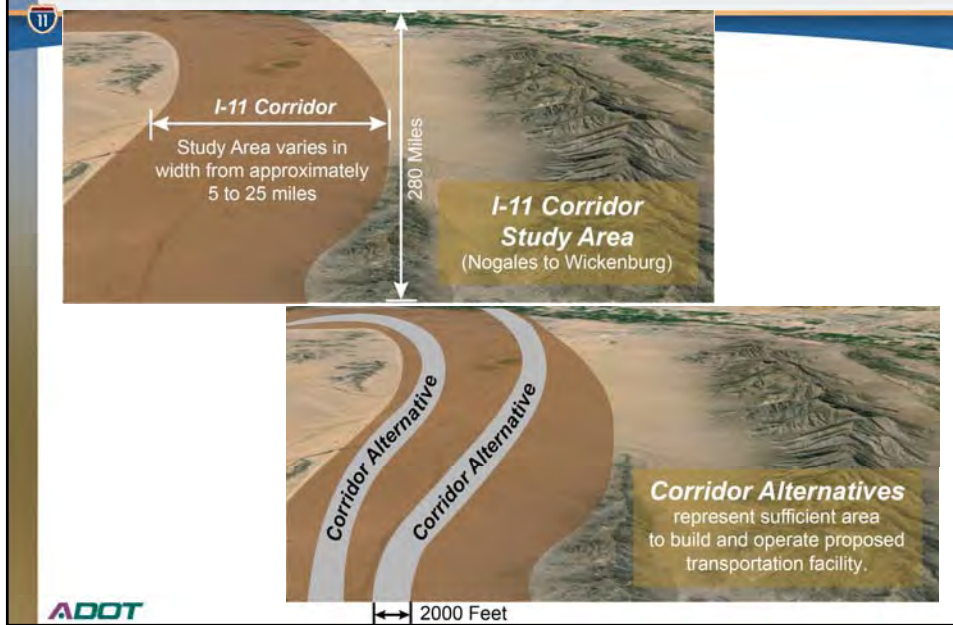
## What is being Studied?

- 280-mile study area from Nogales to Wickenburg
- 2,000-foot corridor alternatives
- Proposed transportation facility
- Phased Implementation Plans

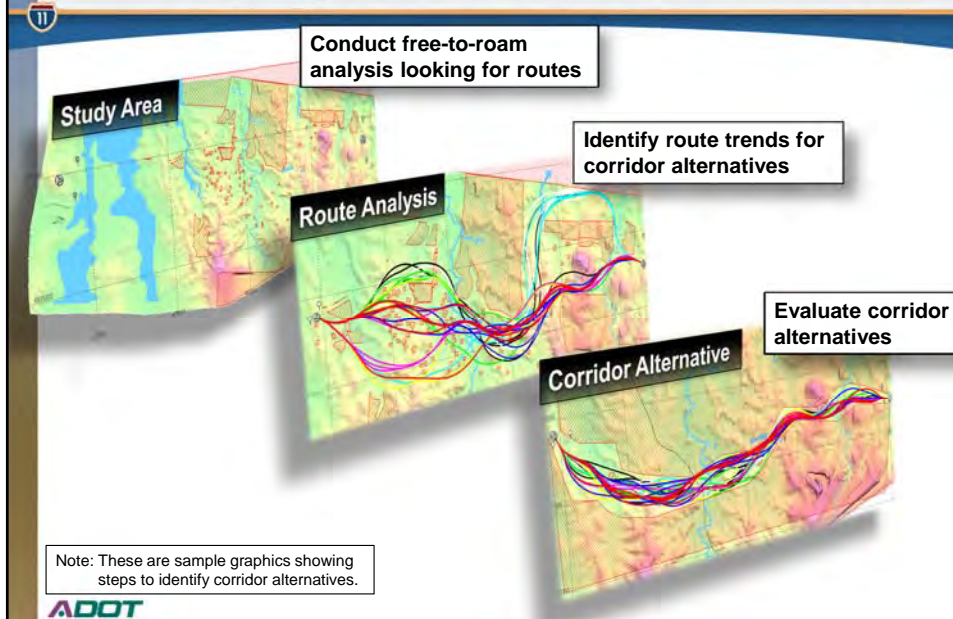
ADOT



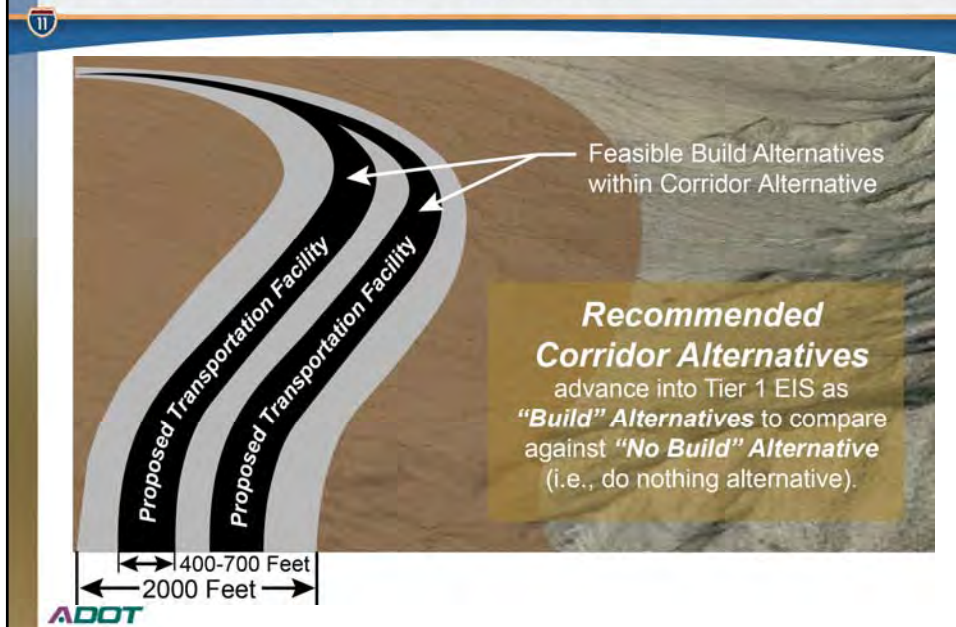
# Corridor Alternatives



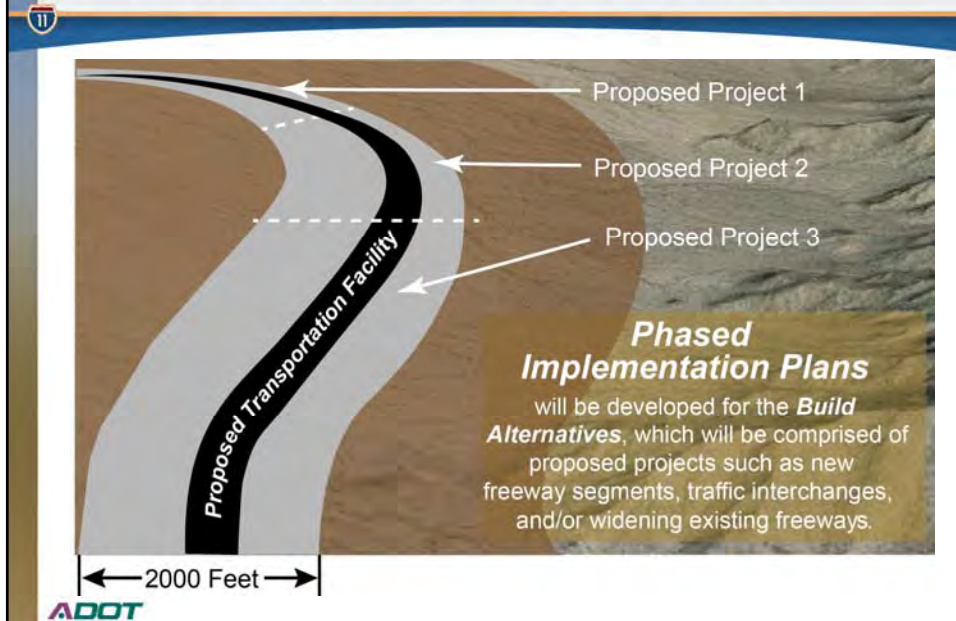
# Identifying Corridor Alternatives



## Recommended Corridor Alternatives



## Phased Implementation Plans



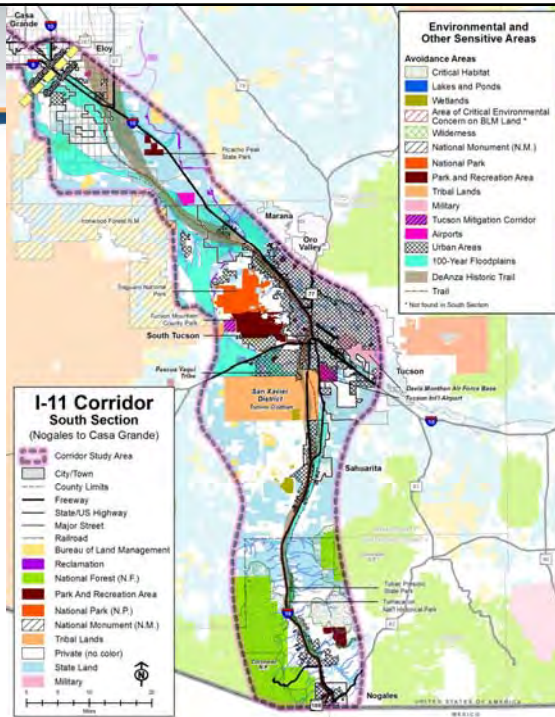
# What Topics will be Studied?

- Air quality
- Biological resources
- Economic impacts
- Geology, soils, and farmlands
- Hazardous materials
- Historic and archaeological
- Land use and neighborhoods
- Noise and vibration
- Parks and recreation
- Title VI and environmental justice
- Transportation
- Visual and aesthetics
- Water resources



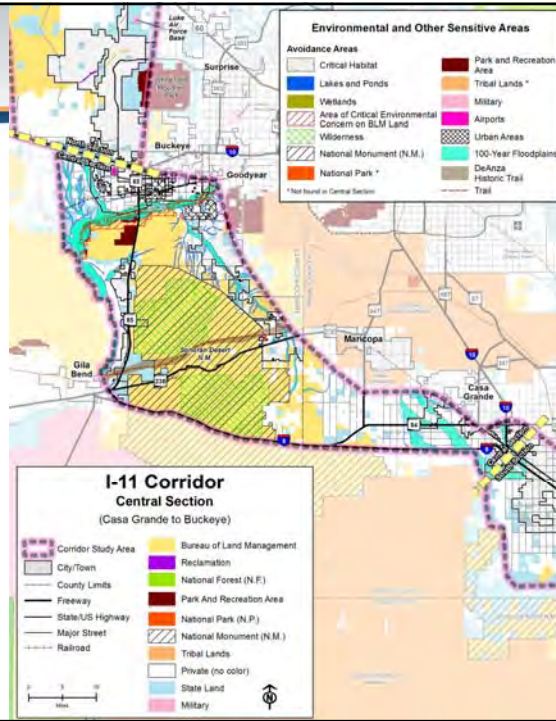
# South

- Critical habitat
- Cultural resources
- Historic trail
- Parks and recreation
- Rivers and floodplains
- Tribal lands
- Urbanized areas
- Wildlife and mitigation corridors



# Central

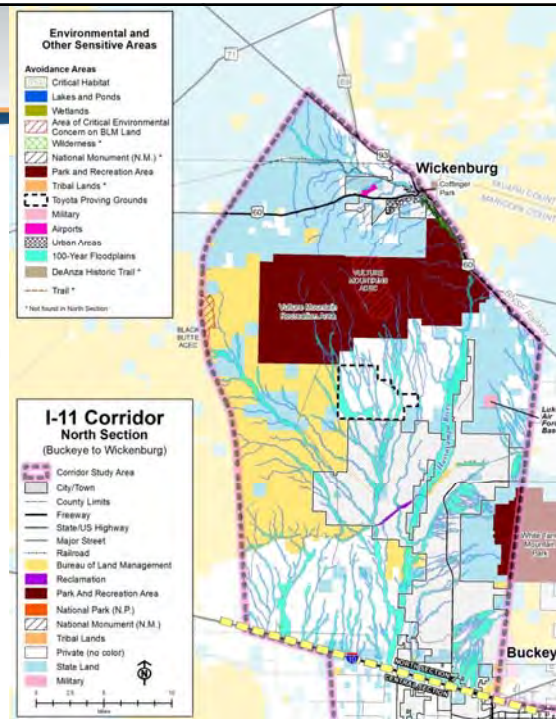
- Areas of critical environmental concern
- Cultural resources
- Historic trail
- National monument
- Parks and recreation
- Rivers and floodplains
- Wilderness



ADOT

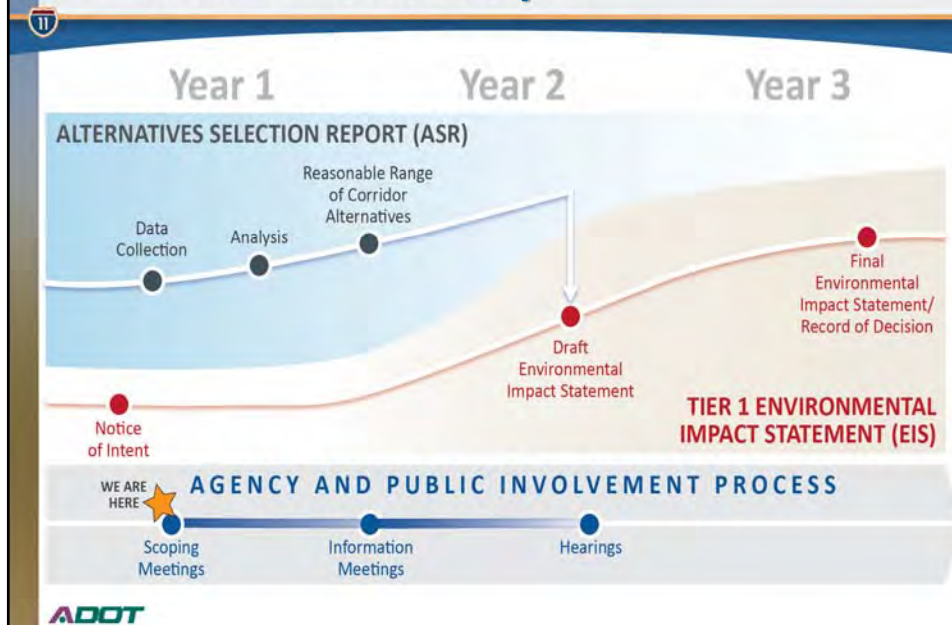
# North

- Areas of critical environmental concern
- Cultural resources
- Parks and recreation
- Rivers and floodplains
- Other avoidance areas



ADOT

## What are Next Steps?



## What Questions will the Tier 1 EIS Answer?

### ■ Reach consensus on *Selected Corridor Alternative* for I-11 Corridor

- ▶ Potential social, economic, and natural environmental impacts
- ▶ Type of vehicular transportation facility
- ▶ Potential multimodal facility (rail and utility) opportunities
- ▶ Proposed projects for Phased Implementation Plan

*The Tier 1 EIS will provide a roadmap for advancing proposed projects in the future.*

# How Can You Participate?



## ■ Scoping meetings

- ▶ Review information on display boards and handouts
- ▶ Provide written comments on comment cards
- ▶ Provide comments verbally to court reporter

## ■ Additional opportunities



I-11ADOTStudy@hdrinc.com



1-844-544-8049 (bilingual)



i11study.com/Arizona (on-line survey)



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

## ■ Future public meetings and hearings



**Please  
submit  
scoping  
comments  
by  
July 8, 2016**



# I-11 Corridor

Tier 1 Environmental Impact Statement



WICKENBURG

PHOENIX



TUCSON



NOGALES

**THANK YOU!!**







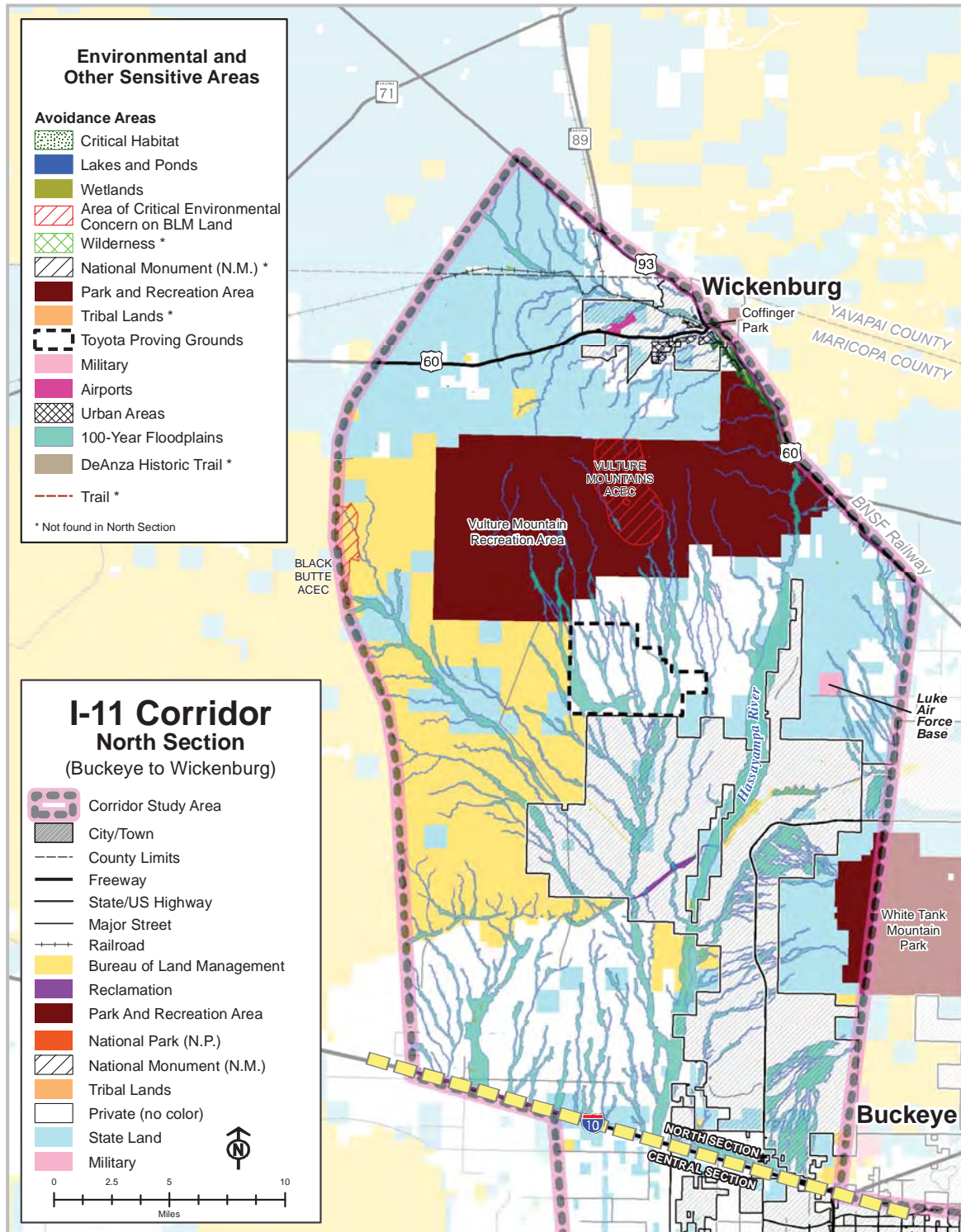
# Potential Topics and Environmental Issues

The Tier 1 EIS will document technical analysis conducted on a number of potential topics and environmental issues. Help us identify areas or resources that you feel must be avoided or are important to serve.





# North Section

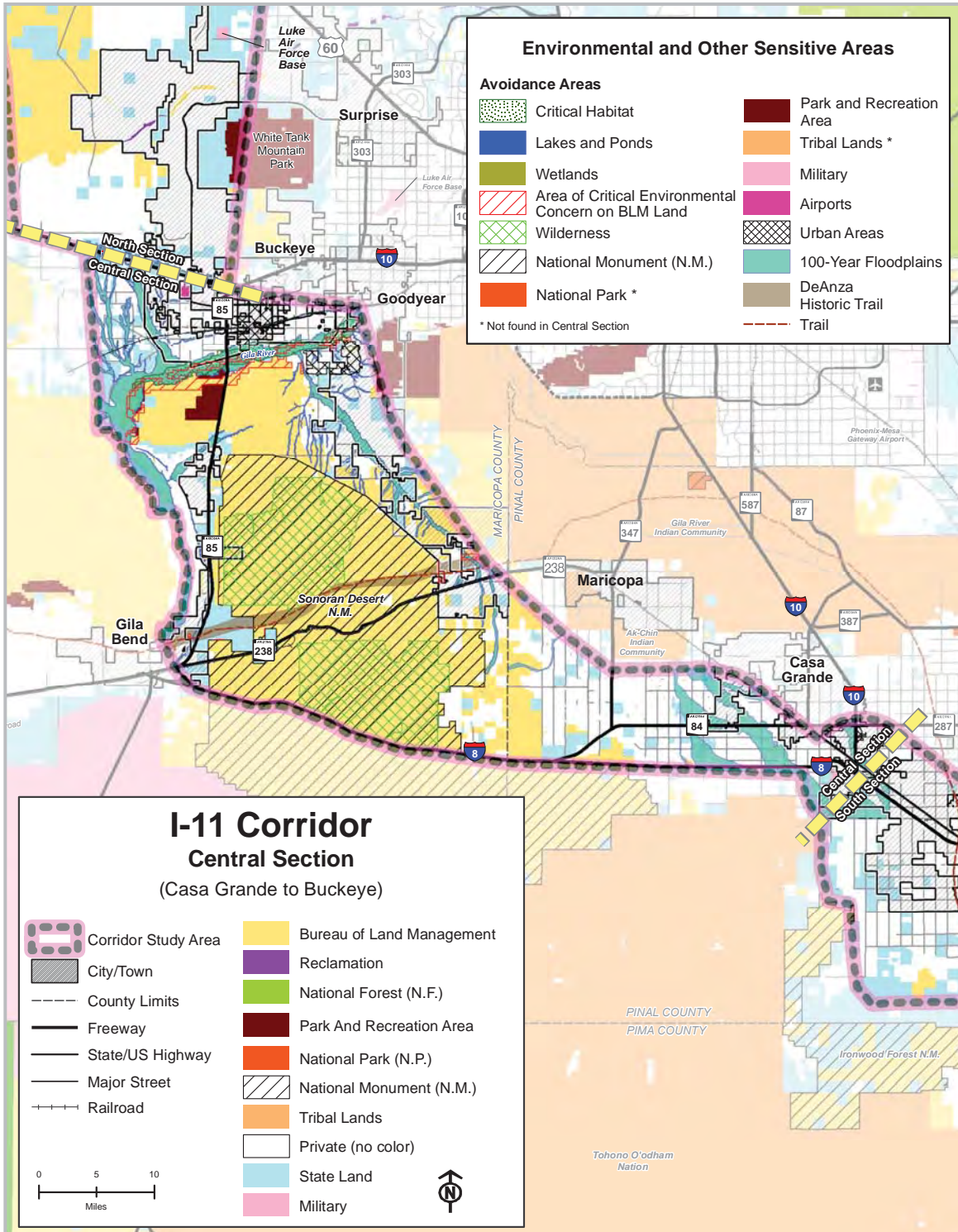


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016



# Central Section

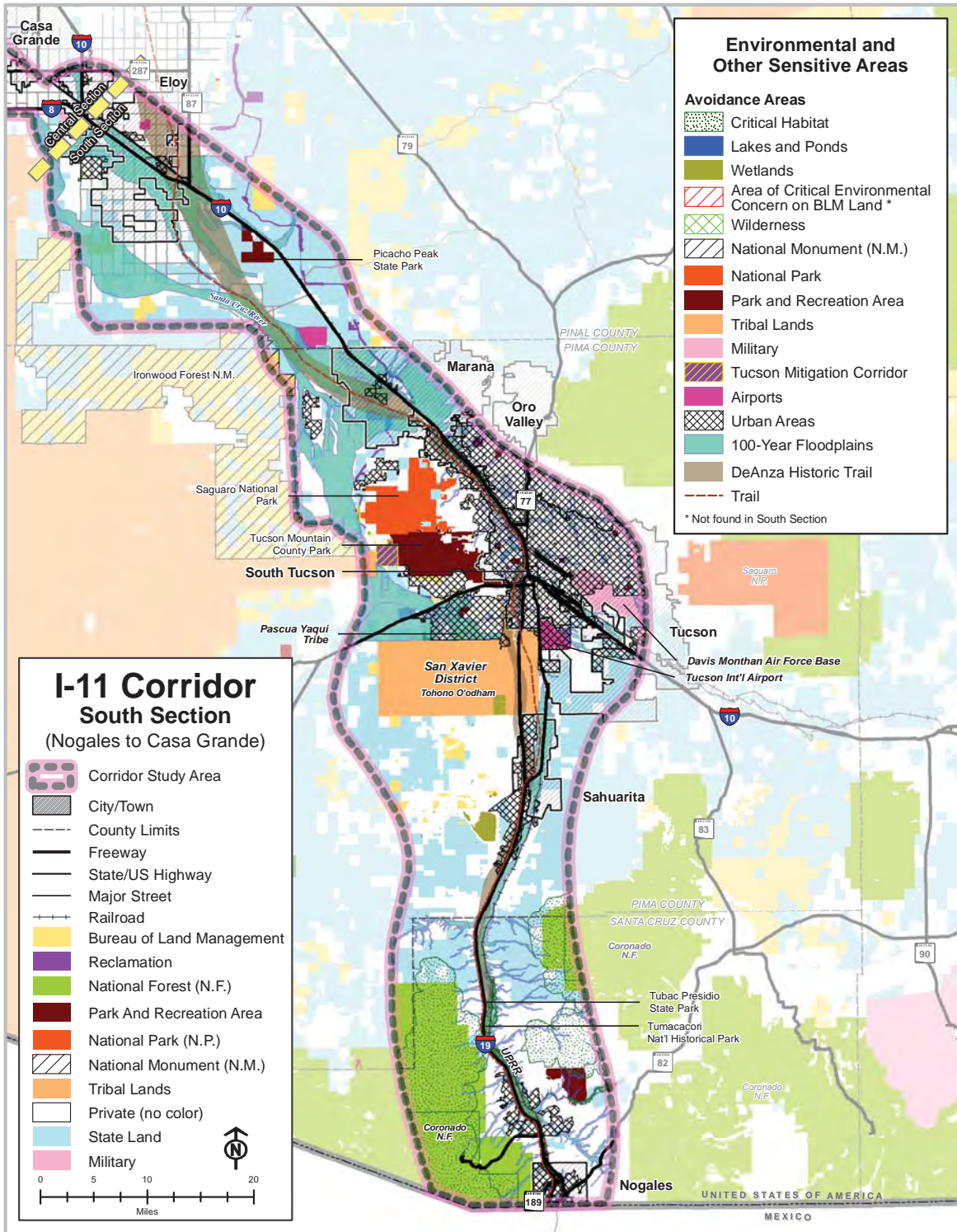


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016



# South Section



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016

## I-11 Corridor Tier 1 Environmental Impact Statement

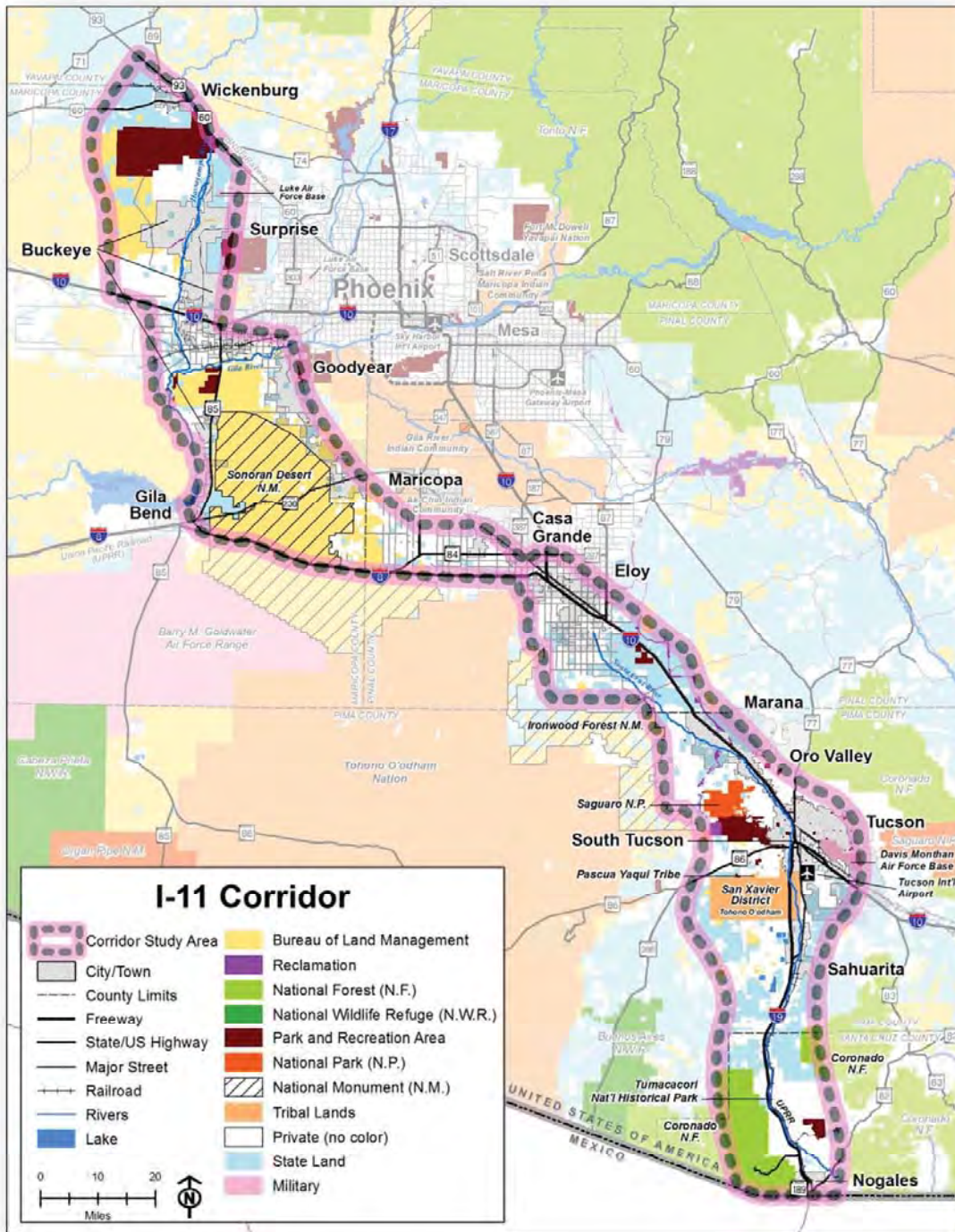
### What is a Tier 1 EIS?

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating the environmental review process for the Interstate 11 (I-11) Corridor from Nogales to Wickenburg, Arizona. An Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) are being prepared as part of this process in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. This hand-out compares the level of analysis and compliance activities typically conducted for a programmatic Tier 1 EIS versus project level Tier 2 environmental reviews that would be conducted at a later date. In a tiered process, Tier 2 would be similar to a traditional project level NEPA review.

- **Tier 1 Environmental Impact Statement:** Analyzes a *program, large project, or undefined corridor* on a broad scale.
- **Tier 2 Environmental Reviews:** Involves a *specific project* and applicable NEPA class of action that could include an EIS, Environmental Assessment (EA), or Categorical Exclusion (CE), but focused on the corridor identified in the Tier 1 EIS document.

Activities	Tier 1 “Programmatic” EIS	Tier 2 “Project” Environmental Reviews
<b>NEPA Class of Action</b>	<b>Tier 1 EIS</b>	<b>EIS, EA, or CE</b>
<b>Purpose and Need</b>	<ul style="list-style-type: none"> <li>• Refine purpose and need from prior feasibility study</li> <li>• Consider federal, state, regional, and local needs</li> </ul>	<ul style="list-style-type: none"> <li>• Refine purpose and need from Tier 1</li> <li>• Address needs specific to proposed project</li> </ul>
<b>Alternatives</b>	<ul style="list-style-type: none"> <li>• Develop, evaluate, and screen corridor alternatives</li> <li>• Identify types of proposed transportation facility</li> </ul>	<ul style="list-style-type: none"> <li>• Define project alignment and configuration</li> <li>• Identify potential design options</li> </ul>
<b>Engineering</b>	<ul style="list-style-type: none"> <li>• Very conceptual design</li> <li>• Typical sections for proposed transportation facility</li> <li>• Phased Implementation Plan for smaller proposed projects</li> </ul>	<ul style="list-style-type: none"> <li>• More refined engineering</li> <li>• Detailed drawings, vertical profiles, and typical sections</li> <li>• Access details and interchange design</li> </ul>
<b>Analysis</b>	<ul style="list-style-type: none"> <li>• Broad, high-level</li> <li>• Relies heavily on readily available information</li> <li>• Primarily geographic information system (GIS) based</li> </ul>	<ul style="list-style-type: none"> <li>• Site-specific resource information, impacts, and mitigation</li> </ul>
<b>Agency and Public Input</b>	<ul style="list-style-type: none"> <li>• Identify key issues early</li> <li>• Build consensus</li> </ul>	<ul style="list-style-type: none"> <li>• Established relationships</li> <li>• No surprises</li> </ul>
<b>Proposed Action</b>	<ul style="list-style-type: none"> <li>• Select Preferred Corridor Alternative (2000 feet wide)</li> <li>• Proposed transportation facility</li> <li>• Phased Implementation Plan</li> <li>• Mitigation strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Select well-defined project alignment and configuration</li> <li>• Right-of-way (ROW) requirements</li> <li>• Specific mitigation commitments</li> </ul>
<b>Other Regulatory Compliance</b>	<b>Information Obtained from Existing Sources / Agencies Involved</b>	<b>Detailed Studies and Impact Assessments / Agency Actions</b>
<b>Endangered Species Act</b>	<ul style="list-style-type: none"> <li>• Minimize impacts to critical habitat for protected species</li> <li>• Strategies for mitigation commitments</li> <li>• United States Fish and Wildlife Service (USFWS) and Arizona Game and Fish Department (AGFD)</li> </ul>	<ul style="list-style-type: none"> <li>• Presence/absence surveys, species protocol surveys, additional field studies, and Biological Assessments</li> <li>• Specific mitigation commitments</li> <li>• USFWS action to provide concurrence</li> </ul>
<b>National Historic Preservation Act</b>	<ul style="list-style-type: none"> <li>• Avoid potential high sensitivity cultural resources (i.e., historic and archaeological)</li> <li>• Arizona State Historic Preservation Office (SHPO), Tribes and other Consulting Parties to develop Section 106 Programmatic Agreement (PA)</li> </ul>	<ul style="list-style-type: none"> <li>• Implement PA from Tier 1</li> <li>• Historic and archaeological surveys</li> <li>• Determinations of National Register of Historic Places (NRHP) eligibility</li> <li>• Identify and resolve potential effects among SHPO, Tribes, and other Consulting Parties</li> </ul>
<b>Sections 4(f)/6(f)</b>	<ul style="list-style-type: none"> <li>• Identify Section 4(f) resources (i.e., publicly owned parks, recreation areas, refuges, and historic sites)</li> <li>• Identify Section 6(f) properties (i.e., established with Land and Water Conservation Funds)</li> <li>• National Park Service (NPS), SHPO, and other officials with jurisdiction</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed Section 4(f) evaluation to determine avoidance, <i>de minimis</i>, or “use” determinations by FHWA in coordination with officials with jurisdiction</li> <li>• Potential acquisition and conversion of 6(f) land to transportation use in agreement with NPS, Bureau of Land Management (BLM), and other agencies</li> </ul>
<b>Clean Water Act</b>	<ul style="list-style-type: none"> <li>• Minimize impacts to Waters of the US, surface waters, and 100-year floodplains</li> <li>• Mitigation strategies</li> <li>• United States Army Corps of Engineers (USACE) and Arizona Department of Environmental Quality (ADEQ)</li> </ul>	<ul style="list-style-type: none"> <li>• Delineate Waters of the US, identify ordinary high water mark, and determine mitigation</li> <li>• Stormwater runoff and drainage requirements</li> <li>• Potential USACE and ADEQ actions</li> </ul>
<b>Clean Air Act</b>	<ul style="list-style-type: none"> <li>• Identify non-attainment areas and ambient air quality data</li> <li>• United States Environmental Protection Agency (USEPA) and ADEQ</li> </ul>	<ul style="list-style-type: none"> <li>• Project level hot-spot and air quality conformity analyses</li> <li>• Potential USEPA and ADEQ actions</li> </ul>
<b>Permit Requirements</b>	<b>During Tier 1 EIS</b>	<b>Future Tier 2</b>
<b>General Permits</b>	<ul style="list-style-type: none"> <li>• Identify likely permits and requirements in coordination and consultation with agencies</li> </ul>	<ul style="list-style-type: none"> <li>• Provide information to support permit applications with agencies</li> </ul>

### Corridor Alternatives Development and Environmental Review Process





## **APPENDIX D**

### **Agency Scoping Comments**

Agency Scoping Meeting Summaries  
Cooperating Agency Comments Received  
Participating Agency Comments Received  
Participating Agency Follow-up Outreach  
Study Area Boundary Change Correspondence

# **Agency Scoping Meeting Summaries**

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Phoenix Agency Scoping Meeting  
Casa Grande Agency Scoping Meeting  
Tucson Agency Scoping Meeting



**MEETING PURPOSE:** Agency Scoping Meeting #1 – Phoenix

**DATE & TIME:** Tuesday, June 7, 2016, 1:30 PM

**LOCATION:** Leadership and Employee Engagement Conference Room  
2739 E. Washington Street; Phoenix, Arizona

**ATTENDEES:** List of attendees provided in the attached sign-in sheets

### MEETING NOTES

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the projects and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
1. The City of Goodyear is conducting an Environmental Impact Statement (EIS) on the Sonoran Parkway corridor from Riggs/Patterson Roads to SR 238. A Record of Decision (ROD) is anticipated at the end of the summer. This document has useful environmental resource information that may be relevant to this study.	Joe Schmitz, City of Goodyear
2. State Trust land is located extensively throughout the corridor and the Arizona State Land Department (ASLD) is looking forward to cooperating further.	Mark Edelman, ASLD
3. Pinal County is updating its Regionally Significant Routes for Safety and Mobility (RSRSM) study. The update of the Long-Range Transportation Plan is due out in November. This includes several high-capacity transportation routes that the I-11 team should be aware of, including their preferred routing for the I-11 corridor.	Andy Smith, Pinal County
4. The Bureau of Reclamation (BOR) primary concerns are related to wildlife movement and preservation, particularly near the Avra Valley (Tucson area) and White Tank/Vulture/Belmont Mountains (west Phoenix area).	Tab Bommarito, BOR
5. The State Historic Preservation Office (SHPO) recommends staying on established corridors and talking to the tribes early.	David Jacobs, SHPO
6. The Bureau of Land Management (BLM) requested clarification of what type of transportation facility we are looking at [response: the team will investigate the full need for transportation facilities, including highway, rail, and/or utility]. The BLM noted that two wilderness areas are located within Sonoran Desert National Monument and three resource management plans exist. Overlaying I-11 on existing corridors should not be an issue for the BLM unless additional right-of-way is required.	Lane Couger, BLM

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the projects and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
7. The Flood Control District of Maricopa County (FCDMC) stated that the I-11 corridor has the potential to impact existing flood control structures (e.g., dams, levies, canals). Several regional drainage studies are underway and will be noted in the written comments provided.	Bill Leon, FCDMC
8. The Arizona Department of Environmental Quality (ADEQ) noted that the I-11 corridor passes through nine non-attainment areas and one Class 1 area included in the Arizona Regional Haze Federal Implementation Plan. The addition of idling vehicular traffic (i.e., diesel fumes) could impact the mitigation measures underway.	Ryan Templeton, ADEQ

c Document Control

Attachments: Meeting Sign-in Sheets

Meeting Purpose: Phoenix Agency Scoping Meeting

Location: Leadership and Employee Engagement Conference Room, 2739 E. Washington St., Phoenix, AZ

Date: Tuesday, June 7, 2016

Time: 1:30 - 3:30 p.m.

Name	Organization	E-mail	Address
Joe Schmitz	CITY OF GOODYEAR	Joe.Schmitz@goodyear.com	190 N. LITCHFIELD ROAD GOODYEAR, AZ 85330
Luke Albert	CITY OF GOODYEAR Engineering	Luke.Albert@goodyear.com	" " " "
MITCH WAGNER	MCDOT	MITCHWAGNER@ARK.MARICOPA.GOV	2901 W. DURANGO ST. PHOENIX AZ 85009
Joe Pinto	MCDOT	joepinto@mail.maricopa.gov	8901 W. GUNN ST. PHOENIX AZ 85009
Tab Brown	Reclamation	TabBrown@reclamation.gov	6150 W. THUNDERBOLT RD GLADEN, AZ 85306
David Jacobs	SHPO	djacobs@azstateparks.gov	1100 WEST WASHINGTON STREET PHOENIX, AZ 85007
Termaine Wilson	FHWA	termaine.wilson@dot.gov	4900 N CENTRAL AVE SUITE 1500 PHOENIX, AZ
Lauren Clemente	ADOT - EP	lauren.clemente@azdot.gov	1801 S. MILTON RD, FLAGSTAFF, AZ
Rebecca Yedlin	FHWA	rebecca.yedlin@dot.gov	
Alexis Ortaga	FHWA	alexisortaga@gmail.com	
Kieran Jordan	FHWA	Kieran.jordan7@gmail.com	
Catherine Lueckel	AER	CL7@aer.gov	110 W WASHINGTON ST. PHX

Name	Organization	E-mail	Address
ED KENDER	BLM	ekender@blm.gov	
JOANN GOOSLOW	BLM	jgooslow@blm.gov	
P.J. McKeown	ADOT	pj.mckeown@azdot.gov	
Ryan Templeton	AFED	rct@azdot.gov	
MARK EDEMAN	ASCD	medeman@azland.gov	
MICHELLE GREEN	ASLD	mjgreen@azland.gov	
MICH VASANTHA	ASLD	mvasantha@azland.gov	
Bill Leal	FCDMC	wleal@maricopa.gov	
ANDY SMITH	Pinal City	andrew.smith@pinalcountypa.gov	
JENNIE CODY	ADOT	jcody@azdot.gov	

**MEETING PURPOSE:** Agency Scoping Meeting #2 – Casa Grande

**DATE & TIME:** Wednesday, June 8, 2016, 1:30 PM

**LOCATION:** Dorothy Powell Senior Adult Center – Dining Room  
405 E. 6<sup>th</sup> Street; Casa Grande, Arizona

**ATTENDEES:** List of attendees provided in the attached sign-in sheets

### MEETING NOTES

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
1. The study team should think ahead to plan for (and not preclude) emerging technologies that may utilize the I-11 corridor in the future. For example, high-speed buses (150+ mph). Most engineering standards do not design for speeds this high. Additionally, the City of Casa Grande hopes not to see I-11 co-located with I-10, which is an east-west corridor, not north-south.	Duane Eitel, City of Casa Grande
2. Tohono O’odham lands are dispersed throughout the corridor (e.g., Garcia Strip, Lucy Farms, etc.). Tribal leadership is supportive of an I-11 traversing the Nation, but unsure of the specific area.	Alex Cruz, Tohono O’odham Tribe
3. Maricopa is supportive of the I-11 concept. This area of Pinal County is both urbanizing and rural at the same time. Pinal County I-11 Coalition members are coming together to decide where all the local communities would prefer to locate the I-11 corridor. They’ve learned that the trucking community does not currently use the I-8/SR 85 “Phoenix Bypass” and would prefer a shorter and more direct route.	Christian Price, City of Maricopa
4. The economic development and commerce connectivity needs for the corridor should be emphasized. I-11 is a key factor to the business community, by establishing a commerce connection to Mexico. Additionally, discussions of I-11 should touch on public health and safety. By removing freight traffic from the metropolitan core of Phoenix, safety incidents may be reduced and less truck idling during congested periods will improve air quality issues. Also, the freight community does not see the I-8/SR 85 connection as a viable alternate route.  Additional questions include: Why is US 93 from Wickenburg to Nevada not part of this study? Does a current EIS exist and could the corridor be	Scott Higginson, I-11 Coalition

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
<p>built today? [Response: The prior I-11 and Intermountain West Corridor Study established one preferred route – US 93. ADOT continues to improve US 93 as a four-lane divided highway. ADOT completed an Access Management Plan for US 93, laying out an approach to improve the corridor to an access-controlled facility. When improvements warrant upgrading the facility to an interstate, additional environmental documentation will be required, but not necessarily an EIS.]</p> <p>It was noted that the mapping chose a very bold color for the Vulture Mountain Cooperative Recreation Management Area. This area does not yet exist, and therefore the mapping could be misleading as noting a constraint that does not necessarily exist. [Response: As a part of the 4(f) evaluation, the team is required to look at future and planned parks as well as existing.]</p>	
5. A question was asked when the agencies will understand the evaluation methodology, specifically related to coordination with small communities. [Response: The Tier 1 EIS methodology report will be available near the end of the year.]	Ken Martin, City of Eloy

c Document Control

Attachments: Meeting Sign-in Sheets

Meeting Purpose: Casa Grande Agency Scoping Meeting

Location: Dorothy Powell Senior Adult Center-Dining Room, 405 E 6th Street, Casa Grande, AZ

Date: Wednesday, June 8, 2016

Time: 1:30 - 3:00 p.m.

Name	Organization	E-mail	Address
KEVIN LOUIS	CASA GRANDE	klouis@casagrandeaz.gov	510 E. FLORENCE BLVD CG
LANCE DONNAGAN	CITY OF ELOY	ldonagan@eloy.az	9137 W. KENSEL RD, ELOY 85131
Dianne Eitel	Casa Grande	deitel@casagrandeaz.gov	510 E. Florence Blvd. CG
Rebecca Yedlin	FHWA	rebecca.yedlin@dot.gov	
Juanie Cady	ADOT	jcady@azdot.gov	1611 W. Jackson, PHX
Scott Higginson	J-11 Coalition	higginson22@gmail	2104 E. Mallory Mesa AZ 85213
Alex Cady	SF District	acady@sodotva.net	PO Box 12038 Casa Grande AZ 85130
Ken Martin	City of Eloy	kmartin@eloyaz.gov	1137 W. KENSEL ELOY
Alan McGuire	ADOT	amcguire@azdot.gov	1611 W Jackson ST AND EMOI PHX AZ 85204
P.J. McKeivry	ADOT	pmckeivry@azdot.gov	206 S 17th Ave
Aryan Lirakst	FHWA	aryan.lirakst@dot.gov	400 N CENTRAL AVE 180 PHX AZ 85012
Christian Price	City of Maricopa	christian.price@maricopa-az.gov	3900 W Civic Center Dr. Maricopa AZ 85138

Name	Organization	E-mail	Address
Steven Wilcox	AECOM	Steve.wilcox@ae.com.com	7720 North 16th Street Suite 100 Phoenix, AZ 85020
C.T. Revere	ADOT	CREVIRE@azdot.gov	1221 S. Second Ave Tucson, AZ 85711
Carlos Lopez	ADOT	clopez@azdot.gov	206 S. 17 Ave PHX, AZ 85007
Alec Cruz	SF. Oidak District	acruz.sad@town.net	PO Box 12038 Casa Grande, AZ 85130
Margaret Juven	SF. Oidak District	mjuven@town.net	PO Box 82038 Casa Grande, AZ 85130
Michelle KIRS	ADOT	MKIRS@AZDOT.GOV	206 S. 17th Ave PHX AZ 85007
Liane Higgs	SCMPD	lhiggs@scmpo.org	211 N. Florence St. Ste 103 Casa Grande, AZ
LISA IVES	AECOM	LISA.IVES@AECOM.COM	7720 N 16th Street PHOENIX, AZ 85020
Antia Richardson-Frijia	AECOM	antia.richardson@ae.com.com	7720 N. 16th Street Phoenix, AZ 85020
Jackie Kuechenmeister	CH2M	jackie.kuechenmeister@ch2m.com	
Dan Andersen	CH2M	dan.andersen@ch2m.com	



**MEETING PURPOSE:** Agency Scoping Meeting #3 – Tucson

**DATE & TIME:** Wednesday, June 22, 2016, 10:00 AM

**LOCATION:** Pima Association of Governments – Large Conference Room  
1 E. Broadway Boulevard, Suite 401; Tucson, Arizona

**ATTENDEES:** List of attendees provided in the attached sign-in sheets  
Phone participants included: Lauren Clementino, ADOT; Mary Ellen Walsh, Arizona State Historic Preservation Office; Leigh Johnson, Arizona State Parks; and Rebecca Yedlin, FHWA

### MEETING NOTES

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
<p>1. Requested clarification on the difference between Cooperating and Participating Agencies. [Response: Cooperating Agencies are those that have specific actions to take during the EIS process. Participating Agencies have a vested interest and are engaged throughout.]</p> <p>Inquired on the role of the Metropolitan Planning Organizations (MPOs) in this process. [Response: The MPOs are on the Project Management Team (PMT) which meets monthly and advises on the process.]</p> <p>Asked for clarification on the process for determining an agreed upon set of assumptions for future traffic projections. [Response: The study team is developing a methodology report to document the process for assessing all impact areas covered in the Tier 1 EIS. The team is meeting with ADOT, MAG, and PAG to understand refinements to the Statewide Travel Demand Model and develop a mutually-agreed upon 2040 traffic model.]</p>	James MacAdam, City of Tucson
<p>2. Requested clarification on what point in the process the two to three preferred corridors are narrowed down to one selected alternative. [Response: The Alternative Selection Report (ASR) will narrow down to a reasonable range of alternatives. The Tier 1 EIS will select one 2,000-foot corridor, documented in the Record of Decision (ROD).]</p>	Darla Sidles, National Park Service (NPS) Saguaro National Park
<p>3. Many 2,000-foot corridors have several constraints within that width. Requested clarification on how one alternative is selected. [Response: The</p>	Robin Raine, City of Tucson

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
<p>narrowing of a preferred alignment within the 2,000-foot corridor will be done in the Tier 2 environmental process.]</p> <p>A previous ADOT study looked at alternatives on the east side of Tucson. In many areas, constraints may limit the location of a viable alternative to less than 2,000 feet. Requested clarification if the study may pursue a narrower corridor, where needed. [Response: The proposed transportation facility will not actually be 2,000 feet wide; as an example, a typical cross section for a 4-lane freeway is about 400 feet wide, including drainage, frontage roads, etc. The 2,000 feet corridor provides the “study area” to evaluate a proposed transportation facility during the Tier 1 EIS.]</p> <p>Will provide data related to water/drainage facilities on the west side of town, which could potentially be impacted.</p>	
<p>4. Several swaths of tribal and federal lands exist within the study area. Requested clarification on if they are all considered constraints. [Response: The Study Team is meeting with the tribes and federal resource agencies to gain their input on how to treat their lands. Each of these has different opportunities and constraints related to constructing a proposed transportation facility.]</p> <p>I-10 is the main transportation corridor serving Marana. Interested in learning what the traffic projections are for I-10 and how they may impact existing interchanges, and surrounding suburban/residential areas.</p>	Jamsheed Mehto, Town of Marana
<p>5. Marana has many suburban areas directly adjacent to I-10; would like to minimize impact to this existing development.</p>	Keith Brann, Town of Marana
<p>6. Requested clarification on the expectations of a Cooperating versus Participating Agency and whether agreements would be required with ADOT and FHWA. [Response: Cooperating Agencies typically take some form of action throughout the EIS process. They will responsible for reviewing chapters of the EIS. Participating Agencies have a vested interest in the process. ADOT does not require agreements with any agencies; FHWA may sign an agreement if required for participation.</p> <p>Requested more detailed copies of the maps to review potential impacts more closely. [Response: A GIS shapefile of the study area boundary will be made available.]</p>	Rachel Hohl, Coronado National Forest
<p>7. Interested in potential impacts to the Coronado National Forest. I-19 already exists south of Tucson, located between forestland. Requested clarification on the feasibility of constructing a secondary, parallel facility to</p>	Ed Monin, Coronado National Forest

<b>Purpose:</b>	
The purpose of the Agency Scoping meetings was to meet with federal, state, regional, local, and tribal agencies/organizations that were invited to participate in the environmental review process for the I-11 Corridor Tier 1 EIS. The attendees were provided an overview of the process and invited to submit comments or questions on the study.	
<b>Key Discussion Points / Comments:</b>	<b>Commenter</b>
I-19 between Tucson and Nogales versus improving/slightly modifying I-19. [Response: Traffic projections and other opportunities/constraints will need to be reviewed, but co-locating I-11 and I-19 is a possibility.]	
8. In one year, the study team will have narrowed the universe of alternatives to three corridors. Asked if one or more of these may be previously suggested alternatives, such as double-decking I-10 or building a new freeway west of Tucson. [Response: Yes, either option is possible.]  Noted that ADOT will begin the Tier 1 EIS for the Sonoran Corridor at the end of the summer and reiterated the need for coordination between study efforts as traffic and routing of both corridors may impact the other.	Priscilla Cornelio, Pima County
9. PAG has an existing letter of support from the Regional Council for an I-11 corridor through Tucson, but no defined opinion on corridor routing. Would like to ensure the traffic counts on I-10 and I-19 are correct in the statewide model to accurately assess whether these corridors may handle additional traffic through a potential co-location of I-11.	John Liasotos, Pima Association of Governments (PAG)
10. There are a number of state parks in the corridor. Where possible, these should be avoided. Arizona State Parks will provide more specific written comments.	Leigh Johnson, Arizona State Parks
11. Requested clarification if the traffic projections will be updated for I-10. Feels like past projections are higher than the traffic we are seeing today.	Scott Stonum, NPS Saguaro National Park
12. The U.S. Border Patrol has a permanent checkpoint on I-19. Should the corridor be widened, this would impact the checkpoint infrastructure. Also, if additional traffic is anticipated, there may be environmental concerns with idling trucks and traffic back-ups at the checkpoint. If a parallel route was constructed, another checkpoint would be needed.	Kevin Hecht, U.S. Border Patrol
13. The State Historic Preservation Office (SHPO) noted that NEPA scoping does not replace Section 106 consultations, which are still required.	Mary Ellen Walsh, SHPO

c Document Control

Attachments: Meeting Sign-in Sheets



Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016

Time: 10 to 11:30 a.m.

**SIGN-IN SHEET**

Name	Organization	Phone	E-mail	Address
Tom Dan Grove	Pima County	724-6385	TomDan.Grove@pima.gov	201 N. Stone Ave., Tucson, AZ 85701
Jamie Brown	PAG	792-1093	jbrown@progress.com	1 E. Broadway Suite 401 Tucson
Jamshed Mehta	Marana		jmehta@marana2.gov	



Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016

Time: 10 to 11:30 a.m.

### SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Scott Storum	NPS	520.733.5170	scott.storum@nps.gov	
John Liosatos	PAG	520 712-1013	jliosatos@nps.gov	
Ed Monia	USFS	520 388 8415	emonia@usfs.fed.us	
Robert Young	PCDOT	520-724-6777	robeyoung@pcdot.gov	
Favisto Burrue	Town of Marana	520 382 2676	fburrue@maranaaz.gov	

Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016

Time: 10 to 11:30 a.m.

### SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Patrick Anthony	PAG	792-1093	patrick@paysystems.com	1 E Broadway Blvd. Tucson, AZ
James MacAdam	Liby of Tucson	837-4068	James.MacAdam@tucsonaz.gov	255 W. Alameda St. Tucson
Camille Bekef	CO7	837 4078	Camille.bekef@tucsonaz.gov	255 W. Alameda St. 7/A



Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016

Time: 10 to 11:30 a.m.

**SIGN-IN SHEET**

Name	Organization	Phone	E-mail	Address
Good Leine	ADOT	520 388 4200		
Heaven Hecht	Board of PARRA w.s.	520 761-2702	Heaven.Hecht@PARRA.com	106AILES, A2281221 1500 W. LA BONA ROAD
Adam McGeorge	ADOT	602 712 8103	amcgeorge@adot.gov	
DARLA SIDLES	NPS Saguaro	NP 520 733 5101	<del>darla</del> darla_sidles@nps.gov	
Rachel Hull	Colorado WF	388-5352	rhu10@fs.fed.us	300 West Congress
TRICIA CARROLL	R DOT	704-660	tricia.carroll@pwr.gov	
ROBIN RAINE	T DOT	791-4371	robin.raine@tucsonaz.gov	201 N State
MO EZZAH	Marana	382-2630	MEL-ali@maranaaz.gov	11555 W. CIVIC center Dr.
TOM FISHER	TADOT	537-6752	TOM.FISHER@TADOT	TADOT



Meeting Purpose: I-11 Corridor Study Agency Scoping Meeting

Location: PAG conference room, 1 E. Broadway Blvd. Suite 401, Tucson, AZ 85701

Date: Wednesday, June 22, 2016

Time: 10 to 11:30 a.m.

### SIGN-IN SHEET

Name	Organization	Phone	E-mail	Address
Keith Brann	Marana	382-2600	Kbrann@maranaaz.gov	1135 W Civic Center Marana AZ 85768-8565.3



# **Cooperating Agency Comments Received**

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Arizona Game and Fish Department (AGFD)

Bureau of Land Management (BLM)

Federal Aviation Administration (FAA)

Federal Railroad Administration (FRA)

National Park Service (NPS)

US Bureau of Reclamation (Reclamation)

Environmental Protection Agency (USEPA)

US Fish and Wildlife Service (USFWS)

US Forest Service (USFS)

Ives, Lisa

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From: Cheri Boucher <CBoucher@azgfd.gov>  
Sent: Friday, June 17, 2016 2:56 PM  
To: 'rebecca.yedlin@dot.gov'  
Cc: 'jayvanecho@azdot.gov'; Joshua Fife; Ives, Lisa  
Subject: AGFD request for Cooperating Agency Status for upcoming I-11 ASR and Tier I EIS  
Attachments: AGFD Cooperating Agency Request for the I-11 Tier I EIS.PDF

Hi Rebecca,

The Department received your letter inviting us to be a Participating Agency in the upcoming I-11 Tier I EIS. The Department formally requests Cooperating Agency status for this upcoming NEPA process (see attached letter).

Please feel free to call or email with any questions, and we look forward to your response.

Respectfully,

*Cheri A. Bouchér*

Project Evaluation Program Specialist  
Arizona Game & Fish Department- WMHB  
5000 W Carefree Highway  
Phoenix AZ 85086-5000  
623-236-7615  
[cboucher@azgfd.gov](mailto:cboucher@azgfd.gov)





THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

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ERIC S. SPARKS, TUCSON

**DIRECTOR**  
LARRY D. VOYLES

**DEPUTY DIRECTOR**  
TY E. GRAY



June 17, 2016

Rebecca Yedlin  
FHWA Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

Re: Request for Cooperating Agency Status for the Upcoming I-11 Alternatives Selection Report and Tier I Environmental Impact Statement

Dear Ms. Yedlin:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated May 26, 2016, inviting the Department to be a Participating Agency in the Tier I Environmental Impact Statement (EIS) process for the I-11 Corridor. The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

The Department, having jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources, respectfully requests Cooperating Agency status during the I-11 Tier I NEPA process. As a Cooperating Agency, the Department will provide expertise in identifying potentially affected resources, evaluating impacts, and developing alternatives and mitigation strategies for the Project. Specifically, due to the Department's expertise in, and understanding of, Arizona's wildlife and wildlife related issues such as habitat connectivity, the Department is in a unique position to coordinate with the FHWA and the Arizona Department of Transportation (ADOT) regarding potential effects, as well as avoidance and minimization opportunities, for wildlife and habitat connectivity. In accordance with Title 40 Code of Federal Regulation (CFR) 1501.6 and 23 CFR 771.111(d), this unique expertise, coupled with the Department's regulatory authority over Arizona's wildlife and wildlife resources, meets the criteria for Cooperating Agency status.

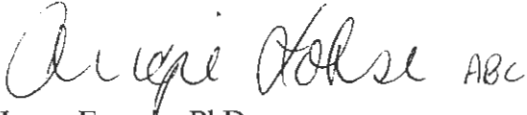
Ms. Rebecca Yedlin

June 17, 2016

2

The Department looks forward to your response, and our continued collaboration on this project. If you have any questions regarding this letter, please contact the Department's transportation coordinator, Cheri Bouch er, at (623) 236-7615 or [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov).

Sincerely,

A handwritten signature in black ink that reads "Joyce Francis ABC". The signature is written in a cursive style.

Joyce Francis, PhD

Habitat, Evaluation, and Lands Branch Chief

Arizona Game and Fish Department

cc: Jay Van Echo, ADOT Project Manager  
Lisa Ives, AECOM Consultant Team Project Manager  
Joshua Fife, ADOT Biology Team Lead

AGFD# M16-06032538



THE STATE OF ARIZONA  
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5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

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ERIC S. SPARKS, TUCSON

KURT R. DAVIS, PHOENIX

**DIRECTOR**

LARRY D. VOYLES

**DEPUTY DIRECTOR**

TY E. GRAY



July 8, 2016

Rebecca Yedlin  
FHWA Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

Re: AGFD Initial Scoping Comments for the I-11 Alternatives Selection Report and Tier I Environmental Impact Statement

Dear Ms. Yedlin:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated May 26, 2016, requesting feedback as part of Arizona Department of Transportation's (ADOT's) initial project scoping for the Tier I Environmental Impact Statement (EIS) process for the I-11 Corridor. The Alternatives Selection Report (ASR) and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

The Department appreciates this opportunity to provide preliminary scoping comments regarding the potential impacts to wildlife, wildlife habitat, and wildlife related recreation along the I-11 study corridor. In addition to identifying potential impacts to sensitive resources along the corridor alternatives, we have also identified potential data needs and mitigation opportunities for your consideration. Our comments below are in addition to comments previously provided at the pre-scoping meeting on April 21, 2016, and comments provided during the prior I-11 and Intermountain West Corridor Study.

The Department, having jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources, respectfully requests Cooperating Agency status during the I-11 Tier I NEPA process. As a Cooperating Agency, the Department will provide expertise in identifying potentially affected resources,

evaluating impacts, and developing alternatives and mitigation strategies for the Project. Specifically, due to the Department's expertise in, and understanding of, Arizona's wildlife and wildlife related issues such as habitat connectivity, the Department is in a unique position to coordinate with the FHWA and the ADOT regarding potential effects, as well as avoidance and minimization opportunities, for wildlife and habitat connectivity. In accordance with Title 40 Code of Federal Regulation (CFR) 1501.6 and 23 CFR 771.111(d), this unique expertise, coupled with the Department's regulatory authority over Arizona's wildlife and wildlife resources, meets the criteria for Cooperating Agency status.

Additionally, as soon as the alignments to be analyzed in the ASR and the Tier I EIS have been identified, the Department requests shapefiles of the alignments, in order to provide additional detail to FHWA and ADOT regarding wildlife, wildlife habitat, and wildlife-related recreation resources along the alternative alignments.

## **GENERAL COMMENTS RELATING TO THE ENTIRE STUDY AREA**

### *Wildlife Movement*

Transportation infrastructure compromises the natural movement of mammals, reptiles, and amphibians, and to some extent birds. The barrier effect on wildlife results from a combination of disturbance and avoidance effects, physical hindrances, and traffic mortality that all reduce the amount of movement across the barrier (Forman and Alexander 1998; Trombulak and Frissel 2000; Jaeger and Fahrig 2001; Carr *et al.* 2002). The I-11 corridor will be a significant part of a larger transportation network that contributes to overall statewide fragmentation, degradation, isolation, mortality and barrier effects on wildlife, wildlife populations and wildlife habitats. Therefore, individual infrastructure projects, including the eventual I-11 Segments of Independent Utility (SIU), should be evaluated at a landscape scale, considering their contributions to the cumulative impacts of a larger infrastructure network. This evaluation should occur at both the Tier I and Tier II levels of NEPA analysis for I-11. Additionally, ensuring the safe and effective movement of wildlife through the I-11 Corridor also improves the safety of the roadway itself, by reducing the likelihood of wildlife-vehicle interactions and accidents.

- Throughout the I-11 Corridor, the Department urges FHWA and ADOT to analyze and employ existing transportation facilities to the greatest degree feasible, in order to limit the significant impacts to resources along new transportation facilities.
- In order to adequately evaluate wildlife movement within the I-11 corridor, studies should be conducted to gather empirical movement data of target wildlife species across any proposed alignments that would be fully evaluated under NEPA. Ideally, the studies should be conducted prior to any Tier II level evaluation, so the data can be incorporated into the refined Tier II analysis. In addition to pre-construction surveys, the Department recommends collection of movement data for target species during and for at least four years following construction, and considers this an essential component of any mitigation strategy. Therefore, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement and habitat use studies in conjunction with any Tier II level efforts. These studies should include at a minimum, GPS telemetry studies of collared animals, wildlife mortality (i.e. roadkill) and tracking

surveys, analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies. These studies should be used to help inform the design and siting of comprehensive measures to mitigate and minimize barrier effects to wildlife, including but not limited to crossing structures. Additional methods using camera traps, scat surveys, various small mammal traps or herpetological arrays could be used to examine biodiversity and local wildlife distribution patterns, in conjunction with movement data.

- A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions, including crossing structures, as the Tier II level efforts progress.
- Preliminary wildlife linkages were identified by the Department, in collaboration with Northern Arizona University (NAU), in 2007-2008. Since the linkages were identified, understanding of connectivity and methodologies to identify corridors have improved. Therefore, these linkages are just starting points when looking at connectivity issues for a specific area, and are not a substitute for coordinating with the Department regarding the critical connectivity issues along the I-11 Corridor. However, each linkage report contains biological information related to that particular linkage area; the Department recommends incorporating relevant information from the reports into the Tier I DEIS. Reports can be found at:  
<http://corridordesign.org/linkages/arizona>
- In addition to maintaining and/or improving permeability for wildlife along any proposed alignments, maintaining and/or improving permeability of nearby barriers, such as the Central Arizona Project (CAP) canal system, is critical to addressing the I-11 Corridor's cumulative impacts to wildlife movement. The Department urges FHWA and ADOT to work closely with Bureau of Reclamation (BOR) to identify opportunities for creating new, and enhancing existing, wildlife crossing structures over the CAP and other canals within and adjacent to the I-11 Corridor. Future mitigation structures on the CAP and other adjacent barriers should trigger inclusion of complementary features in the design of any I-11 alignments carried forward. This coordination is critical when examining cumulative impacts of the I-11 Corridor.

### Wildlife

Several species that are federally listed under the Endangered Species Act (ESA), as well as their proposed and designated critical habitats, occur within the I-11 Corridor Study Area, including the jaguar (*Panthera onca*), ocelot (*Leopardus pardalis*), lesser long-nosed bat (*Leptonycteris curasoae yerbabuena*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus*), Mexican spotted owl (*Strix occidentalis lucida*), Yuma Ridgeway's rail (*Rallus obsoletus yumanensis*), Pima pineapple cactus (*Coryphantha scheeri* var. *robustispina*), Chiricahua leopard frog (*Lithobates chiricahuensis*), Gila topminnow (*Poeciliopsis occidentalis occidentalis*) and Northern Mexican gartersnake (*Thamnophis eques megalops*). Additionally, the Sonoran desert tortoise (*Gopherus morafkai*), which is protected

under a Candidate Conservation Agreement, of which ADOT is a signatory, occurs within much of the study area.

Arizona's State Wildlife Action Plan (SWAP) provides a comprehensive vision for managing Arizona's fish, wildlife and wildlife habitats. The SWAP identifies the Species of Greatest Conservation Need (SGCN) and Species of Economic and Recreation Importance (SERI) for the State of Arizona.

- The Department recommends that potential impacts to, as well as appropriate avoidance and minimization measures for federally listed and state trust species be addressed in the upcoming NEPA analysis at an appropriate level of detail for a Tier I analysis, i.e. focusing on the siting of the alignments. The Arizona Online Environmental Review Tool Report (attached) identifies known occurrences of special status species in the project vicinity, as well as SGCN and SERI predicted within the project vicinity based on species range models.

#### Wildlife Habitat

It is the Department's policy to seek compensation at a 100% level, when feasible, for actual or potential habitat losses resulting from land and water projects (Department Policy I2.3).

- The Department recommends that all impacts to habitat be mitigated in-kind (i.e. impacts to Sonoran Desert scrub habitat should be mitigated with Sonoran Desert scrub habitat), through a combination of on-site impact avoidance and/or minimization when feasible, and off-site preservation, creation, or compensation.

In addition to the typical effects to wildlife movement discussed above, pollution by toxins, nutrients, and noise from the transportation corridor can create edge effects on adjacent hydrology and microclimate, reducing the suitability of the remaining habitats (Garland and Bradley 1984; Thompson *et al.* 1986; Lytle *et al.* 1995; Murcia 1995; Reijnen *et al.* 1995; Boarman and Sazaki 2006; Eigenbrod *et al.* 2009; Parris and Schneider 2009). These indirect effects spread into the surrounding landscape and contribute to the loss and degradation of natural habitat several times larger than the area of the road footprint itself. The indirect effects are influenced by road and traffic characteristics, landscape topography and hydrology, wind, and vegetation. In addition, the consequent impacts on wildlife and ecosystems also depend on the sensitivity of the species in the vicinity.

- Opportunities exist to minimize new edge effects. These include:
  - Constructing new or expanded roads along existing infrastructure, instead of creating new infrastructure corridors. The Department urges FHWA and ADOT to consider and exhaust these opportunities to minimize edge effects when identifying and analyzing potential alignments.
  - Building walls to deflect noise and light disturbances away from otherwise quality habitat.
  - Designing lighting to illuminate the roadway and not the night sky or adjacent habitat.



Wildlife-Related Recreation

Several local, state, and federal parks/open space areas occur within the I-11 Corridor study area, such as Saguaro National Park, the Sonoran Desert National Monument (SDNM), the proposed Vulture Mountains Cooperative Recreation Management Area (VMCRMA), the White Tank Mountains Regional Park, Estrella Mountain Regional Park, and numerous Department owned/managed Wildlife Areas. These designated areas, riparian corridors, and other large undeveloped blocks of habitat within the I-11 Corridor, provide high quality wildlife habitat and related recreation opportunities (hiking, wildlife viewing, hunting, angling, etc.) for residents and tourists alike. A large Interstate/Multi-Modal transportation corridor may fragment and degrade these open space recreation areas, and also significantly restrict public access to adjacent recreation. Maintaining access to wildlife recreation opportunities throughout the I-11 Corridor is imperative. Throughout the I-11 Corridor:

- FHWA and ADOT should utilize transportation facilities to the greatest degree feasible thereby minimizing impacts to resources along new transportation facilities.
- FHWA and ADOT should closely examine the effects of each alignment on recreation in the vicinity, and identify opportunities to maintain and/or improve recreational access to open spaces.
- As the potential alignments are identified, FHWA and ADOT should coordinate with the Department to obtain greater detail on wildlife-related recreation. Additionally, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with the Department on potential impacts to wildlife-related recreation and recreational access, during all Tier II analysis.

**NORTH (BUCKEYE TO WICKENBURG):**

The Department considers an Interstate/Multi-Modal corridor to be incompatible with a county, state, or federal park/recreation area, including the proposed Vulture Mountains Cooperative Recreation Management Area (VMCRMA). The VMCRMA provides habitat for stable populations of Sonoran desert tortoise. The key objective for management of the Sonoran desert tortoise is limiting any decline of tortoise habitat and populations (Maricopa County 2012). The Vulture Mountains are also important habitat for nesting raptors, as reflected by the Bureau of Land Management's (BLM's) Area of Critical Environmental Concern (ACEC); the cliffs along the crest of Vulture and Caballeros Peaks provide the only suitable nesting cliffs for many miles (Maricopa County 2012). Nesting raptors are sensitive to noise and construction. If the cliffs and surrounding area are not protected from these activities, cliff-nesting raptors could disappear from much of the area (BLM 2010 as cited in Maricopa County 2012). Additionally, the Vulture Mountains provide a critical stepping stone for wildlife to move between the adjacent Wickenburg Mountains to the east, and the Big Horn and Harquahala Mountains to the west; this linkage system is the Wickenburg-Hassayampa Linkage.

The Vulture Mountains are a popular area for outdoor recreation, including hunting and wildlife viewing (Maricopa County 2012). It is expected that recreational use of the area will increase as the population in the surrounding area grows. This recreational activity is not only important for the quality of life of residents and visitors, but is also important to the local and regional

economy. As a result, the value of the Vulture Mountains as a location for outdoor recreational opportunities will increase. An interstate will significantly decrease recreational opportunities in the proposed park and the region; a multi-modal corridor could substantially limit recreational access even more if access is not considered in the design.

- Given the importance of the Vulture Mountains and the proposed VMCRMA to wildlife and recreation, the Department urges FHWA and ADOT to avoid further fragmentation of the Vulture Mountains. Although Vulture Mine Road bisects the mountains currently, it is a two lane road that acts as a much smaller barrier to wildlife and recreation access than an Interstate/Multi-Modal transportation corridor would. Additionally, the edge effects from an Interstate/Multi-Modal corridor would extend much farther into the adjacent habitat than the current roadside disturbance. Therefore, the Department recommends that any routes passing through Vulture Mountain, such as Vulture Mine Road, *not* be considered as a viable alignment for the Interstate/Multi-Modal I-11 Corridor.
- Any alignment running west of the Vulture Mountains would further isolate these Mountains from the nearby Big Horn and Harquahala ranges. As discussed in the General Comments, studies should be conducted to gather empirical movement data of target wildlife species across any proposed alignment running west of the Vulture Mountains. Therefore, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts.
- A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Hassayampa River Preserve is situated immediately adjacent (and parallel to) the US 60, between the Vulture and Wickenburg Mountains. It is host to a multitude of resident and migratory avian species, including the federally endangered southwestern willow flycatcher and the federally threatened yellow-billed cuckoo, as well as their designated and proposed critical habitats, respectively. Expansion of the existing US 60 highway into an Interstate/Multi-Modal corridor will increase edge effects to the Hassayampa River Preserve, and could result in long-term hydrological impacts to the river channel and water quality, as well as riparian habitat loss, depending on the siting and design of an Interstate highway through this area. It is the policy of the Arizona Game and Fish Commission that the Department recognizes riparian habitats as areas of critical environmental importance to wildlife and fisheries; and to maintain, restore and protect riparian habitat and stream flows (Commission Policy A2.13).

- The Department urges FHWA and ADOT to avoid all impacts to this significant wildlife habitat area and to protect existing functions and values. Any alignment along the US 60, adjacent to the Hassayampa River Preserve, must expand northeast away from the Preserve.

As previously discussed, the area along the Hassayampa River Preserve has been identified as an important wildlife linkage area (Wickenburg-Hassayampa Linkage).

- It is imperative that no decrease in permeability for wildlife across the US 60 (connecting the Vulture Mountains to the Wickenburg Mountains) occurs within this linkage. Instead, design opportunities to improve movement for wildlife across the roadway/alignment should be an integral component of the Interstate/Multi-Modal corridor design. A comprehensive network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other components should be included from the initial design stages. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the overall siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Department has been engaged with the cities of Buckeye and Surprise for several years on urban development and open space planning. The overall goal of that coordination is to preserve undeveloped linkages between the White Tank Mountains, Hassayampa River Corridor, Belmont/Bighorn Mountains and Vulture Mountains; and to conserve the biodiversity and ecological integrity of the White Tank Mountains. The White Tank Mountain Regional Park and the Skyline Regional Park encompass the White Tanks mountain range and are important open space and wildlife-related recreation destinations for west valley communities. The Department has used mule deer telemetry data and linkage modeling to develop linkage design recommendations and conceptual plans to inform land use planning in the area. The City of Surprise has adopted a portion of the linkage design into their General Land Use plan as a conservation element. More recently, the City of Buckeye has initiated work with the newly established White Tank Mountain Conservancy (WTMC) to establish public/private partnerships towards long-term conservation solutions for the White Tank Mountain connectivity goals.

- Any roadway in the Hassayampa River Valley (between the Belmont/Bighorn Mountains and the White Tank Mountains) will result in the further isolation of the White Tank Mountains and fragmentation of habitat. The Department urges FHWA and ADOT to limit further habitat fragmentation by maximizing use of the existing roadways or roadway segments such as Wickenburg Road or Sun Valley Parkway.
- West Valley governments and conservation partners have worked closely with the Department to identify wildlife movement corridors and habitat linkages that are critical to help minimize the isolation of the White Tank Mountains. The Department strongly recommends FHWA and ADOT consider these movement corridors in the siting of potential routes during the Tier I NEPA evaluation, as well as during the development and design associated with Tier II. We recommend additional coordination with the Department, WTMC, Buckeye and Surprise to familiarize FHWA and ADOT with local conservation efforts and alternative solutions that these organizations and their stakeholders are pursuing.
- As discussed in the General Comments above, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife studies in conjunction with any Tier II level efforts. The Department recommends Sonoran desert tortoise, mule deer, and mountain lion as focal species of movement studies in this area. In addition to the methodologies recommended in the General Comments section,

incorporation and analysis of data the Department has collected is essential; this data includes wildlife research/observation data through this area such as a reptile roadkill study that encompassed Sun Valley Parkway, a mule deer telemetry study, a mountain lion telemetry study.

**CENTRAL (CASA GRANDE TO BUCKEYE):**

The Gila River, as it passes through the Central Study Area, is host to large numbers of waterfowl and other migratory bird species; so much so that this entire stretch of the Gila River has been designated an Important Bird Area by the National Audubon Society. In addition to the avian species that inhabit the area, other key wildlife species such as desert bighorn sheep, javelina, mule deer, bobcat, Sonoran desert tortoise, and other common desert dwellers inhabit the adjacent Buckeye Hills. These species and their local populations range west across the Gila River into the Gila Bend Mountains, and east across Rainbow Valley into the Estrella and Maricopa Mountains. The Department owns and/or manages multiple Wildlife Areas along the Gila River, including but not limited to, the Arlington, Powers Butte, and Robbins Butte Wildlife Areas. The Gila River is also an important wildlife linkage/movement area.

- The Department urges FHWA and ADOT to limit impacts to the Gila River and the important habitats within and adjacent to the River, by utilizing/expanding existing roadways such as the SR85, and avoiding new alignments.
- The Department has invested considerable resources into the Arlington, Powers Butte, and Robbins Butte Wildlife Areas along the Gila River, and they represent significant conservation values to the local community. The Department requests all efforts be made to avoid impacts to these Wildlife Areas by expanding SR85 instead of creating new alignments. As a local landowner and manager, we request close coordination with FWHA and ADOT during evaluation of potential alternatives that run near/adjacent to these Wildlife Areas. Impacts should be avoided and/or minimized, and appropriate compensation of any potential impacts or loss in value of these significant conservation investments should be identified in the Tier 1 planning. .

Wildlife species currently move freely back and forth between the Maricopa Mountains of the Sonoran Desert National Monument (SDNM) and the Estrella Mountains to the northeast, and throughout Rainbow and Little Rainbow Valleys. The SDNM has significant barriers to the west (SR 85) and south (I - 8); a new alignment through Rainbow Valley and/or Vekol Valley would create a new barrier to the north and east and result in complete isolation of the SDNM. Given the existing and proposed develop to the west of the Estrella Mountains; the northern section of SDNM would be surrounded by significant barriers, isolating the monument from other wildlife habitats. This would be a significant impact to wildlife populations, wildlife habitats and wildlife-dependent recreation.

The Department has been engaged in various land use planning efforts for several years with local partners such as the Bureau of Land Management (BLM), City of Goodyear, ADOT and the Maricopa County Flood Control District (MCFCF), and Maricopa County Parks & Recreation Department (MCPRD), to develop strategies and commitments to conserve a

proposed wildlife habitat linkage design across Rainbow Valley (Gila Bend – Sierra Estrella Linkage Design; and 2008 Workshop Max-BLM alternative - unpublished data). These stakeholders have begun to develop mitigation commitments related to future infrastructure and urban development to preserve the wildlife linkage; some of the most relevant relate to the proposed Sonoran Parkway.

- The Department urges FHWA and ADOT to consider these local planning efforts when evaluating alternatives and seek alignment with mitigation strategies to conserve the linkage area. Some of these efforts include: *Sonoran Valley Parkway Project DEIS* (BLM 2013), *Rainbow Valley Area Drainage Master Plan* (Maricopa County Flood Control 2011), *Lower Sonoran and Sonoran Desert National Monument Draft Resource Management Plan and EIS* (BLM 2011), and the *Goodyear Parks, Recreation, Trails and Open Space Master Plan* (Goodyear 2014).
- The Department requests FHWA and ADOT avoid impacts to the Rainbow Valley and its surrounding mountains by utilizing/expanding the existing SR85 and I-8.
- The expansion of SR85 and I-8 (the Department’s preferred route through the vicinity) provides opportunities to improve permeability along these existing roadways; it is critical that wildlife movement through these existing barriers not be further reduced.
- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. These studies should include, but are not limited to, conducting GPS telemetry studies of animals fitted with transmitters, wildlife mortality (i.e. roadkill), track/scat surveys, and/or camera traps and various small mammal or herpetological arrays to examine biodiversity and local wildlife movement patterns; in addition to analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies.
- If an alignment through Rainbow Valley is chosen to move forward into the Tier II NEPA analysis, it is imperative that adequate permeability for wildlife be designed for the roadway; and that solutions align with previous planning efforts. Design considerations for all alignments should include a comprehensive network of permeability features including overpasses, underpass, culverts, funnel fencing, and other components. These design considerations should cover the extent of each alignment’s intersection with non-urban areas with special attention given to areas identified as important to wildlife connectivity. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions through this area as the Tier II level efforts progress.

**SOUTH (NOGALES TO CASA GRANDE):**

The current Interstate-10 corridor between Casa Grande and Tucson poses a significant barrier to east-west wildlife movement in the region. Consequently, maintaining existing movement linkages between large habitat blocks west of I-10 is paramount; any alignment west of I-10 would result in further fragmentation, and thus would have significant impacts to wildlife connectivity, including contributing to cumulative effects to wildlife movement in the region.

- The Department urges FHWA and ADOT to avoid impacts to habitat and wildlife connectivity between Picacho Peak State Park and the Silver Bell Mountains (Ironwood-Picacho Linkage Design) by utilizing/expanding the existing I-10 Corridor.
- FHWA and ADOT should examine opportunities to offset impacts to wildlife movement by improving permeability across I-10. These opportunities are relevant to an I-10 expansion, to maintain and improve permeability of the corridor. For I-11 alignments being considered to the east or west of I-10, these offsets are critical to the viability of habitat persistence. The addition of crossing features/improvements on I-10 in conjunction with a comprehensive connectivity network on I-11 would provide relief of the cumulative reduced permeability effects to the habitat block otherwise isolated between the two interstates., should an alignment east or west of I-10 be selected.

In 2007, the Arizona Game and Fish Commission took a unanimous position of opposition to all routes for the proposed I-10 bypass, which included a route through the Avra Valley, as does the I-11 Tier 1 EIS Study Corridor. The Department now reiterates what we included in a December 18, 2008 letter to the ADOT Director: “The cumulative impact of developing new transportation infrastructure through rural lands will have the effect of a catalyst for urban, suburban, and exurban development. The Department does not find the I-10 bypass [which in part covered the same area of the proposed I-11 Study Corridor through the Avra Valley] to be consistent with smart growth and sustainable planning principles. The vastness of Arizona’s undeveloped country, and its wildlife resources, must be recognized as one of our greatest assets for current and future generations.”

As previously stated, the Department considers an Interstate/Multi-Modal corridor to be incompatible with a county, state, or federal park/recreation area. Within the Avra Valley west of Tucson, several such specially designated lands occur: Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park/Tucson Mountain Wildlife Area, and the Tucson Mitigation Corridor. These designations demonstrate the significance of these lands to county, state, and federal officials, as well as the public at large, for recreation and wildlife habitat. The considerable public investment in these lands would be irreparably devalued by siting an Interstate/Multi-Modal corridor west of Tucson within the Tier 1 EIS Study Corridor.

Over the past decade, biologists from Saguaro National Park have documented a marked decrease in mesocarnivore diversity. Wildlife camera-trapping records of once common species such as badger, raccoon, coati, and skunks have all decreased (S. Stonum, personal communication, June 30, 2016). Increasing habitat fragmentation from expanding infrastructure and suburban development is thought to be a major contributor to this diminishing faunal assemblage. The Department, along with Pima County and numerous other partners, continues

efforts throughout the area to identify important wildlife corridors to be conserved as well as opportunities to improve previously degraded connectivity.

In combination with Saguaro National Park, Tucson Mountain Park (est. 1929) provides protection for wildlife and habitat across the majority of the Tucson Mountains. However, this mountain range is under increased pressure from surrounding development, habitat fragmentation, and movement barriers. One especially significant barrier to wildlife movement is the CAP canal. The 4.25 square miles of land known as the Tucson Mitigation Corridor (TMC) was acquired by the BOR to partially mitigate biological impacts from the CAP. As the CAP crosses the TMC, five sections of the canal are underground, allowing wildlife to freely pass between the Tucson Mountains and the Tohono O'odham Nation, and maintain natural flow patterns of a number of foothill washes. The mitigation value of the TMC would be severely compromised by construction and operation of an Interstate/Multi-Modal corridor and could set a severely damaging precedent for conservation and mitigation lands elsewhere.

- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. These studies should include at a minimum, GPS telemetry studies of collared animals, wildlife mortality (i.e. roadkill) and tracking surveys, analysis of existing and collected movement data, and examination of traffic data in conjunction with these studies. The Department is available to assist FHWA and ADOT in the gathering of existing wildlife movement data housed with the Department and other wildlife-oriented entities in southern Arizona.
- From the initial design stages forward, any alignments chosen for further analysis must include a rigorous consideration of a network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other related components. The Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions as the Tier II level efforts progress.
- The Department urges FHWA and ADOT to work closely with BOR to preserve the TMC, as well as identify opportunities for creating new, and enhancing existing, wildlife crossing structures over the CAP within and adjacent to the I-11 Corridor.
- The Department urges FHWA and ADOT to avoid impacts to habitat and wildlife connectivity within and through the Avra Valley and the surrounding mountains (Tucson, Roskrige, and Coyote Mountains; Coyote-Ironwood-Tucson Linkage Design) by utilizing/expanding the existing I-10 and I-19 Corridors.
- If a new alignment west of the Tucson Mountains, such as Sandario Road, is chosen to move forward into the Tier II NEPA analysis, it is imperative that adequate permeability and mitigation for wildlife be designed for the roadway.
- Additionally, the expansion of I-10 and I-19 (the Department's preferred route through the vicinity) provides opportunities to improve permeability along these existing roadways; it is critical that wildlife movement through these existing barriers not be further reduced.

The Department has been engaged in various land use planning efforts for several years with local partners such as the Bureau of Land Management (BLM), ADOT, the Pima Association of Government's Regional Transportation Authority (RTA), Pima County Regional Flood Control District (PCRFCDD), Pima County Natural Resources, Parks & Recreation (PCNRPR), Coalition for Sonoran Desert Protection (CSDP), Tucson Audubon Society, Saguaro National Park, Tohono O'odham Nation, and Sky Island Alliance (SIA) to develop strategies and commitments to implement wildlife habitat linkage designs connecting the sky islands and desert valleys.

- We recommend additional coordination with the Department, RTC, CSDP, Audubon, SNP, SIA, and Pima County to familiarize FHWA and ADOT with local conservation efforts and alternative solutions that these organizations and their stakeholders are pursuing.

East of I-10 are located several major investments in wildlife connectivity. Bridges and culverts combined with exclusion fencing along rights-of-way have been designed and installed to enhance wildlife movement and improve motorist safety (e.g., Tangerine Road, Twin Peaks Road). These structures demonstrate the commitment of local municipalities, Pima County, ADOT, and the Department to work together and fund wildlife crossing structures to maintain movement corridors for wildlife between large intact blocks of undeveloped habitat.

- Any analysis of potential I-11 routes east of I-10 in the greater Tucson area should consider possible impacts to wildlife crossing structures and mitigation for those impacts.

South of Tucson along I-19, a number of biologically diverse mountain ranges (i.e. "sky islands") and riparian habitats east and west of I-19 are host to a number of endemic and/or rare species, including neo-tropical avian migrants, and predators such as jaguar and ocelot in the Santa Rita Mountains. Wildlife movement between these sky islands is critical to the unique diversity in the region. Wildlife movement linkages have been identified in the region to maintain movement across I-19, including between the Santa Rita and Sierrita Mountains (Santa Rita-Sierrita Linkage), and between the Santa Rita and Tumacacori Mountains (Santa Rita-Tumacacori Linkage). Additionally, wildlife move north and south, parallel to I-19, along the Santa Cruz River.

- The Department urges FHWA and ADOT to avoid impacts to the Sierrita, Santa Rita, Tumacacori, Atascosa, and Pajarito Mountains (Santa Rita-Tumacacori, Santa Rita-Sierrita, and Mexico-Tumacacori-Baboquivari Linkage Designs) by utilizing/expanding the existing I-19 Corridor.
- Maintaining and improving wildlife movement within and through the I-11 Corridor is paramount to healthy, sustainable wildlife populations in the region. As detailed in the General Comments, the Department seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to conduct future wildlife movement studies in conjunction with any Tier II level efforts. The Department is available to assist FHWA and ADOT in the gathering of existing wildlife movement data housed with the Department and other wildlife-oriented entities in southern Arizona.
- From the initial design stages forward, any alignments chosen for further analysis must include a rigorous consideration of a network of crossing structures including overpasses, underpasses, culverts, funnel fencing, and other related components. The Department



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seeks written commitment from the FHWA and ADOT, within the Tier I EIS, to coordinate with AGFD on the siting and design of roadway construction and/or expansions as the Tier II level efforts progress.

The Department owns and manages (jointly with Arizona State Parks) the Coal Mine Spring property, situated east of I-19 in the Grosvenor Hills adjacent the Sonoita Creek State Natural Area. The Coal Mine/Fresno Canyon population of Gila topminnow represents the second largest population, both numerically and spatially, of Gila topminnow left in existence. Protection of the Coal Mine Spring population is of paramount importance to the continued existence and recovery of Gila topminnow in this area. The Revised Recovery Plan identifies the securing of remaining natural populations and their habitats in the U.S. as the first survival criterion for this species.

- The Department has invested considerable resources into the Coal Mine Springs property, and it represents significant conservation values to the local community. The Department requests all efforts be made to minimize impacts to this property by expanding I-19 instead of creating new alignments. As a local landowner and manager, we request close coordination with FHWA and ADOT during evaluation of potential alternatives that run near/adjacent to this Wildlife Area. Impacts should be avoided and/or minimized, and appropriate compensation of any potential impacts or loss in value of these significant conservation investments should be identified in the Tier 1 planning.

The Department trusts our scoping comments for the I-11 Tier I EIS will aid FHWA and ADOT in your alternative selection and evaluation; we will provide additional information on future data needs and mitigation opportunities as the study progresses. We continue to look forward to collaborating with FHWA and ADOT on this important transportation project. If you have any questions or wish to further discuss our comments and concerns, please contact Cheri Bouch er, the Department's Project Evaluation Program transportation coordinator, at [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov) (623-236-7615).

Sincerely,



Joyce Francis, PhD  
Habitat, Evaluation, and Lands Branch Chief  
Arizona Game and Fish Department

cc: Jay Van Echo, ADOT Project Manager  
Lisa Ives, AECOM Consultant Team Project Manager  
Clifton Meek, U.S. EPA Transportation Specialist  
Robert Lehman, U.S. Fish and Wildlife Service  
Tab Bommarito, U.S. Bureau of Reclamation

AGFD# M16-06032538

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# Arizona Environmental Online Review Tool Report



## ***Arizona Game and Fish Department Mission***

***To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.***

**Project Name:**

I-11 Tier I DEIS

**Project Description:**

I-11

**Project Type:**

Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

**Contact Person:**

Cheri Boucher

**Organization:**

Arizona Game and Fish Department

**On Behalf Of:**

AZGFD

**Project ID:**

HGIS-03797

***Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.***

**Disclaimer:**

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

**Locations Accuracy Disclaimer:**



Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

**Recommendations Disclaimer:**

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:  
**Project Evaluation Program, Habitat Branch**  
**Arizona Game and Fish Department**  
**5000 West Carefree Highway**  
**Phoenix, Arizona 85086-5000**  
**Phone Number: (623) 236-7600**  
**Fax Number: (623) 236-7366**  
**Or**  
[PEP@azgfd.gov](mailto:PEP@azgfd.gov)
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

# I-11 Tier I DEIS Aerial Image Basemap With Locator Map



-  Project Boundary
-  Buffered Project Boundary

Project Size (acres): 2,614,384.10  
Lat/Long (DD): 32.4621 / -111.3005  
County(s): Yavapai; Maricopa; Pinal; Pima +  
AGFD Region(s): Yuma; Mesa; Tucson  
Township/Range(s): T9N, R6W; T8N, R7W; T8N, R6W +  
USGS Quad(s): CONGRESS SW; FLORES +

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),



## I-11 Tier I DEIS Web Map As Submitted By User



- Project Boundary
- Buffered Project Boundary

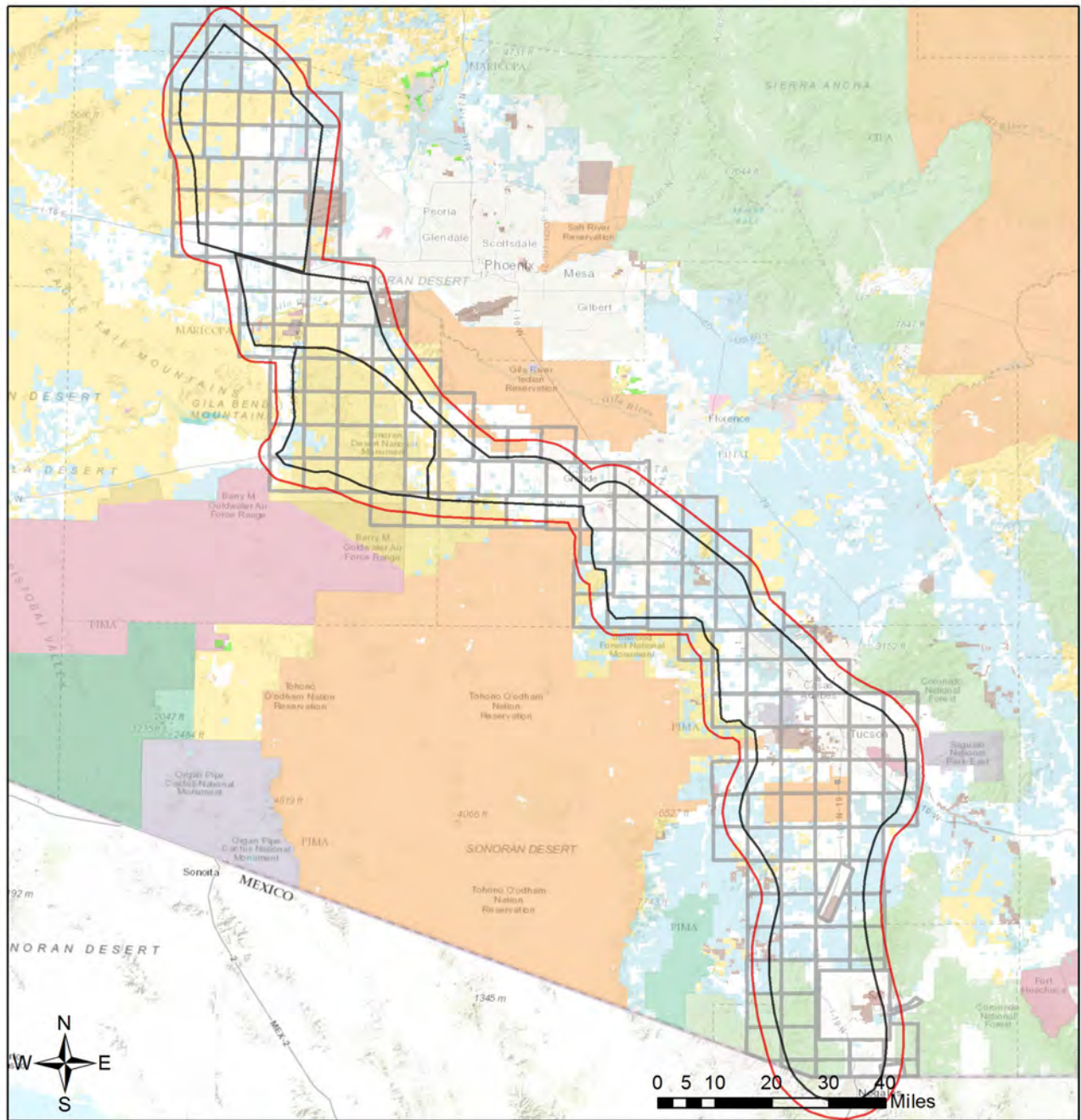
Project Size (acres): 2,614,384.10  
 Lat/Long (DD): 32.4621 / -111.3005  
 County(s): Yavapai; Maricopa; Pinal; Pima +  
 AGFD Region(s): Yuma; Mesa; Tucson  
 Township/Range(s): T9N, R6W; T8N, R7W; T8N, R6W +  
 USGS Quad(s): CONGRESS SW; FLORES +

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



## I-11 Tier I DEIS

### Topo Basemap With Township/Ranges and Land Ownership



- |                           |                          |
|---------------------------|--------------------------|
| Project Boundary          | Mixed/Other              |
| Buffered Project Boundary | National Park/Mon.       |
| Township/Ranges           | Private                  |
| AZ Game and Fish Dept.    | State and Regional Parks |
| BLM                       | State Trust              |
| BOR                       | US Forest Service        |
| Indian Res.               | Wildlife Area/Refuge     |
| Military                  |                          |

Project Size (acres): 2,614,384.10  
 Lat/Long (DD): 32.4621 / -111.3005  
 County(s): Yavapai; Maricopa; Pinal; Pima +  
 AGFD Region(s): Yuma; Mesa; Tucson  
 Township/Range(s): T9N, R6W; T8N, R7W; T8N, R6W +  
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Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
<i>Abutilon parishii</i>	Pima Indian Mallow	SC	S	S	SR	
<i>Accipiter gentilis</i>	Northern Goshawk	SC	S	S		1B
<i>Agave murpheyi</i>	Hohokam Agave	SC	S	S	HS	
<i>Agave parviflora</i> ssp. <i>parviflora</i>	Santa Cruz Striped Agave	SC	S		HS	
<i>Agave schottii</i> var. <i>treleasei</i>	Trelease Agave	SC	S		HS	
<i>Agosia chrysogaster chrysogaster</i>	Gila Longfin Dace	SC		S		1B
Ak-Chin Indian Reservation	Ak-Chin Indian Reservation					
<i>Amazilia violiceps</i>	Violet-crowned Hummingbird		S			1B
<i>Ammodramus savannarum ammolegus</i>	Arizona grasshopper sparrow		S	S		1B
<i>Amoreuxia gonzalezii</i>	Saiya	SC	S		HS	
<i>Amsonia grandiflora</i>	Large-flowered Blue Star	SC	S			
<i>Anaxyrus microscaphus</i>	Arizona Toad	SC				1B
<i>Anaxyrus retiformis</i>	Sonoran Green Toad			S		1B
<i>Antilocapra americana sonoriensis</i>	10J area for Sonoran Pronghorn	LE,XN				
<i>Antrostomus ridgwayi</i>	Buff-collared Nightjar		S			1B
<i>Aquila chrysaetos</i>	Golden Eagle	BGA		S		1B
<i>Argia sabino</i>	Sabino Canyon Dancer	SC	S			
<i>Asclepias lemmonii</i>	Lemmon Milkweed		S			
<i>Aspidoscelis arizonae</i>	Arizona Striped Whiptail			S		1B
<i>Aspidoscelis stictogramma</i>	Giant Spotted Whiptail	SC	S			1B
<i>Athene cunicularia hypugaea</i>	Western Burrowing Owl	SC	S	S		1B
<i>Baiomys taylori</i>	Northern Pygmy Mouse		S			
Bat Colony						
<i>Buteo plagiatus</i>	Gray Hawk	SC				
CH for <i>Empidonax traillii extimus</i>	Southwestern Willow Flycatcher Designated Critical Habitat					
CH for <i>Gila ditaenia</i>	Sonora Chub Designated Critical Habitat					
CH for <i>Gila intermedia</i>	Gila Chub Designated Critical Habitat					
CH for <i>Lithobates chiricahuensis</i>	Chiricahua Leopard Frog Designated Critical Habitat					
CH for <i>Panthera onca</i>	Jaguar Designated Critical Habitat					
CH for <i>Strix occidentalis lucida</i>	Mexican Spotted Owl Designated Critical Habitat					
<i>Calothorax lucifer</i>	Lucifer Hummingbird		S			
<i>Camptostoma imberbe</i>	Northern Beardless-Tyrannulet		S			1B
<i>Canis lupus baileyi</i>	10J area Zone 2 for Mexican gray wolf	LE,XN				
<i>Capsicum annuum</i> var. <i>glabriusculum</i>	Chiltepin		S			

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Carex chihuahuensis	Chihuahuan Sedge		S			
Carex ultra	Arizona Giant Sedge		S	S		
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chionactis occipitalis klauberi	Tucson Shovel-nosed Snake	SC				1A
Choeronycteris mexicana	Mexican Long-tongued Bat	SC	S	S		1C
Choisya mollis	Santa Cruz Star Leaf	SC	S			
Cicindela oregona maricopa	Maricopa Tiger Beetle	SC				
Coccyzus americanus	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Coryphantha recurvata	Santa Cruz Beehive Cactus		S		HS	
Coryphantha scheeri var. robustispina	Pima Pineapple Cactus	LE			HS	
Coyote - Ironwood - Tucson Linkage Design	Wildlife Corridor Design					
Craugastor augusti cactorum	Western Barking Frog		S			1B
Crotalus lepidus klauberi	Banded Rock Rattlesnake					1A
Crotalus pricei	Twin-spotted Rattlesnake		S			1A
Crotalus willardi willardi	Arizona Ridge-nosed Rattlesnake		S			1A
Cylindropuntia x kelvinensis	Kelvin Cholla					SR
Dalea tentaculoides	Gentry's Indigo Bush	SC	S	S	HS	
Dendrocygna bicolor	Fulvous Whistling-Duck	SC				
Desmodium metcalfei	Metcalfe's Tick-trefoil		S			
Echinocereus fasciculatus	Magenta-flower Hedgehog-cactus					SR
Echinomastus johnsonii	Johnson's Fishhook Cactus					SR
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE				1A
Erigeron arisolius	Arid Throne Fleabane		S			
Erigeron piscaticus	Fish Creek Fleabane	SC	S	S		SR
Falco peregrinus anatum	American Peregrine Falcon	SC	S	S		1A
Ferocactus cylindraceus	Desert Barrel Cactus					SR
Ferocactus emoryi	Emory's Barrel-cactus					SR
Gastrophryne olivacea	Western Narrow-mouthed Toad			S		1C
Gila Bend - Sierra Estrella Linkage Design	Wildlife Corridor Design					
Gila Bend Indian Reservation	Gila Bend Indian Reservation					
Gila River Indian Reservation	Gila River Indian Reservation					
Gila ditaenia	Sonora Chub	LT				1A
Gila intermedia	Gila Chub	LE				1A
Glaucidium brasilianum cactorum	Cactus Ferruginous Pygmy-owl	SC	S	S		1B
Gopherus morafkai	Sonoran Desert Tortoise	CCA	S			1A

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Graptopetalum bartramii	Bartram Stonecrop	SC	S	S	SR	
Gyalopion quadrangulare	Thornscrub Hook-nosed Snake		S			1B
Haliaeetus leucocephalus (wintering pop.)	Bald Eagle - Winter Population	SC,BG A	S	S		1A
Haliaeetus leucocephalus pop. 3	Bald Eagle - Sonoran Desert Population	SC,BG A	S	S		1A
Heloderma suspectum suspectum	Reticulate Gila Monster					1A
Heterelmis stephani	Stephan's Heterelmis Riffle Beetle	C*	S			
Hexalectris arizonica	Arizona Crested coral-root		S		SR	
Hieracium pringlei	Pringle Hawkweed	SC				
Ironwood - Picacho Linkage Design	Wildlife Corridor					
Lasiurus blossevillii	Western Red Bat		S			1B
Lasiurus xanthinus	Western Yellow Bat		S			1B
Leopardus pardalis	Ocelot	LE				1A
Leptonycteris curasoae yerbabuenae	Lesser Long-nosed Bat	LE				1A
Lichanura trivirgata	Rosy Boa	SC				1B
Lilaeopsis schaffneriana ssp. recurva	Huachuca Water-umbel	LE			HS	
Lilium parryi	Lemon Lily	SC	S		SR	
Lithobates chiricahuensis	Chiricahua Leopard Frog	LT				1A
Lithobates tarahumarae	Tarahumara Frog	SC	S			1A
Lithobates yavapaiensis	Lowland Leopard Frog	SC	S	S		1A
Lobelia laxiflora	Mexican Lobelia					SR
Lotus alamosanus	Alamos Deer Vetch		S			
Lupinus huachucanus	Huachuca Mountain Lupine		S			
Macroptilium supinum	Supine Bean	SC	S		SR	
Macrotus californicus	California Leaf-nosed Bat	SC		S		1B
Malaxis corymbosa	Madrean Adder's Mouth				SR	
Mammillaria thornberi	Thornber Fishhook Cactus				SR	
Mammillaria wrightii var. wilcoxii	Wilcox Fishhook Cactus				SR	
Manihot davisiae	Arizona Manihot		S			
Metastelma mexicanum	Wiggins Milkweed Vine	SC	S			
Mexico - Tumacacori - Baboquivari Linkage Design	Wildlife Corridor					
Muhlenbergia elongata	Sycamore Muhly		S			
Myotis occultus	Arizona Myotis	SC		S		1B
Myotis velifer	Cave Myotis	SC		S		1B
Notholaena lemmonii	Lemmon Cloak Fern	SC				
Nyctinomops macrotis	Big Free-tailed Bat	SC				

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
<i>Opuntia engelmannii</i> var. <i>flavispina</i>					SR	
<i>Opuntia versicolor</i>	Stag-horn Cholla				SR	
<i>Oxybelis aeneus</i>	Brown Vinesnake		S			1B
PCH for <i>Coccyzus americanus</i>	Yellow-billed Cuckoo Proposed Critical Habitat					
<i>Pachyramphus aglaiae</i>	Rose-throated Becard		S			1B
<i>Panthera onca</i>	Jaguar Area of Capture Concern					
<i>Panthera onca</i>	Jaguar	LE				1A
Pascua Yaqui Indian Reservation	Pascua Yaqui Indian Reservation					
<i>Passiflora arizonica</i>	Arizona Passionflower		S			
Patagonia - Santa Rita Linkage Design	Wildlife Corridor					
<i>Pectis imberbis</i>	Beardless Chinch Weed	SC	S			
<i>Peniocereus greggii</i> var. <i>transmontanus</i>	Desert Night-blooming Cereus				SR	
<i>Pennellia tricornuta</i>	Chiricahua Rock Cress		S			
<i>Penstemon discolor</i>	Catalina Beardtongue		S		HS	
<i>Phrynosoma cornutum</i>	Texas Horned Lizard	SC				
<i>Physalis latiphysa</i>	Broadleaf Groundcherry		S			
<i>Plestiodon callicephalus</i>	Mountain Skink		S			
<i>Poeciliopsis occidentalis occidentalis</i>	Gila Topminnow	LE				1A
<i>Psilotum nudum</i>	Whisk Fern		S		HS	
<i>Rallus obsoletus yumanensis</i>	Yuma Ridgeway's Rail	LE				1A
<i>Rhinichthys osculus</i>	Speckled Dace	SC		S		1B
Sabino Creek and Lower Bear Creek	Important Bird Area					
Salt/Gila Riparian Ecosystem	Important Bird Area					
<i>Samolus vagans</i>	Chiricahua Mountain Brookweed		S			
San Xavier Indian Reservation	San Xavier Indian Reservation					
Santa Rita - Sierrita Linkage Design	Wildlife Corridor					
Santa Rita - Tumacacori Linkage Design	Wildlife Corridor					
Santa Rita Mountains, Coronado National Forest	Important Bird Area					
<i>Sauromalus ater</i>	Common Chuckwalla	SC				
<i>Sceloporus slevini</i>	Slevin's Bunchgrass Lizard		S	S		1B
<i>Senecio multidentatus</i> var. <i>huachucanus</i>	Huachuca Groundsel		S		HS	
<i>Senticolis triaspis intermedia</i>	Northern Green Ratsnake		S			1B
<i>Sigmodon ochrognathus</i>	Yellow-nosed Cotton Rat	SC				1C

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Sisyrinchium cernuum	Nodding Blue-eyed Grass		S			
Sonoita Creek State Natural Area/ Patagonia Lake	Important Bird Area					
Sonorella eremita	San Xavier Talussnail	CCA				1A
Sorex arizonae	Arizona Shrew	SC	S			1B
Stenocereus thurberi	Organ Pipe Cactus				SR	
Strix occidentalis lucida	Mexican Spotted Owl	LT				1A
Stygobromus arizonensis	Arizona Cave Amphipod	SC		S		1B
Sycamore Canyon, Coronado National Forest	Important Bird Area					
Tantilla wilcoxi	Chihuahuan Black-headed Snake		S			1B
Tantilla yaquia	Yaqui Black-headed Snake		S			1B
Terrapene ornata luteola	Desert Box Turtle			S		1A
Thamnophis eques megalops	Northern Mexican Gartersnake	LT	S			1A
Tohono O'odham Nation	Tohono O'odham Nation					
Tragia laciniata	Sonoran Noseburn		S			
Trogon elegans	Elegant Trogon		S			1B
Tucson - Tortolita - Santa Catalina Mountains Linkage Design	Wildlife Corridor					
Tumamoca macdougalii	Tumamoc Globeberry		S	S	SR	
Tyrannus crassirostris	Thick-billed Kingbird		S			1B
Upper Santa Cruz River	Important Bird Area					
Viola umbraticola	Shade Violet		S			
Wickenburg - Hassayampa Linkage Design	Wildlife Corridor					

Note: Status code definitions can be found at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/>

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Agosia chrysogaster	Longfin Dace	SC		S		1B
Aix sponsa	Wood Duck					1B
Ammospermophilus harrisii	Harris' Antelope Squirrel					1B
Anaxyrus microscaphus	Arizona Toad	SC				1B
Anaxyrus retiformis	Sonoran Green Toad			S		1B
Anthus spragueii	Sprague's Pipit	C*				1A
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern					1B

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
<i>Buteo regalis</i>	Ferruginous Hawk	SC		S		1B
<i>Castor canadensis</i>	American Beaver					1B
<i>Charadrius montanus</i>	Mountain Plover	SC				1B
<i>Charadrius nivosus nivosus</i>	Western Snowy Plover					1B
<i>Chilomeniscus stramineus</i>	Variable Sandsnake					1B
<i>Coccyzus americanus</i>	Yellow-billed Cuckoo (Western DPS)	LT	S			1A
<i>Colaptes chrysoides</i>	Gilded Flicker			S		1B
<i>Coluber bilineatus</i>	Sonoran Whipsnake					1B
<i>Corynorhinus townsendii pallescens</i>	Pale Townsend's Big-eared Bat	SC	S	S		1B
<i>Crotalus tigris</i>	Tiger Rattlesnake					1B
<i>Crotaphytus nebrius</i>	Sonoran Collared Lizard					1B
<i>Empidonax traillii extimus</i>	Southwestern Willow Flycatcher	LE				1A
<i>Euderma maculatum</i>	Spotted Bat	SC	S	S		1B
<i>Eumops perotis californicus</i>	Greater Western Bonneted Bat	SC		S		1B
<i>Gopherus morafkai</i>	Sonoran Desert Tortoise	C*	S			1A
<i>Haliaeetus leucocephalus</i>	Bald Eagle	SC, BGA	S	S		1A
<i>Heloderma suspectum</i>	Gila Monster					1A
<i>Incilius alvarius</i>	Sonoran Desert Toad					1B
<i>Kinosternon sonoriense sonoriense</i>	Desert Mud Turtle			S		1B
<i>Lasiurus blossevillii</i>	Western Red Bat		S			1B
<i>Lasiurus xanthinus</i>	Western Yellow Bat		S			1B
<i>Leptonycteris curasoae yerbabuenae</i>	Lesser Long-nosed Bat	LE				1A
<i>Lepus alleni</i>	Antelope Jackrabbit					1B
<i>Lichanura trivirgata</i>	Rosy Boa	SC				1B
<i>Lithobates yavapaiensis</i>	Lowland Leopard Frog	SC	S	S		1A
<i>Macrotus californicus</i>	California Leaf-nosed Bat	SC		S		1B
<i>Melanerpes uropygialis</i>	Gila Woodpecker					1B
<i>Melospiza lincolni</i>	Lincoln's Sparrow					1B
<i>Melospiza aberti</i>	Abert's Towhee		S			1B
<i>Micruroides euryxanthus</i>	Sonoran Coralsnake					1B
<i>Myotis velifer</i>	Cave Myotis	SC		S		1B
<i>Myotis yumanensis</i>	Yuma Myotis	SC				1B
<i>Nyctinomops femorosaccus</i>	Pocketed Free-tailed Bat					1B
<i>Ovis canadensis nelsoni</i>	Desert Bighorn Sheep					1B
<i>Passerculus sandwichensis</i>	Savannah Sparrow					1B
<i>Perognathus amplus</i>	Arizona Pocket Mouse					1B
<i>Perognathus longimembris</i>	Little Pocket Mouse					1B

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Phrynosoma goodei	Goode's Horned Lizard					1B
Phrynosoma solare	Regal Horned Lizard					1B
Phyllorhynchus browni	Saddled Leaf-nosed Snake					1B
Progne subis hesperia	Desert Purple Martin			S		1B
Rallus longirostris yumanensis	Yuma Clapper Rail	LE				1A
Setophaga petechia	Yellow Warbler					1B
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Thomomys bottae subsimilis	Harquahala Southern Pocket Gopher	SC				1B
Toxostoma lecontei	Le Conte's Thrasher					1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox					1B

**Species of Economic and Recreation Importance Predicted within Project Vicinity**

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Callipepla squamata	Scaled Quail					1C
Cyrtonyx montezumae	Montezuma Quail					1C
Meleagris gallopavo	Wild Turkey					
Odocoileus hemionus	Mule Deer					
Odocoileus virginianus	White-tailed Deer					1B
Ovis canadensis mexicana	Mexicana Desert Bighorn Sheep					1B
Patagioenas fasciata	Band-tailed Pigeon					1C
Pecari tajacu	Javelina					
Puma concolor	Mountain Lion					
Sciurus nayaritensis	Mexican Fox Squirrel					
Ursus americanus	American Black Bear					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					



**Project Type: Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads**

**Project Type Recommendations:**

**Bridge Maintenance/Construction**

Identify whether wildlife species use the structure for roosting or nesting during anticipated maintenance/construction period. Plan the timing of maintenance/construction to minimize impacts to wildlife species. In addition to the species list generated by the Arizona's On-line Environmental Review Tool, the Department recommends that surveys be conducted at the bridge and in the vicinity of the bridge to identify additional or currently undocumented bat, bird, or aquatic species in the project area. To minimize impacts to birds and bats, as well as aquatic species, consider conducting maintenance and construction activities outside the breeding/maternity season (breeding seasons for birds and bats usually occur spring - summer). Examining the crevices for the presence of bats prior to pouring new paving materials or that the top of those crevices be sealed to prevent material from dripping or falling through the cracks and potentially onto bats. If bats are present, maintenance and construction (including paving and milling) activities should be conducted during nighttime hours, if possible, when the fewest number of bats will be roosting. Minimize impacts to the vegetation community. Unavoidable impacts to vegetation should be mitigated on-site whenever possible. A revegetation plan should be developed to replace impacted communities.

Consider design structures and construction plans that minimize impacts to channel geometry (i.e., width/depth ratio, sinuosity, allow overflow channels), to avoid alteration of hydrological function. Consider incorporating roosting sites for bats into bridge designs. During construction, erosion control structures and drainage features should be used to prevent introduction of sediment laden runoff into the waterway. Minimize instream construction activity. If culverts are planned, use wildlife friendly designs to mitigate impacts to wildlife and fish movement. Guidelines for bridge designs to facilitate wildlife passage can be found on our Wildlife Friendly Guidelines web page under the Wildlife Planning button, at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on Wildlife Friendly Guidelines page, which is part of the Wildlife Planning button at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife. Guidelines for many of these can be found at: <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, cantered, or cut to ensure that light reaches only areas needing illumination.

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, <https://agriculture.az.gov/>. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, <http://www.usda.gov/wps/portal/usdahome>. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information <https://www.azgfd.com/hunting/regulations>.

Minimization and mitigation of impacts to wildlife and fish species due to changes in water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods) should be evaluated. Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing of the project in order to minimize impacts to spawning fish and other aquatic species (include spawning seasons), and to reduce spread of exotic invasive species. We recommend early direct coordination with Project Evaluation Program for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (<http://azstateparks.com/SHPO/index.html>).

Trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herptefauna (snakes, lizards, tortoise) from entering ditches.

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (<http://www.azdeq.gov/>).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (<http://www.usace.army.mil/>)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

**The Department requests further coordination to provide project/species specific recommendations, please contact Project Evaluation Program directly. [PEP@azgfd.gov](mailto:PEP@azgfd.gov)**

**Project Location and/or Species Recommendations:**

HDMS records indicate that one or more native plants listed on the Arizona Native Plant Law and Antiquities Act have been documented within the vicinity of your project area. Please contact:

Arizona Department of Agriculture  
1688 W Adams St.  
Phoenix, AZ 85007  
Phone: 602.542.4373

<https://agriculture.az.gov/environmental-services/np1>

HDMS records indicate that one or more listed, proposed, or candidate species or Critical Habitat (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at <http://www.fws.gov/southwest/es/arizona/> or:

**Phoenix Main Office**

2321 W. Royal Palm Rd, Suite 103  
Phoenix, AZ 85021  
Phone: 602-242-0210  
Fax: 602-242-2513

**Tucson Sub-Office**

201 N. Bonita Suite 141  
Tucson, AZ 85745  
Phone: 520-670-6144  
Fax: 520-670-6155

**Flagstaff Sub-Office**

SW Forest Science Complex  
2500 S. Pine Knoll Dr.  
Flagstaff, AZ 86001  
Phone: 928-556-2157  
Fax: 928-556-2121

HDMS records indicate that Western Burrowing Owls have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at: [http://www.azgfd.gov/w\\_c/BurrowingOwlResources.shtml](http://www.azgfd.gov/w_c/BurrowingOwlResources.shtml).

HDMS records indicate that Sonoran Desert Tortoise have been documented within the vicinity of your project area. Please review the Tortoise Handling Guidelines found at: <http://www.azgfd.gov/hgis/pdfs/Tortoisehandlingguidelines.pdf>

HDMS records indicate that Chiricahua Leopard Frogs have been documented within the vicinity of your project area. Please review the Chiricahua Leopard Frog Management Guidelines found at: <http://www.azgfd.gov/hgis/documents/FINALLithchirHabitatGdlns.pdf>.

HDMS records indicate that Lesser Long-nosed Bats have been documented within the vicinity of your project area. Please review the Lesser Long-nosed Bat Management Guidelines at: <http://www.azgfd.gov/hgis/documents/FINALIecuyeHabitatGdln.pdf>.

The analysis has detected one or more Important Bird Areas within your project vicinity. Please see [http://aziba.org/?page\\_id=38](http://aziba.org/?page_id=38) for details about the Important Bird Area(s) identified in the report.

Your project site is within one or more defined Areas of Capture Concern. Please follow Department protocols while working within an Area of Capture Concern at U:\Agency Directives\JaguarOcelot Directives 17AUG10.pdf.

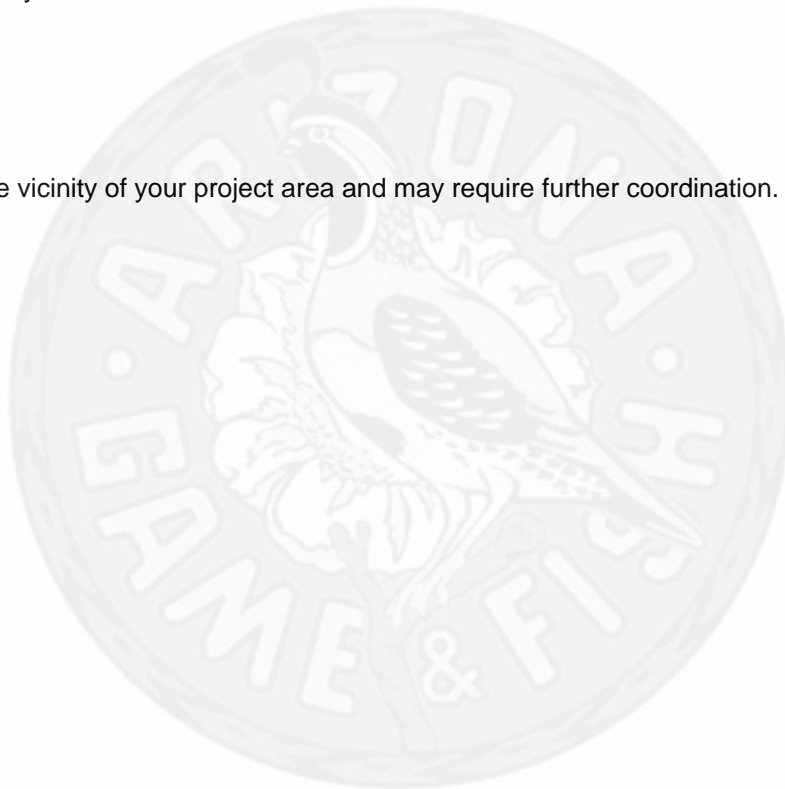
Analysis indicates that your project is located in the vicinity of an identified wildlife habitat linkage corridor. Project planning and implementation efforts should focus on maintaining adequate opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: <http://www.corridordesign.org/arizona>. Please contact your local Arizona Game and Fish Department Regional Office for specific project recommendations: [http://www.azgfd.gov/inside\\_azgfd/agency\\_directory.shtml](http://www.azgfd.gov/inside_azgfd/agency_directory.shtml).

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:  
Ak-Chin Indian Community Council  
42507 W Peters & Nail Rd  
Maricopa, AZ 85239  
(520) 568-2618  
(520) 568-4566 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:  
Tohono O'odham Nation  
PO Box 837  
Sells, AZ 85634  
(520) 383-2028  
(520) 383-3379 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:  
Gila River Indian Community  
PO Box 97  
Sacaton, AZ 85247  
(520) 562-6000  
(520) 562-6010 (fax)

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:  
Pascua Yaqui Tribe  
7474 S Camino de Oeste  
Tucson, AZ 85746  
(520) 883-5000 ext. 5016  
(520) 883-5014 (fax)





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

ARIZONA DIVISION

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

July 18, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Cooperating Agency Acceptance Letter

Ms. Joyce Francis, Habitat, Evaluation, and Lands Branch Chief  
Arizona Game and Fish Department  
5000 West Carefree Highway  
Phoenix, Arizona 85086

Dear Ms. Francis:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have completed the scoping process for the Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. During the scoping period, we received letters from the Arizona Game and Fish Department (AGFD) on June 17, 2016 and July 8, 2016. In these scoping letters, AGFD requested Cooperating Agency status for the ASR and Tier 1 EIS process due to jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources.

The FHWA has considered your request and concurs with AGFD's role as a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor due to jurisdictional authority and special expertise regarding wildlife resources within the study area. As a Cooperating Agency, you will be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in monthly coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

The Notice of Intent (NOI) to prepare the Tier 1 EIS was published in the Federal Register on May 20, 2016. AGFD's scoping comments were received during the approximately 45-day scoping period that followed from May 23, 2016 to July 8, 2016, and as such, these comments will be considered in the ASR and Tier 1 EIS process for the I-11 Corridor. While we appreciate AGFD's input received at a pre-scoping meeting on April 21, 2016, and the previous I-11 and Intermountain West Corridor Study process, these efforts occurred before the official environmental review process was initiated under NEPA. If AGFD would like any of the input

provided prior to May 20, 2016 to be part of the formal NEPA process, and it is not captured in your June and July scoping letters, please submit the additional input in letter form as soon as possible.

If you have any questions or would like additional information regarding your role as a Cooperating Agency, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). We look forward to your continued involvement in the I-11 Corridor Tier 1 EIS.

Sincerely,



Karla S. Petty  
Arizona Division Administrator

cc:

Cheri Boucher, AGFD Project Evaluation Program Specialist, address same as addressee  
Rebecca Yedlin, FHWA Environmental Coordinator

ecc:

Jay Van Echo, ADOT Project Manager, MD T100  
Lisa Ives, AECOM Consultant Team Project Manager  
RYedlin:cdm



# United States Department of the Interior



BUREAU OF LAND MANAGEMENT  
Arizona State Office  
One North Central Avenue, Suite 800  
Phoenix, Arizona 85004-4427  
[www.blm.gov/az/](http://www.blm.gov/az/)

JUL 18 2016

JUL 13 2016

In Reply Refer To:  
9110-1 (9200)

U.S. Department of Transportation  
Federal Highway Administration  
Attn: Karla S. Petty  
4000 N. Central Avenue, Suite 1500  
Phoenix, AZ 85012-3500

Dear Ms. Petty:

The Bureau of Land Management (BLM), Arizona State Office, appreciates the opportunity to offer comments to the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) on the Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor. The BLM understands that this EIS is an opportunity to identify and study multiple alternatives within the already identified I-11 Study Corridor and hopes to assist in this process by identifying both potential natural resource and management conflicts in portions of the Study Corridor as well as appropriate locations for siting new transportation infrastructure.

As a cooperating agency on this project, the BLM looks forward to assisting the FHWA and ADOT in this analysis. Much of the discussion below identifies possible conflicts with sensitive resources on BLM-administered lands or designations within BLM's resource management plans (RMPs) in the study area. The FHWA and ADOT's scoping materials acknowledge many of these designations and potential conflicts. Amendments to BLM's RMPs may be necessary on the project-specific level in order to grant a right-of-way or otherwise permit an interstate highway or larger multi-modal corridor. These amendments would be part of the project-specific Tier 2 National Environmental Policy Act analysis. However, the BLM will work with the FHWA and ADOT to try to identify these issues to the extent practicable through this Tier 1 process.

The three sections of the Study Corridor (North, Central, and South) identified in the scoping materials roughly align with three BLM field offices in central and southern Arizona: Hassayampa, Lower Sonoran, and Tucson. Additionally, two BLM-administered national monuments, Sonoran Desert and Ironwood Forest, are within or adjacent to the Study Corridor. Accordingly, geographically focused comments follow these administrative divisions followed by additional, more general comments.

**North Section: BLM Hassayampa Field Office**

Within the Hassayampa Field Office, the eastern and western portions of the I-11 Study Corridor are the preferred locations for further analysis. In the Hassayampa Field Office area, a route from I-10 through Surprise to U.S. Highway 60 in the eastern part of the Study Corridor would avoid the 70,000 acre Vulture Mountains Cooperative Recreation Management Area and most BLM specially designated areas and natural resource conflicts. A western route through the study corridor that avoids both the Vulture Mountains Cooperative Recreation Management Area and the Black Butte Area of Critical Environmental Concern (ACEC) would also avoid sensitive resources while providing an alternative corridor for analysis.

**Central Section: BLM Lower Sonoran Field Office and Sonoran Desert National Monument**

The identification of new routes as corridor alternatives within the Sonoran Desert National Monument (SDNM) should be avoided. Per the 2001 Presidential Proclamation establishing the SDNM, the nearly 500,000 acre monument “encompasses a functioning desert ecosystem with an extraordinary array of biological, scientific, and historic resources.” Moreover, the SDNM includes two congressionally designated wilderness areas and the Juan Batista de Anza National Historic Trail corridor. Currently, the southern portion of the SDNM is crossed by I-8. This existing portion of I-8, generally between Casa Grande and Gila Bend, may be a viable corridor alternative for analysis. However, adding additional infrastructure, including a wider highway or other multi-modal features, would be incompatible with the national monument and wilderness designations.

West of the SDNM, an I-11 alignment in the western edge of the Study Corridor from I-8 in the Gila Bend area on State Route 85 to I-10 would take advantage of existing transportation corridors and avoid significant impacts to the SDNM and additional BLM-administered lands and natural resources.

The Study Corridor also extends to lands north of the SDNM. This area may be a viable route for a corridor alternative, and portions of it have previously been studied as part of the Sonoran Valley Parkway, another transportation proposal. Compatibility with that proposal as well as designated wildlife corridors, existing rights-of-way, and a permitted (but not yet built) solar energy facility in the area should be considered.

**South Section: BLM Tucson Field Office and Ironwood Forest National Monument**

The BLM Tucson Field Office has significant concerns about potential overlap or adjacency of the I-11 Study Corridor with the eastern boundary of the 129,000-acre Ironwood Forest National Monument (IFNM). The study corridor includes sliver-like portions along the eastern boundary of the IFNM that the BLM recommends avoiding and eliminating from further analysis. The portions of the IFNM in the Study Corridor contain multiple resource values including extensive recreational use, cultural and archaeological resources, and biological values including State and Federal endangered and otherwise protected species.

The Presidential Proclamation establishing the IFNM states that Monument lands “are withdrawn from all forms of entry, location, selection, sale, or leasing or other disposition under



the public land laws, including but not limited to withdrawal from location, entry and patent under the mining laws relating to mineral and geothermal leasing other than by exchange that furthers the protective purposes of Monument.” This would appear to preclude the granting of a transportation right-of-way to the FHWA or ADOT. The 2012 IFNM RMP makes no allocations for transportation corridors within the IFNM boundaries. Additionally, the IFNM is a Special Recreation Management Area (SRMA) designated in the RMP. The SRMA designation includes objectives to preserve its undeveloped character. If an alignment is selected along the western part of the Study Corridor, the character of this SRMA would be affected.

Should a route alternative in the vicinity of the IFNM be selected, impacts analysis should consider potential impacts to monument objects and resources within the designated IFNM boundaries. Objects of the IFNM as defined in the IFNM RMP that may be impacted by a highway or multi-modal corridor such as this include visual resources, habitat for threatened and endangered wildlife and vegetative species, archaeological objects of scientific interest, and visitor access.

The Study Corridor includes several access routes providing public access to the IFNM from I-10. These routes are on roads maintained by Pinal and Pima Counties (Avra Valley, Silverbell, Sunland Gin, and Harmon Roads). Depending on the selected alignment, these routes and the access to the IFNM they provide could be impacted. Ideally, any new interstate highway alignment near the IFNM would not negatively impact visitor access.

Important cultural resources that should be avoided within the study corridor include the 13,000-acre Los Robles Archaeological District, which is on the National Register of Historic Places and other large archaeological sites located along the Santa Cruz and Greens Reservoir drainages. Another important cultural resource is the Indian Kitchen area near Helmet Peak. At a minimum, locations of these and other cultural resources should be identified through a Class 1 archaeological literature review in coordination with the Arizona State Museum and State Historic Preservation Office.

### **Overarching Issues**

Threatened, endangered, and sensitive species identified by the BLM and other agencies identified in the study area include the Pima pineapple cactus, yellow-billed cuckoo, southwestern willow flycatcher, gilded flicker, Sonoran desert tortoise, desert bighorn sheep, cave myotis bat, California leaf nose bat, longfin dace, and lowland leopard frog. The BLM encourages close coordination with the Arizona Game and Fish Department and the U.S. Fish and Wildlife Service to identify potential impacts to these and other species in the Study Corridor. Additionally, the BLM encourages avoidance of RMP designated wildlife movement corridors and wildlife habitat management areas

The Study Corridor includes the Juan Bautista de Anza National Historic Trail corridor from its origin in Nogales through the SDNM. This trail is managed by the National Park Service in coordination with the BLM and includes a general route and a motorized route along existing County-maintained roads. This trail does not cross any BLM land in the Tucson Field Office; it does cross BLM-administered land in the Lower Sonoran Field Office and the Sonoran Desert National Monument to the northwest.

Impacts to other resources and designations that should be considered in this Tier 1 analysis include RMP designations for visual resource management, recreation and travel management, and specially designated areas (e.g., ACEC, wilderness areas). Potential impact to existing uses including permitted rights-of-way, livestock grazing, and mining should also be considered.

Questions regarding these comments can be directed to Lane Cowger, Project Manager, at 602-417-9612, or email at [lcowger@blm.gov](mailto:lcowger@blm.gov). Mr. Cowger will also be the point of contact for sharing geographic information system shapefiles for the resources and designations identified in these comments. Thank you.

Sincerely,



Rebecca Heick  
Deputy State Director  
Lands, Minerals and Energy

cc: Interstate 11 Tier 1 EIS Study Team  
c/o Arizona Department of Transportation  
Attn: Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007

Bureau of Land Management  
Gila District Office  
Attn: Pamela Mathis, Acting District Manager  
3201 E. Universal Way  
Tucson, AZ 85756-5021

Bureau of Land Management  
Phoenix District Office  
Attn: Leon Thomas, District Manager  
21605 N. 7<sup>th</sup> Avenue  
Phoenix, AZ 85027-5500



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

Western-Pacific Region  
Airports Division

P.O. Box 92007  
Los Angeles, CA 90009-2007

JUL 26 2016

AUG 2 - 2016

Ms. Karla S. Petty  
Division Administrator  
Federal Highway Administration  
4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500

Dear Ms. Petty:

Thank you for your May 23, 2016 letter, inviting the Federal Aviation Administration (FAA) to be a cooperating agency in the Federal Highways Administration's (FHWA) and Arizona Department of Transportation's (ADOT) Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor between Nogales and Wickenburg, Arizona. The FAA accepts the invitation.

As discussed in the April 27, 2016 Pre-Scoping meeting, our primary concerns are related to potential impacts of the proposed highway corridor on federally obligated airports and their operations. Following the Pre-Scoping meeting, the FAA's Phoenix Airports District Office (PHX ADO) provided information on the locations of various federally obligated airports in Arizona.

We look forward to working with FHWA and ADOT in the successful preparation of the EIS for this important proposed project. Please contact Mike N Williams, Manager, PHX ADO at 602-792-1064. Mr. Williams will be the FAA's point of contact for this EIS.

Sincerely,

Mark A. McClardy  
Director, Airports Division  
Western-Pacific Region

CC Mike N Williams, PHX ADO

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Wednesday, July 27, 2016 8:53 AM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); Petty, Karla (FHWA)  
Subject: I-11 - FRA Cooperating Status

I just spoke with Andrea Martin, FRA Environmental Protection Specialist (202.493.6201), and FRA will be a cooperating agency. She is waiting for some folks to get back from vacation and then we should see an acceptance letter with Andrea as their point of contact. At this time they feel that there is a need for additional rail connections in the southern portion of our study area and would like to possibly use our NEPA document on their future Tier 2 efforts. I told her that we hoped to have the coordination plan to them prior to the first cooperating agency meeting, and that the scoping report and purpose and need should follow shortly thereafter. They are very interested in reviewing all three. Thanks, Rebecca

Rebecca Yedlin  
Environmental Coordinator  
FHWA - Arizona Division  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012  
(602) 382-8979  
[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Wednesday, August 03, 2016 8:40 AM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: Response to consulting party invie for I-11

FRA is a cooperating agency.

---

From: Johnsen, Michael (FRA)  
Sent: Wednesday, August 03, 2016 3:58 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)  
Subject: RE: Response to consulting party invie for I-11

Hi Rebecca-

You can regard this email as the acceptance to be a cooperating agency on the project if that is acceptable to you and will save the drafting a written letter.

Thanks,

Mike Johnsen  
FRA, Office of Program Delivery  
Office: 202-493-1310  
Mobile: 202-450-8540

### Rail – Moving America Forward

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

---

From: Yedlin, Rebecca (FHWA)  
Sent: Tuesday, August 02, 2016 4:15 PM  
To: Johnsen, Michael (FRA)  
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)  
Subject: RE: Response to consulting party invie for I-11

Thank you for your response regarding the Section 106 consultation process for the I-11 project. In your response below, you reference FRA's acceptance of cooperating agency status. When will we receive a formal acceptance letter? Is your e-mail below the acceptance. I just want to make sure we are being clear. Thanks, Rebecca

---

From: Johnsen, Michael (FRA)  
Sent: Tuesday, August 02, 2016 11:50 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Swayne, Qiana; Perez-Arrieta, Stephanie (FRA); Martin, Andrea (FRA)  
Subject: Response to consulting party invie for I-11

Hello-

We received your invitation to become a consulting party and will decline the consulting party status since we are a cooperating agency and can contribute via that avenue.

Thanks, and look forward to working with you.

Michael Johnsen  
Acting Chief, Environmental and Corridor Planning Division  
Office: 202-493-1310  
Mobile: 202-450-8540

### Rail – Moving America Forward

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

JUN 20 2016



United States Department of the Interior



NATIONAL PARK SERVICE  
INTERMOUNTAIN REGION  
12795 West Alameda Parkway  
P.O. Box 25287  
Denver, Colorado 80225-0287

IN REPLY REFER TO:  
IMRO-RSS-EQ (1248)

JUN 15 2016

Rebecca Yedlin  
Arizona Department of Transportation  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Dear Ms. Yedlin:

The National Park Service (NPS) appreciates and accepts the opportunity to become a cooperating agency under the National Environmental Policy Act (NEPA) with the Arizona Department of Transportation (ADOT) for the Tier 1 Environmental Impact Statement (EIS) for the I-11 and Intermountain West Corridor Study project located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona. NPS recognizes the need to ensure that such projects occur in an environmentally responsible manner. Accepting this invitation (May 23, 2016) the NPS demonstrates their commitment to work closely with ADOT to contribute valuable information to the environmental review process.

The NPS has concerns regarding the potential alternative that could bring a new interstate corridor alignment adjacent to the western boundary of Saguaro National Park, Casa Grande Ruins National Monument, and Tumacacori National Historical Park, Arizona. The Tucson Mountain District of Saguaro National Park is 24,000 acres, over half of which is designated Wilderness. Due to encroachment from the expanding urbanization of Tucson, coupled with geographic isolation, it is an ongoing challenge for the NPS to maintain the park's native biodiversity.

Through its Organic Act, NPS is charged with protecting park resources for the enjoyment of future generations. Therefore, the NPS has special expertise regarding the unique resources within and surrounding park units, including cultural and historic resources, biological resources, water quality and quantity, scenic vistas, night skies, soundscapes, and air quality. As such, NPS looks forward to working with ADOT as a cooperating agency on this project.

If you have any questions, please contact David Hurd, Environmental Protection Specialist at the Intermountain Regional Office at 303-987-6705 or by email at [david\\_hurd@nps.gov](mailto:david_hurd@nps.gov).

Sincerely,

Sue E. Masica  
Regional Director

cc: Sherry Plowman, Superintendent, Southern Arizona Office  
Darla Sidles, Superintendent, Saguaro National Park  
Bob Love, Superintendent, Tumacacori National Historical Park  
Karl Pierce, Superintendent, Casa Grande Ruins National Monument  
Melissa Trenchik, Environmental Quality Chief, IMR  
David Hurd, Environmental Protection Specialist, IMR





## United States Department of the Interior

NATIONAL PARK SERVICE  
INTERMOUNTAIN REGION  
12795 West Alameda Parkway  
P.O. Box 25287  
Denver, Colorado 80225-0287



IN REPLY REFER TO:  
IMDO-RSS-EQ (1248)

**JUL 11 2016**

Mr. Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012

The National Park Service (NPS) has reviewed the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) Notice of Intent (NOI) to prepare a Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg. We appreciate having the opportunity to provide our initial thoughts and comments about how this project may affect units of the National Park System.

### **Saguaro National Park Comments**

The FHWA and ADOT identified two potential routes for the I-11 Corridor which would lead to or through the city of Tucson from Nogales, AZ. One potential route would overlap with the section of I-10 that passes near downtown Tucson, and the other would be through the Avra Valley, a few miles west of the I-10 corridor and immediately adjacent to the west district of Saguaro National Park (Park). Part of this study includes evaluation of the potential for this transportation corridor to also include rail facilities and power transmission lines. The NPS is concerned that a multi-purpose corridor of this scale bisecting the Avra Valley would irreparably degrade areas near and within the park, potentially leading to impairment of the resource values which the park was established to protect for future generations.

The Park's West District is 24,000 acres and contains designated Wilderness that would be in close proximity to a potential route through the Avra valley. Although it is being increasingly encroached upon by expanding urbanization, the west side of the district is still quite remote. Wildlife species and their contribution to the biodiversity of the park are dependent on their access to a range of habitat values across a broad landscape. Fragmenting features, such as large road systems, can essentially deny them access to habitat and resources by severing movement corridors between and within required habitat. The Park's west district in recent years has lost bighorn sheep and Mexican wolves. Connectivity of the landscape is not only critical for wildlife populations currently; it will become more critical for wildlife over time due to the pressures of climate change and continuing localized development pressures. Recent studies have biologists concerned that some mesocarnivores, including several skunk species, kit fox, badger, coatis and raccoons that were fairly common only a decade ago, may no longer be present. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would serve to further sever those important connectors.

Additional concerns for the NPS include resources that would be impacted by a large-scale corridor development project such as this, including wilderness values, air quality values, viewsheds, night skies, noise, vegetation management, and visitor use. The NPS requests additional analysis be conducted on these topics within the National Environmental Policy Act document.

### **Juan Bautista de Anza National Historic Trail**

The current projected alignment proposed intersects with the Juan Bautista de Anza National Historic Trail historic corridor, adjacent to/contains the Anza recreation retracement route (recreation trail) and Auto Route. The Santa Cruz River valley offers high-quality recreation opportunities for visitors to experience landscape settings similar to that which the Anza expedition party encountered while they were travelling through southern Arizona. A new segment of highway could potentially impact established Anza Recreation Trail, the Anza Auto Tour Route, and the visual settings and landscape character of the Santa Cruz River valley and Sonoran Desert.

### **National Historic Landmarks**

The NPS National Historic Landmarks (NHL) program has reviewed the NOI and would like to inform the FHWA and ADOT of 11 NHLs located near the proposed area of potential effect for the I-11 corridor. To the maximum extent possible, efforts should be made to minimize any potential direct and indirect impacts to the following NHLs located in counties impacted by the undertaking (i.e., Maricopa, Pima, Pinal, Santa Cruz, and Yavapai counties): Gatlin Site, Pueblo Grande Ruins and Irrigation Sites, Taliesin West, Ventana Cave, Desert Laboratory, San Xavier del Bac Mission, Snaketown, Mission Los Santos Angeles de Guevavi, Tumacacori Museum, San Cayetano de Calabazas, and Jerome Historic District. In accordance with Section 106 of the National Historic Preservation Act, please consider these sites in the scope of the EIS and feel free to contact our office with any questions or for further information on these sites.

The NPS has a continuing interest in working with all parties to ensure project impacts to NPS units are avoided. We appreciate the opportunity to provide input on this component of the proposed I-11 Corridor project. If you have any questions regarding these comments, please contact, Environmental Protection Specialist, David Hurd at (303) 987-6705 or by email at [david\\_hurd@nps.gov](mailto:david_hurd@nps.gov).



Melissa R. Trenchik  
Environmental Quality, Chief

## **Acoustic Environment and Soundscape**

The acoustic environment is a resource with intrinsic value. It is important as a natural resource, a cultural resource, or both. It is a critical component of wilderness character and plays an important role in wildlife communication, behavior, and other ecological processes. Results from multiple surveys of the American public indicate that hearing the sounds of nature is an important reason for visiting national parks. Therefore, the value of acoustic environments and soundscapes is related to an array of park resources and has broad implications for environmental management.

Through synthesis of years of acoustic data collection and acoustic resource modeling, NPS has documented that sound levels in national parks can vary greatly, depending on location, topography, vegetation, biological activity, weather conditions and other factors. For example, the din of a typical suburban area fluctuates between 50 and 60 decibels (dBA), while the crater of Haleakala National Park is intensely quiet, with levels around 10 dBA. Below are some examples of sound pressure levels measured in national parks.

Decibel level (dBA)	Sound Source	Decibel level (dBA)	Sound Source
10	Volcano crater (Haleakala NP)	80	Snowcoach at 30 m (Yellowstone NP)
20	Leaves rustling (Canyonlands NP)	100	Thunder (Arches NP)
40	Crickets at 5 m (Zion NP)	120	Military jet, 100m above ground level (Yukon-Charley Rivers NP)
60	Conversational speech at 5 m (Whitman Mission NHS)	126	Cannon fire at 150m (Vicksburg NMP)

## **Acoustic Resources at Saguaro National Park**

At Saguaro National Park, the acoustic conditions are described based on a geospatial sound model and on-the-ground data collected at the park. Parameters useful for assessing a park's acoustic environment include the understanding of a) *natural* conditions without the influence of human-caused sounds, b) *existing* acoustic conditions including both natural and human-caused sounds, and c) the *impact* of human-caused sound sources in relation to natural conditions. The *impact* demonstrates the influence of human activities to the acoustic environment - often described by determining the difference between natural and existing sound levels. Further, acoustic conditions can be compared to specific sound levels that correlate with human health and speech functionality. At 35 dBA, human and wildlife sleep can be interrupted (Haralabidis, et. al., 2008). The World Health Organization's recommends that noise levels inside bedrooms remain below 45 dBA (Berglund, et. al., 1999). At 52 dBA, a listener wouldn't clearly hear another person speaking in a raised voice at 10 meters (Environmental Protection Agency, 1974). At 60 dBA, normal voice communications can be interrupted at 1 meter. Visitors in the park would likely be conducting such conversations.

### **Sound model**

The NPS Natural Sounds and Night Skies Division (NSNSD) evaluates these acoustic conditions using predictions from a geospatial sound model (Mennitt, et al., 2013.) For the model, sound pressure levels for the continental United States were predicted using actual acoustical measurements combined with a multitude of explanatory variables such as location, climate, landcover, hydrology, wind speed, and proximity to noise sources (roads, railroads, and airports). The model predicts daytime sound levels during midsummer. The maps are generated using 270 meter resolution - meaning that each square of color on the map represents 270 square meters. It should be noted that while the model excels at predicting acoustic conditions over large landscapes, it may not reflect recent localized changes such as new access roads or development. The park-specific maps (Figures 1-3) are a subset of a national model and show predicted sound pressure levels for the park unit. An inset map is included in each park-specific map to provide a better sense of context, and major roads and highways are labeled for reference. Figure 1 shows the *natural* sound pressure levels which are the sound levels NPS works to preserve in most cases. Figure 2 shows *existing* sound pressure levels for the park unit demonstrating the current conditions with all sound sources.

Figure 3 shows the *impact* between natural and existing acoustic conditions. This provides a condition assessment because it tells us how much the area is influenced by human-caused sounds. To determine impact, NSNSD examines the difference between the natural ambient sounds levels (without the influence of human-made sound) and the existing sound levels (including human-caused sound) as predicted by the model (Figure 3). At Saguaro NP, the mean *impact* is predicted to be 4.2 decibels (dBA). That is, the average existing sound level (with the influence of human-caused sounds) is predicted to be 4.2 dBA above natural conditions.

A one decibel change is not readily perceivable by the human ear, but any addition to this difference could begin to impact listening ability. An increase of 4.2 dBA would reduce the listening area for wildlife and visitors by 62 %. For example, if a predator can hear a potential prey animal in an area of 100 square feet in a setting with natural ambient sounds, that animal’s ability to hear would be reduced to 38 square feet if the sound levels were increased by 4.2 dBA. Similar reduction would occur for visitors and their ability to hear natural sounds or interpretive programs.

Acoustic conditions can also be compared to certain decibel (dBA) values that relate to human health and speech. At 35 dBA, human and wildlife sleep can be interrupted (Haralabidis, et. al., 2008). The World Health Organization’s recommends that noise levels inside bedrooms remain below 45 dBA (Berglund, et. al., 1999). At 52 dBA, a listener wouldn’t clearly hear another person speaking in a raised voice at 10 meters (Environmental Protection Agency, 1974). At 60 dBA, normal voice communications can be interrupted at 1 meter. Visitors in the park would likely be conducting such conversations.

The mean existing sound level at Saguaro NP is estimated to be 32.8 dBA (decibels). At this sound level, campers and wildlife would begin to be interrupted during sleep but personal and interpretive speech could be heard by a listener. Since 32.8 dBA is the mean, there may be periods when noise exceeds the listening thresholds described above. The mean existing sound levels at the park are lower than the sound levels in nearby developed areas (Figure 2). The natural ambient sound level, averaged across the park, and modeled for summer conditions, is 28.6 dBA. This is the condition to which the park service tries to protect. This demonstrates that sounds intrinsic to the park are a resource important to protect in the park environment.

**Table 1. Sound pressure levels from sound model, all park**

Modeled sound level	Mean (dBA)	Min (dBA)	Max (dBA)
Natural	28.6	25.7	32.6
Existing	32.8	30.0	46.3

For just the western portion of the park, the mean impact is predicted to be 6.5 dBA; the existing sound level is 33.0 dBA and the natural ambient sound level is 26.2 dBA.

**Table 1. Sound pressure levels from sound model, western**

Modeled sound level	Mean (dBA)	Min (dBA)	Max (dBA)
Natural	26.2	25.7	28.4
Existing	33.0	30.0	45.5

Acoustic Data

A baseline acoustic inventory was conducted for Saguaro NP in 2004-2005. Sound levels were measured at three locations - two locations in the western Tucson Mountain District, and one was in the eastern Rincon Mountain District. The SAGU001 site was near Picture Rocks Road, SAGU002 was near Golden Gate Road, and SAGU003 was near the old Madrona Ranger Station. From these measurements, several acoustic metrics are derived. Acoustic metrics commonly calculated include  $L_{eq}$ ,  $L_{50}$ , and  $L_{90}$ . The  $L_{eq}$  is useful for quantifying intruding sounds because its magnitude depends heavily on the loudest periods of a time-varying sound. Exceedence values ( $L_x$ )

are commonly used to describe ambient sound conditions. The  $L_{50}$  value represents the sound level exceeded 50 percent of the measurement period ( $L_{50}$  is the same as the median). The  $L_{90}$  value represents the sound level exceeded 90 percent of the time during the measurement period.  $L_{50}$  and  $L_{90}$  are useful measures for describing ambient sound conditions. The  $L_{50}$  is a good descriptor of the “existing ambient” sound level at a given place. The “existing ambient sound level” consists of all sounds in a given area, and includes all natural and non-natural sounds. The  $L_{90}$  is often used to estimate the “natural ambient sound level,” which consists of all natural sounds in a given area, excluding all mechanical and electrical sounds.

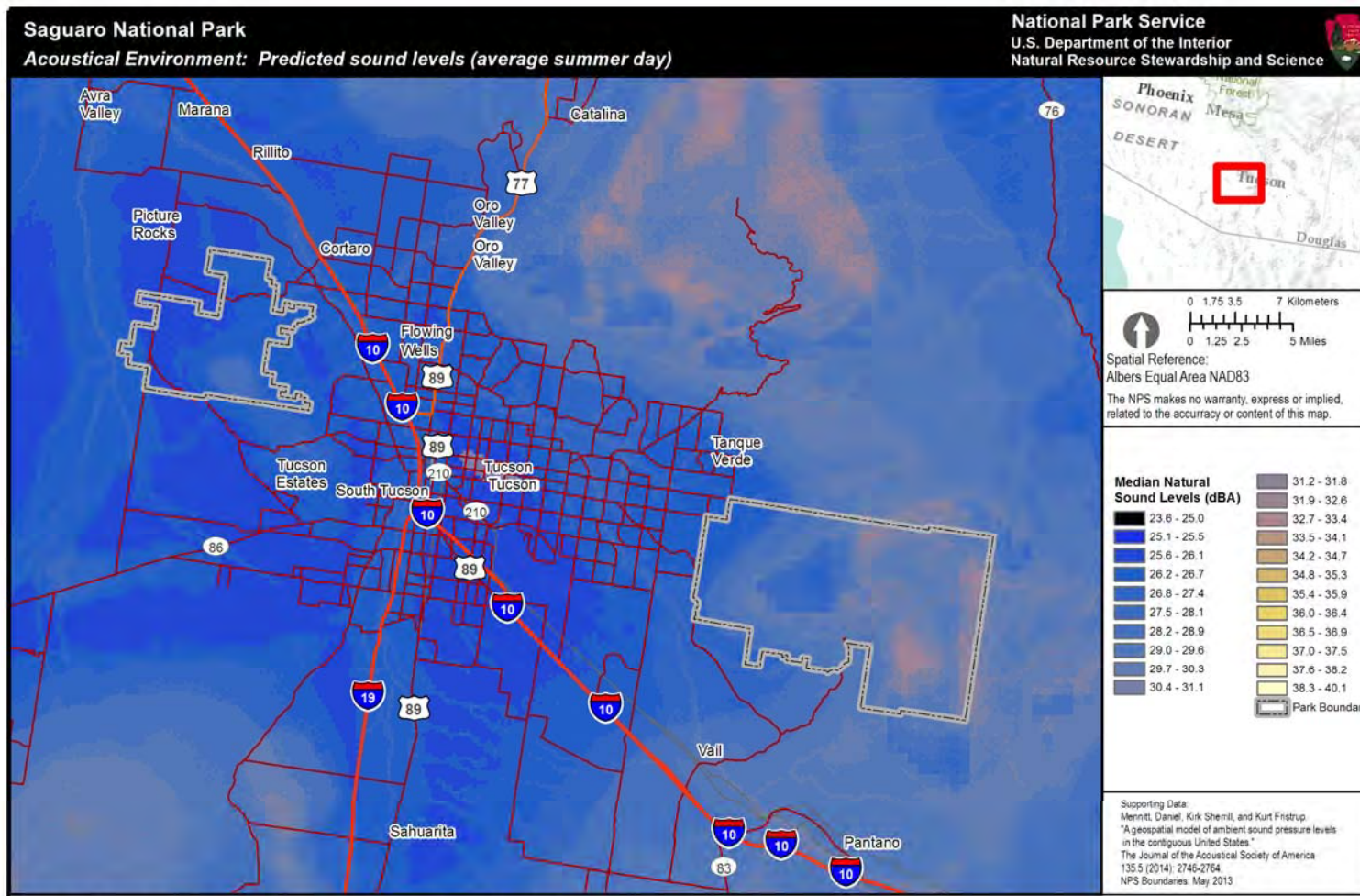
When  $L_{50}$  and  $L_{90}$  values are reasonably close ( $<3$  dBA), this suggests that sound levels were relatively stable. When the  $Leq$  value is much greater than either the  $L_{50}$  or  $L_{90}$  value, this suggests that events much greater in amplitude than the “ambient” conditions occurred during the measurement period. Because acoustic data are logarithmic, a single, very loud event can have a large influence on the  $Leq$  value, but could have little or no influence on the  $L_{50}$  or  $L_{90}$  value (because  $Leq$  is an energy equivalent level and  $L_x$  are simple ranked values). The values for  $Leq$ ,  $L_{50}$ , and  $L_{90}$  at the three data collection site in Saguaro NP are in Table 2.

**Table 2. Summary acoustic measurements for three locations, Saguaro NP, 2004-2005**

	Location	Mean (dBA)	Min (dBA)	Max (dBA)
Leq	SAGU001	55.3	47.8	58.7
	SAGU002	39.8	34.4	44.7
	SAGU003	30.2	19.6	38.9
L50	SAGU001	45.4	30.5	53.5
	SAGU002	34.7	28.8	39.5
	SAGU003	25.4	19.5	31.1
L90	SAGU001	35.2	27.6	40.4
	SAGU002	31.4	24.1	35.1
	SAGU003	22.6	18.9	26.7

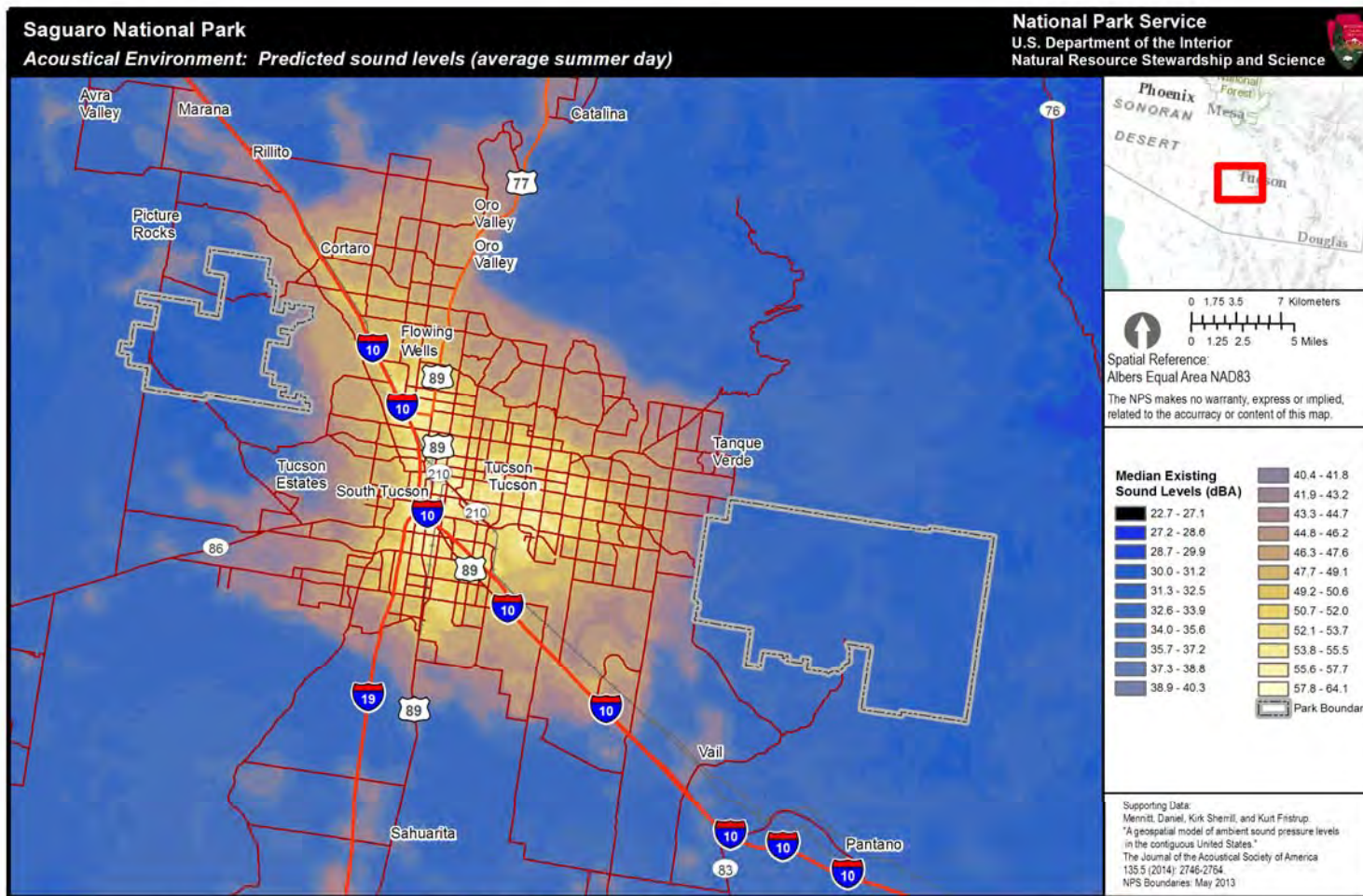
The SAGU001 location, 100 feet from Picture Rocks Road, was greatly influenced by vehicle traffic, and the SAGU002 location, about 0.9 miles from Picture Rocks Road, was also, but to a lesser degree, influenced by vehicle sounds on Picture Rocks Road. The SAGU003 location, in the eastern district near the old Madrona Ranger Station, was the farthest away from non-natural sound sources such as highways and airports. Acoustic metrics for this location were the lowest of all three locations, and likely are the most representative of natural sound levels in a saguaro cactus vegetation type.

Field measurements attribute the higher sound levels along Picture Rocks Road to traffic sounds from the road. The extent of the influence of sounds from vehicles on Picture Rocks Road on natural ambient sound levels in areas away from the road is difficult to ascertain. However, based on data collected during this study, it appears that traffic sounds attenuate at the rate of roughly 10 dB per mile in this vegetation type and terrain. Assuming natural ambient conditions in the Tucson District would be similar to natural ambient conditions in the Rincon District (absent non-natural sounds), it appears that sounds from traffic on Picture Rocks Road influence sound levels up to approximately 2 miles from the road.



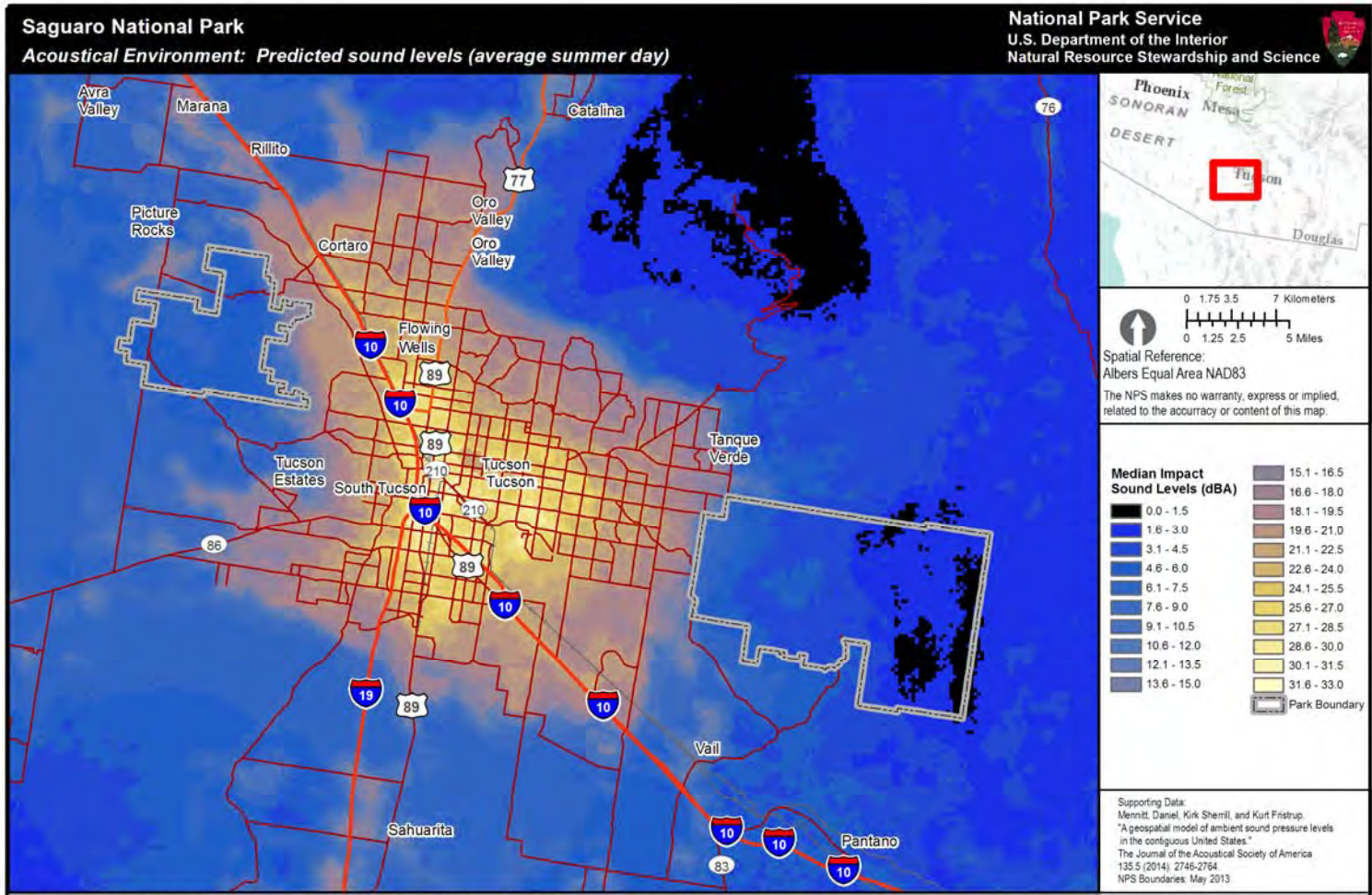
NPS Natural Sounds & Night Skies Division and NPS Inventory and Monitoring Program MAS Group 20150512

Figure 1. Median *natural* sound pressure levels for Saguardo National Park. This park-specific natural sound level map is generated by version 3.0 of the geospatial model. The color scale indicates the decibel level that is predicted in the park based only on natural sound sources. Sound level is measured in A-weighted decibels, or dBA, with 270 meter resolution. Black and dark blue colors indicate low decibel impact levels while yellow or white colors indicate higher decibel impact levels. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes (such as new access roads or development). (note: although the color ramps are similar, each figure has different legend values)



NPS Natural Sounds & Night Skies Division and NPS Inventory and Monitoring Program MAS Group 20150512

Figure 2. Median *existing* sound pressure levels for Saguaro National Park. This park-specific existing sound level map is generated by version 3.0 of the geospatial model. The color scale indicates the decibel level that is predicted in the park based only on both human-caused and natural sound sources. Sound level is measured in A-weighted decibels, or dBA, with 270 meter resolution. Black and dark blue colors indicate low existing decibel levels while yellow or white colors indicate higher existing decibel levels. Sound levels in national parks can vary greatly, depending on location, topography, vegetation, biological activity, weather conditions and other factors. For example, the din of a typical suburban area fluctuates between 50 and 60 decibels (dBA), while the crater of Haleakala National Park is intensely quiet, with levels around 10 dBA. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes (such as new access roads or development). (note: although the color ramps are similar, each figure has different legend values)



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Figure 3 a. *Median sound level impact map for Saguaro National Park.* This park-specific acoustic impact map as generated by version 3.0 of the geospatial model. The color scale indicates how much human-caused noise raises the existing sound pressure levels in a given location (measured in A-weighted decibels, or dBA), with 270 meter resolution. Black and dark blue colors indicate low impacts while yellow or white colors indicate greater impacts. Note that due to the national scale of the model inputs, this graphic may not reflect recent localized changes such as new access roads or development. (note: although the color ramps are similar, each figure has different legend values)



## **Acoustic analysis**

Because a large development such as a new interstate highway would increase noise at Saguaro NP, a thorough acoustic analysis should be included in any forthcoming environmental evaluation. NPS recommends that the forthcoming studies include assessment of impacts to the acoustic environment through an acoustical analyses that:

- Determines the natural ambient acoustic condition that exists at park units in close proximity to proposed development;
- Addresses the cumulative noise output of all of the equipment and activity for the project (site preparation, construction, as-built project);
- Determines the distance at which noise from the project will attenuate to natural ambient levels, including attenuation maps;
- Calculates noise levels at the park unit;
- Identifies the areas of the park in which the noise associated with the project would be above natural ambient levels;
- Assesses the effects that these noise levels would have on wildlife, visitors, and other sensitive receptors; and
- Identifies appropriate mitigation actions that can reduce or eliminate the impacts on park resources.

Noise from ground transportation is one of the most pervasive noise sources in national parks. Increases in such noise should be avoided when possible. Mitigation for noise can be accomplished through a variety of means, including but not limited to, intentional location of noise emitting activities away from park resources and noise sensitive resources, purchase of quiet alternatives for vehicles and equipment, muffling, baffling, and acoustic barriers.

## **Significance of acoustic resources in national parks**

### Wildlife and Natural Resources

The acoustic environment is a natural resource that is integral to wildlife communication, behavior, and many other ecological processes. Exposure to relatively high noise levels that typically occur close to a source can produce potentially harmful physiological responses in humans and other animals including hearing loss, elevated stress hormone levels and hypertension. Even low levels of noise can interfere with ecological processes in surprising and complex ways.

For example, some groups of animals (especially in social species) benefit by producing alarm calls to warn of approaching predators and contact calls to maintain group cohesion. A reduction in communication distance created by noise might decrease the effectiveness of these social networks. Furthermore, many animals are known to eavesdrop on vocalizations from different species. Gray squirrels, listen in on the communication calls of blue jays to assess site-specific risks of cache pilfering; and nocturnally migrating songbirds and newts use the richness and complexity of biological sounds produced in local environments to make habitat decisions. Animals also use accidental produced by potential prey to locate their next meal; while prey animals use sound to avoid predation.

### Human Health and Visitor Experience

Visitors can be positively or negatively affected by the quality of the acoustic environment. In relation to health and wellness, exposure to loud and continuous noises is known to cause hearing impairment, sleep disturbance, cognitive interruption, hypertension and other health detriments. Alternatively, hearing natural sounds is beneficial to human health and wellness by improving mood, cognitive performance, sleep quality and other benefits.

As was reported to the U.S. Congress in the *Report on the Effects of Aircraft Overflights on the National Park System* (NPS, 1994), a system-wide survey of park visitors revealed that nearly as many visitors come to national parks to enjoy the natural soundscape (91 percent) as come to view the scenery (93 percent). In addition, birding is one of the most popular outdoor recreational activities in the US with 48 million people participating in it each year (US Fish & Wildlife service, 2013). Most visitors identify a bird by hearing its call before the bird is ever seen. National Parks are uniquely poised to preserve natural soundscapes in proactive ways that protect this resource for the American public.

#### Wilderness Character

Saguaro NP contains areas that are designated and managed as wilderness. Preserving the acoustic environment and natural sounds of such areas are critical to effective wilderness management and can have important effects on wilderness character. Natural soundscapes and the absence of anthropogenic noise are crucial components of the wilderness qualities of solitude, naturalness, untrammeled, and undeveloped character. Noise, often from distant roads, park operations and maintenance activities, or aircraft overflights is one of the most common and pervasive human influence on the primeval character of wilderness.

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## **Air Resources Analyses for Proposed Interstate 11 Corridor Alternatives Related to Impacts at Saguaro National Park**

The National Park Service is requesting that the Arizona DOT in the NEPA process for the proposed Interstate 11 Corridor conduct a two phase air quality impact analysis for impacts to the Saguaro National Park (SAGU) at both its west and east units. The first phase of the impact analysis will assess the impacts during construction for all of the Interstate 11 Corridor Route's alternatives proposed in the NEPA process. This should include assessment of construction impacts on Saguaro National Park air quality for whatever is intended for the Corridor like the highway, electrical transmission line(s), the rail line(s), and even energy pipeline(s). The second phase of the NEPA air quality impact analysis will examine the impacts to air quality at Saguaro National Park for the operations of all elements of the corridor for all the Interstate 11 Corridor Route's alternatives proposed.

The air quality analyses for both of the phases need to address impacts to the National Ambient Air Quality Standards (NAAQS) for the criteria pollutants (NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub> PM 2.5 Ozone, carbon monoxide and lead) for all the averaging periods. The air quality analyses for both of the phases also need to address impacts to Air Quality Related Values (AQRVs) specifically acid deposition and visibility at Saguaro National Park.

### Emission Inventories

Arizona DOT ought to develop emission inventory estimates for all sources of criteria air pollutants including particulate matter, oxides of nitrogen, volatile organic carbons, sulfur dioxide, lead, carbon monoxide and carbon dioxide.

For the construction phase air quality analysis, air pollutant emissions to be incorporated in the analysis should include but not be limited to emissions from all sources of air pollutant generating activities such as land preparation, concrete and asphalt plants, storage piles of materials, construction equipment, and tail pipe emissions.

For the operations phase air quality analysis, air pollutant emissions to be incorporated in the analysis would include all sources of air pollutants. Interstate 11 highway emissions would include tailpipe and fugitive dust emissions associated with the vehicle traffic. The Interstate 11 tailpipe emissions ought to reflect the wide variety of vehicle types associated with international highway traffic and a range of vehicle miles traveled would be considered. Air pollution emissions associated with the proposed rail line ought to include emissions for the

locomotives as well as potential fugitive emissions from the different types of freight being transported. We would suggest that a range of usage levels should also be assessed for rail.

### Air Quality Modeling

For the NEPA air quality impact analysis to assess impacts to Saguaro National Park specific air quality impact methodologies and air quality dispersion models should reflect the most current EPA/FLM modeling guidance. Current modeling guidance requires that the near field impacts to the NAAQS for both the construction and operational at the park should be calculated with the EPA AERMOD model for the criteria pollutants (NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub> PM<sub>2.5</sub> and lead). Near field impacts to the CO NAAQS should follow the most current EPA guidance which at this time recommends the EPA CAL3QHC model.

Assessment of ozone concentrations in the park can make use of the modeling analysis that would demonstrate compliance with the ozone NAAQs in the Tucson area. NPS can provide information for Saguaro National Park relative to interpreting ozone modeling results.

Impacts to Air Quality Related Values (AQRVs) specifically acid deposition of total nitrogen and total sulfur would be calculated and compared to the Deposition Analysis Thresholds per the Federal Land Managers Air Quality Related Values Workgroup (FLAG) guidance from 2010. Acid deposition impacts may be calculated with either the CAMx or CMAQ photochemical grid model or with the EPA / FLM recommended long range transport model, CALPUFF. The impacts to visibility from the two phases of the project, both in the near field and far field ought to follow the recommendations in the FLAG document. The near field visibility impacts (less than 50 km from the source to the boundary of the Park) ought to be assessed with the EPA VISCREEN model (a screening model) or in the case of very significant predicted coherent plume impacts predicted by the VISCREEN analysis, the EPA PLUVUE model would be employed, as well. For visible haze impacts from sources areas greater than 50 km from an area within the Park, the visibility impacts would be estimated either with the CAMx photochemical grid model, or the EPA / FLM recommended long range transport model, CALPUFF.

Finally, we would recommend that National Park Service (NPS) air quality modelers be given the opportunity to review and provide input on emission inventory and modeling protocols prior to Arizona DOT contractors undertaking the air quality analyses. NPS can provide help on interpreting the modeling results in the context of AQRV impacts.

## **Night Skies and Photic Environment**

Photic resources and lightscapes can be important as a natural feature, a cultural feature, or both. Natural lighting conditions are also important to wilderness character and have been identified under the Clean Air Act Amendments as an air quality related value. The importance of lightscapes and photic environments is related to an array of park resources and values such as wildlife, wilderness character, visitor experience, cultural landscapes and historic preservation.

One way the Natural Sounds & Night Sky Division (NSNSD) scientists measure the quality of the photic environment is by measuring total sky brightness averaged across the entire sky and comparing that value to natural nighttime light levels. This measure, called the Anthropogenic Light Ratio (ALR), can be directly measured or modeled when observational data are unavailable. Lower ALR levels reflect higher quality night sky conditions.

Night sky data has been collected for several sites over several years (2007, 2011) at Saguaro NP. The full set of reports, data, and images can be accessed at <http://www.nature.nps.gov/night/skymap.cfm> for use with GoogleEarth. To demonstrate the condition for this report, geospatial modeling and the latest ground-based data (2011) are used.

Figure 1 provides modeled ALR levels for the contiguous U.S. This figure illustrates the quality of the night skies found throughout the country and across the national park system. Figure 2 provides modeled night sky quality for the local area surrounding the park. These images provide an important landscape scale context for considering night sky quality at the park. From the modeled data, the ALR at Saguaro NP is estimated to range between 1.3 and 9.5. The range of condition is a result of some areas being in closer proximity to the City of Tucson and other developments. See Figure 2.

Ground-based night sky data collected at Wasson Peak in 2011 indicates an average ALR level of 5.9. This is a wilderness location in the center of the western portion of the park. Similar data collected at Rincon Peak on the eastern edge of the eastern portion of the park indicated an ALR of 1.55. An anthropogenic light ratio of 0.0 would indicate pristine natural conditions, while a ratio of 1.0 would indicate that anthropogenic light was 100% brighter than the average natural light from the night sky.

In the parts of the park where ALR is lower (closer to 1.3), most observers feel they are in a natural environment. The Milky Way is visible from horizon to horizon and may show great detail, with fine details such as the Prancing Horse; Zodiacal light (or “false dawn” which is faint glow at the horizon just before dawn or just after dusk) can be seen under favorable conditions; and there is negligible impact to dark adaptation looking in any direction. In areas that are more affected by human-caused light, the Milky Way has typically lost most of its detail and is not visible near horizon; Zodiacal light is rarely seen; and anthropogenic light likely dominates natural celestial features and some shadows from distant lights may be seen.

Figure 3 is a 360-degree panorama captured at the park that depicts sky brightness in false colors, and is intended provide information on nearby light domes and other sources of anthropogenic light. This image demonstrates the direction of light sources in relationship to the park. The brightest lights are from the east (left side of image) while less light is seen to the west (right side of image). Thus, the any new light

sources to the west of Wasson Peak would alter the photic conditions by increasing the ALR in that direction.

These images reflect the influence from artificial light as experienced on the ground. Artificial light can also be seen from space via satellite images. Figure 4 shows upward radiance of light at night in the Tucson area. This data is from the VIIRS satellite day/night band (DNB) and can be downloaded and viewed from the [NPS Night Skies Program](#). It shows how much light is reflected up to space at night. Figure 4 demonstrates that the light sources influencing Saguaro NP currently come from urban areas and along highways.

### **Night Sky analysis and mitigation**

When Saguaro NP sky quality is compared to the nearby developed areas, the park conditions provide a stunning view for visitors, a refuge for nocturnal wildlife, and an important attraction for astronomers. The lighting associated with this project has the potential to adversely impact the natural light conditions of Saguaro NP. Artificial light causes light pollution in two forms: *sky glow* (also known as artificial sky glow, light domes, or fugitive light) is the overall brightening of the night sky from human-caused light scattered by small particles in the atmosphere; and *direct light* which illuminates the localized landscape to produce light trespass or glare.

The introduction of artificial light in either of these forms to the natural environment has two important consequences. First, it alters the quality of the night sky which hinders the view of a starry sky, limits the opportunity to dark-adapt one's eyes, reduces the ability for scientific discovery through astronomy, and diminishes the human perception of the night time scene. Second, it alters that part of the physical environment that affects wildlife species and natural ecological processes. Artificial lighting affects wildlife by altering the natural light regimes that have evolved over millennia (Longcore and Rich 2014, Gaston et al. 2014). The condition of the photic environment can affect wildlife interactions and other vital ecological processes including predator/prey relationships, reproduction, navigation and migration. The disorienting nature of artificial light is exemplified in the migration of passerine birds that fly at night, using the stars as reference, and have been shown to be disoriented by lights from nearby cities and towers (Gehring 2009). When attracted to lighted structures, wildlife may be either diverted which causes additional energy expenditures, or may collide with the lighted structure, causing mortality.

The disorienting and disruptive impacts of artificial light on wildlife are well documented, but more subtle ecological impacts such as changes in community structure, or wildlife behavior must also be recognized. For instance, when insect species are drawn to light sources, it increases abundance of prey in the surrounding area, and this has been shown to alter community structure by increasing the number of predatory and scavenger species present during both day and night (Davies et al. 2012). These changes on community structure can have wide ranging effects, particularly for insectivores like bats. In some cases, artificial light may have the opposite effect: habitat avoidance, due to increased predation risk (Patriarca and Debernardi 2010).

The NPS recommends a baseline light pollution study, the development of a lighting mitigation plan for each phase of operations, and continued monitoring. Mitigation of nighttime lighting can be effective in reducing ecological concerns and impacts to scenery. The project would likely be improved if mitigation is applied at the construction, operation and decommissioning phases. NPS recommends the incorporation of the following general lighting principles as general mitigation for lighting from this project.

### General Lighting Principles:

- Light only WHERE you need it
- Light only WHEN you need it
- SHIELD lights and direct them downward
- Select lamps with WARMER COLORS
- Use the MINIMUM AMOUNT of light necessary
- Select the most ENERGY EFFICIENT lamp and fixture

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Patriarca, Elena, and Paolo Debernardi. "Bats and light pollution." *Centro Regionale Chiropteri, Turin* (2010): 5-6.

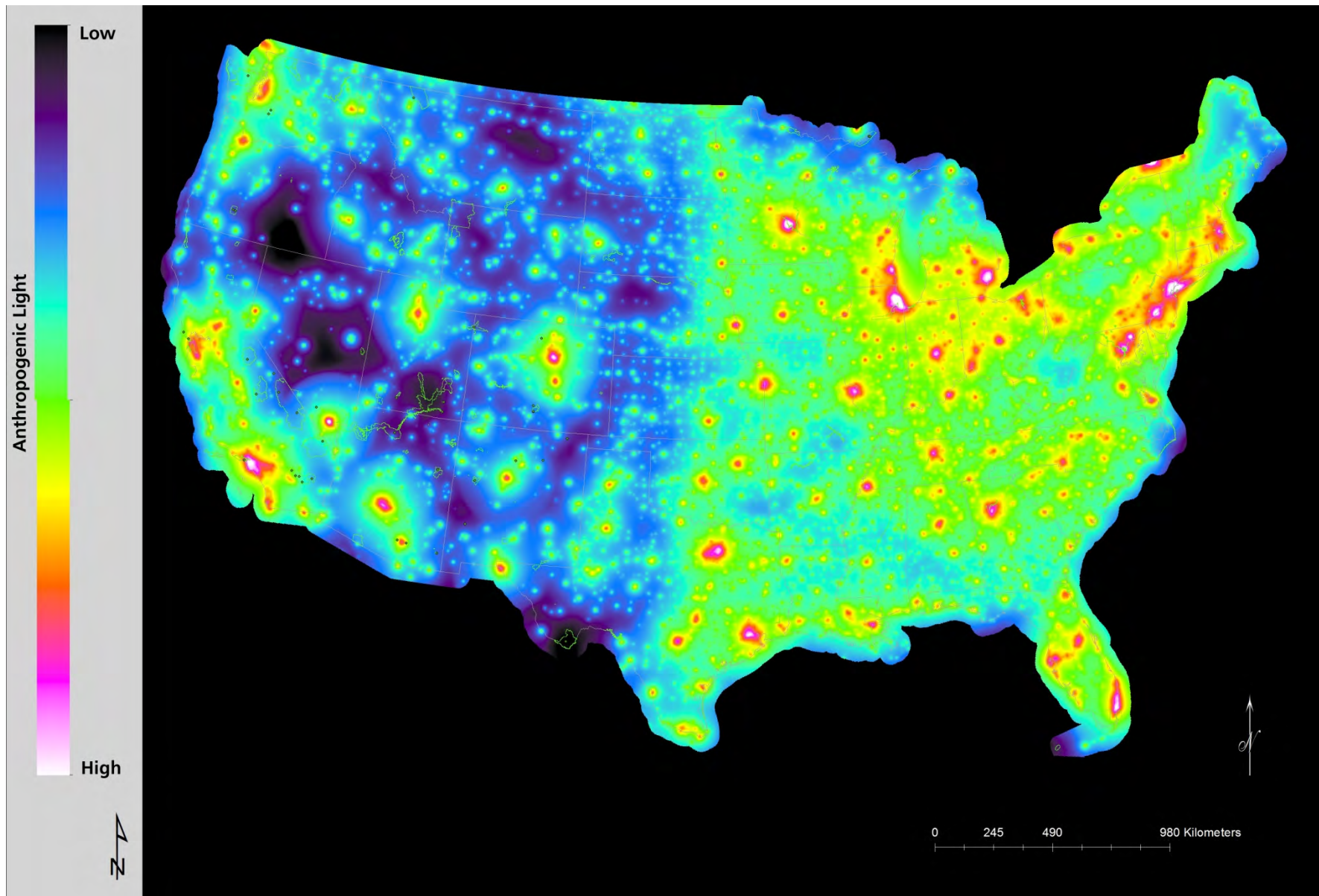


Figure 1. *Anthropogenic Light Ratios (ALRs) for the Contiguous US.* White and red represents more environmental influence from artificial lights while blues and black represent less artificial light.





Average Anthropogenic Sky Luminance

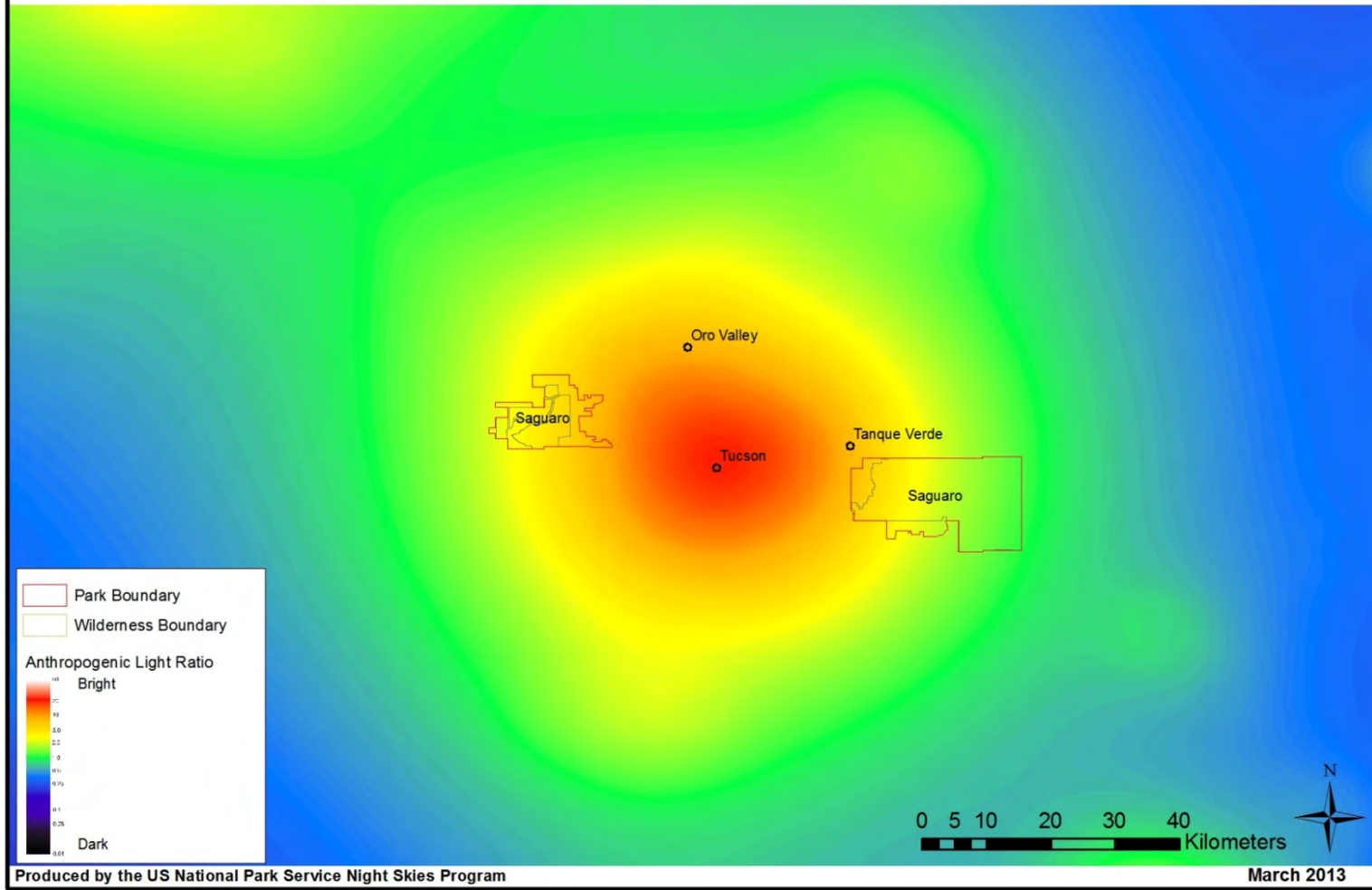


Figure 2. *Regional view of anthropogenic light near Saguaro NP.* White and red represents more environmental influence from artificial lights while blues and black represent less artificial light. The scale is small in order to show regional context and to show how far reaching the impacts of artificial lighting can be. While Saguaro NP may be influenced by artificial light it still maintains more naturalness than surrounding areas and serves as a harbor of dark skies.

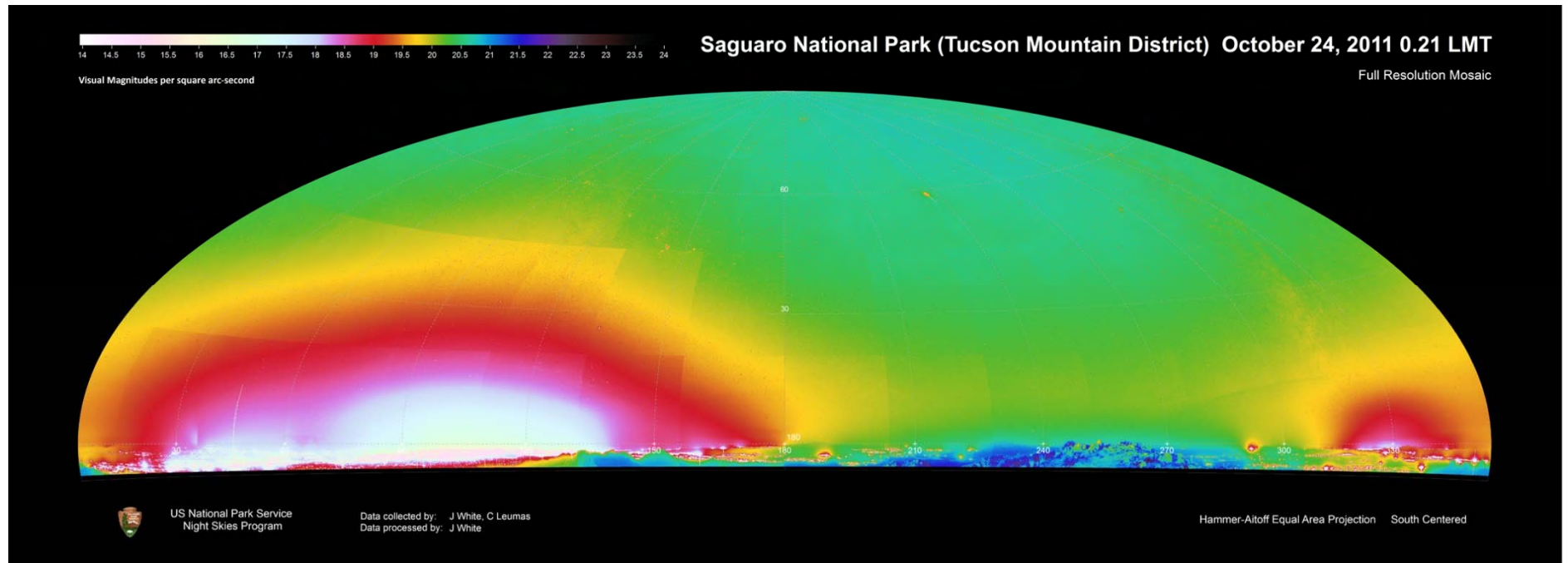


Figure 3. *Panoramic image of all (natural and anthropogenic) sources of light as observed at Saguaro NP in 2011.* This image was captured with highly sensitive photographic equipment in order to demonstrate the extent of sky glow from human light sources. White and red represents more environmental influence from artificial lights while blues and black represent less influence. Images with less anthropogenic light may display celestial objects like stars or the span of the Milky Way.

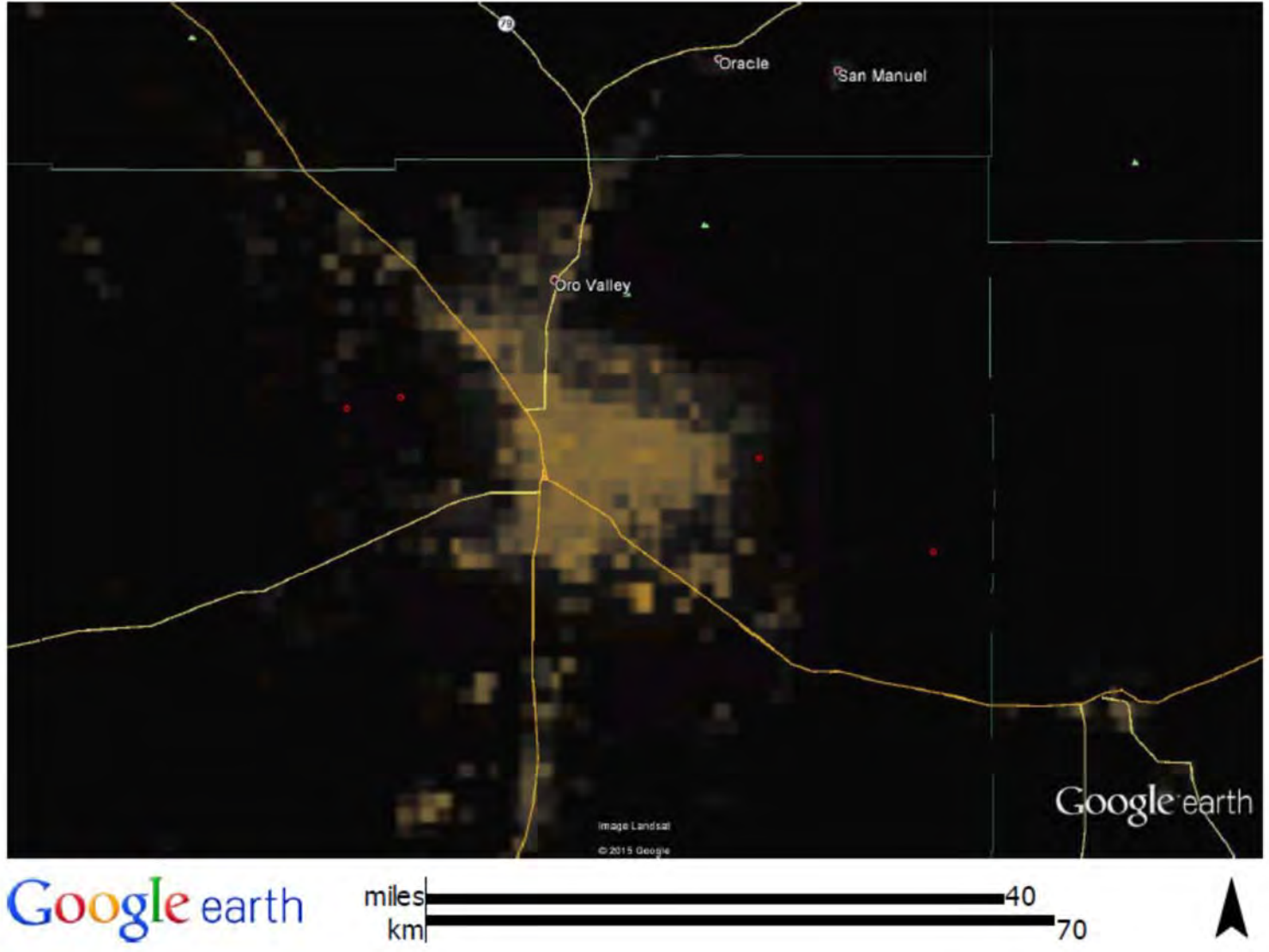


Figure 4. VIIRS day/night band (DNB) satellite image in vicinity of Saguaro NP showing upward radiance at night. Image from GoogleEarth.



## GENERALIZED STATEMENT OF WORK

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### Potential Effects Analysis

#### *Visual Simulations*

Photographic simulations should be prepared for selected, key observation points (KOP) within Saguaro National Park (SAGU), to depict a range of potential visual effects, and to illustrate the effectiveness of various mitigation measures at selected sites, on a case by case basis. KOPs will be identified where the view of the project area will be most revealing (representative KOP) or where there is high viewer sensitivity (critical KOP).

Identification of KOPs or viewing locations will be done in coordination with the NPS; the criteria to select KOPs will be based on issues or concerns raised by NPS staff, and where visitors could be visually sensitive about (i.e. trails, interpretive stops, etc.). KOP selection should also be based on the review of visually exposed areas within the landscape as revealed with the viewshed modeling and the rationale for the selection of the sensitive viewing platforms will be documented. A map of the location of the KOPs should be included, along with geo-referencing data, in a Visual Simulation Report or Visual Resource Technical Report, that documents the methodology of the field work and simulation development.

Once KOPs have been approved, visual resource specialists will complete all fieldwork necessary to photograph the project area from the identified KOPs. Digital photos from each KOP will be taken using a 50 millimeter equivalent digital camera. Following fieldwork, the contractor will prepare color photographic simulations of the proposed highway as it would appear from the selected KOPs. Simulations will combine digital images of existing environmental conditions with computer illustrations of the proposed highway. Images and simulations should span the 124° horizontal and 55° vertical human field of view, which will require stitching multiple images together and making adjustments to remove any distortion. The simulation should be a 2-stage (on separate sheets) simulation with the full field of view supplemented with a zoom in view focused on the project elements. Other content to be displayed within simulations include KOP reference, scale, date of image, range of distance, KOP location (graphic and coordinates), orientation of view, elevation of KOP, height of camera above ground elevation, and instructions on viewing simulation for accurate visual representation.

The location of each of the KOPs identified to assess impacts to NPS lands will be mapped and geo-referenced. Based on field observations and the simulations the visual resource specialists will identify a general contrast rating for KOP based on environmental factors including distance, angle of observation, length of time project is in view, relative size or scale, season of high visitor use, light conditions, spatial relationship to the surrounding landscape and atmospheric conditions. Contrast should be described in terms of the primary design elements of form, line color and texture.

#### *Effects Analysis*

Visual or scenic impacts are defined as the change to the visual environment resulting from the introduction of modifications to the landscape. The methodology used to analyze the impacts to visual resources from the construction and maintenance of the proposed project will assess the magnitude of change to the landscape character and visual quality and effects to park visitors from the sensitive viewing platforms.

## GENERALIZED STATEMENT OF WORK

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Short term (less than 5 years), long-term (equal to or greater than 5 years), and cumulative visual effects are anticipated as a result of construction and operation of the proposed highway and ancillary facilities. To analyze these effects and discern the difference between impacts amongst alternatives, the basic design elements of form, line, color, and texture should be used to describe and rate the degree of visual contrast or change to the 4 elements of the characteristic landscape - landform, water, vegetation, and structures.

A standardized approach should be developed and approved by ADOT and be used to evaluate the visual contrast created between the proposed project and the existing landscape for those KOPs that were identified for assessment of potential visual resource impacts. The degree to which a project affects the visual quality of a landscape is largely dependent on the visual contrast created between a proposed project and the existing landscape. The contrast can be measured by comparing the project features or components with the major features in the landscape. The basic visual elements of form, line, color, and texture are used to make this comparison in addition to consideration of environmental factors incorporating the angle of observation and length of time the project is in view.

### *Effects to Sensitive Viewers*

The effects to sensitive viewers from the identified KOPs will be determined using the environmental factors such as, the amount of visual contrast, dominance, and level of attraction introduced by project components, including, but not limited to the visibility conditions, the angle of observation (looking down on or at the same level as the project or parallel perpendicular) to the project, the length of time the project would be in view, and the scale of the proposed project and associated components.

Potential impacts to the views/viewshed of SAGU by the proposed project should be evaluated. Impacts should be evaluated by the following procedures: in terms of the environmental and design factors outlined above for the KOPs and the following:

1. Use the viewshed modeling and maps to identify areas potentially exposed to visual contrasts created by the highway, and include the following information:
  - a. Affected area within the park (acreage/percent of area).
  - b. Distance from the highway to the affected areas within the park.
  - c. The type of recreation, interpretive and other activities within the affected areas.
  - d. The frequency of use by park visitors.
  - e. The role the affected areas play in the management objectives the park.
  - f. Other forms of cultural modifications within the viewshed.
  - g. The full context of the observer's horizontal field of view, the amount of potential highway development that could occupy the view, and the orientation of the pipeline development within the field of view.

## GENERALIZED STATEMENT OF WORK

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2. For the analysis, prepare maps that label the locations of key observation points, show the full context of the park, and illustrate the affected viewshed within the SMAs exposed to the pipeline construction and facilities.
3. Provide the rationale for selecting the key observation points.
4. Prepare visual simulations as described in the previous section to determine potential effects.
5. Document how people access the key observation points (motorized travel on road, trail hike, etc.).
6. Explain how the environmental factors influence the degree of noticeability when the park visitor is within the visually exposed areas.
7. Provide an assessment of park visitor use within the area and how exposure to the highway project and facilities could affect the visitor experience.
8. Prepare a an assessment of the visual contrast of the project based on the standardized approach developed for the project.
9. Summarize the level of visual exposure based on the contrast rating results and summarize the impact to the park visitor, taking environmental factors, the field of view, and other site conditions into consideration.

### *Evaluation and Significance Criteria*

The thresholds of the visual resources impacts in terms of none, negligible, low, moderate, and high will be defined based on the conditions within the visual APE and type of activities/ground disturbance related to the proposed project and provided in table format.

An analysis of visual dominance, scale, continuity, and contrast should be used in determining to what degree the proposed project would attract attention and to assess the relative change in character and scenic quality as compared to the existing characteristic landscape. Consideration of the amount of visual contrast created is directly related to the amount of attention that is drawn to an element in the landscape. For this analysis, the contrast should be assessed by comparing the proposed project and the associated facilities with the major features in the existing landscape. The analysis should also include an assessment of cumulative effects, including an assessment of whether and to what extent the project would promote additional development in the area visible from the KOPs.

Impacts from the proposed project should also be evaluated in terms of the impacts over time. For this assessment, short-term impacts are defined as effects that would be less than 5 years in duration and long-term impacts are considered to be impacts that would persist more than 5 years

### *Identification of Design Features*

The design features that are assumed to part of the project design and include standard Best Management Practices that would be executed during the construction and maintenance of the proposed project will be identified. These design features should be considered as being implemented during construction for the evaluation of environmental consequences.

## GENERALIZED STATEMENT OF WORK

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### Identification of Mitigation

Appropriate mitigation measures should be recommended to further reduce residual impacts from the proposed action.

Contrast ratings conducted at each KOP will identify any special impact mitigation measures outside of standard mitigation measures for the entire Project. NPS should be provided an opportunity to review mitigation and propose or identify additional reasonable mitigation measures. This may require an updated set of simulations that reflect implementation of mitigation measures and its effectiveness.

### Visual Resource Study Plan and Technical Resource Report

If a Visual Resource Study Plan will be submitted to ADOT for review and comment NPS should have the opportunity to review and comment. A Study Plan should provide the specific steps in the analysis of the visual resource impacts, sample tables and figures and their suggested content, and preliminary threshold definitions.

NPS would receive the draft and final Technical Visual Resource Reports submitted to ADOT for review and comment. The Report will be used to inform the Draft and Final EIS. The Technical Report will also include a photographic documentation of site conditions, 2-D photographic simulations of the proposed project in the existing environment (if not provided as a separate Visual Simulation Report); the visual resources inventory (baseline conditions) and the analysis of the effected environment (environmental impacts).





# United States Department of the Interior

BUREAU OF RECLAMATION  
Lower Colorado Region  
Phoenix Area Office  
6150 West Thunderbird Road  
Glendale, AZ 85306-4001

IN REPLY REFER TO:  
PXAO-1500  
ENV-3.00

**JUL - 8 2016**

Ms. Rebecca Yedlin  
FHWA Environmental Coordinator  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012

Subject: Cooperating Agency for the I-11 Corridor Tier One (1) Environmental Impact Statement (EIS)

Dear Ms. Yedlin:

The Bureau of Reclamation has reviewed the Federal Highway Administrations (FHWA), May 23, 2016, letter inviting Reclamation to be a Cooperating Agency in the Tier 1 EIS process for the I-11 Corridor. Reclamation accepts the invitation and appreciates the opportunity to work with the FHWA and the Arizona Department of Transportation on assessing a range of corridor alternatives. Reclamation also agrees to the roles and responsibilities outlined in the Cooperating Agency invitation letter, dated May 23, 2016. We understand that as a Cooperating Agency, Reclamation will be asked to provide meaningful and early input on the proposed action, participate in meetings and field visits, provide timely review and comments on documents, and assist in the identification of impacts and important issues related to Reclamation's jurisdiction and expertise.

Reclamation appreciates the FHWA's coordination and the opportunity to be a Cooperating Agency. We look forward to working with you as this project progresses. If you have any questions, please contact Mr. Sean Heath at 623-773-6250 or email at [sheath@usbr.gov](mailto:sheath@usbr.gov).

Sincerely,

Leslie A. Meyers  
Area Manager



ASR will assess a wide range of corridor alternatives through a robust evaluation process that uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), your agency has been identified as one that has jurisdiction in the I-11 Corridor due to the Reclamation lands within the study area. Accordingly, you are being extended this invitation to serve as a Cooperating Agency in the Tier 1 EIS process. As a Cooperating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Cooperating Agency, you will have the opportunity to become a Participating Agency. If you would like to become either a Cooperating Agency or Participating Agency, the FHWA respectfully requests that you respond to this invitation in writing. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov) or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

**Tuesday, June 7, 2016 from 1:30 to 3:30 PM**

Arizona Department of Transportation  
Leadership and Employee Engagement Conference Room  
2739 East Washington Street, Phoenix, Arizona

**Wednesday, June 8, 2016 from 1:30 to 3:00 PM**

Dorothy Powell Senior Adult Center, Dining Room  
405 East 6th Street, Casa Grande, Arizona

**Wednesday, June 22, 2016 from 10:00 to 11:30 AM**

Pima Association of Governments, Large Conference Room  
1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: <https://www.connectmeeting.att.com>  
Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at <http://i11study.com/Arizona>.

In order to give your agency adequate opportunity to weigh the relevance of your participation as either a Cooperating Agency or Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

**Rebecca Yedlin**

Karla S. Petty  
Division Administrator

Enclosures

cc:

Tab Bommarito, U.S. Bureau of Reclamation, 6150 West Thunderbird Road, Glendale, Arizona 85306  
Rebecca Yedlin, FHWA Environmental Coordinator  
Jay Van Echo, ADOT Project Manager, MD T100  
Lisa Ives, AECOM Consultant Team Project Manager  
RYedlin:cdm



Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. Air: Clean Air Act [42 U.S.C. 7401-7671(q)].

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661-667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703-712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469-469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001-3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251-1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601-4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)-300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401-406]; Wild and Scenic Rivers Act [16 U.S.C. 1271-1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA-21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001-4128].

8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Authority:** 23 U.S.C. 139(i)(1).

Issued on: May 5, 2016.

**Michael T. Leary,**

Director, Planning and Program Development, Federal Highway Administration.

[FR Doc. 2016-11060 Filed 5-19-16; 8:45 am]

**BILLING CODE** 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

**AGENCY:** Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, AZ (I-11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I-11 Corridor across a range of alternatives, including a "No Build" alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America's Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602-382-8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I-11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520-400-6207, or via email at [JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i11study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA's plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I-11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I-11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the Arizona I-11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I-11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I-11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

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I-11, I-19/SR 189 to US 93/SR 89

TRACS No. 999 SW 0 M5180 01P

I-11 Corridor Tier 1 EIS

## Notice of Intent

32008

Federal Register / Vol. 81, No. 98 / Friday, May 20, 2016 / Notices

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

**Karla S. Petty,**

*Arizona Division Administrator, Federal Highway Administration.*

[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

**BILLING CODE P**

### DEPARTMENT OF THE TREASURY

#### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

**ACTION:** Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

**DATES:** Comments must be received by June 20, 2016.

**ADDRESSES:** Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** The OCC is proposing to extend OMB approval of the following information collection:

**Title:** Consumer Protections for Depository Institution Sales of Insurance.

**OMB Control No.:** 1557-0220.

**Type of Review:** Extension, without revision, of a currently approved collection.

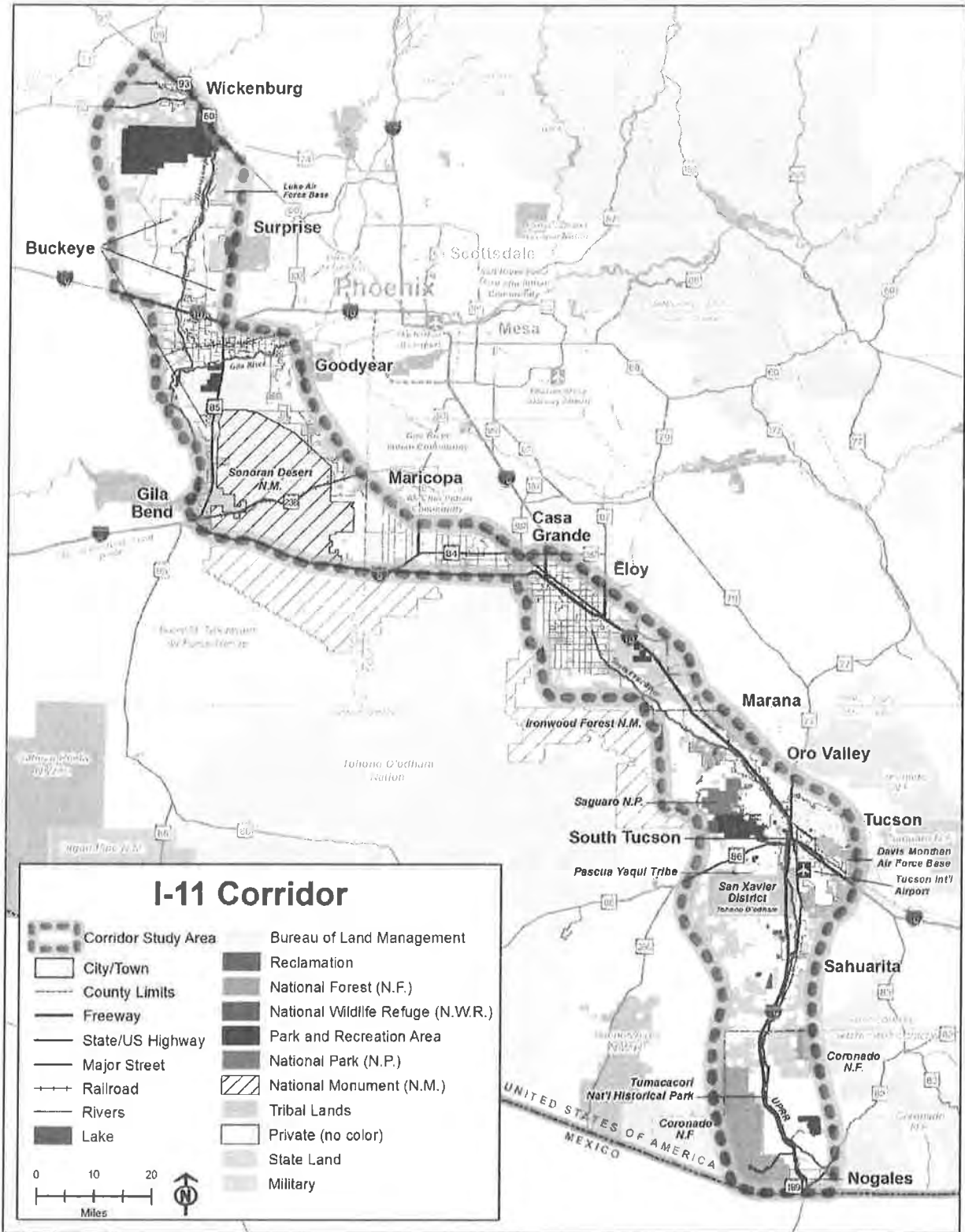
**Description:** This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (e.g., that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

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

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

Notice of Intent



I-11 Corridor Study Area

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





# United States Department of the Interior

BUREAU OF RECLAMATION  
Lower Colorado Region  
Phoenix Area Office  
6150 West Thunderbird Road  
Glendale, AZ 85306-4001

IN REPLY REFER TO:  
PXAO-1500  
ENV-3.00

JUL - 8 2016

Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1665 West Jackson Street  
Mail Drop 126F  
Phoenix, AZ 85007

Subject: I-11 Corridor Tier One (1) Environmental Impact Statement (EIS) Scoping Comments

To Whom It May Concern:

The Bureau of Reclamation has reviewed the Federal Highway Administration (FHWA) and Arizona Department of Transportation's (ADOT) letter, dated May 23, 2016, requesting scoping comments and attended public meetings for the I-11 Corridor Tier 1 EIS. The following comments are provided for your consideration.

It is recommended that the EIS evaluate the potential impacts of the proposed I-11 corridor on Reclamation's wildlife and plant mitigation preserves, special-status species (including federally listed and Wildlife of Special Concern in Arizona), and migratory movement of wildlife.

### **Tucson Mitigation Corridor**

The 2,514-acre Tucson Mitigation Corridor (Fig. 1) was established in 1990 for approximately \$4.4 million. The purchase and protection of these lands was a commitment made by Reclamation with the U.S. Fish and Wildlife Service (FWS) and the Arizona Game and Fish Department (AGFD) in the EIS for the Tucson Aqueduct. The Secretary of the Interior, Ms. Sally Jewell, signed a cooperative agreement to manage the property in accordance with the Master Management Plan, which prohibits any future development within the area other than existing wildlife habitat improvements or developments agreed to by Reclamation, AGFD, and FWS. This prohibition is intended to preserve habitat from urbanization while maintaining an open wildlife movement corridor. The property is also protected under Section 4(f) of the Department of Transportation Act of 1966, because it was "*acquired for mitigation purposes pursuant to the authority of the Fish and Wildlife Coordination Act, including general plan lands under Section 3(b) of that act*" (DOI 2014).

In order to maintain a functional wildlife movement corridor, Reclamation installed a series of seven Central Arizona Project (CAP) canal siphons for approximately \$3 million, which are concrete pipe sections that travel underneath desert washes. Wildlife frequently use desert washes as a means of migrating from one area to another. In March 2016, two desert bighorn sheep (*Ovis canadensis nelsoni*) were observed using one of the siphon crossings within the

Tucson Mitigation Corridor to migrate from the Ironwood National Monument to the Tucson Mountain District of Saguaro National Park. The construction of an I-11 travel corridor, either through the Tucson Mitigation Corridor or elsewhere within Avra Valley would have acted as a barrier that would have either severely restricted or prohibited their movement while also fragmenting habitat.

Reclamation has recorded 21 National Register eligible or unevaluated archaeological properties along the Central Arizona Project Canal (CAP) within the north and south ends of the I-11 study corridor. There are three eligible historic properties along the CAP in the northern end and 18 archaeological sites along the CAP in the southern portion. All historic properties are either Archaic or Hohokam prehistoric archaeological sites with some large villages located in the southern area. A few of the water oriented archaeological sites are considered Traditional Cultural Properties by southern Arizona Tribes.

#### **Tumamoca Preserves**

The tumamoc globeberry (*Tumamoca macdougalii*) is a cryptic perennial vine that was first listed as endangered on April 29, 1986. Suitable habitat and a large number of individuals were found along the proposed CAP canal route. In order to avoid a jeopardy decision Reclamation agreed to a number of conservation measures including the acquisition of approximately 181 acres to establish a preserve. The preserve is made up of seven parcels in Avra Valley that are close to the CAP canal alignment. As a result of that property acquisition and the discovery of additional populations in Mexico, the FWS delisted the tumamoc globeberry. The status of it may require reevaluation by the FWS if a portion of the preserve network is impacted by future development.

#### **Hassayampa River Valley**

The corridor study area passes through the Hassayampa River Valley between the Belmont and White Tank Mountains. Within that valley Reclamation has concerns about the impact it will have on local wildlife as it crosses the CAP canal. The canal is often a barrier to wildlife because of the limited ability different species have in crossing. As a result, the canal functions as a wildlife linkage by incidentally directing wildlife movement along its length. In order to help facilitate movement across the canal, Reclamation constructed and maintains 24 wildlife bridges that were strategically placed along its 336-mile length. Two of those bridges were placed between the Belmont Mountains and Hot Rock and Flatiron Mountains while a third was placed just north of the White Tank Mountain Regional Park (Fig. 2). The placement of I-11 within the valley will not only further fragment wildlife habitat and movement along the CAP canal, but it will reduce wildlife usage and access to the local wildlife bridges.

The Sonoran desert tortoise (*Gopherus morafkai*), a species cooperatively managed under the May 27, 2015, Candidate Conservation Agreement (CCA) has been documented north and south along the CAP canal within the Hassayampa River Valley. The construction of a new travel corridor through the Hassayampa River Valley would reduce tortoise access to nearby wildlife bridges. In order to minimize impacts to tortoises it is recommended that additional wildlife

crossing structures across and along the CAP be built to facilitate their movement as mitigation. As signatories of the CCA, both Reclamation and ADOT agreed to incorporate project design features that minimized and maintained tortoise habitat connectivity. The need to maintain connectivity in this valley through the use of bridges and culverts has been discussed with FWS and AGFD and both agencies support this mitigation recommendation.

Reclamation recommends the EIS evaluate the following concerns:

- 1) Loss of the Tucson Mitigation Corridor as an essential component of a wildlife movement corridor and its impact on desert bighorn sheep movement and other wildlife.
- 2) Acquisition of other intact wildlife movement corridors as mitigation that would allow Reclamation to maintain its environmental commitments with the FWS and AGFD.
- 3) Incorporation of wildlife overpasses and culverts that would allow wildlife passage across the proposed I-11 in Avra Valley.
- 4) Incorporation of additional wildlife bridges over the CAP canal and culverts along it to maintain connectivity for tortoises and other wildlife in the Hassayampa River Valley.
- 5) Evaluation of the tumamoc globeberry if the Tumamoca Preserves are impacted by the placement of the I-11 corridor.
- 6) Impact of noise and lighting from I-11 on wildlife connectivity within the Tucson Mitigation Corridor, Avra Valley, and the Hassayampa River Valley.
- 7) The impact of prospective community growth and development associated with I-11 on wildlife and wildlife connectivity in Avra Valley, the Hassayampa River Valley, and the Tucson Mitigation Corridor.

Thank you for the opportunity to provide Scoping Comments on the I-11 Corridor Tier 1 EIS. We look forward to having the opportunity to review the EIS. If you have any questions, please contact me at 623-773-6250 or Mr. Tab Bommarito at 623-773-6255, or via email at [tbommarito@usbr.gov](mailto:tbommarito@usbr.gov).

Sincerely,



Sean Heath  
Chief, Environmental Resource  
Management Division

#### References

Department of the Interior. (April 2014). Handbook on Departmental Review of Section 4(f) Evaluations at:  
[https://www.doi.gov/sites/doi.gov/files/migrated/pmb/oepec/nrm/upload/4f\\_handbook.pdf](https://www.doi.gov/sites/doi.gov/files/migrated/pmb/oepec/nrm/upload/4f_handbook.pdf)



Figure 1. The Tucson Mitigation Corridor and the nearby Tumamoca Preserves

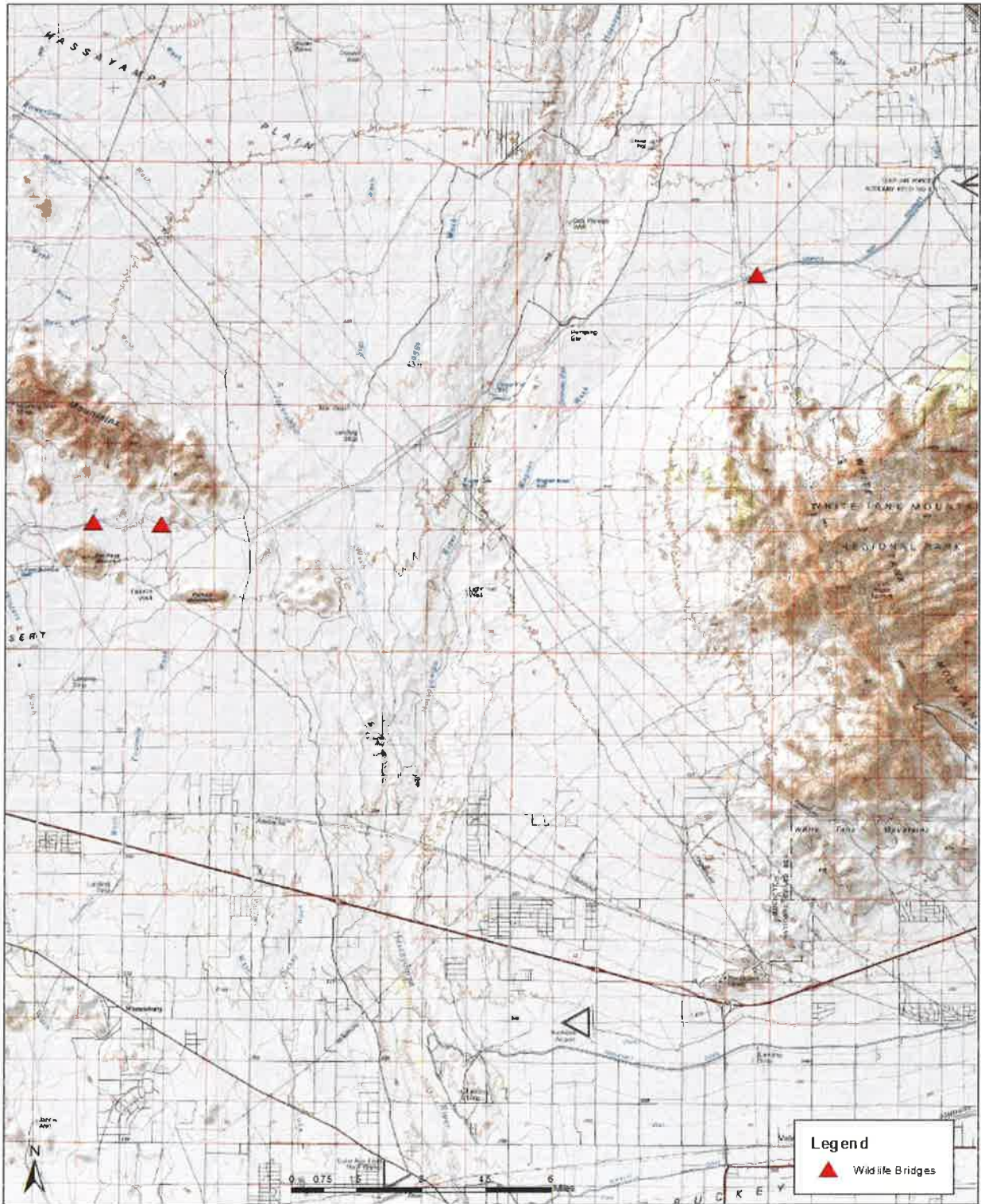


Figure 2. Location of CAP Wildlife Bridges within the Hassayampa River Valley



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

July 6, 2016

Mr. Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012

Subject: Scoping Comments and Response to Cooperating Agency Invitation for the Tier 1 Environmental Impact Statement for Interstate 11 Corridor between Nogales and Wickenburg, Arizona

Dear Mr Lirange:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published May 20, 2016, requesting comments on the Federal Highway Administration proposal to prepare a Tier 1 Draft Environmental Impact Statement (Draft EIS) for the Interstate 11 Corridor between Nogales and Wickenburg, Arizona (Project). Our enclosed comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA commends the efforts of FHWA in coordinating with our agency, as well as multiple other agencies and municipalities, to seek extensive feedback regarding the potential environmental impacts inherent in the construction of a new interstate corridor. Given the magnitude of the proposed project, continued early coordination with stakeholders in the project area will likely be your greatest asset to ensure a robust NEPA evaluation of the project's environmental impacts and benefits. Our comments below are in addition to comments previously provided at the pre-scoping meeting on March 28, 2016, and comments provided during the prior I-11 and Intermountain West Corridor Study. Additionally FHWA has requested that EPA become a Cooperating Agency for the I-11 Corridor project in a May 23, 2016 letter. EPA accepts FHWA's invitation to become a Cooperating Agency (as defined in NEPA). As a Cooperating Agency, EPA anticipates providing comments on the Purpose and Need, Range of Alternatives, Draft and Final EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential impacts to resources during the development of the EIS. If it is anticipated that future projects tiering from this EIS will require an Individual Permit pursuant to Clean Water Act Section 404, we would also like to review and comment on the corridor alternative most likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA). We look forward to working with FHWA to ensure that our early coordination assists both of our agencies in meeting our statutory missions. EPA's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

Through our previous comments, EPA provided multiple recommendations and concerns to be addressed through the Tier 1 process. Our detailed comments below include these, and other recommendations, related to the project purpose and need, incorporation of existing transportation facilities, range of alternatives, environmental design and maintenance, and analysis of impacts to (1) water resources, (2) biological resources and wildlife, (3) noise, (4) air quality, and (5) environmental justice communities. In addition, we have provided recommendations for the analyses of cumulative impacts and growth-related indirect impacts.

### **Purpose and Need**

The DEIS for the proposed project should clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). The purpose and need statement should concisely identify why the project is being proposed and should focus on the desired outcomes of the project (e.g. improve regional mobility) rather than prescribing a predetermined solution (e.g. provide new fully access-controlled facility). Specifically, the need for the proposed improvements must be articulated and justified with consideration of the existing and planned facilities in the area. The projections of future growth and travel increases used to identify the need for the proposed project should be presented along with the assumptions that were used for land use and travel demand forecasting. The DEIS should also incorporate estimates of the magnitude of induced travel into any travel demand modeling and impact analysis.

### **Incorporation of Existing Transportation Facilities**

The prior I-11 and Intermountain West Corridor Study proposed several corridor alternatives that would incorporate existing interstate and state highway facilities as part of the future I-11 corridor. EPA recommends that FHWA continue to study the use of these existing corridors wherever possible in order to reduce the many environmental impacts that occur through the construction of new linear transportation facilities. We believe that utilizing existing transportation corridors will provide the greatest benefit to existing communities, while also minimizing environmental impacts from further growth-inducement and habitat fragmentation.

### **Range of Alternatives**

The DEIS should explore and objectively evaluate a full range of alternatives, including, but not limited to, the no build alternative, improvements to existing facilities, and alternatives that incorporate rail, transit, and/or other multi-modal options. EPA recommends that Alternatives be focused in currently disturbed areas, where feasible, in order to minimize impacts from further growth-inducement and habitat fragmentation that may result from the proposed project. The no build alternative must be evaluated as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives.

A substantial benefit of analyzing a potential multi-modal corridor is the opportunity to collocate vehicular transportation facilities with rail, utility, bicycle, and green energy facilities, thus consolidating the right-of-way needed for each. EPA strongly supports combining projects into a single corridor wherever possible in order reduce the cumulative environmental impact of building multiple dispersed projects. In light of the DOT Policy Statement on Bicycle and Pedestrian Accommodation ([http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/overview/policy](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy)

[accom.cfm](#)), bicyclists should be an integral element of transportation project design and should be given the same priority as other modes of transportation.

*Recommendations:*

- Coordinate with the Federal Transit Administration (FTA) and Federal Rail Administration (FRA) in the design and analysis of potential transit and rail options for inclusion in the corridor alternatives. In exploring the option to enhance rail and transit access, the DEIS should clearly identify what forms of rail and transit facilities are currently in operation in the project area and note any plans for future expansion. Furthermore, the DEIS should identify activities that can be undertaken by FHWA, and/or other responsible agencies, to enhance rail and transit ridership and effectively increase overall mobility throughout the region;
- Include details of specific design elements proposed to provide bicycle access, either within the Interstate right-of-way, or along adjacent frontage roads;
- Explore the option of including utility and/or green energy production facilities within the proposed I-11 corridor. Many transportation agencies have demonstrated the viability of utilizing the highway ROW for renewable energy production and transmission, as well as for use in electric vehicle charging stations and in powering corridor-related infrastructure. More information can be found on the National Transportation Library website at [http://ntl.bts.gov/lib/51000/51800/51866/Alternative\\_Uses\\_Rights\\_Way.pdf](http://ntl.bts.gov/lib/51000/51800/51866/Alternative_Uses_Rights_Way.pdf)

### **Environmental Design and Maintenance**

EPA recommends FHWA commit to building a state-of-the-art interstate corridor that incorporates the highest levels of environmental design and energy efficiency available into construction and maintenance. FHWA should provide a clear vision for how the new interstate would be built and maintained in a manner that reduces use of energy, avoids impacts to environmental resources, and provides for restoration and/or enhancement of previously impacted drainages and wildlife corridors on any existing facilities incorporated into the Interstate corridor.

*Recommendations:*

- Identify measures to conserve water and manage stormwater runoff. We recommend commitments to implement “green infrastructure” in onsite stormwater management features, such as bioretention areas, vegetated swales, porous pavement, and filter strips. These features can serve as both stormwater treatment and visual enhancements. More detailed information on these forms of “green infrastructure” can be found at [http://cfpub.epa.gov/npdes/home.cfm?program\\_id=298](http://cfpub.epa.gov/npdes/home.cfm?program_id=298).
- Identify potential measures to produce renewable energy onsite that can be incorporated into design of interstate facilities.
- Commit to use recycled industrial materials in the construction of interstate facilities. Nonhazardous industrial materials, such as coal ash, foundry sand, construction and demolition materials, slags, and gypsum, are valuable products of industrial processes. Industrial materials recycling preserves natural resources by decreasing the demand for virgin materials; conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy intensive manufacturing processes; and saves money by decreasing disposal and materials costs.



- Include a commitment to improve capacity of drainages and wildlife crossings on existing infrastructure that is incorporated into the new interstate corridor.

### **Water Resources**

Given the proximity to important aquatic resources, including the Santa Cruz River, Rillito Creek, Gila River, Hassayampa River, Canada Del Oro Wash, and Alamo Wash, among many others, this project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States.

The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the United States. These goals are achieved, in part, by controlling discharges of dredged or fill material (40 CFR 230.1(a)). Fundamental to the Guidelines is the principle that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that there is no less environmentally damaging practicable alternative that achieves an applicant's project purpose. In addition, no discharge can be permitted if it will cause or contribute to significant degradation of the waters of the United States, cause or contribute to a violation of a State water quality standard, or jeopardize a federally listed species.

Given the extent of the potential impacts associated with the proposed activities, FHWA bears the burden for clearly demonstrating that the preferred alternative for the final route is the least environmentally damaging practicable alternative (LEDPA) that achieves the overall project purpose while not causing or contributing to significant degradation of the aquatic ecosystem. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, indirect, and cumulative impacts to jurisdictional waters resulting from each corridor alternative considered. At the Tier 1 level, FHWA should present enough information to ensure that the corridor chosen is the corridor most likely to contain the LEDPA. To ensure the alternatives analysis serves its intended purpose as a planning and screening tool, EPA encourages FHWA to meet and discuss project alternatives with the Corps and EPA early in the planning process. Engaging in discussions during the Tier 1 NEPA process will lead to better coordination and understanding of project history once the Tier 2 project-level analyses are initiated.

### ***Waters Assessment***

The waters assessment for each alternative should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. We recommend that FHWA present enough information in the Tier 1 Draft EIS in order to provide decision-makers with adequate detail to compare corridor-level impacts to aquatic resources and make a determination of which corridor will have fewer impacts to aquatic resources.

#### ***Recommendations:***

- Include the classification and geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.

- Include information on wildlife species and sensitive plant taxa that could reasonably be expected to occur in waters or associated riparian habitat.
- Characterize the hydrologic linkage to any impaired water body.

### ***Avoidance and Minimization Measures***

To demonstrate compliance with CWA Guidelines, FHWA must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage. It is appropriate at the Tier 1 NEPA phase to identify potential sites for crossings and identify types of crossings that will result in the least damage to aquatic resources.

#### *Recommendations:*

- The Draft EIS should include an analysis of major drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing.
- Permanent and temporary impacts to waters of the U.S. for each alternative studied should be estimated in the Tier 1 Draft EIS; for example, acres of waters impacted. For each alternative, the Draft EIS should report these numbers in table form for each impacted water and wetland feature.
- Include in the Draft EIS a commitment to use newer technology culverts and less damaging culverts such as large bottomless or arched culverts and a commitment to span washes and major waterway crossings. While newer techniques to reduce impacts may be available in the future when tier 2 projects are implemented, it is appropriate to commit to best available technologies at this time (along with an estimate of the resources that can be avoided by integrating these techniques).

### **Biological Resources and Impacts to Wildlife**

Several special-status wildlife species have the potential to occur within the project area including the Jaguar (*Panthera onca*), Southwestern Willow Flycatcher (*Empidonax traillii extimus*), and Yellow-billed Cuckoo (*Coccyzus americanus*), among others. The Draft EIS should describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as preserves, parks, and restoration and habitat management areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent to which each proposed corridor alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented. EPA recommends continued early coordination with the Arizona Game and Fish Department (AZGFD) and U.S. Fish and Wildlife Service (FWS) in order to avoid and minimize project impacts to biological resources to the greatest extent possible.

Wildlife corridors are crucial to maintain healthy wildlife populations, and research has shown linear transportation facilities to be particularly harmful due to their tendency to fragment habitat and act as a barrier to wildlife movement. The DEIS should provide qualitative information on any

unavoidable impacts to wildlife movement corridors and should proactively address opportunities for removing barriers to wildlife connectivity and to provide improved wildlife movement throughout the I-11 corridor.

*Recommendations:*

- Document coordination with the FWS and AZGFD regarding appropriate avoidance, minimization, and mitigation measures to address impacts to wildlife movement.
- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitat might be directly or indirectly affected by each corridor alternative.
- Incorporate information developed for the Arizona Wildlife Linkages Assessment and identify how corridor alternatives will be designed to allow for continued or improved wildlife movement.
- In addition to reviewing the available data indicating where species ranges may be bisected by the interstate corridor, EPA recommends that FHWA facilitate early coordination meetings with the AZGFD and FWS to explore specific locations and design features for each corridor alternative where wildlife crossings will be needed.
- Provide commitments to include specific design measures in future tier 2 projects that: 1) remove wildlife movement barriers; 2) enhance use of modeled wildlife corridors; and 3) provide crossings with suitable habitat and topography to accommodate multiple species.
- Explore opportunities to enhance and restore wildlife connectivity throughout the project corridor. Use the Tier 1 outreach effort to partner with state, local, and tribal stakeholders to determine if there are opportunities to purchase and/or obtain conservation easements on currently unprotected lands considered important for wildlife connectivity in the project study area.

**National Parks, Preserves and Recreation Areas**

The project study area is adjacent to and/or includes portions of several parks and other protected lands including the Coronado National Forest, Tumacacori National Historical Park, Saguaro National Park, Ironwood National Monument, Sonoran Desert National Monument, Tucson Mountain Park, Picacho Peak State Park, North Maricopa Mountains Wilderness, Skyline Regional Park, White Tank Mountains Regional Park, and the Vulture Mountain Recreation Area, among others. The DEIS should clearly identify such areas and provide an in-depth discussion of efforts to avoid and minimize direct and indirect impacts to these important public resources.

*Recommendations:*

- Identify all parks, preserves, and recreation areas within the project study area and assess which might be directly or indirectly affected by each corridor alternative. Provide a qualitative discussion of any impacts determined to be unavoidable.
- Focus corridor alternatives in areas away from parks, preserves, and recreation areas wherever possible in order to avoid any potential direct or indirect impacts.
- Document coordination with the National Park Service, Bureau of Land Management, and other responsible agencies regarding appropriate avoidance, minimization, and mitigation measures to address potential impacts to any parks, preserves, and/or recreation areas.

- Explore opportunities and partnerships to provide additional protection to lands adjacent the interstate corridor in order to avoid indirect impacts to park resources.

### **Air Quality**

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative. The corridor study area passes through areas that are designated as non-attainment for 8-hour Ozone, particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>). Because of the area's non-attainment status, it will be important to reduce emissions of ozone precursors and particulate matter from future Tier 2 projects to the maximum extent.

#### *Recommendations:*

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include an analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions.
- Disclose the available information about the health risks associated with construction emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emissions levels.

### ***Greenhouse Gas Emissions and Climate Change***

Arizona has one of the highest greenhouse gas (GHG) emissions growth-rates of any state, with transportation being one of the greatest contributor to these emissions. EPA recommends that FHWA analyze the potential greenhouse gas emissions and impacts on climate change from the construction and operation of the proposed project, as well as what impacts climate change might have on the proposed project. Recognizing that climate impacts are not attributable to any single action, but are exacerbated by a series of smaller decisions, we do not recommend comparing GHG emissions from a proposed action to global emissions.

#### *Recommendations:*

- Consider providing a frame of reference, such as an applicable Federal, state, tribal or local goal for GHG emission reductions, and discuss whether the projected emissions levels are consistent with such goals.
- Identify any specific actions proposed by FHWA to reduce greenhouse gas emissions from the project, including industrial materials re-use, park and ride facilities, use of low or zero-emissions construction equipment, and inclusion of alternative fuel and green technology infrastructure.
- Given the rapid advancement of alternative transportation technologies and alternative fuels, provide information on how FHWA is planning for corridor-wide infrastructure that could accommodate and provide for these technological advances.

- Include adaptation measures necessary to plan for a flexible and resilient highway given anticipated climate change impacts. For example, the Draft EIS should identify any mitigation measures related to highway construction and operation in a scenario with potentially increasing temperatures and increased storm events.
- Consider referring to the Council on Environmental Quality's December 18, 2014 revised draft guidance for Federal agencies' consideration of greenhouse gas (GHG) emissions and climate change impacts in NEPA, which outlines a framework for addressing these issues and an approach for analyzing impacts.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

#### *Recommendations:*

- The cumulative impact analysis should consider transportation and non-transportation projects such as large-scale developments and urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.
- The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection. Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or static.
- EPA recommends that FHWA use the Caltrans cumulative impacts guidance, which is applicable to analyses for projects outside the state of California. This guidance can be found at [http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm).

### **Growth-related Indirect Impact Analysis**

EPA is concerned about the potential indirect impacts of this project related to growth-inducement. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands, leading to indirect impacts to air quality, waters, wildlife, and many other resources of concern. Growth-inducement may also lead to an increased loss of farmlands which have already

been heavily impacted by extensive development throughout the project study area. The project would benefit from an analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

*Recommendations:*

- Use the Guidance for Preparers of Growth-related, Indirect Impact Analyses ([http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)) which was coauthored by FHWA, Caltrans, and EPA and is applicable to impact analyses for projects outside of California.
- Identify if the project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased “zone of influence” associated with interchanges and impacting resources outside of the right-of-way.
- Ground truth the results of your growth-related indirect impact analysis by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of your analysis.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results.
- Include a discussion of actions that can be taken during project development to foster the implementation of smart growth strategies in the project area, including limiting the number of exits in rural areas, increasing distance between exits, and working with transit and rail providers to ensure multi-modal opportunities are available between small communities and job centers. Additionally, we urge FHWA to coordinate with local municipalities in the pursuit of zoning ordinances that encourage smart growth, thus reducing the project’s potential for impacts related to growth-inducement.
- In addition to limiting the number of exits, particularly in sensitive habitat areas, consider the use of conservation buffers along the interstate ROW to reduce the possibility for growth-inducing impacts.

### **Environmental Justice**

The Draft EIS should identify whether the proposed corridor alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should discuss appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the CEQ has developed guidance concerning how to address Environmental Justice in the environmental review process ([https://ceq.doe.gov/nepa\\_information/justice.html](https://ceq.doe.gov/nepa_information/justice.html)).

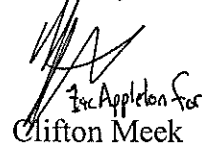
*Recommendations:*

- Identify how the proposed corridor alternatives may affect the mobility of low-income or minority populations in the surrounding area.
- Discuss potential mitigation measures for any anticipated adverse impacts to community members that could result from future tier 2 projects.

- Include opportunities for incorporating public input to promote context sensitive design, especially in minority and low-income communities.
- Document the process used for community involvement and communication, including all measures to specifically outreach to low-income and minority communities. Include an analysis of results achieved by reaching out to these populations.

We look forward to maintaining our strong working relationship with FHWA as we continue to coordinate on the proposed I-11 Corridor between Nogales and Wickenburg. If you have any questions or concerns regarding our comments, please feel free to contact me at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,



For Appleton for  
Clifton Meek

Environmental Review Section

Cc via email: Rebecca Yedlin, Federal Highway Administration  
Jay Van Echo, Arizona Department of Transportation  
Jesse Rice, U.S. Army Corps of Engineers  
Cheri Boucher, Arizona Game and Fish Department  
Robert Lehman, U.S. Fish and Wildlife Service  
David Hurd, National Park Service  
Nancy Favour, Bureau of Land Management



# United States Department of the Interior

Fish and Wildlife Service  
Arizona Ecological Services Office  
9828 N. 31st Avenue Ste C3  
Phoenix, AZ 85051



Telephone: (602) 242-0210 Fax: (602) 242-2513

AESO/SE

02EAAZ00-2014-TA-0104

August 4, 2016

Ms. Karla S. Petty, Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Re. Cooperating Agency Status in the Tier 1 EIS Process for the Interstate 11 Corridor  
FHWA File # 999-M(161)S  
ADOT File # 999-SW-0-M5180-01P

Dear Ms. Petty:

Thank you for your May 23, 2016 letter, received in our office on May 25, 2016, inviting the U.S. Fish and Wildlife Service (FWS) to participate as a cooperating agency in the preparation of the subject environmental impact statement (EIS) under the National Environmental Policy Act (NEPA). We will participate due to our special expertise and jurisdiction regarding Federal trust species (federally-listed threatened and endangered species, candidate species, bald and golden eagles, and migratory birds). Our specific authorities for cooperation include the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544) (Act), the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. sec. 703-712), and the Bald and Golden Eagle Protection Act of 1940, as amended (16 U.S.C. 668).

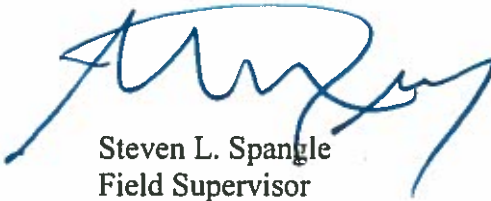
The FWS has two main roles in the decision-making process related to the Tier 1 EIS process for the I-11 corridor: to provide technical expertise in assisting with the evaluation of alternatives in the EIS; and to assist the Secretary of Transportation in complying with the Act and other statutes mentioned above. When conducting section 7 consultations under the Act and providing technical assistance for NEPA processes, FWS uses the best scientific and commercial information available. Such information may include the results of studies or surveys conducted by or for Federal agencies, published and unpublished studies and literature, information from past and/or related biological opinions and biological assessments, status reports and listing rules, and recovery plans. However, FWS must often deal with a lack of information and uncertainty. When this is the case, FWS works with the action agency to develop sufficient information to adequately evaluate the effects of the proposed action on fish and wildlife species



and habitats. If it is not possible to develop such information, FWS uses the information that is available and, during section 7 consultations, provides the benefit of the doubt to the species when evaluating the potential for jeopardy to listed species and adverse modification of critical habitat.

We also retain the right to submit comments and independent recommendations on all issues related to the EIS through the normal EIS review and comment process. If you have any comments or questions, please contact Robert Lehman at (602) 242-0210 or Brenda Smith at (928) 556-2157.

Sincerely,



Steven L. Spangle  
Field Supervisor

cc: (electronic)

Rebecca Yedlin, FHWA Environmental Coordinator

W:\Bob Lehman\Final Docs\I-11 Cooperating Agency Response Letter.docx:cgg

**File Code:** 1900  
**Date:** July 1, 2016

JUL 7 - 2016

Rebecca Yedlin  
Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Avenue, Suite 1500  
Phoenix, AZ 85012

Dear Ms. Yedlin:

The Coronado National Forest (CNF) appreciates the opportunity to comment on the Tier 1 Environmental Impact Statement for the Interstate 11 Corridor between Nogales and Wickenburg, AZ. Additionally, we look forward to becoming a cooperating agency with the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) for this project.

In response to scoping, as requested in the May 23, 2016 Federal Register publication, the CNF does not wish to see any portion of Interstate 11 cross National Forest System lands. Nearly the entire proposed corridor occurring on the CNF lies within inventoried roadless areas, wilderness, and/or is located in Mexican spotted owl and jaguar designated critical habitat as depicted on the enclosed map. Development of a road in an inventoried roadless area or wilderness is prohibited by law under the '2001 Roadless Rule' and Wilderness Act respectively. Further, compliance with the Endangered Species Act (ESA) requires federal actions to be conducted such that they are not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat. If a project reaches the level of "jeopardy" or "adverse modification" then the U.S. Fish and Wildlife Service has the authority to mandate alternatives to the proposed action. Finally, regarding the Regional Forester's Sensitive Species, Forest Service Manual 2670 regulation directs the Forest Service to develop and implement management practices to ensure that species do not become threatened or endangered and maintain viable populations of all native and desired nonnative wildlife, fish, and plant species in habitats distributed throughout their geographic range on National Forest System lands.

#### Inventoried Roadless Areas

Much of the proposed corridor west of Interstate 19 lies within three different Inventoried Roadless Areas designated under the Roadless Area Conservation Final Rule ('2001 Roadless Rule'). In accordance with 36 CFR 294.12(a): "A road may not be constructed or reconstructed in inventoried roadless areas of the National Forest System, except as provided in paragraph (b) of this section..."

#### Wilderness

Two existing Wildernesses (Pajarita and Mt. Wrightson) exist within the proposed corridor. Development of a road within wilderness is prohibited under 36 CFR 293.6 which states: "there shall be in National Forest Wilderness no commercial enterprises; no temporary or permanent

roads; no aircraft landing strips; no heliports or helispots, no use of motor vehicles, motorized equipment, motorboats, or other forms of mechanical transport; no landing of aircraft; no dropping of materials, supplies, or persons from aircraft; no structures or installations; and no cutting of trees for nonwilderness purposes.”

Endangered Species Act

The proposed action will be the subject to consultation under Section 7 of the Endangered Species Act (ESA). The CNF supports the largest number of endangered and threatened species in the region and designated or proposed critical habitat for several of them. Specifically, the proposed corridor supports designated critical habitat for Mexican spotted owl, Chiricahua leopard frog, southwestern willow flycatcher, and jaguar as well as proposed critical habitat for western yellow-billed cuckoo. Additionally the area supports known populations of western yellow billed- cuckoo, Mexican spotted owl, jaguar, Sonoran chub, Pima pineapple cactus, lesser long-nosed bat, Chiricahua leopard frog, and northern Mexican gartersnake, all of which are listed as threatened or endangered. Moreover, a number of species that are currently being considered for listing under the ESA as threatened or endangered, as well as 75 Regional Forester’s Sensitive Species and the Santa Rita-Tumacacori wildlife corridor, occur in the proposed corridor. Recent experience with high profile large scale projects on the Coronado has shown that ESA issues, in particular, are highly controversial and become the central focus of the project increasing cost and delays and adversely affecting the species themselves.

Based on the aforementioned reasons, we strongly recommend roadway alignment avoid lands managed by the Coronado National Forest.

With regard to becoming a cooperating agency, it is our understanding that roles and responsibilities will be clearly defined in a forthcoming Coordination Plan provided by FHWA. Upon receipt, the document will be reviewed and authorized thereby formalizing our cooperating agency status as required under the FAST Act. In the interim, we understand our role to be reviewing draft and final documents for the EIS and attending monthly cooperating agency meetings and conference calls.

I, along with my staff, appreciate the opportunity for providing review and comment on the proposed Interstate 11 Corridor EIS and we look forward to future coordination with FHWA and ADOT. We support your efforts to analyze alternatives and identify a 2000’ corridor from Nogales to Wickenburg.

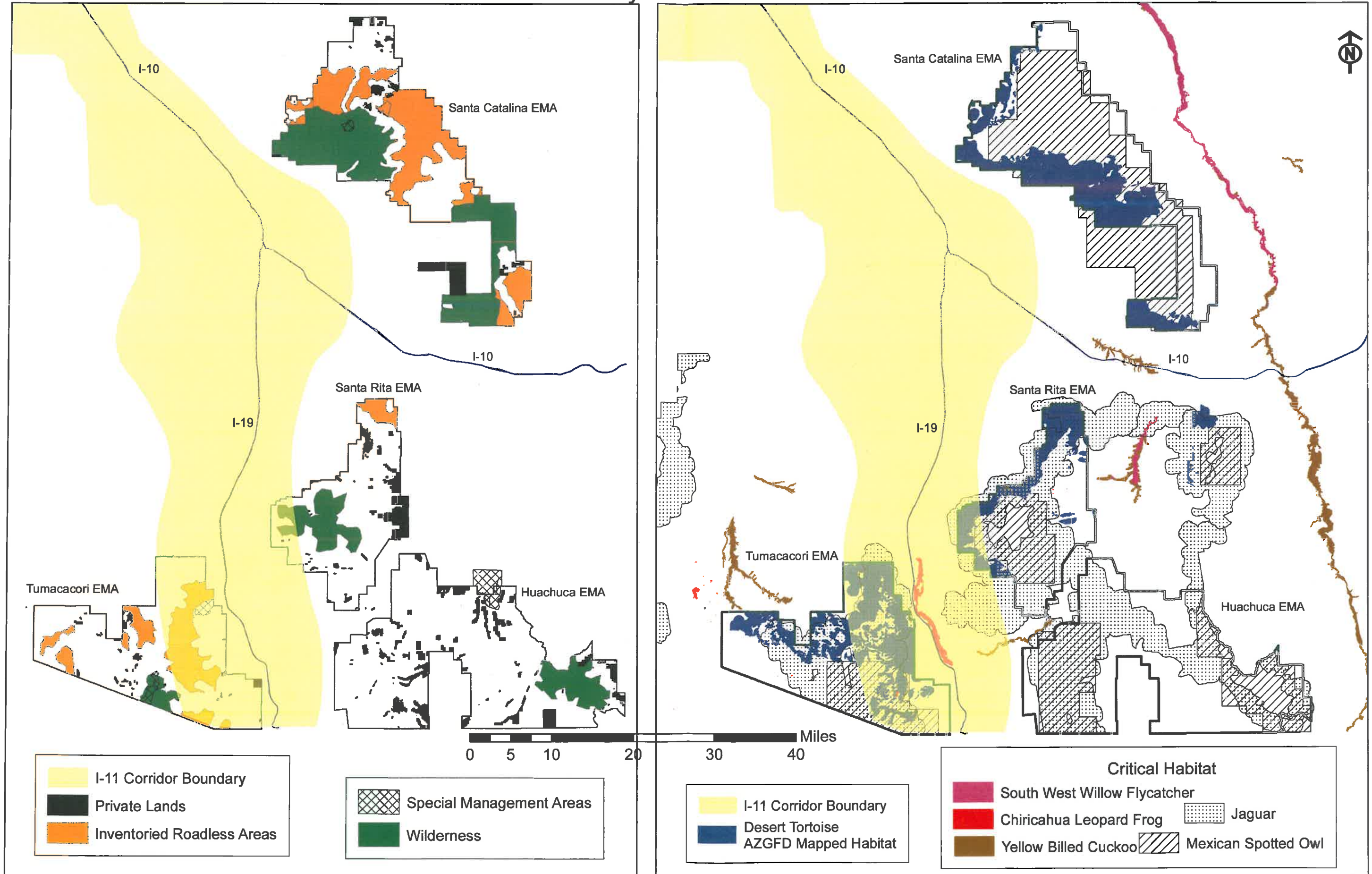
Sincerely,



FOR KERWIN S. DEWBERRY  
Forest Supervisor

Enclosure

# I-11 Corridor Boundary - Coronado National Forest



# Participating Agency Comments Received

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Ak-Chin Indian Community  
Arizona Corporation Commission (ACC)  
Arizona Department of Corrections (ADOC)  
Arizona Department of Environmental Quality (ADEQ)  
Arizona Department of Public Safety (ADPS)  
Arizona State Land Department (ASLD)  
Arizona State Parks (ASP)  
Bureau of Indian Affairs (BIA)  
Central Arizona Governments (CAG)  
Central Arizona Irrigation and Drainage District  
Central Yavapai Metropolitan Planning Organization (CYMPO)  
City of Buckeye  
City of Casa Grande  
City of Eloy  
City of Goodyear  
City of Maricopa  
City of Nogales  
City of Surprise  
City of South Tucson  
City of Tucson  
Cortaro-Marana Irrigation District  
Federal Emergency Management Agency (FEMA)  
Greene Reservoir Flood Control District  
Maricopa Association of Governments (MAG)  
Maricopa County (including Flood Control District of Maricopa County)  
Maricopa Flood Control District  
USDA, Natural Resources Conservation Service (NRCS)  
Pascua Yaqui Tribe  
Pima Association of Governments (PAG)  
Pima County  
Pima County Flood Control  
Pinal County  
Pinal County Flood Control District  
Sun Corridor Metropolitan Planning Organization (SCMPO)  
SouthEastern Arizona Association of Governments (SEAGO)  
Arizona State Historic Preservation Office (SHPO)  
Salt River Project (SRP)  
San Carlos Irrigation and Drainage District (SCIDD)

Santa Cruz County  
Town of Gila Bend  
Town of Marana  
Town of Oro Valley  
Town of Sahuarita  
Town of Wickenburg  
Trico Electric Cooperative  
US Army Corps of Engineers (USACE)  
US Air Force (USAF), Davis-Monthan Air Force Base  
US Customs and Border Protection (CBP)  
Western Area Power Administration (WAPA)  
Yavapai County  
Yavapai County Flood Control

# AK-CHIN INDIAN COMMUNITY

## Community Government

42507 W. Peters & Nall Road • Maricopa, Arizona 85138 • Telephone: (520) 568-1000 • Fax: (520) 568-1001



June 21, 2016

Ms. Rebecca Yedlin  
Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave., Ste. 1500  
Phoenix, AZ 85012-3500

### Re: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

Dear Ms. Yedlin:

The Ak-Chin Indian Community (Community) is in receipt of the Federal Highway Administration's (FHWA's) letter dated May 24, 2016 inviting our Community to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor. Our Community Council has agreed that the Community will serve as a Participating Agency and that staff will work with FHWA and Arizona Department of Transportation (ADOT) staff involved in the study.

Please keep us apprised of any future coordination meetings. Should you have any questions, please contact Sandra Shade, Senior Planner at 520-568-1069 or [Sandra.Shade@ak-chin.nsn.us](mailto:Sandra.Shade@ak-chin.nsn.us).

Sincerely,

Robert Miguel  
Chairman

Cc: Ak-Chin Indian Community Council  
Bart Smith, Community Operations Manager, ACIC  
Sandra Shade, Senior Planner, ACIC  
Caroline Antone, Cultural Resources Manager, ACIC  
Brenda Ball, Environmental Director, ACIC  
Jay Van Echo, Project Manager, ADOT  
Don Sneed, Senior Planner and Tribal Liaison, ADOT

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, October 17, 2016 12:43 PM  
To: Jay Van Echo (JVanEcho@azdot.gov); Lirange, Aryan (FHWA)  
Cc: Ives, Lisa  
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

fyi

---

From: John Mazza [<mailto:JMazza@azcc.gov>]  
Sent: Monday, October 17, 2016 12:38 PM  
To: Bodington, Kimberly; Yedlin, Rebecca (FHWA)  
Cc: AMER-US-AZ Phoenix-i11doccontrol; Watson, Chris (FRA); Greg Taylor  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Kimberly-

Thanks for including us in the initial discussions and EIS process for the I-11 project.

I'd love to be part of future discussions...I've Cc'd my Railroad and Pipeline supervisors for reference as they will most likely be joining me in future discussions/meetings.

John

**John M. Mazza**  
Safety Division Director  
AZ Corporation Commission  
1300 W. Washington Street  
Phoenix, AZ 85007  
(602) 262-5601 (Office)  
[jmazza@azcc.gov](mailto:jmazza@azcc.gov)

---

From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]  
Sent: Friday, October 14, 2016 2:09 PM  
To: John Mazza <[JMazza@azcc.gov](mailto:JMazza@azcc.gov)>  
Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>  
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Mazza,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, the invitation letter that was previously sent to Mr. Dwight Nodes is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date. I have updated our records, and going forward you will be the ACC point of contact.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.



Best,  
Kimberly

**Kimberly Bodington**

Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**

7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
T +1-602-371-1100  
[aecom.com](http://aecom.com)

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# Arizona Department of Corrections



DOUGLAS A. DUCEY  
GOVERNOR

1601 WEST JEFFERSON  
PHOENIX, ARIZONA 85007  
(602) 542-5497  
[www.azcorrections.gov](http://www.azcorrections.gov)



CHARLES L. RYAN  
DIRECTOR

JUN 10 2016

June 7, 2016

Federal Highway Administration  
Attention: Karla S. Petty, Division Administrator  
Arizona Division Office  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012-3500

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

Dear Ms. Petty:

The Arizona Department of Corrections (Department) appreciates the invitation to participate in the Tier 1 EIS for the I-11 corridor. The Department would be most interested in participating in the Tier 1 EIS study.

Mr. Michael Landry, Engineering and Facilities Administrator will be the point of contact for our agency. Mr. Landry can be reached by email at [milandry@azcorrections.gov](mailto:milandry@azcorrections.gov) or by phone at (602) 364-4292.

Thank you for providing our agency the opportunity to participate in this planning process.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles L. Ryan".

Charles L. Ryan  
Director

CLR/MPK/ml

Enclosure



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



ARIZONA DIVISION

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

May 24, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Mr. Charles Ryan, Director  
Arizona Department of Corrections  
1601 West Jefferson  
Phoenix, Arizona 85007

Dear Mr. Ryan:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

This letter invites your agency to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. If you were previously involved in any prior studies or pre-scoping activities related to I-11, we encourage your agency to formally respond to this invitation and submit any comments and input now that we are beginning the formal scoping process.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the ASR will assess a wide range of corridor alternatives through a robust evaluation process that

uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), the FHWA and ADOT invite your organization to be a Participating Agency during the Tier 1 EIS process. As a Participating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Participating Agency, the FHWA respectfully requests that you decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the I-11 Corridor; has no expertise or information relevant to the I-11 Corridor; or does not intend to submit comments on the I-11 Corridor at this time. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov) or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

**Tuesday, June 7, 2016 from 1:30 to 3:30 PM**  
 Arizona Department of Transportation  
 Leadership and Employee Engagement Conference Room  
 2739 East Washington Street, Phoenix, Arizona

**Wednesday, June 8, 2016 from 1:30 to 3:00 PM**  
 Dorothy Powell Senior Adult Center, Dining Room  
 405 East 6th Street, Casa Grande, Arizona

**Wednesday, June 22, 2016 from 10:00 to 11:30 AM**  
 Pima Association of Governments, Large Conference Room  
 1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: <https://www.connectmeeting.att.com>  
 Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at <http://i11study.com/Arizona>.

In order to give your agency adequate opportunity to weigh the relevance of your participation as a Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the end of the scoping period on Friday, July 8, 2016.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,



Karla S. Petty  
Division Administrator

JUN 10 2016

Enclosures

cc:

Rebecca Yedlin, FHWA Environmental Coordinator  
Jay Van Echo, ADOT Project Manager, MD T100  
Lisa Ives, AECOM Consultant Team Project Manager  
RYedlin:cdm

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. Air: Clean Air Act [42 U.S.C. 7401–7671(q)].

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. Executive Orders: E.O. 11980, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Authority: 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

Michael T. Leary,  
Director, Planning and Program Development,  
Federal Highway Administration.

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

BILLING CODE 4910–22–F

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

AGENCY: Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

ACTION: Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 208 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 602–400–6207, or via email at [jVanEcho@azdot.gov](mailto:jVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i11study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation’s surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT’s overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

## Notice of Intent

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

Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

Authority: 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

Karla S. Petty,  
Arizona Division Administrator, Federal  
Highway Administration.  
[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

BILLING CODE P

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury.

ACTION: Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review. DATES: Comments must be received by June 20, 2016.

ADDRESSES: Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-8700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** The OCC is proposing to extend OMB approval of the following information collection:

Title: Consumer Protections for Depository Institution Sales of Insurance.

OMB Control No.: 1557-0220.

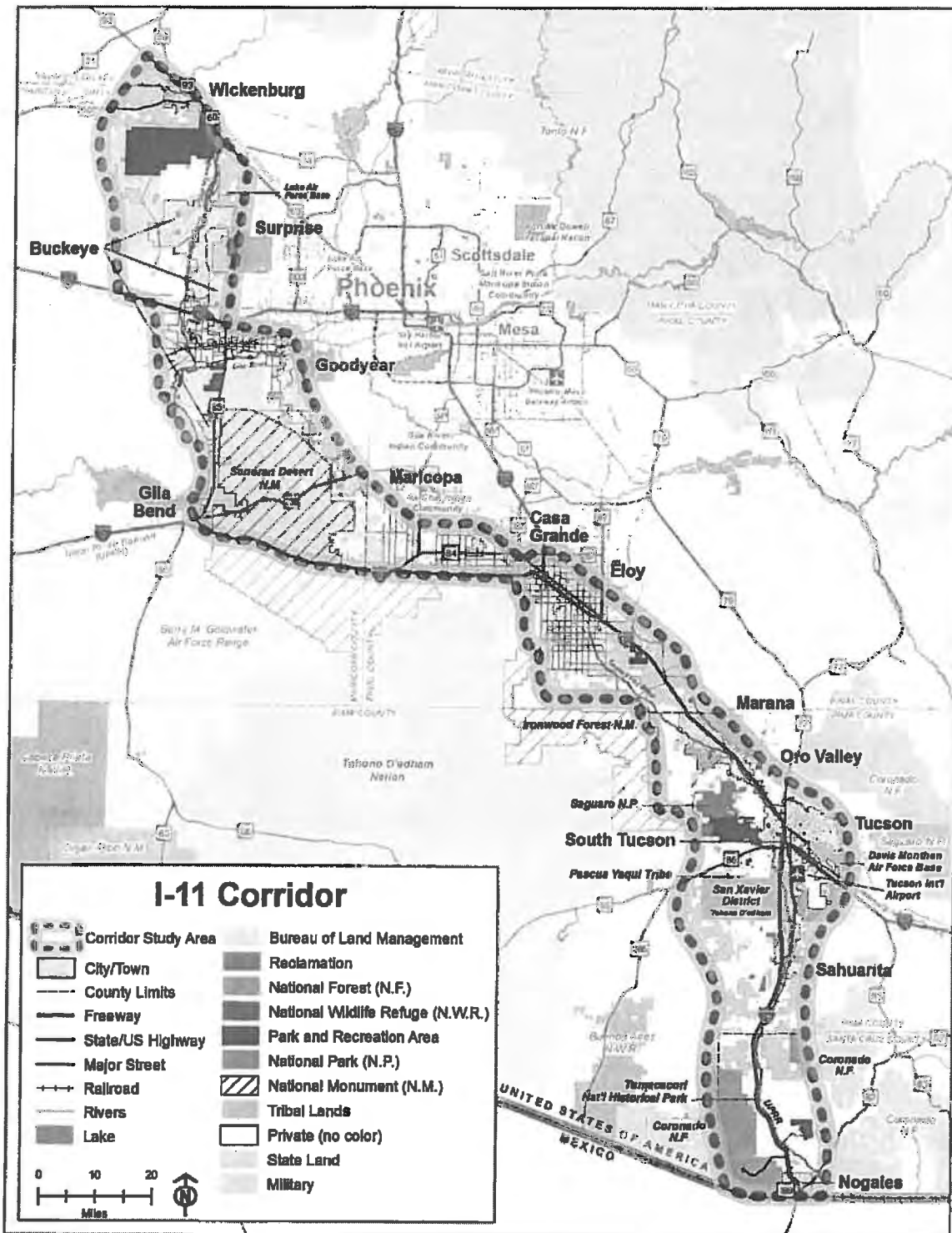
Type of Review: Extension, without revision, of a currently approved collection.

Description: This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (e.g., that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

## Notice of Intent

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



I-11 Corridor Study Area

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



Ives, Lisa

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Subject: FW: GIS Data for Scoping Area

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From: Catherine Lucke-McDowell [<mailto:Lucke-McDowell.Catherine@azdeq.gov>]

Sent: Tuesday, June 07, 2016 3:43 PM

To: I-11ADOTstudy

Subject: GIS Data for Scoping Area

Hello,

I attended the agency scoping meeting this afternoon at ADOT. I was told that I could obtain a GIS shape file of the scoping area to further refine our comments to specific nonattainment areas and monitors. ADEQ would request a GIS shapefile of the scoping area for refining our comments for the comment period. Thank you for all your help.

Very respectfully,

Catherine Lucke-McDowell E.I.T.  
State Implementation Planning  
Arizona Department of Environmental Quality – Air Quality  
602-771-4216

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NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-mail, and then delete the original e-mail. Thank you.



# ARIZONA DEPARTMENT OF PUBLIC SAFETY

2102 WEST ENCANTO BLVD. P.O. BOX 6638 PHOENIX, ARIZONA 85005-6638 (602) 223-2000

*"Courteous Vigilance"*

DOUGLAS A. DUCEY    FRANK L. MILSTEAD  
Governor                      Director

June 7, 2016

VIA EMAIL [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)

Rebecca Yedlin  
FHWA Environmental Coordinator  
U.S. Department of Transportation  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012-3500

Dear Ms. Yedlin:

The Highway Patrol Division of the Arizona Department of Public Safety appreciates the opportunity to participate in the Tier 1 EIS process for the I-11 Corridor. Captain Eric Anspach will be the point of contact here at DPS. He can be reached at [eanspach@azdps.gov](mailto:eanspach@azdps.gov) or 602.223.5041.

Thank you again.

Sincerely,

*EA ANSPACH FOR*

Lt. Colonel Daniel Lugo, Assistant Director  
Highway Patrol Division

/ll

Douglas A. Ducey  
Governor



Lisa A. Atkins  
Commissioner

## Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007  
(602) 542-4631

July 7, 2016

Karla S. Petty, Division Administrator  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012-3500

Thank you for the invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (the "EIS") for the I-11 Corridor located between Nogales and Wickenburg. Please allow this letter to serve as a formal acceptance of the invitation to be a Participating Agency on behalf of the Arizona State Land Department ("ASLD" or the "Department").

As you may be aware, the EIS Study Area includes a significant amount of State Trust land. ASLD is charged with managing approximately 9.2 million acres of Trust land throughout the State which was granted to the State of Arizona under the provisions of the Federal Enabling Act that provided for Arizona's Statehood in 1912. The land is held in Trust and managed for the economic benefit of the Trust beneficiaries, which include the State's K-12 public schools and 12 other public institutions including the School for the Deaf and Blind, the State Hospital, the State's Universities, Penal Institutions and others.

The Department recognizes the importance of the I-11 EIS as a critical piece of multi-modal infrastructure which will function as transportation corridor linking the economies of Arizona, Nevada, Mexico and beyond. ASLD views the development of this corridor as a great opportunity to strengthen the economy and generate economic development for the Trust beneficiaries and for the State of Arizona.

ASLD looks forward to working with The Federal Highway Administration ("FHWA") and the Arizona Department of Transportation ("ADOT") on this important study. Please keep us apprised of project related developments as the study progresses. Should you have any questions or require any assistance, please do not hesitate to contact myself at [latkins@azland.gov](mailto:latkins@azland.gov) or Micah Horowitz at [mhorowitz@azland.gov](mailto:mhorowitz@azland.gov) or at 620-542-2643.

Sincerely,

Lisa A. Atkins  
Commissioner

Ives, Lisa

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From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, June 20, 2016 11:02 AM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

fyi

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From: Leigh Johnson [<mailto:ljohnson@azstateparks.gov>]  
Sent: Monday, June 20, 2016 7:39 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Russell Moore; Skip Varney; James Keegan; Lirange, Aryan (FHWA)  
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca –

We would like participate as a Participating Agency. We will provide initial comments during the scoping meeting.

Thank you,  
Leigh

---

From: "Yedlin, Rebecca (FHWA)" <[Rebecca.Yedlin@dot.gov](mailto:Rebecca.Yedlin@dot.gov)>  
Date: Monday, June 13, 2016 at 5:53 AM  
To: Leigh Johnson <[ljohnson@azstateparks.gov](mailto:ljohnson@azstateparks.gov)>  
Cc: Russell Moore <[rmoore@azstateparks.gov](mailto:rmoore@azstateparks.gov)>, Skip Varney <[wvarney@azstateparks.gov](mailto:wvarney@azstateparks.gov)>, James Keegan <[jkeegan@azstateparks.gov](mailto:jkeegan@azstateparks.gov)>, "Lirange, Aryan (FHWA)" <[Aryan.lirange@dot.gov](mailto:Aryan.lirange@dot.gov)>  
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

The I-11 project team looks forward to your participation and comments during the June 22<sup>nd</sup> agency scoping meeting. Has Arizona State Parks decided to become a Participating Agency on the project, or are you still considering this option and will let us know when you submit your formal scoping comments? Thanks, Rebecca

---

From: Leigh Johnson [<mailto:ljohnson@azstateparks.gov>]  
Sent: Friday, June 10, 2016 1:33 PM  
To: Yedlin, Rebecca (FHWA)  
Cc: Russell Moore; Skip Varney; James Keegan  
Subject: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Rebecca,

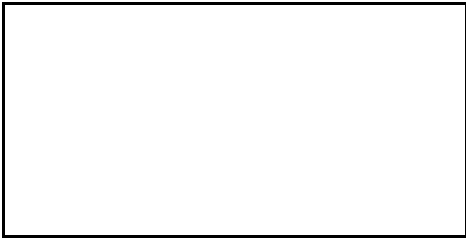
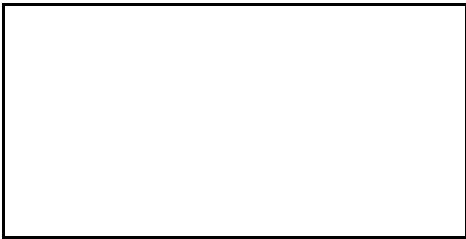
I just reviewed your letter dated May 24, 2016 regarding the Tier 1 Environmental Impact Statement for the I-11 Corridor that invites Arizona State Parks to be a participating agency.

We will either attend the June 22 meeting in person, or join in via the webinar option.

In the meantime, please keep us informed of all activities related to this project.

Kind Regards,  
Leigh Johnson

Leigh Johnson, AICP  
State Parks Planner  
Arizona State Parks  
23751 N. 23rd Ave.  
Phoenix, AZ 85085  
602-364-2059



Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, July 18, 2016 4:20 PM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

fyi

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From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]  
Sent: Friday, July 08, 2016 3:19 PM  
To: Yedlin, Rebecca (FHWA)  
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca,

Here are some thoughts we had on this phase of the EIS process. We are happy to be a part of this process and we will continue to fine-tune our comments as this process unfolds and actual alignments come to the forefront.

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Arizona State Parks (ASP) is responsible for the stewardship of the State Park system, trails, and maintains the State Historic Preservation Office. The State Park system is a State asset and should be protected as such. As State assets, they are important economic drivers to the local areas in which they occur. As stewards for the natural and historic resources of the State, ASP has an interest in making sure that any proposed alignments within the study area do not impact present or future environmentally important lands and/or historic/archaeological resources yet to be designated as such.

ASP values the potential improvement in access to State Parks from existing interstates or from the proposed I-11 interstate. For example, providing proximate exits, access roads, signage, etc. would be a benefit to the State Park system. Likewise, to improve or provide interpretive pull-out areas for historic sites, trail, events, etc. may increase tourism. Rest Areas often act as visitor orientation stations for the State's historic and natural resources, parks, and trails and provide another opportunity to showcase the State's assets.

ASP views the proposed interstate as a potential opportunity for funding proposed trail sections that run adjacent to or are within the same corridor as the proposed I-11 alignment. (e.g. bikeways, hiking trails, equestrian trails, OHV trails, etc.) and will contribute to the multi-modal goals of I-11 and could contribute to a future statewide active transportation plan. However, the project should avoid or minimize negative impacts to statewide trails or provide multi-use trail crossings when those impacts are unavoidable.

All proposed and existing parks, open spaces, monuments, wilderness, etc. designations within the study area should be mapped more clearly on I-11 project materials so that all impacts can be evaluated by staff and the public. ASP prefers that State Park properties within study area are avoided; for example, but not limited to: Sonoita Creek Natural Area, Patagonia Lake State Park, Tubac Presidio State Historic Park, and Picacho Peak State Park. Specifically, avoiding Picacho Peak State Park by keeping any alignment expansions east of the existing interstate.

ASP prefers that the Vulture Mountain Recreation Area is avoided by keeping any proposed alignments westward towards the existing power line alignment. ASP has already invested in the Vulture area via grant funding to other agencies for various Off-Highway Vehicle programs or projects in this area. Off-Highway Vehicle usage is a popular activity in this area and provides a positive economic impact to the local area and to the State. This area is valued by the community and is a popular recreational area for a number of activities while also maintaining ecological value.

ASP appreciates the opportunity to serve a Participating Agency and looks forward to future discussions regarding this project.

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Again, we look forward to working with you.

Kind Regards,  
Leigh

Leigh Johnson, AICP  
State Parks Planner  
Arizona State Parks  
23751 N. 23rd Ave.  
Phoenix, AZ 85085  
602-364-2059  
<http://azstateparks.gov>

---

From: "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>  
Date: Monday, June 20, 2016 at 8:01 AM  
To: Leigh Johnson <ljohnson@azstateparks.gov>  
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Thanks Leigh

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From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]  
Sent: Monday, June 20, 2016 7:39 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Russell Moore; Skip Varney; James Keegan; Lirange, Aryan (FHWA)  
Subject: Re: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Hi Rebecca –

We would like participate as a Participating Agency. We will provide initial comments during the scoping meeting.

Thank you,

Leigh

---

From: "Yedlin, Rebecca (FHWA)" <Rebecca.Yedlin@dot.gov>  
Date: Monday, June 13, 2016 at 5:53 AM  
To: Leigh Johnson <ljohnson@azstateparks.gov>  
Cc: Russell Moore <rmoore@azstateparks.gov>, Skip Varney <wvarney@azstateparks.gov>, James Keegan <jkeegan@azstateparks.gov>, "Lirange, Aryan (FHWA)" <Aryan.lirange@dot.gov>  
Subject: RE: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

The I-11 project team looks forward to your participation and comments during the June 22<sup>nd</sup> agency scoping meeting. Has Arizona State Parks decided to become a Participating Agency on the project, or are you still considering this option and will let us know when you submit your formal scoping comments? Thanks, Rebecca

---

From: Leigh Johnson [mailto:ljohnson@azstateparks.gov]  
Sent: Friday, June 10, 2016 1:33 PM  
To: Yedlin, Rebecca (FHWA)  
Cc: Russell Moore; Skip Varney; James Keegan  
Subject: I-11 Corridor Tier 1 EIS - Participating Agency Invitation Letter

Rebecca,

I just reviewed your letter dated May 24, 2016 regarding the Tier 1 Environmental Impact Statement for the I-11 Corridor that invites Arizona State Parks to be a participating agency.

We will either attend the June 22 meeting in person, or join in via the webinar option.

In the meantime, please keep us informed of all activities related to this project.

Kind Regards,  
Leigh Johnson

Leigh Johnson, AICP  
State Parks Planner  
Arizona State Parks  
23751 N. 23rd Ave.  
Phoenix, AZ 85085  
602-364-2059







## United States Department of the Interior

BUREAU OF INDIAN AFFAIRS  
WESTERN REGIONAL OFFICE  
2600 North Central Avenue  
Phoenix, Arizona 85004-3008



IN REPLY REFER TO:  
Environmental Quality Services  
MS620-EQS

OCT 28 2016

Ms. Karla S. Petty  
Division Administrator  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Attn: Rebecca Yedlin

Dear Ms. Petty:

Thank you for your letter dated May 24, 2016, inviting the Bureau of Indian Affairs (BIA), Western Region, to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the Interstate-11 (I-11) Corridor. Please accept our apology for the delayed response.

The BIA accepts the invitation to become a Participating Agency for the purposes of preparing the I-11 Corridor Tier 1 EIS. The Corridor Study Area encompasses tribal trust land associated with the San Xavier District of the Tohono O'odham Nation (TON) and is at the least, adjacent to or very near to several other reservations. The BIA has expertise and information about tribal lands in the study corridor as well as jurisdiction and authority by law should tribal trust lands be required to enable the project in the form of right-of-way acquisitions.

Principal topics of discussion remain the same as discussed in the April 11, 2016, pre-scoping meeting. These include the suggestion that the Federal Highway Administration (FHWA) consult with potentially affected tribes, not just for cultural purposes as may be required by Section 106 of the National Historic Preservation Act, but as independent governments and landholders that may be impacted directly or indirectly by the proposed I-11 Corridor or the roadway itself. FHWA should be aware that the BIA cannot grant new right-of-way without tribal consent, which should be kept in mind as the corridor analysis process moves forward.

A new concern raised by BIA and Tribal Transportation planners is the idea that the full build-out of the I-11 Corridor conceptual plan includes multi-modal transportation elements that could limit reservation access. There is a great worry that existing access points could be eliminated. In addition, several tribes have expressed concerns to BIA about I-11 project funding and have specifically asked where the funds are coming from. The tribes which have contacted us are concerned about state dollars funding a project that

may not provide as many in-state benefits as improving other State Routes (SR) such as SR 86 and SR 264, which are in need of repairs and upgrades.

The BIA looks forward to working with FHWA on the I-11 Corridor Tier 1 EIS and is willing to assist in any way we can. If you have any questions, please contact Mr. Chip Lewis, Regional Environmental Protection Officer, at (602) 379-6750 extension 1257 or [chip.lewis@bia.gov](mailto:chip.lewis@bia.gov). Mr. Lewis will be the point of contact for this project.

Sincerely,

A handwritten signature in black ink, appearing to be "Chip Lewis", written in a cursive style.

Regional Director

Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Monday, October 17, 2016 2:05 PM  
To: Ives, Lisa; Bodington, Kimberly  
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Jay Van Echo  
ADOT I-11 Study Manager  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)  
520-388-4224 office  
520-400-6207 cell

---

From: Travis Ashbaugh [<mailto:tashbaugh@cagaz.org>]  
Sent: Monday, October 17, 2016 10:59 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Jay Van Echo; Aryan Lirange; [i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Thank you. And Yes, I will be the point of contact for CAG regarding the ADOT & FHWA I-11 Corridor Tier 1 EIS.

Thank you,  
Travis Ashbaugh, AICP | Transportation Planning Manager  
1075 S. Idaho Rd #300 | Apache Junction, AZ 85119  
Phone: (480) 474-9300 | FAX: (480) 474-9306



*This message and the information within is intended for the recipient. If you received this email in error, please notify the sender and delete the email. All e-mails from the Central Arizona Governments are public record and subject to review upon request.*

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From: Yedlin, Rebecca (FHWA) [<mailto:Rebecca.Yedlin@dot.gov>]  
Sent: Monday, October 17, 2016 10:58 AM  
To: Travis Ashbaugh  
Cc: Jay Van Echo ([JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)); Lirange, Aryan (FHWA); [i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Your e-mail is sufficient for us and we look forward to working with you on this project.  
Will you be the point of contact for CAG? Thanks, Rebecca

---

From: Travis Ashbaugh [<mailto:tashbaugh@cagaz.org>]  
Sent: Monday, October 17, 2016 1:53 PM  
To: Yedlin, Rebecca (FHWA)  
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Ms. Yedlin,

CAG accepts the invitation to move forward as a Participating Agency for the I-11 Corridor Tier 1 EIS project. Please let me know if there are additional steps I need to do in order to secure such acceptance.

Thank you,

Travis Ashbaugh, AICP | Transportation Planning Manager

1075 S. Idaho Rd #300 | Apache Junction, AZ 85119

Phone: (480) 474-9300 | FAX: (480) 474-9306



*This message and the information within is intended for the recipient. If you received this email in error, please notify the sender and delete the email. All e-mails from the Central Arizona Governments are public record and subject to review upon request.*

---

From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]

Sent: Monday, October 17, 2016 9:23 AM

To: Travis Ashbaugh

Cc: AMER-US-AZ Phoenix-i11doccontrol

Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Ashbaugh,

Thank you for taking the time this morning to discuss the I-11 Corridor Tier 1 EIS project with me. As promised, the invitation letter that was previously sent to Mr. Kenneth Hall is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date. I have updated our records, and going forward you will be the CAG point of contact.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,  
Kimberly

**Kimberly Bodington**  
Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**  
7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
T +1-602-371-1100  
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CENTRAL ARIZONA  
IRRIGATION AND DRAINAGE DISTRICT

231 SOUTH SUNSHINE BLVD. • P.O. BOX 605

ELOY, ARIZONA 85131

(520) 466-7336 or (602) 258-3756

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PAUL R. ORME, General Counsel

August 30, 2016

Karla S. Petty  
Arizona Division Administrator  
Federal Highway Administration  
Arizona Division Office  
4000 N Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Re: I-11 Corridor Study Area - Your letter dated August 24, 2016

Dear Ms. Petty,

Central Arizona Irrigation and Drainage District (CAIDD) has been invited to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. CAIDD would like to be involved in this process and would like your agency to know that the U. S. Bureau of Reclamation holds the rights-of-way to the canal system.

Additionally, CAIDD would like you to know that Electrical District Number Four, Pinal County, Arizona (ED4) is also within the I-11 Corridor Study Area and would like to be a Participating Agency as well. The General Manager, Ron McEachern, of CAIDD is also the General Manager of ED4.

These Districts look forward to participating in the coordination meetings, and/or filed visits as well as working to identify impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the Districts' canals and electrical lines.

Thank you for the opportunity to participate in this process.

Sincerely,



Ron McEachern  
General Manager

RM:gw

Ives, Lisa

---

From: Bodington, Kimberly  
Sent: Thursday, October 20, 2016 12:12 PM  
To: aryan.lirange@dot.gov; JVanEcho@azdot.gov; Ives, Lisa  
Subject: Fwd: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below!

Sent from my iPhone

Begin forwarded message:

From: Christopher Bridges <[Christopher.Bridges@yavapai.us](mailto:Christopher.Bridges@yavapai.us)>  
Date: October 20, 2016 at 8:27:52 AM MST  
To: ""[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)"" <[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)>  
Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>, ""Bodington, Kimberly"" <[Kimberly.Bodington@aecom.com](mailto:Kimberly.Bodington@aecom.com)>  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Good morning Rebecca,

I would like to participate in the EIS for I-11. I apologize for not responding earlier and thank you Kimberly for reaching out as a reminder. I appreciate it.

Thank you,  
Chris

Christopher Bridges  
Administrator  
Central Yavapai Metropolitan Planning Organization  
1971 Commerce Center Circle - Suite E  
Prescott, AZ 86301  
Phone: 928-442-5730  
Email: [Christopher.Bridges@yavapai.us](mailto:Christopher.Bridges@yavapai.us)  
Web: [www.cympo.org](http://www.cympo.org)

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From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]  
Sent: Wednesday, October 19, 2016 3:03 PM  
To: Christopher Bridges <[Christopher.Bridges@yavapai.us](mailto:Christopher.Bridges@yavapai.us)>

Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>

Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Bridges,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, the Participating Agency invitation that was previously sent to you is attached to this email. If you are interested in moving forward, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,  
Kimberly

**Kimberly Bodington**

Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**

7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
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Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Tuesday, July 26, 2016 4:44 PM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: Participating Agency in Tier 1 EIS for I-11 Corridor

fyi

---

From: George Diaz [<mailto:gdiaz@buckeyeaz.gov>]  
Sent: Tuesday, July 26, 2016 11:32 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Roger Klingler  
Subject: Participating Agency in Tier 1 EIS for I-11 Corridor

Rebecca, thank you for taking the time to talk to me this morning. I appreciate the information you shared with me.

The City of Buckeye accepts your invitation to act as a Participating Agency in the Tier 1 EIS for the I-11 Corridor. I will follow up with a hard copy letter formally accepting the invitation and sharing a few bullet points on the city's position on the I-11 alignment.

Please include the following as contacts for the City of Buckeye on this topic -  
City Engineer Scott Zipprich, (623) 349-6217 [szipprich@buckeyeaz.gov](mailto:szipprich@buckeyeaz.gov)  
Deputy City Engineer Jason Mahkovtz, (623) 349-6204 [jmahkovtz@buckeyeaz.gov](mailto:jmahkovtz@buckeyeaz.gov)  
Deputy Director of Planning Terri Hogan, (623) 349-6214 [thogan@buckeyeaz.gov](mailto:thogan@buckeyeaz.gov)  
Public Works Director Scott Lowe, (623) 349-6815 [slowe@buckeyeaz.gov](mailto:slowe@buckeyeaz.gov)  
Government Relations Manager George Diaz, (623) 349-6996 [gdiaz@buckeyeaz.gov](mailto:gdiaz@buckeyeaz.gov)

Thanks again and please call or email me with any questions.

George

George Díaz  
City of Buckeye  
Government Relations Manager  
530 East Monroe Avenue  
Buckeye, AZ 85326  
[gdiaz@buckeyeaz.gov](mailto:gdiaz@buckeyeaz.gov)  
623.349.6996 ofc  
623.980.0956 cell

August 2, 2016

Mr. Michael Kies, PE  
Director, Multimodal Planning Division  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue, Room 340B  
Phoenix, Arizona 85007

Received

AUG 05 REC'D

MPD Director's Office

RE: Tier One I-11 EIS

Dear Mr. Kies:

We appreciate the opportunity to host one of your public meetings on the I-11 Corridor Tier One EIS and the opportunity to share our support for, and perceptions on, this future facility. The corridor will finally connect two of the largest metropolitan areas not currently linked by an Interstate System facility, and will also help accommodate future travel demand and freight movement in the *Sun Corridor Megapolitan Area*. This roadway will contribute to enhanced economic vitality for both Arizona and the intermountain west region at large, as it hopefully extends north of the Las Vegas, Nevada area. We acknowledge the need for this roadway and support efforts to obtain needed regional, state and federal funds to make this a reality.

The City of Buckeye was a stakeholder in the 2008 Interstate 10/Hassayampa Valley Roadway Framework Study led by the Maricopa Association of Governments. Representatives of a large number of planned developments within the Buckeye Municipal Planning Area participated in the public participation efforts of that study, and several have adjusted their site plans to accommodate planned regional roadway facilities, including the Douglas Ranch project. The City of Buckeye also followed the lead of the framework by incorporating a number of those regional facilities in our Transportation Master Plan.

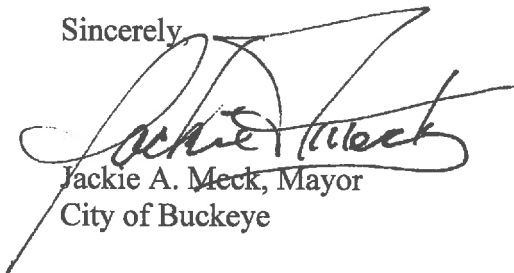
We have several comments which outline our position on the alignment of I-11:

- It is our opinion that an alignment east of the White Tank Mountains would be problematic due to existing developments, utilities and other infrastructure.

- An alignment proximal to SR 85 between I-10 and I-8 might appear rational at first glance, but we believe that both facilities are needed; and a close alignment would offer the temptation to co-locate them, with less lanes resulting than if two separate facilities were built. We support the improvement of SR 85 as needed in the future, and steps to protect its right of way and manage access to assure that needed improvements can be built as warranted.
- We think that the framework study's proposed alignment for the Hassayampa Freeway between Wickenburg and the Union Pacific rail line is the most appropriate location for the I-11 facility. As mentioned above, that corridor has already been factored in to our planning and development activities. South of that point, the alignment will need to be coordinated with other stakeholders including the Town of Gila Bend and the City of Goodyear.

On behalf of the City of Buckeye, I want to thank you for the opportunity to participate as a stakeholder and to share our comments at this point in the process. We look forward to continuing our partnership on this project through to corridor selection, design, and ultimate construction of this new roadway through *Arizona's Greatest Opportunity*.

Sincerely,



Jackie A. Meck, Mayor  
City of Buckeye



City of  
Casa Grande

Public Works Department  
North Operations Center

August 19, 2016

Rebecca Yedlin  
FHWA Environmental Coordinator  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

RE: I-11 Corridor Tier 1 EIS  
TRACS No. 999 SW 0 M5180 01P  
Participation Agency Invitation Letter

Dear Ms. Yedlin,

The City Of Casa Grande would like to be a Participating Agency  
of the I-11 Corridor Tier 1 EIS.

Sincerely,

Duane S. Eitel, P.E.  
Traffic/Transportation Engineer  
City Of Casa Grande

**RESOLUTION NO. 16-1394**

**A RESOLUTION OF THE ELOY CITY COUNCIL DECLARING SUPPORT FOR THE ARIZONA DEPARTMENT OF TRANSPORTATION'S INTERSTATE 11 CORRIDOR TIER 1 ENVIRONMENTAL IMPACT STATEMENT.**

**WHEREAS**, in November 2014, the Arizona Department of Transportation (ADOT), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders completed an initial two-year feasibility study known as the Interstate 11 (I-11) and Intermountain West Corridor Study (IWCS); and,

**WHEREAS**, upon completion of the IWCS, ADOT, FHWA, and the partner regional planning agencies commenced with a three-year tier 1 environmental impact statement to select a corridor alternative between Nogales and Wickenburg to locate I-11; and,

**WHEREAS**, the I-11 Corridor Study Area is approximately 280 miles long, varies in width from approximately 5 to 50 miles and traverses the counties of Maricopa, Pinal, Pima and Santa Cruz through central and southern Arizona and,

**WHEREAS**, it is in the best interests of the City of Eloy and all of the cities, towns, Indian communities and unincorporated areas within Pinal County to promote the I-11 planning process that encompasses the identified Study Area Corridor; and,

**WHEREAS**, the City of Eloy declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan, as approved by the Pinal Regional Transportation Authority (PRTA) on May 11, 2016 as a high capacity transportation route.

**NOW THEREFORE, IT IS HEREBY RESOLVED** that the Eloy City Council declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route as it promotes freight movement, links communities, and enhances job growth in Eloy and county-wide.

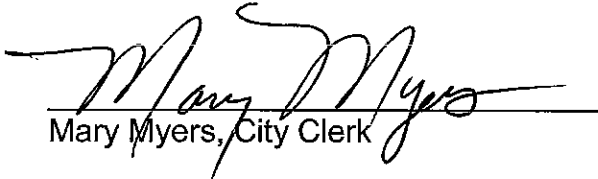
**IT IS FURTHER RESOLVED** that this Resolution is effective upon its approval and execution.

**PASSED AND ADOPTED** by the City Council of the City of Eloy, Arizona, this 27<sup>th</sup> day of June, 2016.



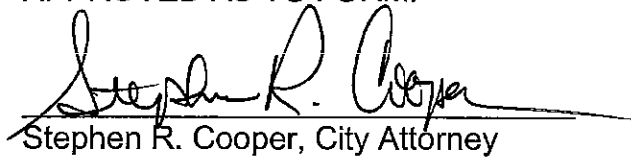
Joel G. Belloc, Mayor

ATTEST:



Mary Myers, City Clerk

APPROVED AS TO FORM:



Stephen R. Cooper, City Attorney

JUN 30 2016



June 28, 2016

Ms. Karla S. Petty, Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
4000 North Central Avenue  
Suite 1500  
Phoenix, AZ 85012-3500

**RE: 999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter**

Dear Ms. Petty:

Thank you for your letter of May 24, 2016 inviting the City of Goodyear to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor located between Nogales and Wickenburg, AZ. We appreciate this opportunity and accept your invitation.

Our Engineering and Planning Department staff have already engaged the ADOT I-11 Project Team regarding transportation projects that should be considered during the environmental review for I-11. They also attended the public scoping meetings offered by FHWA earlier this month. One of the most significant projects currently underway in Goodyear is the EIS for the Sonoran Valley Parkway Project (Project Ref. No. DOI-BLM-AZ-P020-2011-013-EIS AZA-34177). The EIS for this project is nearing completion and should provide valuable information regarding potential impacts that may be pertinent to the I-11 project.

The City also has several recently adopted planning documents which should be consulted during the I-11 EIS process. The Goodyear 2025 General Plan was adopted on June 23, 2014 and ratified by the voters on November 14, 2014. Chapter 8 of that document contains policy statements and a future Land Use and Transportation Plan map (Figure 8.12, Page 110) which expresses the City's preference for freeway alignments through the city. In addition, on July 14, 2014, the Goodyear City Council adopted a Transportation Master Plan which likewise contains policy statements and a Future Functional Classification map (Figures 3-9 and 3-10, Pages 28 and 29).

The City would appreciate your thoughtful consideration of our comments and look forward to working with FHWA and ADOT as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor.



Provided below is the contact information for two representatives from our Engineering Department. Please include them in all future correspondence related to this project.

Luke Albert  
City Traffic Engineer  
Engineering Department  
City of Goodyear  
14455 W. Van Buren St.  
Suite D101  
Goodyear, AZ 85338  
623.882.7519 – Direct  
[Luke.Albert@goodyearaz.gov](mailto:Luke.Albert@goodyearaz.gov)

Rebecca Zook, P.E.  
Director of Engineering  
Engineering Department  
City of Goodyear  
14455 W. Van Buren St.  
Suite D101  
Goodyear, AZ 85338  
623.882.7950 - Direct  
[Rebecca.Zook@goodyearaz.gov](mailto:Rebecca.Zook@goodyearaz.gov)

We heartily agree with FHWA that the I-11 corridor is a critical piece of multi-modal infrastructure which is vital to the future development of the southwest region of the U.S.

Thank you for the opportunity to participate in this project.

Sincerely,

CITY OF GOODYEAR

Brian Dalke, CEcD  
City Manager

cc: Wynette Reed, Deputy City Manager  
Rebecca Zook, Director of Engineering  
Luke Albert, City Traffic Engineer



Ives, Lisa

---

From: David Maestas <David.Maestas@maricopa-az.gov>  
Sent: Wednesday, July 20, 2016 8:13 PM  
To: Jay Van Echo; Martin Scribner  
Cc: Yedlin, Rebecca (FHWA); Aryan Lirange; Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol  
Subject: RE: Town of Maricopa  
Attachments: RES 16-19.pdf

Hi Jay,

Thanks for sending. We definitely do want to be an ACTIVE Participating Agency!  
Here is a signed copy of the Resolution our Council approved on June 21<sup>st</sup> to that effect. I will follow up and make sure we get a letter to ADOT and FHWA, stating our desire to be a Participating Agency.

Thanks and we look forward to working with you!

---

David R. Maestas, MPA  
Transportation/Transit Planner  
Development Services

p: 520-316-6948  
C: 520-709-2323  
f: 520-568-9120  
[david.maestas@maricopa-az.gov](mailto:david.maestas@maricopa-az.gov)

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Wednesday, July 20, 2016 4:58 PM  
To: David Maestas  
Cc: Yedlin, Rebecca (FHWA); Aryan Lirange; Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: Town of Maricopa

As requested. I look forward to working with you.

Jay Van Echo, PE  
ADOT I-11 Study Manager  
520-388-4224

---

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AUG 1 - 2016

July 21, 2016

Rebecca Yedlin  
Federal Highway Administration Environmental Coordinator  
4000 North Central Avenue  
Suite 1500  
Phoenix, AZ 85012-3500

Re: 999-M(161)S  
I-11, I-19/SR 189 to US 93/SR89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Dear Rebecca,

Please accept this letter as the City Of Maricopa's statement of desire to serve as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. As our Mayor and Council asserted in our enclosed Resolution 16-19, we recognize great importance in the I-11 Corridor passing through Maricopa's planning area as depicted in the MAG Hidden Valley Framework Study map which was approved by the MAG Regional Council on September 30, 2009 and by the CAAG Regional Council on September 24, 2009. This corridor alternative would be a tremendous benefit to our residents and property owners and we therefore plan to maintain an active presence with the Project Team as the Tier 1 EIS goes forward.

Thank you very much for including The City of Maricopa in this critically important project.

Sincerely,



Gregory E. Rose  
City Manager

Cc: Martin Scribner, Development Services Director  
Bill Fay, Public Works Director  
David Maestas, Transportation/Transit Planner

Enc.: Resolutions 16-19

**RESOLUTION NO. 16-19**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF MARICOPA, ARIZONA, SUPPORTING THE INTERSTATE 11 ALIGNMENT SET FORTH IN THE OCTOBER 2009 INTERSTATES 8 AND 10 HIDDEN VALLEY TRANSPORTATION FRAMEWORK STUDY APPROVED BY BOTH THE MAG REGIONAL COUNCIL AND THE CAAG REGIONAL COUNCIL AND IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE PINAL REGIONAL TRANSPORTATION AUTHORITY.**

**WHEREAS**, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have started a formal corridor study to evaluate potential routes for a proposed Interstate 11; and

**WHEREAS**, the October 2009 Interstates 8 and 10 Hidden Valley Transportation Study was approved by the MAG Regional Council on September 30, 2009 and the CAAG Regional Council on September 24, 2009 (the "Study"); and

**WHEREAS**, the corridor that has been identified for the alignment of Interstate 11 in the Study, which is attached hereto as Exhibit "A," runs through part of the City of Maricopa and its planning area; and

**WHEREAS**, this alignment is also supported by the West Pinal Freeway identified in the Pinal Regional Transportation Plan, which was approved by the Pinal Regional Transportation Authority on May 11, 2016; and

**WHEREAS**, the proposed Interstate 11 will provide significant opportunities for enhancement of the City's economy and will affect traffic patterns in and around the City; and

**WHEREAS**, the City wants to have input into the alignment in the hope that ADOT and FHWA identify an alignment that best serves the needs of our residents and property owners; and

**WHEREAS**, ADOT and FHWA are nearing the completion of the study to determine a possible alignment for Interstate 11 and are currently accepting comments on the proposed alignment; and

**WHEREAS**, the City Council finds that the preferred alignment advances the public health, safety and welfare in a number of ways including but not limited to: 1) enhancing the community's infrastructure and transportation; 2) providing opportunities for commercial and residential development, and 3) promoting the City's development goals.

**NOW, THEREFORE, BE IT RESOLVED** that the Mayor and City Council hereby support the alignment of Interstate 11 shown in the October 2009 Interstates 8 and 10 Hidden Valley Transportation Study approved by the MAG Regional Council on September 30, 2009

and the CAAG Regional Council on September 24, 2009 and in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016, which is attached as Exhibit A.


**PASSED AND ADOPTED** by the Mayor and City Council of the City of Maricopa, Arizona, this 21<sup>st</sup> day of June, 2016.

  
Christian Price  
Mayor

ATTEST:

  
Vanessa Bueras  
City Clerk

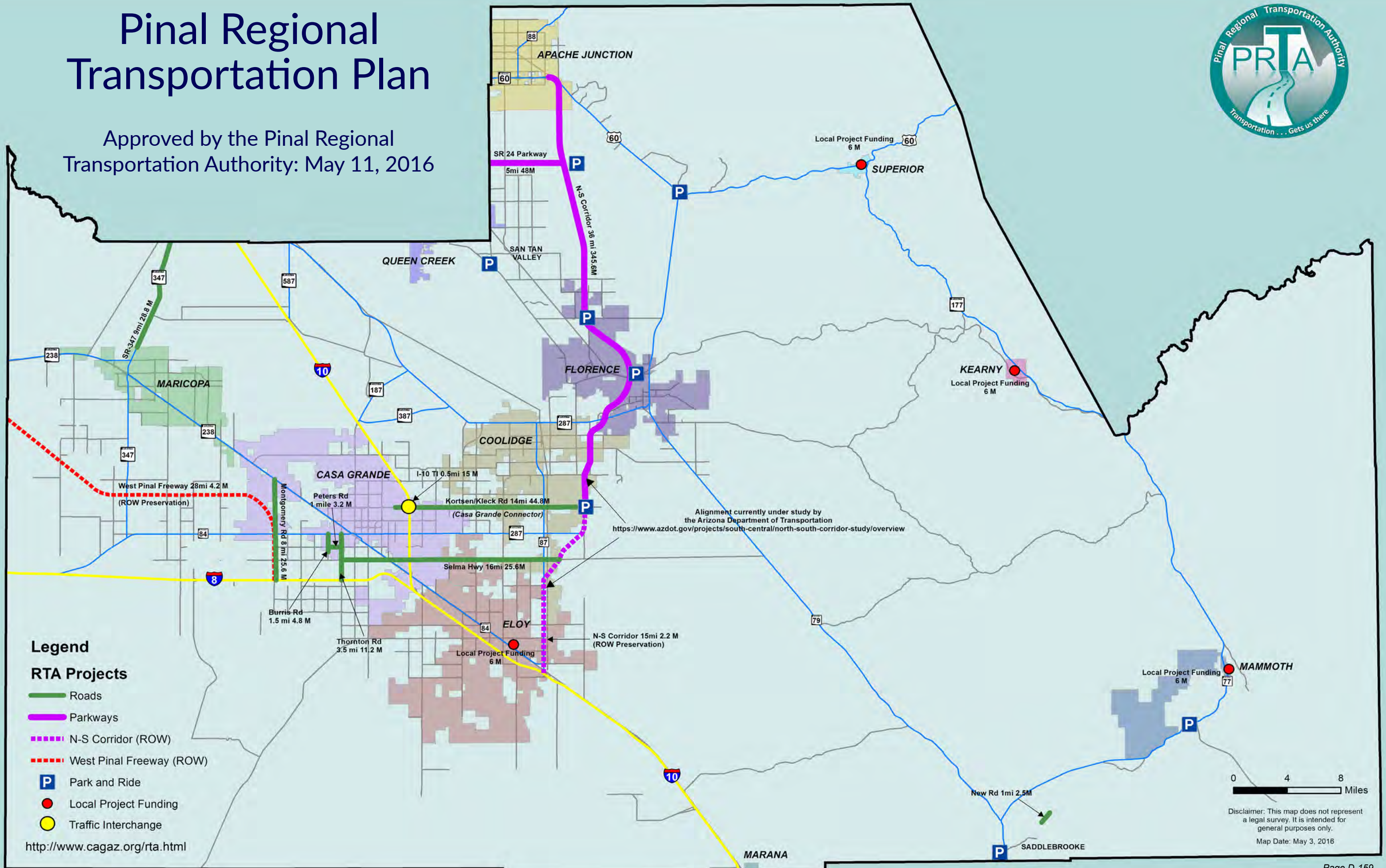
APPROVED AS TO FORM:

  
Denis Fitzgibbons  
City Attorney

**EXHIBIT A**

# Pinal Regional Transportation Plan

Approved by the Pinal Regional Transportation Authority: May 11, 2016

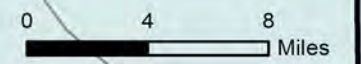


## Legend

### RTA Projects

- Roads
- Parkways
- - - N-S Corridor (ROW)
- - - West Pinal Freeway (ROW)
- P Park and Ride
- Local Project Funding
- Traffic Interchange

<http://www.cagaz.org/rta.html>



Disclaimer: This map does not represent a legal survey. It is intended for general purposes only.  
Map Date: May 3, 2016

Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Thursday, July 21, 2016 5:07 PM  
To: Juan Guerra  
Cc: Carlos Rivera; Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; Randy Heiss; AMER-US-AZ Phoenix-i11doccontrol; Jan Gordley; Alice Templeton (Gordley Designs); Lori Lantz  
Subject: RE: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Nogales, AZ  
Attachments: 999-M(161)CityNogales.pdf

Mr. Guerra:

Thank you for your timely response. Follow up:

1. Our preliminary 'pre-scoping' meeting with Nogales was held on April 7, 2016 in the Mayor and Council chambers. This meeting was, as I presented, an opportunity to introduce the I-11 EIS team and the project to Nogales (and Santa Cruz County) representatives. At that meeting I emphasized that while we were taking notes that the meeting was for all practical purposes 'off-the-record' and an initial meeting more of a meet-and-greet and introduction to the opportunities and constraints of a new I-11, and not an official scoping meeting. We discussed that after a Notice of Intent (NOI) publication and during the 45-day official scoping period that Nogales (and all other listed governmental agencies) would be sent a letter of invitation to be a Participating Agency and that any comments should be addressed officially in writing to FHWA regarding the project. This was also reiterated in the invitation letter (attached).
2. The public meetings (one held in Nogales, AZ on June 21, 2016, as well as 5 additional ones) were indeed as you expertly pointed out an opportunity for FHWA and ADOT to collect input directly from the public. We have collected all of the input from the public meeting and do not need Nogales to collect that information. This information will be summarized in a Scoping Document that will be sent directly to Nogales and all other participating agencies upon completion
3. Additionally, there were three (3) Agency Scoping Meetings that were held for any and all Arizona governmental and resource agencies for official input, including a meeting in southern Arizona at Pima Association of Governments on June 22, 2016 that all agencies were invited to attend.
4. The NEPA process is set up to capture all comment up to a Record of Decision, which is well off chronologically in the future. Nogales will have ample time and opportunity to provide input.
5. I recognize your willingness to be a Participating Agency by your post and look forward to written comments at your earliest convenience.
6. Additionally, Nogales is represented on a monthly basis at our Project Management Team meetings with SEAGO representative Mr. Randy Heiss at the table as a PMT liaison.
7. We will also be setting up a Participating Agency teleconference meeting with all of the Participating Agencies that will meet at key-milestones during the project. You will be sent information of these meetings with a Project Coordination Plan in the very near future.

Thank you for your valuable insight, your response to my most recent query, and your proactive attention to this important project. Nogales' participation will be paramount to the project's success.

Thank you,  
Jay Van Echo, PE  
ADOT I-11 Study Manager  
520-388-4224  
jvanecho@azdot.gov

From: Juan Guerra [mailto:jguerra@nogalesaz.gov]  
Sent: Thursday, July 21, 2016 11:58 AM  
To: Jay Van Echo  
Cc: Carlos Rivera  
Subject: Re: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Nogales, AZ

Mr. Echo:

For your information, during our past two ADOT I-11 meetings in Nogales, we were able to provide our comments/concerns to both, your ADOT Project Management team and to Lori Lantz from Gordley Group. I did not know that in addition to providing comments to your project management team we should also send those comments directly to FHWA. I apologize for the confusion.

My understanding was that the purpose of conducting public meetings was to not only inform local communities about the I-11 corridor project scope of work but also to collect comments/concerns directly from participants to be incorporated to the study.

As part of the study, do you need provide all the collected comments on the public meetings to FHWA?

I appreciate your courtesy reminder about the opportunity to provide our comments directly to FHWA. By means of this email I would like to reiterate you that City of Nogales will be an active participant through the life of the I-11 corridor project.

Let me know if you have any questions.

Sincerely,

Juan C. Guerra, PE, MM, CFM  
City Engineer  
1450 N. Hohokam Drive  
Nogales, AZ 85621  
(520) 285-5753  
[jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)

On Jul 21, 2016 10:35 AM, "Jay Van Echo" <[JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)> wrote:

Carlos Rivera

City Manager

[crivera@nogalesaz.gov](mailto:crivera@nogalesaz.gov)



Juan Guerra

City Engineer

[jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)

My Friends:

In May 2016 you should have received an invitation/correspondence to be a Participating Agency in the above project. As we discussed in our pre-scoping meeting and as was spelled out in the correspondence (attached) it was imperative that if you had any opportunities, constraints, issues, or anything to share that they should be submitted directly to FHWA by end of the official 45-day scoping period which ended July 8, 2016.

As of today ADOT/FHWA has not received any scoping comments nor acceptance correspondence as to being a Participating Agency. As a courtesy I am reaching out to inform you of this information. I look forward to future participation from your organization.

Jay Van Echo, PE

ADOT I-11 Study Project Manager

520-388-4224

[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)

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Ives, Lisa

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Subject: FW: I-11 - Voicemail Regarding City of Surprise Participation

Importance: High

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From: Martin Lucero [<mailto:Martin.Lucero@surpriseaz.gov>]  
Sent: Wednesday, August 17, 2016 10:18 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Aryan Lirange; Jay Van Echo  
Subject: RE: I-11 - Voicemail Regarding City of Surprise Participation

Dear Mrs. Yedlin and Mr. Aryan,

The City formally requests to be a participating agency to the I-11 project and the Tier 1 Environmental Impact Statement. Please list me as the point of contact for this project. I have included my contact information below.

Sincerely,

**Martin Lucero**

Transportation Planning Manager  
City of Surprise | 16000 N. Civic Center Plaza | Surprise, AZ 85374  
phone: 623.222.3142 | fax: 623.222.3001

---

From: Yedlin, Rebecca (FHWA) [<mailto:Rebecca.Yedlin@dot.gov>]  
Sent: Monday, August 15, 2016 6:26 AM  
To: Martin Lucero  
Cc: Lirange, Aryan (FHWA); Jay Van Echo ([JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov))  
Subject: I-11 - Voicemail Regarding City of Surprise Participation

Good morning,

I received your voicemail regarding the I-11 project and some questions that the City of Surprise has on the team's request for documentation related to participation.

I believe the e-mail from Jay Van Echo was to ask the City if you would like to be a participating agency on the I-11 project. As a participating agency, City representatives would attend coordination meetings, possible field visits, and identify concerns or issues to be addressed as part of the development of corridor alternatives and the Tier 1 Environmental Impact Statement for the I-11 project.

The attached letter was our invitation to the City to become a participating agency. Please review the attached letter and notify us (can be as simple as a response to this e-mail) if the City accepts and who the point of contact should be. If you have any additional questions or concerns, please let me know. Thanks, Rebecca

Rebecca Yedlin  
Environmental Coordinator  
FHWA - Arizona Division

4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012  
(602) 382-8979  
[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at [www.surpriseaz.gov](http://www.surpriseaz.gov).

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17 Aug 2016 17:17:57 -0000

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Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Wednesday, August 24, 2016 12:00 PM  
To: AMER-US-AZ Phoenix-i11doccontrol  
Cc: Ives, Lisa; Aryan Lirange; 'Yedlin, Rebecca (FHWA)'; 'Joel Gastelum'; 'Mick Jensen'; 'John Liosatos'; JBrown@pagregion.com; Lauren Clementino; Joanie Cady  
Subject: RE: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

South Tucson has responded positively as to being a participating Agency and Section 106 Consulting party. Thank you Joel for your response. We look forward to talking again and working with the City on this project.

Jay Van Echo  
I-11 Study Manager  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)  
520-388-4224

---

From: Jamison Brown [mailto:jbrown@pagregion.com]  
Sent: Wednesday, August 24, 2016 8:42 AM  
To: Jay Van Echo  
Cc: 'Ives, Lisa'; Aryan Lirange; 'Yedlin, Rebecca (FHWA)'; 'Joel Gastelum'; 'Mick Jensen'; 'John Liosatos'  
Subject: FW: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

Hi Jay,

Regarding the I-11 Tier 1 EIS and ASR and FHWA invitations to affected agencies, below is a message from Mr. Joel Gastelum of the City of South Tucson. I've copied both Mr. Gastelum and Mr. Mick Jensen to this message.

If there is anything that we can do to assist, please let me know.

Thank you,

Jamie

---

**Jamison (Jamie) Brown**  
*Transportation Planning Manager*



Pima Association of Governments

1 E. Broadway Blvd, Suite 401  
Tucson, Arizona 85701  
(520) 792-1093 (PAG front desk)  
(520) 495-1473 (Direct)  
(520) 620-6981 (Fax)

From: Joel Gastelum [<mailto:jgastelum@southtucson.org>]  
Sent: Tuesday, August 23, 2016 2:09 PM  
To: [JBrown@pagregion.com](mailto:JBrown@pagregion.com)  
Cc: Mick Jensen; 'John Liosatos'  
Subject: RE: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

My apologies our lack of response was an administrative oversight. We would like to be involved

Thanks  
Joel

Joel Gastelum  
Planning and Zoning and Interim Personnel Director  
City of South Tucson  
1601 South 6<sup>th</sup> Avenue  
South Tucson, Arizona 85713  
(520) 792-2424, ext. 572 (office)  
(520) 628-9619 (fax)

---

From: Jamison Brown [<mailto:jbrown@pagregion.com>]  
Sent: Thursday, August 18, 2016 5:23 PM  
To: Joel Gastelum <[jgastelum@southtucson.org](mailto:jgastelum@southtucson.org)>  
Cc: Mick Jensen <[mjensen@southtucson.org](mailto:mjensen@southtucson.org)>; 'John Liosatos' <[jliosatos@pagnet.org](mailto:jliosatos@pagnet.org)>  
Subject: City of South Tucson and the ADOT I-11 Tier 1 EIS and ASR

Dear Mr. Gastelum,

As you may know, ADOT and its consultant team are developing an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the Interstate 11 corridor between Wickenburg and Nogales, Arizona. Below is a brief summary describing this in more detail.

As part of this planning process, they are reaching out to the affected agencies along the corridor, inviting them to serve as Participating Agencies and also to serve as consulting parties under Section 106 of the National Historic Preservation Act. The attached letters from FHWA describe each of these invitations in more detail.

According to the ADOT Project Manager, he is unaware of a response from the City of South Tucson, either accepting or declining these invitations. Do you happen to know if the City of South Tucson has responded? We want to make sure that the City of South Tucson has had an opportunity to accept or decline these invitations.

Thank you for any assistance that you can provide.

Respectfully,

Jamie

[PAG summary of the ADOT I-11 Tier 1 EIS and ASR](#)

In March of this year, ADOT launched the next phase of study for Interstate 11 (I-11). This three year environmental study will help to further define I-11 for the 280-mile study area between Wickenburg and Nogales, Arizona. This follows a two-plus year feasibility study that concluded in 2014 and was jointly conducted by ADOT and the Nevada Department of Transportation. According to ADOT, “As a multimodal corridor, I-11 has the potential to support large-scale manufacturing, enhance movement of people and freight, and be a corridor for trade, communications and technology.”

The purpose of the I-11 environmental study – in this case, development of a Tier 1 Environmental Impact Statement (EIS) and Alternatives Selection Report (ASR) – is to identify and evaluate corridor alternatives while considering impacts to the environment through a formal National Environmental Policy Act (NEPA) compliant public process. At the conclusion of the I-11 environmental study, a federal Record of Decision on the preferred corridor alternative would allow the project to advance to the next phase of delivery. Once funding for a particular phase of the project is later identified, a more detailed NEPA-compliant environmental analysis, such as a Tier 2 EIS, can be conducted within the corridor at the specificity necessary for final design and construction.

The web page for the study is located at: <http://i11study.com/Arizona/>

---

## **Jamison (Jamie) Brown**

*Transportation Planning Manager*



Pima Association of Governments

1 E. Broadway Blvd, Suite 401

Tucson, Arizona 85701

(520) 792-1093 (PAG front desk)

(520) 495-1473 (Direct)

(520) 620-6981 (Fax)

[www.PAGregion.com](http://www.PAGregion.com)

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July 8, 2016

**CITY OF  
TUCSON**  
OFFICE OF THE  
CITY MANAGER

Mr. Aryan Lirange, Senior Urban Engineer  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012

RE:  
999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Dear Mr. Lirange,

The City of Tucson will serve as a Participating Agency during the Tier 1 EIS process for the I-11 Corridor. City staff participated in the Agency Scoping Meeting of Wednesday, June 22 at Pima Association of Governments in Tucson.

At this time, the City's comments on the Scope pertain to the alternatives to be studied and impacts to be evaluated. To provide additional context, relevant policies are cited from *Plan Tucson: City of Tucson General and Sustainability Plan*, which was ratified by voters in 2013. The comments provided in this letter should not be construed as a policy position on the I-11 project or EIS process. Rather, they are provided as information to be considered in your analysis. City staff will discuss the I-11 project with Mayor and Council at the appropriate time in the future; and they may choose to direct staff to submit additional comments at that time.

### **Consideration of Alternatives**

Related Plan Tucson policy:

*Policy LT22:* Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside the region (*Built Environment Focus Area: Land Use, Transportation, & Urban Design Element*).

To: Mr. Aryan Lirange

Date: July 8, 2016

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The City requests that the Tier 1 EIS consider innovative approaches to alternatives that locate I-11 approximately within the existing rights of way for I-10 and I-19 (including frontage roads). Developing the interstate within already disturbed areas has the potential to have fewer impacts to natural resources, lower cost, easier access to I-10 East for both freight and passenger travelers, and shorter routes to already developed freight hubs along I-10 and I-19. Any alternatives along existing facilities in the urban area need to study a smaller than 2,000' wide study area, using a reasonable width of dual designated highway.

One such innovative approach is detailed in the collector-distributor roadway alternative (System Alternative IV) as described in the ADOT/FHWA *Interstate 10: Junction Interstate 19 to State Route 83/State Route 210: Golf Links Road to I-10 Feasibility Report Update* completed in February 2015. This approach separates local and through traffic, and has the potential to greatly facilitate freight movement without adding as much physical infrastructure (i.e. lanes) as would otherwise be required. A collector-distributor roadway would also provide a consistent approach along I-10 through the city if that alternative is selected on the eastern portion of the urban area along I-10.

### **Potential Economic Impacts**

Related Plan Tucson policies:

*Policy RG1:* Increase international partnerships and trade opportunities, with particular focus on Tucson's strong economic, cultural, and geographic ties to Mexico (*Economic Environment Focus Area: Regional & Global Positioning Element*).

*Policy RG2:* Capitalize on Tucson's strategic location by maintaining and enhancing Tucson as an international port and center for commerce and logistics (*Economic Environment Focus Area: Regional & Global Positioning Element*).

*Policy LT22:* Participate in efforts to develop a coordinated regional, multi-modal transportation system that improves the efficiency, safety, and reliability of transporting people and goods within the region and to destinations outside the region (*Built Environment Focus Area: Land Use, Transportation, & Urban Design Element*).

*Policy TQ2:* Preserve and celebrate the beauty of Tucson's natural landscape and the wonder of the Sonoran Desert (*Social Environment Focus Area: Tourism & Quality of Life Element*).



To: Mr. Aryan Lirange

Date: July 8, 2016

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While the overall economic impact of any roadway alternative would need to be verified by a formal economic impact study, the initial economic development impact of I-11 (any alternative) to the City of Tucson would be the creation of construction jobs and businesses supporting the construction industry. I-11 would further support efforts of the Port of Tucson to continue to build its inland port services. This would further position Tucson as a major logistics center in the Southwest, allowing Tucson to be more competitive in the global economy.

For roadway alternatives that skirt or bypass the majority of the Tucson metro area, there are pros and cons to consider. Potential negative impacts to the City include loss of sales tax revenue from frontage hotels, restaurants and gas stations that cater to the trucking industry. However, the types of businesses typically associated with the trucking industry are retail and basic service industry related jobs, which tend to have low wages with limited positive spinoffs. As further due diligence, the City can undertake an analysis of the sales tax generated from businesses ¼-mile on either side of I-10 from Kolb Road to Ruthrauff Road to fully understand the extent of the revenue impact.

Additionally, there could be substantial loss of revenue from domestic and Mexican visitors who would then have an option to bypass the City of Tucson. Currently, visitors from Mexico spend nearly \$1 billion in Tucson and Pima County each year. This accounts for more than 5% of the total taxable sales in Pima County, the majority of which occurs within the City of Tucson.

Also, roadway alternatives that pass through undeveloped or rural areas would have the potential to affect tourism, a large portion of which is driven by the region's unique natural assets such as plants and wildlife, scenic views, natural quiet, and dark skies. Conversely, studies show that a decrease in urban truck traffic could also improve the quality of life of existing Tucson residents and assist in further downtown redevelopment.

For roadway alternatives using the existing I-10/I-19 rights of way, the inverse would be true. Mexican and domestic visitors would not have the option to bypass Tucson and would continue to visit Tucson for shopping and leisure services. The frontage hotels, restaurants, retailer and gas stations along the interstate would see an increase in sales corresponding to the increase in truck traffic. Additionally, an increase in traffic could cause congestion, increased pollution and ambient noise for the neighborhoods immediately surrounding the interstate.

### **Potential Social Impacts**

#### Related Plan Tucson Policy:

*Policy LTI:* Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character (*Built Environment Focus Area: Land Use, Transportation, & Urban Design Element*).

Potential impacts to neighborhoods adjacent to proposed roadway alternatives (noise, air pollution, etc.) need to be evaluated. It should be noted that many neighborhoods along the existing alignments of I-10 and I-19 already experience high stress levels (based on *City of Tucson Indicators of Neighborhood Stress, 2016*).

### **Potential Impacts to Tucson Water Properties in Avra Valley**

#### Related Plan Tucson Policies:

*Policy WR1:* Continue to plan and manage the City's water supplies, quality, and infrastructure for long-term reliability and efficiency (*Natural Environment Focus Area: Water Resources Element*).

*Policy WR5:* Protect groundwater, surface water, and stormwater from contamination (*Natural Environment Focus Area: Water Resources Element*).

*Policy WR6:* Integrate land use and water resources planning (*Natural Environment Focus Area: Water Resources Element*).

*Policy WR7:* Collaborate on multi-jurisdictional and regional water planning and conservation efforts (*Natural Environment Focus Area: Water Resources Element*).

*Policy WR10:* Continue to manage the City's Water Service Area, considering service area expansion only when it furthers the long-term social, economic, and environmental interest of City residents (*Natural Environment Focus Area: Water Resources Element*).

Any alternatives that are studied that traverse the Avra Valley will need to consider impacts to City-owned (Tucson Water) water facilities in the area. These facilities are depicted in the attached map, and include both the Central and Southern Avra Valley

To: Mr. Aryan Lirange

Date: July 8, 2016

Page 5 of 6

Storage and Recovery Project (CAVSARP and SAVSARP). These water facilities (collectively referred to as “Clearwater”) represent the primary source of Tucson’s renewable water supply.

Alignment through Clearwater could present significant challenges to the utility’s operations, and there could be significant costs in the event that Tucson Water infrastructure was required to be moved in order to make way for a new Interstate. Recharge basins, wells, transmission lines, and more have cost the utility’s ratepayers over \$250 million, and the timeframe for their development, including studies, permitting, and construction, takes many years. It is unclear at this time what the costs and timelines would be for moving infrastructure to alternate locations.

In addition, the current location of the project, including both CAVSARP and SAVSARP, was selected because of the hydro-geological advantages of the area. It is unknown at this time whether—and if feasible, where—replacement infrastructure could be relocated under similar conditions as those that exist in the present location. Any reduction in Tucson Water’s recharge and recovery capacity in the area could increase our dependence on non-renewable groundwater supplies to meet customer demand.

Other considerations include:

- Habitat Conservation Plan (HCP): For almost a decade, Tucson Water has worked with the U.S. Fish and Wildlife Service in order to secure a Section 10 permit for all Tucson Water properties in Avra Valley. Tucson Water strongly recommends that any new development in the area comply with our Section 10 permit.
- Water quality concerns: Locating an Interstate Highway in close proximity to Tucson’s drinking water supply must account for potential introduction of incompatible land uses and activities in the area such as land development, gas stations, and the movement of hazardous materials.
- Tucson-Phoenix water exchange: Current plans include the expansion of recharge operations at CAVSARP and SAVSARP to accommodate the increased storage of City of Phoenix (and potentially other municipal partners’) water in our facilities. Any reduction of current recharge capacity—or limitations on future recharge basin construction and recharge capacity—by a new Interstate could reduce or eliminate Tucson’s ability to fulfill its obligations under the proposed agreement.

To: Mr. Aryan Lirange

Date: July 8, 2016

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- Water rights: Tucson Water purchased these retired farm properties in Avra Valley for their water rights. Due to the nexus between land ownership and water rights, sale and/or lease of the properties can complicate Tucson's water rights in the area.
- Restrictive covenants: Separate from the HCP, portions of Clearwater are limited by permanent restrictive covenants, tied to the deed, that apply to both current and future owners of the land. These covenants restrict both the ability to route an Interstate through Clearwater, as well as Tucson Water's ability to relocate infrastructure.

City staff is available to provide further information to the I-11 Project Team as needed. Specifically, we would like to request an in-person consultation between City staff and I-11 Project Team members to address any questions you might have, and to provide further detail if needed. James MacAdam (James.MacAdam@tucsonaz.gov, 520-837-4068) in the City Manager's Office will serve as the City's point of contact on this project.

Sincerely,

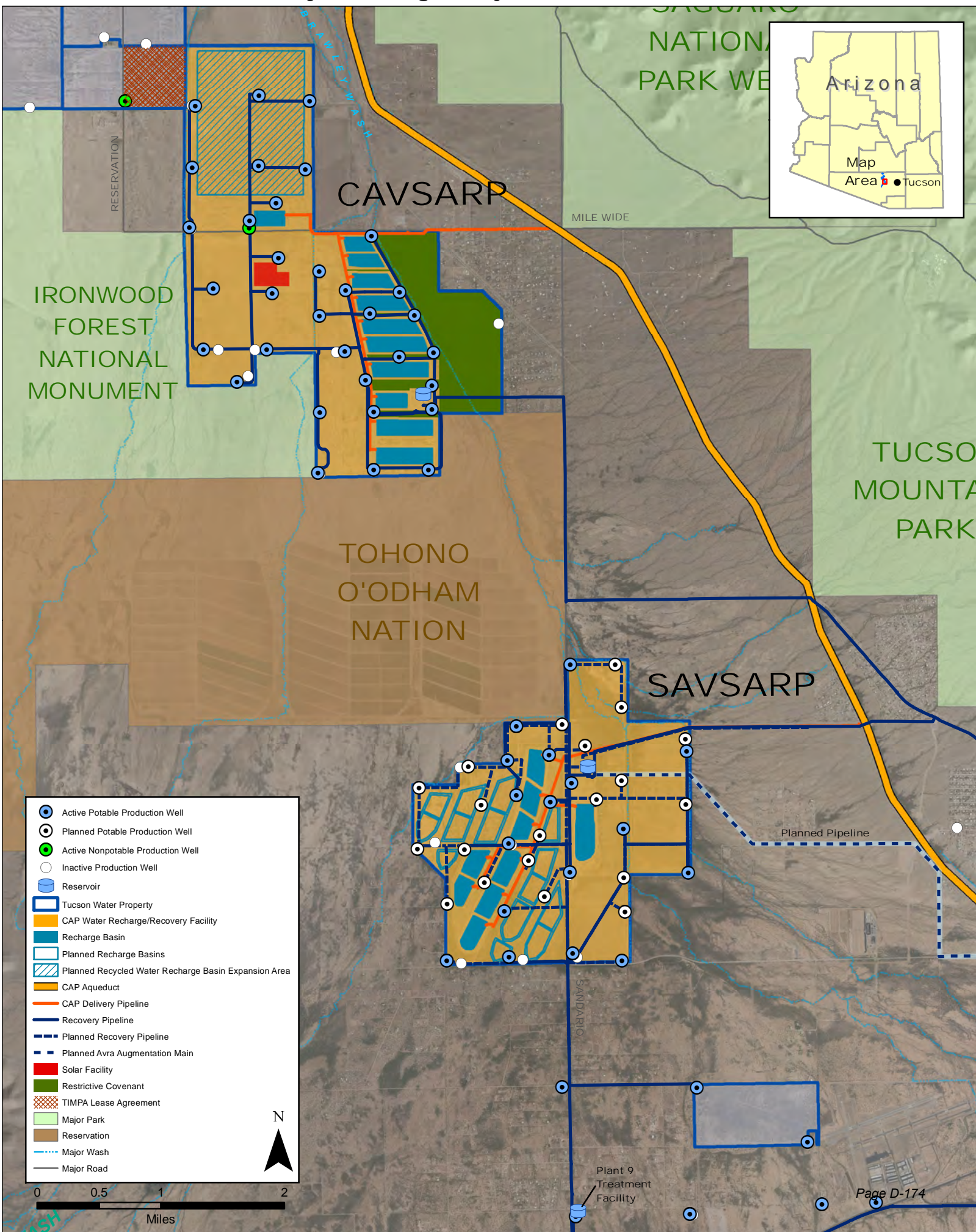


Michael J. Ortega, P.E.  
City Manager

Attachments: Map of Tucson Water Avra Valley Recharge Projects  
Map of Tucson Water Avra Valley Property

cc: Farhad Moghimi, Executive Director, Pima Association of Governments  
Albert Elias, Assistant City Manager  
Joyce Garland, Assistant City Manager  
Timothy Thomure, Director, Tucson Water  
Daryl Cole, Director, Tucson Department of Transportation  
Nicole Ewing-Gavin, Interim Director, Planning and Development Services  
Department  
Greg Jackson, Management Coordinator, Economic Initiatives Office

# Tucson Water Avra Valley Recharge Projects

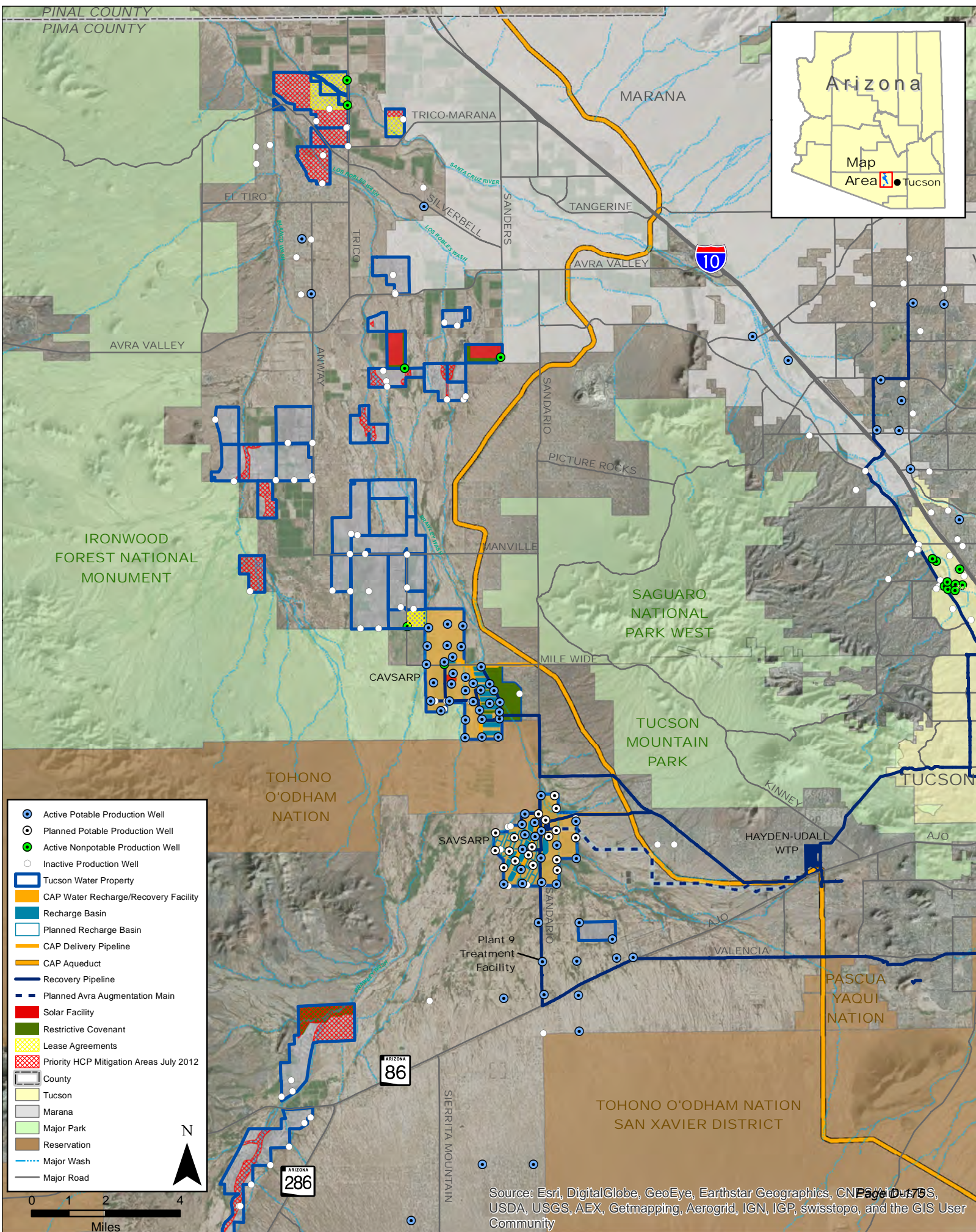


- Active Potable Production Well
- Planned Potable Production Well
- Active Nonpotable Production Well
- Inactive Production Well
- Reservoir
- Tucson Water Property
- CAP Water Recharge/Recovery Facility
- Recharge Basin
- Planned Recharge Basins
- Planned Recycled Water Recharge Basin Expansion Area
- CAP Aqueduct
- CAP Delivery Pipeline
- Recovery Pipeline
- Planned Recovery Pipeline
- Planned Avra Augmentation Main
- Solar Facility
- Restrictive Covenant
- TIMPA Lease Agreement
- Major Park
- Reservation
- Major Wash
- Major Road



Plant 9  
Treatment  
Facility

# Tucson Water Retired Avra Valley Farm Property



Ives, Lisa

---

From: Bodington, Kimberly  
Sent: Tuesday, November 08, 2016 1:25 PM  
To: Ives, Lisa  
Cc: Lauren Clementino; Jaclyn.Kuechenmeister@ch2m.com  
Subject: FW: I-11 Corridor Study Participation - CMID

Cortaro-Marana Irrigation District has accepted both Participating Agency and Section 106 involvement.

---

From: Lirange, Aryan (FHWA) [mailto:Aryan.lirange@dot.gov]  
Sent: Wednesday, October 19, 2016 9:16 AM  
To: Bodington, Kimberly; Jay Van Echo (JVanEcho@azdot.gov); AMER-US-AZ Phoenix-i11doccontrol; Ives, Lisa  
Cc: Yedlin, Rebecca (FHWA)  
Subject: FW: I-11 Corridor Study Participation - CMID

Please see the follow-up questions and acceptance from the CMID for both Participating and Section 106.

## **Aryan**

Arizona FHWA – Senior Urban Engineer  
(eMail) [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)  
(602) 382 8973 | cell (602) 999 2921

---

From: Lirange, Aryan (FHWA)  
Sent: Wednesday, October 19, 2016 9:15 AM  
To: 'CMID/CWUA'  
Cc: Yedlin, Rebecca (FHWA)  
Subject: RE: I-11 Corridor Study Participation - CMID

Ok, I will direct the team by forwarded copy of this email to include you as accepting Participating and Section 106 involvement on this project using the contact information below. Thanks for the reply.

*David Bateman*  
*General Manager*  
*Cortaro-Marana Irrigation District*  
*Cortaro Water Users' Association*  
*12253 W. Grier Road - Marana, AZ 85653*  
*Tel: 520-682-3233*  
*Fax: 520-682-3456*  
*Cell: 520-609-9059*

## Aryan

Arizona FHWA – Senior Urban Engineer  
(eMail) [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)  
(602) 382 8973 | cell (602) 999 2921

---

From: CMID/CWUA [<mailto:cmid12253@comcast.net>]  
Sent: Wednesday, October 19, 2016 9:09 AM  
To: Lirange, Aryan (FHWA)  
Cc: Yedlin, Rebecca (FHWA)  
Subject: RE: I-11 Corridor Study Participation - CMID

Keep me involved for now, I am going go out on a limb and say that you are NOT going to be installing I-11 between the Santa Cruz river and existing I-10 between avra valley road and the Pima/Pinal County line and THAT is the crux of the District and most likely NOT really in your planning area.

*David Bateman*

*General Manager*

*Cortaro-Marana Irrigation District*

*Cortaro Water Users' Association*

*12253 W. Grier Road - Marana, AZ 85653*

*Tel: 520-682-3233*

*Fax: 520-682-3456*

*Cell: 520-609-9059*

*Email: [CMID12253@COMCAST.NET](mailto:CMID12253@COMCAST.NET)*



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-----Original Message-----

**From:** [Lirange, Aryan \(FHWA\)](#)  
**Date:** 10/19/2016 8:59:36 AM  
**To:** [cmid12253@comcast.net](mailto:cmid12253@comcast.net)  
**Cc:** [Yedlin, Rebecca \(FHWA\)](#)  
**Subject:** RE: I-11 Corridor Study Participation - CMID

Mr. Bateman..

I appreciate you contacting us related to the inquiries from Kimberly who has been asked to follow-up with Agencies in the area to be doubly sure that we have not missed any interested or impacted agencies.



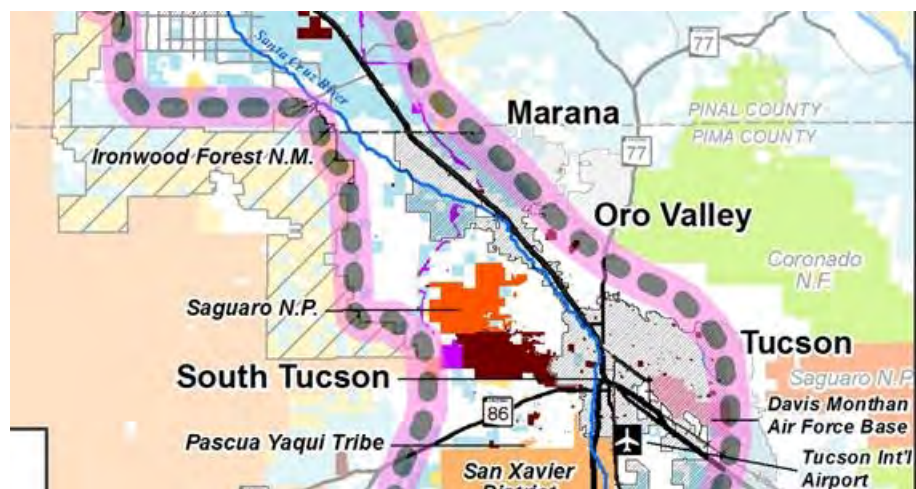
To answer your question about where the corridor will be located is a premature since we are evaluating a large study area and have not at this time defined any distinct corridors. We are currently collecting data to help define constraints and opportunities within the Study area boundaries to allow the team to develop a range of potential Corridor alternatives to study in further detail. The range of potential corridor alternatives are expected to be developed and announced within the next 4 to 6 months.

However, to answer your question about IF your infrastructure is inside the study area, the attached link and map should provide enough detail for you to determine if your infrastructure is indeed within the study boundaries.

<http://www.i11study.com/Arizona/study-area.asp>

In addition, I've attempted to zoom into the map and cropped out what might be the area your infrastructure is located. As you can see it spans from the Ironwood Forest National Monument boundary eastward to several miles east of I-10. The study team will be evaluating possible corridor alternatives in this entire area. The Tier 1 EIS process will provide a reasonable range of alternatives for agencies and the public to review and comment.

From your web page map (<http://www.cmld-cwua.com/service-area1.html>) it appears that your entire operation is well within our study area.



We would appreciate a reply, either positive or negative to the two letters so we can be sure you have the opportunity to make a decision on behalf of your agency on how you would like to be engaged in the study. Declining the invitations does not prohibit you from providing comments at a later time during the Tier 1 EIS process, but you will not be receiving any material directly from the Study team, you will have to engage the project on your own. We would be glad to add your contact info into our general contact database so you would receive general information notifications from time to time as the study reaches key milestones.

Please do not hesitate to contact me if you have any follow-up questions.

**Aryan**

Arizona FHWA – Senior Urban Engineer  
(eMail) [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)  
(602) 382 8973 | cell (602) 999 2921

---

From: CMID/CWUA [  
Sent: Tuesday, October 18, 2016 6:25 PM

To: Yedlin, Rebecca (FHWA)  
Subject: I-11 Corridor Study Participation - CMID

Rebecca - I have been hounded by Kelly Bodington to respond to you. As I told her from the descriptions given in the 2 letters it is impossible to actually know where I-11 is being planned and as a manager of a water district that delivers to approximately 13,000 acres of farmland - knowing exactly where the corridor IS would directly relate it IF I wanted to be a part of the group.

So can you direct me to a map with detail, that shows the corridor so I can tell you to continue to include me or not?

Thanks,

*David Bateman*

*General Manager*

*Cortaro-Marana Irrigation District*

*Cortaro Water Users' Association*

*12253 W. Grier Road - Marana, AZ 85653*

*Tel: 520-682-3233*

*Fax: 520-682-3456*

*Cell: 520-609-9059*

*Email: [CMID12253@COMCAST.NET](mailto:CMID12253@COMCAST.NET)*



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Ives, Lisa

---

From: Bodington, Kimberly  
Sent: Tuesday, October 18, 2016 11:23 AM  
To: Ives, Lisa; Jay Van Echo  
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

FYI....

---

From: Amaglio, Alessandro [<mailto:Alessandro.Amaglio@fema.dhs.gov>]  
Sent: Tuesday, October 18, 2016 8:19 AM  
To: Bodington, Kimberly; [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)  
Cc: AMER-US-AZ Phoenix-i11doccontrol  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Good morning Kimberly and Rebecca.

Yes, FEMA will be glad to be participating, focusing on floodplain issues.

Thank you.

a<sup>2</sup>

Alessandro Amaglio  
*Regional Environmental Officer*  
*FEMA R IX-U.S. Department of Homeland Security*  
*1111 Broadway, Suite 1200*  
*Oakland, California 94607-4052*  
*Phone: 510-627-7284*  
*Fax: 510-627-7138*  
*Cell phone: 510-610-1587*  
*Email: [alessandro.amaglio@fema.dhs.gov](mailto:alessandro.amaglio@fema.dhs.gov)*  
<https://www.fema.gov/environmental-and-historic-preservation>

---

From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]  
Sent: Friday, October 14, 2016 1:28 PM  
To: Amaglio, Alessandro <[Alessandro.Amaglio@fema.dhs.gov](mailto:Alessandro.Amaglio@fema.dhs.gov)>  
Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>  
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Amaglio,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this morning. As promised, the invitation letter that was previously sent to Mr. Hammill is attached to this email. If you are interested in moving forward as a Participating Agency, please respond to Rebecca Yedlin of FHWA as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,  
Kimberly

**Kimberly Bodington**

Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**

7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
T +1-602-371-1100  
[aecom.com](http://aecom.com)

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Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, September 12, 2016 11:05 AM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: 999-M(161)S - Greene Reservoir Flood Control District

fyi

---

From: Jerry Witt [<mailto:jerryw@wholdings.com>]  
Sent: Tuesday, September 06, 2016 9:34 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: 'Susan Goodwin'  
Subject: 999-M(161)S - Greene Reservoir Flood Control District

Dear Ms. Yedlin,

This is in response to your letter of August 24, 2016 requesting that the District accept FHWA's invitation to participate in the I-11 corridor studies.

On behalf of the Greene Reservoir Flood Control District please consider this email as acceptance of the Agency's invitation.

Communication about this project can be mailed to the address below or emailed to [jerryw@wholdings.com](mailto:jerryw@wholdings.com) or I can be called at 602-550-2999.

Thank you,

Jerry Witt

On behalf of  
Greene Reservoir Flood Control District  
1121 W. Warner Rd., Ste. 109  
Tempe, AZ 85284  
602-550-2999

June 29, 2016

Ms. Karla S. Petty  
Division Manager  
Federal Highway Administration  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012

JUN 5 - 2016

SUBJECT: I-11 Corridor Tier 1 Environmental Impact Statement

Dear Ms. Petty:

Thank you for inviting the Maricopa Association of Governments (MAG) to be a participating agency in the Tier 1 Environmental Impact Statement for the Interstate 11 Corridor. MAG accepts the invitation and will assist the project team as needed. MAG is participating on this project as a member of the project management team and has discussed in prior meetings the level of planning MAG and its member agencies have completed in the proposed I-11 EIS corridor study area over the past eight years.

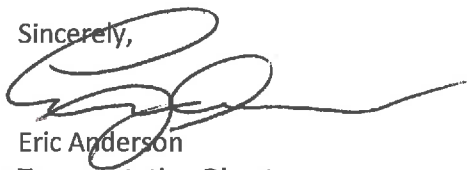
MAG has completed three transportation framework studies within the I-11 corridor study area that include an interconnected transportation system consisting of arterials, parkways and the proposed Interstate 11. Countless meetings have been held with a variety of resource agencies, towns, cities and members of the public to gain approval of the framework study recommendations. Listed below are the three frameworks and the acceptance dates.

- Interstate 10/Hassayampa Valley Roadway Framework Study (Accepted by the MAG Regional Council February 27, 2008)
- Interstates 8 and 10 Hidden Valley Transportation Framework Study (Accepted by the MAG Regional Council September 30, 2009 and by the Central Arizona Governments on September 24, 2009)
- Hassayampa Framework Study for the Wickenburg Area (Approved by the Wickenburg Town Council on November 15, 2010)

MAG staff completely understands that a transportation project has to go through various levels of planning before the final alignment can be set and the project can be constructed. We respectfully request that past planning efforts in the study area be included and evaluated in the I-11 Corridor Tier 1 EIS process.

I want to thank you again for the invitation to participate on this effort and MAG will continue to support and work with the Federal Highway Administration and the Arizona Department of Transportation on this effort and others in the region.

Sincerely,



Eric Anderson  
Transportation Director  
Maricopa Association of Governments

A Voluntary Association of Local Governments in the Maricopa Region



# Maricopa County

County Manager's Office

301 West Jefferson Street  
10th Floor  
Phoenix, AZ 85003-2143  
Phone: 602-506-3098  
Fax: 602-506-3328  
www.maricopa.gov

July 6, 2016

Rebecca Yedlin  
FHWA Environmental Coordinator  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

Subject:  
999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Dear Ms. Yedlin:

Maricopa County received your letter dated May 24, 2016, inviting Maricopa County to become a participating agency with the Federal Highway Administration and the Arizona Department of Transportation in the development of the I-11 Corridor Tier 1 Environmental Impact Study. We accept your invitation to become a participating agency for this project, and will endeavor to participate in project activities as applicable. Maricopa County was represented at the Agency Scoping Meeting on June 7, 2016 and appreciates the opportunity to coordinate as the project proceeds.

As there are a number of Maricopa County Departments affected by this project, including but not limited to the Department of Transportation, Parks and Recreation, Air Quality and Flood Control District, I have selected Jennifer Toth, County Engineer, as our primary agency representative for this project. Please contact Jennifer directly via phone, 602-506-4700, or email, [jennifertoth@mail.maricopa.gov](mailto:jennifertoth@mail.maricopa.gov), with project related correspondence.

We appreciate the opportunity to work with FHWA and ADOT as a participating agency on this important statewide project.

Sincerely,

A handwritten signature in black ink, appearing to read "Joy Rich".

Joy Rich

Cc:

Jennifer Toth, Department of Transportation  
RJ Cardin, Parks and Recreation  
Bill Wiley, Flood Control District  
Phil McNeely, Air Quality  
Jay Van Echo, ADOT Project Manager  
Lisa Ives, AECOM Consultant Team Project Manager



# Maricopa County

Department of Transportation

**Director's Office**  
2901 W. Durango Street  
Phoenix, AZ 85009  
Phone: 602-506-4700  
Fax: 602-506-4858  
www.mcdot.maricopa.gov

July 7, 2016

Aryan Lirange  
FHWA Senior Urban Engineer  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

**Subject:**

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Agency Scoping Comments

Dear Mr. Lirange:

Thank you for the opportunity to provide written comments on the I-11 Corridor Tier 1 Environmental Impact Statement. The below are collective comments from the following Departments and Districts within Maricopa County: Air Quality, Flood Control, Parks and Recreation, and Transportation. After attending the Agency Scoping Meeting on June 7, 2016, Maricopa County provides the following general comments on the Corridor Study Area.

1. Near or in close proximity to Vulture Mine Road
  - a. Vulture Mine Road is a regional roadway carrying vehicles from I-10 to Wickenburg. Impact to this roadway may cause concern to local traffic.
  - b. The Corridor Study Area includes the Vulture Mountain Recreation Area (VMRA) Master Plan area. Concerns related to this Master Plan include:
    - i. Conflict with existing and planned Off Highway Vehicle recreation area
    - ii. Conflict with proposed Campground
    - iii. Conflict with Day Use area
    - iv. Conflict with Trails System
    - v. Potential limits to east/west cross recreational opportunities
    - vi. Potential restricted access to the area
  - c. Coordination with the approved circulation plans of multiple master planned communities.
  - d. Topography in this area is diverse and may require special considerations.
  - e. Wildlife activity is high in this area resulting in concerns with wildlife connectivity.



2. US 60 and future Turner Parkway area
  - a. Potential wildlife impact to the Hassayampa Preserve
  - b. Increase of traffic on US 60 and impact to the Hassayampa Preserve
  - c. Potential impact to existing communities (e.g. Festival Ranch)
  - d. Potential impact to wildlife corridors traversing to and from the White Tank Mountains
3. Impact to Flood Retarding Structures (FRS) and Dams
  - a. Buckeye FRS #1 is an earthen embankment dam approximately 7 miles long and is located immediately north of and parallel to Interstate 10 south of the White Tank Mountains and east of the Hassayampa River. The purpose of the dam is to provide 100 yr. flood protection to Interstate 10 and the lower portions of the Buckeye watershed area. The dam was designed to detain water only during times of flooding. Storm water is released from the dam through an ungated Principal Spillway which outlets into the Hassayampa River. Buckeye FRS 1 is one of three dams that impound and drain storm water from a 90-square mile watershed. Buckeye FRS 2 & 3 is east of this dam and are collectively part of an overall system.
  - b. Sunset FRS is an earthen embankment dam approximately 488-ft long and is located in the Town of Wickenburg south of the intersection of U.S. 60 and east of Mariposa Dr. The drainage area contributing to the dam is approximately 0.6 square miles. The dam is designed to contain the 100-yr flood and outlets into the Sunset/Sunnycove pipeline and outfall into the Hassayampa River, approximately 1.5 miles away.
  - c. Sunnycove FRS is an earthen embankment dam approximately 714-ft long and is located in the Town of Wickenburg south of the U.S. 60 and west of Kellis Rd. The drainage area contributing to the dam is approximately 1.4 square miles. The dam is designed to contain the 100-yr. flood and outlets into the Sunset/Sunnycove pipeline and outfall into the Hassayampa River, approximately 1.5 miles away.
  - d. Casandro Wash Dam is an earthen embankment dam approximately 1,011 feet long and is located in the Town of Wickenburg immediately north of U.S. 60 and 1500-ft west of Mariposa Dr. The drainage area contributing to the dam is approximately 3.0 square miles. The dam is designed to contain the 100-yr flood and outlets into the Casandro Wash pipeline and outfall into Sols Wash approximately 1 mile downstream near Tegner St.

*\*\*\*\*Note: Each of these dams are under an Operating Agreement with State and Federal Regulatory agencies and any impacts to these dams will require involvement with the AZ Dept. of Water Resources Dam Safety Section and the Natural Resource Conservation Service.*

4. Impact to Loop 303 Outfall Drainage Channel

The L 303 Channel is a 5-mile long regional drainage channel located in the City of Goodyear west of Cotton Lane from Van Buren St. to the Gila River. The upstream 3.7 miles of the channel is within the corridor of the L 303 freeway. This project provides a regional drainage outfall as well as a 100-yr. level of flood protection for the freeway and is an outfall for two dams west of located west of the channel. Connections or impacts to the system will involve the Flood Control District and ADOT.

5. Floodplain Impacts

The Flood Control District performs floodplain management and regulations duties for unincorporated Maricopa County and the following Cities/Towns that appear to be within the corridor: Buckeye, Surprise, Goodyear, Gila Bend and Wickenburg.

6. The Maricopa Regional trail will connect Lake Pleasant Regional Park to the Vulture Mountains and Wickenburg area from the east. The planned Regional Trail would then likely exit the Vulture Mountains area and head southwest to connect with White Tank Mountain Regional Park. Consideration should be made to accommodate connectivity to those areas.

7. Potential impacts on air quality will need to be considered.

In addition, please add Michael Duncan with Flood Control District to your distribution list. He can be reached at 602-506-4732 or via email at [mwd@mail.maricopa.gov](mailto:mwd@mail.maricopa.gov).

Maricopa County appreciates the opportunity to provide comments on the Corridor Study Area and looks forward to working with the Federal Highway Administration and the Arizona Department of Transportation as Corridor Alternatives are developed.

Please feel free to contact me if there is clarification needed on any of the comments provided.

Sincerely,



Jennifer Toth  
County Engineer

Cc:

RJ Cardin, Parks and Recreation

Bill Wiley, Flood Control District

Phil McNeely, Air Quality

Jay Van Echo, ADOT Project Manager

Lisa Ives, AECOM Consultant Team Project Manager

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, September 12, 2016 8:41 AM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: 999-M(161)S

fyi

From: [dalley@maricopafcd.com](mailto:dalley@maricopafcd.com) [<mailto:dalley@maricopafcd.com>]  
Sent: Saturday, September 10, 2016 8:23 AM  
To: Yedlin, Rebecca (FHWA)  
Subject: 999-M(161)S

Rebecca:

Thank you for inviting MFCD to become a participating agency in the Tier 1 EIS process for the I-11 Corridor.

We accept your invitation and I will be your main point of contact.

Regards,

David Alley  
District Manager  
Maricopa Flood Control District  
480.980.0531

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Ives, Lisa

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From: Lambert, Cheryl - NRCS, Phoenix, AZ <Cheryl.Lambert@az.usda.gov>  
Sent: Wednesday, July 20, 2016 2:35 PM  
To: Ives, Lisa; Paty, Laura  
Cc: Jay Van Echo (JVanEcho@azdot.gov)  
Subject: RE: I-11 Corridor Study  
Attachments: Web Soil Survey\_nrcs142p2\_050731.pdf; CPA106.pdf

Hi Lisa, Laura and Jay,

Thank you for the zipped shapefiles for the I-11 Corridor Study. We did receive an invitation for the public scoping meetings and letters that were given to me by Steve Smarik. By then, some of the meetings had already taken place and I was not able to attend the Buckeye meeting. I am sure that NRCS Arizona cannot be a Cooperating Agency for the DEIS, but I would be happy to assist with the Prime and Unique Farmland (FPPA). I can provide a Custom Soils Report and look at the Urban Area relative to the study. Attached is a brochure for the Web Soil Survey so you can take a look at this tool that is available to the public. My determination will be reviewed by the State Soil Scientist, D'Andre Yancey, and if Positive for Prime or Unique Farmland, a letter will be signed by Keisha Tatem, State Conservationist. Since this is a corridor project, form NRCS-CPA-106 will be needed to complete the determination for the alternatives. The blank form is attached for your reference. Normally, this would be filled out and sent to the requestor when the positive letter is signed by the STC. It will take up to 45 days to complete this process.

Best regards, Cheryl Lambert  
State Environmental Liaison and Technical Service Provider (TSP) Coordinator  
Arizona NRCS Asian American and Pacific Islander- Special Emphasis Program Manager  
USDA, Natural Resources Conservation Service  
230 N. 1<sup>st</sup> Ave. Suite 509, Phoenix, AZ 85003  
Office: (602) 280-8787 Fax: (855)844-9177 Website: [www.az.nrcs.usda.gov](http://www.az.nrcs.usda.gov)

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From: Ives, Lisa [<mailto:Lisa.Ives@aecom.com>]  
Sent: Wednesday, July 20, 2016 9:52 AM  
To: Paty, Laura <[Laura.Paty@hdrinc.com](mailto:Laura.Paty@hdrinc.com)>; Lambert, Cheryl - NRCS, Phoenix, AZ <[Cheryl.Lambert@az.usda.gov](mailto:Cheryl.Lambert@az.usda.gov)>  
Cc: Jay Van Echo ([JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)) <[JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)>  
Subject: RE: I-11 Corridor Study

Hi Cheryl –

For your benefit, I am attaching the GIS shapefiles of the study area boundary for the I-11 Corridor. Any information you can provide to assist in the analysis would be much appreciated. I would also encourage your agency to follow-up on the letter Laura provided below (reattached), if you have an interest in being a Participating Agency.

I am also including Jay Van Echo on this e-mail who is ADOT's Project Manager for the I-11 Corridor Tier 1 EIS. His phone number is 520-400-6207.

Please let me know if you have any questions.

Thanks.

Lisa  
616-334-1875

---

From: Paty, Laura [<mailto:Laura.Paty@hdrinc.com>]  
Sent: Wednesday, July 20, 2016 12:47 PM  
To: [cheryl.lambert@az.usda.gov](mailto:cheryl.lambert@az.usda.gov)  
Cc: Ives, Lisa  
Subject: I-11 Corridor Study

Cheryl

I don't know if you saw this letter? I believe it's the request for NCRS participation.  
I can work with Lisa to get you the shapefile you need for your research. I just need to confirm what boundary(ies) you need. I presume just the corridor study area but is there something else needed?  
Thank you.

[Laura Paty](#), RLA  
*Landscape Architect*

HDR  
101 N. 1<sup>st</sup> Avenue, Suite 1950  
Phoenix, AZ 85003-1923  
D 602.792.8836 T 602.792.8800  
[laura.paty@hdrinc.com](mailto:laura.paty@hdrinc.com)

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

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## Soil Survey Data

Soil survey data are a product of the National Cooperative Soil Survey, a joint effort of the USDA Natural Resources Conservation Service and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants.

## Web Soil Survey (WSS)

The Web Soil Survey provides agricultural producers, agencies, Technical Service Providers, and others electronic access to relevant soil and related information needed to make land-use and management decisions. The WSS:

- Provides an alternative to traditional hardcopy publication,
- Provides the means for quicker delivery of information,
- Provides electronic access to full soil survey report content,
- Provides access to the most current data,
- Allows customers to get just the information they want, and
- Provides customers with the ability to download spatial and tabular soils data for use in GIS (replaces functionality of former Soil Data Mart).
- Additional help is available at "Contact Us" or by emailing [soilshotline@lin.usda.gov](mailto:soilshotline@lin.usda.gov).

## Current, Custom Soil Maps & Reports:

Fast.  
Free.  
Friendly.

## Print a Hydric Soil Map

- Complete Steps 1, 2, and 3
- From the "Soil Data Explorer" tab, click on the "Suitabilities and Limitations for Use" tab
- Click on "Land Classifications"
- Click on "Hydric Rating by Map Unit"
- Click the "View Rating" button
- Click the "Legend" tab to open or close the map symbol legend
- Click the "Printable Version" button
- Click the "View" button
- On the browser menu bar, select File and Print; or click the print icon

## Print a Soil Chemical Properties Report

- Complete Steps 1, 2, and 3
- From the "Soil Data Explorer" tab, click the "Soil Reports" tab
- Click on "Soil Chemical Properties"
- Click on "Chemical Soil Properties"
- Click the "View Soil Report" button
- Click the "Printable Version" button
- Click the "View" button
- On the browser menu bar, select File and Print; or click the print icon

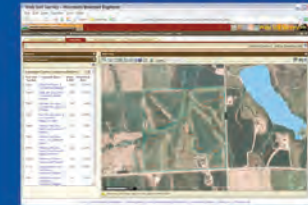


Natural Resources Conservation Service  
United States Department of Agriculture

# Web Soil Survey

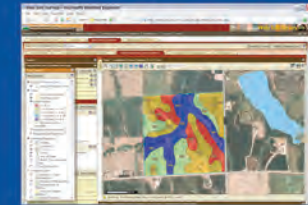
<http://websoilsurvey.nrcs.usda.gov>

## Define.



Search / Locate

## Collect.



Analyze Data

## Develop.



Custom Reports & Maps



Natural Resources Conservation Service  
United States Department of Agriculture

National Cooperative Soil Survey

*USDA is an equal opportunity provider and employer.*

March 2014

"Helping People Help the Land" Page D-191

## Accessing Web Soil Survey

- Open the Web Soil Survey (WSS) site at: <http://websoilsurvey.nrcs.usda.gov> and click the "Start WSS" button.



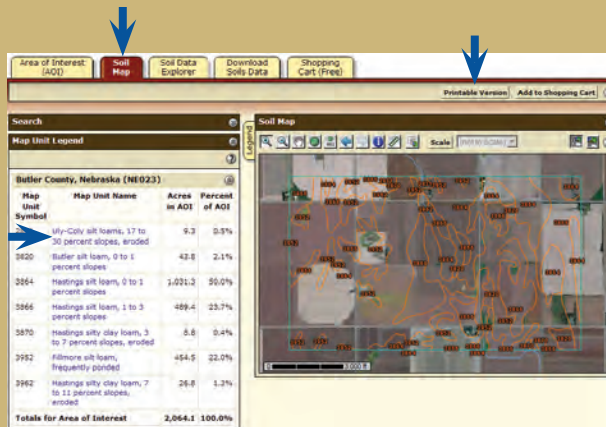
### Step 1. Define Your Area of Interest (AOI)

- Several methods are available to zoom into a geographic area of interest. You can enter an address; select a state and county; enter section, township, and range information; or you can import a boundary file from your local computer to set the AOI.
- Click the "View" button to see the area.



- Use the zoom in tool (plus sign) to click and drag a rectangular box around a specific area. Repeat, as necessary, to zoom further.
- Select an AOI tool to draw a rectangular box or irregular polygon that defines the AOI and allows selection of associated soil data. Once the AOI has been defined, you can save it for use at a later date.

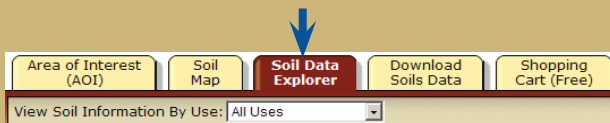
### Step 2. View and Print Your Soil Map



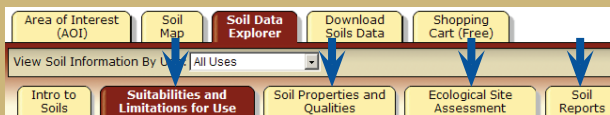
- Click on the "Soil Map" tab.
- Click on a map unit name to view a map unit description. Click the X to close the narrative.
- Print your soil map by clicking on the "Printable Version" button; then click the "View" button. On the browser menu bar, select File and Print; or click the print icon. Close the window.

### Step 3. Explore Your Soil Information

WSS generates thematic maps of soil interpretations and chemical or physical properties. Tabular data reports are also available.



- Click on the "Soil Data Explorer" tab.



- Click on the tabs below "Soil Data Explorer" and explore available information (default tab is "Suitabilities and Limitations for Use").

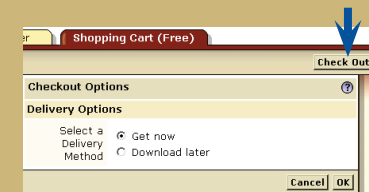
### Step 4. Add Items to the Free Shopping Cart and Check Out

WSS allows you to collect a variety of thematic maps and reports in the Shopping Cart, then print or download the content into one file or document.

- Soil map, map unit legend, and map unit descriptions are automatically added.

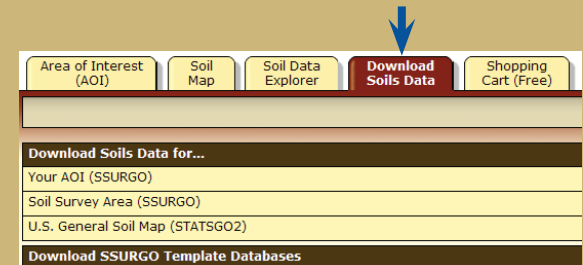


- Items viewed in Step 3 can be added by clicking the "Add to Shopping Cart" button.
- View your cart contents by clicking the "Shopping Cart (Free)" tab. Items checked on the Table of Contents are included.



- Get your Custom Soil Resource report.
  - Click the "Check Out" button
  - Select a delivery option and click OK

### Step 5. Download Soils Data for Use in GIS



WSS now allows you to download spatial and tabular SSURGO and STATSGO2 soils data for use in your local GIS. SSURGO data can be downloaded for your defined AOI or for a soil survey area. STATSGO2 data can be downloaded for individual states or for the whole U.S.

NOTE: At any time during Steps 2, 3, 4, or 5, you can redefine the soil map location by clicking on the "Area of Interest" tab and clicking the "Clear AOI" button. Repeat Step 1.

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size
---	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D

A. Total Acres To Be Converted Directly				
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B. Total Acres To Be Converted Indirectly, Or To Receive Services				
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C. Total Acres In Corridor				
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<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
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A. Total Acres Prime And Unique Farmland				
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B. Total Acres Statewide And Local Important Farmland				
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C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
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D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
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<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>				
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	<b>Maximum Points</b>			
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1. Area in Nonurban Use	15			
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2. Perimeter in Nonurban Use	10			
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3. Percent Of Corridor Being Farmed	20			
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4. Protection Provided By State And Local Government	20			
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5. Size of Present Farm Unit Compared To Average	10			
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6. Creation Of Nonfarmable Farmland	25			
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7. Availability Of Farm Support Services	5			
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8. On-Farm Investments	20			
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9. Effects Of Conversion On Farm Support Services	25			
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10. Compatibility With Existing Agricultural Use	10			
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TOTAL CORRIDOR ASSESSMENT POINTS	160			
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<b>PART VII (To be completed by Federal Agency)</b>				
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Relative Value Of Farmland (From Part V)	100			
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Total Corridor Assessment (From Part VI above or a local site assessment)	160			
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<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>			
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1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:
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Signature of Person Completing this Part:	DATE
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**NOTE: Complete a form for each segment with more than one Alternate Corridor**



## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
 90 to 20 percent - 14 to 1 point(s)  
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
 90 to 20 percent - 9 to 1 point(s)  
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
 90 to 20 percent - 19 to 1 point(s)  
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points  
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
 Some required services are available - 4 to 1 point(s)  
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
 Moderate amount of on-farm investment - 19 to 1 point(s)  
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
 No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> July 14, 2016	<b>CONTACT TIME:</b> 2:00 PM
<b>STAKEHOLDER NAME:</b> Pascua-Yaqui Nation Ian Geitner (organizer)	<b>ADDRESS:</b> 7474 South Camino de Oeste Tucson, AZ 85746 520-883-5000
<b>PHONE:</b> 520-883-5000	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Face-to-face meeting	<b>RECORDED BY (STAFF NAME):</b> Carlos Lopez, ADOT
<b>Comments/Questions:</b>	
<p>I-11 Tier 1 EIS: Nogales to Wickenburg</p> <p>Meeting: Pascua Yaqui Tribe</p> <p>Date: 7/14/16 at 2pm</p> <p>Attendees:</p> <p><u>Pascua Yaqui Tribe</u></p> <p>Cruzita Armenta, Councilwoman          Antonia Campoy, Councilwoman          Francisco R Valencia, Councilman          Mary Jane Buenamea, Secretary          Terry Baird, Office of Attorney General          Veronica Darnell, Assistant Attorney General          Ian Geitner, Project Manager</p> <p><u>FHWA</u></p> <p>Aryan Lirange          Rebecca Yedlin</p> <p><u>ADOT</u></p> <p>Jay Van Echo          Carlos Lopez</p> <p>Jay kicked off meeting 2pm</p>	

## Introductions

### I-11 presentation

- Councilman Valencia – “Which Tribes have you talked to?” – We have met with Ak Chin and TO.
- Terry Baird office of Attorney General (AG) – If the Tribe had a preference for a route when do we need to submit that?
- FHWA – Our starting point is we will not consider routes on your nation property; if you would like us to consider routes please submit that request
- Terry Baird – What documentation would you like to see? Maps, letter, etc.? Yes all of the above.
- Terry Baird – What do we submit? Do we have to do an MOU?
  - FHWA – It is up to the Tribe. If they would like a formal process we can do that.
- Terry Baird – A letter from the Chairman suffice? Yes
- FHWA – does Tribe have other pockets around State? Yes
- ADOT – any maps/files of those areas that can be shared would be appreciated.
- FHWA – If the Tribe has an area that would not like us to consider that is helpful too
- Terry Baird – what’s the long term connection to Wickenburg North? Previous I-11 PEL document identified US93 as logical consideration. Should funds be available to upgrade to interstate standards it would need environmental process.
- Councilman Valencia – I’m glad there is dialogue with Tribe. Is BLM contacting Tribe if they plan to use BLM land?
- Ian Geitner, Tribal manager – I will verify
- FHWA – initial section 106 letters have been delivered.
- Mary Jane Buenamea, Secretary – when would construction happen? Many years possibly decades for the first construction phase. Currently no funding in place for future environmental studies, design or construction.
- Councilman Valencia – this project is not on the 10-year plan? What about Sandario Rd route?
- ADOT – No, I-11 is not on the 10-year plan. The Sandario route is an alignment defined by Pima County.
- FHWA – at the end of this study we will have a corridor that is defined and approved (with the caveat of the no –build being possible). Then what will happen each local region/jurisdiction will purse funding for their phase.
- Councilwoman Armenta – the way I see it everybody has to put in their part.
- Councilman Valencia – any discussion with Mexico? The previous I-11 PEL study identified Nogales as the primary connection for future I-11. Nogales would serve as the connection with Mexico. Mexico is aware of I-11 corridor study.
- Terry Baird – looking at study area, what is the possibility expanding to the east of the Coronado National Forest? Based on previous study the study area was defined. Provide input if you would like to see other areas studied.
- Councilwoman Armenta- My experience when they built I-10 [Phoenix metro area] it had many health impacts to our community. For example, many air quality issues and noise. We got organized and we were able to put a barrier and wall to minimize impacts.

Meeting adjourned at 2:50pm.

**Response:**

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE

Meeting Purpose: T-11 EIS overview  
 Location: PASWA YAGUI Army Conference Road  
 Date: 7/14/2016 Time: 2:00PM

**SIGN-IN SHEET**

Name	Organization	Phone	E-mail	Address
Jay Van Echo	ADOT	520-710-6207	jvancho@azdot.gov	
Carlos Lopez	ADOT	602-712-4786	CLopez@azdot.gov	
Jan Geitner	PYT P.M	520-345-1976	jan.geitner@paswa.yagui-nsn.gov	
Cruzita M. Armenta	PYT Council	480-284-3375	Cruzita.Armenta@paswa.yagui-nsn.gov	
Francisco R. Valencia	PYT Council	520-444-4531	francisco.valencia@paswa.yagui-nsn.com	
Ariyan Lirante	FHWA	602-382-8973	ARIYAN.LIRANTE@DOT.GOV	
Mary Jane Duvandrea	PYT Council	(520) 488-0706	MaryJane.Duvandrea@paswa.yagui-nsn.gov	
Rebecca Yedlin	FHWA	602-392-8979	rebecca.yedlin@dot.gov	
Veronica Darnell	PASWA Yagui Trib Ass't Ant AG	520-883-5104	Veronica.L.Darnelle@paswa.yagui-nsn.gov	
Antonia Campoy	PYT Tribal Council	480-489-8861	ANTONIA.CAMPLOY@paswa.yagui-nsn.gov	
TERENCE BAIRD	PASWA Yagui	520-873-5104	Terence.Baird@paswa.yagui-nsn.gov	



June 27, 2016

Karla S. Petty, Division Administrator  
Arizona Division Office  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85102

Re: 999-M (161) S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Dear Ms. Petty:

Thank you for your May 24, 2016 letter inviting PAG to serve as a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. We would be glad to serve in this capacity and appreciate the invitation. Additionally, members of my staff continue to participate in the Project Management Team and I will continue to serve on the Executive Leadership Team.

The PAG Regional Council understands the importance of this Tier 1 EIS process. In the attached Resolution supporting further study of the I-11 Corridor in the PAG region, the Regional Council recognized that "the I-11 and the Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility." Thus, we appreciate FHWA's and ADOT's efforts to advance this process.

Thank you again for the invitation. We look forward to our continued involvement.

Sincerely,

Farhad Moghimi  
Executive Director

Enclosure: PAG Regional Council Resolution No. 2014-1

cc: Cherie Campbell, Deputy Director  
John Liosatos, Transportation Planning Director  
Jamison Brown, Transportation Planning Manager

## RESOLUTION NO. 2014-1

### **Resolution of the Pima Association of Governments supporting further study of the Southern Arizona Connectivity Segment's Alternative C through eastern Pima County as identified as part of the I-11 and Intermountain West Corridor Study**

#### Recitals

Whereas:

- A. Two interstate highways pass through Pima County – Interstate 19 (I-19) and Interstate 10 (I-10) – which connect communities within and outside of the region and the state of Arizona. Moreover, both of these facilities include segments of the CANAMEX Corridor, which is a federally designated high priority corridor of the National Highway System (P.L. 102-240 Section 1105, as amended), connecting Mexico, the United States, and Canada.
- B. Current Arizona Department of Transportation (ADOT) plans for I-10 and I-19 in Pima County show the ultimate, future roadway configuration. While some segments have already been widened, ADOT may build out additional capacity on those roadways.
- C. The most recently enacted federal surface transportation funding legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), amended the CANAMEX Corridor by adding the interstate I-11 (I-11) designation to U.S. Route 93 from the vicinity of Phoenix to Las Vegas.
- D. ADOT and the Nevada Department of Transportation (NDOT) are jointly conducting a transportation planning study called the I-11 and Intermountain West Corridor Study (hereinafter "I-11 Study"), which was initiated in 2012 and is scheduled for completion in mid-2014.
- E. According to the I-11 Study's "Corridor Vision Summary" from October 2012, "The Intermountain West is confronted with a rapidly growing population, expanding global trade, and aging transportation infrastructure that is reaching capacity." The document also states that, "If extended north of Las Vegas and south of Phoenix, this corridor has the potential to become a major multimodal north-south transcontinental corridor through the Intermountain West. The Corridor would connect major cities, existing and future trade hubs, existing and future domestic and international deep-water ports, intersecting Interstate highways, and railroads."
- F. The current I-11 Study involves two levels of effort. Detailed alternatives analysis is being conducted for the segment between Phoenix and Las Vegas, while high level visioning is being conducted for the Southern Arizona Connectivity Segment from Phoenix to the Arizona/Mexico border.

- G. For the universe of potential alternatives identified for the Southern Arizona Connectivity Segment of the I-11 Study, an October 2013 technical memorandum was developed, entitled "Draft Level 1 Evaluation Results Summary." This document recommends only one of the Southern Arizona Connectivity Segment alternatives for future analysis, which is Alternative C. This alternative travels through the Tucson region to connect to Mexico at Nogales. The opportunities for this alternative identified through this evaluation include connecting major freight and economic activity centers within Arizona and Mexico throughout the entire corridor. It also references the capacity of land ports of entry in Nogales to accommodate major passenger and freight traffic.
- H. Federal guidance for MPO planning includes activities that increase the accessibility and mobility of people and freight. It also includes projects and strategies to "support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency" (23 USC 134(h)).

### Resolution

Therefore, be it resolved that:

1. The PAG Regional Council understands that the I-11 and Intermountain West Corridor is an important surface transportation facility for trade, economic development, economic expansion, and mobility.
2. The PAG Regional Council supports the draft recommendation for the Southern Arizona Connectivity Segment calling for further study of Alternative C through eastern Pima County. Such further study should integrate efforts with those of the Phoenix to Las Vegas segment, resulting in a contiguous corridor from Arizona's southern border with Mexico to the state's northern border with Nevada. The comprehensive, statewide corridor plan could then be advanced as part of a federal funding request.
3. The PAG Regional Council understands that detailed analysis of the Southern Arizona Connectivity Segment's Alternative C must involve examining a range of feasible alternatives as required by the Federal Highway Administration's National Environmental Policy Act compliance regulations, guidelines, and policies.
4. The PAG Regional Council clarifies that this resolution only supports further study of Alternative C and, therefore, no support for any particular alignment is explicit or implied. Additionally, no regional transportation infrastructure project funding or programming priorities are implied based upon this resolution.



**Pima Association of Governments**  
PAG Regional Council Chair

ED Honea  
\_\_\_\_\_  
Print Name

  
\_\_\_\_\_  
Signature

Date: 2/14/14



## COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER  
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317  
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY  
County Administrator

June 7, 2016

Karla S. Petty, Division Administrator  
Federal Highway Administration  
US Department of Transportation  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

**Re: I-11 Corridor Tier 1 Environmental Impact Statement Participating Agency**

Dear Ms. Petty:

Thank you for your May 24, 2016 letter regarding the I-11 studies (Attachment 1). Pima County formally accepts the invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the I-11 Corridor.

As you may be aware, Pima County in 2013 developed a conceptual route for the I-11 Corridor through Avra Valley west of Tucson. This route connects to I-19 in the vicinity of the Town of Sahuarita and continues west and north to the Pima/Pinal County line in the vicinity of Pinal Air Park. In developing this route, we sought to demonstrate that a potential route exists through this undeveloped region rather than employing the existing I-19 and I-10 corridors, which are congested and have limited expansion potential, especially near downtown Tucson. We sought to minimize social and environmental impacts, and we employed our robust Geographic Information Systems database to analyze several types of impacts, including land use, land ownership, cultural and environmental resources and utilities. Our analysis was limited to only one alternative, but it demonstrates a potential route and presents the known impacts of this route. A copy of our report is Attachment 2 to this letter.

Pima County will be attending your Public Agency Scoping meeting on June 22, 2016, as well as your I-11 public meeting later that day. Our Transportation Department Director,

Ms. Karla S. Petty  
Re: I-11 Corridor Tier 1 EIS Participating Agency  
June 7, 2016  
Page 2

Ms. Priscilla Cornelio, and her staff will participate in your coordination meetings and work with you in the identification of impacts and issues to be investigated in this planning effort.

We appreciate the opportunity to be a Participating Agency and look forward to sharing more information about alignment alternatives to be studied in this important study.

Sincerely,



C.H. Huckelberry  
County Administrator

CHH/mjk

**Attachments**

c: John Bernal Deputy County Administrator for Public Works  
Priscilla Cornelio, Director, Department of Transportation  
Dr. John Moffatt, Director, Economic Development Office

# ATTACHMENT 1



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

ARIZONA DIVISION

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

May 24, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Mr. Chuck Huckelberry, County Administrator  
Pima County  
130 West Congress Street, 10th Floor  
Tucson, Arizona 85701

Dear Mr. Huckelberry:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are initiating an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A copy of the Notice of Intent (NOI) to prepare the Tier 1 EIS published in the Federal Register is enclosed, which officially begins the 45-day scoping period on May 23, 2016. The FHWA is the Federal Lead Agency and ADOT is the Local Project Sponsor for the Tier 1 EIS under NEPA.

This letter invites your agency to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. If you were previously involved in any prior studies or pre-scoping activities related to I-11, we encourage your agency to formally respond to this invitation and submit any comments and input now that we are beginning the formal scoping process.

The ASR and Tier 1 EIS will build upon the prior I-11 and Intermountain West Corridor Study (IWCS) completed in 2014, which was a multimodal planning effort that involved ADOT, the Nevada Department of Transportation (NDOT), FHWA, Federal Railroad Administration (FRA), Maricopa Association of Governments (MAG), Regional Transportation Commission of Southern Nevada (RTC), and other key stakeholders. The I-11 Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada.

In December 2015, the United States (US) Congress approved the Fixing America's Surface Transportation (FAST) Act, which is a 5-year legislation to improve the Nation's surface transportation infrastructure. The FAST Act formally designates I-11 throughout Arizona, reinforcing ADOT's overall concept for the I-11 Corridor that emerged from the IWCS study.

The FHWA and ADOT are continuing to study the I-11 Corridor in Arizona for the approximate 280-mile section between Nogales and Wickenburg, as shown on the enclosed map. Initially, the ASR will assess a wide range of corridor alternatives through a robust evaluation process that

uses various topographical, environmental, and other planning information to help identify opportunities and constraints. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option). The Tier 1 EIS will continue to assess in more detail the potential social, economic, and natural environmental impacts of the No Build Alternative and remaining corridor alternatives (i.e., Build Alternatives). Phased Implementation Plans will be developed for the Build Alternatives, which will be comprised of smaller proposed projects that could be implemented in the future following completion of the Tier 1 EIS. The primary goal of the ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative (2,000 feet wide) from Nogales to Wickenburg.

In accordance with Title 40 Code of Federal Regulations (CFR) 1501.6 and 23 CFR 771.111(d), the FHWA and ADOT invite your organization to be a Participating Agency during the Tier 1 EIS process. As a Participating Agency, you would be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

If your agency does not wish to be a Participating Agency, the FHWA respectfully requests that you decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the I-11 Corridor; has no expertise or information relevant to the I-11 Corridor; or does not intend to submit comments on the I-11 Corridor at this time. Your written response may be transmitted electronically to Rebecca Yedlin, FHWA Environmental Coordinator, at [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov) or by mail to 4000 N. Central Ave., Suite 1500, Phoenix, AZ 85012.

The FHWA and ADOT greatly appreciate your input, and we invite you to participate in any of the following Agency Scoping Meetings for the Tier 1 EIS:

**Tuesday, June 7, 2016 from 1:30 to 3:30 PM**  
 Arizona Department of Transportation  
 Leadership and Employee Engagement Conference Room  
 2739 East Washington Street, Phoenix, Arizona

**Wednesday, June 8, 2016 from 1:30 to 3:00 PM**  
 Dorothy Powell Senior Adult Center, Dining Room  
 405 East 6th Street, Casa Grande, Arizona

**Wednesday, June 22, 2016 from 10:00 to 11:30 AM**  
 Pima Association of Governments, Large Conference Room  
 1 East Broadway Boulevard, Suite 401, Tucson, Arizona

If you are not able to attend any of these Agency Scoping Meetings in person, we will also set up a webinar so you can join the meetings on-line. The information is as follows:

Click Here: <https://www.connectmeeting.att.com>  
 Meeting Number/Call-In: 1-888-369-1427; Access Code: 6874525#

In addition, we invite you to attend the Public Scoping Meetings that will also be held for the I-11 Corridor Tier 1 EIS. Information on these meetings can be found on-line at <http://i11study.com/Arizona>.

In order to give your agency adequate opportunity to weigh the relevance of your participation as a Participating Agency in this environmental review process, a written response to accept or decline this invitation is not due until the **end of the scoping period on Friday, July 8, 2016**.

If you have any questions or would like additional information, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). Thank you for your cooperation and interest in the I-11 Corridor Tier 1 EIS.

Sincerely,

**Rebecca Yedlin**

Karla S. Petty  
Division Administrator

Enclosures

cc:

Priscilla Cornelio, Pima County, 201 North Stone Avenue, 4th Floor, Tucson, Arizona 85701

John Bernal, Pima County, Regional Flood Control District, 130 West Congress, 19th Floor,  
Tucson, Arizona 85701

Rebecca Yedlin, FHWA Environmental Coordinator

Jay Van Echo, ADOT Project Manager, MD T100

Lisa Ives, AECOM Consultant Team Project Manager

RYedlin:cdm

Assessment (Final EA) for the project, approved in the Finding of No Significant Impact (FONSI) issued on April 26, 2016, and in other documents in the TxDOT administrative record. The Final EA, FONSI, and other documents in the administrative record file are available by contacting TxDOT at the address provided above. The Final EA and FONSI can be viewed on the project Web site at [www.183north.com](http://www.183north.com).

This notice applies to all TxDOT decisions and Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].
2. Air: Clean Air Act [42 U.S.C. 7401–7671(g)].
3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].
4. Wildlife: Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536]; Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)]; Migratory Bird Treaty Act [16 U.S.C. 703–712].
5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].
6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].
7. Wetlands and Water Resources: Clean Water Act [33 U.S.C. 1251–1377]; Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Rivers and Harbors Act of 1899 [33 U.S.C. 401–406]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].
8. Executive Orders: E.O. 11990, Protection of Wetlands; E.O. 11988, Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593, Protection and Enhancement of Cultural Resources; E.O. 13007, Indian Sacred Sites; E.O. 13287, Preserve America; E.O. 13175, Consultation and Coordination with Indian Tribal Governments; E.O. 11514, Protection and Enhancement of Environmental Quality; E.O. 13112, Invasive Species; E.O. 12372, Intergovernmental Review of Federal Programs.

The environmental review, consultation, and other actions required

by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**Authority:** 23 U.S.C. 139(l)(1).

Issued on: May 5, 2016.

**Michael T. Leary,**  
*Director, Planning and Program Development,*  
*Federal Highway Administration.*

[FR Doc. 2016–11060 Filed 5–19–16; 8:45 am]

**BILLING CODE 4910–22–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona

**AGENCY:** Federal Highway Administration (FHWA), Arizona Department of Transportation (ADOT), DOT.

**ACTION:** Notice of intent to prepare a Tier 1 Environmental Impact Statement (EIS).

**SUMMARY:** The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I–11) Corridor between Nogales and Wickenburg, AZ (I–11 Corridor). The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I–11 Corridor across a range of alternatives, including a “No Build” alternative. The Tier 1 EIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and provisions of Fixing America’s Surface Transportation Act (FAST) Act.

**FOR FURTHER INFORMATION CONTACT:** For FHWA, contact Mr. Aryan Lirange, Senior Urban Engineer, Federal Highway Administration, 4000 North Central Avenue, Suite 1500, Phoenix, AZ 85012, telephone at 602–382–8973, or via email at [Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov). Regular office hours are from 7:30 a.m. to 4:30 p.m., Monday through Friday, except Federal holidays. For ADOT, contact Mr. Jay Van Echo, I–11 Corridor Project Manager, Arizona Department of Transportation, 206 South 17th Avenue, Mail Drop 310B, Phoenix, AZ 85007, telephone at 520–400–6207, or via email at [JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov). Regular office

hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays. Project information can be obtained from the project Web site at <http://www.i11study.com/Arizona>.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to: (1) Alert interested parties to FHWA’s plan to prepare the Tier 1 EIS; (2) provide information on the nature of the proposed action; (3) solicit public and agency input regarding the scope of the Tier 1 EIS, including the purpose and need, alternatives to be considered, and impacts to be evaluated; and (4) announce that public and agency scoping meetings will be conducted. The FHWA intends to issue a single Final Tier 1 EIS and Record of Decision (ROD) document pursuant to FAST Act Section 1311 requirements, unless FHWA determines statutory criteria or practicability considerations preclude issuance of a combined document.

The Tier 1 EIS will build upon the prior I–11 and Intermountain West Corridor Study (IWCS) completed in 2014. This Planning and Environmental Linkages study was a multimodal planning effort that included ADOT, Federal Railroad Administration, FHWA, Maricopa Association of Governments, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, and other key stakeholders. The I–11 and Intermountain West Corridor was identified as a critical piece of multimodal infrastructure that would diversify, support, and connect the economies of Arizona and Nevada. The I–11 and Intermountain West Corridor could also be connected to a larger north-south transportation corridor, linking Mexico and Canada.

On December 4, 2015, the President signed into law the FAST Act, which is a 5-year legislation to improve the Nation’s surface transportation infrastructure. The FAST Act formally designates I–11 throughout Arizona, reinforcing ADOT’s overall concept for the Arizona I–11 Corridor that emerged from the IWCS study. The FHWA and ADOT continue to advance the I–11 Corridor in Arizona for the approximately 280-mile section between Nogales and Wickenburg with this Tier 1 EIS study.

The FHWA and ADOT will undertake a scoping process for the I–11 Corridor that will allow the public and interested agencies to comment on the scope of the environmental review process. The FHWA and ADOT will invite all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the

## Notice of Intent

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



Tier 1 EIS, including the purpose and need, alternatives to be studied, impacts to be evaluated, and evaluation methods to be used. The formal scoping period is from the date of this notice until July 8, 2016. Six public scoping meetings and three interagency scoping meetings for Federal, State, regional and local resource and regulatory agencies will be held during the formal scoping period. In addition, cooperating and participating agency invitation letters will be sent to agencies that have jurisdiction or may have an interest in the I-11 Corridor.

The buildings used for the meetings are accessible to persons with disabilities. Any person who requires special assistance, such as a language interpreter, should contact the Interstate 11 Tier 1 EIS Study Team at telephone 844-544-8049 or via email at [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com) at least 48 hours before the meeting.

Written comments on the scope of the Tier 1 EIS should be mailed to: Interstate 11 Tier 1 EIS Study Team, c/o ADOT Communications, 1655 West Jackson Street, Mail Drop 126F, Phoenix, AZ 85007; sent via email to [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com); or submitted on the study's Web site at <http://www.i11study.com/Arizona>.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use dissemination, and disposition of information. Accordingly, unless a specific request for a complete hardcopy of the NEPA document is received before it is printed, the FHWA and ADOT will distribute only electronic versions of the NEPA document. A complete copy of the environmental document will be available for review at locations throughout the study area. An electronic copy of the complete environmental document will be available on the study's Web site at <http://www.i11study.com/Arizona>.

**Authority:** 23 U.S.C. 315; 23 CFR 771.123.

Issued on: May 11, 2016.

**Karla S. Petty,**

Arizona Division Administrator, Federal Highway Administration.

[FR Doc. 2016-11694 Filed 5-19-16; 8:45 am]

**BILLING CODE P**

## DEPARTMENT OF THE TREASURY

### Office of the Comptroller of the Currency

#### Agency Information Collection Activities: Information Collection Renewal; Submission for OMB Review; Consumer Protections for Depository Institution Sales of Insurance

**AGENCY:** Office of the Comptroller of the Currency (OCC), Treasury.

**ACTION:** Notice and request for comment.

**SUMMARY:** The OCC, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a continuing information collection, as required by the Paperwork Reduction Act of 1995 (PRA).

In accordance with the requirements of the PRA, the OCC may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number.

The OCC is soliciting comment concerning the renewal of its information collection titled, "Consumer Protections for Depository Institution Sales of Insurance." The OCC also is giving notice that it has sent the collection to OMB for review.

**DATES:** Comments must be received by June 20, 2016.

**ADDRESSES:** Because paper mail in the Washington, DC area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557-0220, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465-4326 or by electronic mail to [prainfo@occ.treas.gov](mailto:prainfo@occ.treas.gov). You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649-6700 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record

and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Additionally, please send a copy of your comments by mail to: OCC Desk Officer, 1557-0220, U.S. Office of Management and Budget, 725 17th Street NW., #10235, Washington, DC 20503, or by email to: [oir\\_submission@omb.eop.gov](mailto:oir_submission@omb.eop.gov).

**FOR FURTHER INFORMATION CONTACT:** Shaquita Merritt, Clearance Officer, (202) 649-5490 or, for persons who are deaf or hard of hearing, TTY, (202) 649-5597, Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, 400 7th Street SW., Suite 3E-218, Mail Stop 9W-11, Washington, DC 20219.

**SUPPLEMENTARY INFORMATION:** The OCC is proposing to extend OMB approval of the following information collection:

**Title:** Consumer Protections for Depository Institution Sales of Insurance.

**OMB Control No.:** 1557-0220.

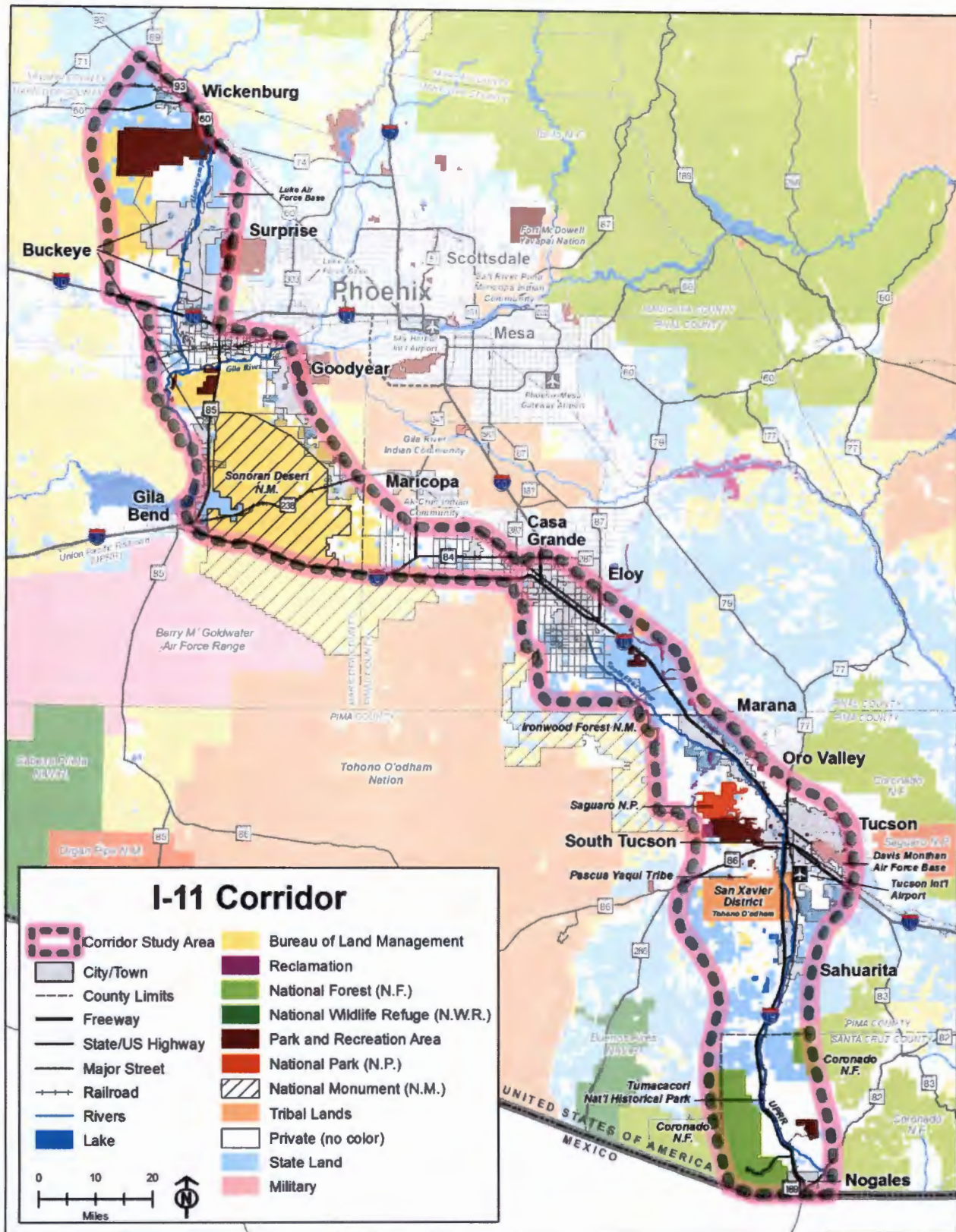
**Type of Review:** Extension, without revision, of a currently approved collection.

**Description:** This information collection is required under section 305 of the Gramm-Leach-Bliley Act (GLB Act), Public Law 106-102. Section 305 of the GLB Act requires the OCC, the Board of Governors of the Federal Reserve System, and the Federal Deposit Insurance Corporation (collectively, the Agencies) to prescribe joint consumer protection regulations that apply to retail sales practices, solicitations, advertising, and offers of any insurance product by a depository institution or by other persons performing these activities at an office of the institution or on behalf of the institution (other covered persons). Section 305 also requires those performing such activities to disclose certain information to consumers (e.g., that insurance products and annuities are not FDIC-insured).

This information collection requires national banks, Federal savings associations, and other covered persons, as defined in 12 CFR 14.20(f) and 136.20, involved in insurance sales to make two separate disclosures to consumers. Under §§ 14.40 and 136.40, a national bank, Federal savings association, or other covered person must prepare and provide orally and in writing: (1) Certain insurance disclosures to consumers before the completion of the initial sale of an insurance product or annuity to a consumer and (2) certain credit

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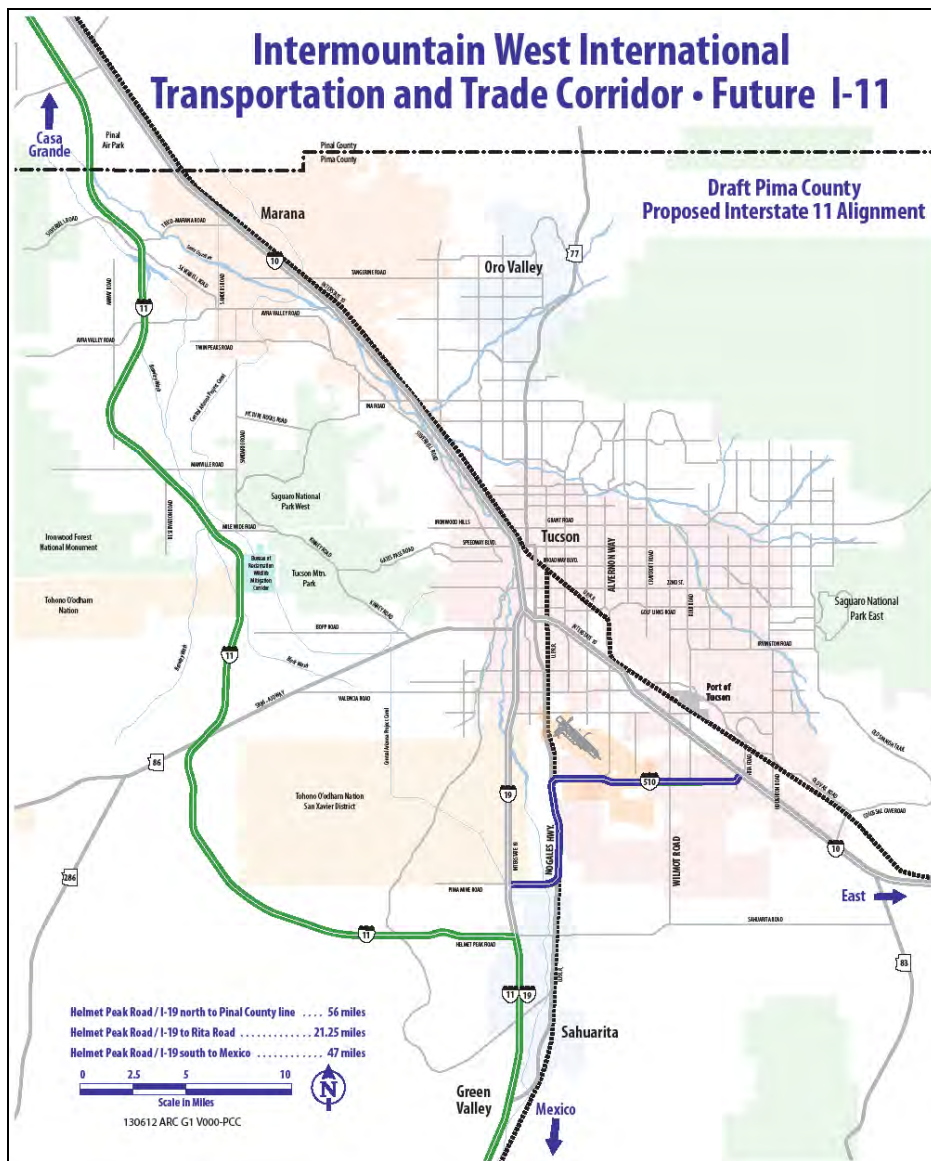
I-11 Corridor Study Area

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

# ATTACHMENT 2

# Intermountain West Corridor in Pima County

## A Preliminary GIS-Based Roadway Alignment and Impact Study



Pima County Department of Transportation  
June 21, 2013

## Study Purpose and Background

The purpose of this alignment study and impact report is to develop and analyze an alternative roadway alignment for a theoretical new interstate route through Avra Valley that could connect to Interstate 10 in Pinal County and to Interstate 19 south of Tucson. Several local and state transportation plans and studies have suggested similar bypass routes, but no detailed analysis has ever been conducted. This report identifies a conceptual corridor and provides some initial quantitative evaluation of impacts based on existing GIS data and analysis. Much further study would be required to determine if such a route is feasible and if so, the full extent of impacts that could be expected. Future analysis would likely develop alternative alignments based on multiple criteria. The presented route is simply one alternative that may be used as a starting point for further evaluation.

### Corridor Description

This corridor extends from the Pima/Pinal County line on the north to the Sahuarita Road interchange on Interstate 19 to the south as shown in Figure 1. The route is approximately 56 miles long and travels through Avra Valley, across State Route 86, and connects to I-19 south of the San Xavier District of the Tohono O’odham Nation.

This route was located to traverse undeveloped State Trust Lands and to avoid populated areas as much as possible. It avoids Ironwood National Forest, Saguaro National Park, the Tohono O’odham Nation, and the Town of Marana. Other considerations, such as cultural resources, wildlife habitat and floodplains for example, were analyzed briefly but were not used as the basis for this particular route. On the north, the corridor runs parallel to portions of Trico Road, Avra Valley Road, and Anway Road and it follows a portion of Sandario Road. To the south, the corridor runs parallel to Sierrita Mountain Road, then heads east across undeveloped state land before aligning with Helmet Peak Road and Interstate 19.

The 56-mile long corridor was analyzed with a 300 foot wide right-of-way, which is typical for an interstate facility. A formal roadway alignment study would typically define a wider corridor for planning purposes and to study impacts. Assuming a final right of way of 300 feet, the roadway corridor encompasses 2,035 acres of land. The entire corridor is within unincorporated Pima County, except the last 1,500 linear feet within the Town of Sahuarita along Helmet Peak Road. Engineering requirements, not considered in this analysis, would affect the length and right of way requirements.

### Study Methodology

The 56-mile long corridor was mapped and analyzed very generally using the Pima County Geographic Information Systems (GIS), which provides numerous types of geographic spatial data. Several GIS data files were selected to identify basic types of impacts, such as land use and ownership as well as several environmental categories. No field studies were conducted and a full inventory and analysis of corridor conditions and impacts is not within the scope of this study and report. The resulting maps and summary data are presented in the remainder of the report. The following key statistics summarize the draft roadway corridor:

- 56 miles long, 300’ wide right of way
- 2,035 acres of right of way required
- 179 parcels of land impacted
- All lands unincorporated, except 4 acres in the Town of Sahuarita
- 111 private parcels, 492 acres impacted

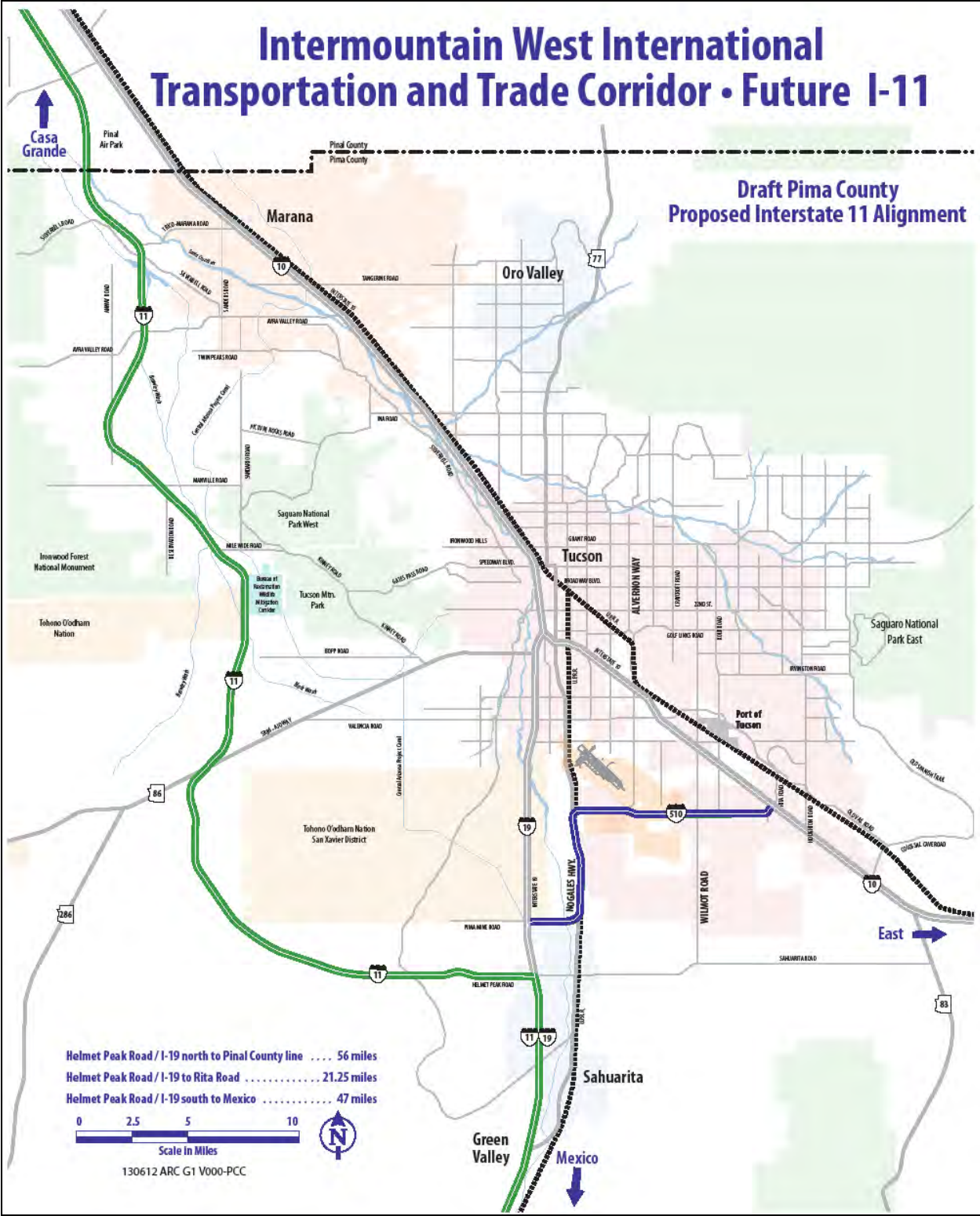


Figure 1: Draft Intermountain West Corridor Alignment

## Right of Way Challenge

One of the most significant physical challenges to locating an interstate roadway facility through Avra Valley is the lack of available right of way in one key 2-mile section, adjacent to the Tohono O’odham Nation (Garcia Strip) and the Bureau of Reclamation (BOR) Wildlife Mitigation Corridor (Figure 2). The Garcia Strip is approximately 2.5 miles wide north to south and 13 miles long east to west and connects to the main Tohono O’odham Nation. The BOR Mitigation Corridor is a 4.25 square mile conservation area located adjacent to the Garcia Strip and east of Sandario Road. It was created by the BOR in 1990 as mitigation for environmental impacts caused by the Central Arizona Project (CAP) and it is managed by Pima County.

Sandario Road runs north-south between the Garcia Strip and the BOR Mitigation Corridor, but the existing roadway right of way is only 80 feet wide. The draft alignment is shown running along portions of Sandario Road, but additional right of way would be required for a typical 300-wide interstate right of way. One alternative is for either the T.O. Nation or the Bureau of Reclamation to provide additional right of way. Another concept is to elevate the roadway and use only the existing right of way for all piers and supporting infrastructure. In either case, maintaining the functionality of the wildlife corridor and support from the Nation, the Bureau of Reclamation, the City of Tucson, Arizona State Land Department, and other stakeholders would be required.

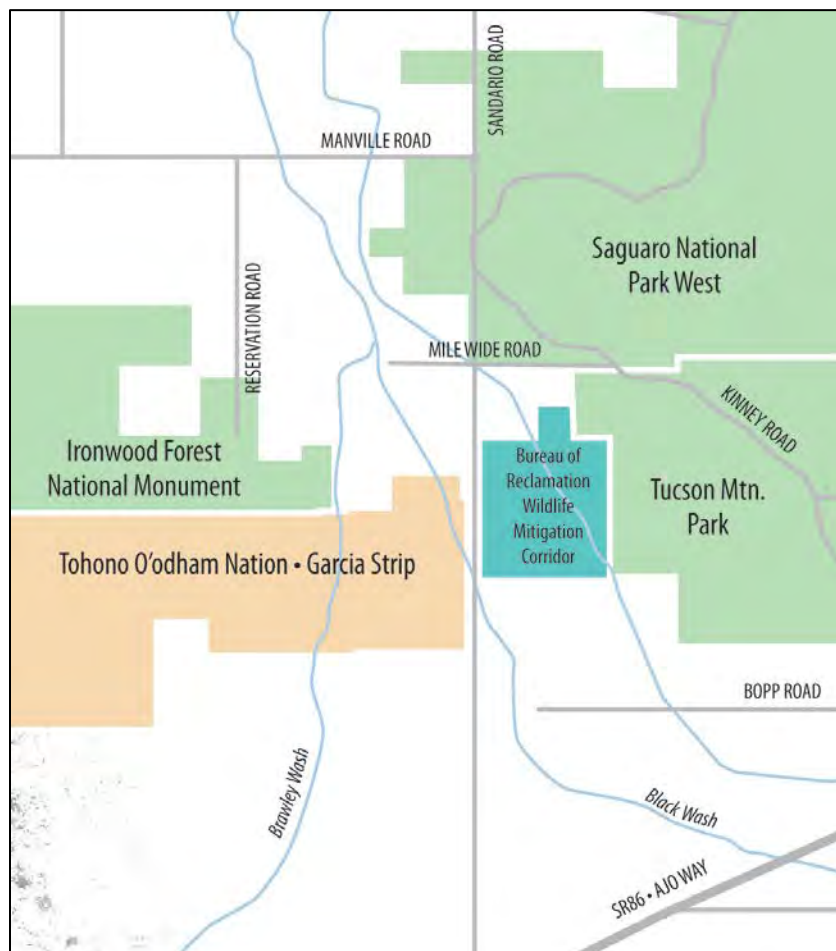


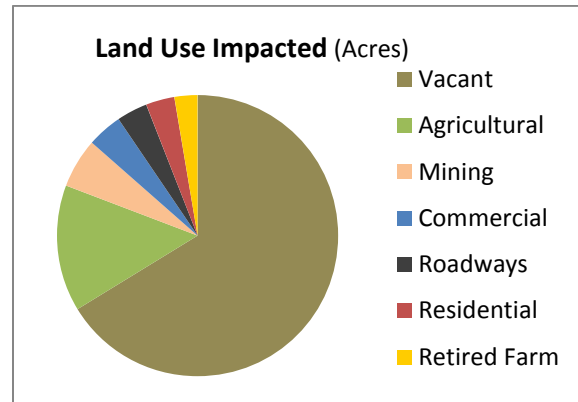
Figure 2. Garcia Strip and Wildlife Mitigation Corridor

## Land Use Impacts

The roadway corridor impacts 179 parcels of land which range in size from a fraction of an acre up to 132 acres, but the average parcel size is 11 acres. The primary land use of these parcels (classified by the Pima County Assessor’s Office) is vacant (66%), followed by agricultural (15%), mining (6%), roadways (4%), commercial (4%), retired farm (3%), and residential (3%). Most of the 1,348 acres of impacted vacant land is State Trust Lands (61%) followed by federal and City of Tucson (13% each), private (10%) and Pima County (2%). A summary of land use and vacant land data is shown in Tables 1 and 2 below and on the accompanying Land Use maps at the end of this report.

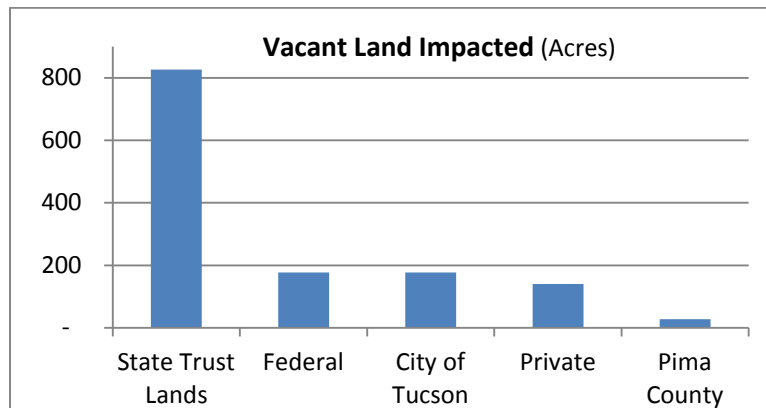
**Table 1: Land Use Impacted**

Land Use	Parcels	Acres	Percent Acres
Vacant	90	1,348	66%
Agricultural	30	296	15%
Mining	6	116	6%
Commercial	2	82	4%
Roadways	NA	72	4%
Residential	47	67	3%
Retired Farm	3	54	3%
<b>Total</b>	<b>179</b>	<b>2,035</b>	<b>100%</b>



**Table 2: Vacant Land Impacted**

Land Use	Type	Parcels	Acres	Percent Acres
<b>Vacant</b>	State Trust Lands	30	826	61%
	Federal	11	177	13%
	City of Tucson	10	177	13%
	Private	36	140	10%
	Pima County	2	28	2%
	Commercial	1	0.2	<1%
<b>TOTAL</b>		<b>90</b>	<b>1,348</b>	<b>100%</b>



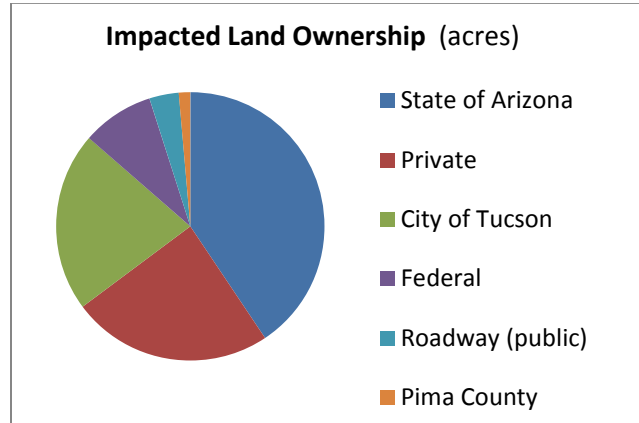


### Land Ownership Impacts

The 179 parcels and 2,035 acres of land impacted by the roadway are primarily owned by the State of Arizona (41%) followed by private land holders (24%), City of Tucson (22%), federal (9%), and Pima County (2%). Existing roadways comprise 4% of the total. Land ownership is shown in Table 3 below and on the Land Ownership maps at the end of the report.

**Table 3: Land Ownership Impacts**

Parcels	Ownership	Acres	Percent
30	State of Arizona	826	41%
111	Private	492	24%
25	City of Tucson	440	22%
11	Federal	176	9%
NA	Roadway (public)	72	4%
2	Pima County	28	1%
<b>179</b>	<b>TOTAL</b>	<b>2,035</b>	<b>100%</b>

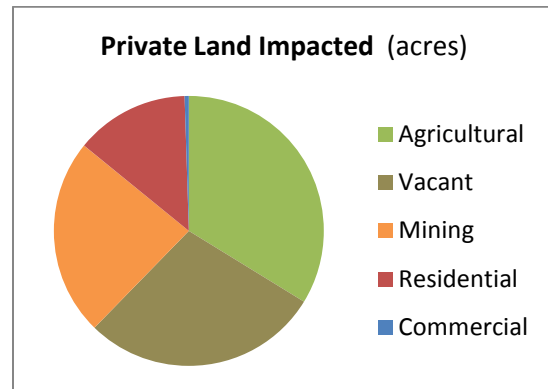


### Private Land Impacts

Of the 111 parcels of private land totaling 492 acres, about one-third is agricultural use (34%), followed by vacant (28%), mining (24%) and residential (14%). There are many more small land parcels impacted than large land parcels, however the parcels larger than 10 acres in size comprise a higher amount of land (298 acres) than the numerous small parcels (198 acres). A summary of the private lands impacted are shown in Table 4 below.

**Table 4: Private Land Ownership**

Parcels	Land Use	Acres	Percent
19	Agricultural	166	34%
36	Vacant	140	28%
6	Mining	116	24%
47	Residential	67	14%
1	Commercial	2	1%
2	Other	0.2	<1%
<b>111</b>	<b>TOTAL</b>	<b>492</b>	<b>100%</b>



Parcel Size	Parcels	% Parcels	Acres	% Acres
< 10 acres	95	86%	194	39%
> 10 acres	16	14%	298	61%
<b>TOTAL</b>	<b>111</b>	<b>100%</b>	<b>492</b>	<b>100%</b>

## Residential Impacts and Mitigation

As stated in the beginning of the report, avoiding residential areas was one of the primary considerations in locating this roadway. In fact, residential land use accounts for only 3% of the impacted lands. As shown in the Land Use Map included later in this report, the alignment avoids concentrations of residential areas (shown in blue) in northern and central Avra Valley and south of State Route 86. Where residential impacts are unavoidable are near the intersection of Mile Wide Road and Sandario Road because Sandario Road is the only route which avoids impacting the Tohono O’odham Nation (Garcia Strip). South of the Garcia Strip, the roadway also impacts residential areas west of Sandario Road. West of Interstate 19, the roadway also impacts several residential parcels located west of Mission Road generally along the Helmet Peak Road alignment.

According to GIS analysis, 47 residential parcels representing 67 acres of land are impacted by this alternative alignment, shown in Table 1 and Table 4 above. However, a visual survey of aerial photos suggests that this number could be smaller. If this alignment were selected, more detailed analysis and engineering studies would determine exactly which parcels would be impacted and which could be avoided. Some parcels would need to be purchased altogether and the owners relocated, while other owners could sell or dedicate a portion of their property to accommodate the roadway. Alternative alignments could increase or decrease the number of impacted residences.

## Conservation Land System Impacts and Mitigation

Avra Valley includes a high percentage of biologically important conservation lands that are identified in the Sonoran Desert Conservation Plan (SDCP). These lands are associated with the Brawley and Black Washes and generally represent habitat that is valuable to the conservation of biological diversity based on numerous SDCP studies. The SDCP land categories include Special Species Management Areas, Biological Core Management Areas, Important Riparian Areas, Multiple-Use Management Areas and Agricultural Inholdings.

Because this route traverses Avra Valley, it is not surprising that most of the corridor (94%) impacts one or more categories of the Conservation Land System (CLS). The largest impacts are to the Multiple-Use Management Area (49%) followed by the Special Species Management Area (17%) Biological Core Management Area (17%), and Important Riparian Area (2%). As stated in the beginning of the report, conservation lands were not used as the primary consideration in locating this roadway. Adjustments to the route could reduce, but not eliminate, direct impacts to some of the more valuable conservation lands. As shown in Table 5, nearly 5,000 acres of other conservation lands would be necessary to mitigate for direct impacts to the CLS. Maps of Conservation Land System impacts are included at the end of this report.

**Table 5: County Conservation Land System (CLS) Impacts**

Conservation Land Category	Acres	Percent	Multiplier	Mitigation Acres
Multi-Use Management Area	1,003	49%	2	2,006
Special Species Management Area	347	17%	4	1,390
Biological Core Management Area	345	17%	4	1,382
Agricultural inholdings	170	8%	NA	0
Outside Conservation Land System	121	6%	NA	0
Important Riparian Area	47	2%	4	187
<b>TOTAL</b>	<b>2,035</b>	<b>100%</b>		<b>4,964</b>

## **City of Tucson Conservation Lands and Preserve Impacts**

In addition to impacts to the Pima County Conservation Land System, the roadway alignment also impacts the City of Tucson's proposed Avra Valley Habitat Conservation Plan (AVHCP) permit area. The AVHCP permit area includes 22,000 acres of former agricultural lands in Avra Valley purchased by the City in the 1970s and 1980s for water rights. It is estimated that the roadway impacts 440 acres of proposed AVHCP lands. In fact, it appears that all the impacted City-owned land in Avra Valley is designated for the AVHCP. As stated earlier, avoiding conservation lands was not the primary consideration in locating this conceptual roadway. Further study could evaluate alignments that could reduce, but probably not eliminate, impacts to the City's AVHCP. A map of the Avra Valley Habitat Conservation Plan permit area is included at the end of this report.

Besides the County and City conservation land systems, the roadway alignment avoids most other designated preserve lands in Avra Valley and south of State Route 86. The roadway impacts three preserves: the BOR Wildlife Mitigation Corridor (62 acres), the Diamond Bell Ranch (44 acres), and a small Pima County floodplain preserve (8 acres). As discussed earlier in the report, this roadway alignment impacts the BOR Mitigation Corridor because of right of way constraints along Sandario Road. East of Sierrita Mountain Road, the corridor cuts through the Diamond Bell Ranch preserve to avoid the adjacent Diamond Bell Ranch subdivision. A map showing designated preserve lands is included at the end of this report.

## **Wildlife Corridor Impacts**

The roadway alignment crosses through areas known for their importance to the movement of biological resources between the Tohono O'odham Nation, the Tucson Mountains, the Santa Cruz River, and across the Avra Valley. Within Avra Valley, these corridors follow the West Branch of the Brawley Wash, the Santa Cruz River basin, and broad areas of lowlands that connect the Tucson Mountains to the Ironwood National Monument and mountain ranges west and south of Avra Valley. The CAP canal has numerous land bridges, tunnels and other features to facilitate wildlife crossings. The BOR Mitigation Corridor was established specifically to enhance and facilitate wildlife movement. In some cases the roadway crosses wildlife corridors and in others it follows alongside the corridors. As stated earlier, the roadway follows a portion of Sandario Road which would impact the BOR Wildlife Mitigation Corridor. In total, approximately 389 acres of wildlife corridors are impacted, or 19% of the entire route. A map of wildlife linkages is included at the end of this report.

The principal environmental impact of the roadway would be to further isolate and fragment the Tucson Mountains from Avra Valley and adjacent mountain ranges. It is possible that adjustments to the route and other mitigation could reduce but not eliminate direct impacts to some of the wildlife corridors. Strategically-located wildlife crossing structures, tunnels, raised roadways and other features would be important components of wildlife mitigation for such a large-scale transportation project.

## **Floodplain Impacts**

Avra Valley is characterized by many drainages and floodplains associated with the Brawley and Black Washes, which are braided and meander from State Route 86 north to the Pinal County line. The Santa Cruz River also runs northwest from Tucson and crosses Avra Valley at the county line. The draft alignment crosses through and runs alongside floodways several times from State Route 86 up to the Pinal County border. The west and east branches of the Brawley Wash, Black Wash, and the Santa Cruz

River are large washes with flows in excess of 10,000 cubic feet per second. These watercourses are distributary and have high potential for lateral migration and sediment mobility. As stated earlier, floodplain impacts were not the primary consideration in determining this alignment. Alternative routes could reduce floodplain impacts.

On the northern Pima County border, the roadway alignment crosses the broad riparian floodplain of the Santa Cruz River which is nearly ½ mile across. Moving southward, the corridor traverses current and former agricultural lands between the Santa Cruz River and Brawley Wash. South of Silverbell Road and just east of Trico Road, the alignment crosses the West Branch of Brawley Wash which is nearly ¼ mile wide. Further south, the roadway crosses the same wash again twice in the vicinity of Mile Wide Road. Continuing south, the corridor crosses the Black Wash on Sandario Road about 2.2 miles south of the intersection of San Joaquin Road. To the west of Sandario Road and north of State Route 86, the alignment again crosses large floodplains. A floodplain map is included at end of this report. Also included for historical reference is a map showing the aerial extent of flooding in 1962, the largest known flood and perhaps 10 times greater than any documented flood in Avra Valley.

### **Cultural Resource Impacts**

Avra Valley is characterized by areas of high, medium and low cultural resource sensitivity associated with Hohokam culture and earlier inhabitants. Modeling suggests that about one-third of the draft alignment crosses areas of low sensitivity (39%), one-third crosses areas of high sensitivity (37%), and slightly lower than one-third crosses areas of moderate sensitivity (25%). Although only 326 acres of the roadway right of way has been surveyed, eight sites dating from the Pleistocene, Archaic, Hohokam, and historic periods are recorded. The alignment affects a total of 32 acres of known site areas. These sites include:

AZ AA:11:12(ASM) – Known as the “Hog Farm Site,” this extensive site is comprised of five settlement areas or loci characterized by dense concentrations of features and artifacts that represent the remains of a long-occupied Hohokam village (AD 750-1200) with a ball court, burial areas, trash mounds, pit houses, roasting pits, and other domestic features. More than 18 acres of this site would be directly impacted by this draft alignment.

AZ AA:11:2(ASM) -This site is recorded as a Sedentary Hohokam village on a low ridge near the Brawley Wash floodplain. There is a low trash mound which has a high density artifact scatter in the center. More than four acres of this site would be impacted by the road alignment.

AZ AA:16:305(ASM) - A total of about 100 artifacts are at this site, mostly stone flakes, a few sherds, and ground stone. Two rock features are exposed in the banks of the adjacent wash.

AZ AA:16:311(ASM) - A very large Hohokam site with four large loci linked by a light scatter of artifacts, this site contains extensive artifact concentrations, at least 8 roasting pits and 4 trash mounds, 2 rock cairns, a cleared area, possible ball court and other features. Thousands of artifacts are present. A fifth small locus seems to be an outlier to the site, linked by a faint trail, possibly prehistoric. Nearly 4 acres of this site would be impacted.

AZ AA:16:377(ASM) - State Route 86 is recorded as the Tucson-Ajo Highway on the 1929 State Highway map and follows the historic route shown on 1893 Roskruge Map of Pima County.

AZ AA:16:39(ASM) – “Werner Site” is a broad area of scattered lithics with some concentrated areas with charcoal stains and clusters of fire-cracked rocks. Ceramics are relatively rare. The cultural features were all on sheet wash-eroded surfaces near arroyos. Pleistocene mammoth and horse bones occur in strata exposed beneath the 1+ m thick, upper floodplain silt layer; but their contemporaneity with cultural materials is uncertain. Diagnostic projectile points are mostly Late Archaic styles, but some Pinto, Gypsum and Hohokam points are found. No Paleo-Indian spear points were seen. More than four acres of this site would be impacted.

AZ AA:16:473(ASM) – This is a small Hohokam artifact scatter near Brawley Wash comprised of a concentration of plain brown ceramics, a single piece of flaked stone and a ground hand stone. The site is interpreted as a limited activity area.

AZ DD:4:156(ASM) - This site is a resource processing site comprised of a light scatter of sherds, flakes, a ground stone fragment, and a pestle around two small granite bedrock outcrops that each contain mortars. The systematic sample of pottery from the site indicates Hohokam occupation during the Early or Middle Rincon sub-phase. The mortars suggest that the site was utilized for harvesting and processing wild resources such as the mesquite that is abundant in the area.

As mentioned in the beginning of the report, avoiding cultural resources was not the primary consideration in locating this conceptual roadway. Only 16 percent of the draft alignment has been surveyed, and a full survey would undoubtedly identify additional sites affected by the roadway. If an alignment was selected, a complete inventory survey would be conducted to determine which site locations would be impacted by the route and whether it would be possible to adjust the route to reduce these direct impacts. Maps showing cultural resource sensitivity areas are included at the end of the report, along with a map showing where previously recorded surveys have been conducted.

### **Tucson Water Recharge Facility Impacts**

The City of Tucson uses several large water recharge facilities in central and southern Avra Valley to store and recover Colorado River water from the Central Arizona Project. The Central Avra Valley Storage and Recovery Project (CAVSARP) is located on City-owned land near Sandario Road and Mile Wide Road. The Southern Avra Valley Storage and Recovery Project (SAVSARP) will be constructed on former agricultural land near the intersection of Sandario Road and Snyder Hill Road.

This draft alignment avoids the CAVSARP water recharge basins, but it does intersect pipeline and production well infrastructure related to the recharge facilities. Figure 3, provided by Pima Association of Governments (PAG), shows the roadway corridor and Tucson Water facilities in the Avra Valley area.



Central Avra Valley Storage and Recovery Project

## Tucson Water Recharge Facility Impacts (continued)

The roadway corridor intersects two Colorado River water delivery pipelines as it crosses the northern half of the CAVSARP facility. A recharge recovery pipeline parallels Sandario Road between the Tohono O’odham Nation and the Bureau of Reclamation Tucson Mitigation Corridor property, which is also parallel with the roadway corridor. As the route crosses the SAVSARP facility, it appears to intersect 2 to 3 potable production wells and the potable distribution line along Sandario Road. The roadway corridor may also intersect a proposed recharge recovery pipeline and a proposed Colorado River water delivery pipeline.

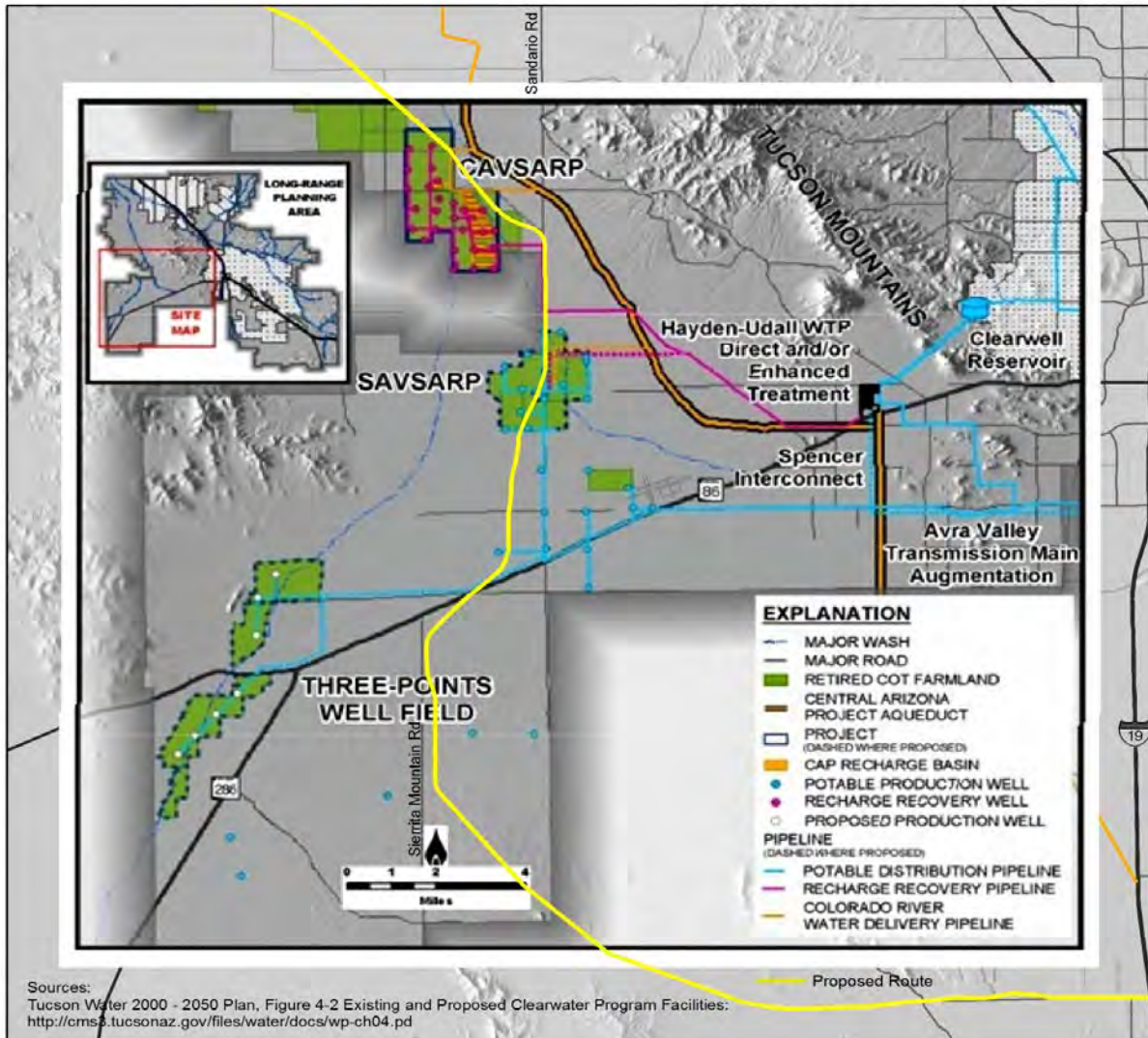


Figure 3: Tucson Water Infrastructure

### **Natural Gas Pipeline Impacts**

The draft alignment crosses and runs parallel to two collocated underground natural gas pipelines 30" and 26" in diameter. These pipelines are a major connection for the region to the national natural gas distribution network and are operated by El Paso Natural Gas, now part of Kinder Morgan, Inc. These lines run northwesterly from Sandario Road to Trico Road, crossing Mile Wide, Manville, and Trico Roads. The alignment could be adjusted to avoid running directly above the collocated pipelines. The roadway crosses another natural gas pipeline in the vicinity of Trico Road and Trico Marana Road. Along State Route 86, the roadway crosses the proposed 36" diameter Kinder Morgan Sierrita pipeline which would serve Mexico. Figure 4, provided by Pima Association of Governments, shows the roadway corridor and natural gas facilities in the Avra Valley area.

### **Electrical Transmission Impacts**

The draft alignment does not impact any known electrical transmission facilities, i.e. substations, but at three locations it crosses a transmission line that runs along Trico Road. The roadway avoids a sub-station facility located east of Trico Road and south of Marana Road. At several locations, the alignment also crosses a larger transmission line that connects a sub-station north of Ajo Way and west of Sierrita Mountain Road to another sub-station on Pima Mine Road east of I-19. Figure 4 shows the roadway corridor and known electrical transmission facilities.

### **Conclusion**

This alignment study and impact report identifies and analyzes an alternative roadway alignment for a theoretical new interstate route through Avra Valley that could connect to Interstate 10 in Pinal County and to Interstate 19 south of Tucson. Preliminary analysis of the route and impacts based on existing GIS data are presented. One of the key challenges to this route is the lack of available right of way along Sandario Road between the Tohono O'odham Nation (Garcia Strip) and the Bureau of Reclamation Wildlife Mitigation Corridor. Environmental impacts in general are a key challenge given that the route intersects designated and proposed conservation lands. In addition to support from the Nation and Bureau of Reclamation, this roadway would also require the support of the City of Tucson, Arizona State Land Department, and other local, regional, and federal agencies and stakeholders.

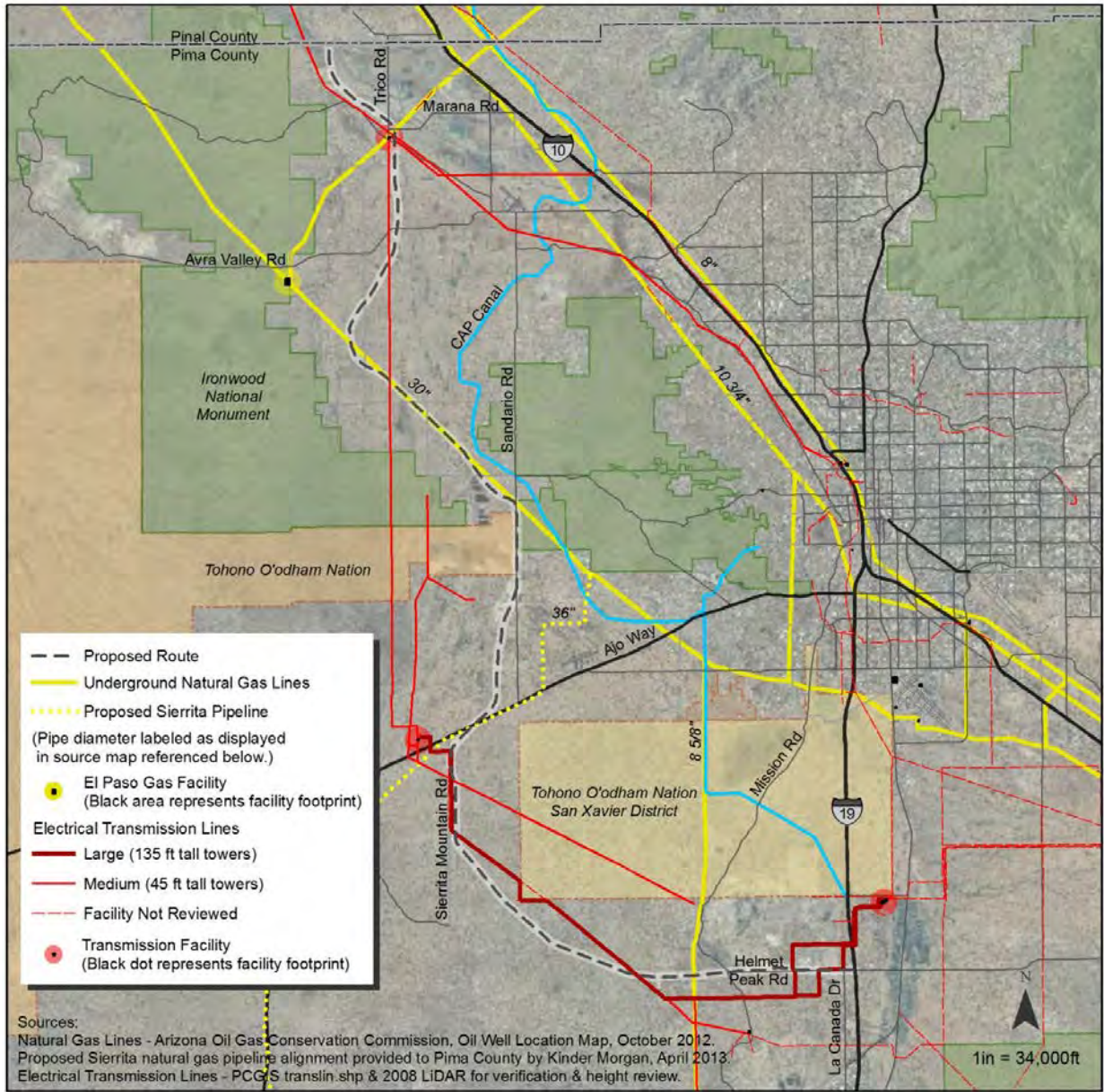



















Figure 4: Natural Gas and Electrical Transmission Facilities

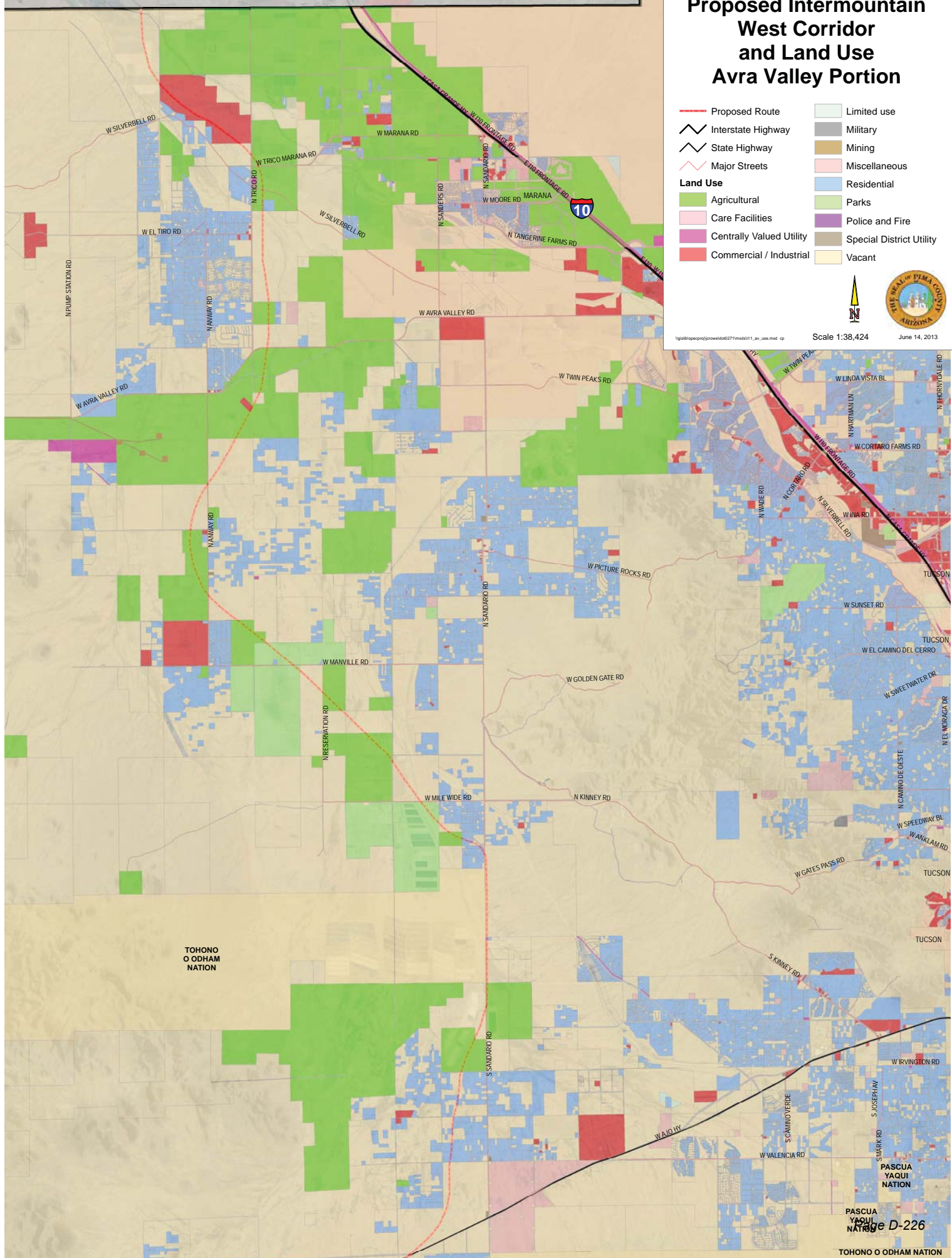


# Proposed Intermountain West Corridor and Land Use Avra Valley Portion

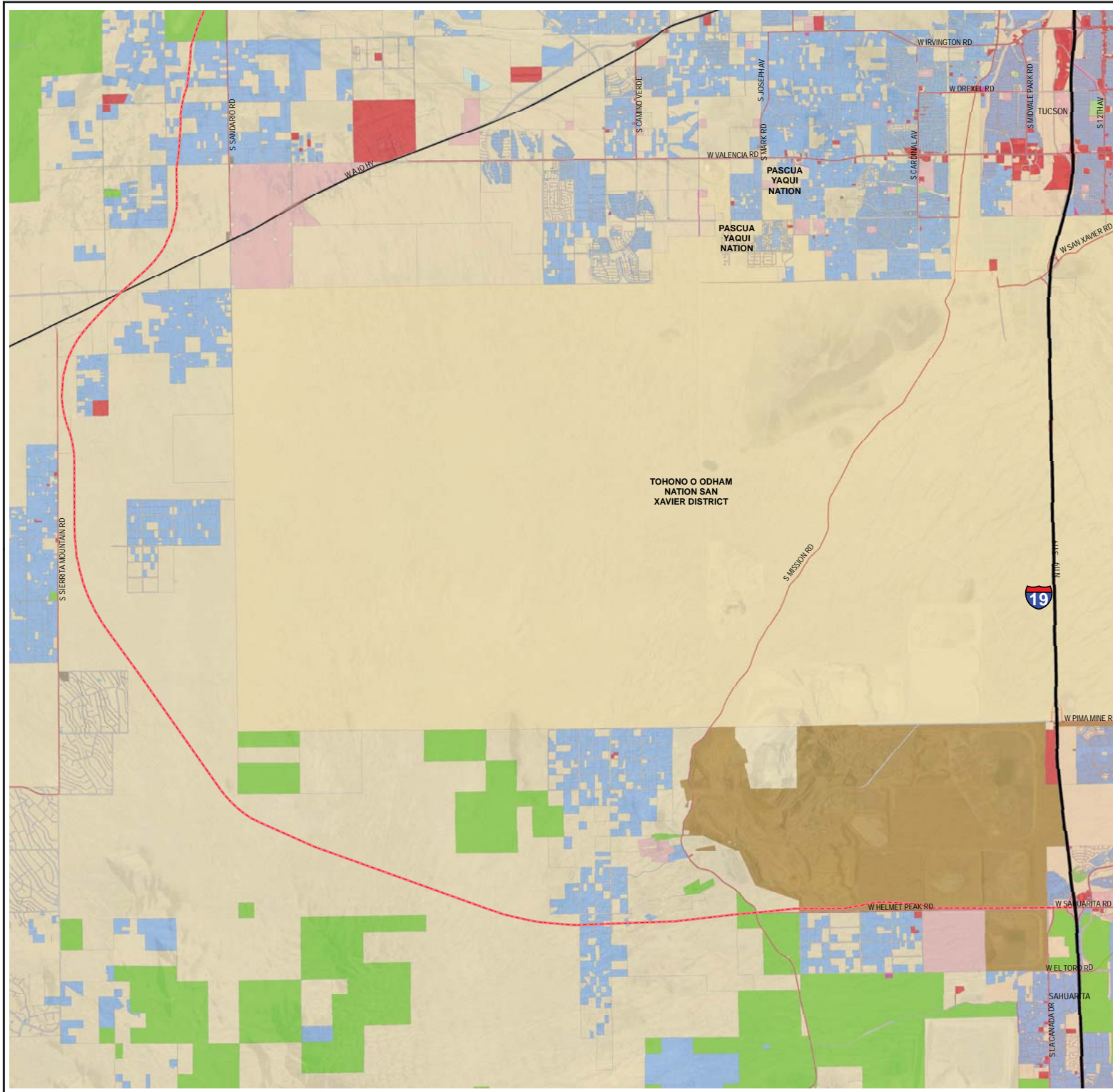
-  Proposed Route
-  Interstate Highway
-  State Highway
-  Major Streets
- Land Use**
-  Agricultural
-  Care Facilities
-  Centrally Valued Utility
-  Commercial / Industrial
-  Limited use
-  Military
-  Mining
-  Miscellaneous
-  Residential
-  Parks
-  Police and Fire
-  Special District Utility
-  Vacant




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 June 14, 2013

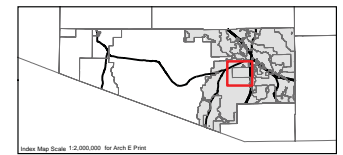


# Proposed Intermountain West Corridor and Land Use Southern Portion



- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Land Use**
- Agricultural
- Care Facilities
- Centrally Valued Utility
- Commercial / Industrial
- Limited use
- Military
- Mining
- Miscellaneous
- Residential
- Parks
- Police and Fire
- Special District Utility
- Vacant
- Incorporated Areas

Pima County Index Map



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











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Tucson, Arizona 85701-1207  
(520)740-6670 - FAX: (520)798-3429



# Proposed Intermountain West Corridor and Land Ownership Avra Valley Portion

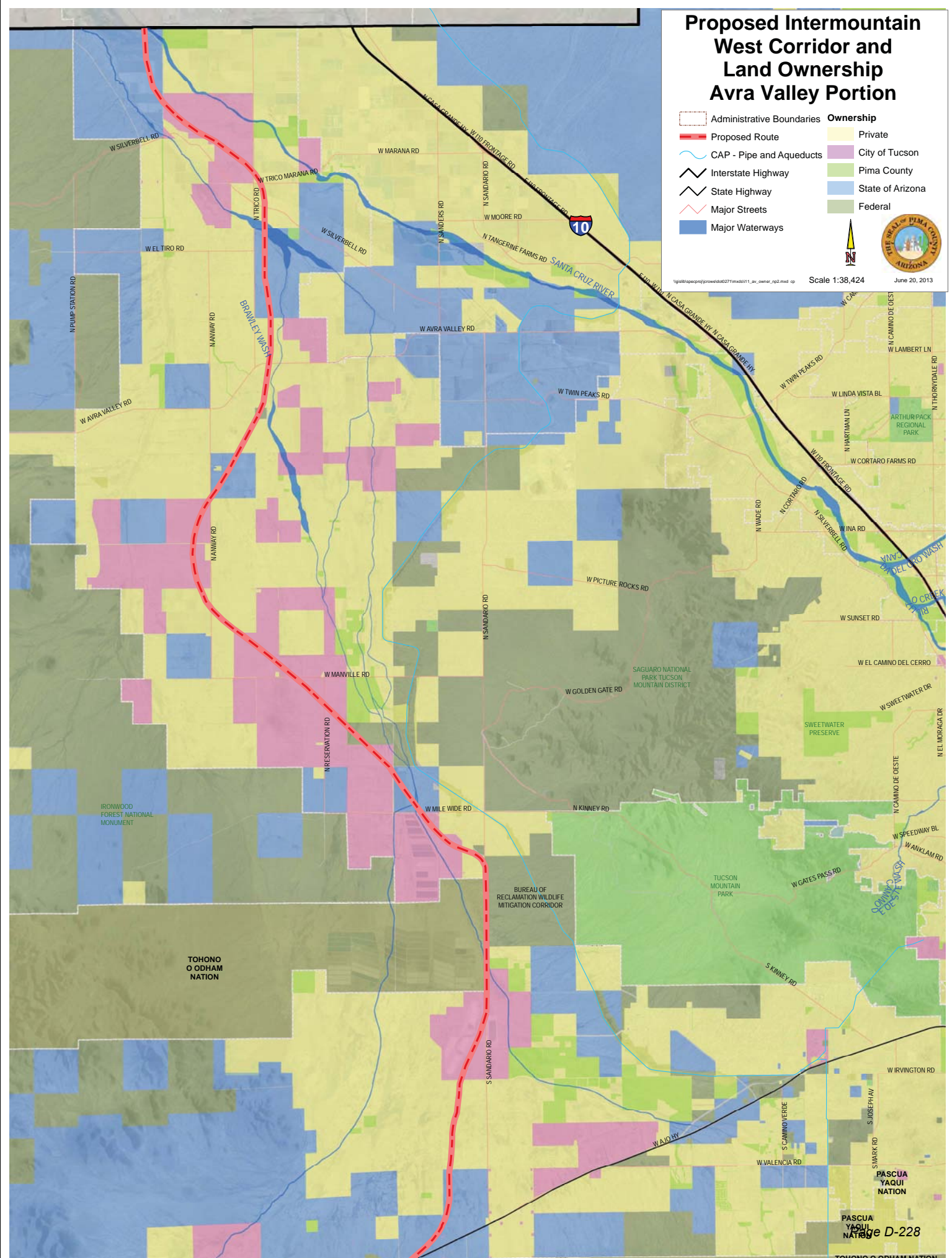
- |   |  |
|---|--|
|  Administrative Boundaries | <b>Ownership</b>   |
|  Proposed Route            |  Private          |
|  CAP - Pipe and Aqueducts  |  City of Tucson   |
|  Interstate Highway        |  Pima County      |
|  State Highway             |  State of Arizona |
|  Major Streets             |  Federal          |
|  Major Waterways           |  |



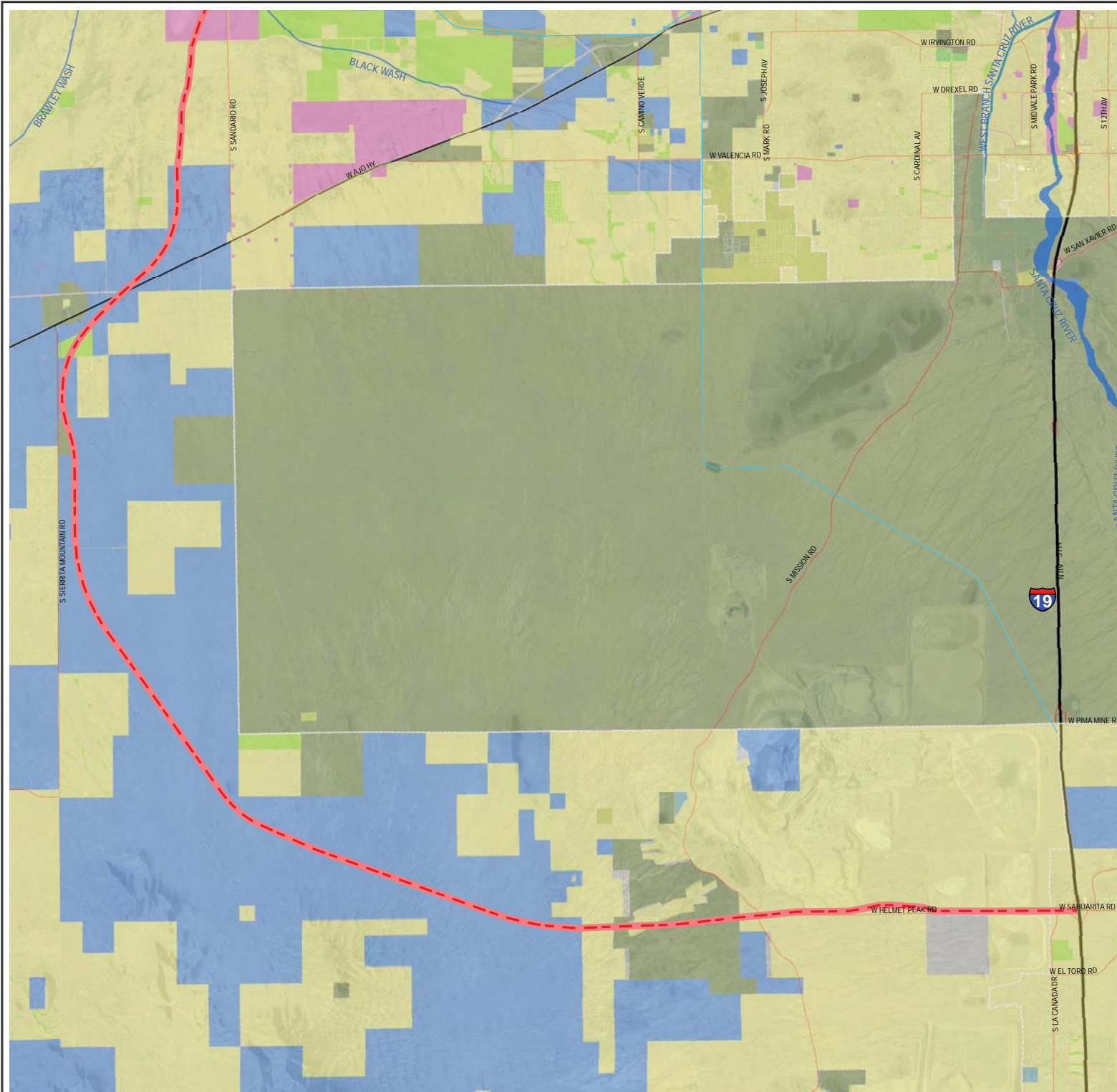
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June 20, 2013

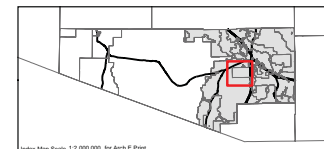


# Proposed Intermountain West Corridor and Land Ownership Southern Portion



- Proposed Route
  - CAP - Pipe and Aqueducts
  - Interstate Highway
  - State Highway
  - Administrative Boundaries
  - Major Waterways
- Ownership**
- Private
  - City of Tucson
  - Pima County
  - State of Arizona
  - Federal

Pima County Index Map



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# Proposed Intermountain West Corridor and CLS Avra Valley Portion

## Conservation Lands System

-  Important Riparian Areas
-  Biological Core Management Areas
-  Multiple Use Management Areas
-  Agriculture Inholdings Within CLS
-  Areas Outside CLS
-  Special Species Management Areas

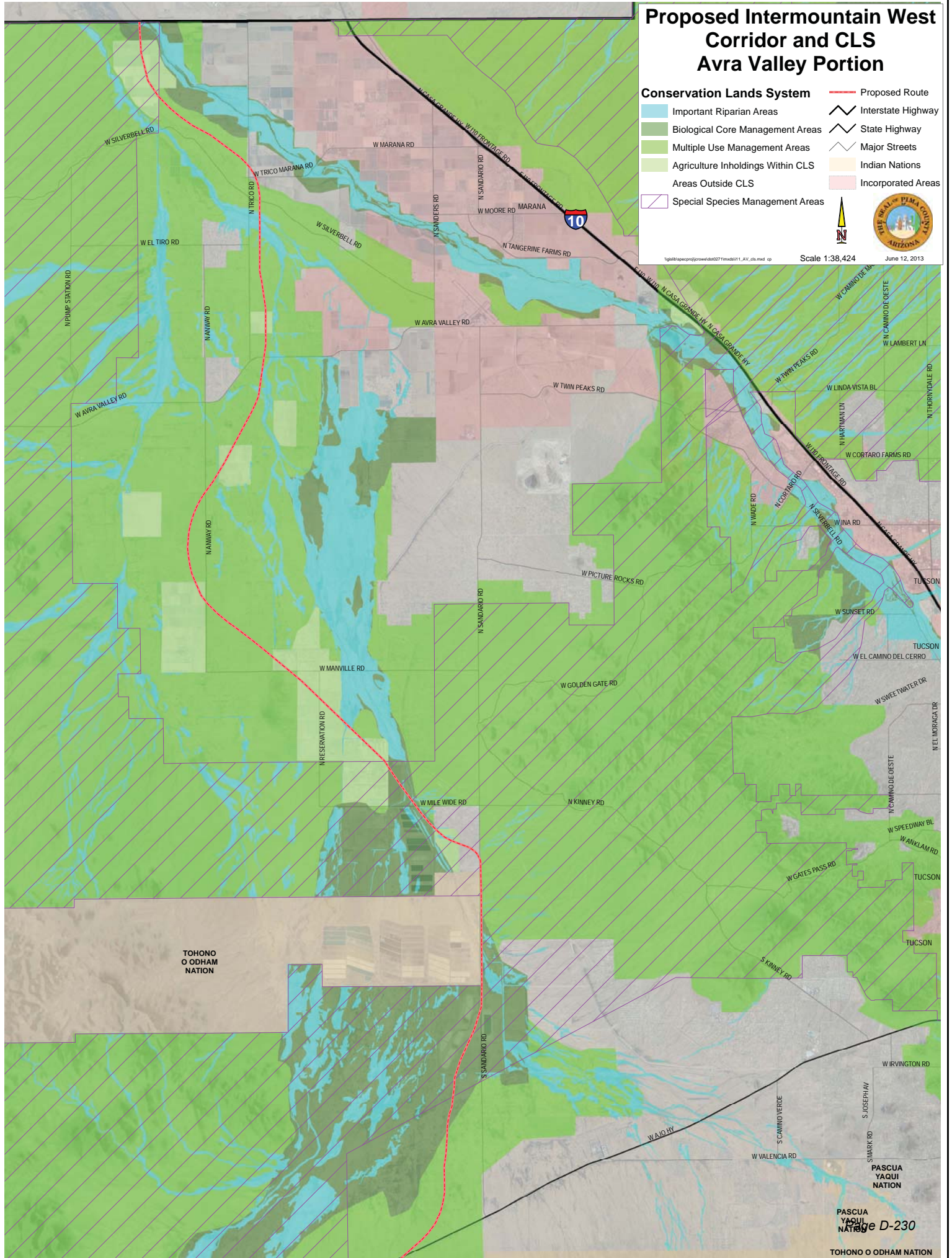
-  Proposed Route
-  Interstate Highway
-  State Highway
-  Major Streets
-  Indian Nations
-  Incorporated Areas



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June 12, 2013

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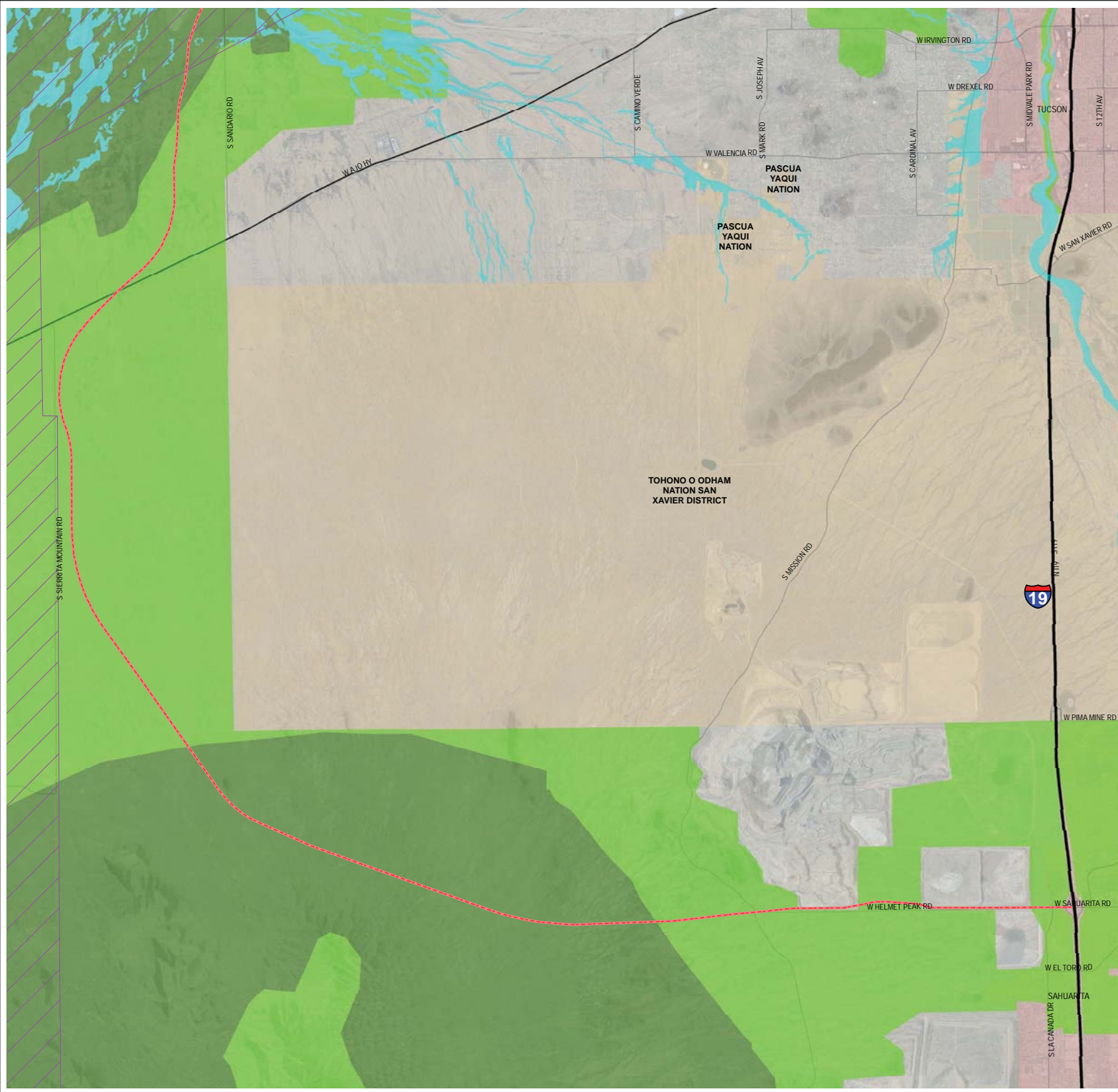
TOHONO  
O'ODHAM  
NATION

PASCUA  
YAQUI  
NATION

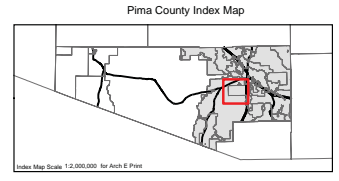
TOHONO O'ODHAM NATION  
SAN XAVIER DISTRICT

PASCUA YAQUI NATION  
D-230

# Proposed Intermountain West Corridor and CLS Southern Portion



- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- Special Species Management Areas
- Conservation Lands System**
  - Important Riparian Areas
  - Biological Core Management Areas
  - Multiple Use Management Areas
  - Agriculture Inholdings Within CLS
  - Areas Outside CLS



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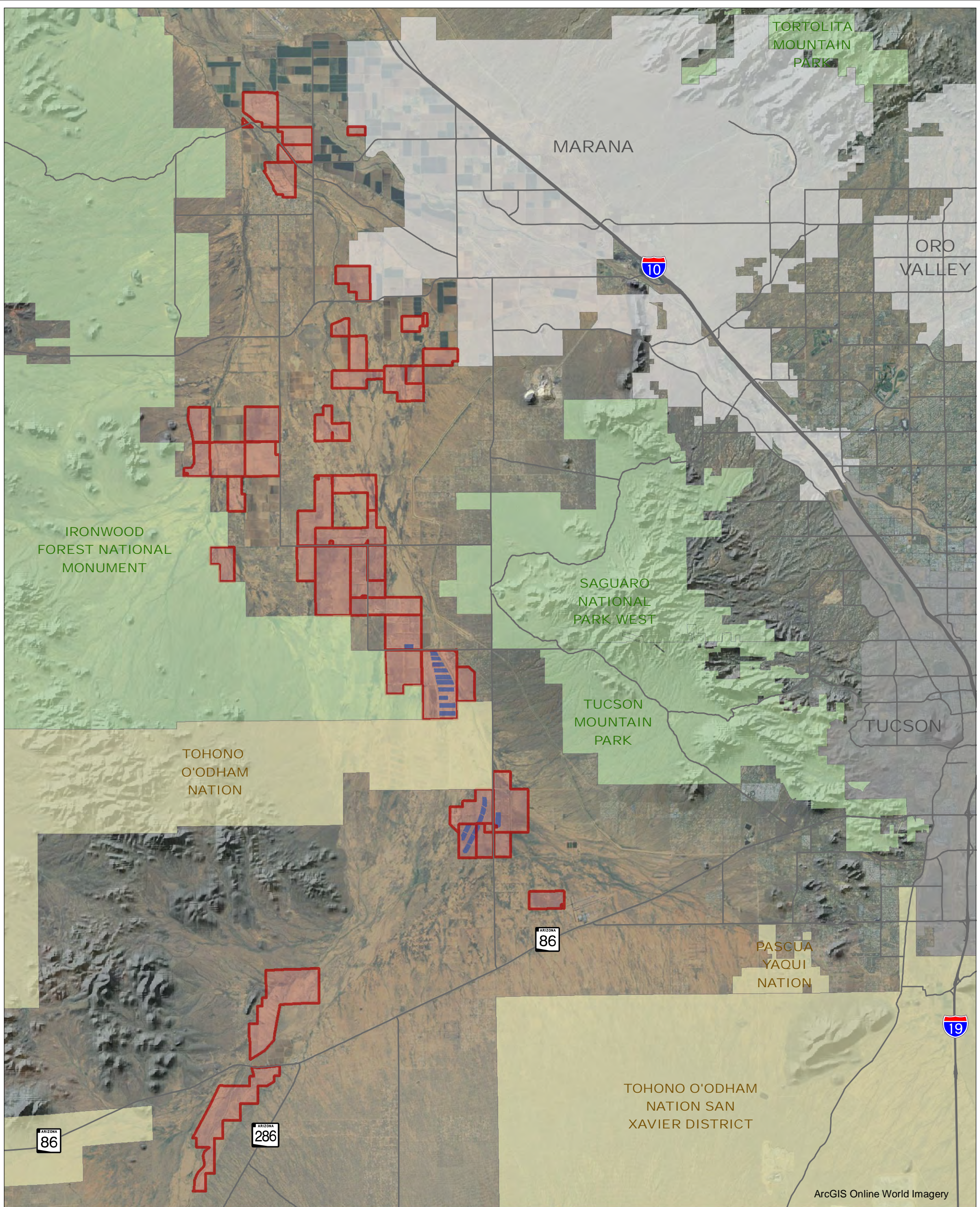


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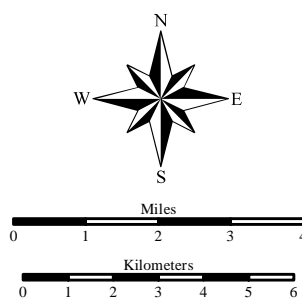
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Tucson, Arizona 85701-1207  
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### Location of the Avra Valley HCP Permit Area

- HCP Permit Area (21,740 ac.)
- Native American Jurisdiction
- Large Parks and National Forest Lands
- City of Tucson
- Other Incorporated Areas
- Unincorporated Pima County
- Major streets



# Proposed Intermountain West Corridor and Protected Lands of Pima County (Preserves) Avra Valley Portion

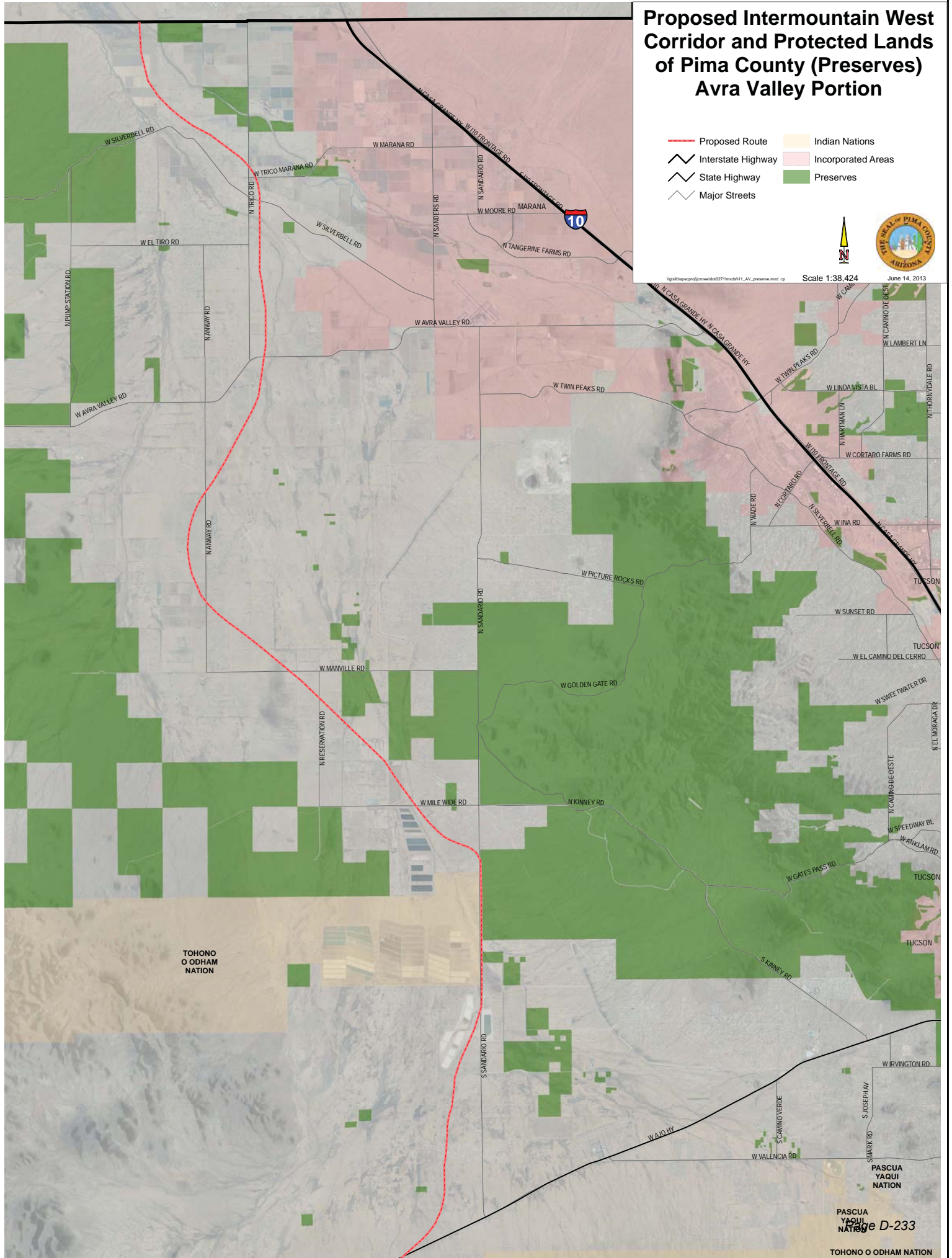
-  Proposed Route
-  Interstate Highway
-  State Highway
-  Major Streets
-  Indian Nations
-  Incorporated Areas
-  Preserves



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June 14, 2013



TOHONO  
O'ODHAM  
NATION

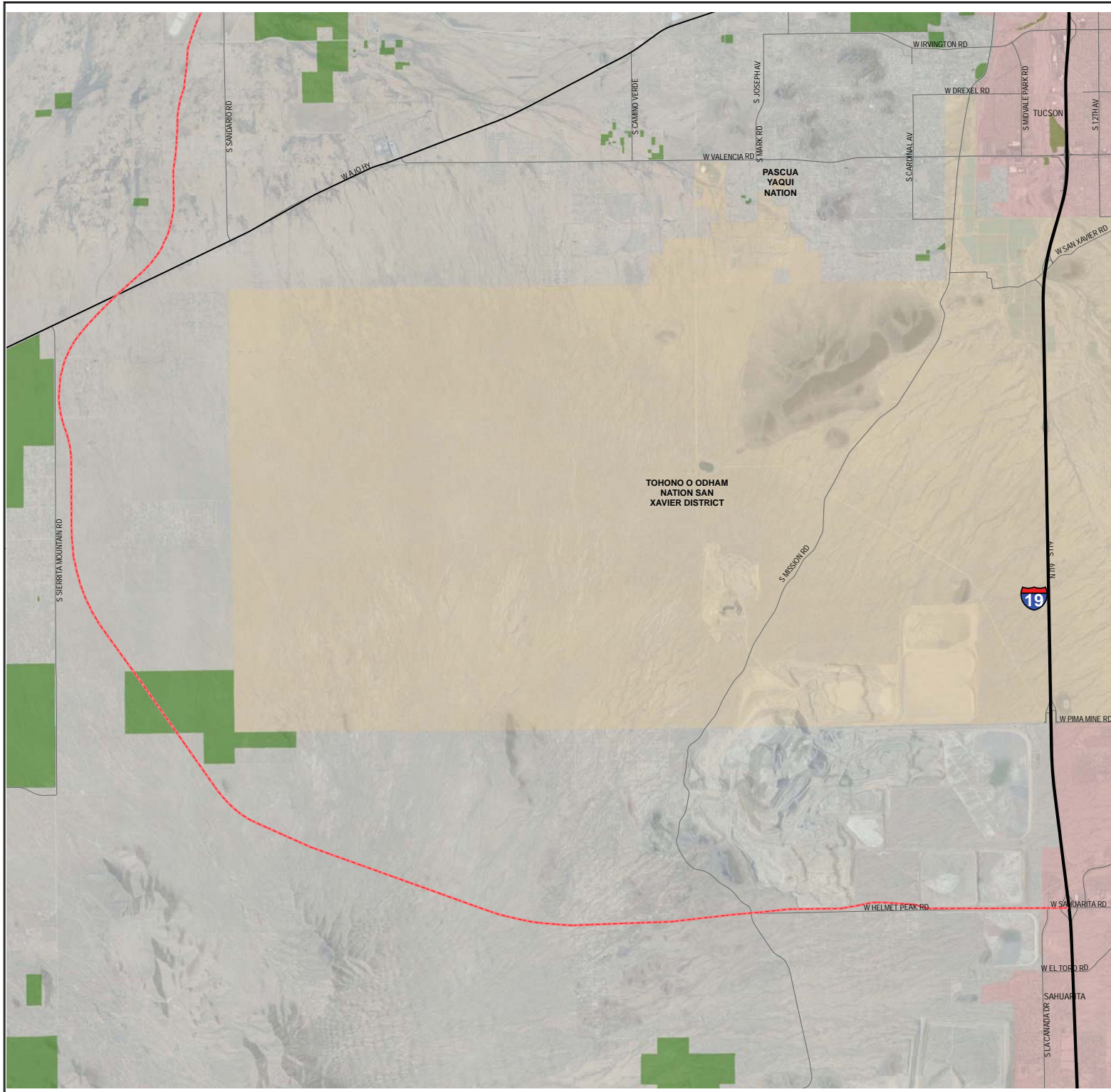
PASCUA  
YAQUI  
NATION

TOHONO O'ODHAM NATION  
SAN XAVIER DISTRICT

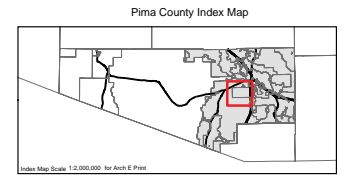
Map D-233



# Proposed Intermountain West Corridor and Protected Lands of Pima County (Preserves) Southern Portion



- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- Preserves



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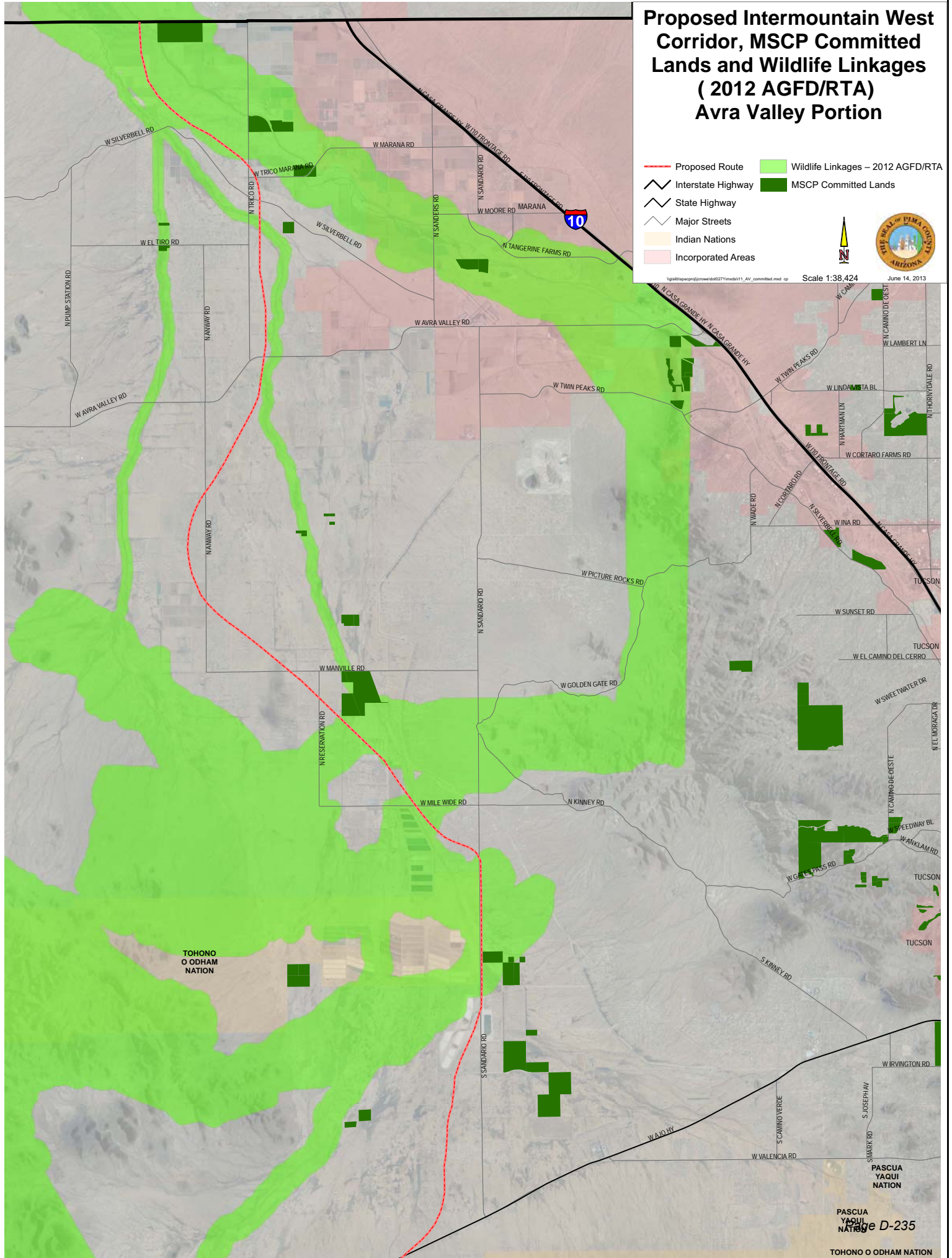


# Proposed Intermountain West Corridor, MSCP Committed Lands and Wildlife Linkages (2012 AGFD/RTA) Avra Valley Portion

-  Proposed Route
-  Wildlife Linkages – 2012 AGFD/RTA
-  Interstate Highway
-  State Highway
-  Major Streets
-  Indian Nations
-  Incorporated Areas
-  MSCP Committed Lands



Scale 1:38,424 June 14, 2013

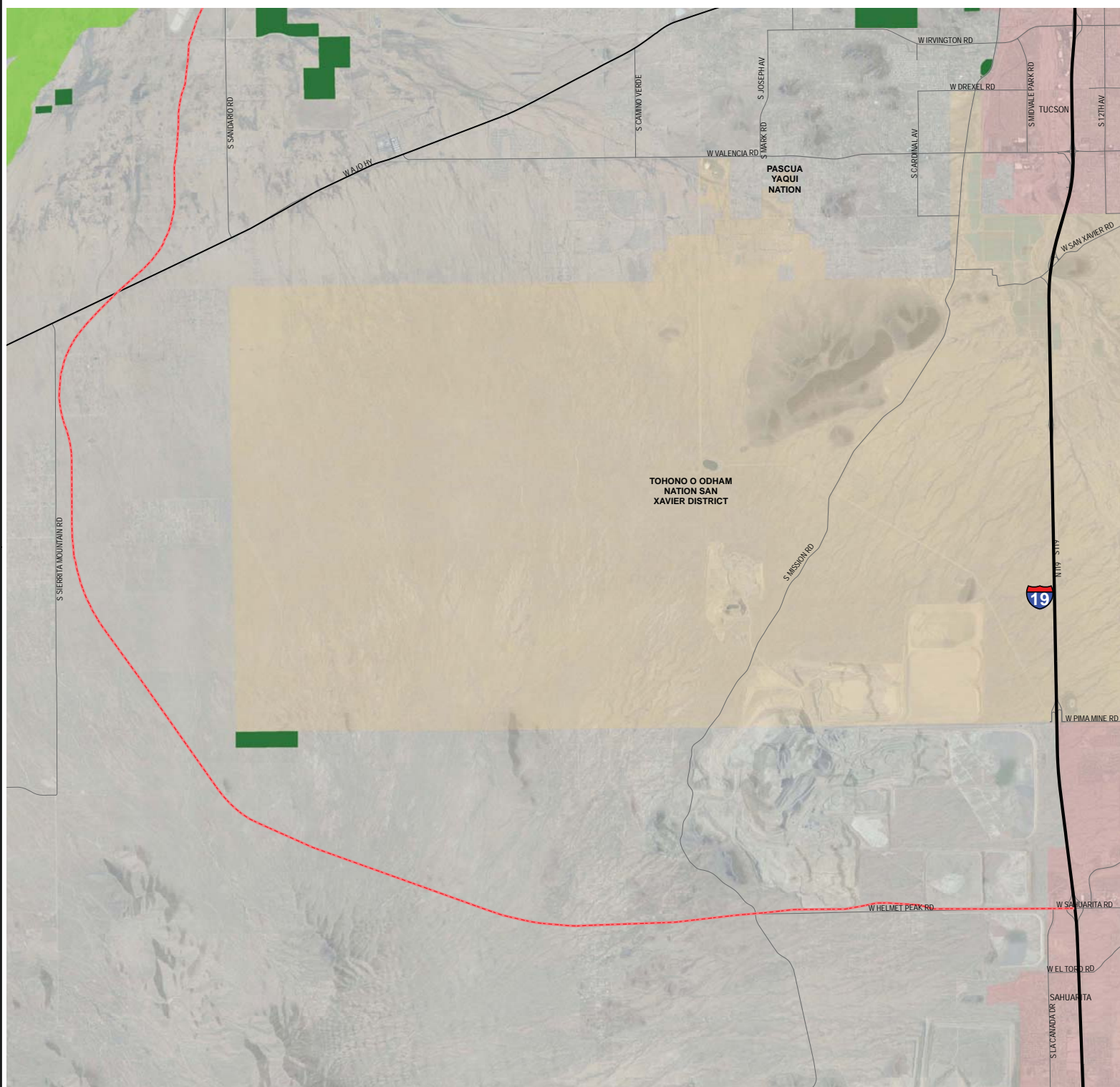


TOHONO  
O ODHAM  
NATION

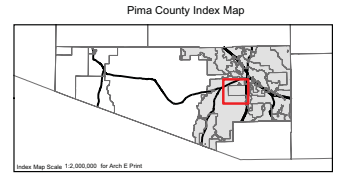
PASCUA  
YAQUI  
NATION

PASCUA  
YAQUI  
NATION  
D-235  
TOHONO O ODHAM NATION  
SAN XAVIER DISTRICT

# Proposed Intermountain West Corridor, MSCP Committed Lands and Wildlife Linkages ( 2012 AGFD/RTA) Southern Portion



- Proposed Route
- Interstate Highway
- State Highway
- Indian Nations
- Incorporated Areas
- MSCP Committed Lands
- Wildlife Linkages – 2012 AGFD/RTA



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# Proposed Intermountain West Corridor and FEMA Floodplains Avra Valley Portion

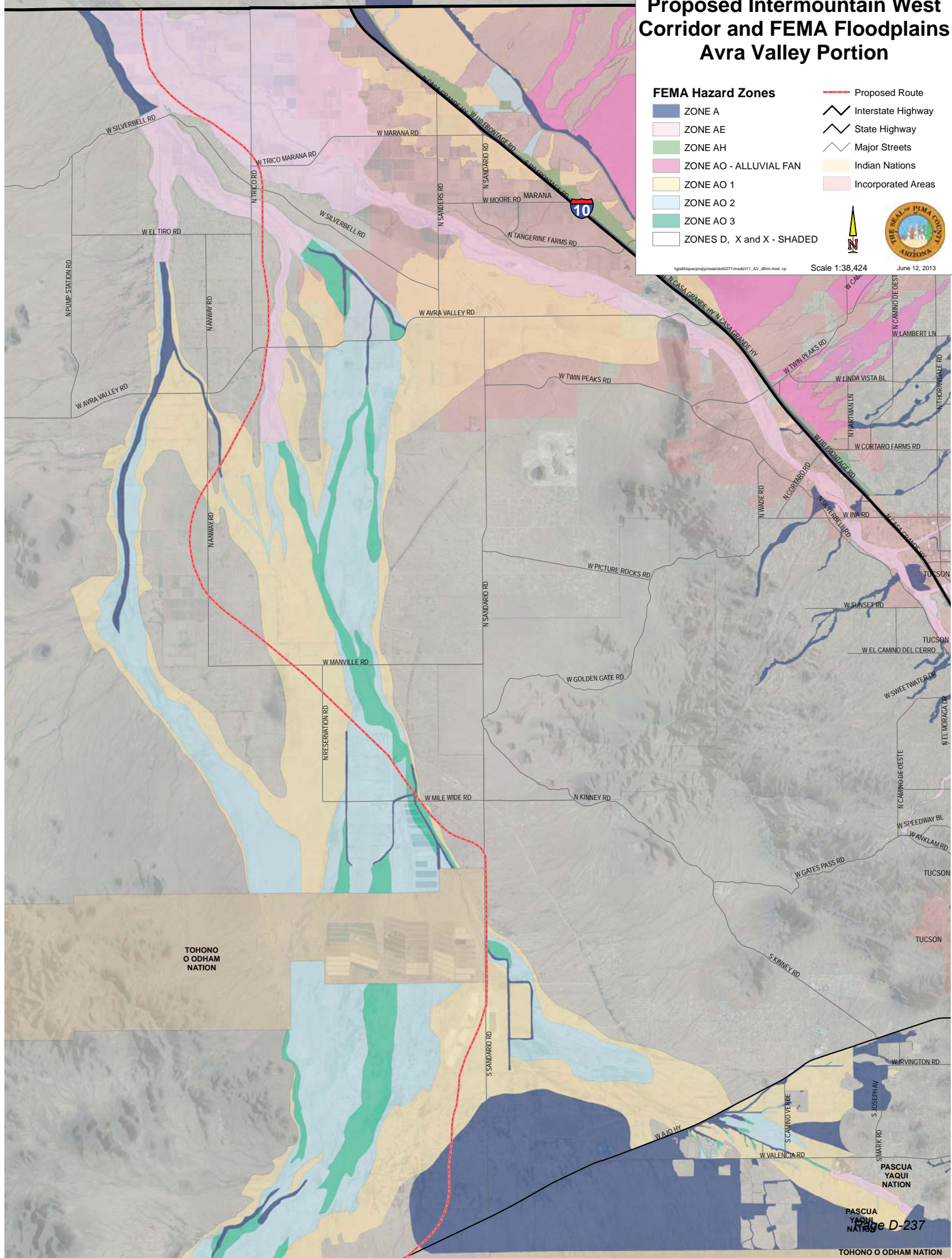
## FEMA Hazard Zones

- ZONE A
- ZONE AE
- ZONE AH
- ZONE AO - ALLUVIAL FAN
- ZONE AO 1
- ZONE AO 2
- ZONE AO 3
- ZONES D, X and X - SHADED

- Proposed Route
- Interstate Highway
- State Highway
- Major Streets
- Indian Nations
- Incorporated Areas



Scale 1:38,424 June 12, 2013



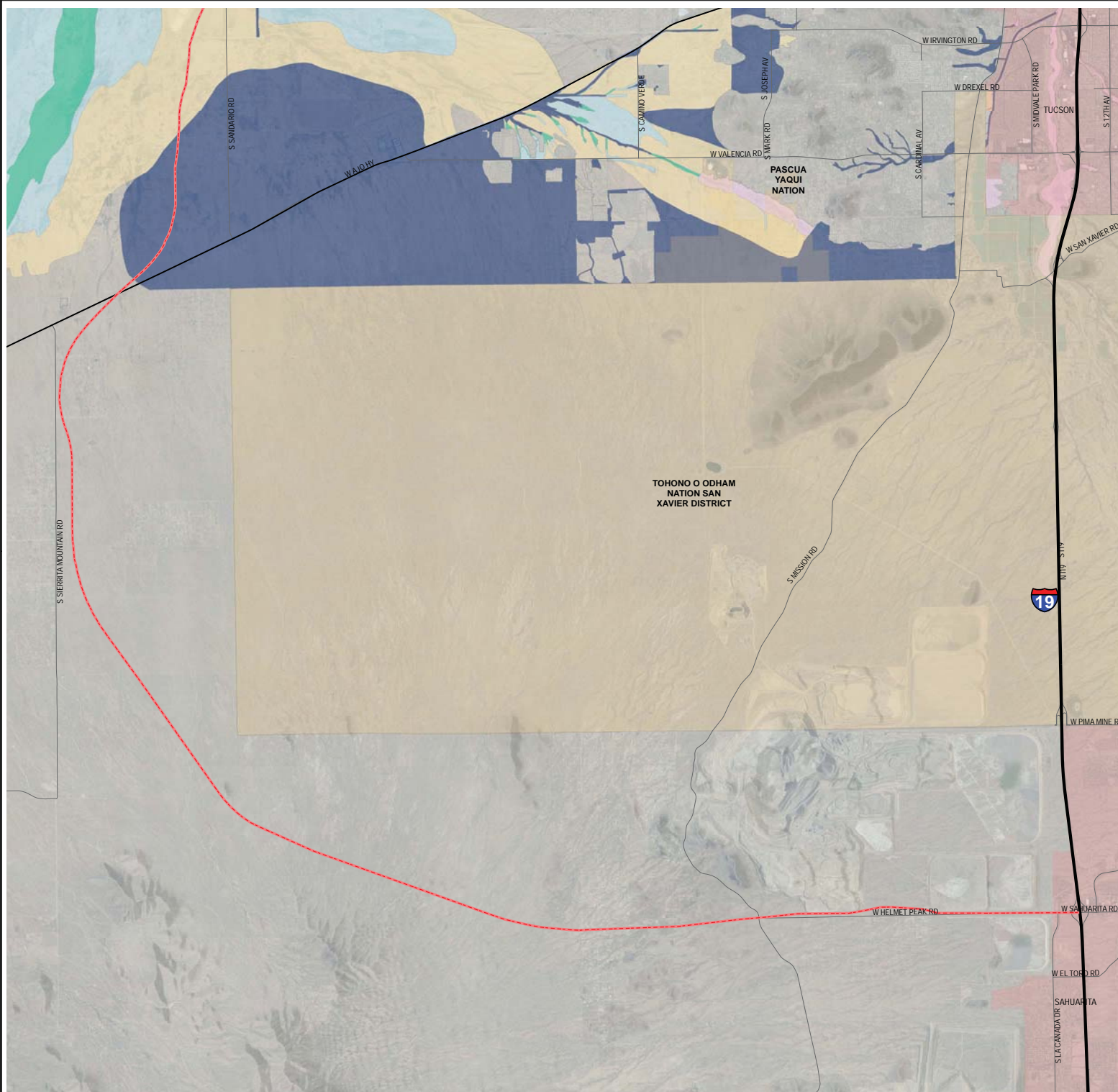
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NATION

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YAQUI  
NATION

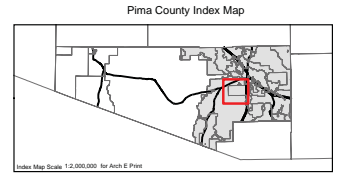
PASCUA  
YAQUI  
NATION  
SAN XAVIER DISTRICT

Map D-237

# Proposed Intermountain West Corridor and FEMA Floodplains Southern Portion



- Proposed Route
  - Interstate Highway
  - State Highway
  - Indian Nations
  - Incorporated Areas
- FEMA Hazard Zones**
- ZONE A
  - ZONE AE
  - ZONE AH
  - ZONE AO - ALLUVIAL FAN
  - ZONE AO 1
  - ZONE AO 2
  - ZONE AO 3
  - ZONES D, X and X - SHADED



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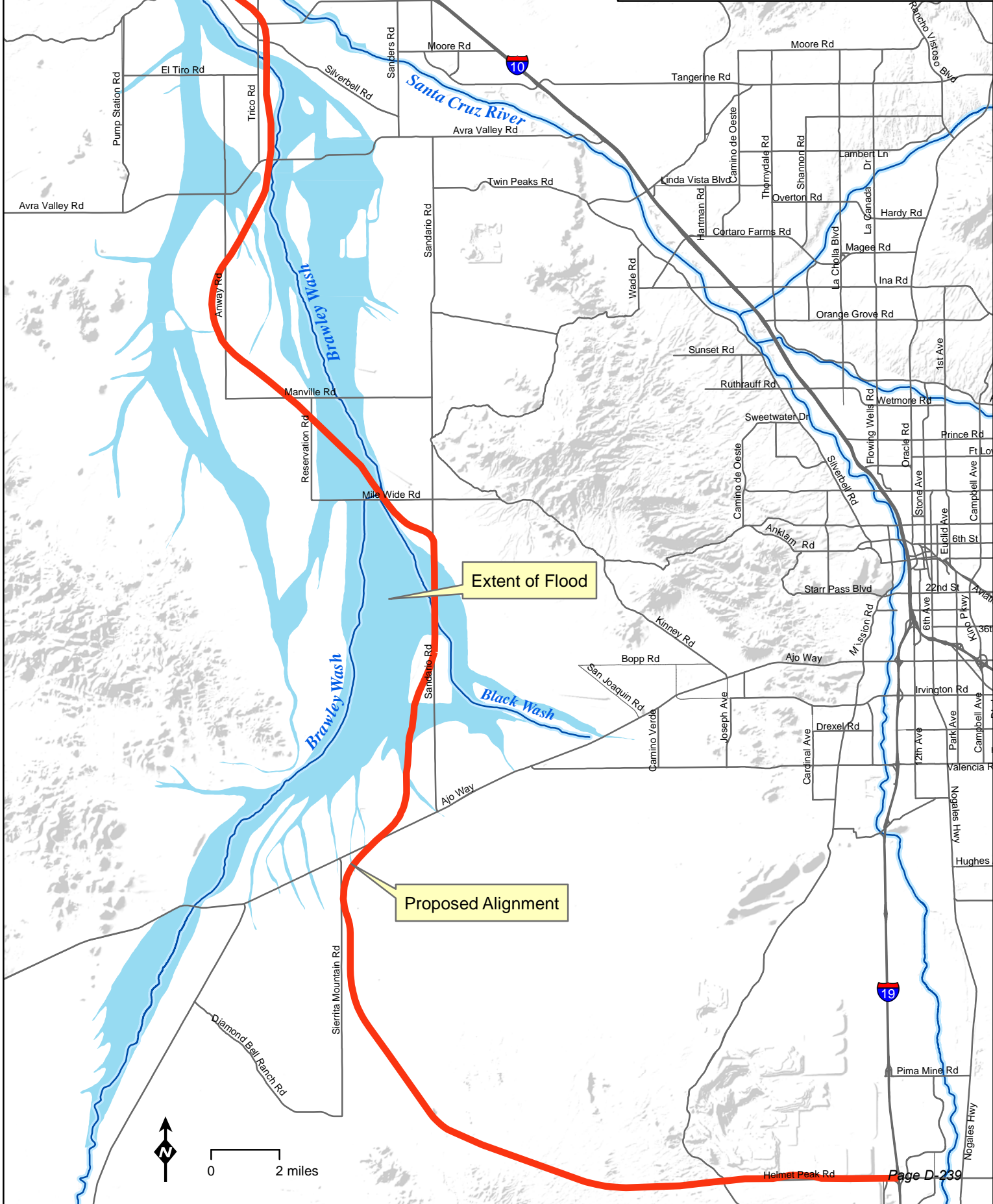
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# Proposed Intermountain West Corridor and Extent of September 1962 Flood



Extent of Flood

Proposed Alignment













## COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER  
130 W. CONGRESS, FLOOR 10, TUCSON, AZ 85701-1317  
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY  
County Administrator

July 18, 2016

Mr. Aryan Lirange, Senior Urban Engineer  
Federal Highway Administration, Arizona Division  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012

Re: **Interstate 11 Corridor, Tier 1 Environmental Impact Statement**

Dear Mr. Lirange:

Pima County accepted the Federal Highway Administration invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the Interstate 11 (I-11) Corridor in our letter dated June 7, 2016 (Attachment 1). In that acceptance letter, it was noted we had developed a conceptual route for I-11 through the Avra Valley in a 2013 report.

We are supplementing the 2013 report with the following additional comments:

We understand that for all practical purposes, there are two general routes through Pima County; one following the existing I-19 and I-10 corridors; and a second alignment west of the City of Tucson through Avra Valley. We fully support the complete disclosure of all impacts – social, economic and environmental – for any alternative, including a “no-build” option. In 2013, we carefully evaluated an Avra Valley alignment to determine whether a feasible alternative could be developed when all associated impacts are considered. The potential alignment, which we depicted in our 2013 report, should be evaluated as part of this study.

We understand that developing a high-speed, high-capacity roadway through Avra Valley would have both positive impacts and negative impacts, some of which were identified in our 2013 report.

### Positive Impacts

1. Downtown neighborhoods and businesses would be less impacted by increased urban truck traffic, noise, and light and air pollution if the alignment were located in Avra Valley.
2. A new interstate in Avra Valley would delay the need for major improvements to the I-19 and I-10 Corridor through Tucson, portions of which are already physically constrained.
3. Visitors from Mexico and elsewhere would have faster access to Pima County and, along with efforts to maintain and expand the attractiveness of Tucson, could have increased opportunities to purchase goods and services.
4. A new interstate would bring large numbers of construction jobs to Avra Valley, as well as tax revenues from developing new businesses that would serve travelers and trucking, such as gas stations, restaurants, shopping and hotels.
5. A new interstate would provide access to large areas of undeveloped and undervalued land that is often cut off during flooding that closes local roadways. Land values in these areas would likely increase and encourage development along and connecting to the new interstate.

### Negative Impacts

1. Impacts to Tucson Water recharge and recovery infrastructure are inevitable with an Avra Valley alternative and need to be carefully evaluated; the costs quantified and weighed against the benefits of this alternative and the cost of a downtown alternative.
2. Environmental impacts to natural areas, plants and wildlife, scenic views and dark skies would be higher in Avra Valley; and these impacts should be carefully evaluated and quantified. Impacts to Pima County's Conservation Land System should be evaluated and mitigation alternatives should be proposed.
3. Impacts to existing residential areas and businesses would be less through Avra Valley because it is sparsely settled, but these impacts should be fully evaluated and compared with all alternatives.

Mr. Aryan Lirange  
Re: Interstate 11 Corridor, Tier 1 Environmental Impact Statement  
July 18, 2016  
Page 3

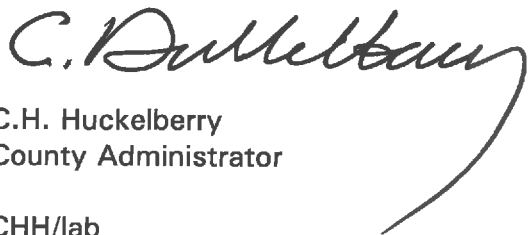
The Tohono O'odham Nation, through their District Council and particularly the San Xavier District, may request an alignment that passes through their lands. If the alignment were to pass through the easternmost extent of the Tohono O'odham Nation lands area known as the Garcia Strip, impacts to residential areas closer to Sandario Road could be reduced, though some residential impacts further south would remain. A secondary benefit of this particular alignment is that it would avoid the Bureau of Reclamation Wildlife Corridor on the east side of Sandario Road. Pima County will support whatever the Tohono O'odham Nation decides with respect to this alignment.

We have concerns about a routing option that relies only on improvements to the existing interstate routes. Even a collector-distributor concept, as described in the Arizona Department of Transportation I-10 / State Road 210 Feasibility Study, may not offer sufficient capacity to serve future anticipated truck and freight traffic. Adding such additional capacity would undoubtedly involve laterally expanding the existing interstate roadway footprint through the heavily developed downtown segment. We expect the primary goal of the I-11 Tier 1 EIS effort is addressing the long-term traffic management needs of the region and all associated impacts will be fully evaluated.

In conclusion, we believe there are important benefits to developing an interstate route through Avra Valley that should be carefully considered alongside the I-19/I-10 corridor alternative. We would be happy to further discuss this alternative and request an in-person consultation between County staff and I-11 Project Team members to address any questions you may have and to provide further detail, if needed.

Pima County Transportation Director Priscilla Cornelio will serve as the County's point of contact for this project, and our Transportation Department can provide you with all relevant technical analyses and studies related to the 2013 report.

Sincerely,



C.H. Huckelberry  
County Administrator

CHH/lab

Attachment

c: John Bernal, Deputy County Administrator for Public Works  
Dr. John Moffatt, Director, Economic Development Office  
Priscilla Cornelio, Director, Transportation Department  
Jonathan Crowe, Principal Planner, Transportation Department



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

ARIZONA DIVISION

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

July 20, 2016

In Reply Refer To:

999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Response Letter

Mr. Chuck Huckelberry, County Administrator  
Pima County  
130 West Congress Street, 10<sup>th</sup> Floor  
Tucson, Arizona 85701

Dear Mr. Huckelberry:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) have completed the scoping process for the Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. We want to thank you for your June 7, 2016 letter received during scoping and acknowledge Pima County's role as a Participating Agency in the Tier 1 EIS process under NEPA.

NEPA requires Federal agencies such as the FHWA to prepare an EIS for major Federal actions that significantly affect the quality of the human and natural environment. An EIS is a full disclosure document that details the process through which a transportation project was developed; includes consideration of a range of reasonable alternatives; analyzes the potential impacts resulting from the alternatives; demonstrates compliance with other applicable environmental laws and executive orders; and details the completion of interagency consultation and continuous public involvement.

Scoping was an initial step in the NEPA environmental review process to solicit agency and public input regarding the scope of the Tier 1 EIS, including the purpose and need; alternatives to be considered; impacts to be evaluated; and evaluation methods to be used. As a Participating Agency, you will receive a Scoping Summary Report that will contain your input, as well as all other agency and public comments received during the approximately 45-day scoping period that was held from May 23, 2016 to July 8, 2016.

The FHWA and ADOT will consider the scoping comments when preparing the ASR and Tier 1 EIS. To start, the ASR will assess a wide range of corridor alternatives. Pima County's proposed alternative, as outlined in your June 7, 2016 scoping letter, will be considered and evaluated along with other potential alternatives. The number of corridor alternatives will then be reduced to a reasonable range and carried forward into the Draft Tier 1 EIS along with the No Build Alternative (i.e., do-nothing option).

A Preferred Corridor Alternative for I-11 will be identified in the Draft Tier 1 EIS document, which will be circulated for agency and public comment. After consideration of comments

received and if a Build Alternative is selected, the FHWA will issue a combined Final Tier 1 EIS and Record of Decision (ROD) document. The combined Final Tier 1 EIS/ROD will identify the Selected Corridor Alternative; present the basis for the decision; describe all of the alternatives considered; specify the "environmentally preferable alternative;" and provide strategies to avoid, minimize, and compensate for environmental impacts. The FHWA will ultimately approve the Final Tier 1 EIS/ROD as the Federal Lead Agency under NEPA.

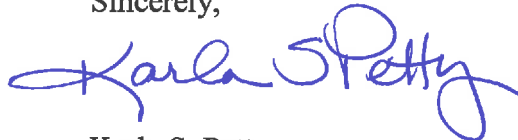
The FHWA and ADOT will continue to involve Pima County as a Participating Agency in the ASR and Tier 1 EIS process as we move forward. As noted in our May 24, 2016 letter, Participating Agencies will be requested to provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits, as appropriate; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.

Your follow-on letter dated July 18, 2016 provides additional input into the potential impacts and issues to be addressed. We anticipate meeting with Participating Agencies at key milestone decisions during the development of the ASR and Tier 1 EIS, which will provide Pima County an opportunity to vet and discuss these issues with other Participating Agencies.

If you have any questions or would like additional information regarding your role as a Participating Agency, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). We look forward to your continued involvement in the I-11 Corridor Tier 1 EIS.

Sincerely,



Karla S. Petty  
Division Administrator

cc:

Priscilla Cornelio, Pima County, Director of Department of Transportation, 201 North Stone Avenue, Tucson, Arizona, 85701

John Bernal, Pima County, Deputy County Administrator for Public Works, address same as addressee  
John Moffatt, Pima County, Director of Economic Development Office, address same as addressee

ecc:

Rebecca Yedlin, FHWA Environmental Coordinator

Jay Van Echo, ADOT Project Manager, MD T100

Lisa Ives, AECOM Consultant Team Project Manager



July 5, 2016

Karla S. Petty, Arizona Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

**Subject: Interstate-11 Corridor Tier 1 Environmental Impact Statement – Pima County Regional Flood Control District as a Participating Agency**

Dear Ms. Perry:

Thank you for your June 28, 2016 letter regarding the Interstate-11 (I-11) Corridor Study. The Pima County Regional Flood Control District (District) formally accepts your invitation to be a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) for this Study.

We would be happy to participate in coordination meetings and field visits, and assist in the identification of impacts and issues with respect to floodplains, riparian habitat, and other resources managed by the District.

We appreciate the opportunity to participate in this important study and look forward to reviewing and sharing information regarding the evaluation of the alignment alternatives.

Sincerely,

A handwritten signature in blue ink that reads "S Shields". The signature is fluid and cursive.

Suzanne Shields, P.E.  
Director and Chief Engineer

SS/tj

c: C.H. Huckelberry, County Administrator  
John Bernal, County Deputy County Administrator – Public Works  
Dr. John Moffatt, Administrative Support Services Manager –County Administrator’s Office  
Priscilla Cornelio, P.E., Director – Department of Transportation  
Eric Shepp, P.E., Deputy Director – Regional Flood Control District  
Bill Zimmerman, Deputy Director – Regional Flood Control District  
Rebecca Yedlin, FHWA Environmental Coordinator





PINAL COUNTY  
*wide open opportunity*

June 8, 2016

Ms. Rebecca Yedlin  
Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave, Ste., 1500  
Phoenix, Arizona 85012

Re: Pinal County Participation in Tier I Environmental Impact Statement process for Interstate 11.

Dear Ms. Rebecca Yedlin;

Pinal County is in receipt of the letter dated May 24, 2016 requesting our involvement with the Tier I Environmental Impact Statement (EIS) for Interstate 11.


We would like to formally request to be a participating agency for the Tier I EIS process.

Please add:

Andrew Smith, Principal Planner  
Pinal County Public Works  
31 N. Pinal Street Bldg. F  
Florence, Arizona 85132  
[Andrew.smith@pinalcountyz.gov](mailto:Andrew.smith@pinalcountyz.gov)

We would like to thank you for this opportunity to participate and if you should have any additional needs please do not hesitate to contact me.

Sincerely,



Greg Stanley  
County Manager

Cc: Louis Andersen - Director  
Scott Bender – County Engineer  
Andy Smith – Principal Planner

COUNTY MANAGER

135 North Pinal Street, Administrative Complex, PO Box 827 Florence, AZ 85132 T 520-866-6212 FREE 888-431-1311 F 520-866-6355

[www.pinalcountyz.gov](http://www.pinalcountyz.gov)

When recorded return to:

Clerk of the Board  
P.O. Box 827  
Florence, AZ 85132

**RESOLUTION NO. 070616-AD16-001**

**RESOLUTION OF THE PINAL COUNTY BOARD OF SUPERVISORS  
DECLARING SUPPORT FOR THE ARIZONA DEPARTMENT OF  
TRANSPORTATION'S INTERSTATE 11 CORRIDOR TIER 1  
ENVIRONMENTAL IMPACT STATEMENT.**

**WHEREAS**, in November 2014, the Arizona Department of Transportation (ADOT), Nevada Department of Transportation, Federal Highway Administration (FHWA), Maricopa Association of Governments, Regional Transportation Commission of Southern Nevada, and other key stakeholders completed an initial two-year feasibility study known as the Interstate 11 (I-11) and Intermountain West Corridor Study (IWCS); and,

**WHEREAS**, upon completion of the IWCS, ADOT, FHWA, and partner regional planning agencies commenced with a three-year Tier 1 Environmental Impact Statement to select a corridor alternative for I-11 between Nogales and Wickenburg to locate I-11; and,

**WHEREAS**, the I-11 corridor study area is 280 miles long, varies in width from approximately 5 to 50 miles and traverses the counties of Maricopa, Pinal, Pima and Santa Cruz through central and southern Arizona; and,

**WHEREAS**, it is in the best interests of Pinal County and the cities, towns, and Indian communities within Pinal County to promote the I-11 planning process that encompasses the identified study area corridor; and,

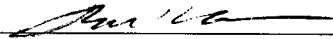
**WHEREAS**, Pinal County declares its support for the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan, as approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route.

**NOW THEREFORE, IT IS HEREBY RESOLVED** that the Pinal County Board of Supervisors declares its support of the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority on May 11, 2016 as a high capacity transportation route as it promotes freight movement, links communities, and enhances job growth within Pinal County.

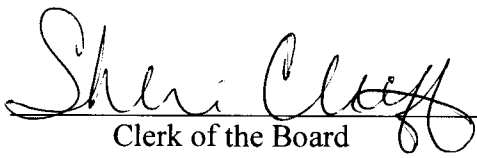
**IT IS FURTHER RESOLVED** that the Pinal County Board of Supervisors supports the Tier I Environmental Impact Statement planning process to select a corridor alternative for I-11 between Nogales and Wickenburg.

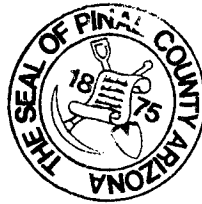
**IT IS FURTHER RESOLVED** that this Resolution is effective upon approval and execution of this Resolution.

**PASSED AND ADOPTED** this 6<sup>th</sup> day of July, 2016, by the  
PINAL COUNTY BOARD OF SUPERVISORS.

  
Chairman of the Board

ATTEST:

  
Clerk of the Board



APPROVED AS TO FORM:

  
Deputy County Attorney

Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Friday, September 16, 2016 6:03 PM  
To: Andrew.smith@pinalcountyaz.gov  
Cc: Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180  
Attachments: Project Map.pdf

Thanks Andy.....we have been in contact with the Corps and are aware of the EIS they have on-going of which I am sure that you are also a Participating Agency for.....again thanks for the information and contact data....have a great weekend and all the best.

Jay Van Echo  
ADOT I-11 Study Manager  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)  
520-388-4224 office  
520-400-6207 cell

---

From: Andrew Smith [mailto:Andrew.Smith@pinalcountyaz.gov]  
Sent: Friday, September 16, 2016 2:45 PM  
To: Maria Leon; Jay Van Echo  
Subject: FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Good afternoon! I wanted to share some information from our Flood Control Section related to the I-11 EIS currently underway! Please let me know if I can provide any additional information.

Thank you,

Andy Smith  
Principal Planner  
Pinal County – Public Works  
(520) 866-6407  
(480) 695-3330  
[Andrew.smith@pinalcountyaz.gov](mailto:Andrew.smith@pinalcountyaz.gov)



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---

From: Christopher Wanamaker  
Sent: Friday, September 16, 2016 2:39 PM

To: Andrew Smith <[Andrew.Smith@pinalcountyaz.gov](mailto:Andrew.Smith@pinalcountyaz.gov)>; Elise Moore <[Elise.Moore@pinalcountyaz.gov](mailto:Elise.Moore@pinalcountyaz.gov)>  
Subject: RE: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Andy,

The Army Corps of Engineers is currently doing a feasibility study of the lower Santa Cruz River Watershed which roughly coincides with a portion of the I-11 corridor limits. The Corps is part of the way through their 3 year study process and they expect to have the reports finalized in August of 2017. Our contact with the Corps of Engineers is:

Kim M. Gavigan, P.E., CFM  
Chief, Water Resources Planning Section C USACE Los Angeles District AZ/NV Area Office  
3636 N. Central Avenue, Ste. 900  
Phoenix, AZ 85012  
Office: 602-230-6902  
Cell: 602-300-5806  
[Kim.M.Gavigan@usace.army.mil](mailto:Kim.M.Gavigan@usace.army.mil)

I have attached a map showing the project limits.

Thank you,

Chris

Christopher Wanamaker, PE, CFM, CPM | Engineer III  
Pinal County | Flood Control District | Public Works Department  
P: (520) 866-6010 | C: (520) 251-2344 | F: (520) 866-6511  
31 North Pinal Street | Building F | P.O. Box 727 | Florence, AZ 85132  
[www.pinalcountyaz.gov](http://www.pinalcountyaz.gov)

Effective immediately, all incoming mail for Pinal County Public Works Department will need to be addressed to P.O. Box 727, Florence, Arizona 85132.

Parcels that are addressed to the physical address will be returned to sender.

---

From: Andrew Smith  
Sent: Tuesday, September 06, 2016 1:19 PM  
To: Elise Moore; Christopher Wanamaker  
Subject: FW: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

Good afternoon! FYI! Any input you have I will be more than happy to include in my future comments regarding this project.

Thanks!!

---

From: Maria Leon [<mailto:MLeon@azdot.gov>]  
Sent: Wednesday, August 31, 2016 2:09 PM  
To: 'cheryl.lambert@az.usda.gov' <[cheryl.lambert@az.usda.gov](mailto:cheryl.lambert@az.usda.gov)>; 'jesse.m.rice@usace.army.mil' <[jesse.m.rice@usace.army.mil](mailto:jesse.m.rice@usace.army.mil)>; 'mar@wapa.gov' <[mar@wapa.gov](mailto:mar@wapa.gov)>; 'mlandry@azcorrections.gov' <[mlandry@azcorrections.gov](mailto:mlandry@azcorrections.gov)>; 'slz@azdeq.gov' <[slz@azdeq.gov](mailto:slz@azdeq.gov)>; 'eanspach@azdps.gov' <[eanspach@azdps.gov](mailto:eanspach@azdps.gov)>; 'mw Walsh@azstateparks.gov' <[mw Walsh@azstateparks.gov](mailto:mwalsh@azstateparks.gov)>; 'mhorowitz@azland.gov' <[mhorowitz@azland.gov](mailto:mhorowitz@azland.gov)>; 'ljohnson@azstateparks.gov' <[ljohnson@azstateparks.gov](mailto:ljohnson@azstateparks.gov)>; 'tstrow@azmag.gov' <[tstrow@azmag.gov](mailto:tstrow@azmag.gov)>; 'jliosatos@pagregion.com' <[jliosatos@pagregion.com](mailto:jliosatos@pagregion.com)>; [rheiss@seago.org](mailto:rheiss@seago.org); [ihiggs@scmpo.org](mailto:ihiggs@scmpo.org); Jennifer Toth (Maricopa)

<[jennifertoth@mail.maricopa.gov](mailto:jennifertoth@mail.maricopa.gov)>; 'priscilla.cornelio@pima.gov' <[priscilla.cornelio@pima.gov](mailto:priscilla.cornelio@pima.gov)>;  
'suzanne.shields@pima.gov' <[suzanne.shields@pima.gov](mailto:suzanne.shields@pima.gov)>; Andrew Smith <[Andrew.Smith@pinalcountyaz.gov](mailto:Andrew.Smith@pinalcountyaz.gov)>;  
'jjvaldez@santacruzcountyaz.gov' <[jjvaldez@santacruzcountyaz.gov](mailto:jjvaldez@santacruzcountyaz.gov)>; 'Mike.Willett@yavapai.us'  
<[Mike.Willett@yavapai.us](mailto:Mike.Willett@yavapai.us)>; 'gdiaz@buckeyeaz.gov' <[gdiaz@buckeyeaz.gov](mailto:gdiaz@buckeyeaz.gov)>; Duane Eitel <[deitel@casagrandeaz.gov](mailto:deitel@casagrandeaz.gov)>;  
'kmartin@eloyaz.gov' <[kmartin@eloyaz.gov](mailto:kmartin@eloyaz.gov)>; 'luke.albert@goodyearaz.gov' <[luke.albert@goodyearaz.gov](mailto:luke.albert@goodyearaz.gov)>;  
'david.maestas@maricopa-az.gov' <[david.maestas@maricopa-az.gov](mailto:david.maestas@maricopa-az.gov)>; 'jguerra@nogalesaz.gov'  
<[jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)>; 'jgastelum@southtucson.org' <[jgastelum@southtucson.org](mailto:jgastelum@southtucson.org)>;  
'james.macadam@tucsonaz.gov' <[james.macadam@tucsonaz.gov](mailto:james.macadam@tucsonaz.gov)>; 'mcelaya@gilabendaz.org'  
<[mcelaya@gilabendaz.org](mailto:mcelaya@gilabendaz.org)>; 'kbrann@maranaaz.gov' <[kbrann@maranaaz.gov](mailto:kbrann@maranaaz.gov)>; 'ehamblin@orovalleyaz.gov'  
<[ehamblin@orovalleyaz.gov](mailto:ehamblin@orovalleyaz.gov)>; 'sbowen@sahuaritaaz.gov' <[sbowen@sahuaritaaz.gov](mailto:sbowen@sahuaritaaz.gov)>; 'jwright@ci.wickenburg.az.us'  
<[jwright@ci.wickenburg.az.us](mailto:jwright@ci.wickenburg.az.us)>; 'ron@caidd.com' <[ron@caidd.com](mailto:ron@caidd.com)>; 'ruth.valencia@srpnet.com'  
<[ruth.valencia@srpnet.com](mailto:ruth.valencia@srpnet.com)>; 'wcrane@trico.coop' <[wcrane@trico.coop](mailto:wcrane@trico.coop)>; 'sandra.shade@ak-chin.nsn.us'  
<[sandra.shade@ak-chin.nsn.us](mailto:sandra.shade@ak-chin.nsn.us)>; 'veronica.l.darnell@pascuayaqui-nsn.gov' <[veronica.l.darnell@pascuayaqui-nsn.gov](mailto:veronica.l.darnell@pascuayaqui-nsn.gov)>  
Cc: Jay Van Echo <[JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)>; Aryan Lirange <[Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov)>; [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov); 'Ives, Lisa'  
([Lisa.Ives@aecom.com](mailto:Lisa.Ives@aecom.com)) <[Lisa.Ives@aecom.com](mailto:Lisa.Ives@aecom.com)>; 'AMER-US-AZ Phoenix-i11doccontrol' ([i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com))  
<[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>

Subject: I-11 Tier 1 EIS and ASR Public Outreach and Agency Coordination Plan Transmittal - ADOT TRACS M5180

I-11 Participating Agencies:

ADOT and FHWA very much looks forward to your continued participation on the I-11 Tier 1 EIS and ASR process. With this post an important document is being transmitted for your agencies' timely review and written comment. Please read the attached transmittal letter and review the Public Outreach and Agency Coordination Plan and reply as noted.

Thank you,  
Jay Van Echo, PE  
ADOT I-11 Study Manager  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)  
520-388-4224

---

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# Lower Santa Cruz River Project Area



Ives, Lisa

---

From: Bodington, Kimberly  
Sent: Tuesday, October 18, 2016 7:44 PM  
To: JVanEcho@azdot.gov; Ives, Lisa; aryan.lirange@dot.gov  
Subject: Fwd: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below.

Begin forwarded message:

From: Elise Moore <[Elise.Moore@pinalcountyaz.gov](mailto:Elise.Moore@pinalcountyaz.gov)>  
Date: October 18, 2016 at 4:36:01 PM MST  
To: "'Bodington, Kimberly'" <[Kimberly.Bodington@aecom.com](mailto:Kimberly.Bodington@aecom.com)>, "'rebecca.yedlin@dot.gov'" <[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)>  
Cc: 'AMER-US-AZ Phoenix-i11doccontrol' <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Thank you for reaching out to me Ms. Bodington about this project. I appreciate your resending the letters to me and helping to explain the process.

I would like to be included as a participating agency and keep informed on the project as it progresses. We do have jurisdiction in the area and may have comments on the proposed corridor as it may impact the floodplain and future mitigation projects in the watershed. We are also engaged in another Federal project in this corridor with the U.S. Army Corps of Engineers.

I have copied Ms. Yedlin on this correspondence so that she can respond as well. If there is anything additional that is needed from us at this time, please let me know.

Best regards,  
Elise

H. Elise Moore, P.E., CFM  
Pinal County Flood Control District  
Pinal County Department of Public Works  
P.O. Box 727  
Florence, AZ 85132

Ph. (520) 866-6638

**Effective immediately, all incoming mail for Pinal County Public Works Department will need to be addressed to P.O. Box 727, Florence, Arizona 85132. Parcels that are addressed to the physical address will be returned to sender.**

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From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]  
Sent: Tuesday, October 18, 2016 4:21 PM  
To: Elise Moore <[Elise.Moore@pinalcountyz.gov](mailto:Elise.Moore@pinalcountyz.gov)>  
Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>  
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Ms. Moore,

Thank you for taking the time to discuss the I-11 Corridor Tier 1 EIS project with me on the phone this afternoon. As promised, both the Participating Agency invitation and Section 106 initiation letters that were previously sent to you are attached to this email. If you are interested in moving forward, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letters at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,  
Kimberly

**Kimberly Bodington**  
Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**  
7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
T +1-602-371-1100  
[aecom.com](http://aecom.com)

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Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Monday, August 08, 2016 6:55 PM  
To: Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa; AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Thank you Irene.  
Jay

---

From: Irene Higgs [<mailto:iHiggs@scmpo.org>]  
Sent: Monday, August 08, 2016 3:17 PM  
To: Jay Van Echo  
Cc: 'AMER-US-AZ Phoenix-i11doccontrol'  
Subject: RE: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Hi Jay,

The Sun Corridor MPO would like to be a Participating Agency in the Tier 1 EIS process for the I-11 Corridor. We look forward to working with ADOT and FHWA on this project.

*Thank you,*  
*Irene J. Higgs, Executive Director*  
*Sun Corridor Metropolitan Planning Organization*  
*211 N Florence Street, Ste 103*  
*Casa Grande, Arizona*  
[ihiggs@scmpo.org](mailto:ihiggs@scmpo.org)  
520-705-5143

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Friday, August 05, 2016 2:57 PM  
To: 'ihiggs@scmpo.org'  
Cc: AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: a friendly reminder - You have not sent back a notification that Sun Corridor.....

A positive response to this post is sufficient, however, anyway you and the Sun Corridor would like to respond will be accepted.

Thank you  
Jay Van Echo  
I-11 Study Manager

---

From: Irene Higgs [<mailto:iHiggs@scmpo.org>]  
Sent: Friday, August 05, 2016 11:07 AM  
To: Jay Van Echo  
Subject: RE: a friendly reminder - You have not sent back a notification that Sun Corridor.....

Hi Jay,

I have looked through everything and cannot find a letter from ADOT?FHWA requesting the MPO to be a participating agency.

*Thank you,*  
*Irene J. Higgs, Executive Director*  
*Sun Corridor Metropolitan Planning Organization*  
*211 N Florence Street, Ste 103*  
*Casa Grande, Arizona*  
[ihiggs@scmpo.org](mailto:ihiggs@scmpo.org)  
520-705-5143

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Friday, August 05, 2016 10:43 AM  
To: 'ihiggs@scmpo.org'  
Subject: a friendly reminder - You have not sent back a notification that Sun Corridor.....

....MPO will be a participating agency in the I-11 study.....is there a reason as to that?  
Jay

---

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**From:** Irene Higgs <iHiggs@scmpo.org>  
**Sent:** Friday, July 08, 2016 7:49 AM  
**To:** I-11ADOTstudy  
**Subject:** Sun Corridor MPO Resolution 2016-01  
**Attachments:** Executed.Resolution No. 2016-01.pdf

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Blue Category

Hello I-11 Study Team,

Please find attached Resolution 2016-01 that was approved and signed by the Sun Corridor MPO Executive Board on July 5, 2016 which declares the Sun Corridor MPO's support of the West Pinal Freeway along the route identified in the Pinal Regional Transportation Plan approved by the Pinal Regional Transportation Authority May 11, 2016 as a high capacity route as it promotes freight movement, links communities, and strengthens economic development and job growth county-wide.

*Thank you,*

***Irene J. Higgs, Executive Director***

*Sun Corridor Metropolitan Planning Organization*

*211 N Florence Street, Ste 103*

*Casa Grande, Arizona*

[ihiggs@scmpo.org](mailto:ihiggs@scmpo.org)

*520-705-5143*

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Wednesday, June 01, 2016 3:48 PM  
To: Jay Van Echo (JVanEcho@azdot.gov); Ives, Lisa  
Cc: Lirange, Aryan (FHWA); AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

fyi

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From: Randy Heiss [<mailto:rheiss@seago.org>]  
Sent: Wednesday, June 01, 2016 9:07 AM  
To: Yedlin, Rebecca (FHWA)  
Subject: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

Rebecca –

Thank you for the invitation. SEAGO accepts the invitation to be a Participating Agency in the subject study.

Please contact me if additional information is required.

Thank you,

Randy Heiss  
Executive Director  
SouthEastern Arizona Governments Organization  
Main Office  
1403 W. Highway 92  
Bisbee, Arizona 85603  
Phone: (520) 432-2622 X 202  
Fax: (520) 432-5858  
Cell: (520) 678-3220





**Doug Ducey**  
Governor

**Sue Black**  
Executive Director



June 7, 2016

Karla S. Petty, Division Administration  
U. S. Department of Transportation  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Attention: Rebecca Yedlin, FHWA Environmental Coordinator

Re: Multiple counties, I-11 Corridor; Alternatives Selection Report, Tier I Environmental Impact Statement (EIS); Federal Highway Administration (FHWA): SHPO-2014-0246(131230)

Dear Ms. Petty:

The Arizona State Historic Preservation Office (SHPO) accepts FHWA's invitation to be a Participating Agency in the Tier I EIS process for the I-11 Corridor between Nogales and Wickenburg in Santa Cruz, Pima, Pinal, Maricopa and Yavapai counties, Arizona. We understand that the Alternatives Selection Report (ASR) will assess a wide range of corridor alternatives, and that the corridor ranges from 5 to 25 miles wide between Nogales and Wickenburg, Arizona. At a pre-scoping meeting among FHWA, FHWA's environmental consultant, and SHPO on 27 April 2016, we had several comments that we wish to carry forward into this consultation.


1. We strongly recommend that FHWA include interested Native American Tribes in the selection of alternatives. This can be achieved, in part, through ethnographic studies completed early in the Tier 1 process to obtain Tribal perspectives about the 280-mile section of the transportation corridor, rather than later as mitigation to resolve adverse effects of the undertaking to resources and places of traditional cultural value.
2. We recommend that a full Class I inventory of the I-11 corridor, as currently defined, be completed as part of the ASR and Tier I EIS. As explained to us at the above-cited meeting, current plans call for the identification of only those cultural properties and landmarks listed in the National Register of Historic Places (NRHP), an approach that would significantly limit information about potential culturally- and archaeologically-sensitive areas.
3. We advocate preservation of NRHP-eligible and listed resources by using existing infrastructure, where possible, rather than new construction.

State Historic Preservation Office

1100 W. Washington St | Phoenix, AZ 85007 | 602.542.4009 | AZStateParks.com

We look forward to working with you on this project. Please contact me by telephone, 602.542.7120, or email, [mwalsh@azstateparks.gov](mailto:mwalsh@azstateparks.gov), if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Mary-Ellen Walsh". The signature is written in a cursive, flowing style.

Mary-Ellen Walsh, M.A. RPA  
Archaeological Compliance Specialist  
State Historic Preservation Office



**ENVIRONMENTAL COMPLIANCE & PERMITTING • PAB352**

P.O. Box 52025  
Phoenix, AZ 85072-2025  
(602) 236-2830  
Fax (602) 236-3407  
Ruth.Valencia@srpnet.com

**RUTH VALENCIA**  
Manager, Biological & Cultural Resource Services

via email: [Rebecca.yedlin@dot.gov](mailto:Rebecca.yedlin@dot.gov)

Rebecca Yedlin  
FHWA Environmental Coordinator  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012

Re: 999-M(161)S  
I-11. I-19/SR 189 to US 93/SR89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS

Dear Ms. Yedlin:

SRP requests Participating Agency status during the I-11 Corridor Tier 1 EIS process. SRP has infrastructure related to both our power generation, transmission and distribution delivery system as well as our water delivery system within the broad corridor study area. SRP appreciates the opportunity to identify and address potential impacts and issues related to our infrastructure and operations during this process. However, SRP will not be submitting any scoping comments at this time.

Sincerely,

A handwritten signature in black ink that reads "Ruth A. Valencia". The signature is written in a cursive style and is positioned above the typed name and title.

Ruth A. Valencia  
Manager, Biological & Cultural Resource Services  
Environmental Compliance & Permitting



# SAN CARLOS IRRIGATION AND DRAINAGE DISTRICT

DENNIS BAGNALL, PRESIDENT  
SEAN KEELING, SECRETARY  
MIKE CUNDALL  
NOAH HISCOX  
GUY RANKIN  
ROBERT RICE  
JUSTIN ROBERTS  
JAMES SHAW  
DEAN WELLS

120 S. 3<sup>RD</sup> ST.  
P.O. BOX 218  
COOLIDGE, AZ 85128

J. MICHAEL URTON, GENERAL MANAGER  
SALLY VAN ARSDALE, BUSINESS MANAGER

TELEPHONE: (520) 723-5408  
FAX: (520) 723-7965

Ms. Rebecca Yedlin  
FHWA Environmental Coordinator  
ADOT  
4000 N. Central Ave. Suite 1500  
Phoenix, AZ 85012  
[Rebecca.yedlin@dot.gov](mailto:Rebecca.yedlin@dot.gov)

VIA Email

Dear Ms. Yedlin,  
As General Manager of the San Carlos Irrigation and Drainage District (SCIDD), I wish to **accept** your invitation to become a Participating Agency in the Tier 1 EIS process for the I-11 Corridor study.

SCIDD operates and maintains canals and laterals in central Pinal County from 7 miles northeast of Florence to 6 miles west of Casa Grande. Technically, we operate as a municipality conducting O&M on 250 miles of canals and laterals serving 50,000 acres of the off-reservation portion of the San Carlos Irrigation Project (SCIP) under authority of the Canal Act of 1890 and the San Carlos Project Act of 1924. SCIP is a BIA agency authorized to oversee the federal easement which SCIDD canals and laterals occupy. Today, by phone, I provided Kimberly Bodington of your agency with contact information for Mr. Clarence Begay, Irrigation Manager for SCIP, as SCIP should probably also be a Participating Agency.

Within the I-11 Corridor Study Area, SCIDD has canals and laterals near the City of Casa Grande from Burris Road on the west, to Interstate 8 on the south, to Highway 287 on the east. Any crossing of these canals will require engineering review and construction oversight by SCIDD approved irrigation engineers. Additionally, if your NEPA process does not satisfactorily meet BIA requirements, Mr. Begay may require an encroachment permit from BIA.

Please visit our website at [www.scidd.com](http://www.scidd.com) for maps of our District.

We at SCIDD look forward to participating in this important process.

Sincere regards,

J. Michael Urton, GM  
SCIDD

[Mike.urton@scidd.com](mailto:Mike.urton@scidd.com)  
520-723-5408

*I-11 Participating Agency Acceptance*



Ives, Lisa

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From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Wednesday, August 17, 2016 1:31 PM  
To: Ives, Lisa  
Cc: Aryan Lirange; Yedlin, Rebecca (FHWA)  
Subject: FW: I-11 EIS, Participation Response Santa Cruz County I-11 TRACS #M5180

Got it part deux.

Lisa, please update spreadsheets and Plan- V2.

Jay

---

From: Yedlin, Rebecca (FHWA) [<mailto:Rebecca.Yedlin@dot.gov>]  
Sent: Wednesday, August 17, 2016 10:18 AM  
To: Jesus J. Valdez  
Cc: Jennifer St. John; Jennifer St. John; Randy Heiss ([rheiss@seago.org](mailto:rheiss@seago.org)); Jay Van Echo; Aryan Lirange; [i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)  
Subject: RE: I-11 EIS, Participation Response

Thank you Jesus for getting back with us. We look forward to working with you on the I-11 project. – Rebecca

---

From: Jesus J. Valdez [<mailto:jvaldez@santacruzcountyaz.gov>]  
Sent: Wednesday, August 17, 2016 10:10 AM  
To: Yedlin, Rebecca (FHWA)  
Cc: Jennifer St. John; Jennifer St. John; Randy Heiss ([rheiss@seago.org](mailto:rheiss@seago.org))  
Subject: I-11 EIS, Participation Response

Rebecca,

Santa Cruz County will like to be a participating agency in the ASR & I-11 EIS process. I will be the point of contact for any information that needs to be disseminated or collected. Thx

Jesus Valdez, P.E.  
Public Works Director  
520-375-7830

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Ives, Lisa

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Subject: FW: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters  
Importance: High

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From: Michael Celaya [<mailto:mcelaya@gilabendaz.org>]  
Sent: Monday, September 19, 2016 10:43 AM  
To: Jay Van Echo  
Subject: RE: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Good Morning Jay,

First, my apology for not responding in a timely manner. Please consider this email as the Town of Gila Bend's intent be a Participating Agency and a consulting party to the 106 process. Also, would you happen to have a draft or an example of a resolution supporting the I-11. I would like to present this issue in front of my Mayor and Council on September 27<sup>th</sup>. Would you be available to assist me in the presentation. Presentation would be similar to what you presented me last month. Thank you Jay. You can also call me on my cell at (623) 300-5334 at your convenience. Mike

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Thursday, September 15, 2016 11:53 AM  
To: Michael Celaya  
Subject: RE: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Michael:  
Please let me know if you are getting my posts to you, because as of today's date still have not received any correspondence back.

Jay Van Echo  
I-11 Study Manager  
520-388-4224  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)

---

From: Jay Van Echo  
Sent: Tuesday, August 23, 2016 10:10 AM  
To: 'mcelaya@gilabendaz.org'  
Cc: Aryan Lirange; Yedlin, Rebecca (FHWA); Ives, Lisa ([Lisa.Ives@aecom.com](mailto:Lisa.Ives@aecom.com)); Jay Van Echo ([jayv@horrocks.com](mailto:jayv@horrocks.com)); Lauren Clementino; Joanie Cady; AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Michael:  
Have you had a chance to send back to FHWA the Town's intention to be a Participating Agency and a consulting party to the 106 process?

To get it on the record a simple affirmative e-mail reply is sufficient. And if you'd like to follow up with Town written comments and opportunities/constraints that would be fine at a later date/post too.

Thanks for coming to Phoenix and meeting with Aryan, Rebecca, and myself last week to catch up.

Jay Van Echo  
I-11 Study Manager  
520-388-4224  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)

---

From: Ives, Lisa [<mailto:Lisa.Ives@aecom.com>]  
Sent: Tuesday, August 16, 2016 8:45 PM  
To: [mcelaya@gilabendaz.org](mailto:mcelaya@gilabendaz.org)  
Cc: Jay Van Echo; Jay Van Echo ([jayv@horrocks.com](mailto:jayv@horrocks.com)); AMER-US-AZ Phoenix-i11doccontrol  
Subject: I-11 -- Participating Agency and Section 106 Consulting Party Invitation Letters

Hello Michael –

Jay Van Echo asked me to resend the attached invitation letters previously sent to Gila Bend regarding the I-11 Corridor Tier 1 EIS. The first letter invites Gila Bend to be a Participating Agency under the National Environmental Policy Act, while the second letter requests your agency's involvement as a Consulting Party per Section 106 of the National Historic Preservation Act. If you chose to participate, please feel free to respond to this e-mail to accept these invitations.

We look forward to your on-going involvement in the Tier 1 EIS process. Please let us know if you have any questions.

Thank you.

Lisa Ives  
Consultant Team Project Manager  
616-334-1875

---

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July 5, 2016

Mr. Aryan Lirange, Senior Urban Engineer  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012

Marana's Comments on I-11

Dear Mr. Lirange;

Thank you for the opportunity to provide initial comments on the I-11 Corridor Study. The scoping meeting on June 22, 2016 at PAG in Tucson was very informative, and we offer the following comments for your consideration:

- The Town is concerned about an I-11 corridor that would coincide with existing interstate routes within developed urban and suburban areas such as Tucson and Marana. Marana's downtown was displaced by the creation of I-10 in the '60s. Undeveloped areas of I-19, I-10 and I-8 could be expanded to provide an I-11 need but the developed areas of Tucson/Marana and Casa Grande should utilize different corridors, which could form outer loops to these communities.
- The Town does not support an alignment on the eastern side of I-10 as such a corridor would place the alignment in the Tortolita Fan.
- Because of our concerns about an eastern alignment and the impact of an I-10 alignment through the urban/suburban core, Marana in essence only favors a western bypass alignment near our jurisdiction.
- The Town has worked with PAG to define major arterial corridors within Marana that could ultimately tie into an I-11 route that passes west of Marana. These corridors are Pinal Airpark, Marana Road, and Avra Valley Road. The Town does not envision any other east-west arterials extending to a possible I-11.
- To ensure that the ultimate I-11 corridor triggers local economic development, the Town of Marana would like to see corridors that can be served by municipal services.
- It should be noted that the Santa Cruz River is not well defined northwest of Marana which may cause design challenges.



We look forward to being involved participants through the study period, and will be glad to provide your team with any local data and information necessary to define the best corridor. Mr. Keith Brann, Marana Town Engineer, will continue to represent the Town's interest through the process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jamsheed Mehta". The signature is written in a cursive style and is enclosed within a hand-drawn oval.

Jamsheed Mehta  
Deputy Town Manager

C: Gilbert Davidson, Town Manager, Marana  
Keith Brann, Town Engineer, Marana  
Farhad Moghimi, Executive Director, PAG  
Rod Lane, Tucson District Engineer, ADOT

Ives, Lisa

---

From: Jay Van Echo <JVanEcho@azdot.gov>  
Sent: Wednesday, July 20, 2016 7:21 PM  
To: Ives, Lisa  
Cc: Yedlin, Rebecca (FHWA); Aryan Lirange; AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

fyi

---

From: Keesler, Paul [<mailto:pkeesler@orovalleyaz.gov>]  
Sent: Wednesday, July 20, 2016 3:54 PM  
To: Jay Van Echo  
Cc: Sharp, Daniel; Hamblin, Elisa; Vella, Bayer  
Subject: RE: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

Jay,  
I've assigned Elisa Hamblin as the point staff person working on this project at this time for the Town. Elisa is copied on this return message.

Also, Greg Caton is no longer with the Town. Chief of Police Daniel Sharp is the Interim Town Manager. Chief Sharp is copied on this message.

At this point, we do not have any comments to offer the project, aside from please move forward as fast as you can to create the corridor.

Thank you,

Paul Keesler, P.E.  
Director/Town Engineer  
Community Development and Public Works  
Town of Oro Valley  
520-229-4811 (Office) • 520-229-4899 (Fax)

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Wednesday, July 20, 2016 3:44 PM  
To: Keesler, Paul <[pkeesler@orovalleyaz.gov](mailto:pkeesler@orovalleyaz.gov)>  
Subject: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

---

From: Jay Van Echo  
Sent: Wednesday, July 20, 2016 3:43 PM  
To: 'gcaton@orovalleyaz.gov'; 'keesler@orovalleyaz.gov'  
Cc: 'Yedlin, Rebecca (FHWA)'; Aryan Lirange; 'Ives, Lisa'; 'AMER-US-AZ Phoenix-i11doccontrol'  
Subject: RE: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

Corrected address for Paul, my apologies.  
Jay



---

From: Jay Van Echo  
Sent: Wednesday, July 20, 2016 3:37 PM  
To: 'gcaton@orovalleyaz.gov'; 'pkessler@orovalleyaz.gov'  
Cc: 'Yedlin, Rebecca (FHWA)'; Aryan Lirange; 'Ives, Lisa'; 'AMER-US-AZ Phoenix-i11doccontrol'  
Subject: FW: ADOT/FHWA Interstate 11 Tier 1 Environmental Impact Statement and Alternative Report TRACS No. M5180 - Oro Valley

My Friends:

In early May 2016 you should have received an invitation/correspondence to be a Participating Agency in the above project. As we discussed in our pre-scoping meeting it was imperative that if you had any opportunities, constraints, issues, or anything to share that they should be submitted directly to FHWA by end of the official 45-day scoping period which ended July 8, 2016.

As of today ADOT/FHWA has not received any scoping comments nor acceptance correspondence as to being a Participating Agency. As a courtesy I am reaching out to inform you of this information. I look forward to future participation from your organization.

Jay Van Echo, PE  
ADOT I-11 Study Project Manager  
520-388-4224  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)

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# Town of Sahuarita

## Public Works Department

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July 22, 2016

Karla S. Petty  
Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration

SENT VIA EMAIL: [Rebecca.yedlin@dot.gov](mailto:Rebecca.yedlin@dot.gov)

Re: 999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 OIP  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter

Dear Ms. Petty:

The Town of Sahuarita is in receipt of your invitation to be a Participating Agency during the I-11 Corridor Tier 1 EIS process. As a Participating Agency, Town representatives will provide the following during the development of the Tier 1 EIS:

- Participation in coordination meetings, and/or field visits; and
- Identification of the impacts and important issues to be addressed in the Tier 1 EIS pertaining to the intersection of the alternatives with the resource(s) in the Town's jurisdiction.

As discussed with Mr. Van Echo during the April 19, 2019 I-11 Tier 1 EIS TRACS #M5180 - Town of Sahuarita Pre-Scoping Meeting, the Town's economic development strategies are focused on enhanced international trade corridors. Below is a summary of our discussion points from that meeting.

The development of the *Regionally Significant Corridors Study* (Pima Association of Governments, January 2014) contemplated an Intermountain West alignment as a key linkage based on extensive stakeholder input that included a technical advisory committee consisting of member jurisdictions and other regional stakeholders. The preferred linkage identified through that process included a connection within the Town of Sahuarita at El Toro Road. This connectivity is consistent with findings of the State Transportation System Mobility and Regional Circulation Needs Feasibility Study (Pima Association of Governments, 2006).

The Town of Sahuarita *Major Streets and Routes Plan Policy Manual* (adopted June 2015) contemplates connectivity of the Intermountain West Corridor at El Toro Road as contemplated in the 2014 *Regionally Significant Corridors Study*. The Policy Manual guides land use decisions and guide the roadway development process in Town.

July 22, 2016  
Karla S. Petty  
I-11 Corridor Tier 1 EIS, Participating Agency Invitation Letter  
Page 2 of 2

The *Aspire 2035: Sahuarita's General Plan* (Town of Sahuarita, November 2015) strives to improve the mobility of people and goods, focusing on supporting the economic viability of the area, increasing safety, and improving accessibility and mobility for people and goods. Associated policies include planning and designing the transportation system to accommodate international trade corridors, such as the CANAMEX and Sun Corridors. The *ASPIRE 2035* plan included the Sahuarita East Conceptual Area Plan, which provides transportation connectivity to a future I-11 as contemplated in the 2014 *Regionally Significant Corridors Study*. Similarly, the Sahuarita Strategic Plan 2016-2019 focuses on coordination with regional and state transportation planning efforts regarding the Sonoran Corridor, El Toro, I-11, and I-19.

At its March 28, 2016 meeting, Council unanimously approved a motion to establish El Toro as a Key Commerce Corridor for the Town. This corridor reinforces the Sahuarita East Conceptual Area Plan, enhances economic development opportunities, and provides enhanced regional connectivity including the contemplated Intermountain West Corridor at El Toro Road reflected in the 2014 *Regionally Significant Corridors Study*.

The Arizona Department of Transportation continues to study the transportation needs of the region. One such study, the Corridor Profile Study of I-19 from Nogales to I-10, highlights future mobility constraints between the Continental Road and San Xavier Road traffic interchanges. Additionally, the study identifies existing conditions constraints due to the frequency of directional road closures. The I-11 Corridor, with regional connectivity through the Town of Sahuarita at El Toro Road, would provide relief.

As the Town continues to move forward in planning, it remains focused on corridor connectivity that enhances opportunities related to international trade corridors. Those efforts include the contemplated Intermountain West connectivity at El Toro Road and we request consideration of this possible connection point in the I-11 Tier 1 EIS.

The Town appreciates the opportunity to be a Participating Agency during the I-11 Corridor Tier 1 EIS process. Please contact me if you have questions or would like more information.

Respectfully,



Sheila M. Bowen, P.E.  
Public Works Director / Town Engineer

C: Duane Blumberg, Mayor  
L. Kelly Udall, Town Manager  
Michael Kies, ADOT Assistant Director for Multimodal Planning  
Farhad Moghimi, PAG Executive Director  
Jay Van Echo, PE, ADOT I-11 Study Project Manager



# TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (928) 684-5451  
Phoenix Line (602) 506-1622 • FAX (602) 506-1580  
Voice & TTY (928) 684-5411

June 20, 2016

**JUN 24 2016**

Ms. Karla S. Petty, Division Administrator  
Federal Highway Administration  
United States Department of Transportation  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

**RE: 999-M(161)S  
I-11, I-19/SR 189 to US 93/SR 89  
TRACS No. 999 SW 0 M5180 01P  
I-11 Corridor Tier 1 EIS  
Participating Agency Invitation Letter**

Dear Ms. Petty:

Thank you for your letter dated May 24, 2016, inviting the Town of Wickenburg's inclusion as a Participating Agency in the Tier 1 Environmental Impact Statement (EIS) process for the I-11 Corridor. The Town hereby accepts the invitation and will engage as a Participating Agency in this important process.

The proposed I-11 Corridor will have a significant impact on areas within Wickenburg's incorporated jurisdiction and municipal planning area. The Wickenburg Town Council provided formal comments on several occasions during the recently-concluded I-11 and Intermountain West Corridor Study conducted by the Arizona Department of Transportation (ADOT). Copies of those comments are enclosed with this letter.

We appreciate the opportunity to be included in this process and look forward to providing additional comments in the future. Please do not hesitate to contact me should you have questions at any time.

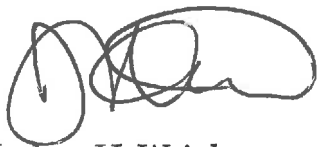
Ms. Karla S. Petty, Division Administrator, Federal Highway Administration

RE: I-11 Corridor Tier 1 EIS Participating Agency Invitation Letter

June 20, 2016

Page 2

Sincerely,

A handwritten signature in black ink, appearing to read 'Joshua H. Wright', with a large, stylized initial 'J'.

Joshua H. Wright

Town Manager

Enclosures

cc: Honorable Mayor and Town Council  
Members of the Mayor's I-11 Task Force  
Mr. Vince Lorefice, Public Works Director  
Mr. Jay Van Echo, ADOT Project Manager





# TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (928) 684-5451  
Phoenix Line (602) 506-1622 • FAX (602) 506-1580  
Voice & TTY (928) 684-5411

July 16, 2013

Mr. Michael Kies, P.E.  
Director of Planning & Programming  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007

**RE: Town of Wickenburg Comments Regarding Proposed I-11 Corridor**

Dear Mike:

Thank you for the opportunity to comment on Interstate 11 as we enter Phase III of the I-11 & Intermountain West Corridor Study. The Town of Wickenburg appreciates the transparency and professionalism with which the Arizona Department of Transportation has conducted this project.

On November 19, 2012, the Town Council held a study session regarding potential alignments for I-11 based on the limited information available at that time. Notably, the Council also reaffirmed its support for the I-11 concept, which had previously been approved by resolution in 2009.

The Council's consensus is that I-11 must serve as a complement to Wickenburg's existing transportation network, furthering opportunities for economic development on the west end of town near its intersection with US 60. Rather than function effectively as a third bypass of the community<sup>1</sup>, the value of Wickenburg's location as both a trade

---

<sup>1</sup> Two "bypasses" constructed by ADOT in the last forty years have had a profound impact on Wickenburg. The first is the "Brenda Cutoff" on Interstate 10 (1973) and the second is the US 93 "Interim Bypass" (2010).

Mr. Michael Kies, P.E., Arizona Department of Transportation  
RE: Town of Wickenburg Comments Regarding Proposed I-11 Corridor  
July 16, 2013  
Page 2

corridor and tourist destination between the Phoenix and Las Vegas markets should be enhanced.

To accomplish this goal, the SR 74 extension shown in the Maricopa Association of Governments' Hassayampa Framework Study should be removed from consideration. Instead of constructing a connector road between US 60 and I-11 south of Wickenburg, resulting in a true "bypass" of the town, the present US 60/93 alignment through Wickenburg should continue to be the preferred route for leisure travelers. I-11, conversely, should be the preferred route for the movement of commercial goods and serve as Arizona's leg of the CANAMEX corridor.

The Town remains supportive of the I-11 concept and is already taking steps to prepare for its impact on our community. We look forward to continuing to work with ADOT and other key stakeholders to ensure it is a project that generates economic prosperity for Wickenburg and all of Arizona.

Please do not hesitate to contact me with questions or comments.

Sincerely,



John H. Cook  
Mayor

cc: Honorable Members of the Wickenburg Town Council  
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg  
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce  
Ms. Denise Steiger, Executive Director, Wickenburg Regional Economic  
Development Partnership  
Ms. Sintra Hoffman, Arizona Department of Transportation



## TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (928) 684-5451  
Phoenix Line (602) 506-1622 • FAX (602) 506-1580  
Voice & TTY (928) 684-5411

October 30, 2013

Mr. Michael Kies, P.E.  
Director of Planning & Programming  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007

**RE: Town of Wickenburg Second Comment Letter Regarding Proposed I-11**

Dear Mr. Kies:

Thank you for reviewing the Town of Wickenburg's first comment letter, dated July 16, 2013, on the proposed Interstate 11 corridor. We appreciate the opportunity to continue to provide feedback as the I-11 & Intermountain West Corridor Study progresses and continue to regard the Arizona Department of Transportation as a critically important community partner.

You recently received a letter, dated October 1, 2013, from Wickenburg Chamber of Commerce President Cindy Logan regarding concerns expressed by our local business community about potential alignments for I-11. I wish to echo several of the sentiments contained in that letter and offer the Town's continued assistance in providing all interested parties the opportunity to participate in the study process.

In particular, ADOT is to be commended for its quick organization of a business community meeting in Wickenburg on October 2, 2013, and we encourage more such opportunities to be made available as the study evolves. Frequent communication with stakeholders is essential for successful project delivery, especially for a project that will have a significant impact on Wickenburg's business owners.



Mr. Michael Kies, P.E., Arizona Department of Transportation  
RE: Town of Wickenburg Second Comment Letter Regarding Proposed I-11  
October 28, 2013  
Page 2

Likewise, we encourage the study team to fully vet all options available for aligning I-11, including those already identified for Level II evaluation. In addition to cost, land uses, and other considerations, the impact on Wickenburg's existing business community and future economic growth should be carefully analyzed.

I-11's impact on Wickenburg will be more significant than for most other communities, and it is vital that we are viewed as a partner entity during each step of the planning process. As noted in our first comment letter, I-11 must be approached as a way to enhance Wickenburg's economy, rather than function as a third bypass of the town.

As the study unfolds and I-11 inches closer to being a reality, ADOT must also remember the importance of improving existing transportation facilities in and around Wickenburg, including long-awaited safety upgrades to US 93. We appreciate ADOT's extensive investment in this corridor and urge continued attention to the area's needs.

Thank you again for the opportunity to comment on this issue. Please do not hesitate to contact me with questions.

Sincerely,



John H. Cook  
Mayor

cc: Honorable Members of the Wickenburg Town Council  
Honorable Chairman and Members of the Arizona State Transportation Board  
Mr. John Halikowski, Director, Arizona Department of Transportation  
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg  
Ms. Cindy Logan, President, Wickenburg Chamber of Commerce  
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce  
Mr. Alan Abare, Transportation Chairman, Wickenburg Chamber of Commerce  
Ms. Denise Steiger, Wickenburg Regional Economic Development Partnership  
Ms. Sintra Hoffman, Arizona Department of Transportation  
Mr. Dennis Smith, Executive Director, Maricopa Association of Governments



## TOWN OF WICKENBURG

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Phoenix Line (602) 506-1622 • FAX (602) 506-1580  
Voice & TTY (928) 684-5411

May 27, 2014

Mr. Michael Kies, P.E.  
Director of Planning & Programming  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007

**RE: Town of Wickenburg Position Statement on Interstate 11 Alignments**

Dear Mr. Kies:

Thank you for providing stakeholders the opportunity to comment on potential alignments during the final stages of the I-11 & Intermountain West Corridor Study. On May 19, the Wickenburg Town Council voted to formally endorse Alternative G/H/LL/MM and oppose Alternative I.

Alternative G/H/LL/MM provides Wickenburg with the most opportunities to enhance its economic base and maintain its unparalleled quality of life. Although the studies necessary to design the I-11 corridor have not yet been conducted, it is likely this alternative will also be the most sensible from technical and cost standpoints.

While we appreciate ADOT's consideration of Alternative I, it is not practical and would cause irreparable harm to Wickenburg's historic downtown. The amount of right-of-way necessary to implement Alternative I would require extensive condemnation of homes and businesses along US 60 and US 93, forever altering the landscape that has made Wickenburg a destination.

The Town's support of Alternative G/H/LL/MM hinges on several factors critical to Wickenburg's future:

- **Minimal Impact on Vulture Mountains Regional Park:** Outdoor recreation and preservation of the pristine desert environment are cornerstones of Wickenburg's economy and quality of life. In particular, ADOT should select an alignment that minimizes I-11's impact on the Vulture Mountains Regional Park and Recreation Area.
- **Continued Investment in US 60:** I-11's intersection with US 60 should be aligned as close as possible to Wickenburg's western boundary, facilitating future annexations and economic development. Further investment must also be made in US 60, including widening the highway from the future I-11 interchange to present-day Wickenburg and posting appropriate signage at both ends of the community. These improvements should emphasize I-11's role as a freight corridor while maintaining the US 60/US 93 "Interim Bypass" as the preferred route for leisure travelers and passenger vehicles.
- **Continued Investment in US 93:** ADOT should acknowledge that construction of I-11 is years away and continue to champion improvements to US 93 between Wickenburg and I-40. Investment in this corridor is critical for both safety and commerce; completion of a Design Concept Report (DCR) for the section known as "The Gap" remains among Wickenburg's highest priorities.
- **Elimination of SR 74 Extension:** The SR 74 connector between US 60 and I-11, as proposed in the Hassayampa Framework Study for the Wickenburg Area report, should not be considered. Its construction would have a negative impact on the Vulture Mountains Regional Park and Recreation Area and function as a true bypass of Wickenburg's existing business community.

Thank you again for the opportunity to participate in this important study. The Town looks forward to being included as a key partner as additional analyses occur and the corridor continues to take shape.

Please do not hesitate to contact me should you have questions at any time.

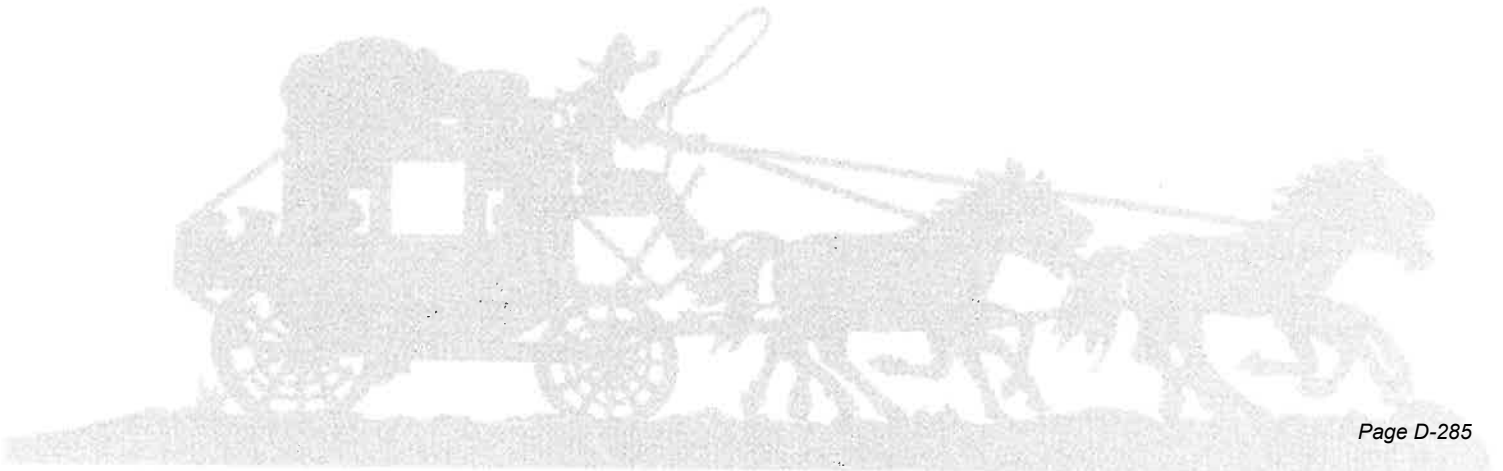
Mr. Michael Kies, P.E., Arizona Department of Transportation  
RE: Town of Wickenburg Position Statement on Interstate 11 Alignments  
May 27, 2014  
Page 2

Sincerely,



John H. Cook  
Mayor

cc: Honorable Members of the Wickenburg Town Council  
Mr. Joshua H. Wright, Town Manager, Town of Wickenburg  
Ms. Julie Brooks, Executive Director, Wickenburg Chamber of Commerce  
Mr. Dennis Smith, Executive Director, Maricopa Association of Governments  
Mr. Rem Hawes, Hassayampa Field Manager, Bureau of Land Management  
Mr. R.J. Cardin, Director, Maricopa County Parks & Recreation  
Mr. Alan Abare, Chairman, Wickenburg Economic Development Partnership





# TOWN OF WICKENBURG

155 N. Tegner, Ste. A • Wickenburg, Arizona 85390 • (928) 684-5451  
Phoenix Line (602) 506-1622 • FAX (602) 506-1580  
Voice & TTY (928) 684-5411

## VIA ELECTRONIC AND STANDARD MAIL

September 14, 2016

Mr. Jay VanEcho, PE  
I-11 Study Manager  
Arizona Department of Transportation  
1655 West Jackson Street, MD 126F  
Phoenix, Arizona 85007

**RE: Interstate 11 Tier 1 Environmental Impact Statement Study Area Boundaries**

Dear Jay:

Thank you for the opportunity to comment on the proposed study area for the I-11 Tier 1 Environmental Impact Statement (EIS). On September 8, 2016, the Town of Wickenburg Mayor's I-11 Task Force met to review the proposed boundaries and agreed the study area should be expanded.

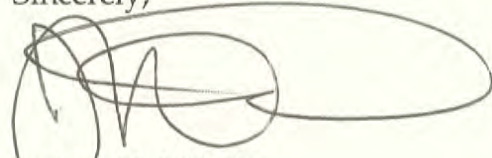
The enclosed map depicts the Town's requested changes to the study area, which can be summarized as augmenting the boundaries to both the west and north. As you may recall, these modifications reflect the comments of many citizens who attended the I-11 public meeting in Wickenburg on June 29, 2016.

Expanding the western boundary along US 60 will facilitate the inclusion of the Forepaugh area, which is planned for industrial development and will be impacted by I-11. Expanding the northern boundary will likewise facilitate inclusion of the area between US 93 and SR 89, which may likewise be impacted by I-11, dependent upon future interchange design.

**Mr. Jay VanEcho, I-11 Study Manager, Arizona Department of Transportation**  
**RE: Interstate 11 Tier 1 Environmental Impact Statement Study Area Boundaries**  
**September 14, 2016**  
**Page 2**

We appreciate the opportunity to be involved in the Tier 1 EIS process. Please do not hesitate to contact me should you have questions.

Sincerely,

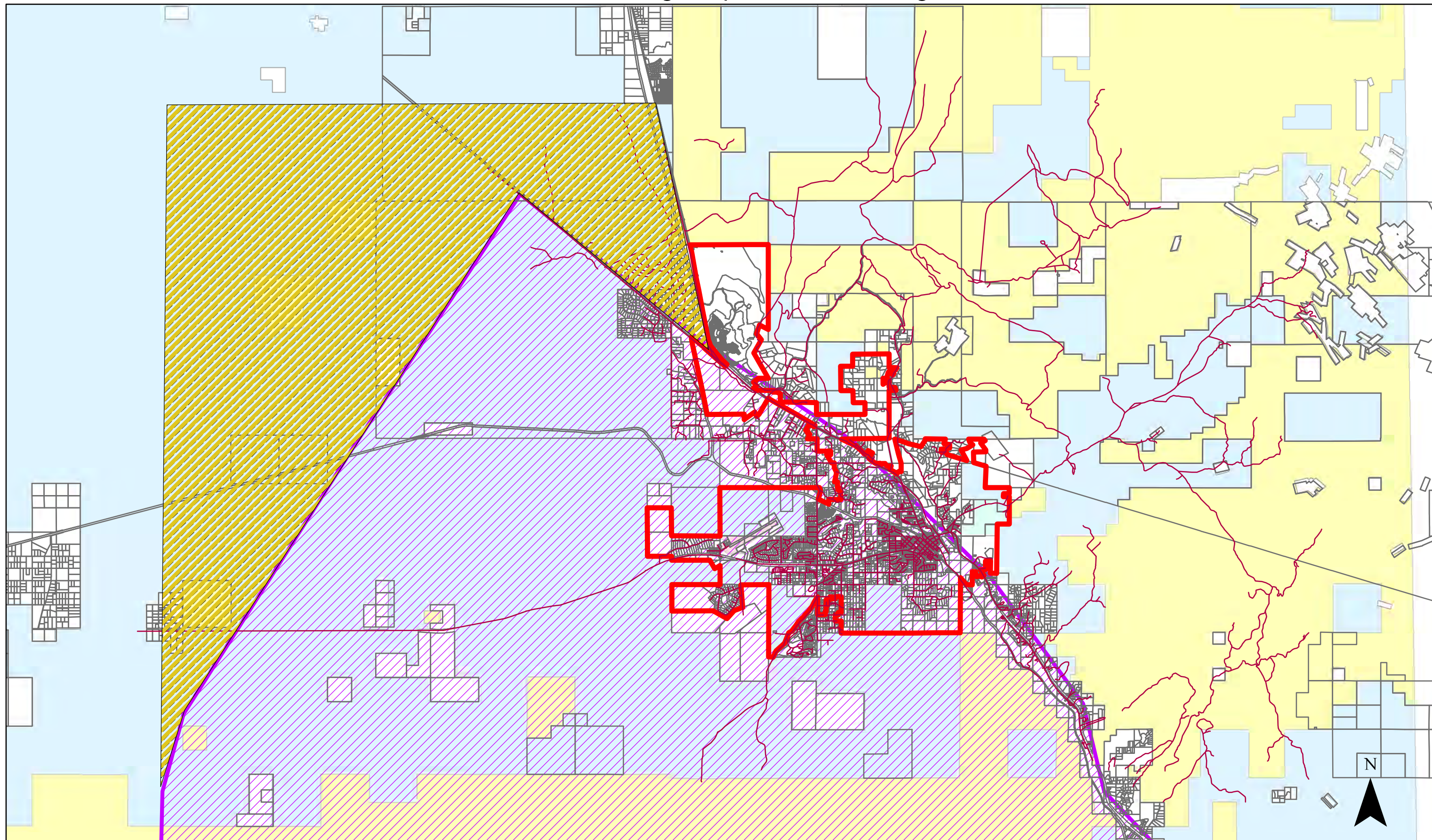
A handwritten signature in black ink, appearing to read 'Joshua H. Wright', enclosed within a large, hand-drawn oval.

Joshua H. Wright  
Town Manager

Enclosures

cc: Honorable Mayor and Town Council  
Members of the Mayor's I-11 Task Force  
Mr. Vince Lorefice, Public Works Director  
Mr. Steve Boyle, Community Development & Neighborhood Services Director

# Town of Wickenburg Proposed EIS Changes



0 1.25 2.5 5 Miles



Ives, Lisa

---

From: Josh Wright <jwright@wickenburgaz.org>  
Sent: Friday, September 23, 2016 4:06 PM  
To: Jay Van Echo  
Cc: Aryan Lirange; rebecca.yedlin@dot.gov; AMER-US-AZ Phoenix-i11doccontrol; Ives, Lisa; Apple, Karen; 'Kristin Darr' (Kristin@centralcreativeaz.com); Vince Lorefice  
Subject: Re: I-11 Tier 1 EIS Study Area Boundaries

Jay:

Thank you for allowing us several days to review the new study area maps your team has developed. I forwarded the information to the Mayor's I-11 Task Force and did not receive any negative feedback.

Since the maps substantively conform to what the Task Force had requested, then I am comfortable indicating that we support them. I will pass them along to the Town Council with your acknowledgment of a northern boundary extension.

Thanks again and have a great weekend.

Best regards,  
Josh

*Joshua H. Wright*  
*Town Manager*  
*Town of Wickenburg*  
*(928) 668-0524*

On Sep 19, 2016, at 5:19 PM, Jay Van Echo <[JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)> wrote:

Josh:

We had actually also been working on expanding the north study area boundary as you sent your September 14, 2016 correspondence requesting same. Based on your letter and map, conversations with the public at our Scoping Public Meeting in Wickenburg, and a written note on one of our large format maps from the public meeting, this is what we have come up with. It is close to but a little different from your map.

The maps included are an overall 280 mile I-11 corridor map and a larger scale of the north section both showing the expansion of the study area along US 93 capturing the SR89 and SR71 intersections with US 93.

If this meets with Town's approval would you please acknowledge this post affirmatively and pass on this information to Mayor and Council and town staff that ADOT/FHWA acknowledges the north boundary extension per maps attached.

If the Town has any additional data for this expanded area please send to my attention. Additionally we will reach out to our Cooperating and Participating Agencies for additional data in this expanded area.

Thank you and all the best. J

Jay Van Echo



ADOT I-11 Study Manager  
[jvanecho@azdot.gov](mailto:jvanecho@azdot.gov)  
520-388-4224 office  
520-400-6207 cell

---

From: Josh Wright [<mailto:jwright@wickenburgaz.org>]  
Sent: Thursday, September 15, 2016 11:19 AM  
To: Jay Van Echo  
Cc: Vince Lorefice; Steve Boyle  
Subject: I-11 Tier 1 EIS Study Area Boundaries

Jay:

Attached please find the Town of Wickenburg's comments on the I-11 Tier 1 EIS study area boundaries. A hard copy of the letter and larger version of the map are also being mailed to your office.

Please let me know if you have any questions.

Thanks,  
Josh

Joshua H. Wright | Town Manager  
155 North Tegner Street | Wickenburg, Arizona 85390  
(928) 684-5451 | [jwright@wickenburgaz.org](mailto:jwright@wickenburgaz.org)

<image001.jpg>

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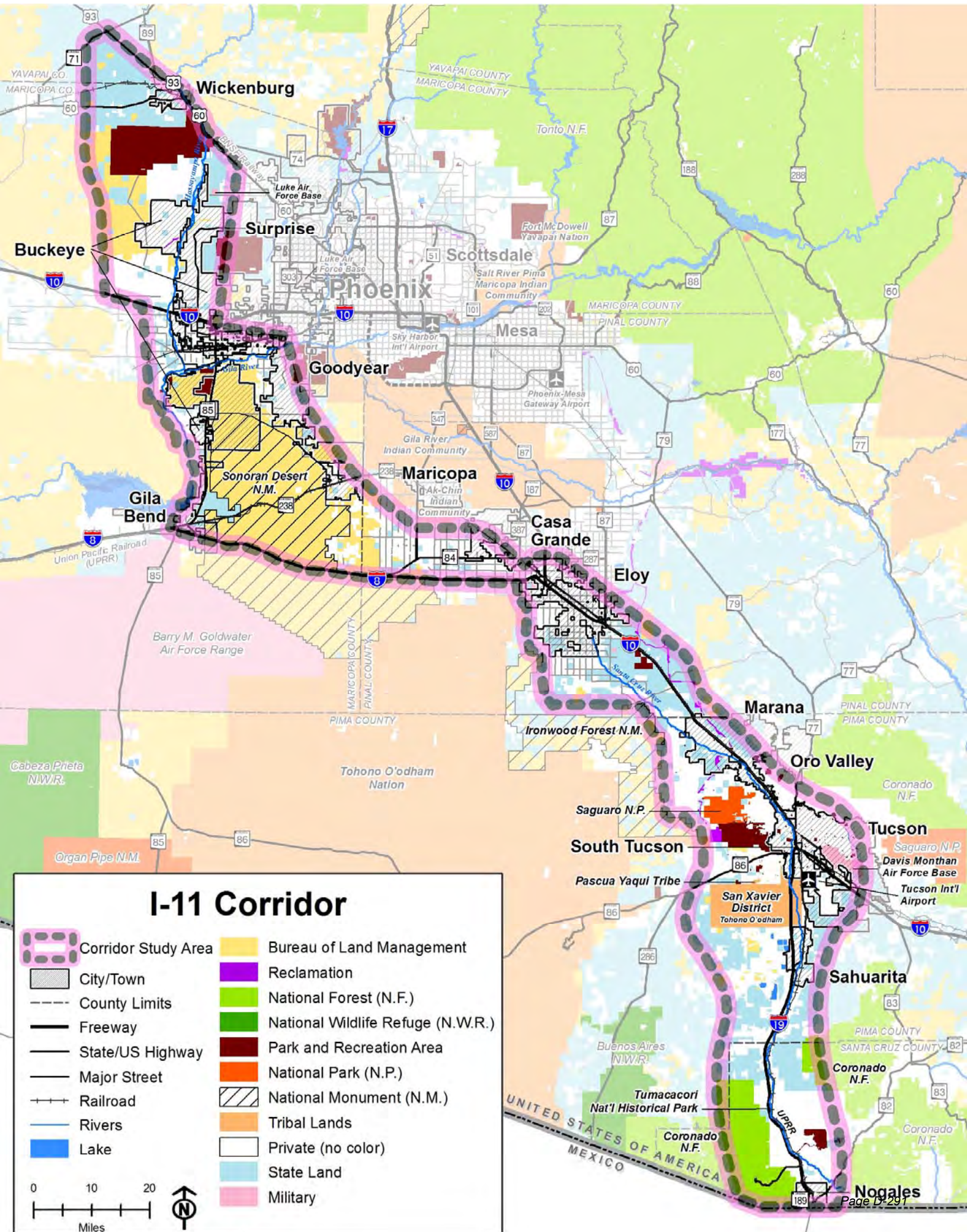
To ensure compliance with the Open Meeting Law, recipients of this message should not forward it to other members of the Wickenburg Town Council. Members of the Council may reply to this message, but they should not send a copy of the reply to other members.

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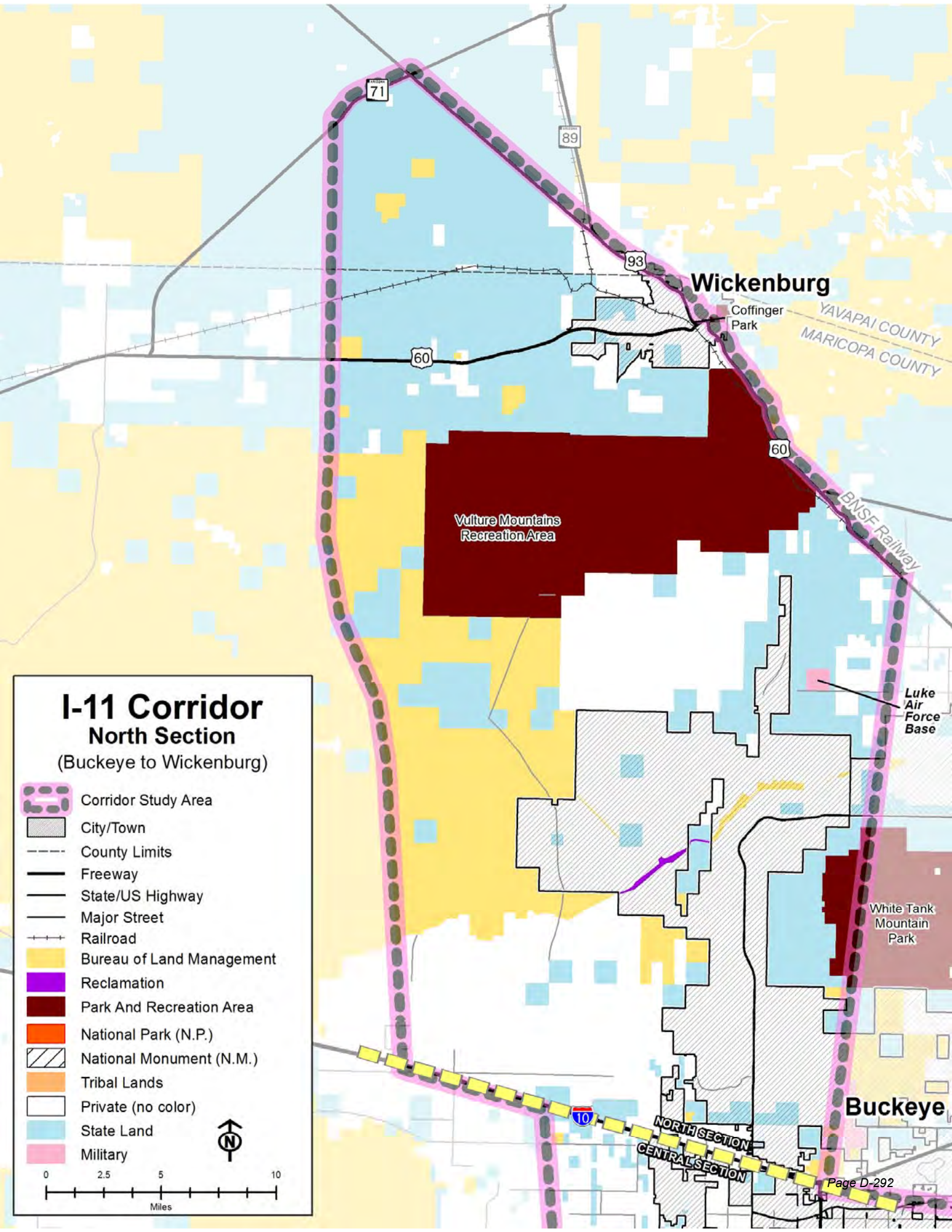
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<I11\_NorthCorridor\_30Aug16.jpg>



















# I-11 Corridor

- |  |                     |   |                                   |
|--|---------------------|---|-----------------------------------|
|  | Corridor Study Area |  | Bureau of Land Management         |
|  | City/Town           |  | Reclamation                       |
|  | County Limits       |  | National Forest (N.F.)            |
|  | Freeway             |  | National Wildlife Refuge (N.W.R.) |
|  | State/US Highway    |  | Park and Recreation Area          |
|  | Major Street        |  | National Park (N.P.)              |
|  | Railroad            |  | National Monument (N.M.)          |
|  | Rivers              |  | Tribal Lands                      |
|  | Lake                |  | Private (no color)                |
|  |                     |  | State Land                        |
|  |                     |  | Military                          |




# I-11 Corridor North Section

(Buckeye to Wickenburg)

-  Corridor Study Area
-  City/Town
-  County Limits
-  Freeway
-  State/US Highway
-  Major Street
-  Railroad
-  Bureau of Land Management
-  Reclamation
-  Park And Recreation Area
-  National Park (N.P.)
-  National Monument (N.M.)
-  Tribal Lands
-  Private (no color)
-  State Land
-  Military

0 2.5 5 10  
Miles





A Touchstone Energy® Cooperative



June 1, 2016

**Rebecca Yedlin**  
Federal Highway Administration  
4000 N Central Ave, Suite 1500  
Phoenix, AZ 85012

**Re: I-11 Corridor Tier 1 EIS—Participating Agency Invitation Letter**

Rebecca:

Trico Electric Cooperative is pleased to be included as a Participating Agency for the creation of the EIS in the I-11 Corridor analysis.

Please continue to include Trico in your correspondence concerning the project and consider me to be your point of contact for this portion of the project.

Trico plans to attend the June 22<sup>nd</sup> Agency Scoping Meeting in Tucson.

If you have any questions or comments, feel free to contact me at your convenience.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Wesley Crane', written over a white background.

Wesley Crane  
Supervisor, Regulatory and Land Services



**DEPARTMENT OF THE ARMY**  
**LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
**915 WILSHIRE BOULEVARD, SUITE 930**  
**LOS ANGELES, CALIFORNIA 90017**

June 20, 2016

Ms. Karla S. Petty  
Division Administrator, Arizona Division  
Federal Highway Administration  
4000 North Central Avenue Suite 1500  
Phoenix, Arizona 85012-3500

Dear Ms. Petty:

I am responding to your letter dated May 24, 2016 to Colonel Gibbs, Los Angeles District Commander, inviting the Corps to contribute as a federal participating agency in the preparation of the Tier 1 Environmental Impact Statement (EIS) for the proposed I-11 Corridor located between Nogales and Wickenburg in the counties of Santa Cruz, Pima, Pinal, Maricopa, and Yavapai, Arizona.

The Corps appreciates your letter and accepts your invitation to contribute as a participating agency during the NEPA process. As my staff discussed at the pre-scoping meeting held at our Arizona Nevada Area Office on April 20, 2016, the large geographic area of the proposed I-11 Corridor makes it difficult to determine the scope of the Corps' jurisdiction at this time and therefore our ability to provide meaningful input will be limited. We will be able to further clarify and perhaps expand our role later on during the development of the Phased Implementation Plans when the Corps' jurisdiction can be more easily determined. However, our agency is currently working on a flood risk management feasibility study of the Lower Santa Cruz River, which is located within your study area. Through our participation during this early stage of the EIS process, we hope that both agencies will be able to share information that will identify and address important issues common to both studies.

Thank you for your letter and we look forward to working with your staff. Jesse Rice, Regulatory Project Manager in the Arizona Regulatory Branch, will be the point of contact for the Corps regarding this proposed project. If you have questions, you may contact him at (602) 230-6854 or [Jesse.M.Rice@usace.army.mil](mailto:Jesse.M.Rice@usace.army.mil)

Sincerely,

David J. Castanon  
Chief, Regulatory Division



**DEPARTMENT OF THE AIR FORCE**

355TH CIVIL ENGINEER SQUADRON (ACC)  
DAVIS-MONTHAN AIR FORCE BASE, ARIZONA

7 November 2016

MEMORANDUM FOR FHWA & ADOT Environmental Coordinator (I-11 Corridor)

FROM: 355 CES/CD

SUBJECT: Participating Agency Tier 1 EIS Process for I-11 Corridor

Davis-Monthan Air Force Base (DMAFB) respectfully declines your invitation to act as a Participating Agency in the EIS Tier 1 process for the I-11 corridor. We've determined we do not have jurisdiction or authority for the most likely locations regarding this effort. However, we would like to be kept informed of the alignment alternatives throughout the EIS process so that we have oversight in determining any impacts for our current and potential future missions.

A handwritten signature in black ink, appearing to read "Michael R. Toriello".

MICHAEL R TORIELLO

Deputy, Civil Engineer

Ives, Lisa

---

From: Bodington, Kimberly  
Sent: Wednesday, October 26, 2016 4:48 PM  
To: Lirange, Aryan (FHWA); Jay Van Echo; Ives, Lisa  
Cc: AMER-US-AZ Phoenix-i11doccontrol  
Subject: FW: ADOT & FHWA I-11 Corridor Tier 1 EIS

Please see below.

Thanks you,  
Kimberly

---

From: HECHT, KEVIN R [<mailto:KEVIN.R.HECHT@CBP.DHS.GOV>]  
Sent: Wednesday, October 26, 2016 1:42 PM  
To: Bodington, Kimberly; [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)  
Cc: AMER-US-AZ Phoenix-i11doccontrol  
Subject: RE: ADOT & FHWA I-11 Corridor Tier 1 EIS

Ms. Yedlin,

I would like to continue to be involved in the I-11 corridor planning.

Kevin Hecht  
Deputy Patrol Agent in Charge  
Nogales Station  
Office 520-761-2402  
Cell 520-980-6675

---

From: Bodington, Kimberly [<mailto:Kimberly.Bodington@aecom.com>]  
Sent: Wednesday, October 26, 2016 1:16 PM  
To: HECHT, KEVIN R <[KEVIN.R.HECHT@CBP.DHS.GOV](mailto:KEVIN.R.HECHT@CBP.DHS.GOV)>  
Cc: AMER-US-AZ Phoenix-i11doccontrol <[i11doccontrol@aecom.com](mailto:i11doccontrol@aecom.com)>  
Subject: ADOT & FHWA I-11 Corridor Tier 1 EIS

Dear Mr. Hecht,

Thank you for taking the time this morning to discuss the I-11 Corridor Tier 1 EIS project with me. As promised, the invitation letter that was previously sent to Ms. Teresa Small is attached to this email. If you are interested in moving forward as a Participating Agency, *please respond to Rebecca Yedlin of FHWA* as noted in the attached letter at your earliest convenience.

Following your acceptance, we can then follow-up with you on a project update, which will include providing you with any work products that have been circulated to the Participating Agencies to date.

Please do not hesitate to reach out if you have any questions. We look forward to hearing from you.

Best,  
Kimberly

**Kimberly Bodington**  
Transportation Planner  
Multimodal Planning Department  
D +1-602-648-2580  
[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)

**AECOM**  
7720 North 16th St.  
Suite 100  
Phoenix, AZ 85020, USA  
T +1-602-371-1100  
[aecom.com](http://aecom.com)

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Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Thursday, July 21, 2016 6:08 PM  
To: Jay Van Echo; Lirange, Aryan (FHWA); Ives, Lisa  
Subject: RE: WAPA I-11 Tier 1 EIS Agency follow up TRACS M5180

I had a short conversation with Dan and his supervisor, Matt Blevins, about the project and some of their concerns regarding the process.

They are leaning towards participating status for Tier 1 and cooperating during Tier 2.

They would like us to avoid their substations and lines though, and may ask for funding to participate. – Rebecca

---

From: Jay Van Echo [<mailto:JVanEcho@azdot.gov>]  
Sent: Thursday, July 21, 2016 2:09 PM  
To: Yedlin, Rebecca (FHWA); Lirange, Aryan (FHWA); Ives, Lisa; Ives, Lisa  
Subject: FW: WAPA I-11 Tier 1 EIS Agency follow up TRACS M5180

FYI....Jay

---

From: Mar, Daniel [<mailto:Mar@WAPA.GOV>]  
Sent: Thursday, July 21, 2016 12:55 PM  
To: Jay Van Echo  
Cc: Moulton, Ronald; Blevins, Matthew; Marianito, Linda; [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)  
Subject: WAPA I-11 Tier 1 EIS Agency follow up

Mr. Van Echo,

Thank you for your letter dated May 23, 2016 regarding the FHWA and ADOT initiation of an Alternatives Selection Report (ASR) and Tier 1 Environmental Impact Statement (EIS) for the I-11 Corridor located between Nogales and Wickenburg, Arizona. WAPA is evaluating potential actions required of WAPA before making a cooperating agency decision. We will be in contact with Ms. Yedlin to discuss the project in more detail.

Best Regards,

Dan Mar, P.E., MS | Environmental Protection Specialist  
Western Area Power Administration | Headquarters  
P.O. Box 281213, Lakewood, CO 80228-8213  
(O) 720-962-7258 | (F) 720-962-7269 | [mar@wapa.gov](mailto:mar@wapa.gov)

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Byron Jaspers  
Director

OFFICE OF THE  
**PUBLIC WORKS DEPARTMENT**

▣ Road Division   ▣ Engineering Division   ▣ Solid Waste Division   ▣ Emergency Management  
1100 Commerce Drive  
Prescott, Arizona 86305  
Phone (928) 771-3183  
FAX (928) 771-3167

Mrs. Rebecca Yedlin  
Federal Highway Administration  
4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500

Dear Mrs. Yedlin,

Yavapai County would like to be included as a participating agency in the Interstate 11 Corridor Tier 1 EIS. We also would like to provide the comments below as our initial input on the study.

Since the study ends near the intersection of US 93 and SR 89 near Wickenburg Ranch our input on this study will be limited to that specific area of the County. We will also work closely with the ADOT Prescott District Office as the impact will be the greatest to their state routes. Our concern would be how our local residents access the ultimate system improvements and any adverse impacts to the local businesses.

Additionally many of us are concerned about resources going to I-11 that might take away from any effort ADOT and FHWA might put toward improving Interstate 17. Since there are no good alternative routes to I-17 during the frequent traffic backups and shutdowns that occur, this region is concerned that I-17 receive adequate resources with regard to the mobility issue.

Respectfully,

Mike Willett, PE  
Yavapai County Public Works  
1100 Commerce Drive,  
Prescott, AZ 86305

/lb

C: Byron Jaspers, Public Works Director

Ives, Lisa

---

From: Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>  
Sent: Monday, October 17, 2016 5:09 PM  
To: Ives, Lisa  
Cc: Jay Van Echo (JVanEcho@azdot.gov)  
Subject: FW: I-11 Corridor Tier 1 ESA

Let me know whether your team is able to obtain the files or not. – Rebecca

---

From: Lynn Whitman [<mailto:Lynn.Whitman@yavapai.us>]  
Sent: Monday, October 17, 2016 3:46 PM  
To: Yedlin, Rebecca (FHWA)  
Subject: RE: I-11 Corridor Tier 1 ESA

Great. Let me know if you have trouble and we'll send that out.

Lynn

---

From: Yedlin, Rebecca (FHWA) [<mailto:Rebecca.Yedlin@dot.gov>]  
Sent: Monday, October 17, 2016 12:30 PM  
To: Lynn Whitman <[Lynn.Whitman@yavapai.us](mailto:Lynn.Whitman@yavapai.us)>  
Cc: 'kimberly.bodington@aecom.com' <[kimberly.bodington@aecom.com](mailto:kimberly.bodington@aecom.com)>; Dan Cherry <[Dan.Cherry@yavapai.us](mailto:Dan.Cherry@yavapai.us)>; Jay Van Echo ([JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)) <[JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)>  
Subject: RE: I-11 Corridor Tier 1 ESA

My address is 4000 N Central Ave, Suite 1500, Phoenix AZ 85012.

I will have the team attempt to download the files from the link as well. – Rebecca

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From: Lynn Whitman [<mailto:Lynn.Whitman@yavapai.us>]  
Sent: Monday, October 17, 2016 3:18 PM  
To: Yedlin, Rebecca (FHWA)  
Cc: 'kimberly.bodington@aecom.com'; Dan Cherry  
Subject: FW: I-11 Corridor Tier 1 ESA

Hi Rebecca – I tried to send you some files for the I-11 Corridor project at the request of Kimberly Bodington. Is there an address I can send them to?

It is just our county floodplains. The other option is they can be downloaded from the [www.msc.fema.gov](http://www.msc.fema.gov) website.

Thanks

Lynn C. Whitman, P.E., CFM  
District Engineer

**Yavapai County Flood Control District**



1120 Commerce Drive  
Prescott, Arizona 86305  
Phone: 928.771.3197  
Fax: 928.771.3427  
lynn.whitman@yavapai.us  
www.ycflood.com

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From: Mail Delivery System [<mailto:MAILER-DAEMON@mailgwout.co.yavapai.az.us>]  
Sent: Monday, October 17, 2016 12:16 PM  
To: Lynn Whitman  
Subject: Undeliverable: I-11 Corridor Tier 1 ESA

**Delivery has failed to these recipients or groups:**

[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)

A problem occurred while delivering this message to this email address. Try sending this message again. If the problem continues, please contact your helpdesk.

The following organization rejected your message: [204.68.194.52].

Diagnostic information for administrators:

Generating server: mailgwout.co.yavapai.az.us

[rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov)

[204.68.194.52]

Remote Server returned '<[204.68.194.52] #5.0.0 smtp; 5.1.0 - Unknown address error 552-size limit exceeded' (delivery attempts: 0)>'

Original message headers:

```
X-IronPort-AV: E=Sophos;i="5.31,358,1473145200";
  d="shp'?xml'?zip'48?scan'48,48,217,208,150?shx'48,48,217,208,150?prj'48,48,217,208,150
?dbf'48,48,217,208,150?png'48,48,217,208,150,150";a="9162131"
Received: from unknown (HELO webmail.yavapai.us) ([10.30.13.133])
  by mailgwout.co.yavapai.az.us with ESMTTP; 17 Oct 2016 12:15:33 -0700
Received: from NTEXCHMBX.yavco.net (10.30.103.189) by NTEXCHMBX2.yavco.net
  (10.30.13.133) with Microsoft SMTP Server (TLS) id 15.0.1130.7; Mon, 17 Oct
  2016 12:14:52 -0700
Received: from NTEXCHMBX.yavco.net ([fe80::69c2:94ec:a604:1e4]) by
  NTEXCHMBX.yavco.net ([fe80::69c2:94ec:a604:1e4%14]) with mapi id
  15.00.1130.005; Mon, 17 Oct 2016 12:14:52 -0700
From: Lynn Whitman <Lynn.Whitman@yavapai.us>
To: "'rebecca.yedlin@dot.gov'" <rebecca.yedlin@dot.gov>
CC: "'kimberly.bodington@aecom.com'" <kimberly.bodington@aecom.com>, "Dan
  Cherry" <Dan.Cherry@yavapai.us>
```

Subject: I-11 Corridor Tier 1 ESA  
Thread-Topic: I-11 Corridor Tier 1 ESA  
Thread-Index: AdIoqiHSnVNUIzGWRzqW2iI/ilu/6w==  
Date: Mon, 17 Oct 2016 19:14:49 +0000  
Message-ID: <[424d4c0c06e44d8892e1cb59a6f7a45d@NTEXCHMBX.yavco.net](mailto:424d4c0c06e44d8892e1cb59a6f7a45d@NTEXCHMBX.yavco.net)>  
Accept-Language: en-US  
Content-Language: en-US  
X-MS-Has-Attach: yes  
X-MS-TNEF-Correlator:  
x-ms-exchange-transport-fromentityheader: Hosted  
x-originating-ip: [10.48.86.171]  
Content-Type: text/plain  
MIME-Version: 1.0

# Participating Agency Follow-up Outreach

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Arizona Air National Guard (AANG)  
Arizona Corporation Commission (ACC)  
Arizona Department of Water Resources (ADWR)  
Arizona Public Service (APS)  
Bureau of Indian Affairs (BIA)  
Buckeye Water Conservation and Drainage District  
Central Arizona Governments (CAG)  
Central Arizona Project (CAP)  
Cortaro-Marana Irrigation District  
Central Yavapai Metropolitan Planning Organization (CYMPO)  
Federal Emergency Management Agency (FEMA)  
Federal Transit Administration (FTA)  
Maricopa-Stanfield Irrigation and Drainage District  
Northern Arizona Council of Governments (NACOG)  
Pinal County Flood Control District  
Roosevelt Irrigation District (RID)  
San Carlos Irrigation and Drainage District (SCIDD)  
Santa Cruz County Flood Control District  
Silverbell Irrigation and Drainage District  
US Air Force (USAF), Davis-Monthan Air Force Base  
US Air Force, Luke Air Force Base  
US Customs and Border Protection (CBP)  
Yavapai County Flood Control

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16	<b>CONTACT TIME:</b> 10:30 AM
<b>STAKEHOLDER NAME:</b> AANG, General Edward Maxwell	<b>ADDRESS:</b>
<b>PHONE:</b> 602-267-2458	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Address & phone number is incorrect, perhaps why letter was not received—updated in contact list
- General Edward Triebel may be new agency POC

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:30 AM	Lauren Holmes	- Ms. Holmes took message for Gen. Maxwell to return phone call to Kimberly Bodington

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16		<b>CONTACT TIME:</b> 10:34 AM	
<b>STAKEHOLDER NAME:</b> Arizona Corporation Commission, Dwight Nodes John Mazza		<b>ADDRESS:</b> 1200 W Washington Phoenix, AZ 85007	
<b>PHONE:</b> 602-810-7254		<b>EMAIL:</b> jmazza@azcc.gov	
<b>CONTACT METHOD:</b> Phone		<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM	
<b>Comments/Questions:</b>			
<ul style="list-style-type: none"> <li>- Follow-up phone call regarding invitation letter</li> <li>- New POC: John Mazza 602-810-7254</li> </ul>			
<b>Response:</b>			
DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:34 AM	Debbie; Admin Asst.	Kimberly Bodington left message with Debbie at ACC for Mr. Dwight Nodes to return phone call on Friday 10/14/16 at 10:34 AM
10/14/16	11:55 AM	Dwight Nodes	Dwight returned phone call, not sure why he was designated POC. Referred Kimberly Bodington to John Mazza, Director of Safety Division for ACC.
10/14/16	1:30 PM	John Mazza	Kimberly Bodington reached out to John Mazza. He would like to receive invitation to be Participating Agency. K Bodington emailed Mr. Mazza Friday 10/14/16 at 2:10 PM
10/14/16	3:48 PM	John Mazza	John Mazza emailed Kimberly Bodington, confirming receipt of letter and indicated a response within one week.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S



# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16	<b>CONTACT TIME:</b> 10:42 AM
<b>STAKEHOLDER NAME:</b> AZ Department of Water Resources, Thomas Buschatzke	<b>ADDRESS:</b> 1110 W Washington, Suite 310 Phoenix 85007
<b>PHONE:</b> 602-771-8426	<b>EMAIL:</b> tbuschatzke@azwater.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Follow up to Participating Agency Invitation

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:44 AM	Theresa Johnson	Will look to find letter; usually very good at responding to invitations to participate. Will return phone call to Kimberly Bodington

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 11:45 AM
<b>STAKEHOLDER NAME:</b> APS, Donald Brandt, CEO Sandy Gill	<b>ADDRESS:</b> P.O. Box 53933 Sta. 3200 Phoenix 85072
<b>PHONE:</b> 602-371-6232	<b>EMAIL:</b> Sandra.gill@aps.com
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation Follow-up due to no response
- CEO of APS was listed as POC, most likely reason letter received no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	11:00 AM	Martin Calles & Sandra Gill	<ul style="list-style-type: none"> <li>- Kimberly Bodington spoke to Mr. Calles of the APS construction management team. He referred to Sandra Gill to be the POC.</li> <li>- Kimberly spoke with Ms. Gill, and while she does not believe she should be the main POC, she asked for the letter to be re-sent, and she will look into finding the appropriate POC. Kimberly forwarded the Participating Agency invitation letter to Ms. Gill on Monday, 10/17/16 at 12:00 PM.</li> </ul>

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/12/16	<b>CONTACT TIME:</b> 3:30 PM
<b>STAKEHOLDER NAME:</b> BIA, Chip Lewis	<b>ADDRESS:</b> 2600 N Central Avenue, 13 <sup>th</sup> Floor Phoenix, AZ 85004
<b>PHONE:</b> 602-379-6750	<b>EMAIL:</b> Chip.lewis@bia.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Participating Agency follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/12/16	3:30 PM	Voicemail	Kimberly left VM with Chip Lewis
10/13/16	8:44 AM	Voicemail	Chip Lewis left VM with Kimberly Bodington, AECOM; Kimberly returned phone call on 10/14/16 at 9 am
10/25/2016	1:52 PM	Chip Lewis	Chip Lewis requested for Participating Invitation letter to be resent. Kimberly Bodington forwarded the email to Mr. Lewis on Tuesday, 10/25/16 at 2:00 PM.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 1:44 PM
<b>STAKEHOLDER NAME:</b> Buckeye Water Conservation and Drainage District, W.T. Gladden	<b>ADDRESS:</b> 205 E Roosevelt Avenue Buckeye, AZ 85326
<b>PHONE:</b> 623-386-2196	<b>EMAIL:</b> n/a
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency & Section 106 Invitation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:45 PM	Janet	- Kimberly Bodington left message with Janet for Mr. Gladden to return the phone call.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 9:10 AM
<b>STAKEHOLDER NAME:</b> Kenneth Hall Travis Ashbaugh	<b>ADDRESS:</b> 1075 South Idaho Road, Suite 300 Apache Junction, AZ 85119
<b>PHONE:</b> 480-974-9300	<b>EMAIL:</b> tashbaugh@cagaz.org
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Travis Ashbaugh is the Transportation Manager and will be new POC; transitioned into new position as invitation letters went out

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:10 AM	Kenneth Hall & Travis Ashbaugh	<ul style="list-style-type: none"> <li>- Kenneth Hall noted Travis Ashbaugh as new POC</li> <li>- Travis Ashbaugh would like to receive invitation letter</li> <li>- Kimberly Bodington emailed letter Monday, 10/17/16 at 9:22 AM.</li> </ul>

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 1:50 PM
<b>STAKEHOLDER NAME:</b> Central Arizona Project (CAP), Theodore Cooke	<b>ADDRESS:</b> P.O. Box 43020 Phoenix 85050
<b>PHONE:</b> 623-869-2378	<b>EMAIL:</b> tcooke@cap-az.com
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency & Section 106 Invitation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:50 PM	Voicemail	- Phone number listed went to a different CAP voice mailbox. Kimberly left detailed message with said mailbox.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 2:00PM
<b>STAKEHOLDER NAME:</b> Cortaro-Marana Irrigation District, David Bateman	<b>ADDRESS:</b> 12253 West Grier Road #B Marana, AZ 85653
<b>PHONE:</b> 520-682-3233	<b>EMAIL:</b> Cmid12253@comcast.net
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	1:45 PM	Dave Bateman	<ul style="list-style-type: none"> <li>- Would like letter to be re-sent.</li> <li>- Kimberly Bodington forwarded the Invitation letters (Participating &amp; Section 106) on Tuesday, 10/18/16 at 3:08 PM</li> </ul>

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 9:28 AM
<b>STAKEHOLDER NAME:</b> Christopher Bridges	<b>ADDRESS:</b> 1971 Commerce Center Circle, Suite E
<b>PHONE:</b> 928-442-5730	<b>EMAIL:</b> Christopher.bridges@yavapai.us
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency follow-up, due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:28 AM	Voicemail	Kimberly Bodington left voicemail with CYMPO number listed above.
10/18/16	11:25 AM	Chris Bridges	Mr. Bridges left Kimberly Bodington a voicemail; Kimberly Bodington returned the call on Wednesday 10/19/16 at 11:30 AM
10/19/16	2:30 PM	Chris Bridges	Mr. Bridges requested that the letter be re-sent to him for acceptance. Kimberly Bodington emailed the Participating Agency letter to Mr. Bridges on Wednesday, 10/19/16 at 3:00 PM

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S



# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/15/2016	<b>CONTACT TIME:</b> 9:00 AM
<b>STAKEHOLDER NAME:</b> FEMA, Alessandro Amaglio	<b>ADDRESS:</b> 1111 Broadway, Suite 1200 Oakland, CA 94607
<b>PHONE:</b> 510-627-7284	<b>EMAIL:</b> Alessandro.amaglio@fema.dhs.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Original POC retired; project info was not given to new appointee
- Would like to set up a conference call/ presentation of the project
- Would like to participate as Participating Agency

## Response: Participating Agency

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:00 AM	Alessandro Amaglio	- Kimberly forwarded Participating Agency invitation letter to Mr. Amaglio on Friday 10/14/16 at 1:28 PM
10/17/16	12:55 PM	Linda Peters	- Linda Peters, AECOM SF, called Kimberly Bodington on Monday, 10/17/16 at 12:55 PM on behalf of Mr. Amaglio, confirming requests and nature of the project. Ms. Peters will coordinate with Mr. Amaglio regarding project details and Participating Agency requirements.

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/2016	<b>CONTACT TIME:</b> 9:10 AM
<b>STAKEHOLDER NAME:</b> FTA, <del>Leslie Rogers</del> Raymond Suckeys	<b>ADDRESS:</b> 90 7 <sup>th</sup> Street, Suite 15-300 San Francisco, CA 94103
<b>PHONE:</b> <del>415-734-9471</del> 415-734-9490	<b>EMAIL:</b> Leslie.Rogers@dot.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Participating Agency Follow-up due to no response during scoping period.

## Response: Participating Agency

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:10 M	VOICEMAIL	- Left voice mail @ 9:10 AM on Friday, 10/14/16
10/25/16	2:30 PM	VOICEMAIL	- Kimberly Bodington got Mr. Rogers' voicemail again. - Kimberly Bodington tried reaching Mr. Raymond Suckeys as another contact and left voicemail at 2:45 PM

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/18/16	<b>CONTACT TIME:</b> 3:24 PM
<b>STAKEHOLDER NAME:</b> Maricopa-Stanfield Irrigation & Drainage District, Lori Castro Brett Benedict	<b>ADDRESS:</b> 41630 West Louis Johnson Drive, Maricopa, AZ
<b>PHONE:</b> 520-424-0403	<b>EMAIL:</b> brett@ed-3.org
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response
- Brett was designated POC for the district

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:30 PM	Lori Castro Voicemail	<ul style="list-style-type: none"> <li>- Lori referred Kimberly Bodington to Brett Benedict as the POC for the district</li> <li>- Kimberly left a voicemail with Mr. Benedict's direct voicemail box</li> </ul>

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 9:35 AM
<b>STAKEHOLDER NAME:</b> Chris Fetzer	<b>ADDRESS:</b> 119 East Aspen Ave Flagstaff, AZ 86001
<b>PHONE:</b> 928-774-1895	<b>EMAIL:</b> Nacog@nacog.org
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	9:35 AM	Voicemail	Kimberly Bodington left a voicemail with Chris Fetzer's direct voicemail on Monday, 10/17/16 at 9:34 AM

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 10:30 AM
<b>STAKEHOLDER NAME:</b> Elise Moore	<b>ADDRESS:</b> 31 North Pinal Street Florence, AZ 85132
<b>PHONE:</b> 520-866-6638	<b>EMAIL:</b> Elise.moore@pinalcountyz.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency and Section 106 invitation follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	10:30 AM	Voicemail	Kimberly Bodington left a voicemail with Elise Moore's direct voicemail box.
10/18/16	10:39 AM	Elise Moore	Elise Moore left a voicemail with Kimberly Bodington (OOO), K Bodington returned her call on Monday, 10/18/16 at 3:20 PM.
10/18/16	4:00 PM	Elise Moore	<ul style="list-style-type: none"> <li>- Ms. Moore asked for both Participating Agency and Section 106 letters to be re-sent.</li> <li>- Kimberly Bodington forwarded both letters to Ms. Moore on Monday, 10/18/16 at 4:20 PM</li> </ul>

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/18/16	<b>CONTACT TIME:</b> 3:40 PM
<b>STAKEHOLDER NAME:</b> Roosevelt Irrigation District (RID), Donovan Neese	<b>ADDRESS:</b> 103 West Baseline Rd. Buckeye, AZ 85326
<b>PHONE:</b> 623-386-2046	<b>EMAIL:</b> dneese@rooseveltirrigation.org
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:40 PM	Steve	- Kimberly left a message with Steve for Mr. Neese to phone her back.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/18/16	<b>CONTACT TIME:</b> 3:45 PM
<b>STAKEHOLDER NAME:</b> San Carlos Irrigation District, Michael Urton	<b>ADDRESS:</b> 120 South 3 <sup>rd</sup> Street, Coolidge AZ 85128
<b>PHONE:</b> 520-723-5480 x15	<b>EMAIL:</b> Mike.urton@scidd.com
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:54 PM	Sandy	- Kimberly Bodington left a message with receptionist, Sandy, for Mr. Urton to phone KB back.
10/19/16	8:00 AM	Mike Urton	- Mr. Urton returned KB phone call and requested for both letters to be forwarded. K Bodington forwarded both participating and section 106 letters to Mr. Urton on Wednesday, 10/19/16 at 11:19

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 11:00 AM
<b>STAKEHOLDER NAME:</b> Santa Cruz County Flood Control District, John Hays	<b>ADDRESS:</b> 275 Rio Rico Drive Rio Rico, AZ 85648
<b>PHONE:</b> 520-375-7830	<b>EMAIL:</b> jhays@santacruzcountyaz.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/16	11:00 AM	John Hays	<ul style="list-style-type: none"> <li>- Would like Participating Agency Invitation to be re-sent</li> <li>- Kimberly Bodington forwarded the invitation letter to Mr. Hays on Monday, 10/17/16 at 11:15 AM</li> </ul>



# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/18/16	<b>CONTACT TIME:</b> 3:55 PM
<b>STAKEHOLDER NAME:</b> Silverbell Irrigation & Drainage District	<b>ADDRESS:</b>
<b>PHONE:</b> 520-251-0628	<b>EMAIL:</b> silverbell@azci.net
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation and Section 106 Initiation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/18/16	3:55 PM	Bill Miller	- Mr. Miller would like letters to be re-sent. Kimberly Bodington forwarded both Participating & Section 106 letters on Monday, 10/18/16 at 4:15 PM

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16	<b>CONTACT TIME:</b> 9:21 AM
<b>STAKEHOLDER NAME:</b> USACE, Michael Toriello	<b>ADDRESS:</b> 355 Civil Engineer Squadron/CD, 3775 South Fifth Street
<b>PHONE:</b> 520-228-3401	<b>EMAIL:</b> Michale.toriello@us.af.mil
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington AECOM

## Comments/Questions:

- Participating Agency & Section 106 follow- up due to no response during scoping period
- Re-sending the letter to Michael Toriello and Casey carter

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:21 AM	Brianna	Left message for Mr. Toriello to return phone call to Kimberly Bodington
10/14/16	1:26 PM	Michael Toriello	Did not receive letter; K Bodington re-sent letter on Friday 10/14/16 at 1:34 PM
10/14/16	1:51 PM	Michael Toriello	Mr. Toriello emailed Kimberly Bodington with confirmation of receipt, and indicated a response within two weeks.
10/25/16	3:38 PM	Kimberly Bodington	Kimberly Bodington forwarded Section 106 Consultation letter to Mr. Toriello on Tuesday, October 25, 2016 at 3:38 PM

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16	<b>CONTACT TIME:</b> 9:30 AM
<b>STAKEHOLDER NAME:</b> USAF, Luke Air Force Base: Tanya Wren or Scott Pleus	<b>ADDRESS:</b> 56 FW Public Affairs
<b>PHONE:</b> 623-856-6011	<b>EMAIL:</b> Staci.miller.1@us.af.mil
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

- Participating Agency follow-up due to no response during the Scoping period.
- Both Tanya Wren and Scott Pleus no longer work at the Luke Air Force Base. Staci Miller will look into who will take over as new POC and respond back to me.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	9:30 AM	Staci Miller	- Would like email regarding request, and will look into who will be the POC replacement for Tanya and Scott. Email sent to Ms. Miller Friday, 10/14 at 9:50 AM
10/25/16	2:30 PM	Email	- Kimberly Bodington sent a follow-up email to Ms. Miller regarding the status of a new POC.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/14/16	<b>CONTACT TIME:</b> 10:05 AM
<b>STAKEHOLDER NAME:</b> US Customs and Border Protection, Kevin Hecht	<b>ADDRESS:</b> 2430 South Swan Road Tucson, AZ 85711
<b>PHONE:</b> 520-761-2400	<b>EMAIL:</b> Kevin.hecht@dhs.gov
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington, AECOM

## Comments/Questions:

Follow-up to Participating Agency Invitation

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/14/16	10:05 AM	Voicemail	- Kimberly Bodington left Kevin Hecht direct voicemail on Friday 10/14/16 at 10:05 AM
10/24/16	8:14 AM	Kevin Hecht	- Kevin Hecht left voicemail with Kimberly Bodington. KB returned call and left voicemail with Mr. Hecht on Wednesday, 10/26/16 at 8:50 AM.

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# RECORD OF CONVERSATION



<b>CONTACT DATE:</b> 10/17/16	<b>CONTACT TIME:</b> 11:00 AM
<b>STAKEHOLDER NAME:</b> Yavapai County Flood Control District: Dan Cherry & Lynn Whitman	<b>ADDRESS:</b> 1100 Commerce Drive Prescott, AZ 86305
<b>PHONE:</b> 928-771-3197	<b>EMAIL:</b> <a href="mailto:Dan.cherry@yavapai.us">Dan.cherry@yavapai.us</a> lynn.whitman@yavapai.us
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> Kimberly Bodington

## Comments/Questions:

- Participating Agency Invitation Follow-up due to no response

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
10/17/19	11:24 AM	Lynn Whitman	<ul style="list-style-type: none"> <li>- Would like the invitation letter to be re-sent</li> <li>- Kimberly Bodington forwarded the letter to Lynn Whitman on Monday, 10/17/16 at 11:30 AM.</li> </ul>

Contract No. 2015-013 / Project No. M5180 01P / Federal Aid No. 999-M(161)S

# Study Area Boundary Change Correspondence

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Letter to Cooperating Agencies

Letter to Participating Agencies

Response from Arizona Game and Fish Department (AGFD)

Ives, Lisa

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**From:** Ives, Lisa <Lisa.Ives@aecom.com>  
**Sent:** Thursday, October 13, 2016 12:25 PM  
**To:** AMER-US-AZ Phoenix-i11doccontrol  
**Cc:** Rebecca.Yedlin@dot.gov; Aryan Lirange (Aryan.Lirange@dot.gov); Jay Van Echo (JVanEcho@azdot.gov); Jay Van Echo (jayv@horrocks.com); Joanie Cady (JCady@azdot.gov)  
**Subject:** I-11 -- Change in Study Area Boundary to Cooperating Agencies  
**Attachments:** I11\_Corridor Study Area\_30Aug16.jpg; I-11\_North Section\_Base Map\_30Aug16.jpg; PrjCorridor\_30Aug16.sbn; PrjCorridor\_30Aug16.sbx; PrjCorridor\_30Aug16.shp; PrjCorridor\_30Aug16.shx; PrjCorridor\_30Aug16.prj; PrjCorridor\_30Aug16.cpg; PrjCorridor\_30Aug16.dbf

I-11 Cooperating Agencies –

Please find attached a map of the **revised I-11 Corridor Study Area**, along with the **North Section** base map that reflect a change in the study area boundary following scoping. The 2014 *I-11 and Intermountain West Corridor Study (IWCS)* and Planning and Environmental Linkages (PEL) documents identified US 93 as the most suitable connection for the I-11 Corridor in northern Arizona, with the northern terminus initially established near US 93 and SR 89. However, due to some public feedback received during scoping, the northern terminus of the I-11 Corridor Study Area was extended further northwest to encompass the intersection of US 93 and SR 71. We would appreciate a review of this revised study area boundary to determine if your agency has any resources or issues that might need to be addressed in that expanded area.

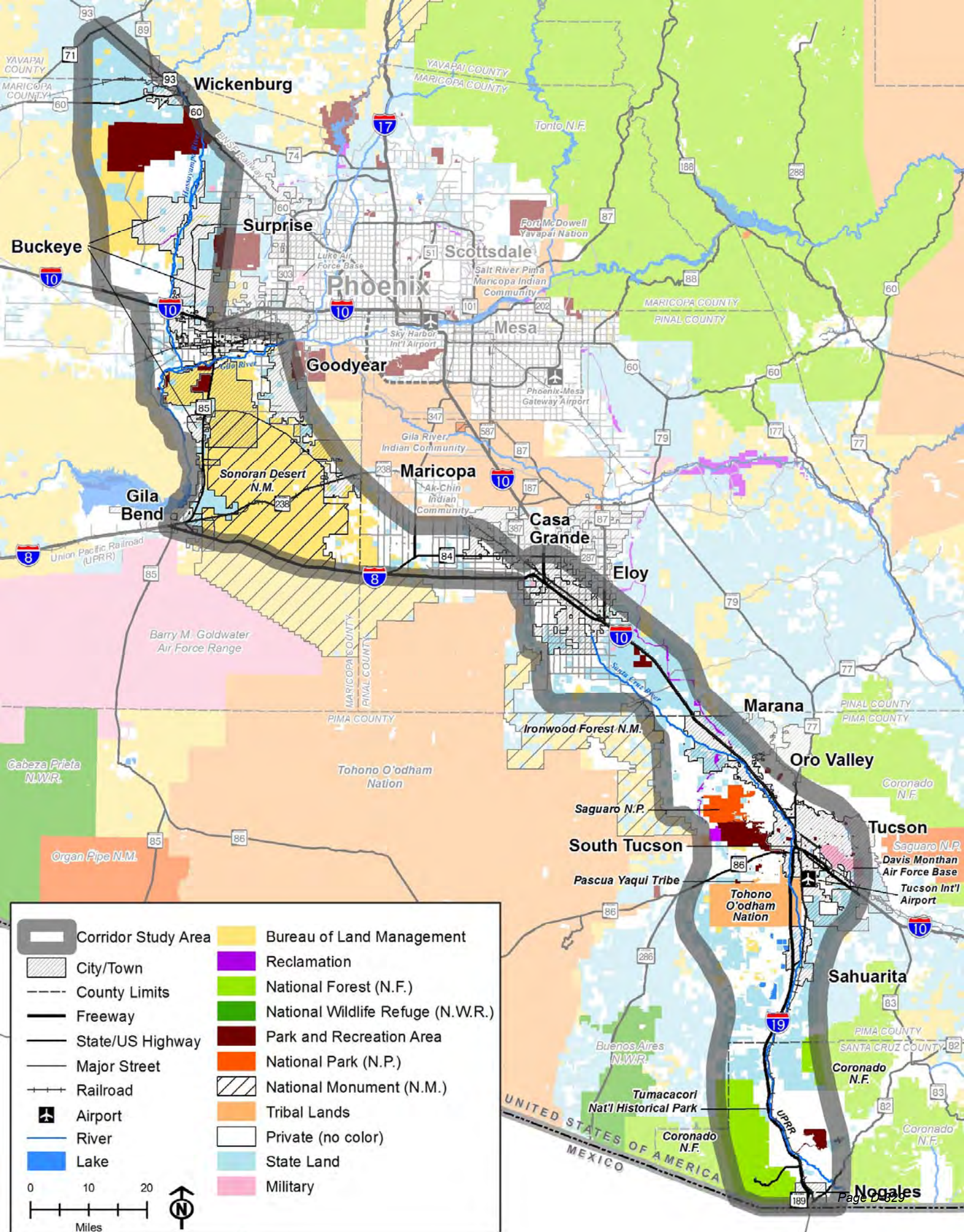
I am also attaching **GIS shapefiles** to assist in reassessing and resubmitting any new information within the expanded study area boundary, if needed. Some agencies have issues with ZIP folders, and as such, I have attached them all individually to this e-mail. You can reply to me directly with any updated information or issues to address.

Note that the attached PDF maps are intended to be base maps of the I-11 Corridor Study Area, depicting the general transportation network, municipalities, and land uses/ownership. Resources and other types of information will be incorporated into the process and included on various other maps and documents as the study progresses.

Please let me know if you have any questions regarding the attached information. We greatly appreciate your on-going assistance and involvement.

Thanks.

Lisa Ives  
Consultant Team Project Manager  
616-334-1875

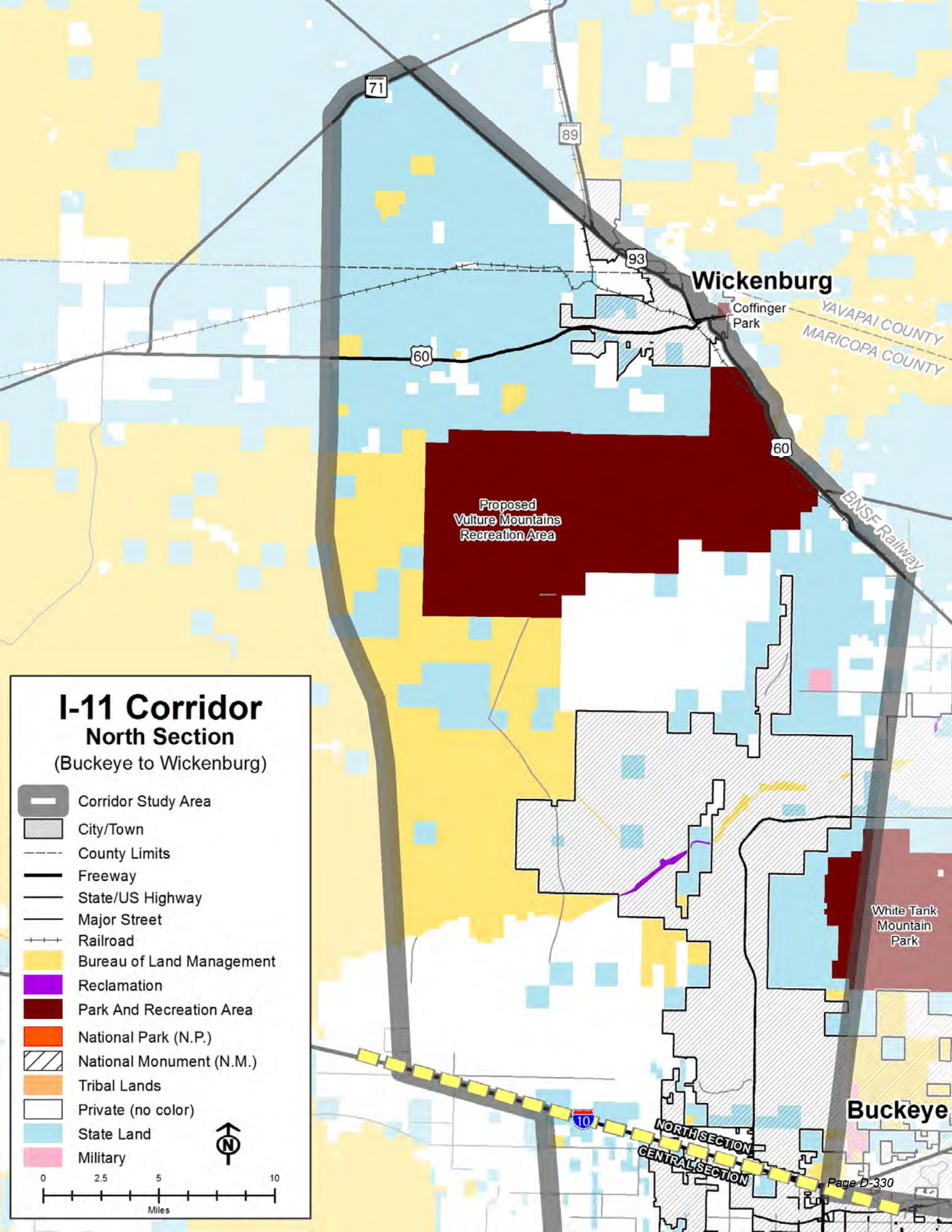


	Corridor Study Area		Bureau of Land Management
	City/Town		Reclamation
	County Limits		National Forest (N.F.)
	Freeway		National Wildlife Refuge (N.W.R.)
	State/US Highway		Park and Recreation Area
	Major Street		National Park (N.P.)
	Railroad		National Monument (N.M.)
	Airport		Tribal Lands
	River		Private (no color)
	Lake		State Land
	Military		

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Miles










North Arrow





# I-11 Corridor North Section

(Buckeye to Wickenburg)

-  Corridor Study Area
-  City/Town
-  County Limits
-  Freeway
-  State/US Highway
-  Major Street
-  Railroad
-  Bureau of Land Management
-  Reclamation
-  Park And Recreation Area
-  National Park (N.P.)
-  National Monument (N.M.)
-  Tribal Lands
-  Private (no color)
-  State Land
-  Military

  
  
 0 2.5 5 10  
 Miles

**Wickenburg**

Coffinger Park

YAVAPAI COUNTY  
MARICOPA COUNTY

Proposed  
Vulture Mountains  
Recreation Area

BNSF Railway

White Tank  
Mountain  
Park

**Buckeye**

NORTH SECTION  
CENTRAL SECTION

Ives, Lisa

---

**From:** Ives, Lisa <Lisa.Ives@aecom.com>  
**Sent:** Thursday, October 13, 2016 12:26 PM  
**To:** AMER-US-AZ Phoenix-i11doccontrol  
**Cc:** Rebecca.Yedlin@dot.gov; Aryan Lirange (Aryan.Lirange@dot.gov); Jay Van Echo (JVanEcho@azdot.gov); Jay Van Echo (jayv@horrocks.com); Joanie Cady (JCady@azdot.gov)  
**Subject:** I-11 -- Change in Study Area Boundary to Participating Agencies  
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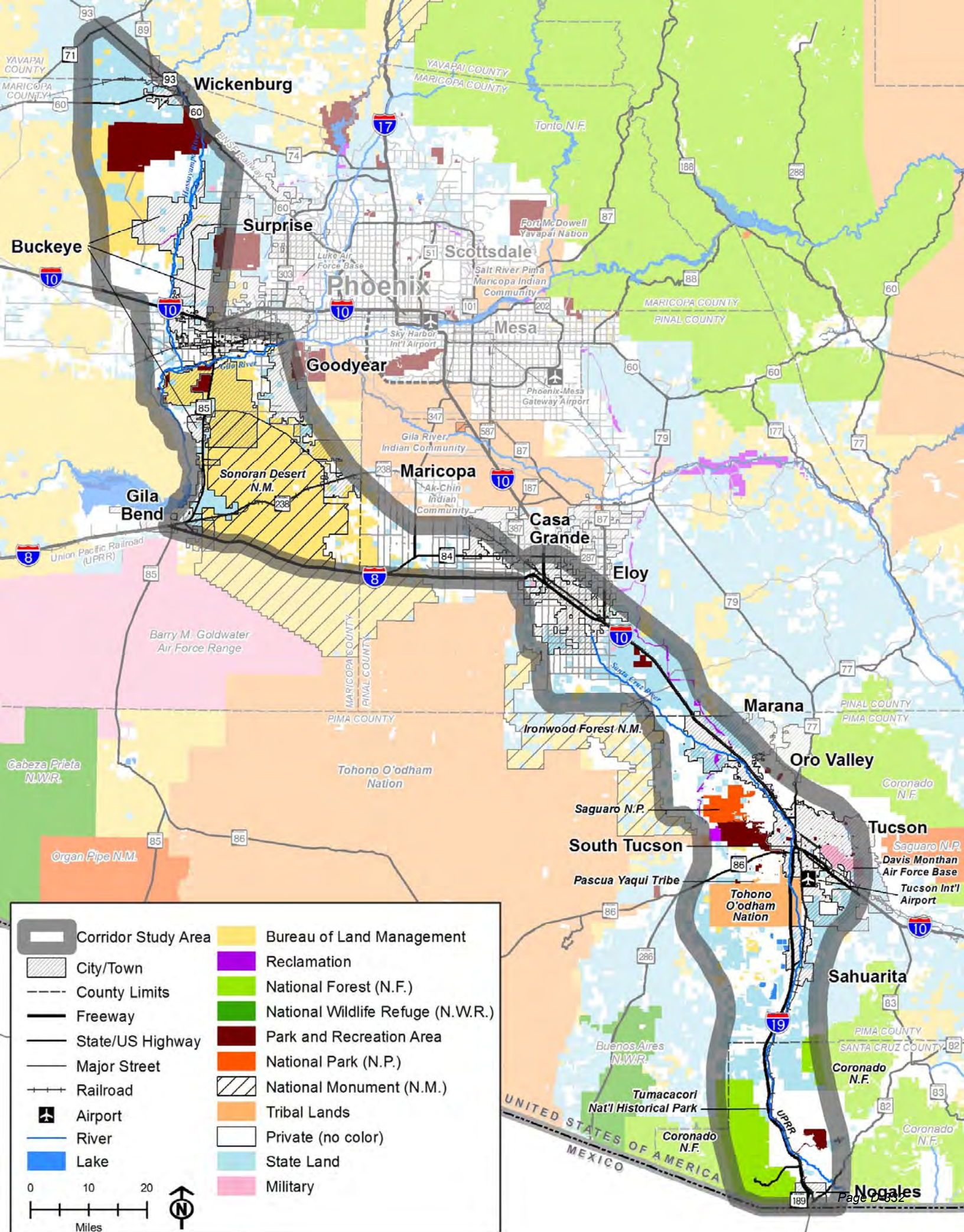
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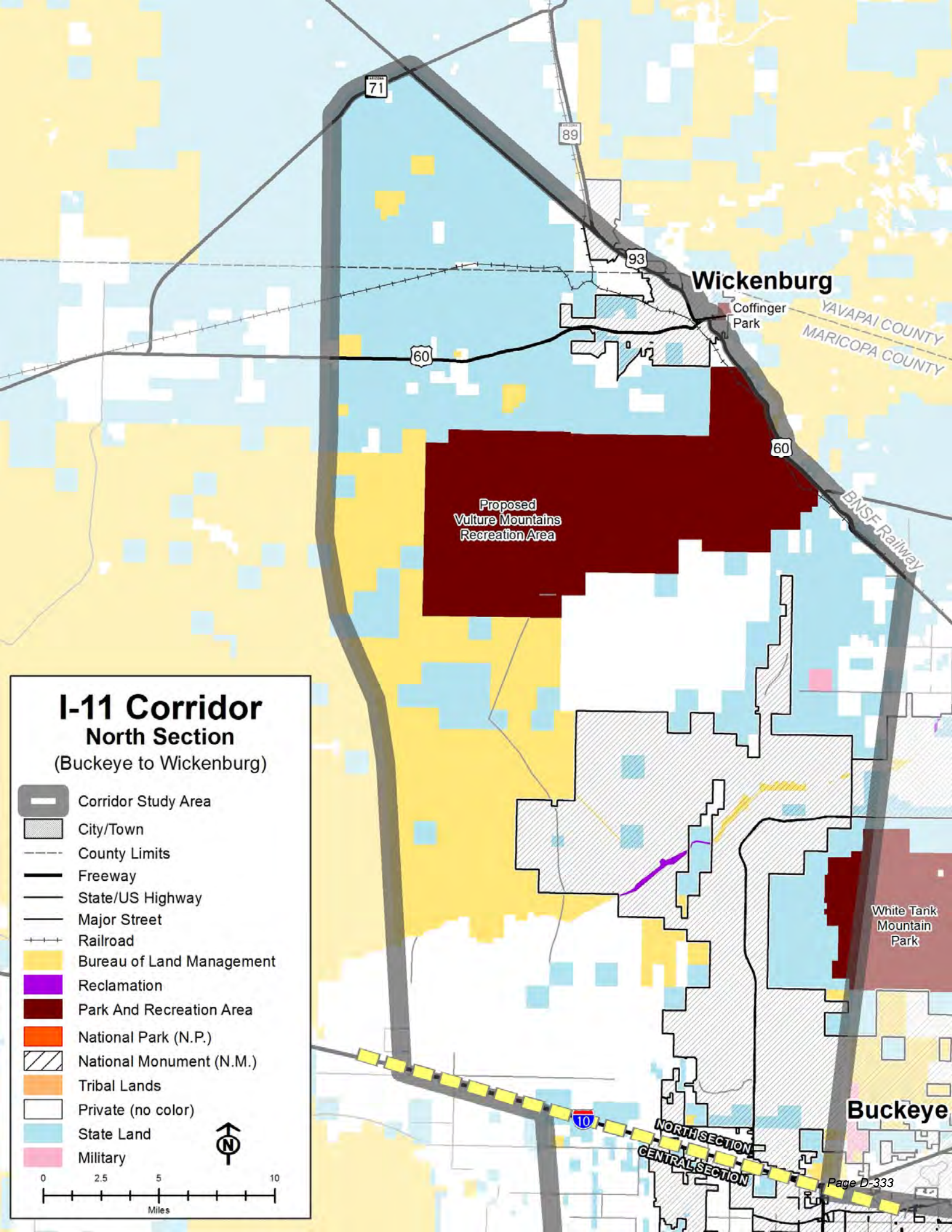
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Thanks.

Lisa Ives  
Consultant Team Project Manager  
616-334-1875

















	Corridor Study Area		Bureau of Land Management
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	Freeway		National Wildlife Refuge (N.W.R.)
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	0 10 20 Miles		Military



# I-11 Corridor North Section

(Buckeye to Wickenburg)

-  Corridor Study Area
-  City/Town
-  County Limits
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-  National Monument (N.M.)
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-  State Land
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0    2.5    5    10  
Miles

**Wickenburg**

Coffinger Park

YAVAPAI COUNTY  
MARICOPA COUNTY

Proposed  
Vulture Mountains  
Recreation Area

BNSF Railway

White Tank  
Mountain  
Park

**Buckeye**

NORTH SECTION  
CENTRAL SECTION

Ives, Lisa

---

From: Cheri Boucher <CBoucher@azgfd.gov>  
Sent: Thursday, October 13, 2016 7:08 PM  
To: Ives, Lisa  
Subject: RE: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Hi Lisa,

I thought the data we sent you was clipped to the study area, but it turns out it had a 25km buffer on it, so it should include the expanded area to north.

Let me know if you find otherwise, but unless I hear from you, I think we have it covered.

Thanks!

Cheri  
623-236-7615  
[cboucher@azgfd.gov](mailto:cboucher@azgfd.gov)

---

From: Ives, Lisa [<mailto:Lisa.Ives@aecom.com>]  
Sent: Thursday, October 13, 2016 3:23 PM  
To: Cheri Boucher  
Subject: Re: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Much appreciated... thank you!

---

From: Cheri Boucher  
Sent: Thursday, October 13, 2016 5:21 PM  
To: Ives, Lisa  
Subject: RE: I-11 -- Change in Study Area Boundary to Cooperating Agencies

Thanks Lisa. I've forwarded to internal folks to compile the additional data. As soon as I hear back from them, I'll let you know when it should be coming your way.

Cheri  
623-236-7615  
[cboucher@azgfd.gov](mailto:cboucher@azgfd.gov)

---

From: Ives, Lisa [<mailto:Lisa.Ives@aecom.com>]  
Sent: Thursday, October 13, 2016 12:26 PM  
To: AMER-US-AZ Phoenix-i11docontrol  
Cc: [Rebecca.Yedlin@dot.gov](mailto:Rebecca.Yedlin@dot.gov); Aryan Lirange ([Aryan.Lirange@dot.gov](mailto:Aryan.Lirange@dot.gov)); Jay Van Echo ([JVanEcho@azdot.gov](mailto:JVanEcho@azdot.gov)); Jay Van Echo ([jayv@horrocks.com](mailto:jayv@horrocks.com)); Joanie Cady ([JCady@azdot.gov](mailto:JCady@azdot.gov))  
Subject: I-11 -- Change in Study Area Boundary to Cooperating Agencies

I-11 Cooperating Agencies –

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Please let me know if you have any questions regarding the attached information. We greatly appreciate your on-going assistance and involvement.

Thanks.

Lisa Ives  
Consultant Team Project Manager  
616-334-1875



## **APPENDIX E**

### **Public Scoping Meeting Materials**

Public Scoping Meeting Presentation

Public Scoping Meeting Boards

Public Scoping Meeting Handout (English and Spanish)

Public Scoping Meeting Comment Form (English and Spanish)

Scoping Online Survey



# I-11 Corridor

Tier 1 Environmental Impact Statement

Scoping Meeting



June 2016

## Purpose of Scoping Meeting

- Federal environmental review process
- Share information about process
- Seek input on “scope” and content
- Describe opportunities for involvement





## History of I-11 Corridor

- Intermodal Surface Transportation Efficiency Act 1991
- North American Free Trade Agreement 1993
- CANAMEX Trade Corridor 1995
- National Highway System High Priority Corridor 2012
- I-11 and Intermountain West Corridor Study 2014
- Fixing America's Surface Transportation Act 2015
- **Federal Environmental Review Process 2016**

Federal Lead Agency:  
Federal Highway Administration (FHWA)



Local Lead Agency:  
Arizona Department of Transportation

Alternatives Selection  
Report (ASR) and  
Tier 1 Environmental  
Impact Statement (EIS)

ADOT

## Study Goal and Objective



Complete ASR and Tier 1 EIS

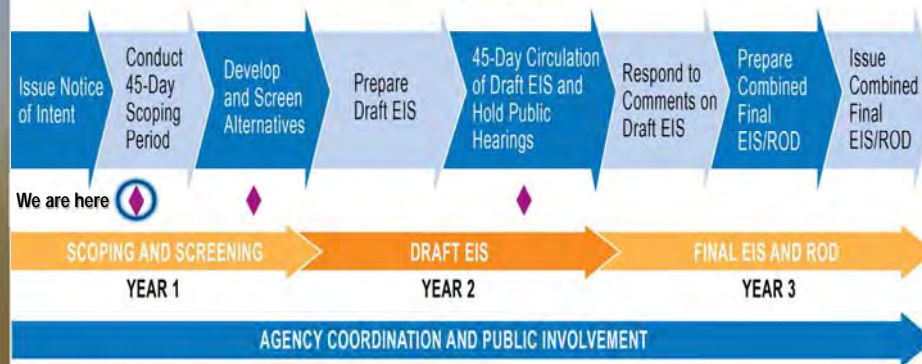
Reach consensus on  
Selected Corridor Alternative  
from Nogales to Wickenburg

Set stage for future  
proposed projects

ADOT

# Environmental Review Process

## Tier 1 Environmental Impact Statement Process



◆ Official Agency and Public Opportunity for Comment during Tier 1 EIS Process

EIS = Environmental Impact Statement

ROD = Record of Decision



## What is Scoping?

- **Early step in environmental review process**
  - ▶ Allows for early coordination and outreach
- **Notify public, agencies, and tribal communities**
  - ▶ Tier 1 EIS is being prepared
  - ▶ Solicit input on overall process and corridor
- **Guide “scope” and content of Tier 1 EIS**
  - ▶ Purpose and need
  - ▶ Alternatives to be studied
  - ▶ Impacts to be evaluated
  - ▶ Evaluation methods to be used



## What are the Goals for I-11?

- Provide access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improved regional mobility for movement of people, goods, and homeland security
- Provide enhanced transportation opportunities for economic vitality

ADOT



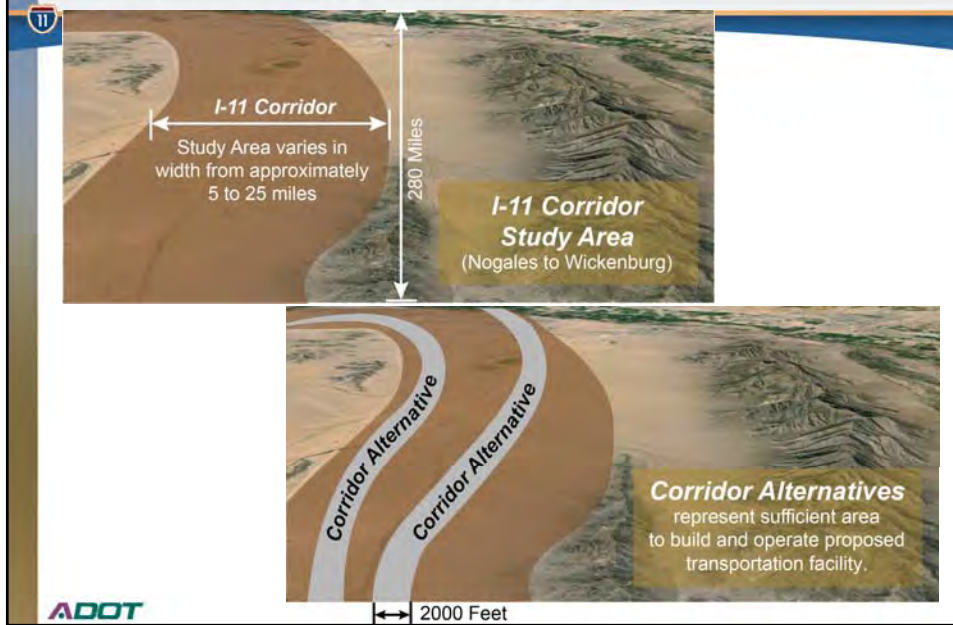
## What is being Studied?

- 280-mile study area from Nogales to Wickenburg
- 2,000-foot corridor alternatives
- Proposed transportation facility
- Phased Implementation Plans

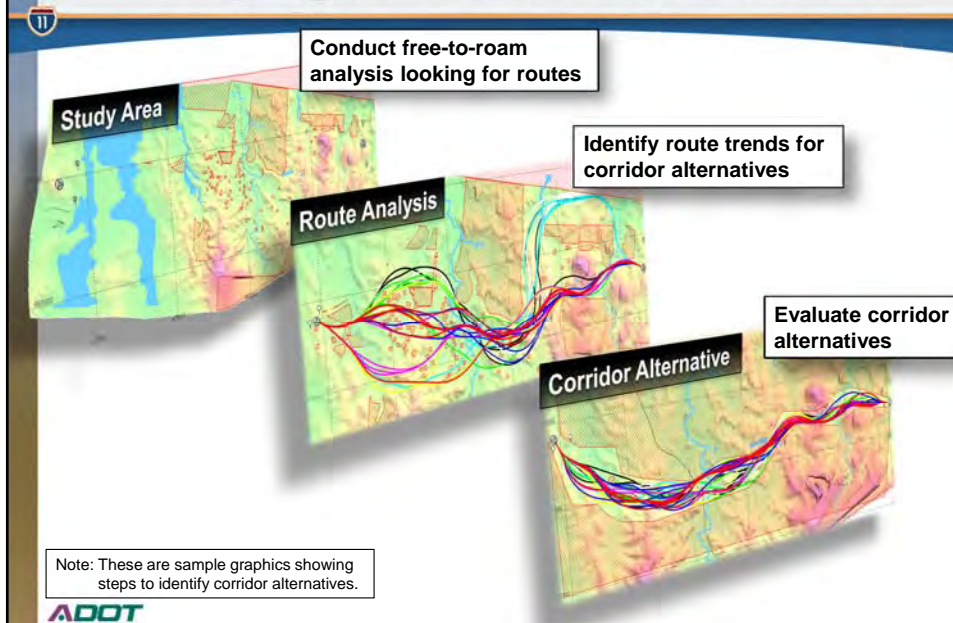
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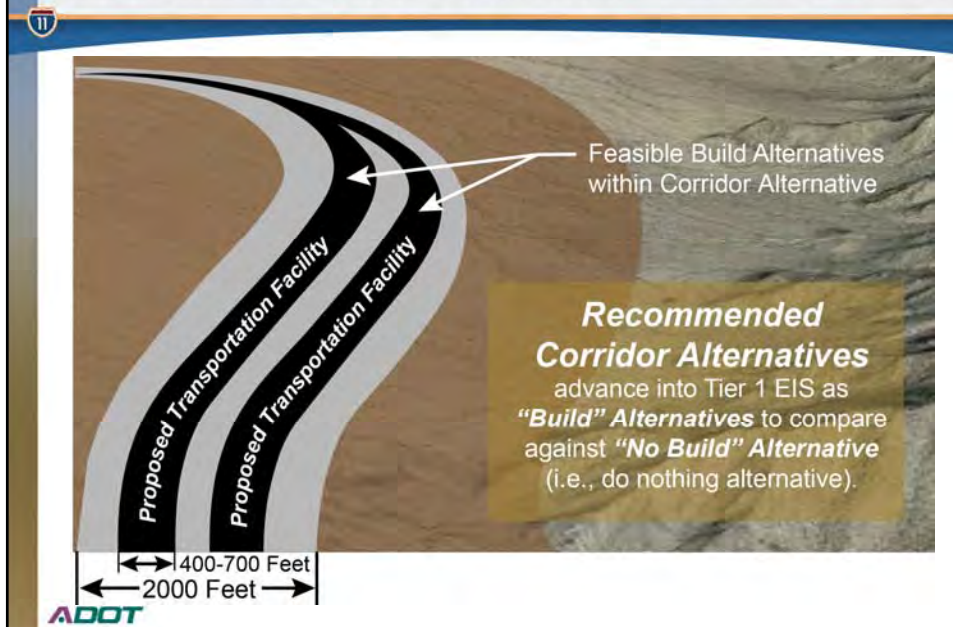
# Corridor Alternatives



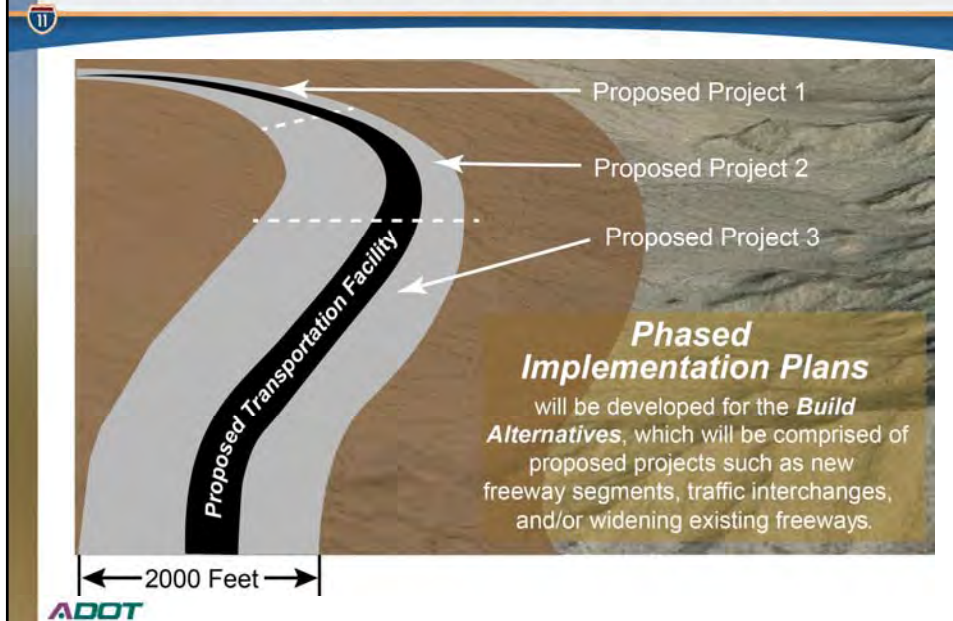
# Identifying Corridor Alternatives



## Recommended Corridor Alternatives



## Phased Implementation Plans



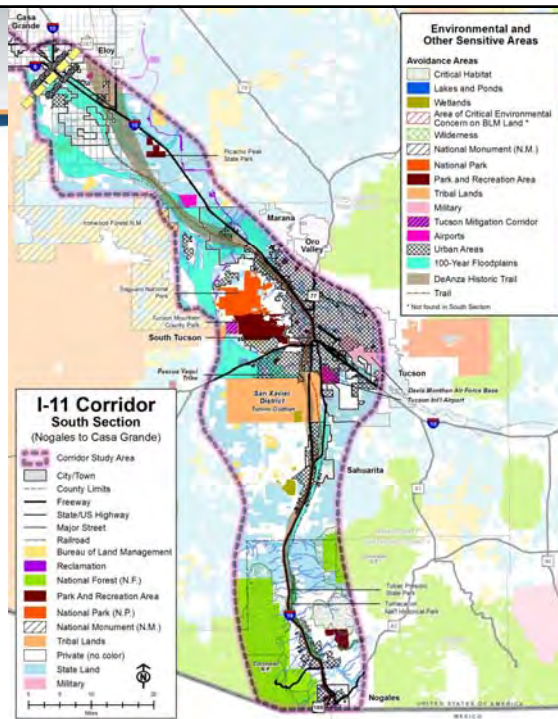
# What Topics will be Studied?

- Air quality
- Biological resources
- Economic impacts
- Geology, soils, and farmlands
- Hazardous materials
- Historic and archaeological
- Land use and neighborhoods
- Noise and vibration
- Parks and recreation
- Title VI and environmental justice
- Transportation
- Visual and aesthetics
- Water resources



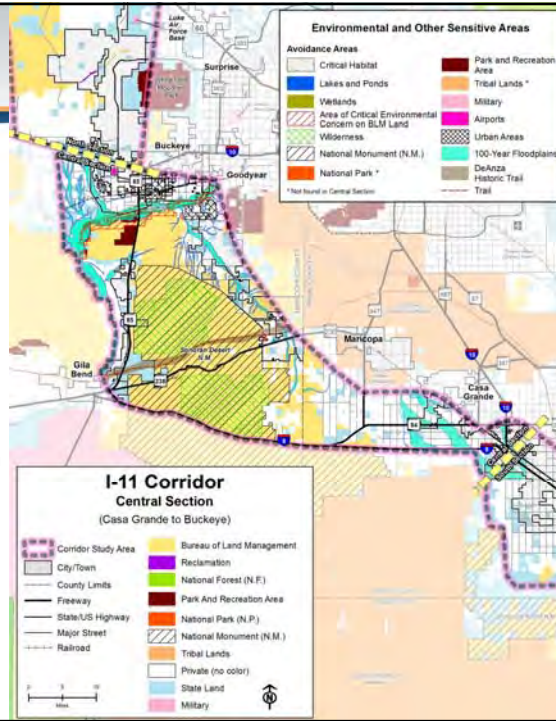
# South

- Critical habitat
- Cultural resources
- Historic trail
- Parks and recreation
- Rivers and floodplains
- Tribal lands
- Urbanized areas
- Wildlife and mitigation corridors



# Central

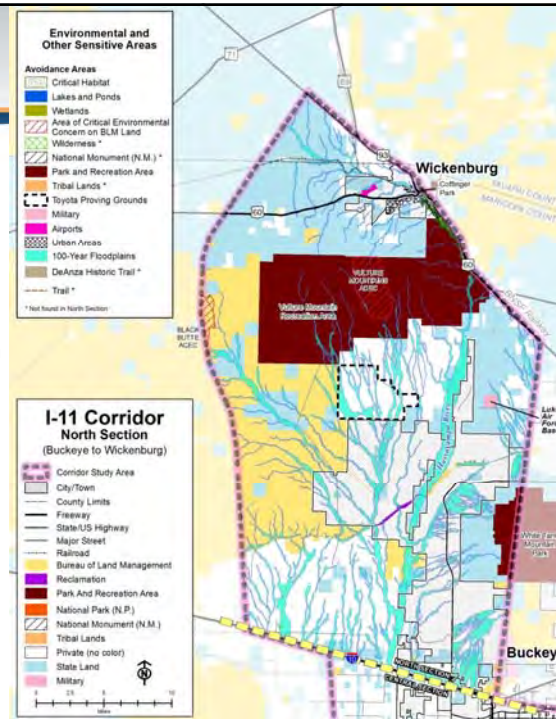
- Areas of critical environmental concern
- Cultural resources
- Historic trail
- National monument
- Parks and recreation
- Rivers and floodplains
- Wilderness



ADOT

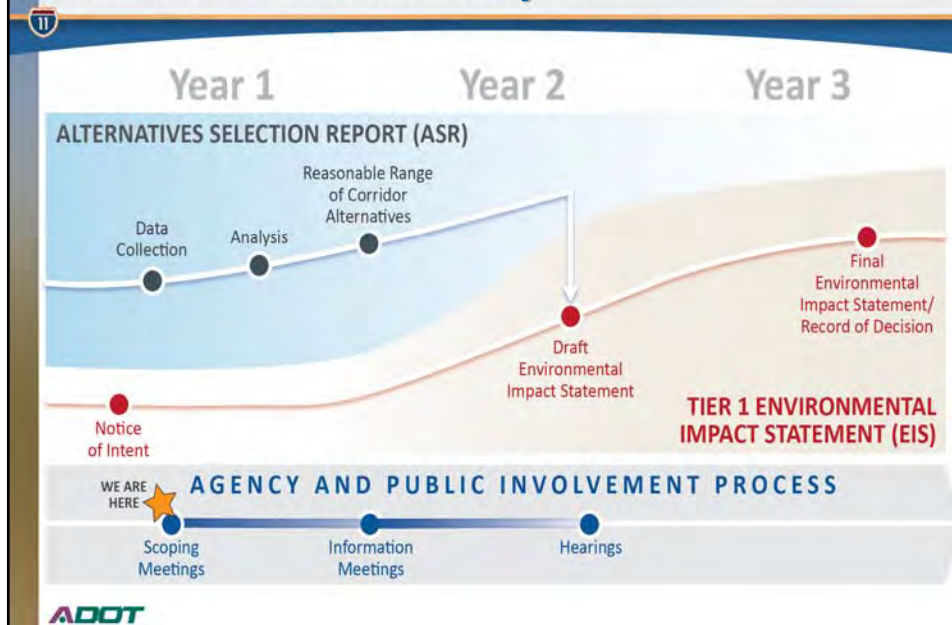
# North

- Areas of critical environmental concern
- Cultural resources
- Parks and recreation
- Rivers and floodplains
- Other avoidance areas



ADOT

## What are Next Steps?



## What Questions will the Tier 1 EIS Answer?

- **Reach consensus on *Selected Corridor Alternative* for I-11 Corridor**
  - ▶ Potential social, economic, and natural environmental impacts
  - ▶ Type of vehicular transportation facility
  - ▶ Potential multimodal facility (rail and utility) opportunities
  - ▶ Proposed projects for Phased Implementation Plan

*The Tier 1 EIS will provide a roadmap for advancing proposed projects in the future.*



# How Can You Participate?



## ■ Scoping meetings

- ▶ Review information on display boards and handouts
- ▶ Provide written comments on comment cards
- ▶ Provide comments verbally to court reporter

## ■ Additional opportunities



I-11ADOTStudy@hdrinc.com



1-844-544-8049 (bilingual)



i11study.com/Arizona (on-line survey)



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

## ■ Future public meetings and hearings



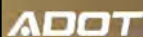
**Please  
submit  
scoping  
comments  
by  
July 8, 2016**



# I-11 Corridor

Tier 1 Environmental Impact Statement

THANK YOU!!





WELCOME  
TO THE  
I-11 CORRIDOR TIER 1  
ENVIRONMENTAL  
IMPACT STATEMENT

SCOPING  
MEETING

*Please Sign In*



# Welcome to the I-11 Corridor Tier 1 EIS



At the scoping meeting you can provide input to help shape the I-11 Corridor Tier 1 Environmental Impact Statement (EIS).



## **Tonight's agenda:**

- 4:00 pm: sign in
- 4:15 pm: presentation starts
- 4:30 pm: open house (talk to staff, review information, and provide input)



## **To shape the future of transportation in Arizona, provide your input on:**

- Purpose and need
- Alternatives to be studied
- Impacts to be evaluated
- Evaluation methods to be used



Please fill out a comment card before you leave or go online after the meeting to [i11study.com/Arizona](http://i11study.com/Arizona). We want to hear from you to help determine the future of the I-11 Corridor!



# How Can You Help?

## At Today's Meeting:

Review information on display boards and handouts

Provide written comments on comment cards

Provide verbal comments to court reporter

Throughout the study, submit comments through the following methods:



I-11ADOTStudy@hdrinc.com



1-844-544-8049 (bilingual)



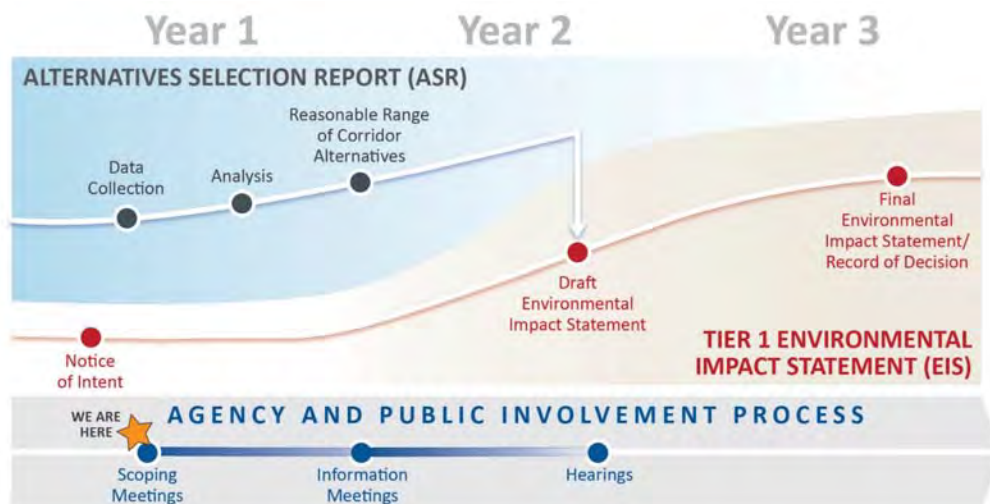
i11study.com/Arizona



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

Please Submit Scoping Comments by July 8, 2016

## Stay Engaged at Future Meetings:





PROVIDE YOUR  
COMMENTS  
TO A  
COURT  
REPORTER



# What is Scoping?

## Scoping is the First Step in the Tier 1 EIS Process

- Identifies what should be studied
- Allows for early coordination and outreach

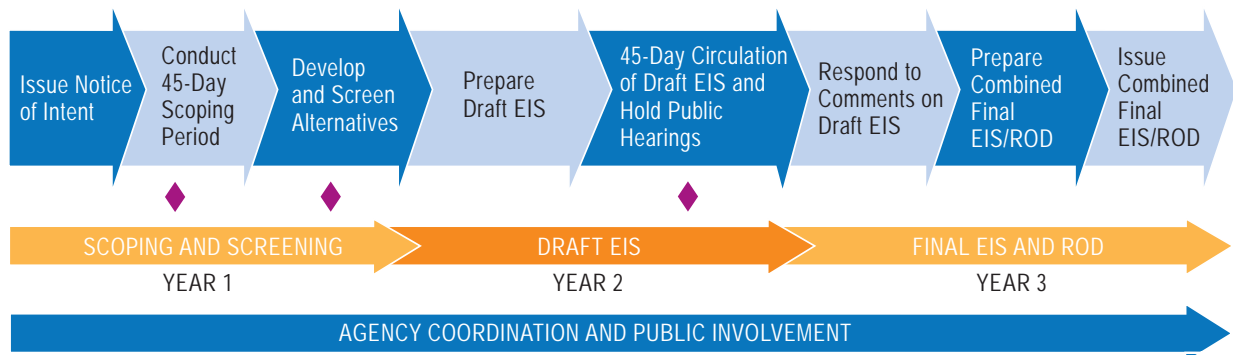
## Notify Public and Agencies

- Tier 1 EIS being prepared
- Solicit input on process and corridor

## Helps Guide “Scope” and Content of Tier 1 EIS

- Purpose and need
- Alternatives to be studied
- Impacts to be evaluated
- Evaluation methods to be used

## Tier 1 Environmental Impact Statement Process



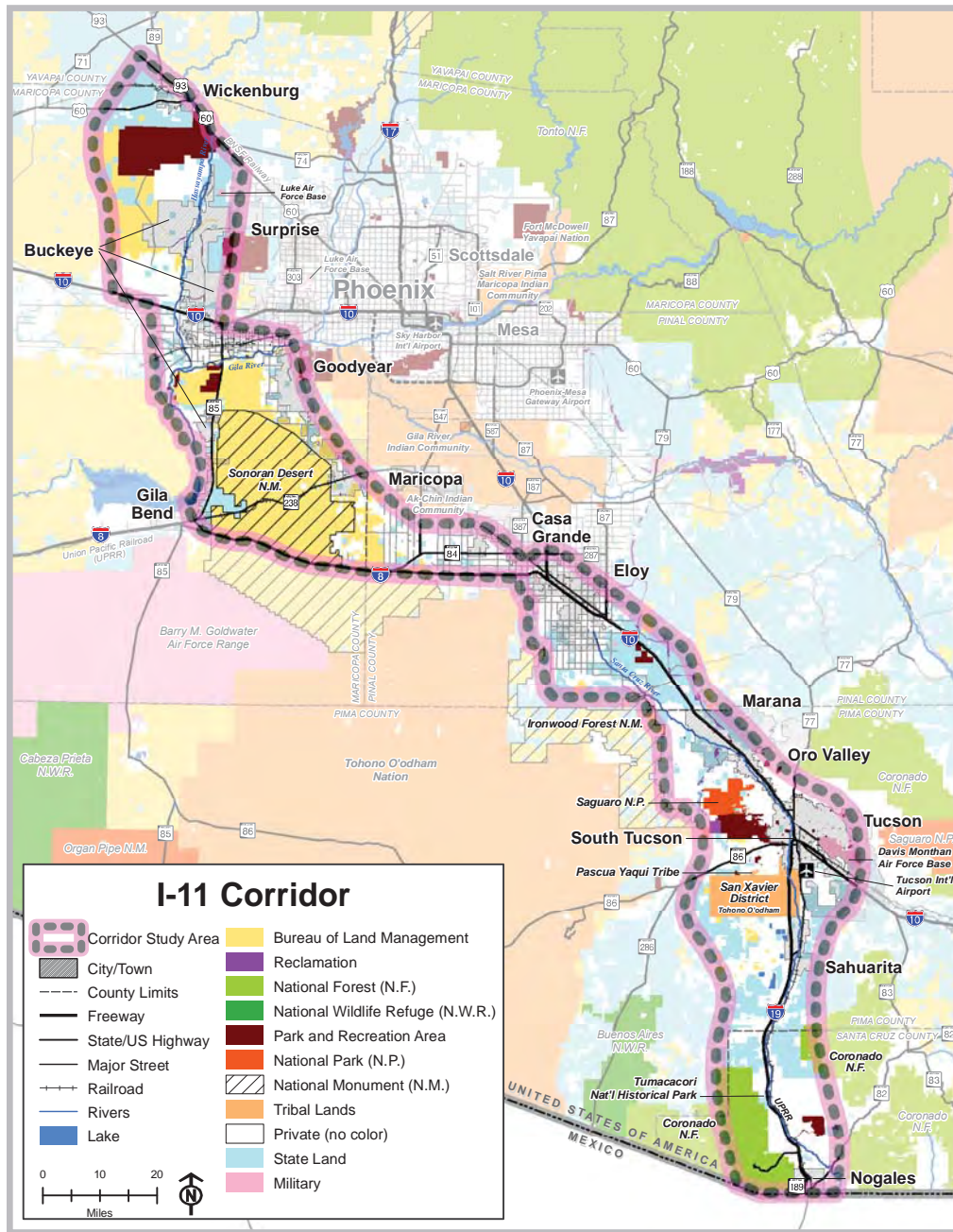
◆ Official Agency and Public Opportunity for Comment during Tier 1 EIS Process

EIS = Environmental Impact Statement  
 ROD = Record of Decision



# The I-11 Corridor Tier 1 EIS

The Tier 1 EIS will assess the potential social, economic, and natural environmental impacts of a vehicular transportation facility and potential multimodal facility (rail and utility) opportunities in the designated I-11 Corridor across a range of alternatives, including a “No Build” alternative.






# What are the Goals for I-11?

A project's purpose and need is essential in establishing the foundation for developing the reasonable range of alternatives.

## The Goals of I-11 are to:

- Provide an access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improvement of regional mobility for people, goods, and homeland security
- Provide enhanced transportation opportunities for trade and economic vitality

## What needs should I-11 solve?



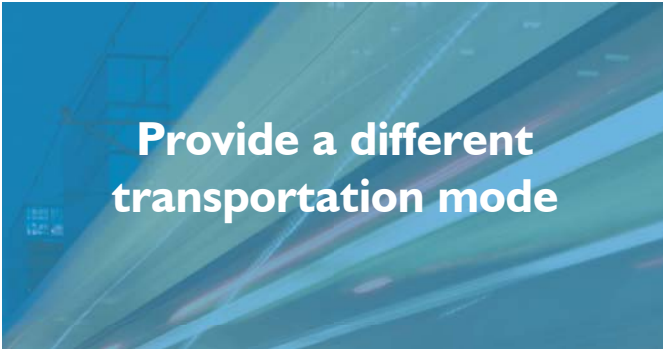
**Relieve local congestion to improve safety, travel times, and reliability**




**Improve regional travel between Southern and Northwestern Arizona**



**Improve freight travel, reducing bottlenecks on existing highways**



**Provide a different transportation mode**



**Support homeland security and national defense needs**

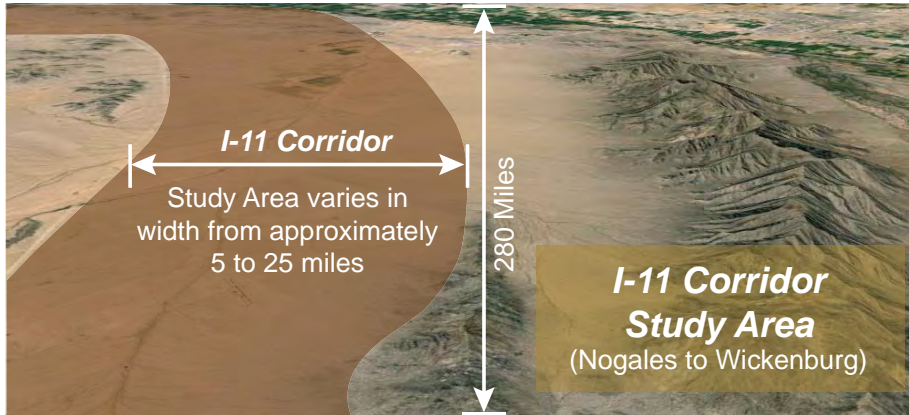


**What else?**

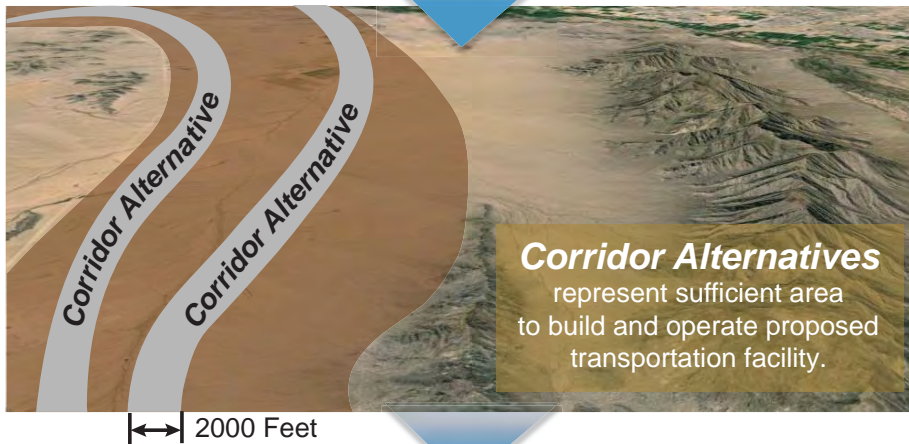




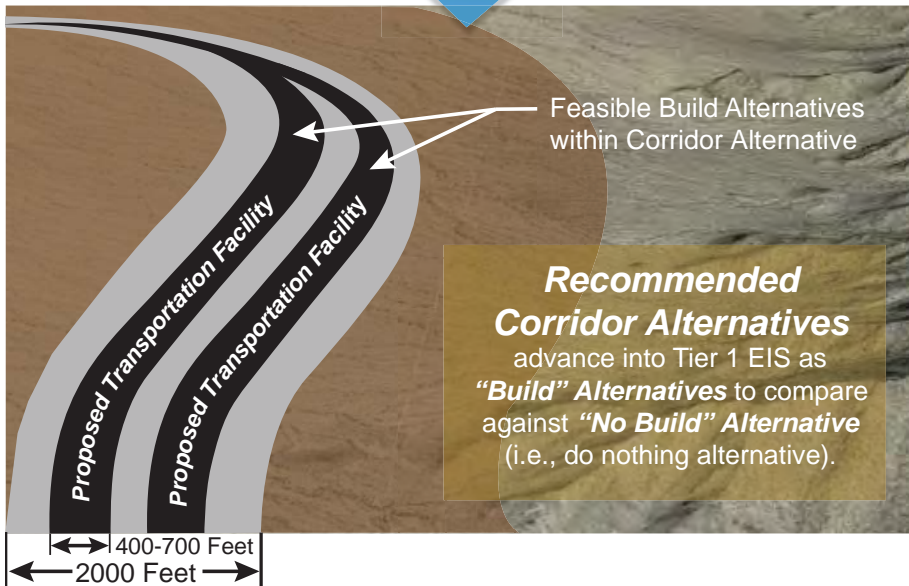
# Getting to Recommended Corridor Alternatives



**During Scoping:**  
Gather information about the I-11 Corridor study area to identify opportunities and constraints



**After Scoping:**  
Develop and screen corridor alternatives to a reasonable range, including type of transportation facility



**Screening Conclusion:**  
Determine recommended corridor alternatives (2,000 feet wide) to advance into Tier 1 EIS



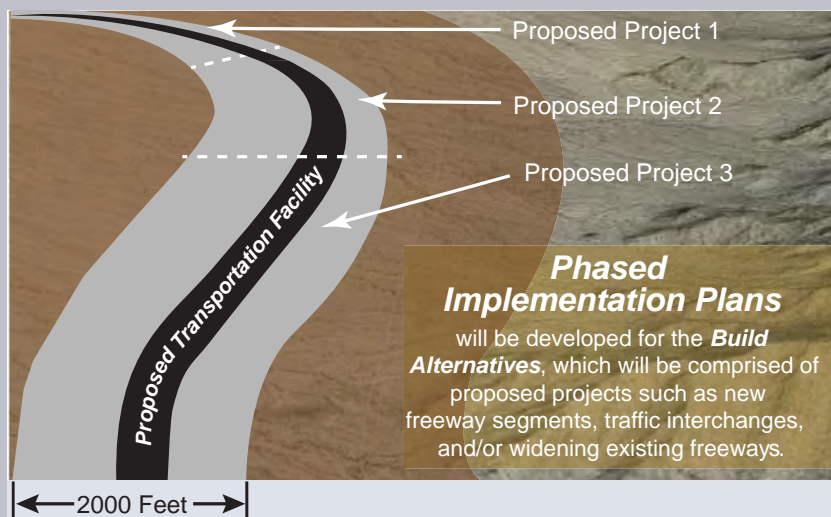
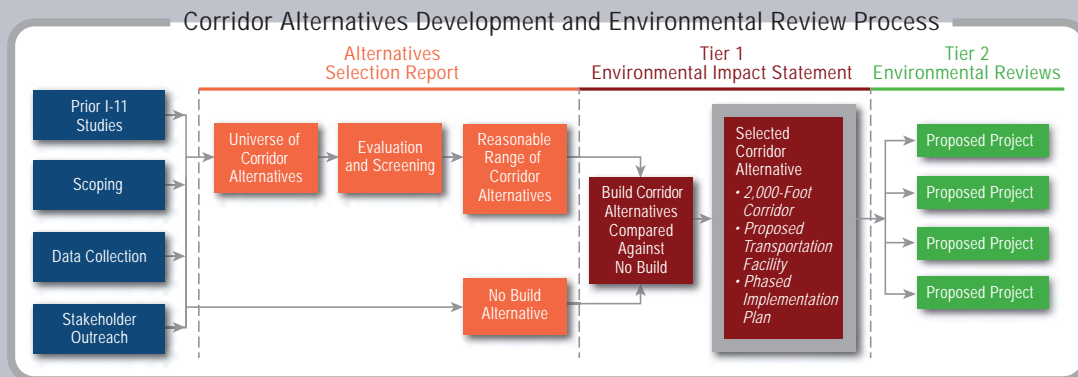
# What Questions Will the Tier 1 EIS Answer?

- Potential social, economic, and natural environmental impacts
- Type of vehicular transportation facility
- Potential multimodal facility (rail and utility) opportunities
- Proposed projects for Phased Implementation Plan



## Selected Corridor Alternative for the I-11 Corridor

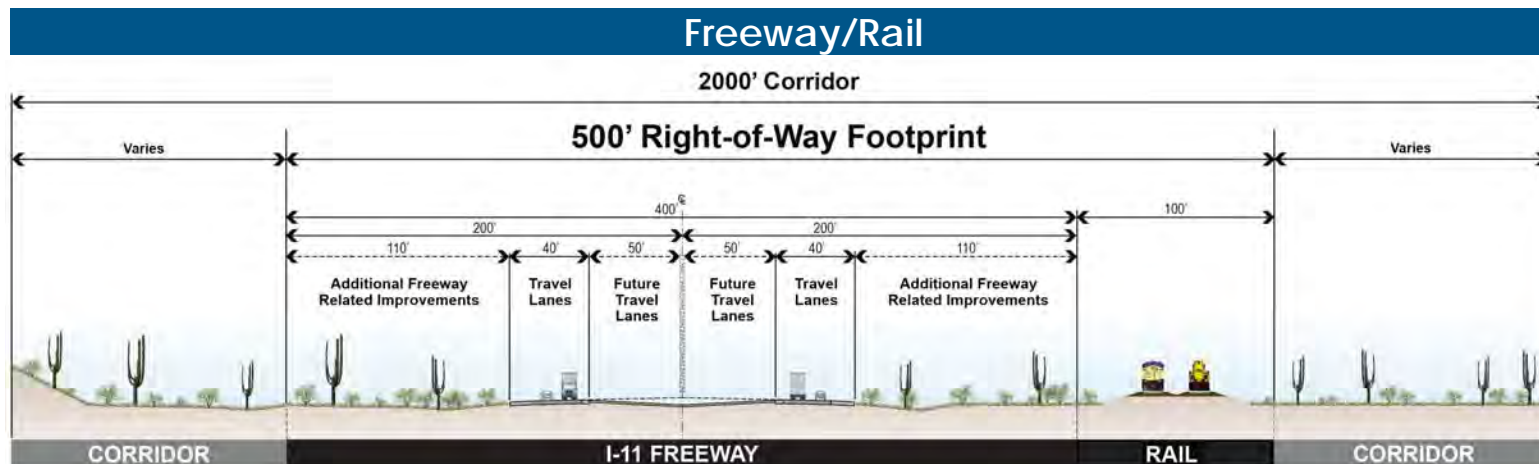
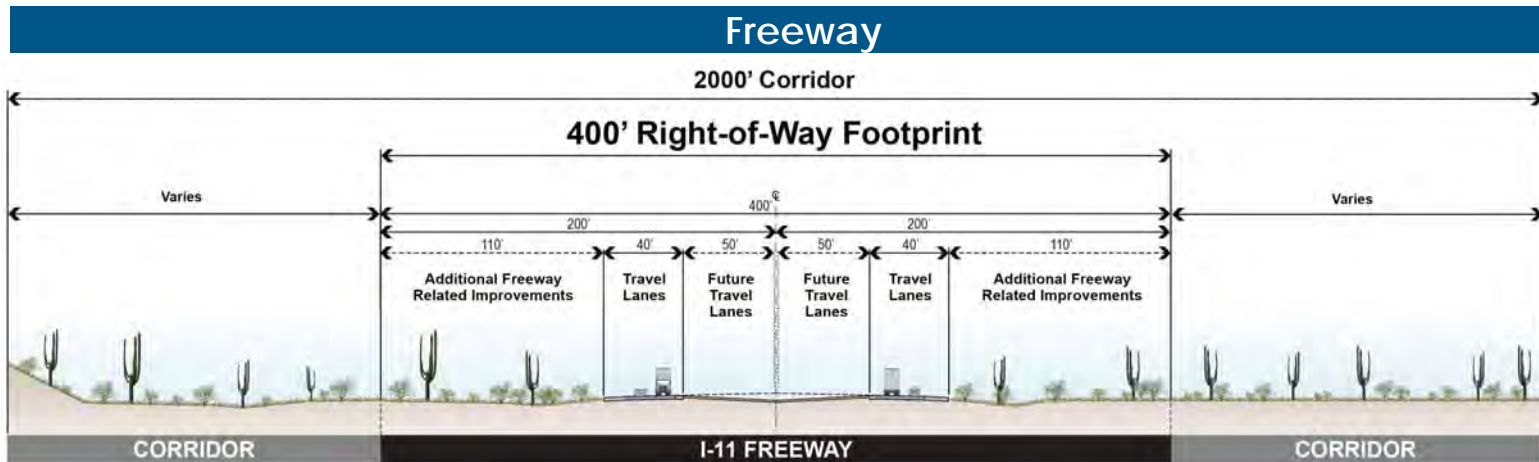
The Tier 1 EIS will Provide a Roadmap for Advancing Proposed Projects in the Future.





# Proposed Transportation Facility Options

I-11 is a proposed interstate freeway, but what other transportation facilities might share space with this 2,000-foot corridor?

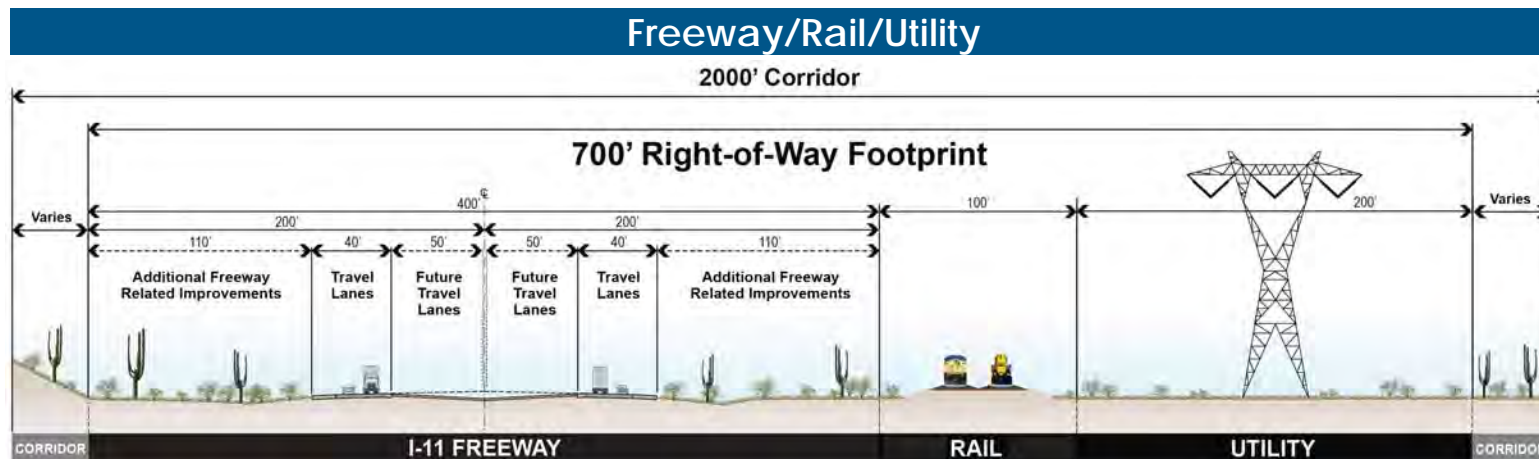
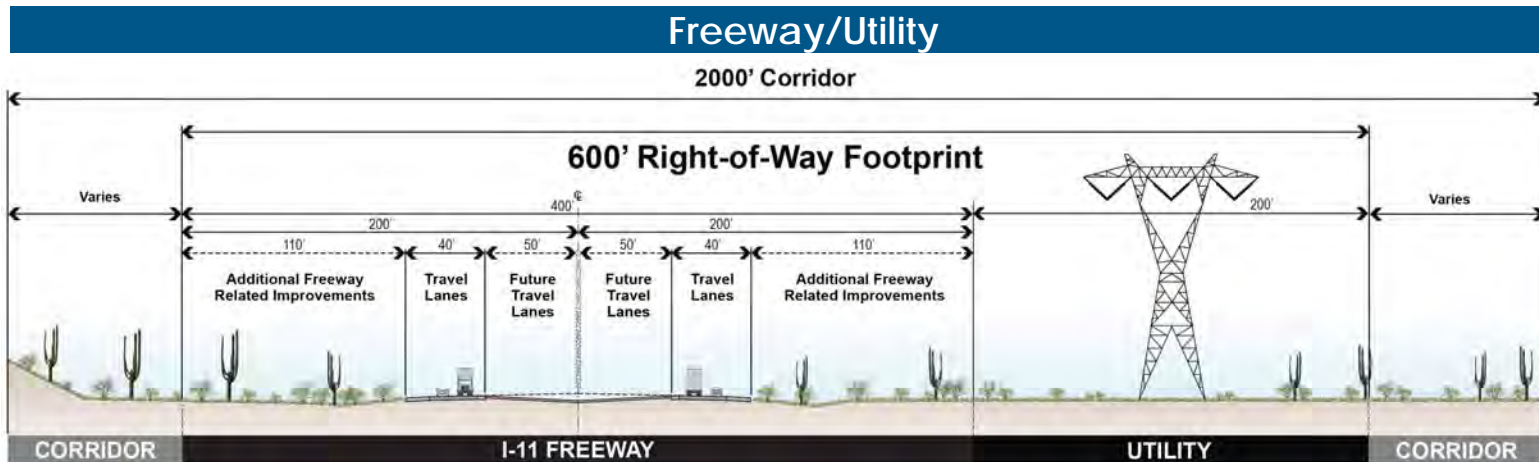


Note: Additional freeway related improvements could include frontage roads, drainage, maintenance roads, sound walls, etc.



# Proposed Transportation Facility Options

I-11 is a proposed interstate freeway, but what other transportation facilities might share space with this 2,000-foot corridor?



Note: Additional freeway related improvements could include frontage roads, drainage, maintenance roads, sound walls, etc.



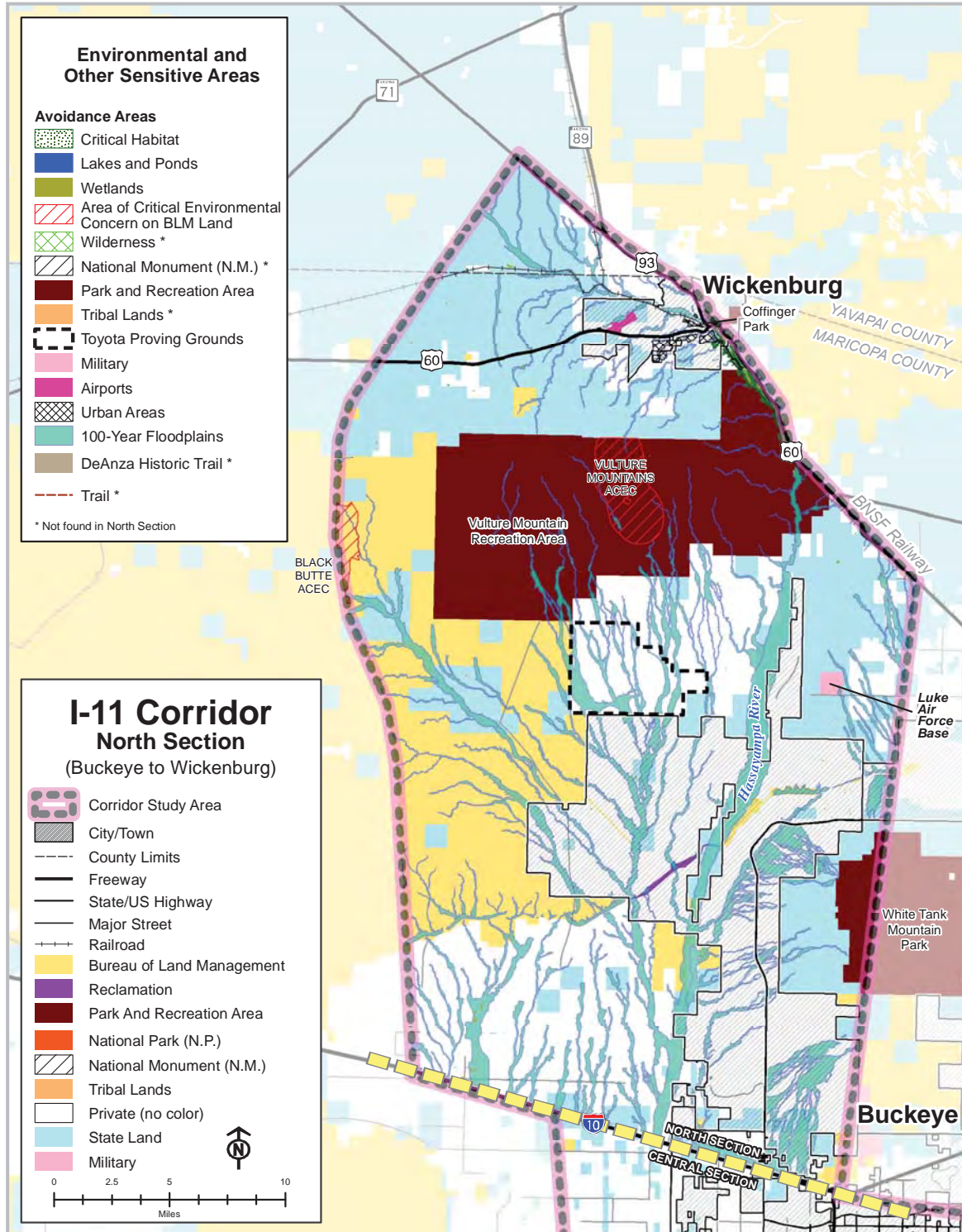
# Potential Topics and Environmental Issues

The Tier 1 EIS will document technical analysis conducted on a number of potential topics and environmental issues. Help us identify areas or resources that you feel must be avoided or are important to serve.





# North Section

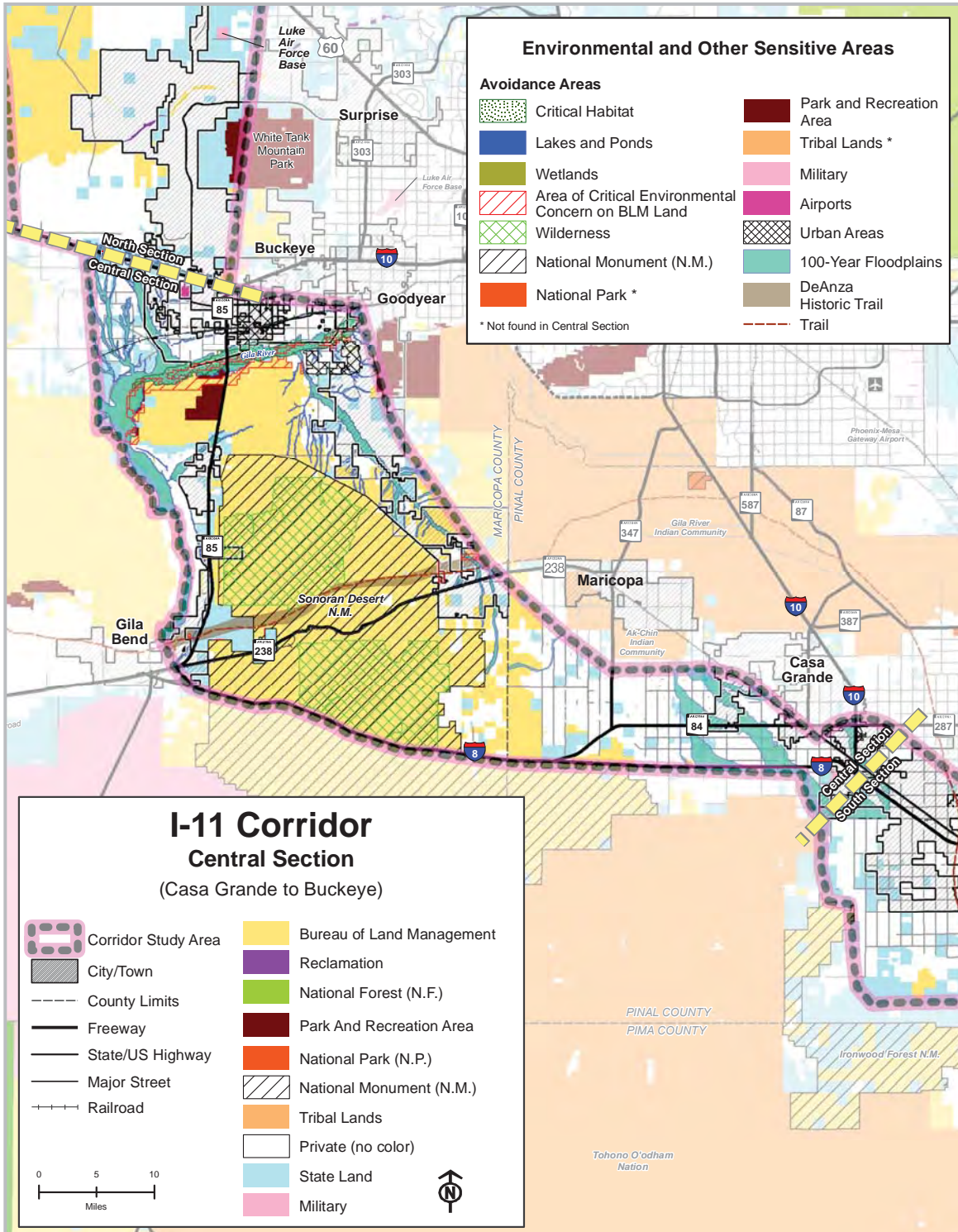


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016



# Central Section

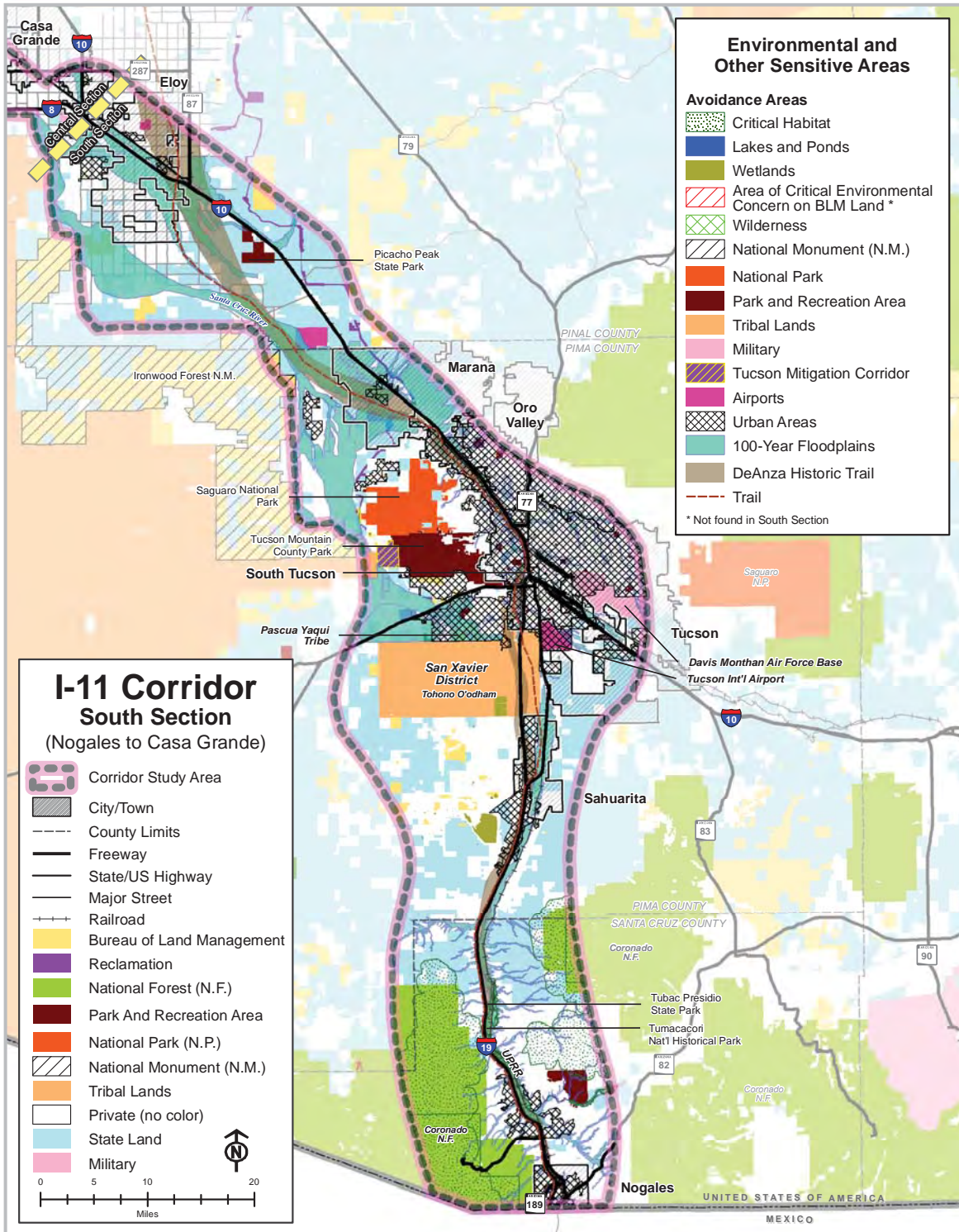


ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016



# South Section



ALL INFORMATION PRESENTED IS PRELIMINARY AND SUBJECT TO REVISION

June 2016





# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

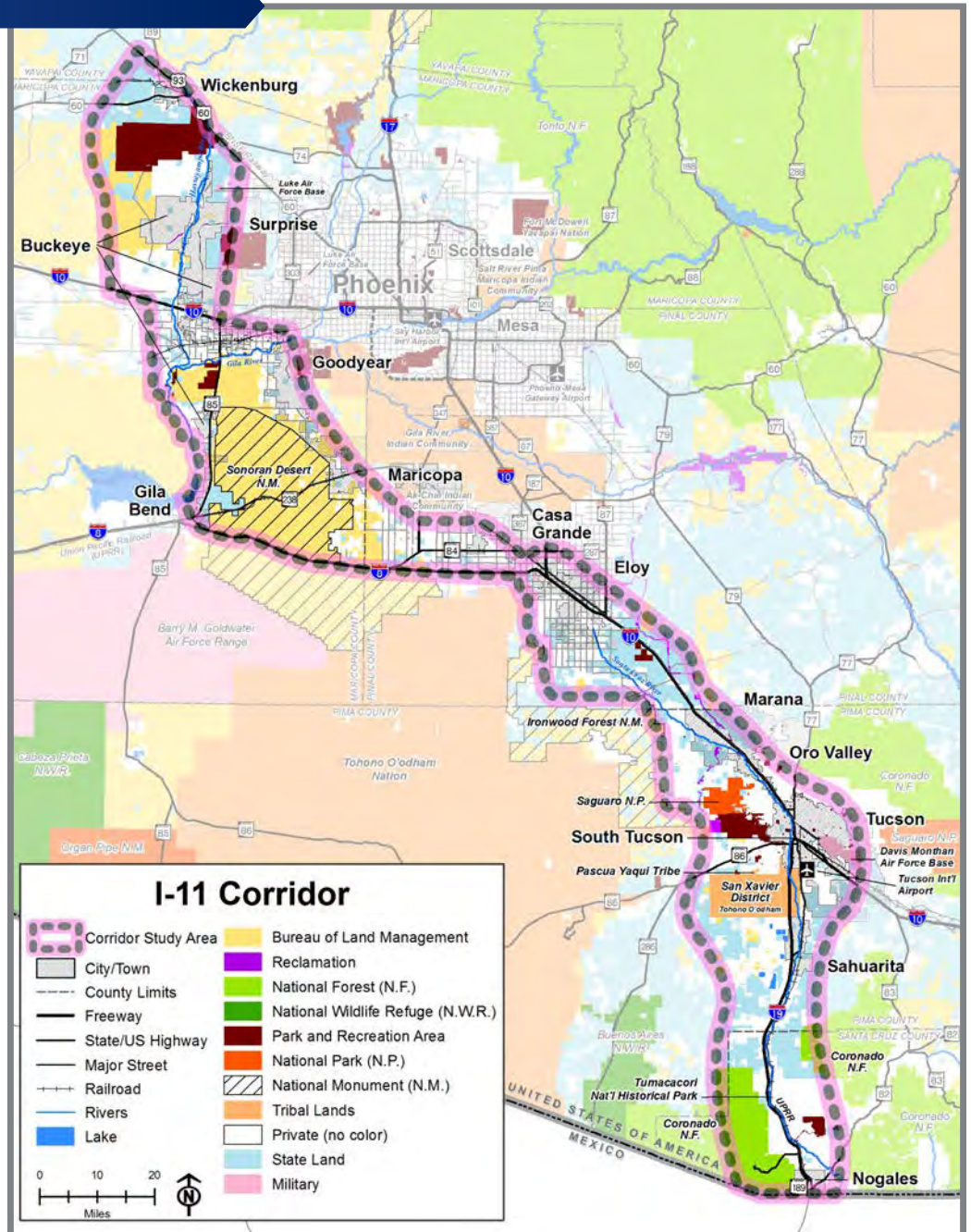
FACT SHEET | SPRING 2016

## ABOUT INTERSTATE 11

In partnership with the Federal Highway Administration (FHWA) and regional planning agencies, the Arizona Department of Transportation (ADOT) has launched a three-year environmental study to select a corridor alternative for a portion of the Interstate 11 (I-11) Corridor, specifically between Nogales and Wickenburg.

## STUDY GOALS

- Provide access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improved regional mobility for movement of people, goods, and homeland security
- Provide enhanced transportation opportunities for economic vitality



## ABOUT THE CORRIDOR STUDY AREA

The Corridor Study Area is 280 miles long and traverses four counties—Maricopa, Pinal, Pima and Santa Cruz—and is anywhere between five and

25 miles wide. The purpose of the study will be to identify a Selected Corridor Alternative within this area.



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

FACT SHEET | SPRING 2016

## HOW WE GOT HERE

In November 2014, ADOT, the Nevada Department of Transportation, FHWA, Federal Railroad Administration, Maricopa Association of Governments, Regional Transportation Commission of Southern Nevada, and other key stakeholders, completed an initial two-year feasibility study known as the Interstate 11 and Intermountain West Corridor Study (IWCS). Upon completion of this first step in the I-11 development process, FHWA and ADOT are continuing to advance the project in Arizona for the approximate 280-mile section between Nogales and Wickenburg. (See reverse side for a map of the Corridor Study Area.) For additional information on the IWCS, please visit: [i11study.com/IWC-Study](http://i11study.com/IWC-Study).

## ABOUT THE TIER 1 EIS PROCESS

The three-year environmental study will be completed in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements, and will consider possible routes between Nogales and Wickenburg. The first step is developing an Alternatives Selection Report assessing a wide range of corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement (EIS) will evaluate in greater detail a smaller number of corridor alternatives, including a phased implementation plan. A no-build alternative will also be evaluated in the Draft EIS.

## HOW YOU CAN GET INVOLVED

As part of the study process, ADOT and FHWA will engage and involve stakeholder agencies, organizations and members of the community throughout the study process. Opportunities to comment will be available through meetings, community events and other forums. Formal public outreach opportunities will be announced throughout the study process.

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



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



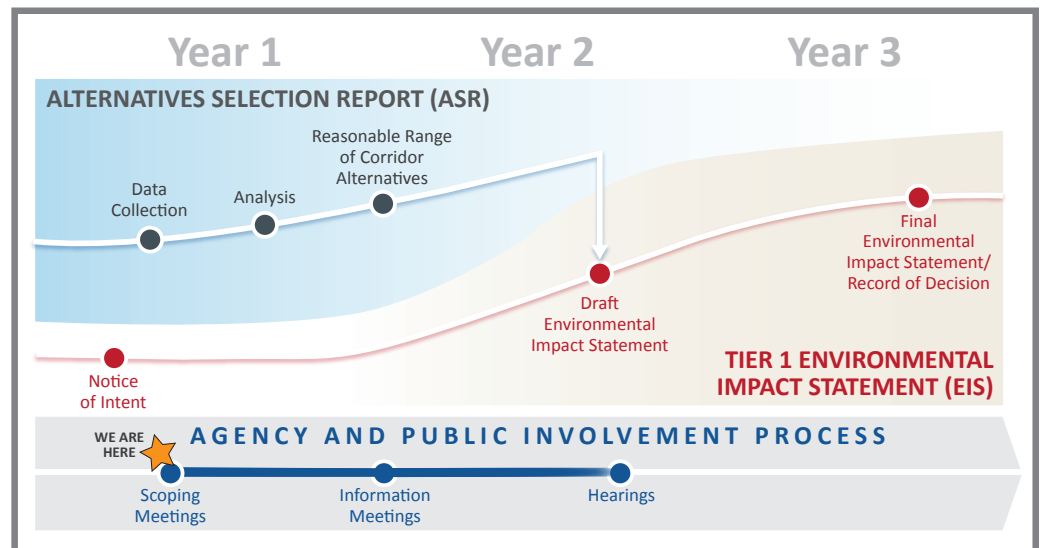
[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)



1-844-544-8049 (Toll-free/bilingual)



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



Study Process and Schedule



# Declaración de Impacto Ecológico del Corredor de Nivel 1 del Interestatal 11

## NOGALES A WICKENBURG

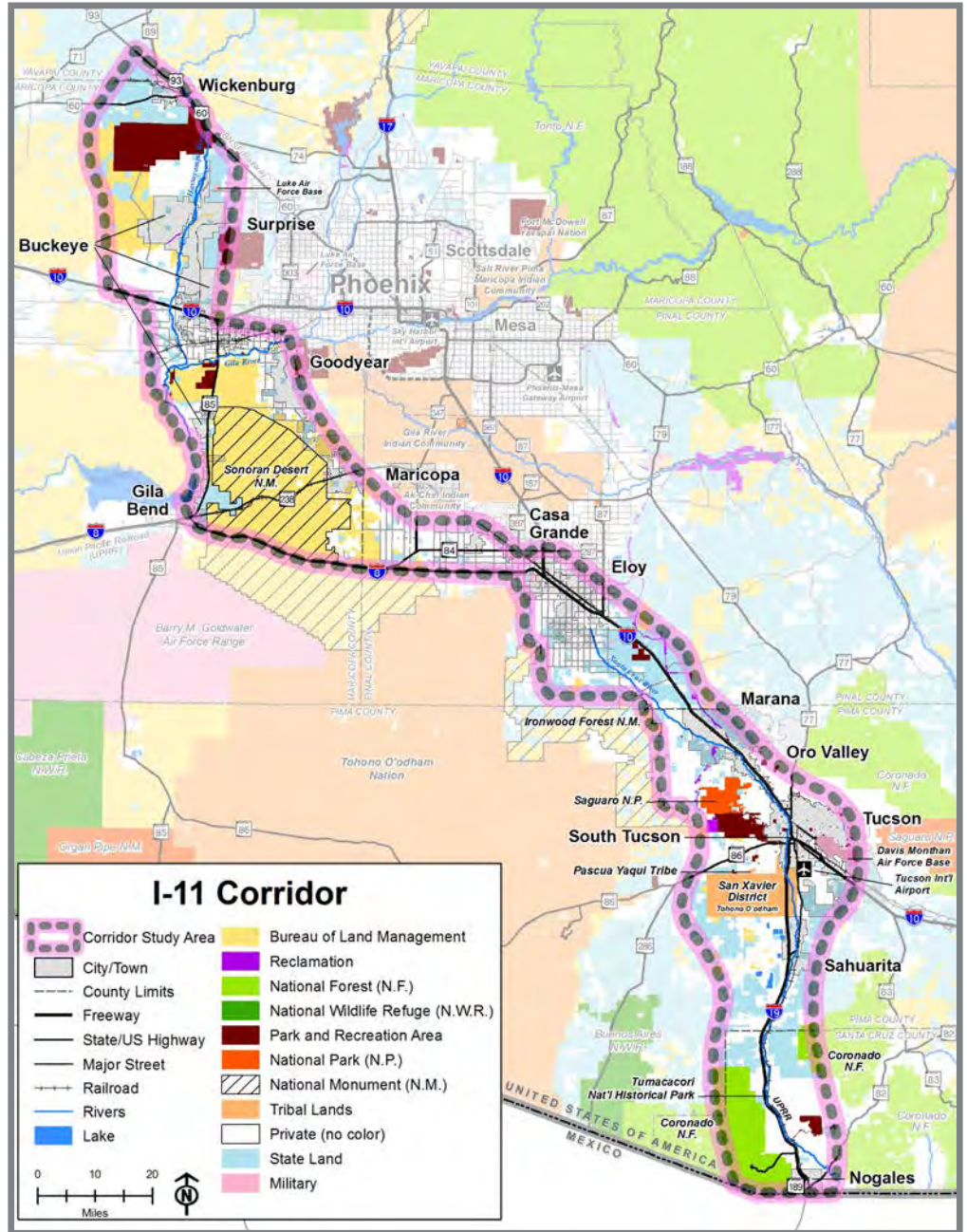
HOJA INFORMATIVA | PRIMAVERA DE 2016

### ACERCA DEL INTERESTATAL 11

En colaboración con la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y agencias regionales de planificación, el Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) ha empezado un estudio ecológico de tres años para una parte del Corredor de la Interestatal 11 (I-11), específicamente entre Nogales y Wickenburg.

### LAS METAS DEL ESTUDIO

- Proporcionar acceso controlado, en un corredor de transporte de norte a sur
- Conectar las principales áreas metropolitanas y los mercados de Arizona con México y Canadá
- Soporte mejorado de la movilidad regional para el movimiento de personas, mercancías, y la seguridad nacional
- Proporcionar mejores oportunidades de transporte para la vitalidad



### ACERCA DE LA ZONA DE ESTUDIO DEL CORREDOR

La Zona de Estudio del Corredor cruza 280 millas y atraviesa cuatro condados—Maricopa, Pinal, Pima y Santa Cruz—y es entre 5 y 25 millas de ancho. El

propósito del estudio será el de identificar un Corredor Alternativo Seleccionado dentro de esta zona.



# Declaración de Impacto Ecológico del Corredor de Nivel 1 del Interestatal 11 NOGALES A WICKENBURG

HOJA INFORMATIVA | PRIMAVERA DE 2016

## COMO LLEGAMOS A ESTE PUNTO

En noviembre de 2014, ADOT, el Departamento de Transporte de Nevada, FHWA, la Administración Federal de Ferrocarriles, la Asociación de Gobiernos de Maricopa, la Comisión Regional de Transporte del Sur de Nevada, y otros depositarios importantes terminaron un estudio de viabilidad inicial de dos años conocido como el Estudio del Corredor Interestatal e Inter-Montaña Oeste (IWCS, por sus siglas en inglés). Al terminar este primer paso en el proceso de desarrollo del I-11, FHWA y ADOT continúan a adelantar el proyecto en Arizona para la sección de aproximadamente 280 millas entre Nogales y Wickenburg. (Véase al revés un mapa de la Zona de Estudio del Corredor.) Para información adicional del IWCS, por favor, visite: [i11study.com/IWC-Study](http://i11study.com/IWC-Study).

## ACERCA DEL PROCESO DE EIS DE NIVEL 1

Se realizará el estudio ecológico de tres años según el Acta Nacional de Políticas Ecológicas (NEPA, por sus siglas en inglés) y otros requisitos reguladores, y se considerarán rutas posibles entre Nogales y Wickenburg. El primer paso es el de desarrollar una Declaración de Selección de Alternativas en la que se evaluará una amplia gama de alternativas y opciones para el corredor, junto con oportunidades y limitaciones. Por medio de una Declaración de Impacto Ecológico de Nivel 1 Borrador (EIS, por sus siglas en inglés) se evaluará con máximo detalle un número menor de alternativas para el corredor, incluyendo un plan de implementación por fases. También se evaluará una alternativa no-construir en el EIS Borrador.

## COMO USTED PUEDE PARTICIPAR

Como parte del proceso de estudio, ADOT y FHWA envolverá e involucrará a agencias participantes, organizaciones y miembros de la comunidad a lo largo del proceso del estudio. Oportunidades para dar sus comentarios se harán disponibles por medio de reuniones, eventos comunitarios y otros foros. Se anunciarán oportunidades formales para realizar alcance público a lo largo del proceso del estudio.

Para añadirse a la lista de notificaciones del estudio, o para dar comentarios en cualquier momento en el proceso, favor de ponerse en contacto con nosotros:



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



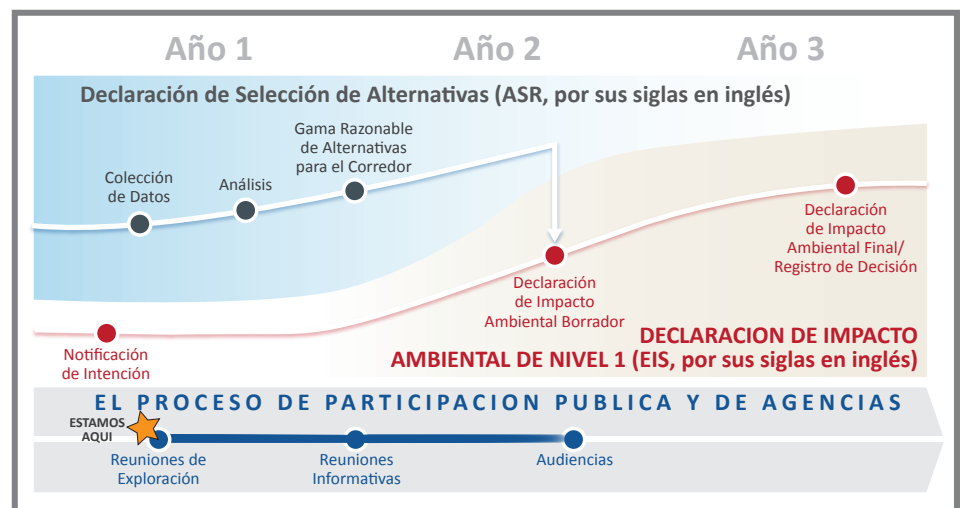
[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)



1-844-544-8049 (sin cargo/bilingüe)



Equipo del Estudio del EIS de Nivel 1 del Interestatal 11  
c/o ADOT Communications  
1655 W. Jackson St. , Mail Drop 126F  
Phoenix, AZ 85007



## Proceso y Calendario del Estudio



c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
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Help Shape the Future of Arizona's Transportation System, TODAY!

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

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### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

Once the draft corridor alternatives have been identified, the public will be asked to provide feedback on the proposed solutions. This next round of public participation is anticipated in early 2017.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_

## PUBLIC SCOPING SURVEY

### Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area.

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. *Please rate the following in order of importance to you.*

- Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

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



FOR MORE INFORMATION:  
1-844-544-8049  
i-11ADOTStudy@hdrinc.com  
i11study.com/Arizona



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
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- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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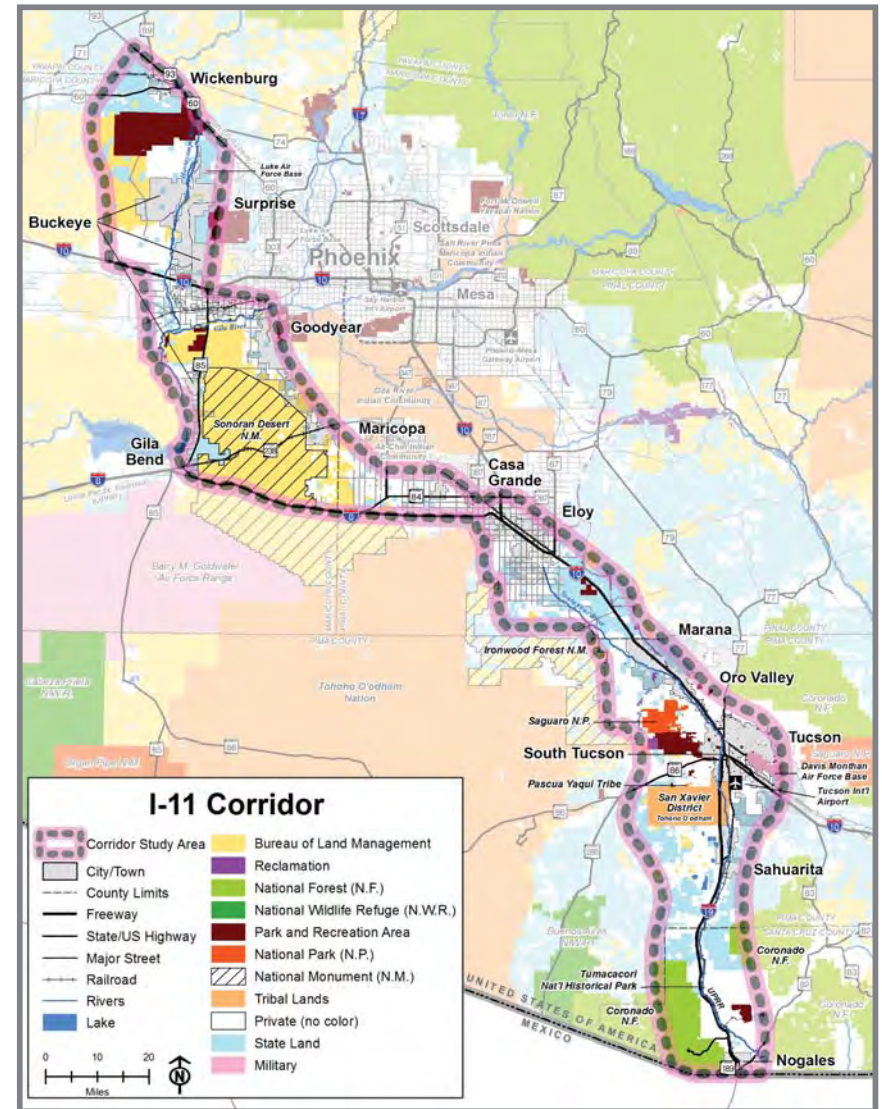


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Please use this map to provide any comments on specific areas, ideas and concerns.



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



c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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Phoenix, AZ 85007

Ayude a Conformar el Futuro del Sistema de Transporte de Arizona, HOY!

DOBLAR AQUÍ

Para añadirse a la lista de notificaciones del estudio, o para dar comentarios en cualquier momento en el proceso, favor de ponerse en contacto con nosotros:



i11study.com/Arizona



i-11ADOTStudy@hdrinc.com



1-844-544-8049 (sin cargo/bilingüe)



Equipo del Estudio del EIS de Nivel 1 del Interestatal 11  
c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

DOBLAR AQUÍ

### Pasos siguientes

Gracias por proveernos sus opiniones, sus comentarios son muy importantes para nuestro equipo. Durante los próximos meses, el equipo de estudio analizará sus comentarios e incorporará sus ideas y preferencias en la identificación de soluciones (conocida como alternativas del corredor) de abordar las necesidades del corredor I-11.

Una vez identificadas, las alternativas preliminares del corredor, se le pedirá al público proporcionar información sobre las propuestas soluciones. Esta próxima ronda de la participación del público se prevé a principios del año 2017.

Nombre: \_\_\_\_\_

Dirección: \_\_\_\_\_

Código postal: (requerido) \_\_\_\_\_

Correo electrónico: \_\_\_\_\_

## Declaración de Impacto Ecológico del Corredor de Nivel 1 del Interestatal 11

### NOGALES A WICKENBURG

JUNIO DE 2016

## ENCUESTA DE ALCANCE PÚBLICO

### Ayude a Conformar el Futuro del Sistema de Transporte de Arizona, HOY!

Gracias por su participación en el 1er Nivel de la Declaración del Proceso de Alcance Público Impacto Ecológico por completar esta encuesta para la Interestatal 11 (I-11). El alcance público es un periodo para que nuestro equipo aprenda de la comunidad antes de embarcarse en el estudio ecológico. Necesitamos su opinión sobre los problemas de transporte que experimenta hoy en día, la forma de resolver estos problemas en el futuro, y lo que considera importante sobre el Área de Estudio del Corredor I-11.

Para las preguntas 1-4, por favor clasifique las respuestas en orden de importancia para usted. 1 = más alto rango [más importante] 5 = clasificación más baja [menos importante]

**1** Por favor, díganos qué problemas experimenta hoy en día, o anticipa en el futuro, relacionado con la transportación en el Área de Estudio del Corredor que el proyecto I-11 podría abordar. Por favor, clasifique el siguiente en orden.

- Aliviar la congestión local, mejorar el tiempo de viaje y la fiabilidad (reducir el tiempo que un viaje durará o garantizar la certeza del tiempo de viaje)
- Aliviar la congestión regional, mejorar el tiempo de viaje y la fiabilidad (entre el sur y el noroeste de Arizona)
- Mejorar los viajes de carga y fiabilidad, reducir los embotellamientos existentes en las carreteras
- Mejorar el acceso local a las comunidades y a los recursos (parques, recreación, y turismo)
- Apoyar un medio de transporte diferente a lo que existe actualmente
- Apoyar a la seguridad nacional y las necesidades de la defensa nacional
- ¿Otros resultados deseables?

**2** ¿Qué debería ser I-11 o acomodarse dentro del Corredor? Por favor, clasifique el siguiente en orden.

- Nueva carretera/autopista
- La combinación de una nueva y existente carretera/autopista
- Mejorar o ampliar la carretera/autopista existente
- Acomodar corredor de ferrocarril dentro de las alternativas
- Acomodar utilidades dentro de las alternativas del corredor (por ejemplo: electricidad, fibra óptica, comunicaciones)
- Acomodar ferrocarril y las utilidades dentro de las alternativas del corredor

Núm. de Proyecto M5180 01P / Núm. de Asistencia Federal 999-M(161)S



**PARA MÁS INFORMACIÓN:**  
1-844-544-8049  
i-11ADOTStudy@hdrinc.com  
i11study.com/Arizona

Para las preguntas 1-4, por favor clasifique las respuestas en orden de importancia para usted. 1 = más alto rango [más importante] 5 = clasificación más baja [menos importante]

**3** El estudio evaluará y considerará el impacto potencial de múltiples factores ambientales humanos. *Por favor, clasifique el siguiente en orden.*

- Vecindarios, comunidades diversas, y residencias
- El desarrollo económico y el crecimiento
- Uso de la tierra
- Parques públicos y actividades recreativas
- 
- 

**4** El estudio también evaluará y considerará el impacto potencial de múltiples factores ambientales naturales. *Por favor, clasifique el siguiente en orden.*

- Calidad del aire
- Recursos biológicos (por ejemplo: plantas, la fauna, y los hábitats)
- Geología/fisuras, los suelos, y zonas de cultivo
- Materiales peligrosos
- Estructuras históricas y sitios arqueológicos
- Ruidos y vibraciones
- Visuales y la estética
- Recursos hídricos (por ejemplo: ríos, lavados, llanuras aluviales, y desagües)
- 
- 

**5** Identifique las áreas o recursos dentro del Área de Estudio del Corredor que usted siente deben ser evitadas o es importante a considerar.

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**6** ¿Cómo prefiere recibir información:

- |   |   |
|---|---|
| <input type="checkbox"/> Correo electrónico | <input type="checkbox"/> Facebook         |
| <input type="checkbox"/> Página de Internet | <input type="checkbox"/> Mensaje de texto |
| <input type="checkbox"/> Radio              | <input type="checkbox"/> Correo directo   |
| <input type="checkbox"/> Televisión         | <input type="checkbox"/> Blogs            |
| <input type="checkbox"/> Periódico          | <input type="checkbox"/> Otro _____       |
| <input type="checkbox"/> Twitter            |   |

**7** Comentarios adicionales:

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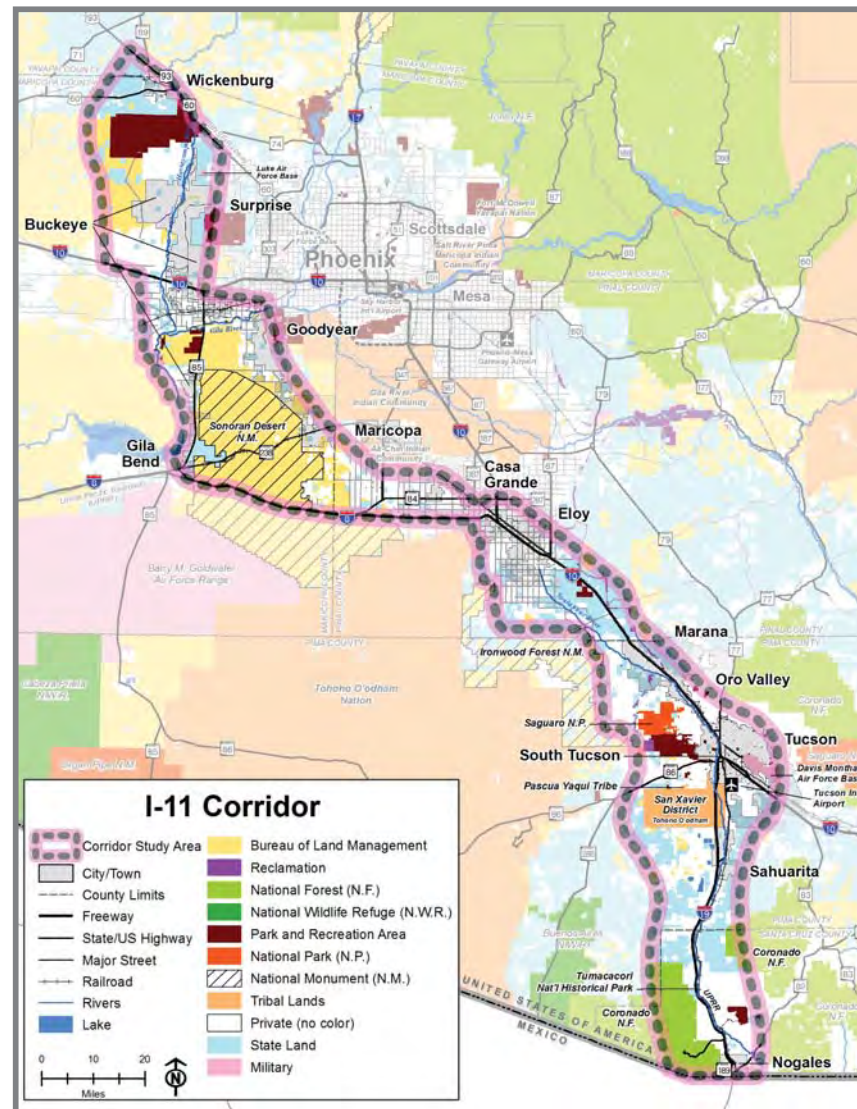


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Por favor, utilice este mapa podían aportar cualquier comentario sobre áreas específicas, ideas y preocupaciones.



Gracias por su continuo interés en el estudio I-11.





## ADOT Interstate 11 Public Scoping Survey June 2016

Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area. You may view the Corridor Study Area Map at [www.i11study.com/Arizona](http://www.i11study.com/Arizona)

### 1. Please provide your name (optional)

### 2. E-mail address (optional)

### 3. What is your address? (optional)

### 4. Home ZIP Code (required)

5. Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rank the following in order of importance to you. (1= highest ranking [most important], 5=lowest ranking [least important]). You may view the Corridor Study Area Map at [www.i11study.com/Arizona](http://www.i11study.com/Arizona)

	1 (most important)	2	3	4	5 (least important)
Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve freight travel and reliability, reducing bottlenecks on existing highways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve local access to communities and resources (parks, recreation, and tourism)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Need for a different transportation mode than what exists today	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support homeland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

security and national defense needs

○ ○ ○ ○ ○

Other desirable outcomes

Empty text box

6. What should I-11 be or accommodate within the Corridor. Please rank the following in order of importance to you. (1= highest ranking [most important], 5=lowest ranking [least important]). You may view the Corridor Study Area Map at [www.i11study.com/Arizona](http://www.i11study.com/Arizona)

	1 (most important)	2	3	4	5 (least important)
New highway/freeway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combination of new and existing highway/freeway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhance or expand existing highway/freeway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate rail within corridor alternatives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodate rail and utilities within corridor alternatives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

Empty text box

7. The study will evaluate and consider the potential impacts on many human environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important]):

	1 (most important)	2	3	4	5 (least important)
Neighborhoods, diverse communities, and residences	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic development and growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Land use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public parks and recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

8. The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important]):

	1 (most important)	2	3	4	5 (least important)
Air quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Biological resources (for example: plants, wildlife and habitats)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geology/fissures, soils, and farmland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hazardous materials	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Historic structures	-	-	-	-	-

and archaeological sites

Noise and vibration

Visual and aesthetics

Water resources  
(for example:  
rivers, washes,  
floodplains and  
drainage)

Other (please specify)

9. Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider. You may view the Corridor Study Area Map at [www.i11study.com/Arizona](http://www.i11study.com/Arizona)

10. How do you prefer to receive information?

- Email
- Website
- Radio
- Television
- Newspaper
- Twitter
- Facebook
- Text Messaging
- Direct Mail

Blogs

Other (please specify)

## 11. Additional Comments:

Thank you for sharing your thoughts and providing our team valuable feedback. During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor. Once the draft corridor alternatives have been identified, the public will be asked to provide feedback on the proposed solutions. This next round of public participation is anticipated in early 2017. Thank you for your continued interest in the I-11 Study.

Done

---

Powered by



See how easy it is to [create a survey](#).



## APPENDIX F Public Scoping Comments

Map Comments  
Comment Form Responses  
Online Survey Responses (Summary)  
Verbal Comments (Court Reporter)  
Email Comments  
Mailed Comments  
Telephone Responses

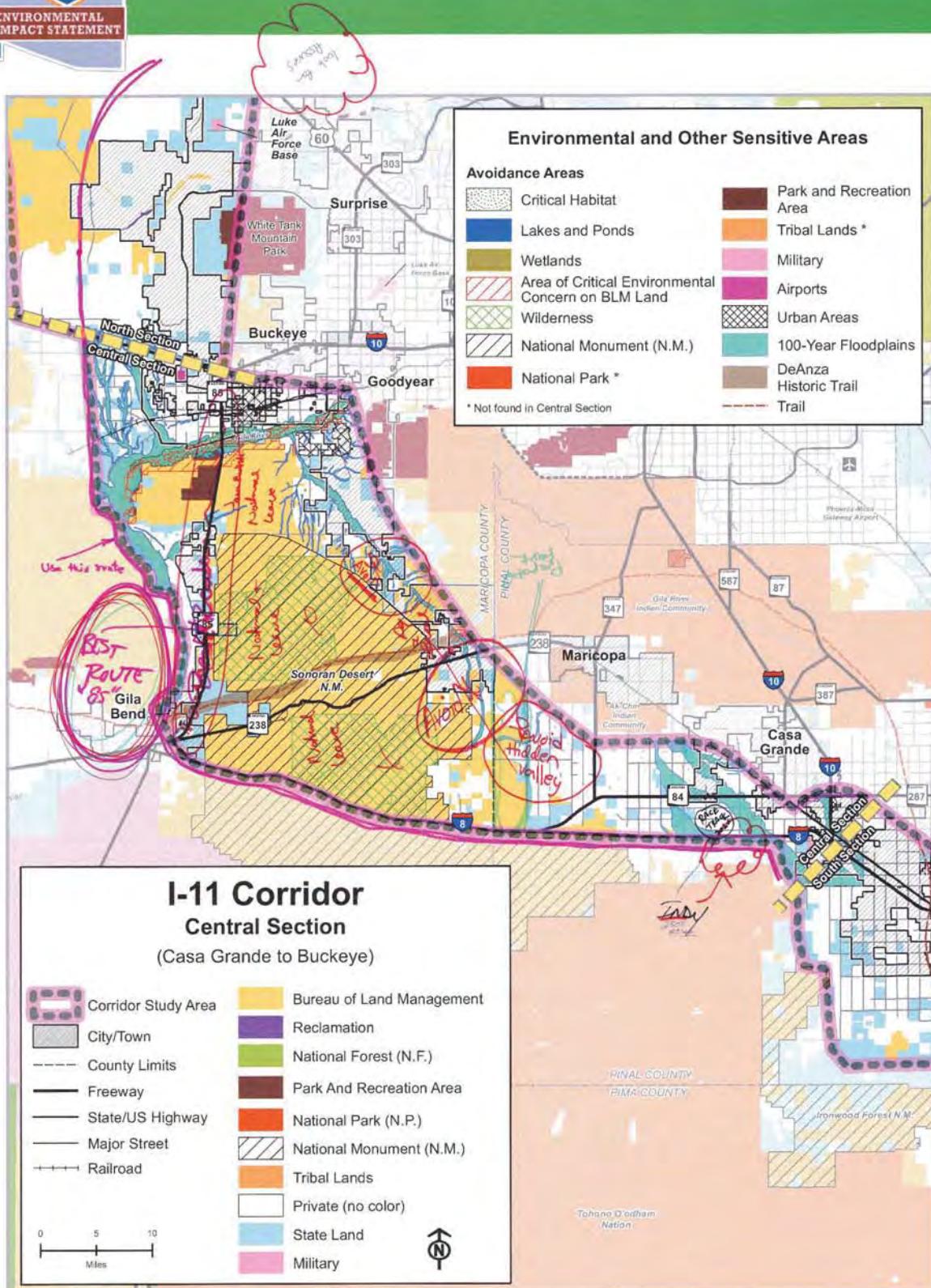
*Note: Duplicate comments received through multiple venues (e.g., email and letter) were removed.*

# Map Comments

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# Central Section

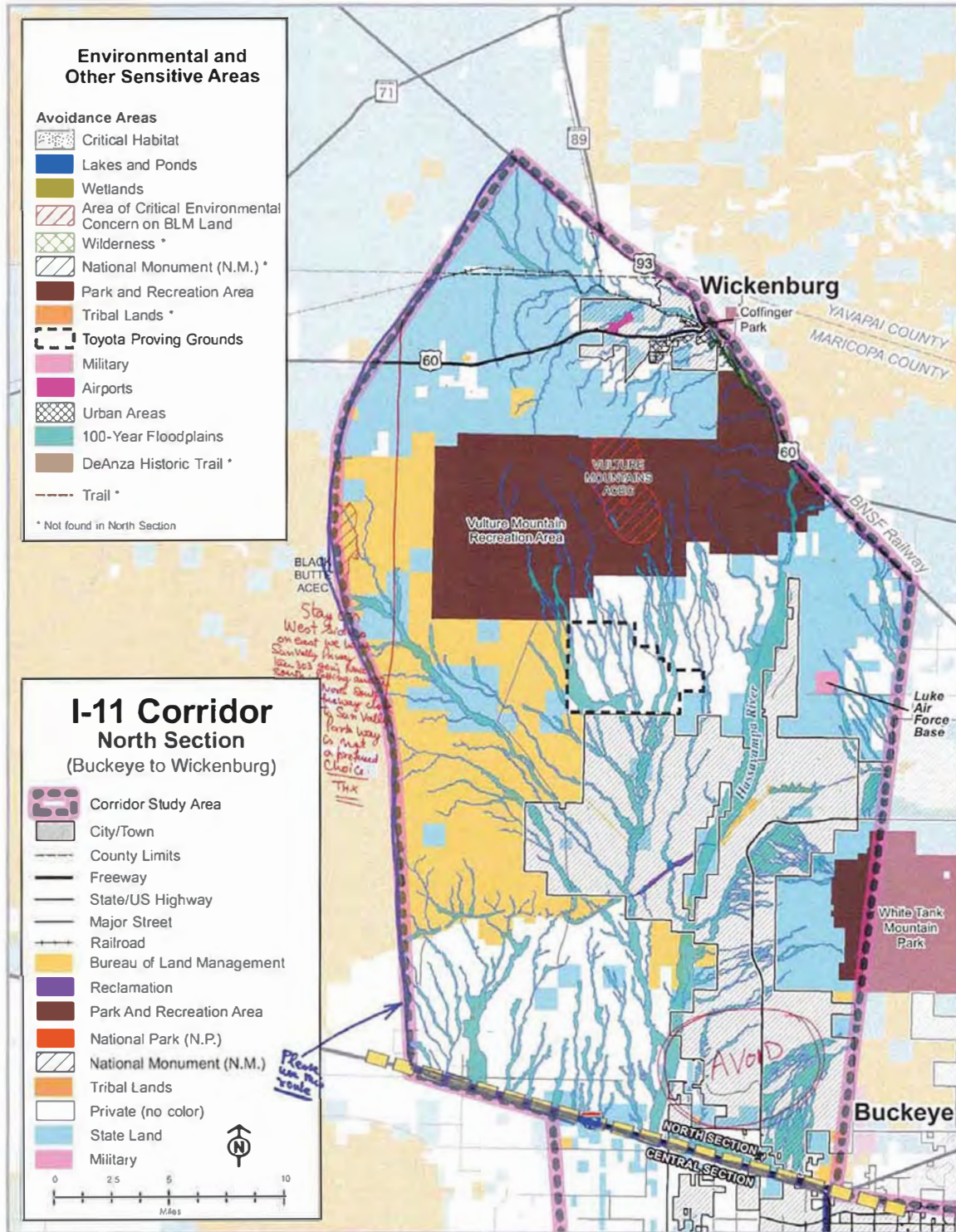


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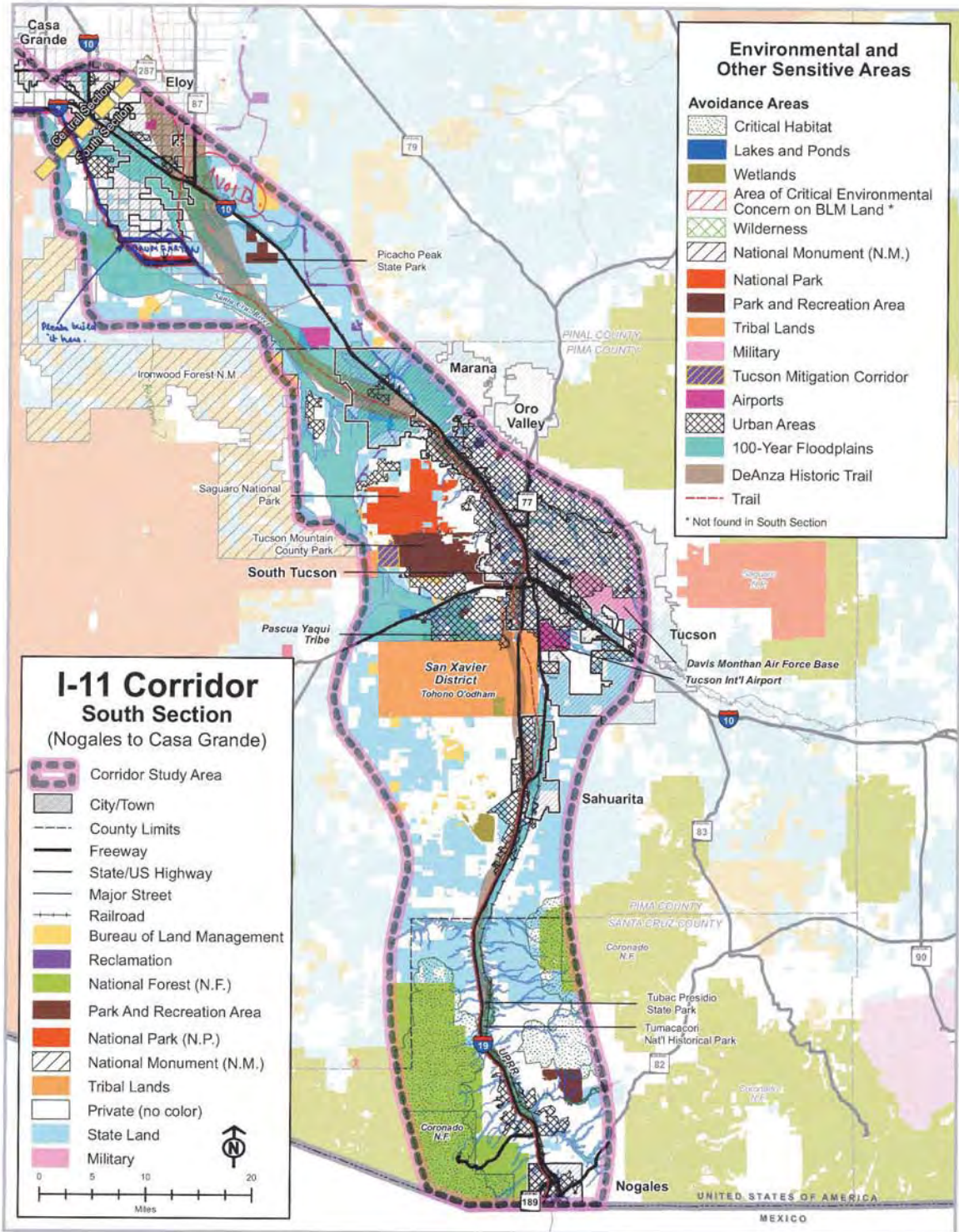
# North Section



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# South Section



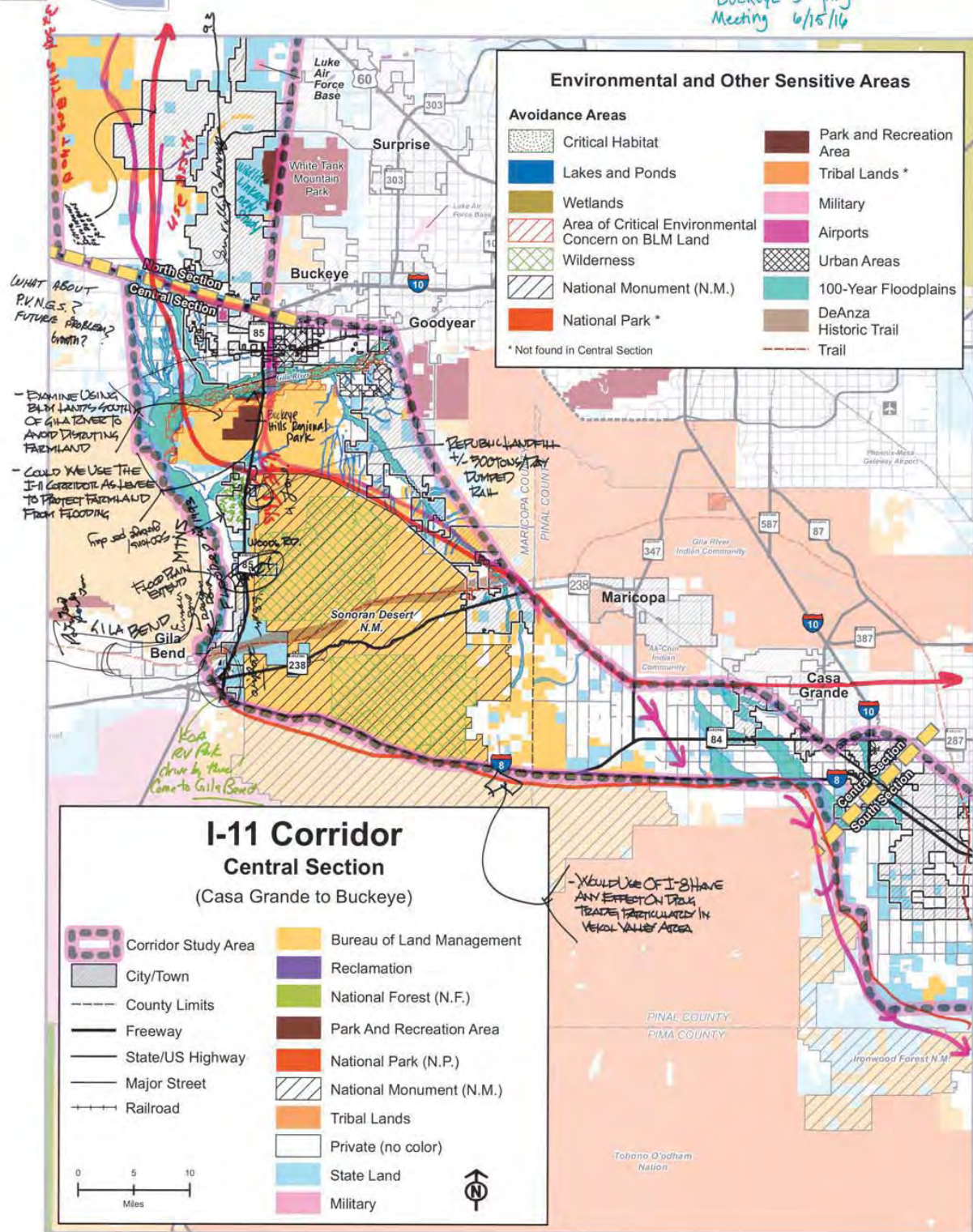
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# Central Section

Buckeye Slipping Meeting 6/15/16



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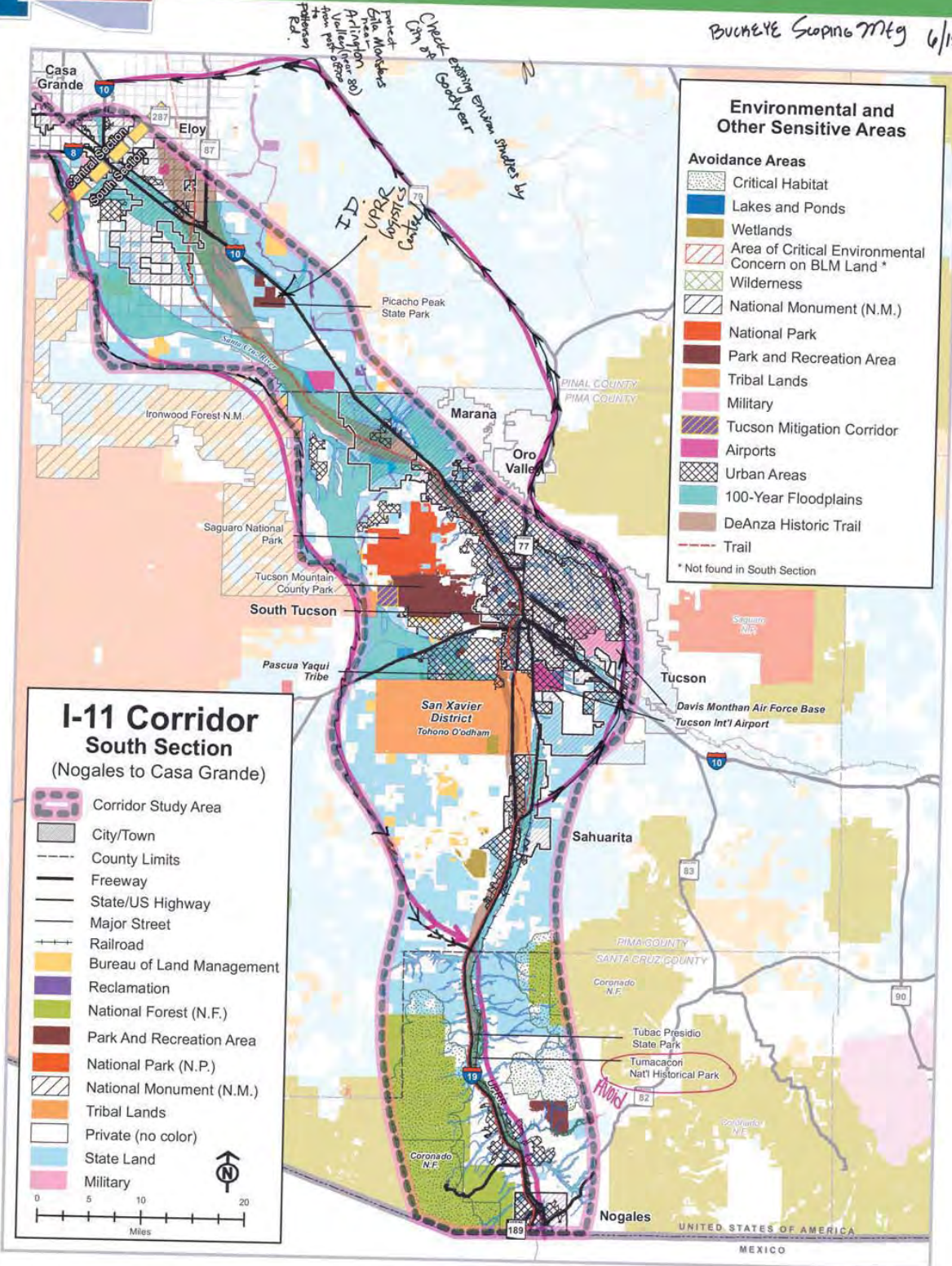
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# South Section

Buckeye Scoping Mtg 6/15/16



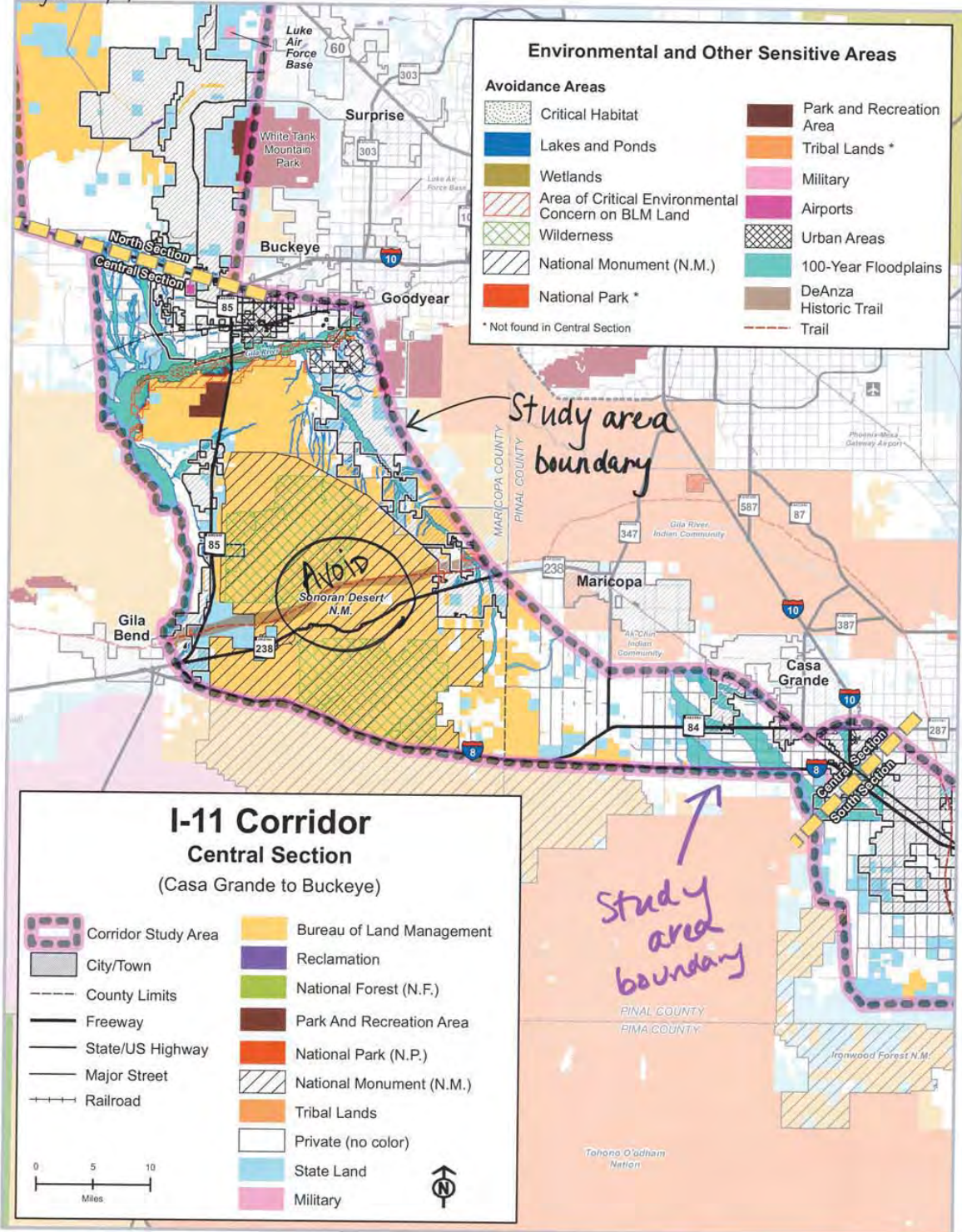
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# Central Section

Nogales 6/21/16



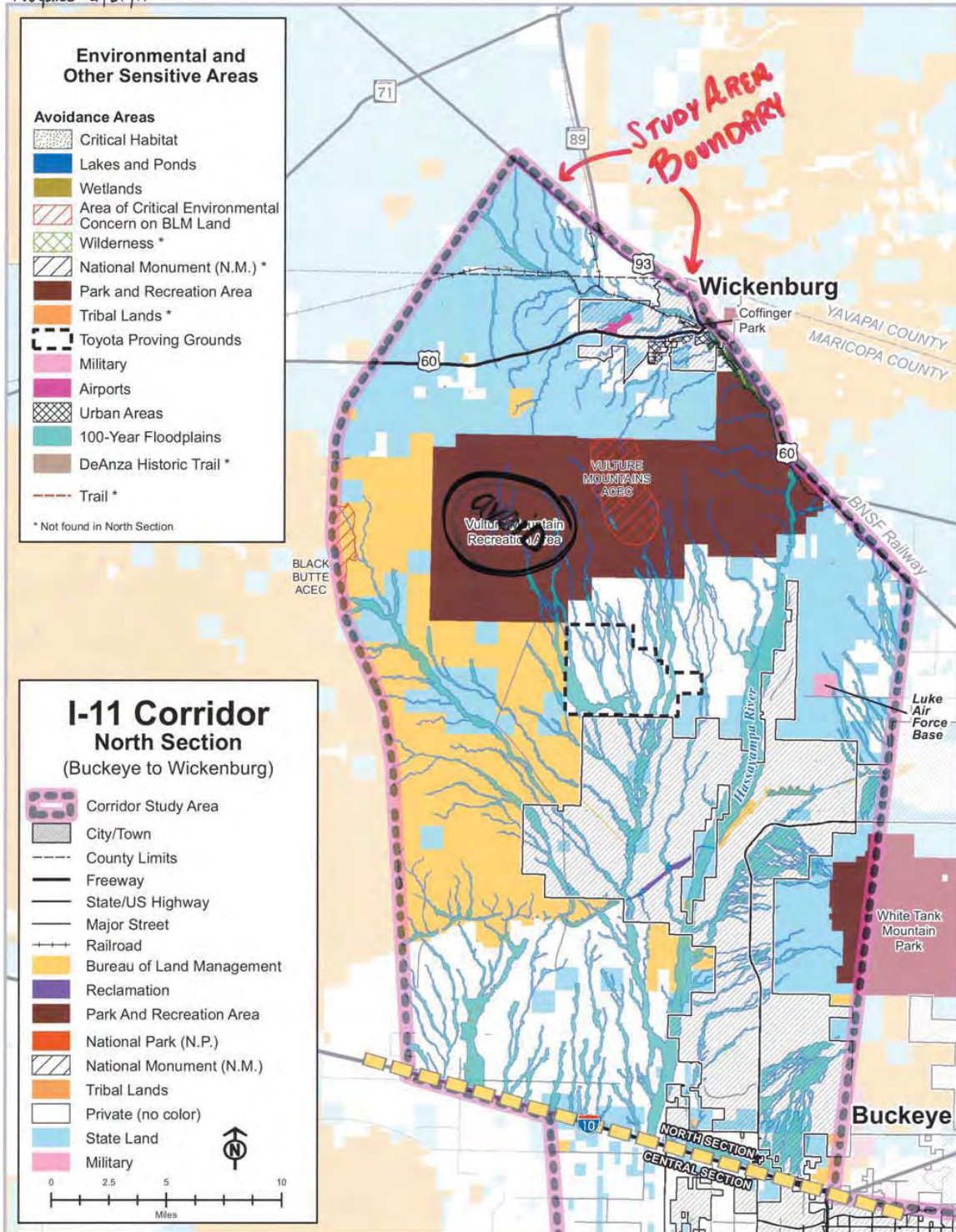
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# North Section

Nogales 6/21/16

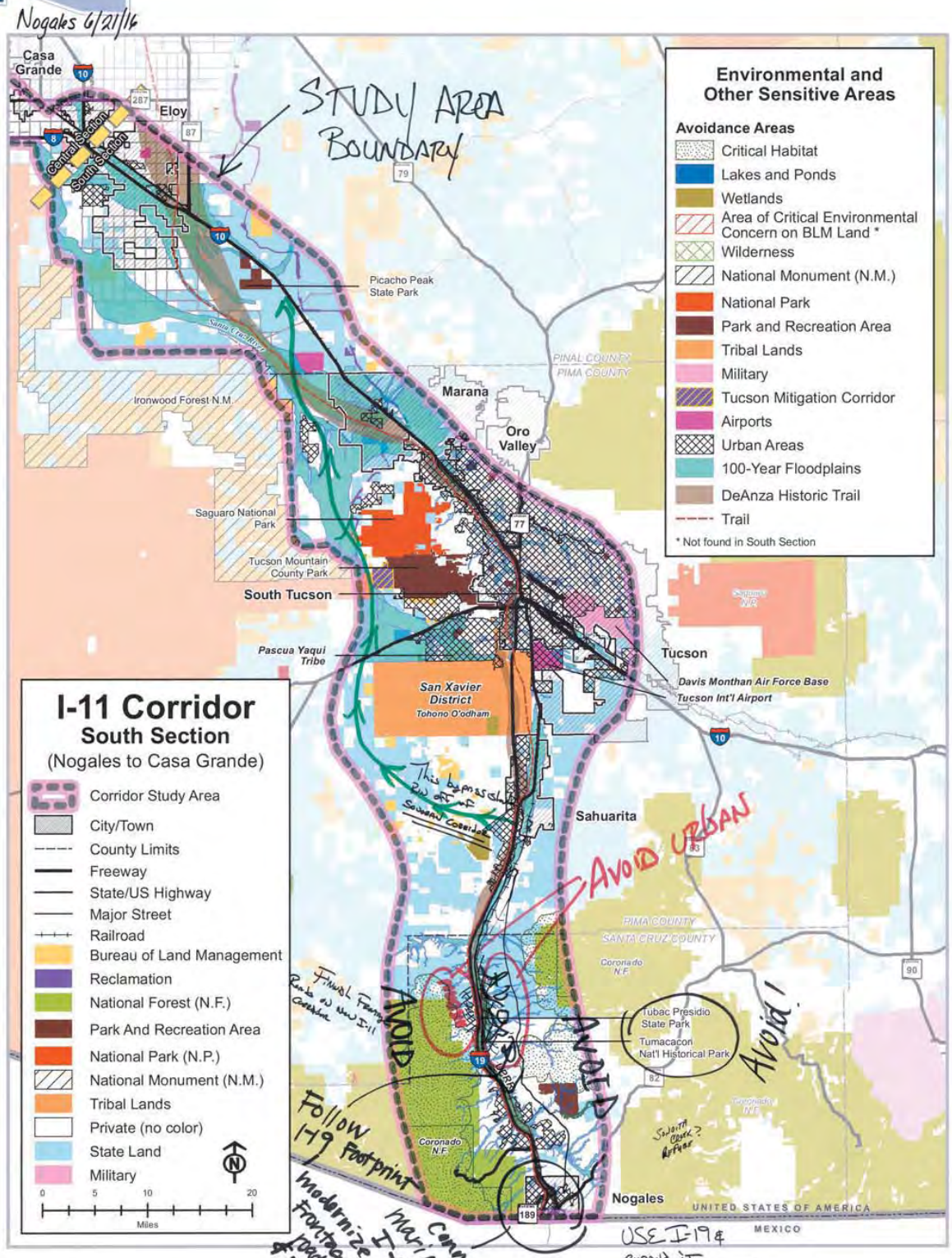


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# South Section

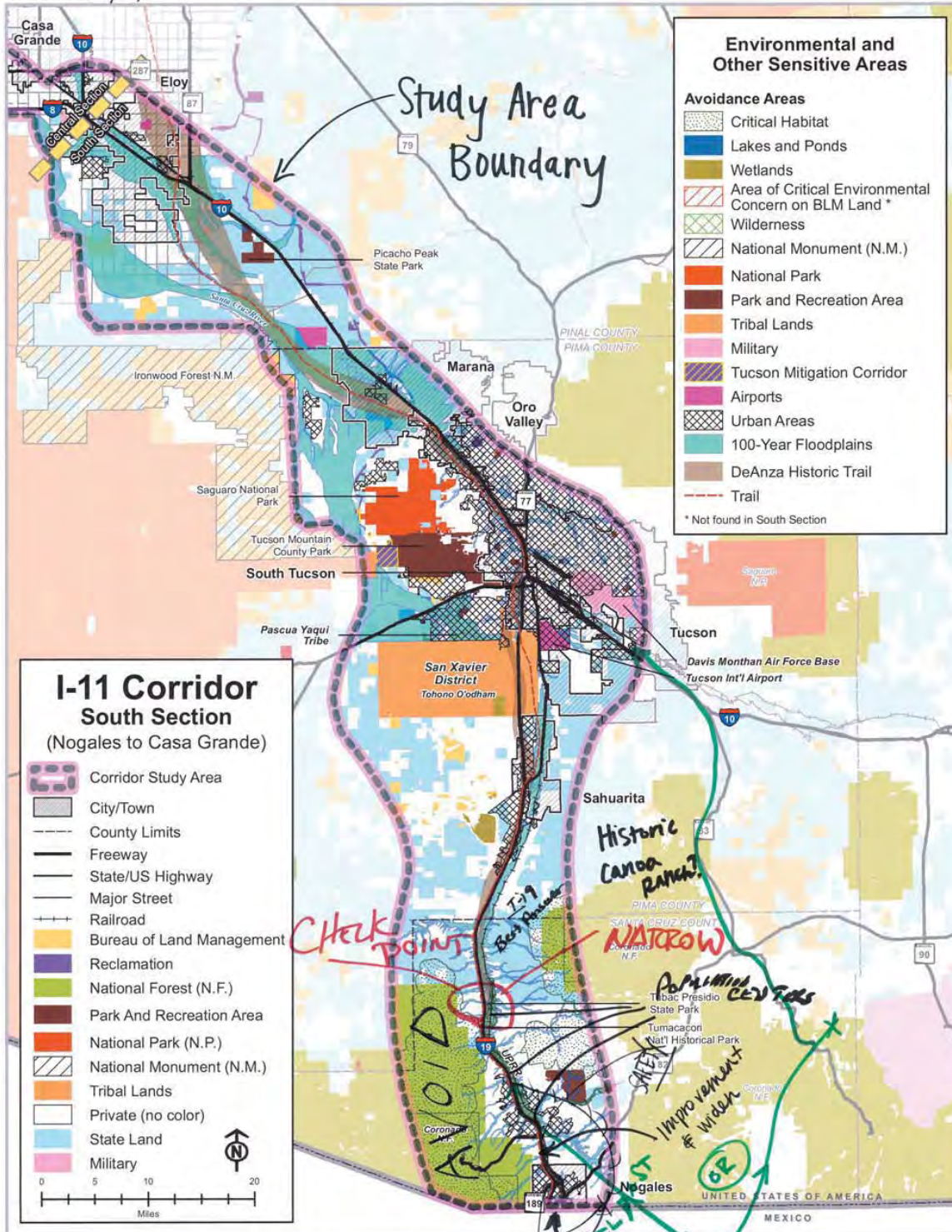


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# South Section

NOGALES 6/21/16



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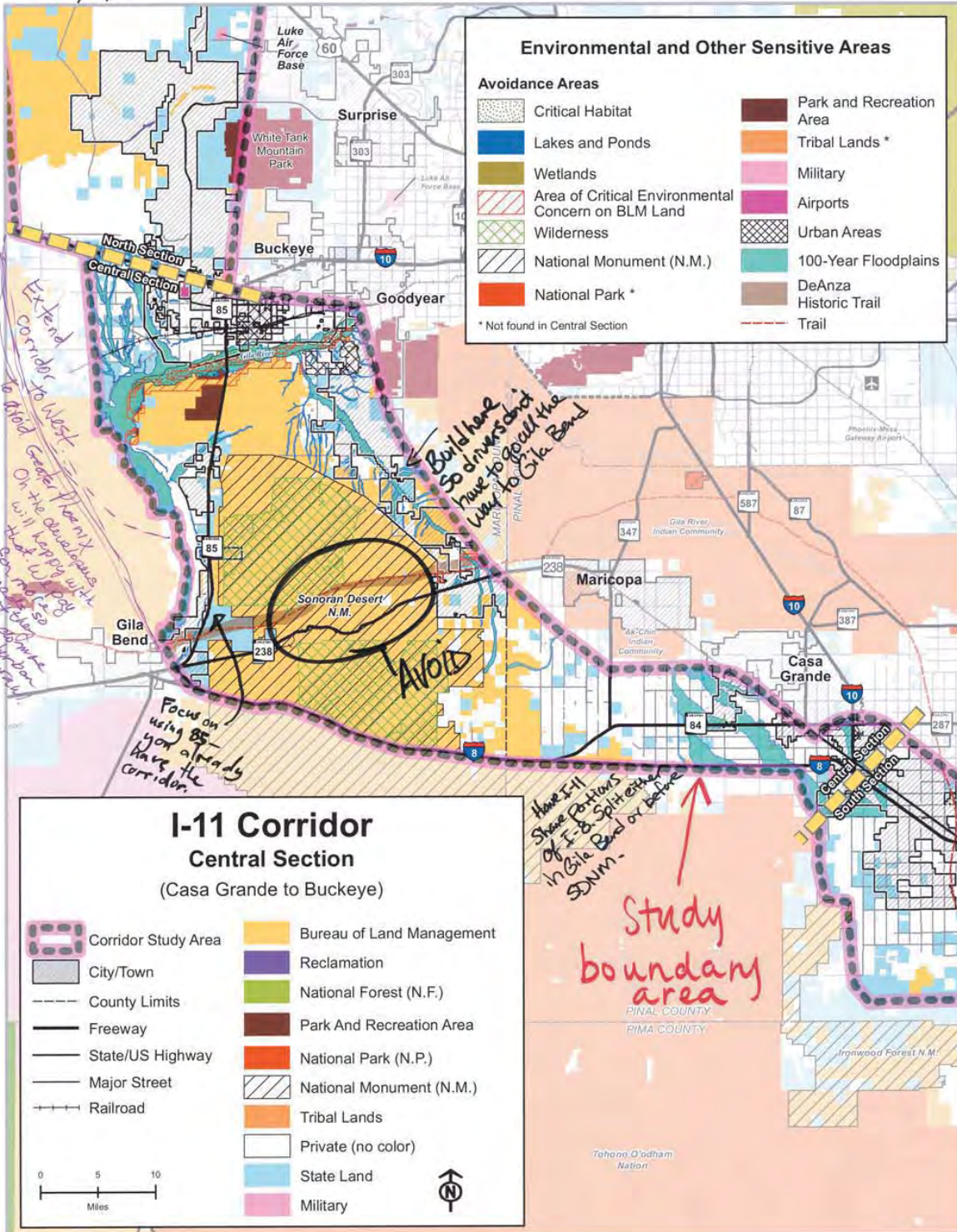


# Central Section

*I would like to see a budget: Fed & State  
 → Also - funding*

*Tucson 6/22/16*

*\*avoid phoenix*



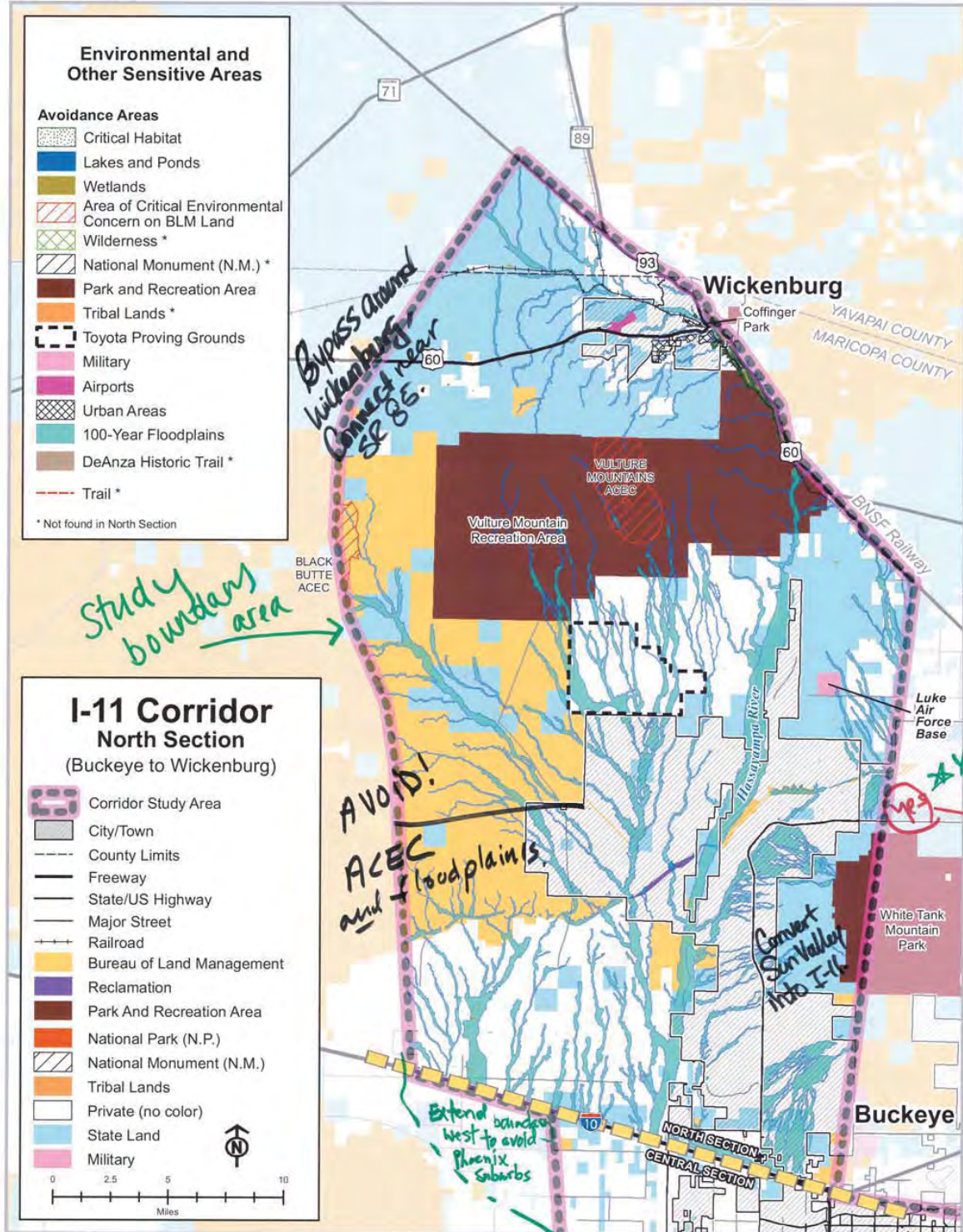
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Tucson 6/22/16

# North Section



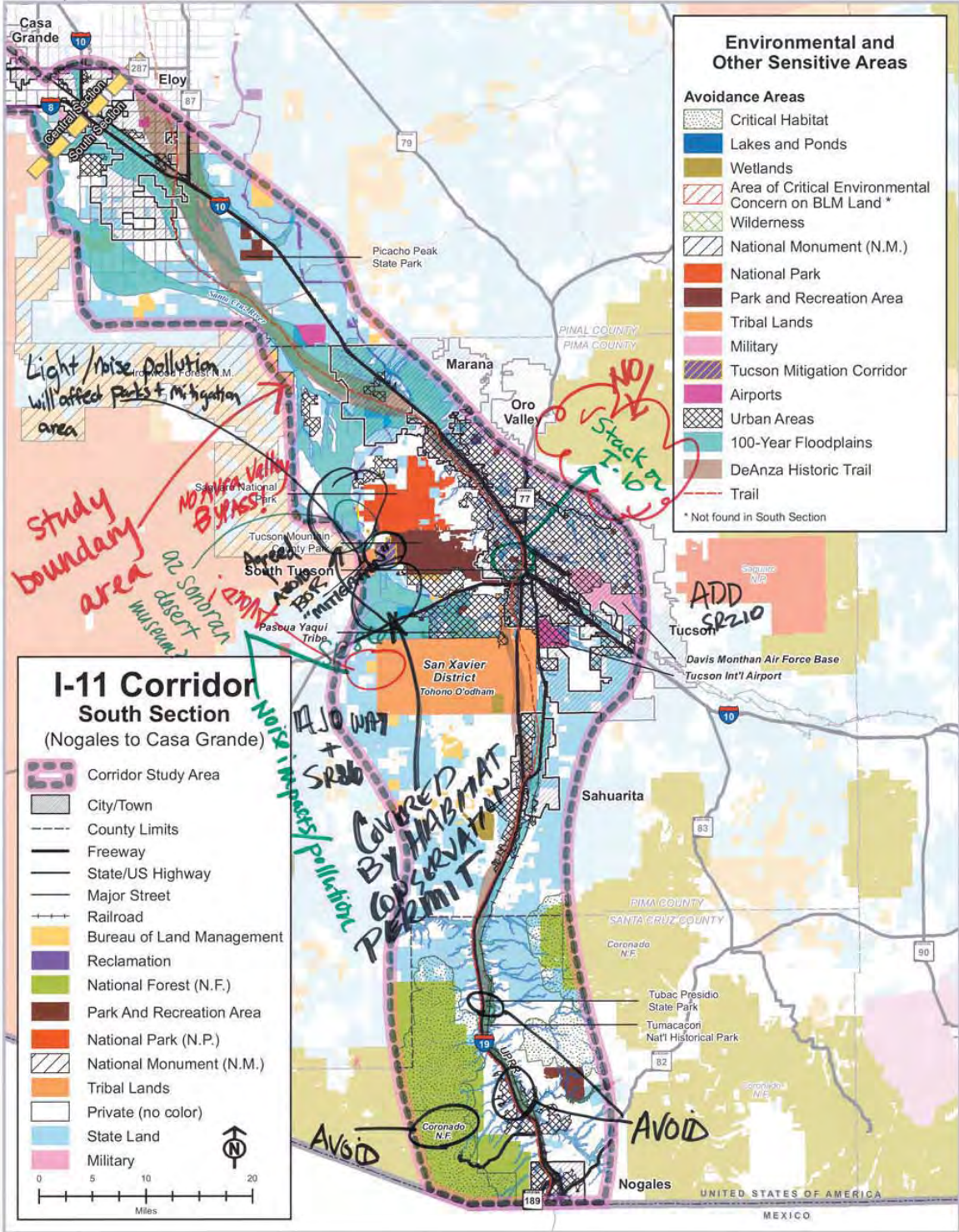
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# South Section

SEE PIMA & PINAL Co Wildlife Linkages/Corridor reports with AZ GFD



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# South Section



Tucson 4/22/16

\* rail usage  
\* CAP runs from Nogales to Casa Grande  
\* tourism impacts  
\* How Does Desert Museum  
\* Drive Part  
\* Guarantees  
\* map mountains

\* Label roads on maps

CONSIDER  
RAIL TO SERVE  
POPULATION CENTERS  
E.g. TRUE TROPIC  
SOUTH TUCSON

Where are the  
CRITICAL  
WILDLIFE  
CORRIDOR  
MAPS??!

Can we  
help Oro  
Valley mobility

Environmental and Other Sensitive Areas	
Avoidance Areas	
	Critical Habitat
	Lakes and Ponds
	Wetlands
	Area of Critical Environmental Concern on BLM Land *
	Wilderness
	National Monument (N.M.)
	National Park
	Park and Recreation Area
	Tribal Lands
	Military
	Tucson Mitigation Corridor
	Airports
	Urban Areas
	100-Year Floodplains
	DeAnza Historic Trail
	Trail
* Not found in South Section	

I-11 Corridor South Section (Nogales to Casa Grande)	
	Corridor Study Area
	City/Town
	County Limits
	Freeway
	State/US Highway
	Major Street
	Railroad
	Bureau of Land Management
	Reclamation
	National Forest (N.F.)
	Park And Recreation Area
	National Park (N.P.)
	National Monument (N.M.)
	Tribal Lands
	Private (no color)
	State Land
	Military

\* Color differences  
\* Outside of boundary are misleading

\* Use existing facility

This section needs to be broken into two: Nogales to I-10 & I-10 to Casa Grande

Wildlife Corridors

Best Option 1-19 and 1-10  
Relax stress off city to access I-11 and E/W!  
\* build up Oro Valley

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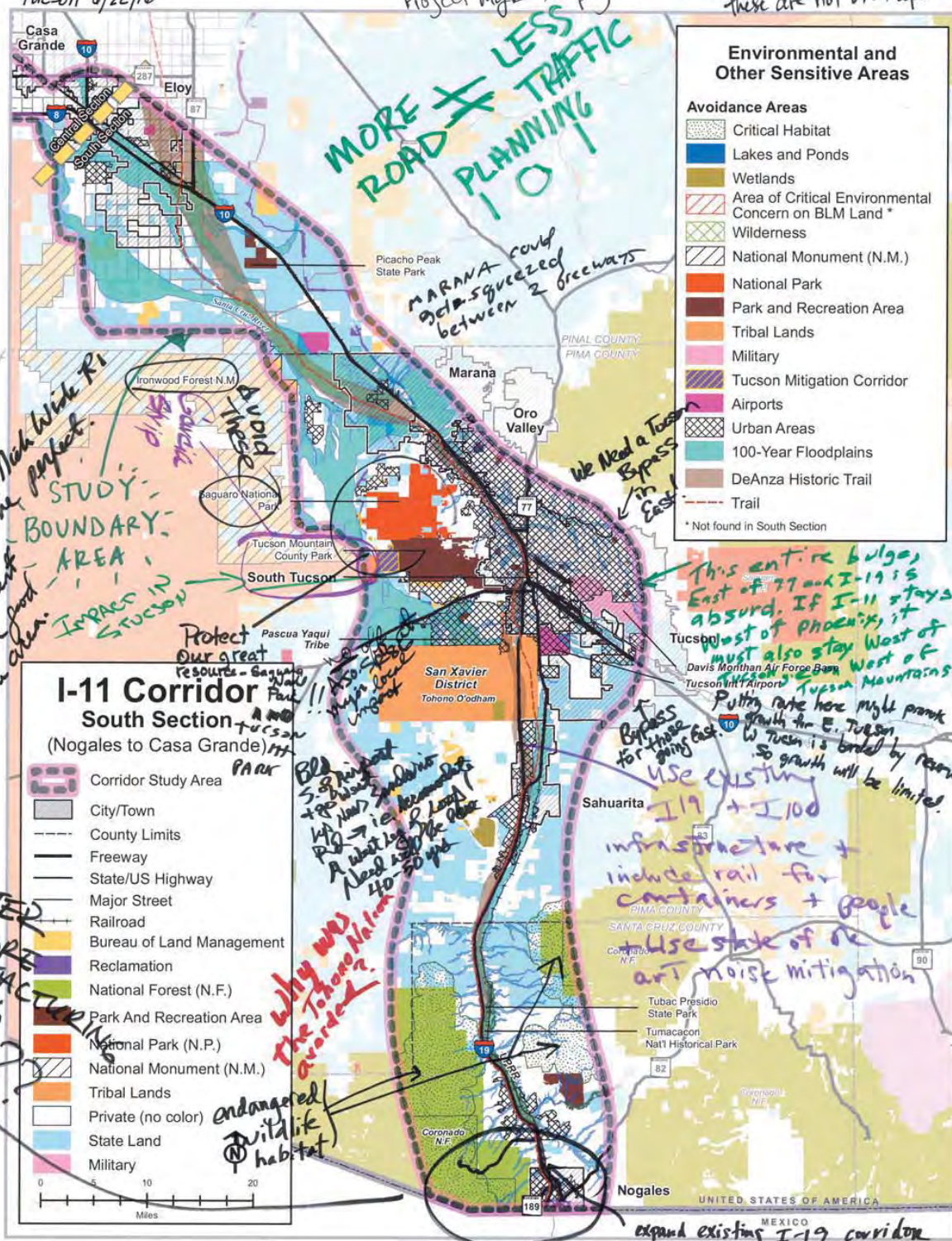
It is a must that the corridor run through Nogales in order to access Mexico. Any coordination with Mexico.



# South Section

Tucson 6/22/16

Project mgr for project listed "wildlife corridors" impacted - but these are not on maps or on legend:



**Environmental and Other Sensitive Areas**

Avoidance Areas	
[Pattern]	Critical Habitat
[Blue]	Lakes and Ponds
[Green]	Wetlands
[Red/White]	Area of Critical Environmental Concern on BLM Land *
[Yellow/White]	Wilderness
[Diagonal Lines]	National Monument (N.M.)
[Orange]	National Park
[Brown]	Park and Recreation Area
[Light Orange]	Tribal Lands
[Pink]	Military
[Purple/White]	Tucson Mitigation Corridor
[White]	Airports
[Blue/White]	Urban Areas
[Light Blue]	100-Year Floodplains
[Brown/White]	DeAnza Historic Trail
[Dashed Line]	Trail

\* Not found in South Section

• ADOT/GF have mapped  
 • Paul Beier has mapped  
 • Pima Co. has mapped thru  
 C/S  
 MAP

**I-11 Corridor South Section**  
 (Nogales to Casa Grande)

[Pattern]	Corridor Study Area
[Grey]	City/Town
[Dashed Line]	County Limits
[Thick Line]	Freeway
[Thin Line]	State/US Highway
[Thin Line]	Major Street
[Yellow]	Bureau of Land Management
[Purple]	Reclamation
[Green]	National Forest (N.F.)
[Orange]	Park And Recreation Area
[Red]	National Park (N.P.)
[Diagonal Lines]	National Monument (N.M.)
[Light Orange]	Tribal Lands
[White]	Private (no color)
[Light Blue]	State Land
[Pink]	Military

**MORE ROAD PLANNING**  
**LESS TRAFFIC**

MARANA coup gets squeezed between 2 freeways

We Need a Tucson Bypass in East!

This entire bulge East of 77 and I-19 is absurd. If I-11 stays West of Phoenix, it must also stay West of Tucson. West of Tucson Mountains.

Putting rate here might prompt growth in E. Tucson w/ Tucson is bordered by restoration so growth will be limited.

Use existing I-19 + I-10 infrastructure + include rail for containers + people + use state of art noise mitigation

Why was the Tohono O'odham avoided?

endangered wildlife habitat

expand existing I-19 corridor

Why don't we use 86 or 286 as an alternative or expand existing  
 Sanabria's Mich White RI would be perfect.  
 Development would be good for the area.  
 IMPACT IN TUCSON

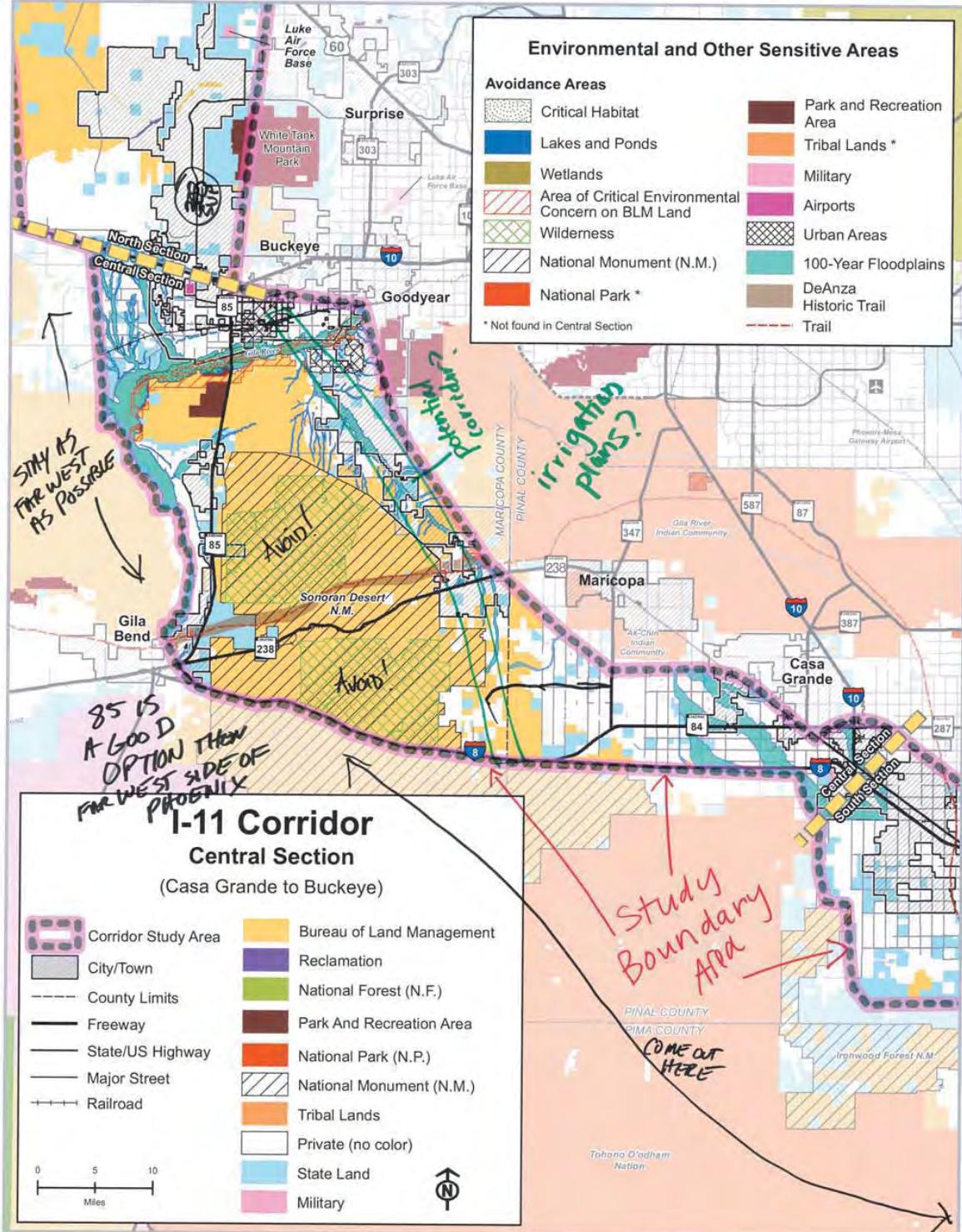
Where is the WATER for MORE MANUFACTURING COMING FROM?





# Central Section

MARANA 4/23/16



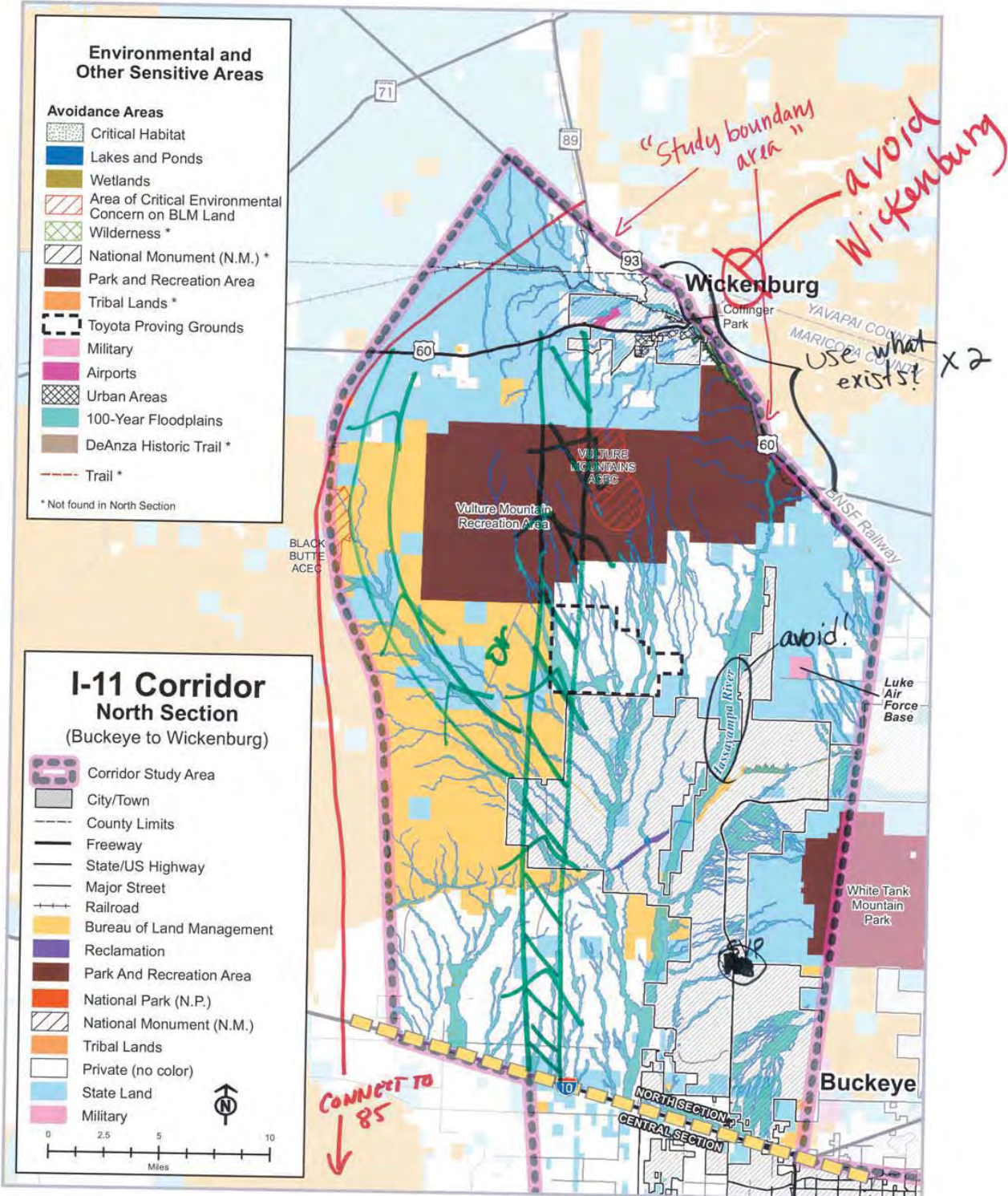
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# North Section

MARANA - 6/23/16



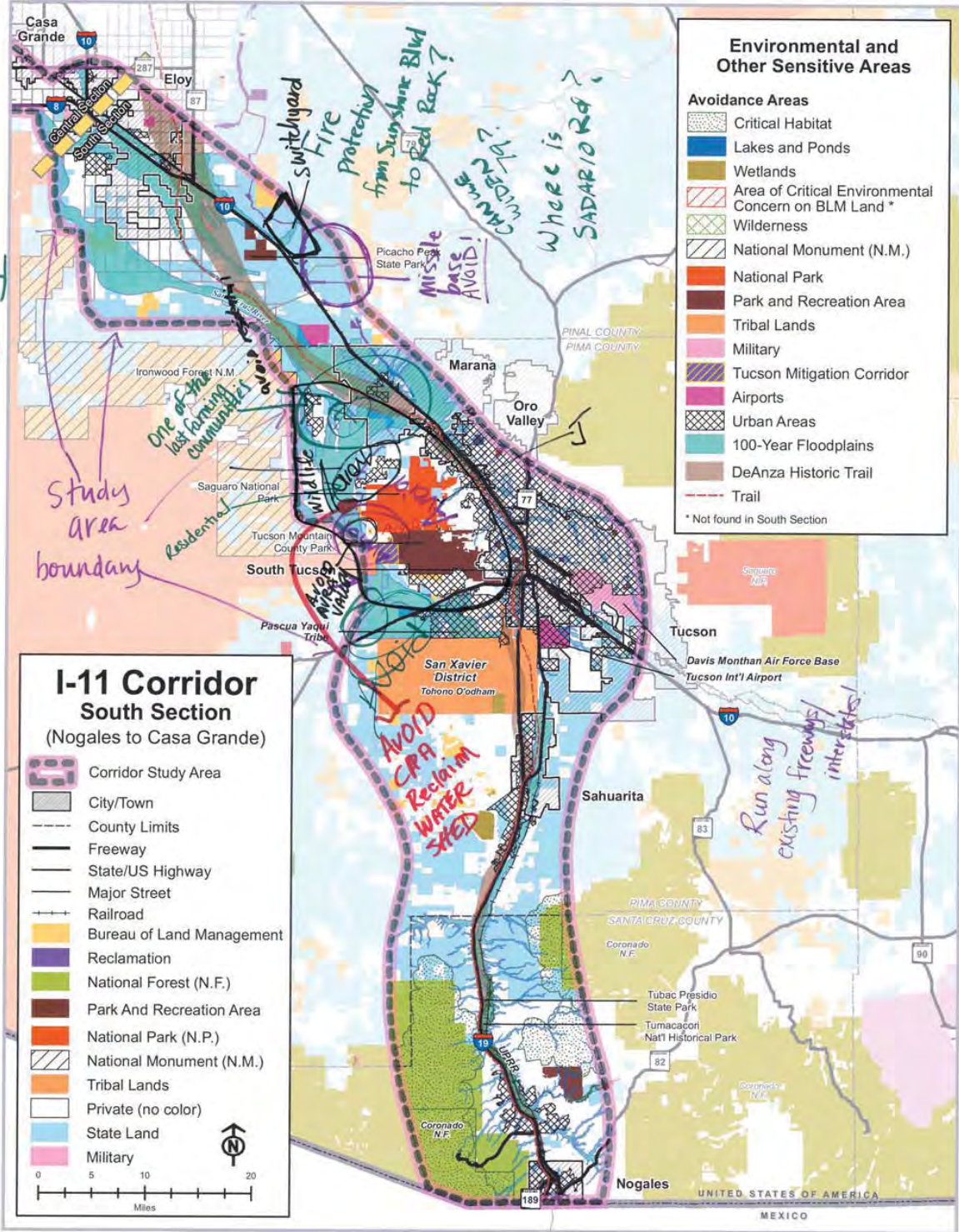
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# South Section

MARANA 6/23/16

ADD  
ARTERIAL  
MAIN  
ROADS



Fire Protection  
Services  
in Alva Valley?

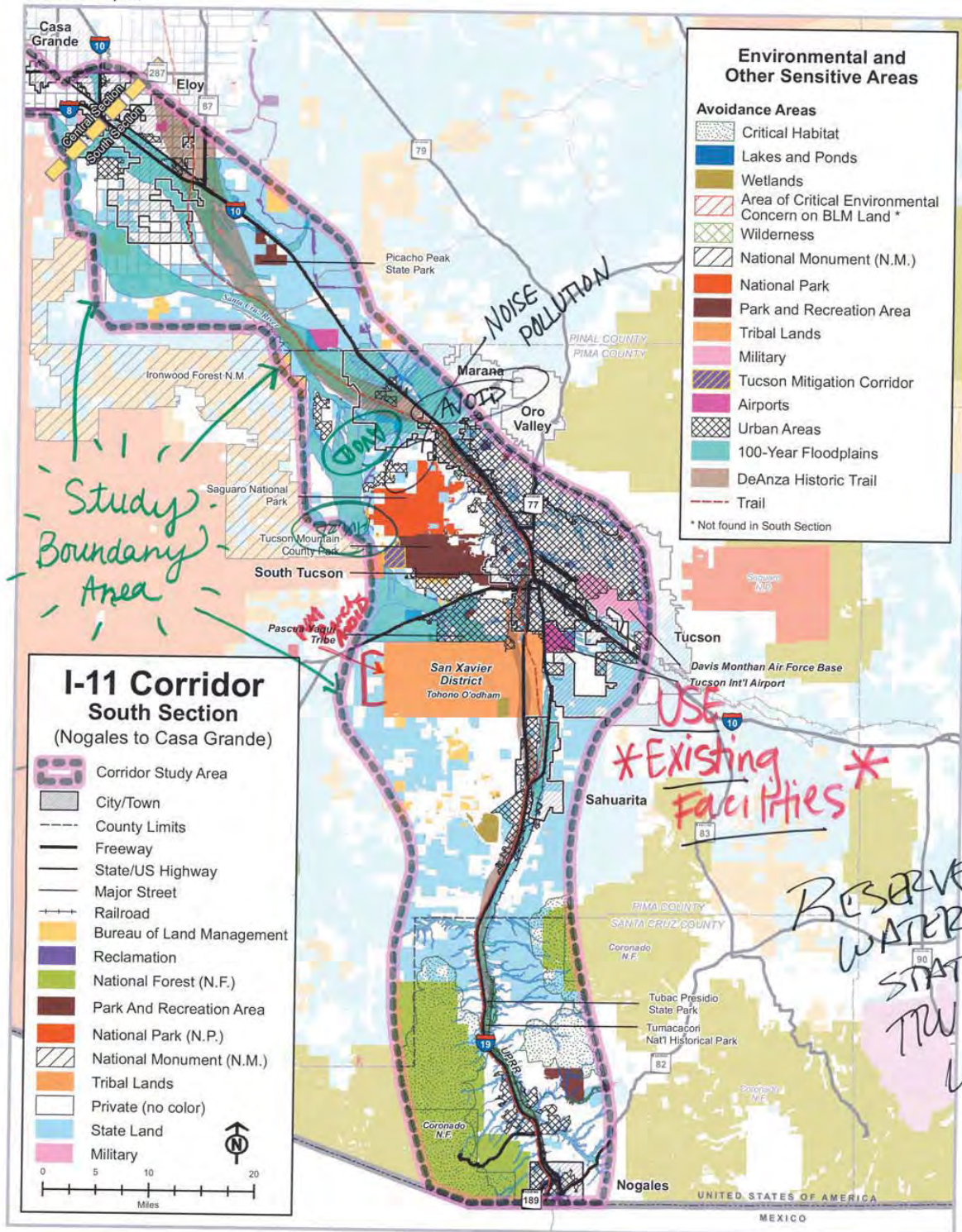
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# South Section



MARANA 6/23/16



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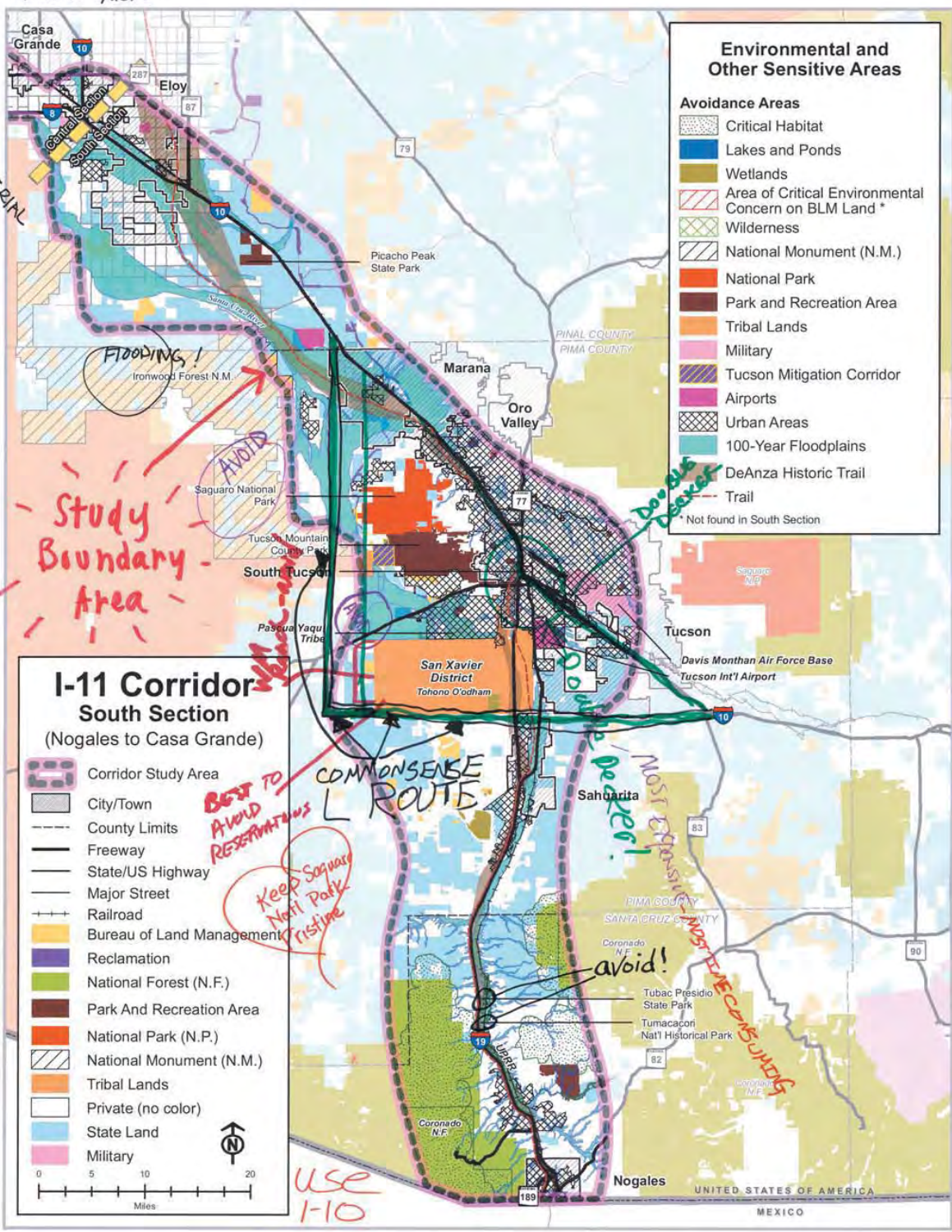
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# South Section

MARANA 6/23/16

\* MAIN/ARTERIAL  
ROADS Need  
TO BE  
SHOWN ON  
MAP \*



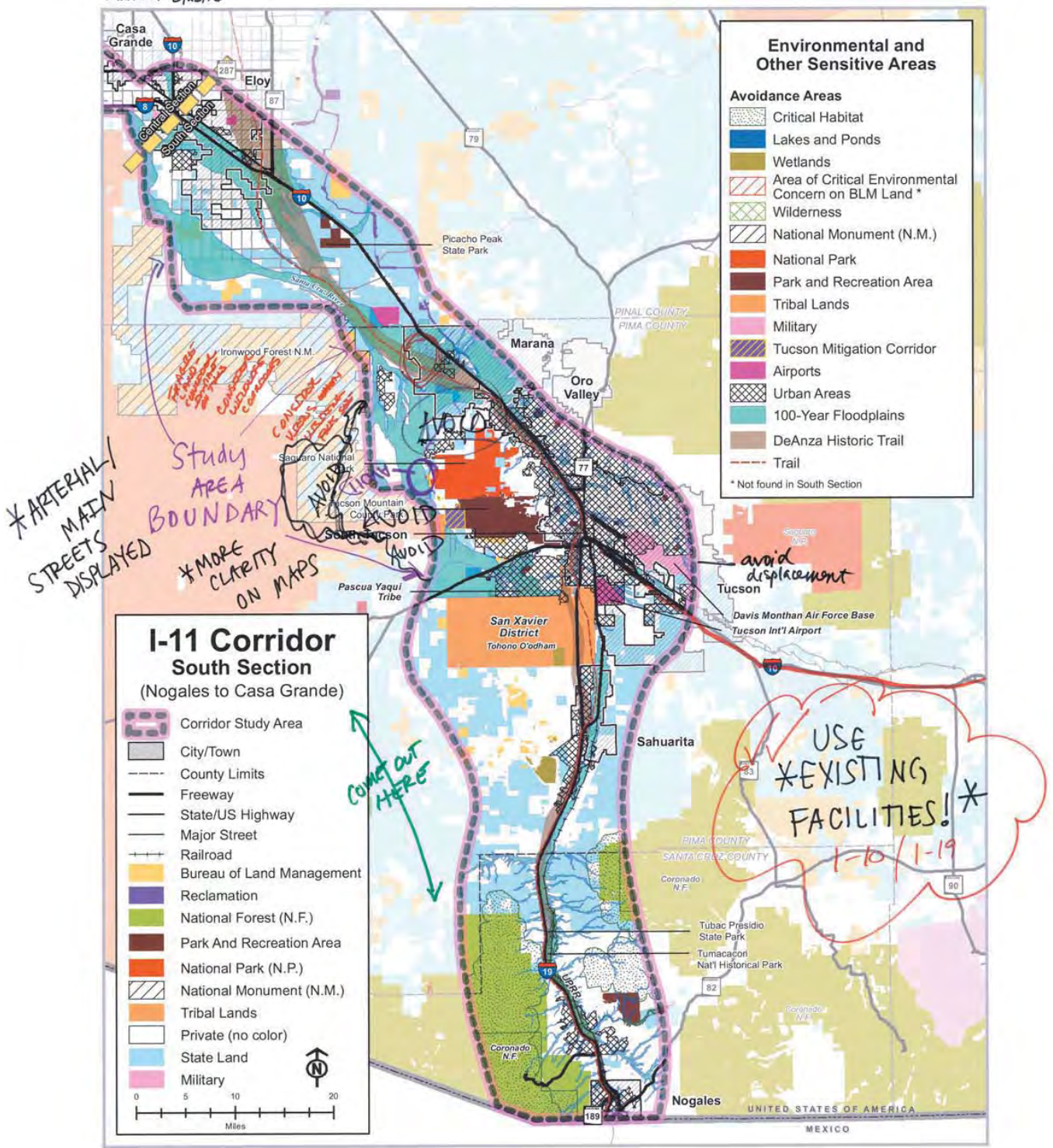
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# South Section



MARANA 6/23/16

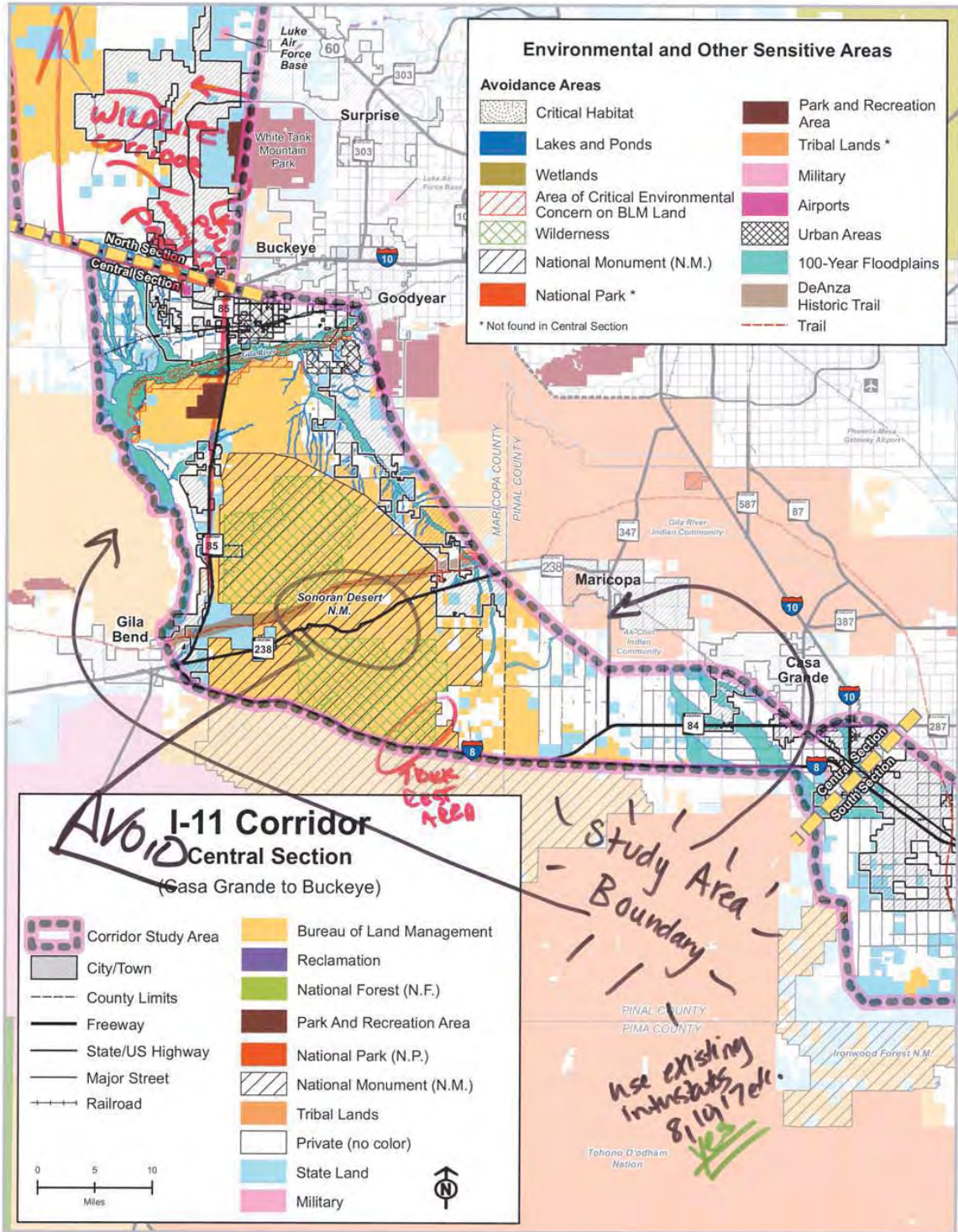


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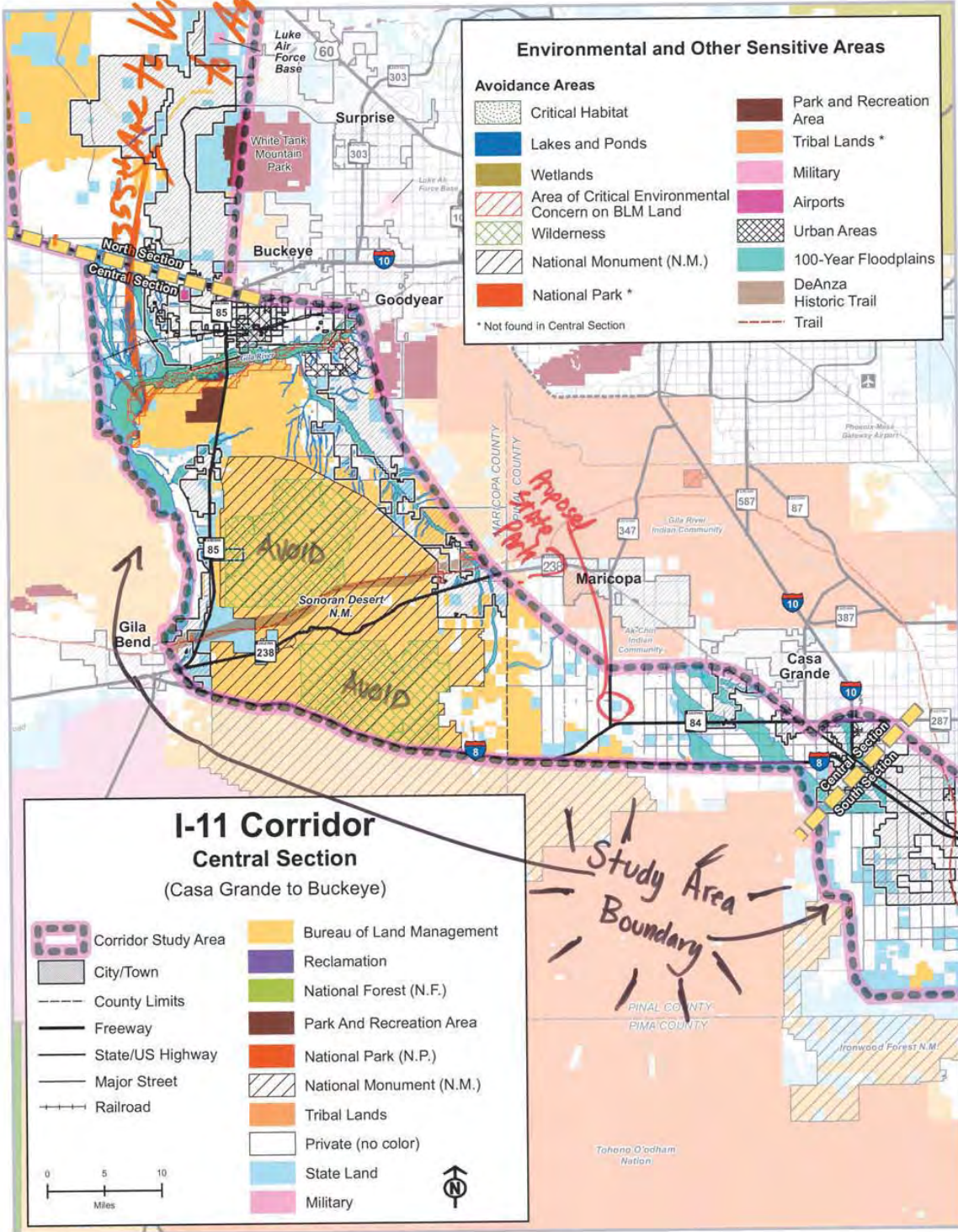


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# Central Section



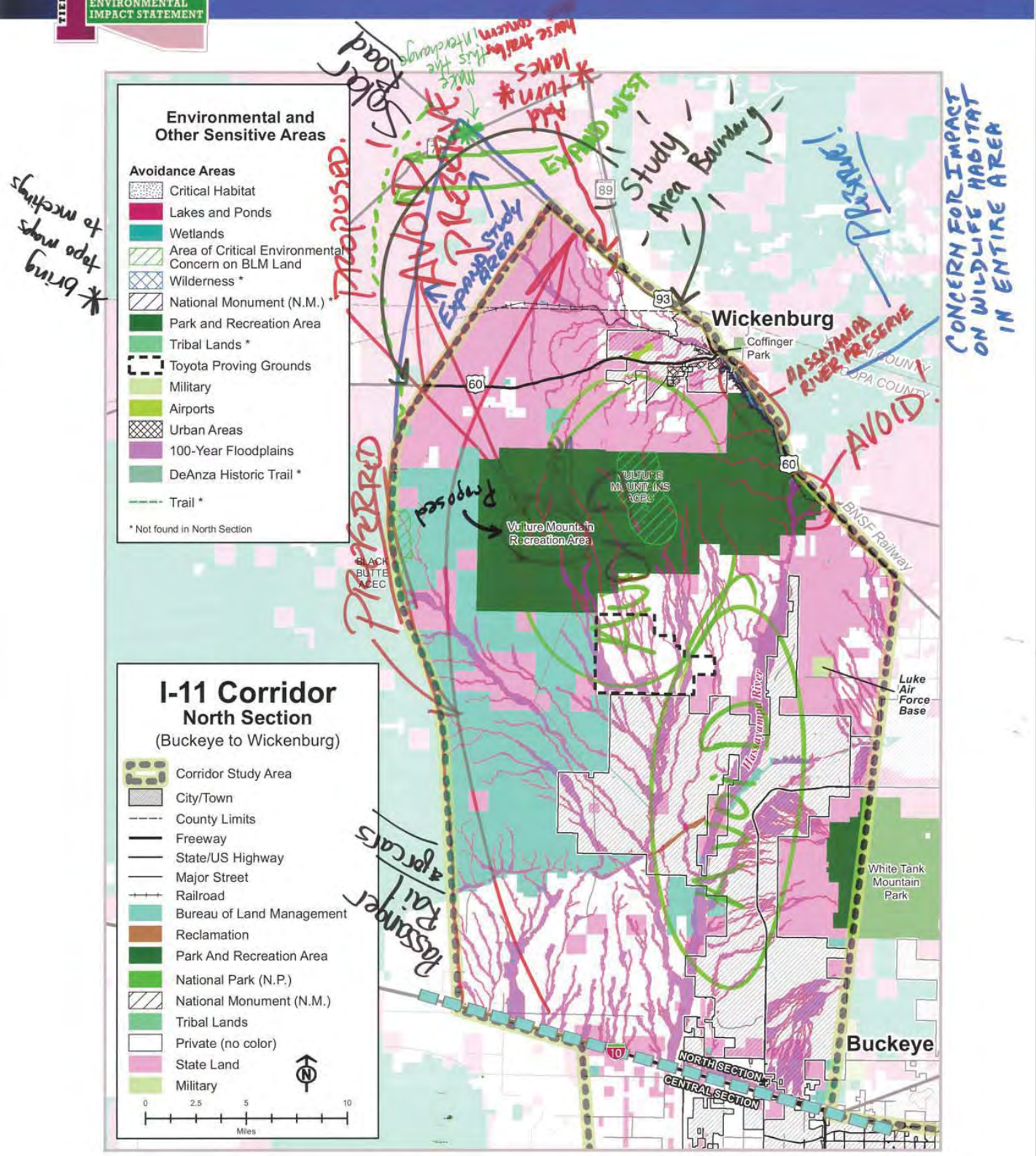
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**CONCERNED ABOUT SONORAN DESERT N.M.**



# North Section

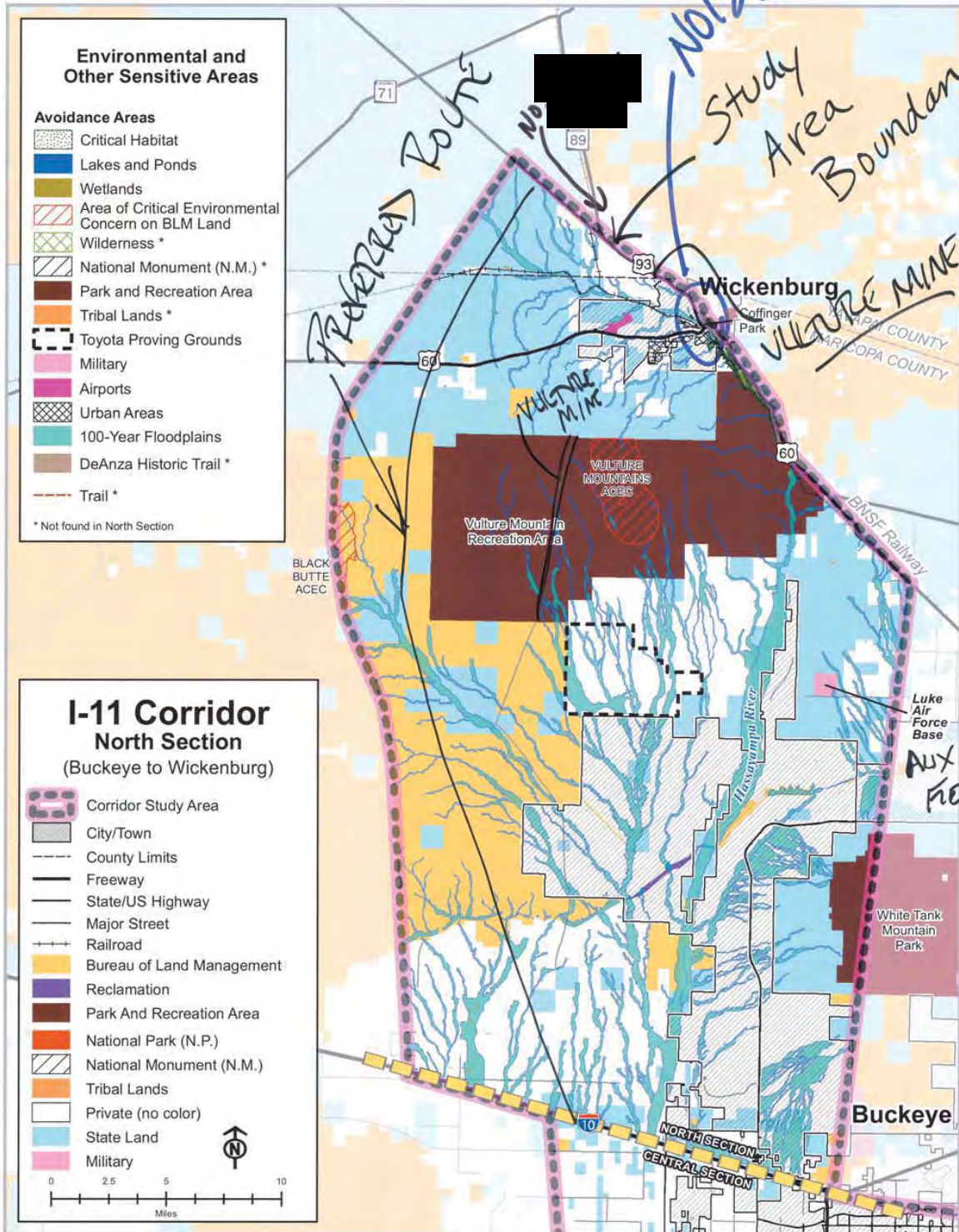


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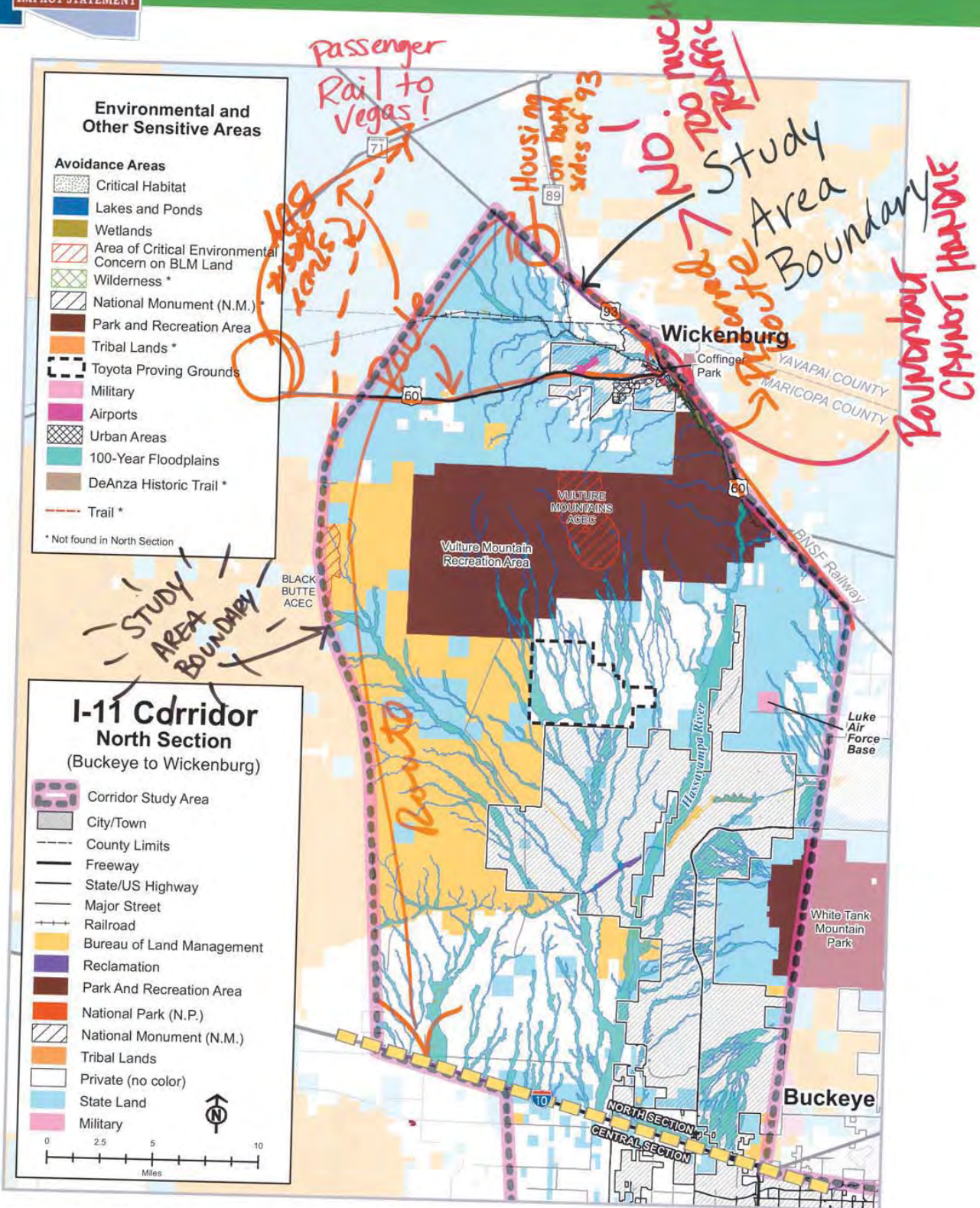
# North Section



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# North Section

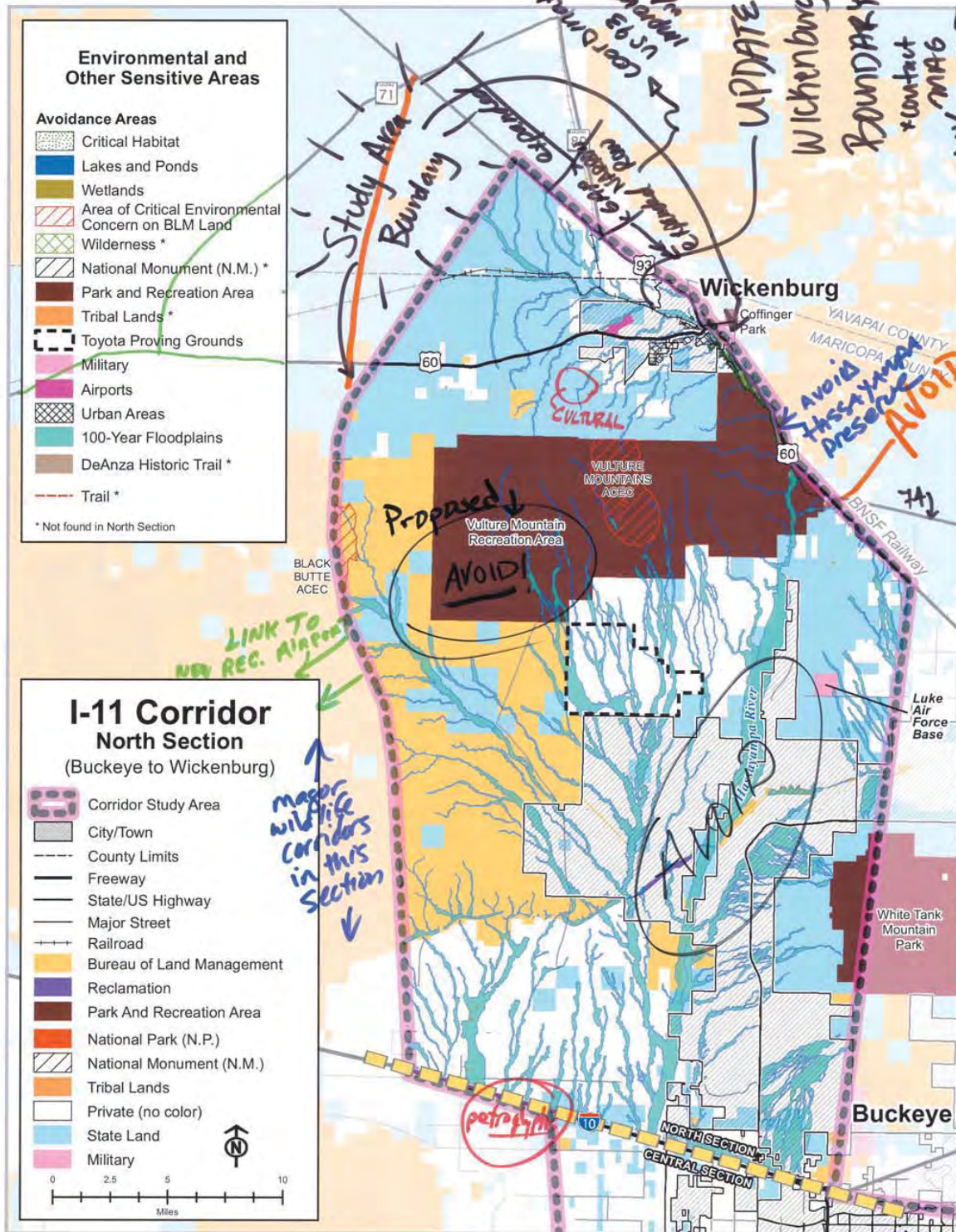


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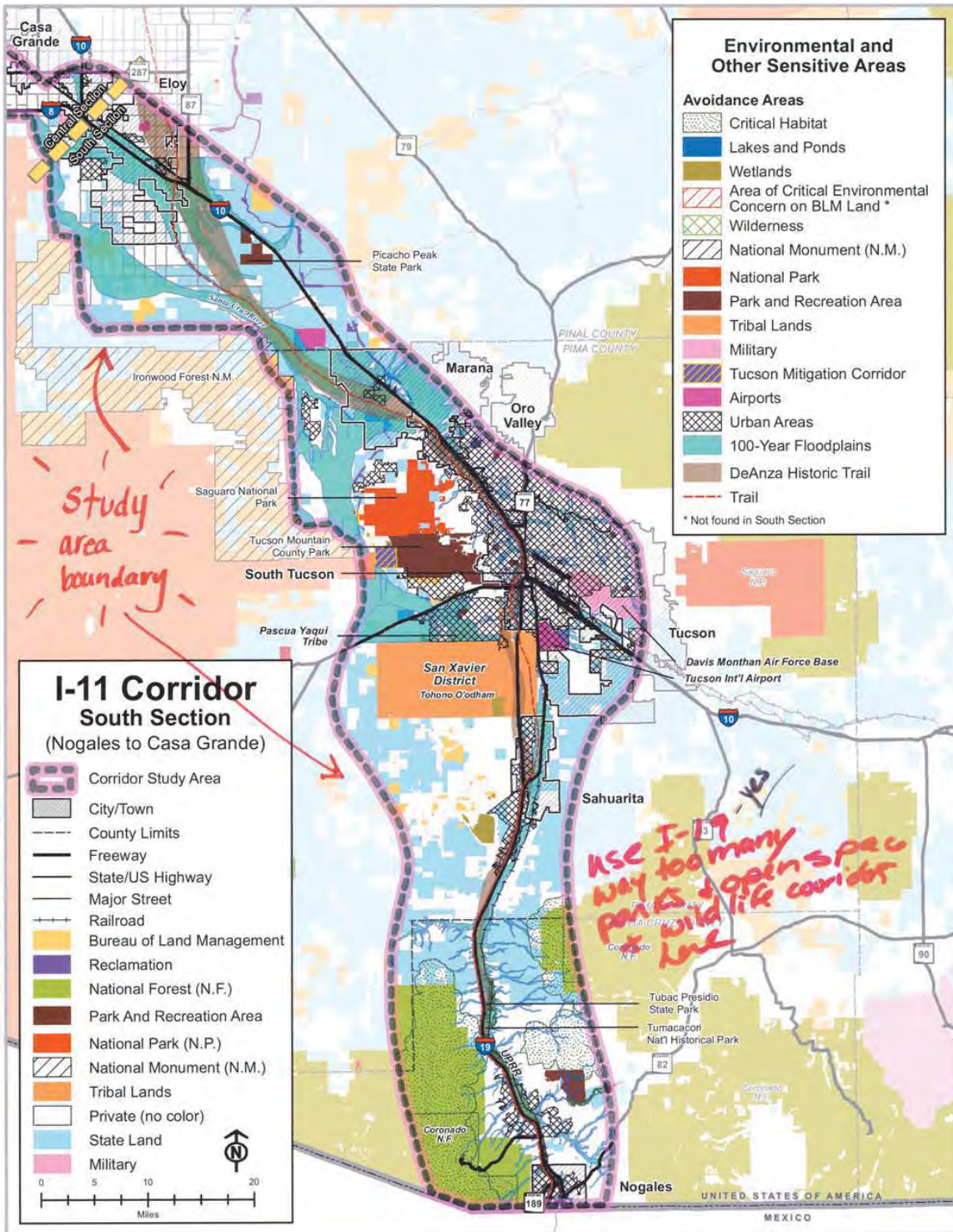
# North Section



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# South Section



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# **Comment Form Responses**

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c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



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

Help Shape the Future of Arizona's Transportation System, TODAY!

FOLD HERE

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



i11study.com/Arizona



i-11ADOTStudy@hdrinc.com



1-844-544-8049 (Toll-free/bilingual)



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

FOLD HERE

### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

Once the draft corridor alternatives have been identified, the public will be asked to provide feedback on the proposed solutions. This next round of public participation is anticipated in early 2017.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (re \_\_\_\_\_)

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

## Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area.

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

1

Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

- Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

2

What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

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



FOR MORE INFORMATION:

1-844-544-8049

i-11ADOTStudy@hdrinc.com  
i11study.com/Arizona

Page 7-32

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- all/use existing Highway 85*
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- all important please use Highway 85*
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Southern/Northern Maricopa Mountains*  
*Palo Verde Mountains*  
*Thunderbird Falls/Hidden Valley*  
*Farmland*  
*Communities*  
*Estrellas*

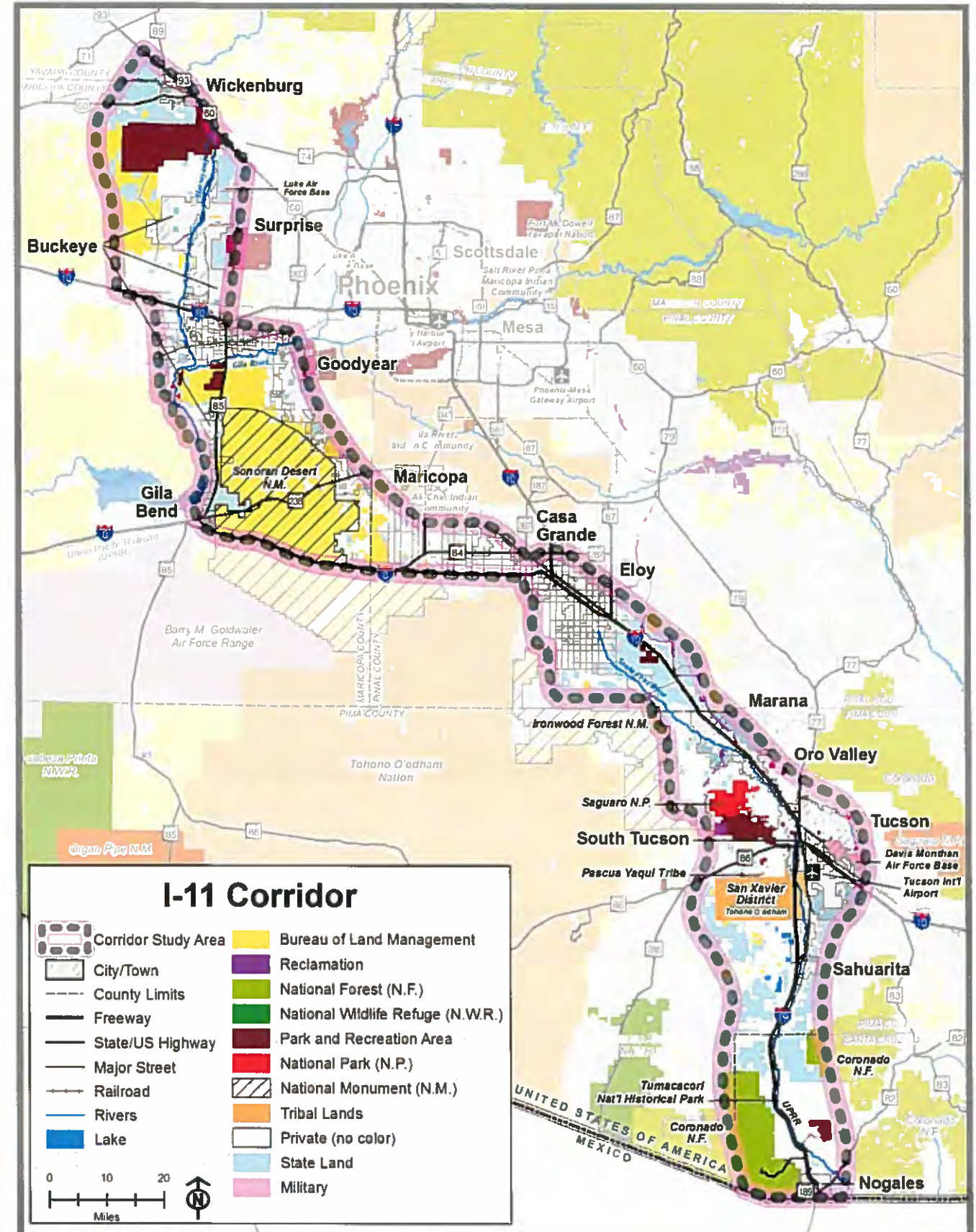
**6** How do you prefer to receive information:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Email | <input checked="" type="checkbox"/> Facebook |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging      |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail         |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs               |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____         |
| <input type="checkbox"/> Twitter          |  |

**7** Additional comments:

*Highway 85 already exists minimal impact, minimal cost minimal destruction & gets same result, this will not solve Maricopa traffic issues.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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





c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
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c/o ADOT Communications  
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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

## Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area.

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- Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

• Economic Development  
• Public Health & Safety

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
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Project No. M5180 01P / Federal Aid No. 999-M(161)S



FOR MORE INFORMATION:

1-844-544-8049

i-11ADOTStudy@hdrinc.com  
i11study.com/Arizona

Page 7-34

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- Public parks and recreation
- 2 Public Health
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- 2 Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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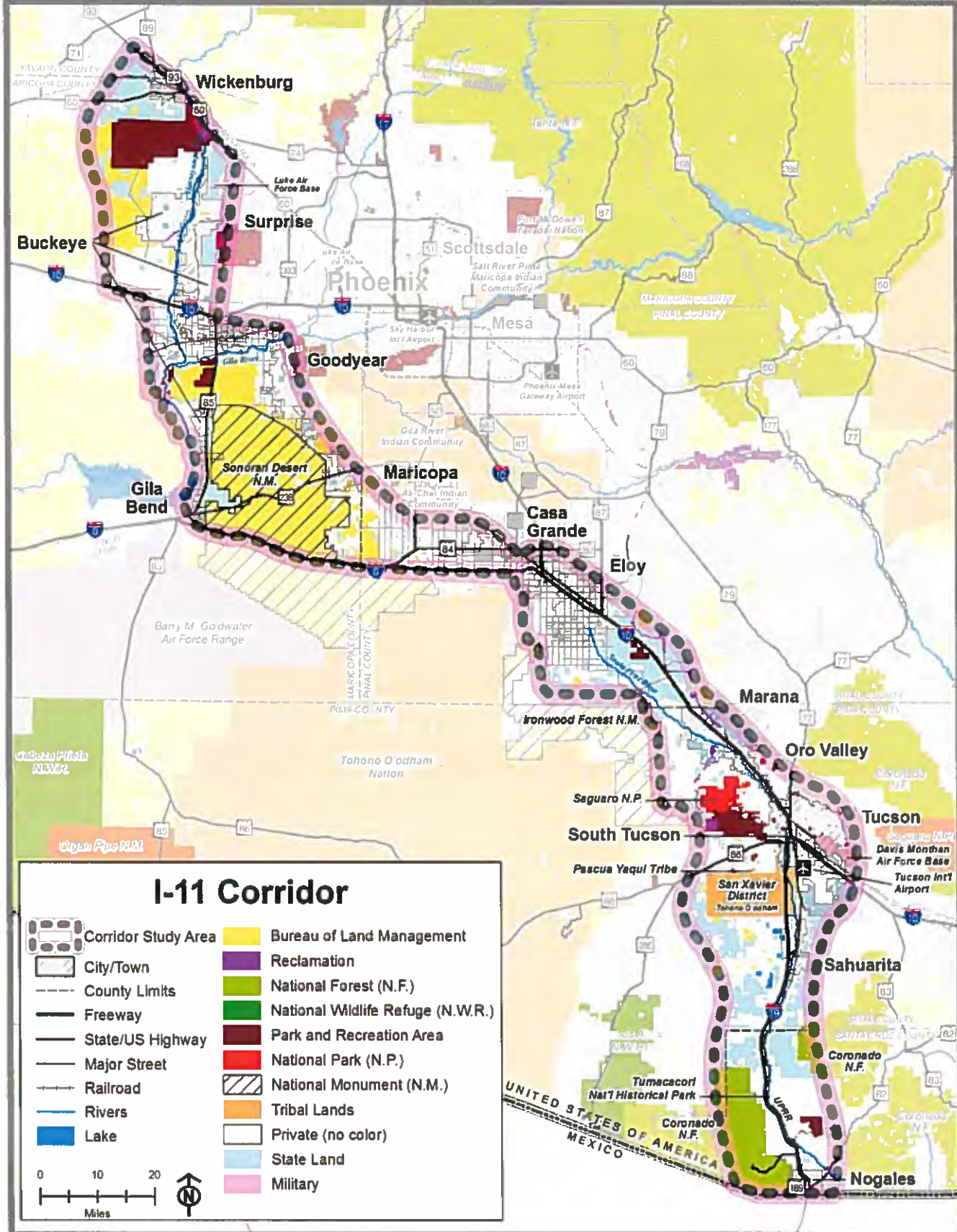
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Please use this map to provide any comments on specific areas, ideas and concerns.



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- 4 Improve local access to communities and resources (parks, recreation, and tourism)
- 4 Support a different transportation mode than what exists today
- 4 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

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- 4 Combination of new and existing highway/freeway
- 4 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- ? Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 3 Accommodate rail and utilities within corridor alternatives



# ADOT Interstate 11 Corridor Tier 1 Environment Im

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 6 Geology/fissures, soils, and farmland
- 6 Hazardous materials
- 5 Historic structures and archaeological sites
- 2 Noise and vibration
- 3 Visual and aesthetics
- 4 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Disappointed that Tonopah is not included in the study.*

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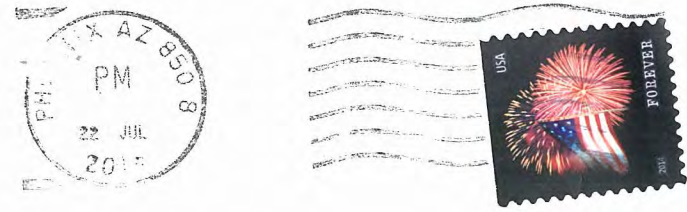
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**Interstate 11 Tier 1 EIS Study Team**  
 c/o ADOT Communications  
 1655 W. Jackson Street, Mail Drop 126F  
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8500733279 0016  
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 Address: [Redacted]  
 Zip Code: [Redacted]  
 Email: [Redacted]

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  - 1 Support a different transportation mode than what exists today
  - 10 Support homeland security and national defense needs
  - 1 Other desirable outcomes?

- 2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.
- 1 New highway/freeway
  - 1 Combination of new and existing highway/freeway
  - 1 Enhance or expand existing highway/freeway
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- Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 3 Public parks and recreation
- 
- 

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- 1 Air quality
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- 4 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 4 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
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**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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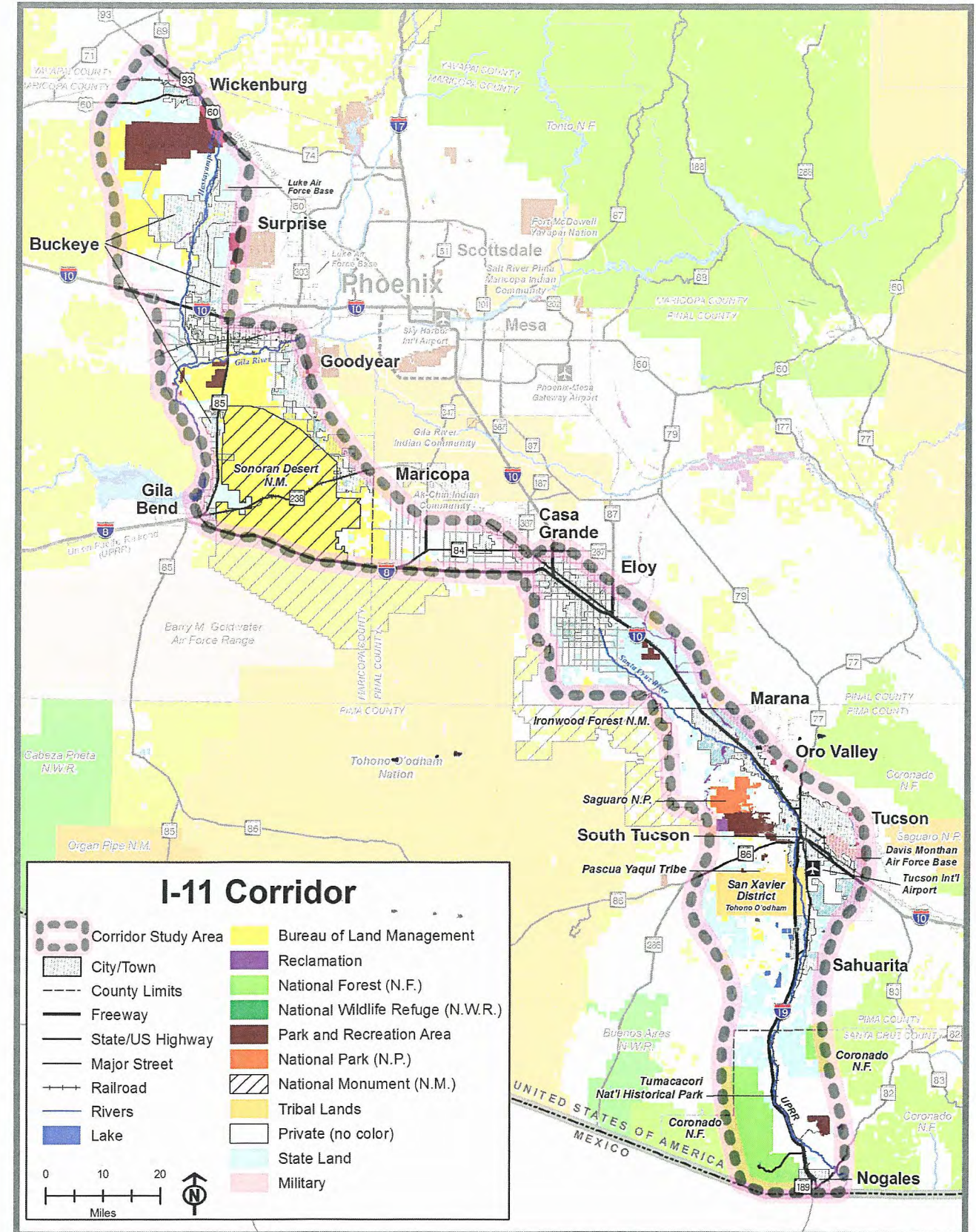
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- |  |   |
|--|---|
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| <input type="checkbox"/> Website               | <input type="checkbox"/> Text Messaging         |
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| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

*I support I-11 going through Avra Valley. We need jobs. We also need a F.W.S Loop freeway on that fast growing side of town! Don't let the AVRA VALLEY PEOPLE STOP I-11!*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 1 Land use
- 4 Public parks and recreation
- 
- 

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- 3 Historic structures and archaeological sites
- 5 Noise and vibration
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- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguaro NP

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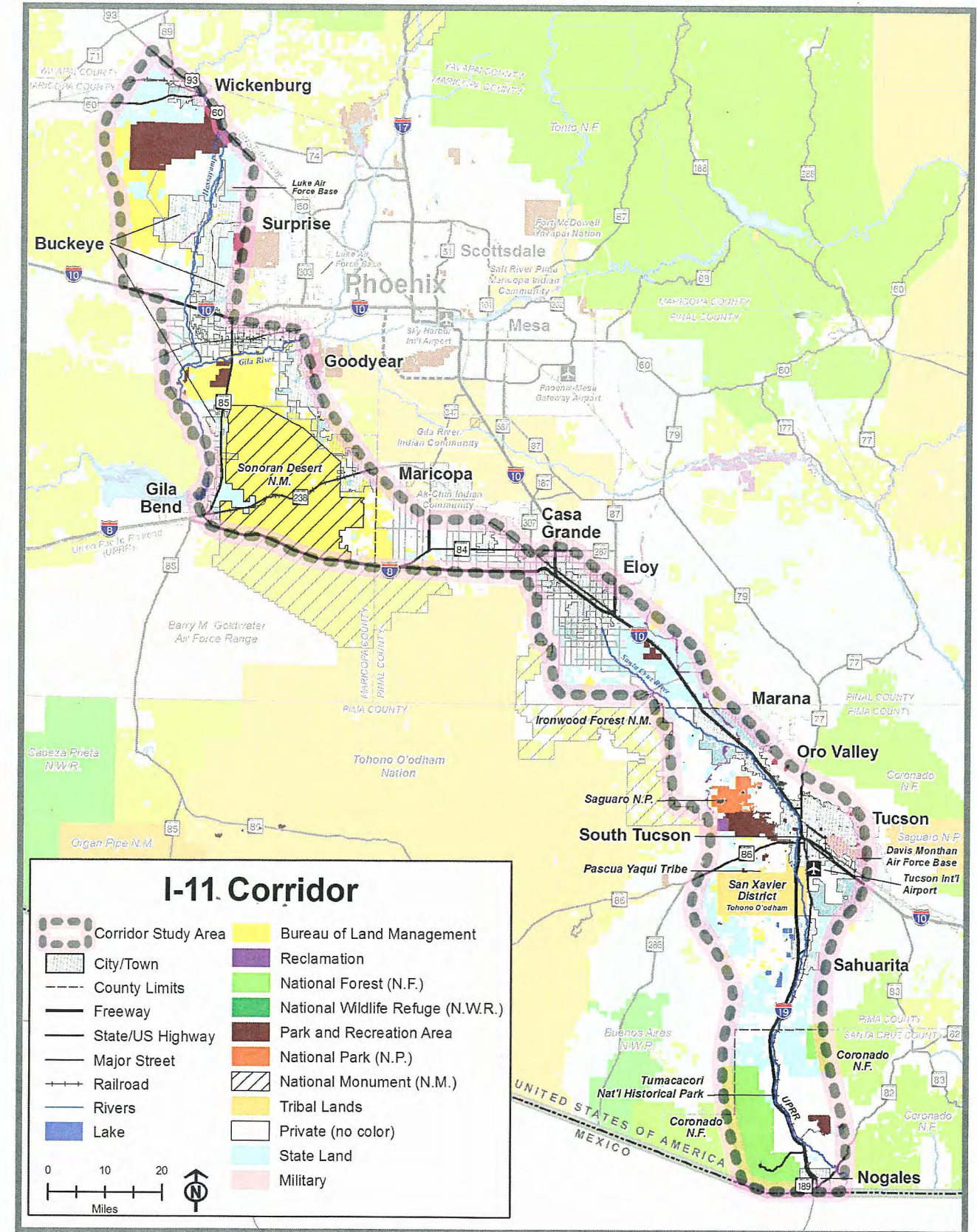
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| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

I-11 should be its own ~~freeway~~ <sup>FREEWAY</sup> after it disconnects with I-19 with a system interchange GO THROUGH AVRA VALLEY around the Tucson Mts. I-10 should NOT BE Double-Decked. AVRA VALLEY is the only Corridor that is Logical. Tucson is NOT A COW TOWN ANYMORE. IT NEED FREEWAYS!!!

Please use this map to provide any comments on specific areas, ideas and concerns.



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





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- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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- 2 Biological resources (for example: plants, wildlife, and habitats)
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- Historic structures and archaeological sites
- 1 Noise and vibration
- 4 Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 1 *quality of life → the impact of this.*
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*I live in Hidden Valley (South West of the City of Maricopa to I-8) It should not go thru my area why not upgrade st Rt 85 + I-8, why ~~dis~~ destroy where people live.*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio            | <input checked="" type="checkbox"/> Direct Mail |
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter          |   |

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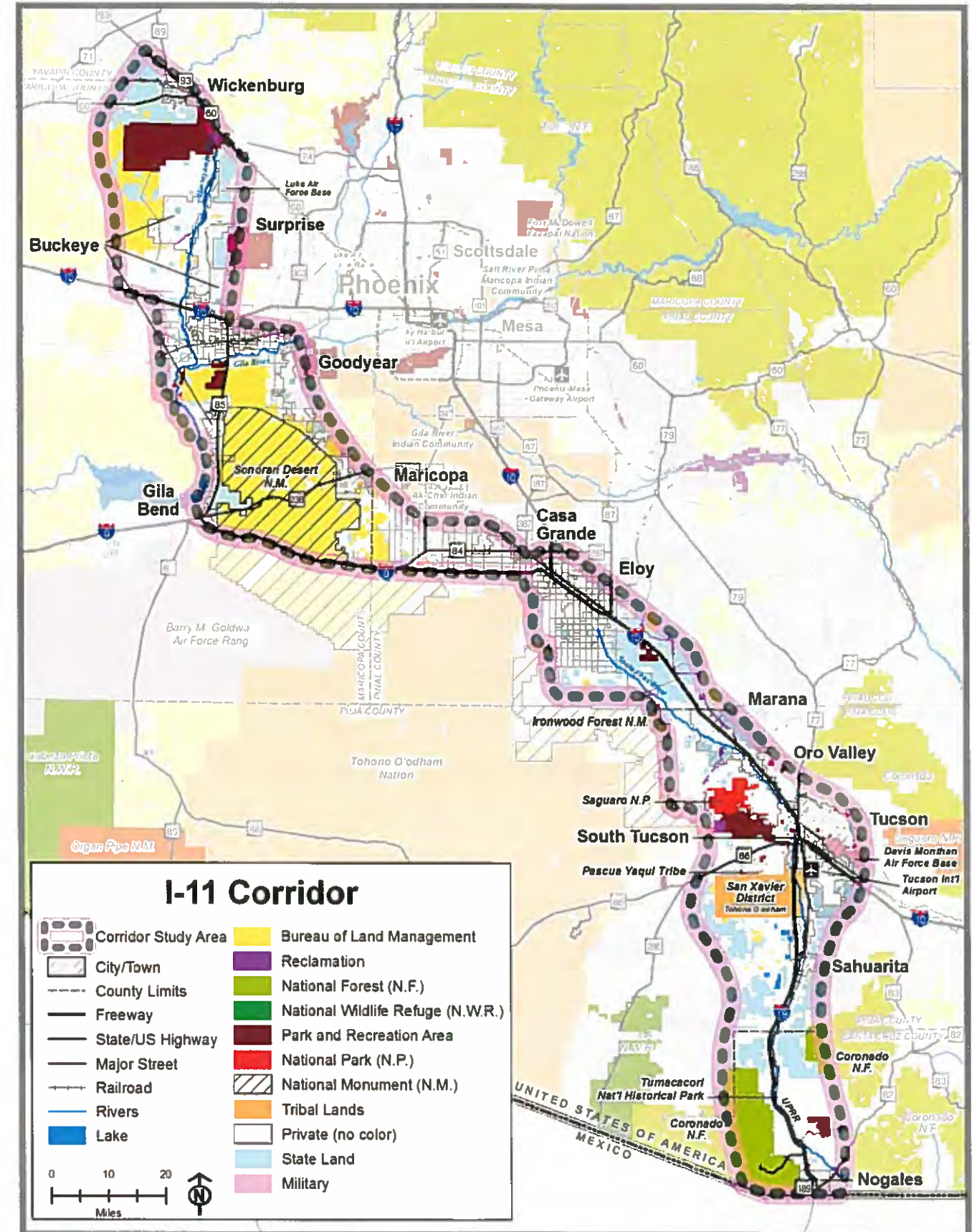


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1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007

PHOENIX, AZ 852  
14 JUL 2016 PM 11 L



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

## PUBLIC SCOPING SURVEY



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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2

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Page F-44

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

~~\_\_\_\_\_~~

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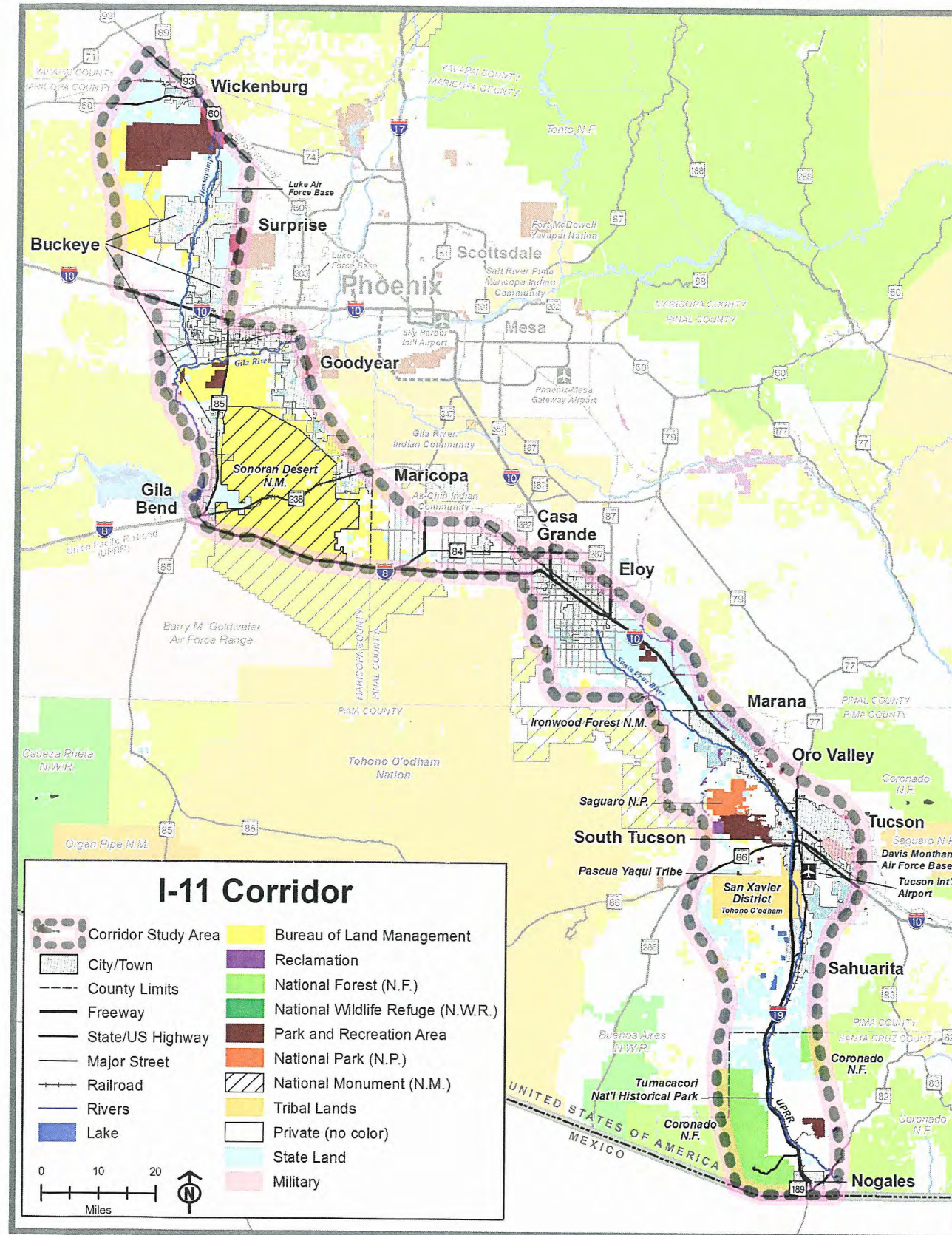
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| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*We need I-11. I support I-11 going through Avra Valley. I live in Avra Valley. Metro Tucson is growing we must invest in The AVRA VALLEY CORRIDOR For I-11!*

Please use this map to provide any comments on specific areas, ideas and concerns.



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

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**Next Steps**

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

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Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 Zip Code \_\_\_\_\_  
 Email \_\_\_\_\_



**PUBLIC SCOPING SURVEY**

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- 2 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 5 Improve local access to communities and resources (parks, recreation, and tourism)
- 6 Support a different transportation mode than what exists today
- 1 Support homeland security and national defense needs
- 7 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 6 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 4 Accommodate rail within corridor alternatives
- 5 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 3 Air quality
- 8 Biological resources (for example: plants, wildlife, and habitats)
- 7 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 4 Historic structures and archaeological sites
- 6 Noise and vibration
- 2 Visual and aesthetics
- 5 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Small towns/unincorporated areas -  
- all National Monuments  
- water resources*

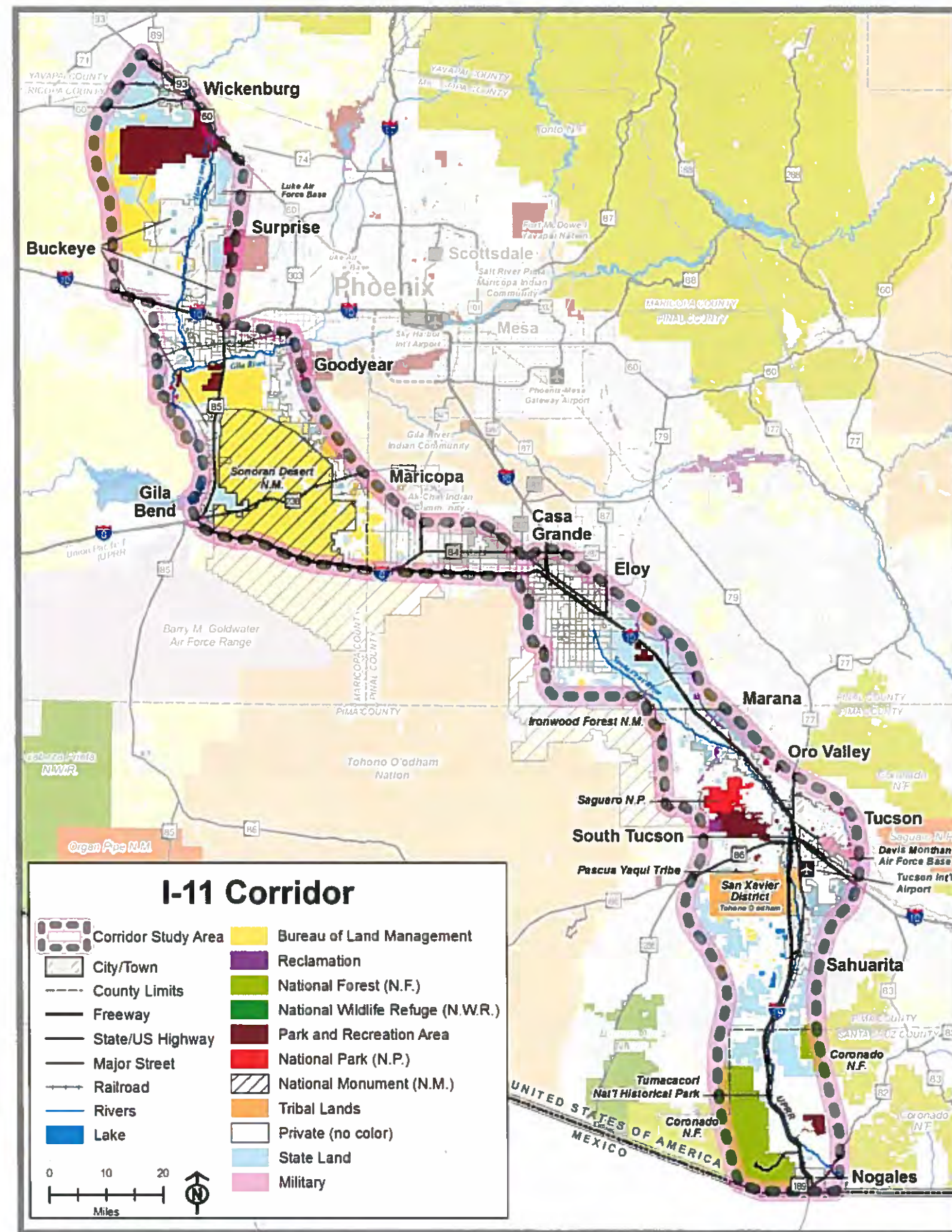
**6** How do you prefer to receive information:

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|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio            | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Does this have to be a new freeway/construction? Can it be a toll road? If there are currently no funds set aside for this who is paying for all the studies?*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 1 Improve local access to communities and resources (parks, recreation, and tourism)
- 1 Support a different transportation mode than what exists today
- 1 Support homeland security and national defense needs
- 1 Other desirable outcomes? *Access to land*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 1 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 2 Enhance or expand existing highway/freeway
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 1 Open access to West Pinal County

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 1 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Pinal County & Citizens are considering an open space and trails public park known as Palo Verde recreation area - a route thru Hidden would give great access to BLM lands

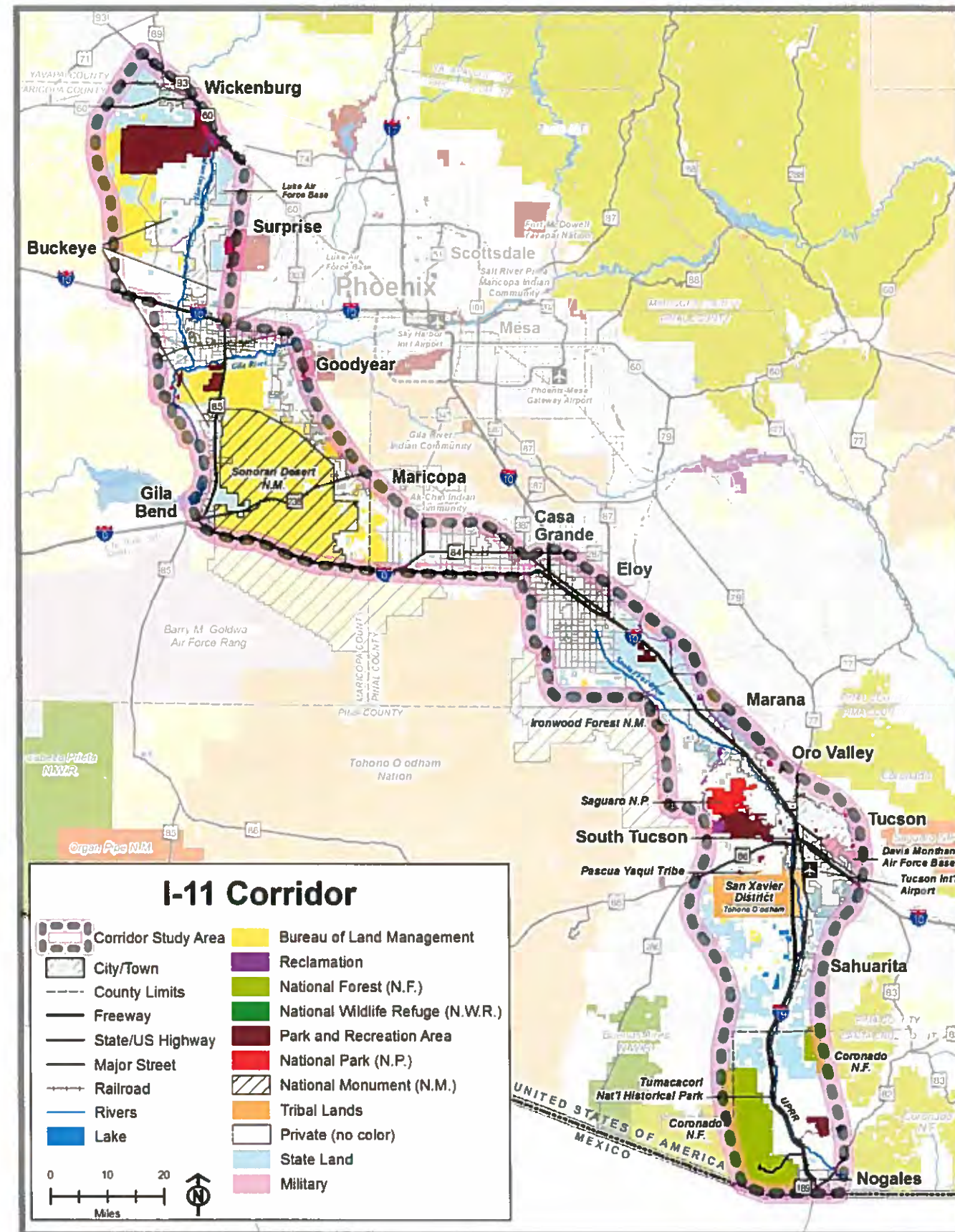
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| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other                  |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

Need new Interstate thru West Pinal County another access for City of "Maricopa" I-8 does not help, too far South

Please use this map to provide any comments on specific areas, ideas and concerns.



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





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- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials */Not clear*
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- Had to rate "1" -*
- All are of super importance*

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

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| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

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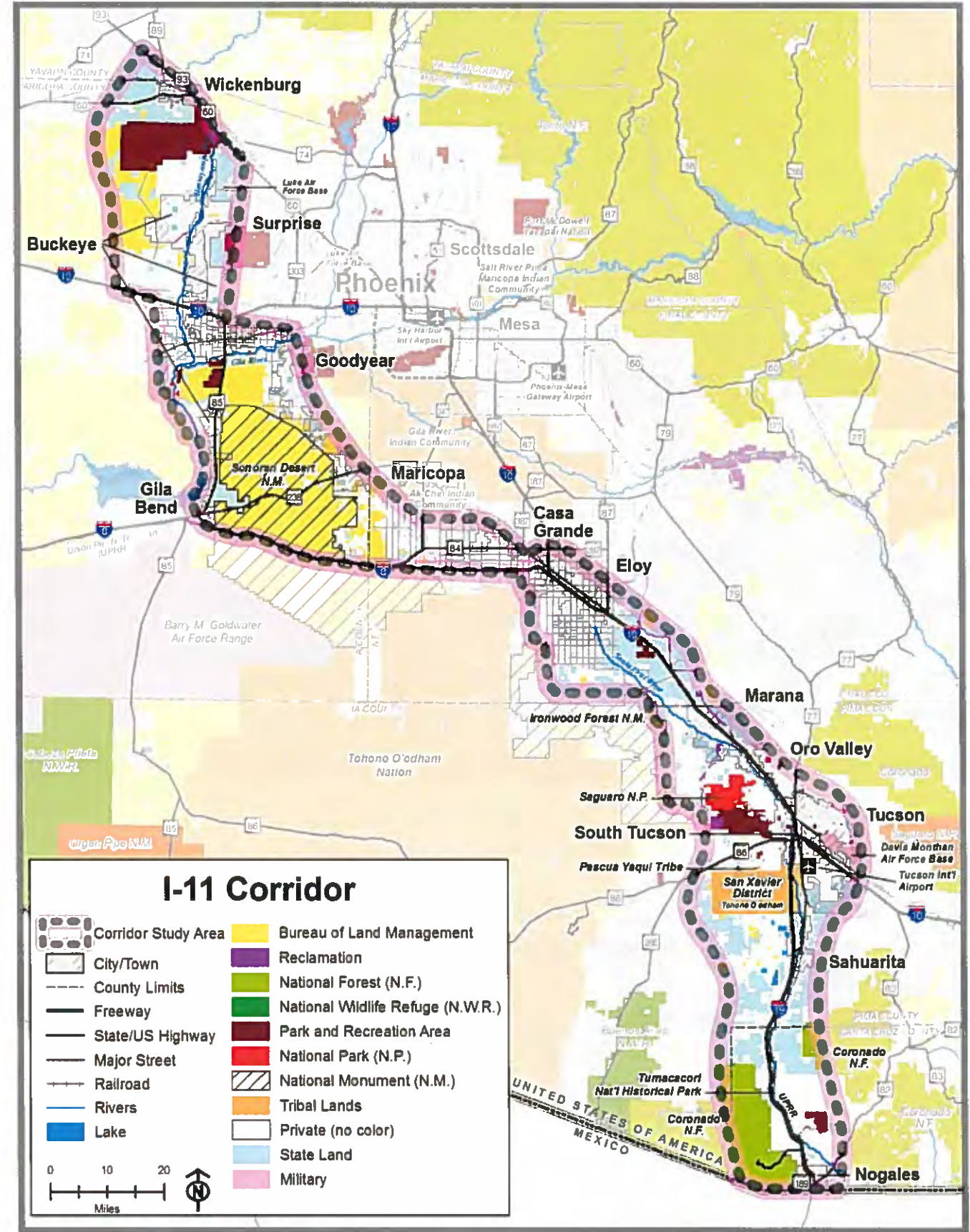
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- 
- 

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**6** How do you prefer to receive information:

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| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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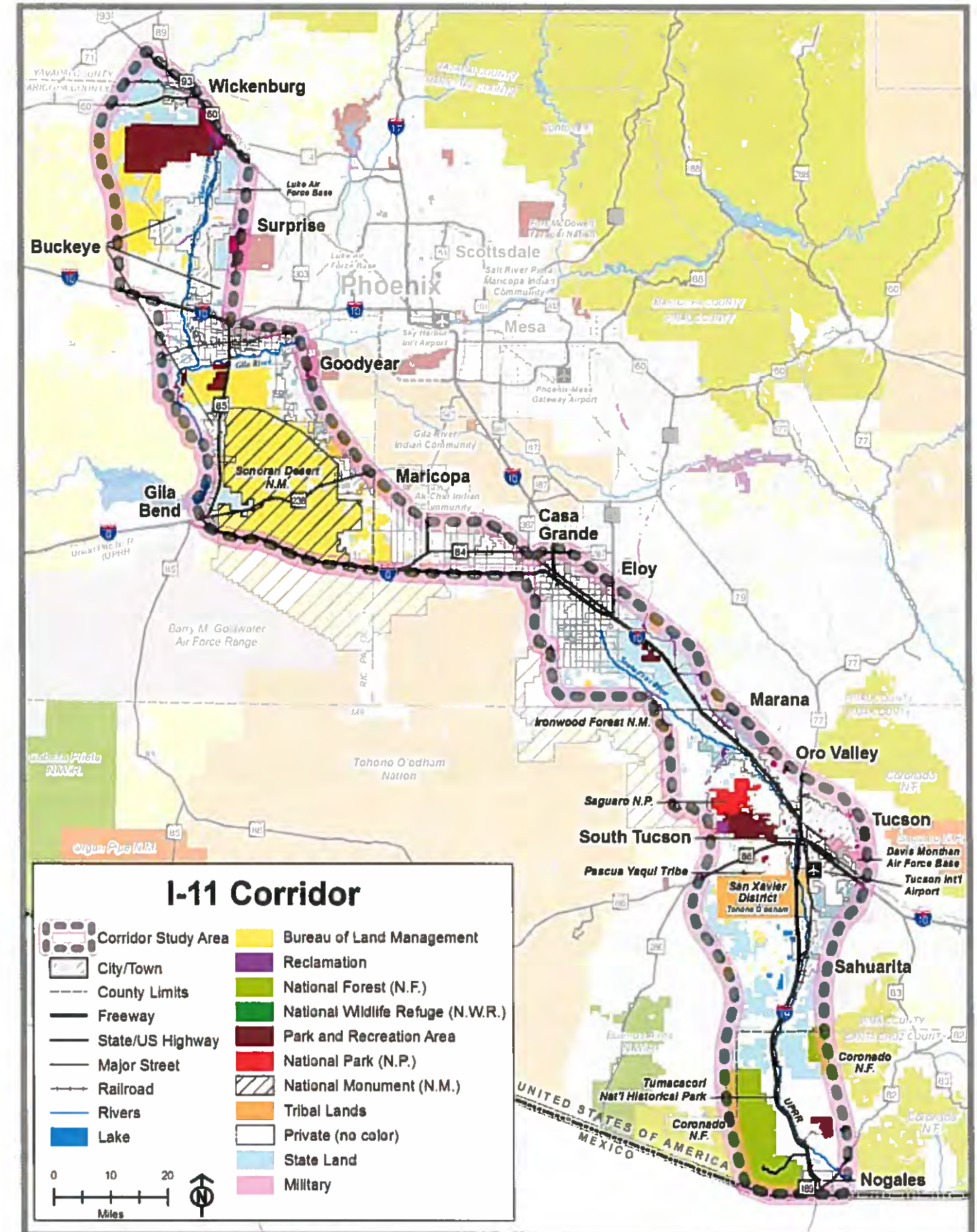
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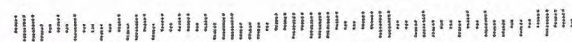


**ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement**  
**NOGALES TO WICKENBURG**  
JUNE 2016



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1655 W. Jackson Street, Mail Drop 126F  
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Project No. M5180 01P / Federal Aid No. 999-M(161)S



FOR MORE INFORMATION:  
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- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 
- 

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- 
- 

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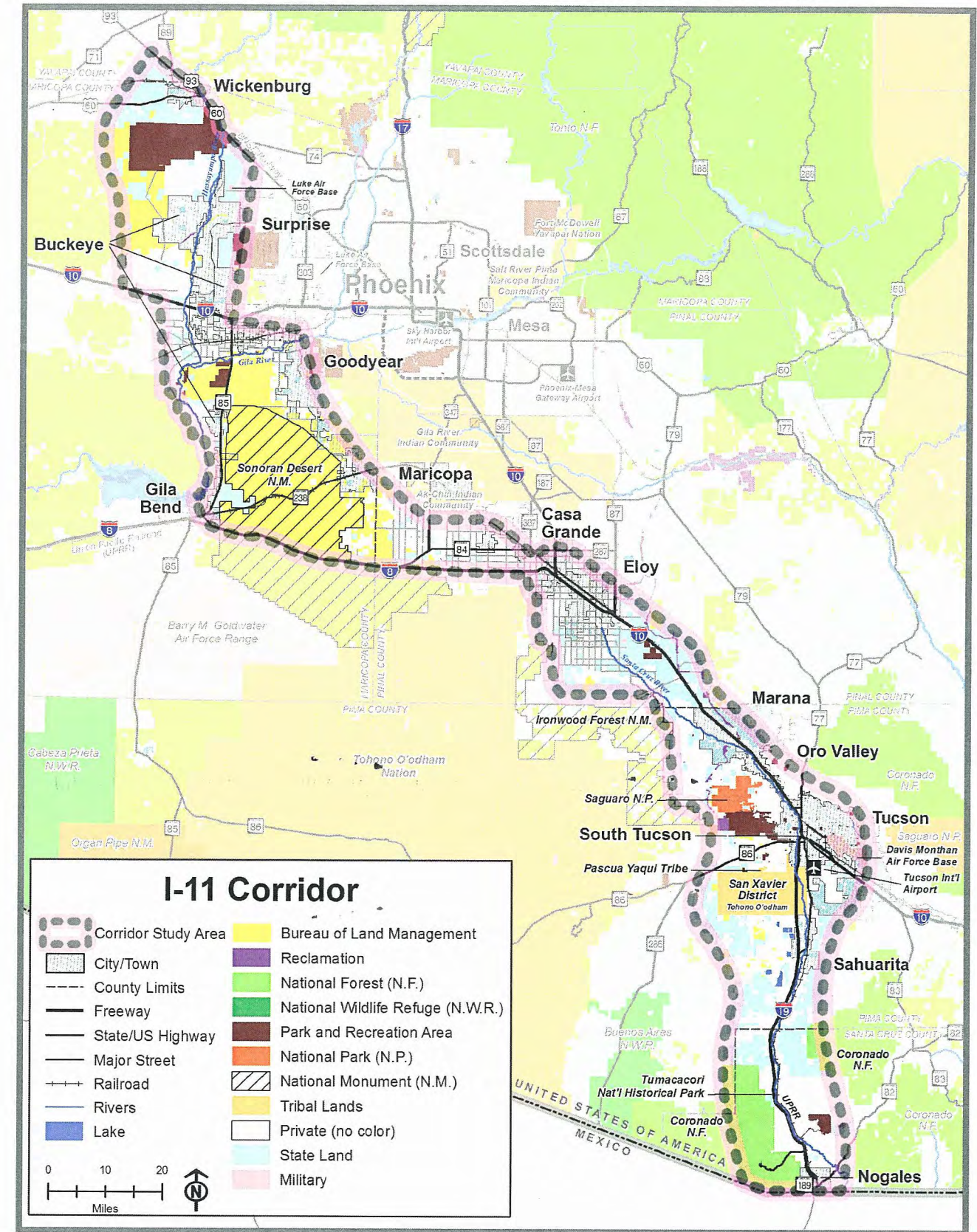
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| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

No Double Decking I-10!  
 ARRA VALLEY CORRIDOR  
 IS THE BEST AND MOST  
 LOGICAL ALTERNATIVE  
 FOR I-11!

START I-11 NOW—

Please use this map to provide any comments on specific areas, ideas and concerns.



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- Economic development and growth
- Land use
- Public parks and recreation
- Keep it away from Neighborhoods & residences*

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- Visual and aesthetics
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*All Residential Areas*

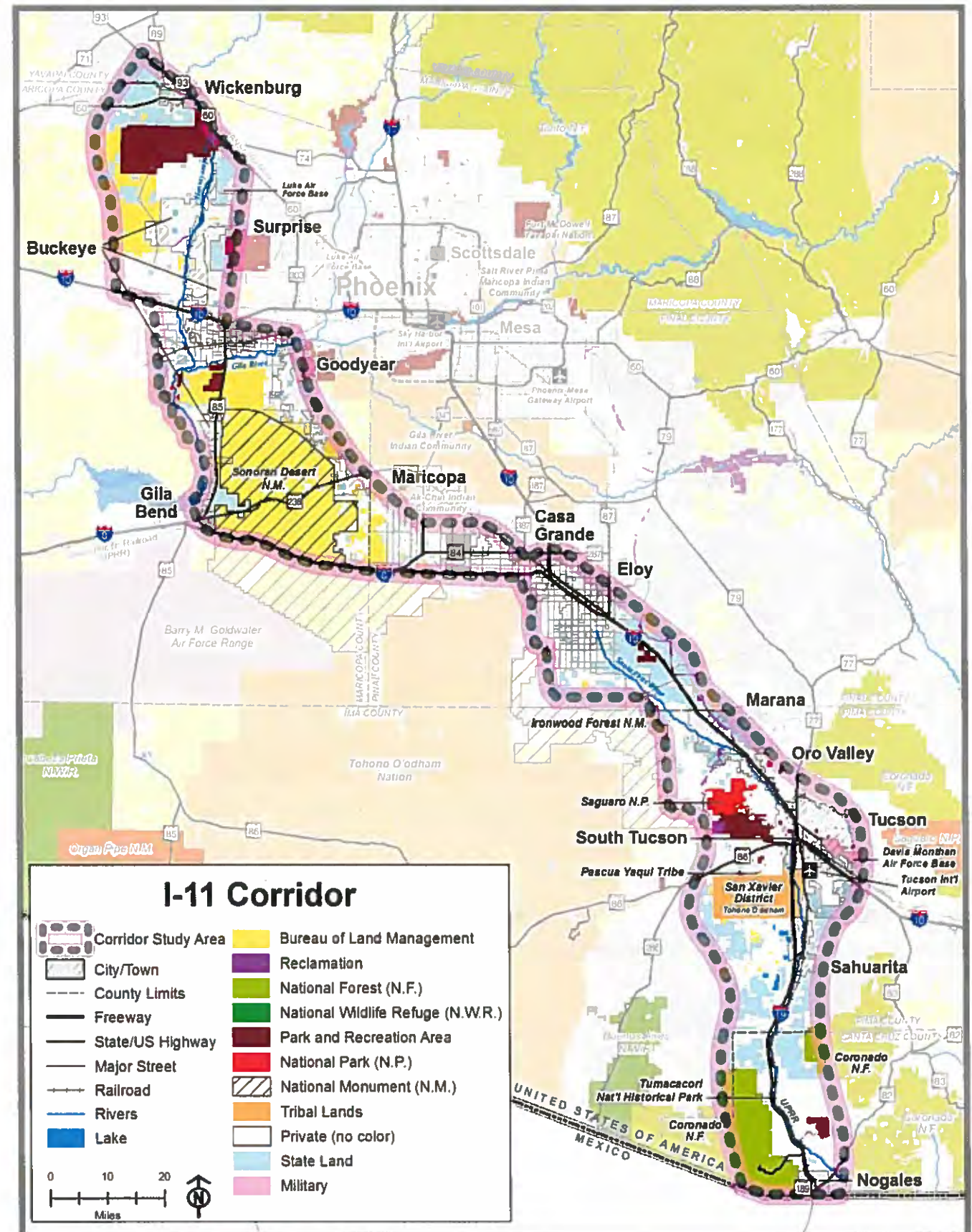
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| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Keep it on highway 85*

Please use this map to provide any comments on specific areas, ideas and concerns.



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





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Phoenix, AZ 85007

GRAND JUNCTION CO 815

14 JUL 2016 PM 1 L



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

## PUBLIC SCOPING SURVEY



Interstate 11 Tier 1 EIS Study Team  
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1655 W. Jackson Street, Mail Drop 126F  
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8500783279 0016

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1-844-544-8049 (Toll-free/bilingual)



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### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

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Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Zip Code: \_\_\_\_\_  
Email: \_\_\_\_\_

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

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- 1 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
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- 2 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 1 New highway/freeway
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Project No. M5180 01P / Federal Aid No. 999-M(161)S



FOR MORE INFORMATION:

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[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- 2 Noise and vibration
- 4 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

The Residential Areas that already exist along US 93.  
 Corridor should be west of town where economic development & growth could more easily occur.

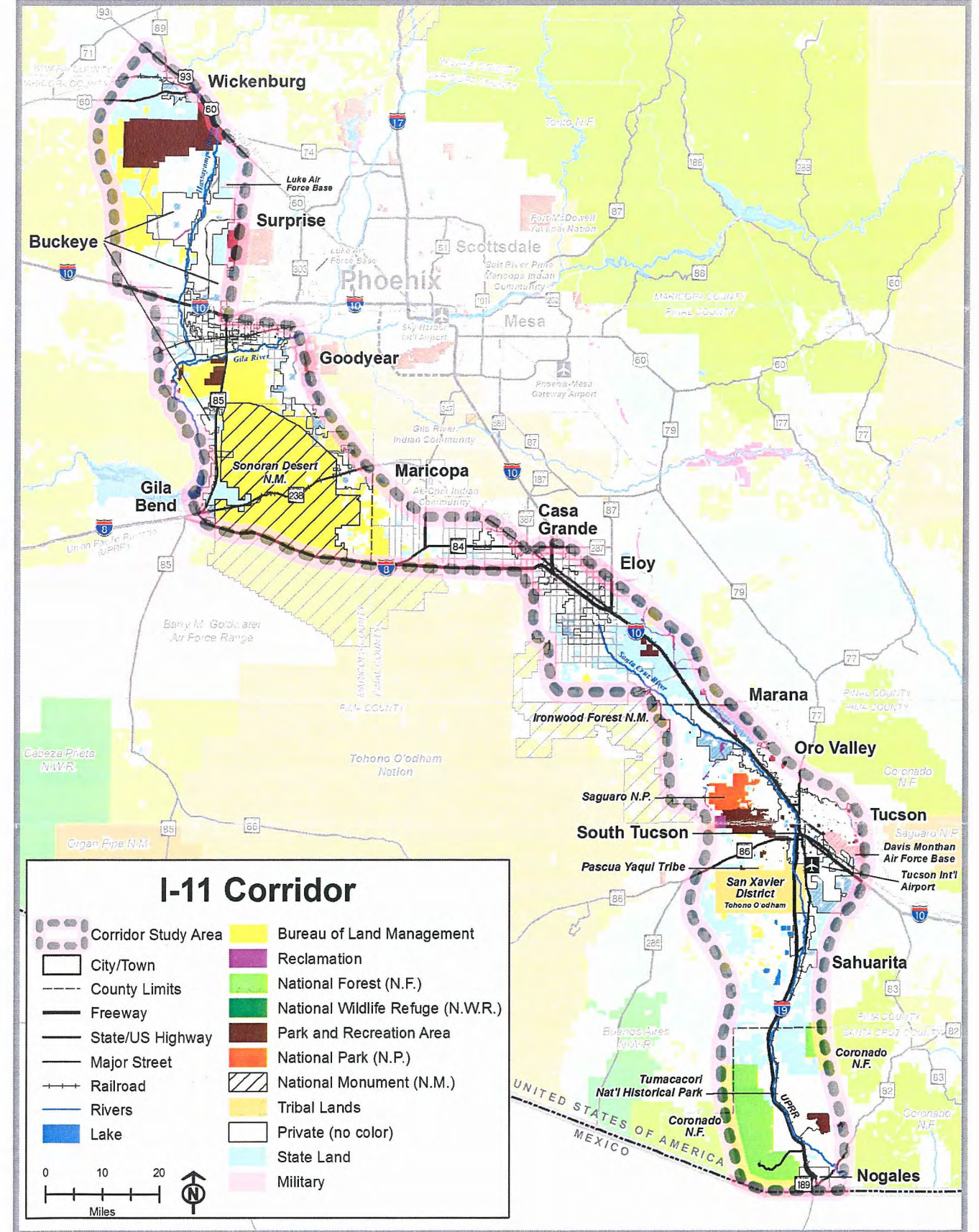
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email     | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

What ever happens to all the other cameras. Camera Station. Millions of dollars have already been spent on this road - I-11 now it's known as I-11.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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Phoenix, AZ 85007

PHOENIX, AZ 852

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# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

## PUBLIC SCOPING SURVEY



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Zip Code: \_\_\_\_\_

Email: \_\_\_\_\_

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- Other desirable outcomes?

2

What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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Page F-60

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- 5 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 5 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 3 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
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| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
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| <input type="checkbox"/> Twitter              |   |

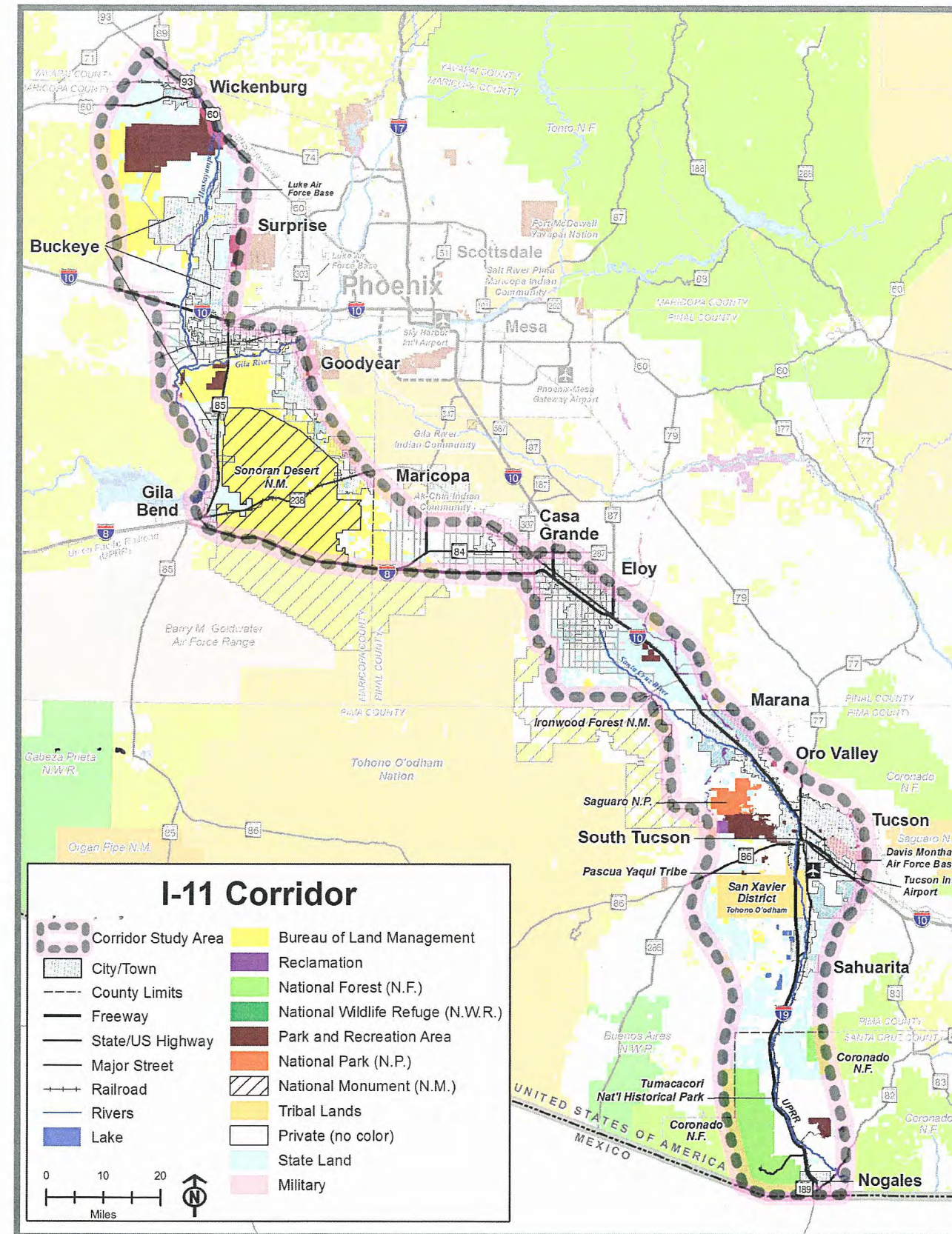
**7** Additional comments:

*I support the I-11 corridor going through Ave Valley.*

*We need more freeways in the growing city.*

*Get started on it to day!*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

*Protect*

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

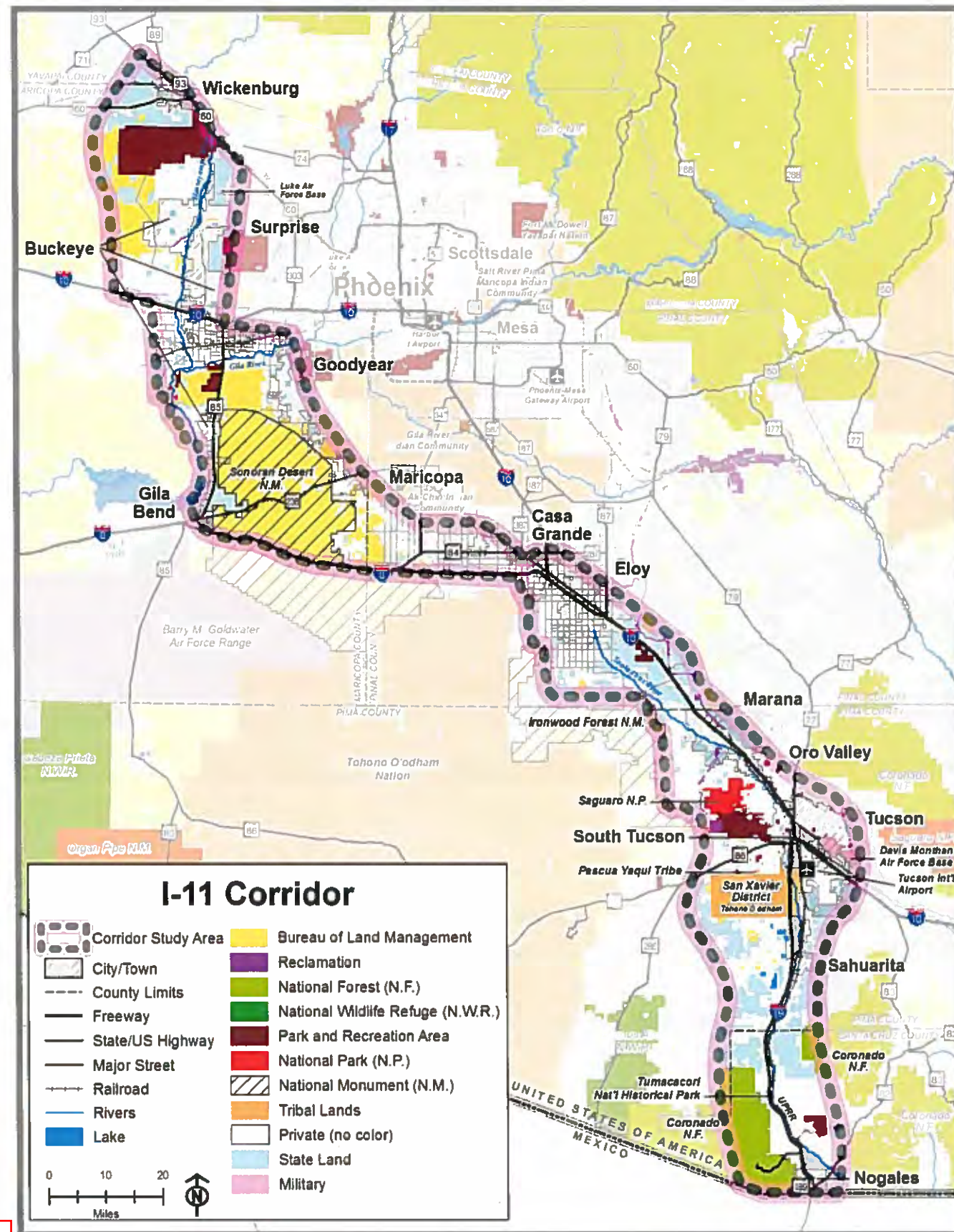
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| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*Stay on Existing Highways!  
This is only a Corridor  
to Move Products from  
Mexico to Canada to  
help Create 1 Country out  
of 3 Countries (IE Europe)  
Gopherus Agassizii  
Gopherus MOCAFKA*

**"MOCAFKA"**  
NOTE: Was cut off by copier/scanner.

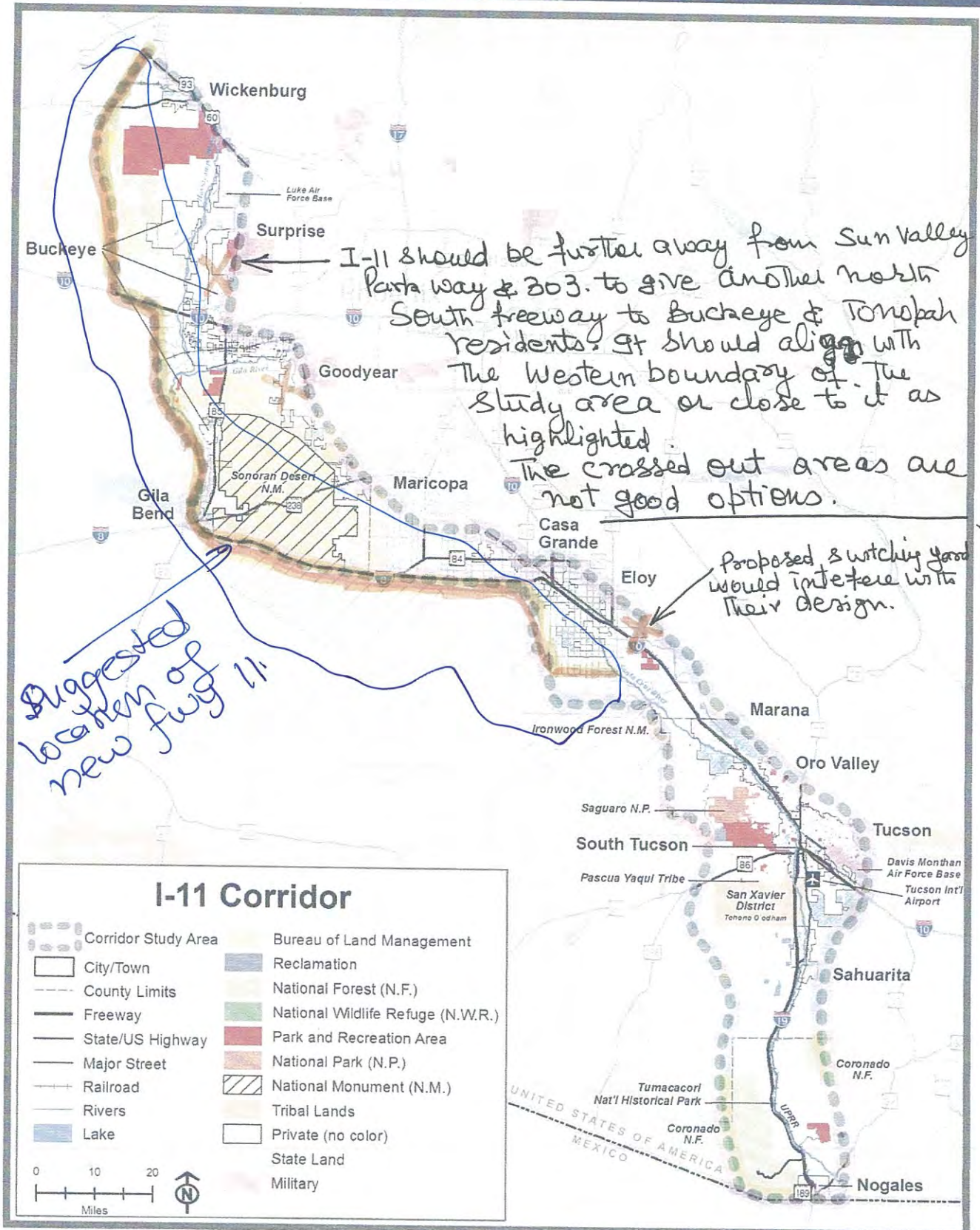
Please use this map to provide any comments on specific areas, ideas and concerns.



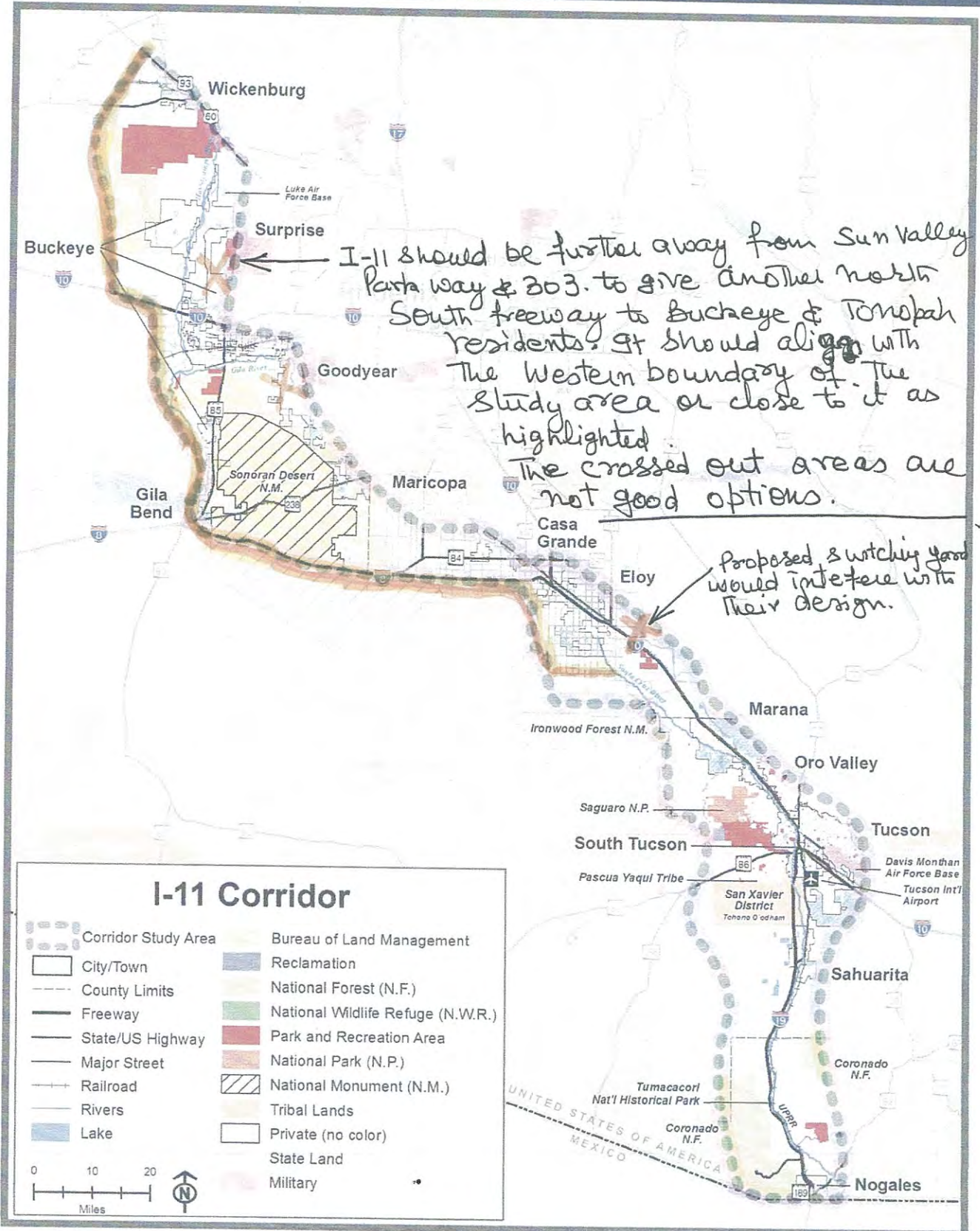
**Thank you for your continued interest in the I-11 Study.**

# Interstate 11 Corridor Tier I Environmental Impact Statement

## CORRIDOR STUDY AREA



# Interstate 11 Corridor Tier I Environmental Impact Statement CORRIDOR STUDY AREA





Good evening, my name is [REDACTED]

[REDACTED]  
Arizona's 4th District.

[REDACTED] has asked me to read this statement on his behalf.

I would like to thank ADOT and [REDACTED] for their great work on Interstate 11 as well as allowing me to make a brief statement at this meeting. One of the core functions of each state, and the Federal Government, is creating the infrastructure necessary to conduct commerce, trade and general transportation. I strongly support maintaining, modernizing and expanding America's transportation system and feel that work is critical to our country's long-term productivity and economic competitiveness. [REDACTED]

[REDACTED] Congressional Interstate 11 Caucus, I have been a leader of the efforts to push this project forward at the federal level by writing, advocating for and passing required authorizing legislation along with building support in Congress for this project as a regional and national priority. I'm proud to have taken a lead role in the initial authorization of the future I11 corridor project by championing authorizing language included in MAP21, the major transportation and infrastructure bill passed by Congress in 2012. This was the critical first step for the major economic development project that will connect Phoenix and Las Vegas, the two largest cities in the nation not linked by an interstate highway.

In March 2015, I introduced the Intermountain West Corridor Development Act of 2015. This legislation extends the future I11

beyond the Phoenix – Las Vegas region to connect shipping ports in Southern Arizona through Northern Nevada to existing major interstate networks in the Northwest. Extending I11 and allowing it to become the main transportation corridor in the West will be an economic boon for our communities – including Buckeye and all of Arizona’s 4th

District – creating jobs, allowing for an easier flow of goods and services and authorizing the construction of much needed infrastructure.

Building I11 is just commonsense and the associated economic benefits will help future Arizona generations indefinitely. [REDACTED] bill was included as a provision in H.R. 22, Fixing America’s Surface Transportation (FAST) Act of 2015, and was signed into law by the president in December 2015.

[REDACTED] I will continue to push this Arizona priority forward and expand the coalition of stakeholders and advocates. Last week, I spoke to a gathering of more than 50 transportation and industry leaders from Arizona and Nevada in Washington, DC about the importance of I11. The business community is an essential partner with federal, state and local governments in identifying funding sources and streamlining the study and design process. I will continue to be Interstate I11’s hardest working advocate in Congress in order to ensure this much needed infrastructure project becomes a reality.



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

## PUBLIC SCOPING SURVEY

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# ADOT Interstate 11 Corridor Tier 1 Environment

For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- 6 Geology/fissures, soils, and farmland
- 4 Hazardous materials
- 7 Historic structures and archaeological sites
- 1 Noise and vibration
- 2 Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information?

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|---|---|
| <input checked="" type="checkbox"/> Email   | <input type="checkbox"/> Facebook       |
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| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

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Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

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- Land use
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- 
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- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Go As far east as possible  
As on the East you already have 303 & 85.*

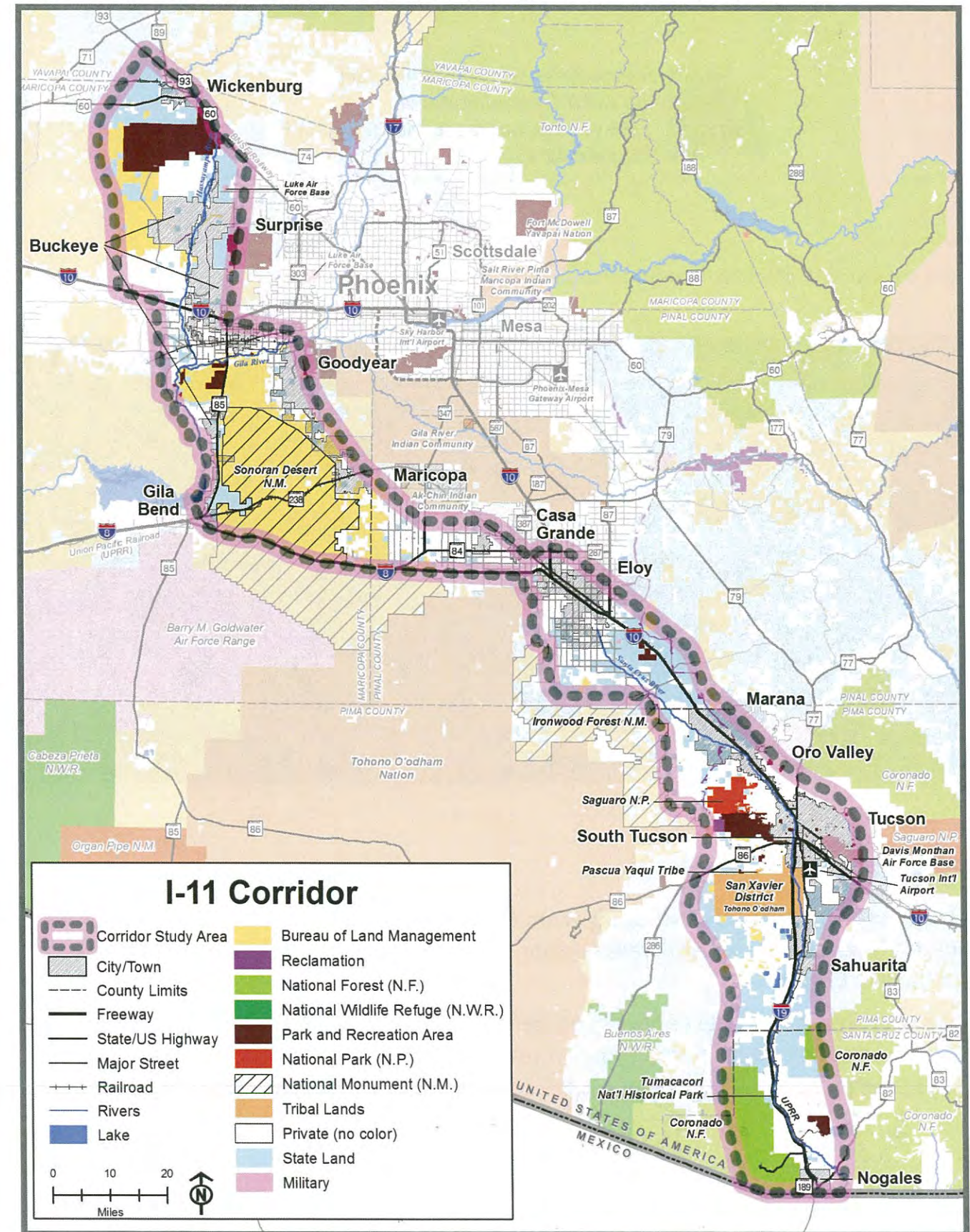
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- |   |   |
|---|---|
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*I have a client who can offer free lands on this path  
See attached map with Remarks.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

## Help Shape the Future of Arizona's Transportation System, TODAY!

Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area.

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

- 6 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 2 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 1 Improve freight travel and reliability, reducing bottlenecks on existing highways *(divert freight from Interstates to heavy rail)*
- 7 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today *(provide for passenger rail)*
- 4 Support homeland security and national defense needs
- 5 Other desirable outcomes?

*accommodate utility corridors for Transmission lines, pipelines, fiber optic, water lines etc.*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 6 New highway/freeway
- 5 Combination of new and existing highway/freeway
- 4 Enhance or expand existing highway/freeway
- 1 Accommodate rail within corridor alternatives
- 3 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 2 Accommodate rail and utilities within corridor alternatives

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



FOR MORE INFORMATION:

1-844-544-8049  
[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
i11studyPage/FR2na

For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4  1 Neighborhoods, diverse communities, and residences *connectivity → no net loss.*
- 6  2 Economic development and growth
- 5  3 Land use
- 3  4 Public parks and recreation
- 1  5 Public lands (BLM-managed lands)
- 2  6 Wilderness /  Habitat

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4  1 Air quality
- 1  2 Biological resources (for example: plants, wildlife, and habitats)
- 7  3 Geology/fissures, soils, and farmland
- 8  4 Hazardous materials
- 6  5 Historic structures and archaeological sites
- 5  6 Noise and vibration
- 2  7 Visual and aesthetics
- 3  8 Water resources (for example: rivers, washes, floodplains, and drainage)
- 9
- 10

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

- Vulture Mountain ACEC
- Sonoran Desert Nat'l Monument
- Ironwood Forest N.M.
- Viewsheds
- open space
- night skies (darkness)

**6** How do you prefer to receive information:

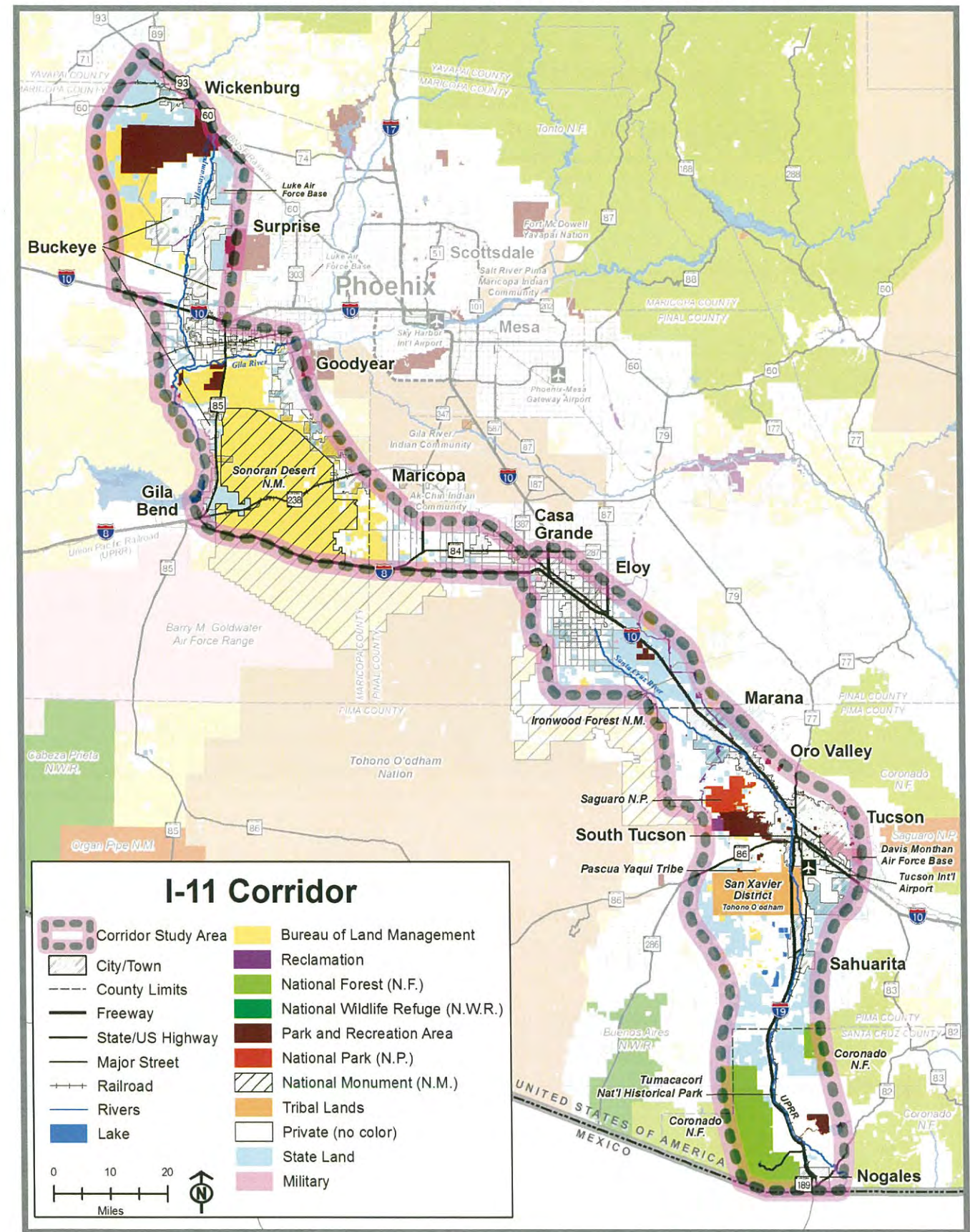
- |  |  |
|--|--|
| 1 <input type="checkbox"/> Email                 | 10 <input type="checkbox"/> Facebook             |
| 2 <input type="checkbox"/> Website               | 11 <input type="checkbox"/> Text Messaging       |
| 7 <input checked="" type="checkbox"/> Radio      | 3 <input type="checkbox"/> Direct Mail           |
| 8 <input checked="" type="checkbox"/> Television | 5 <input type="checkbox"/> Blogs                 |
| 6 <input type="checkbox"/> Newspaper             | 4 <input type="checkbox"/> Other <i>Meetings</i> |
| 9 <input type="checkbox"/> Twitter               |  |

**7** Additional comments:

*I hope that Native American communities/reservations were consulted & if they have any interest in having a corridor on their reservation, that FHWA/ADOT would accommodate their wishes to the maximum extent possible.*

*This facility could provide excellent econ-development opportunities, but I suppose that trust & negative past experiences*

Please use this map to provide any comments on specific areas, ideas and concerns.



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





c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

Once the draft corridor alternatives have been identified, the public will be asked to provide feedback on the proposed solutions. This next round of public participation is anticipated in early 2017.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



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- 5 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 3 New highway/freeway
- 1 Combination of new and existing highway/freeway
- 2 Enhance or expand existing highway/freeway
- 5 Accommodate rail within corridor alternatives
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i11stud Page 7 of 7

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 2 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 5 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 5 Hazardous materials
- 3 Historic structures and archaeological sites
- 5 Noise and vibration
- 2 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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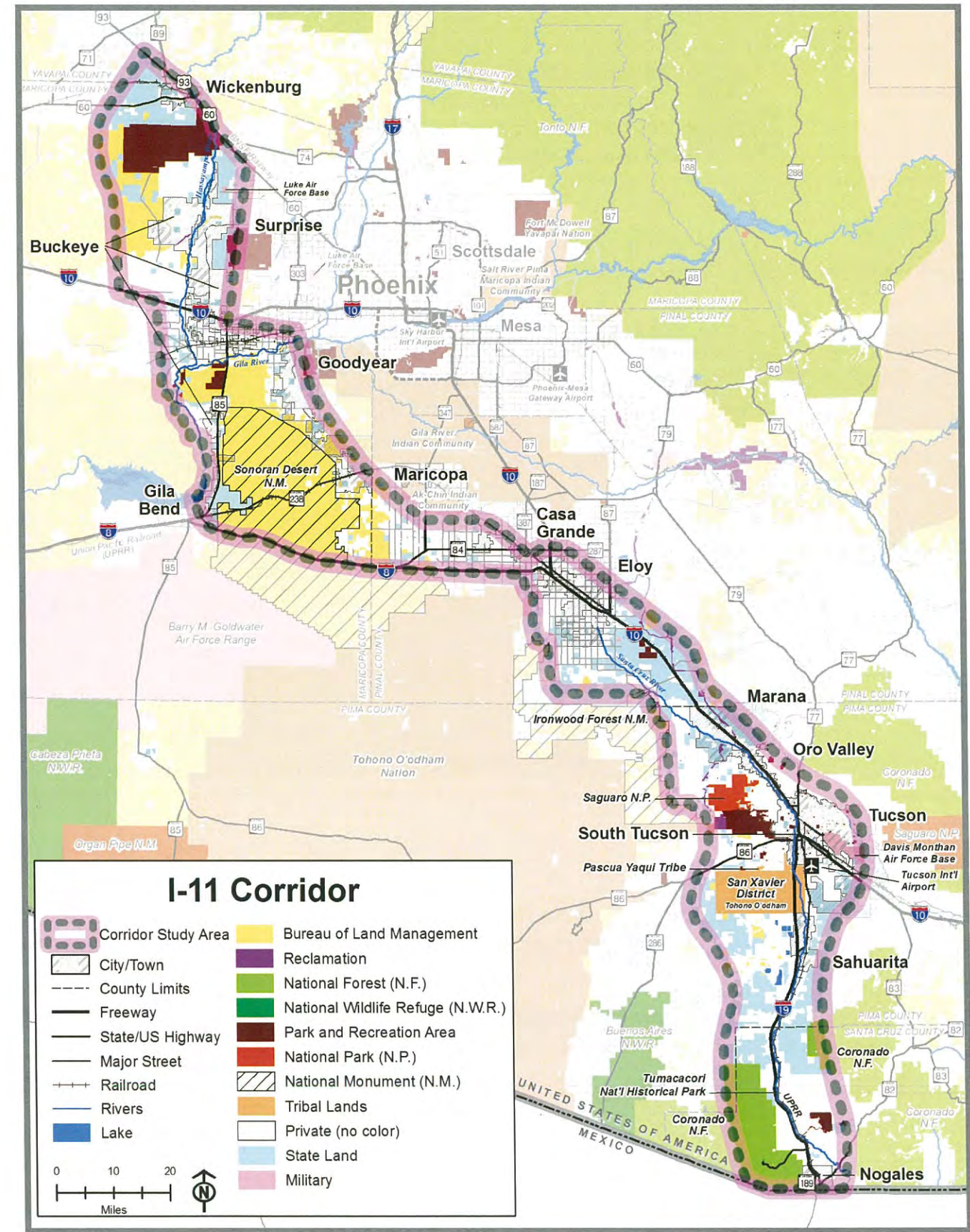
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Please use this map to provide any comments on specific areas, ideas and concerns.



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Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



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- 1 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 2 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 3 Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- 4 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 1 New highway/freeway
- 5 Combination of new and existing highway/freeway
- 6 Enhance or expand existing highway/freeway
- 2 Accommodate rail within corridor alternatives
- 4 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 3 Historic structures and archaeological sites
- Noise and vibration
- 5 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

AVOID VULTURE MTN REC AREA  
 AVOID BELMONT MTN AREA  
 ROUTE THE NORTH SECTION AS FAR WEST AS POSSIBLE, WE NEED TO BRING ECONOMIC BENEFITS TO THE FAR WES VALLEY (TONOPAH AREA)

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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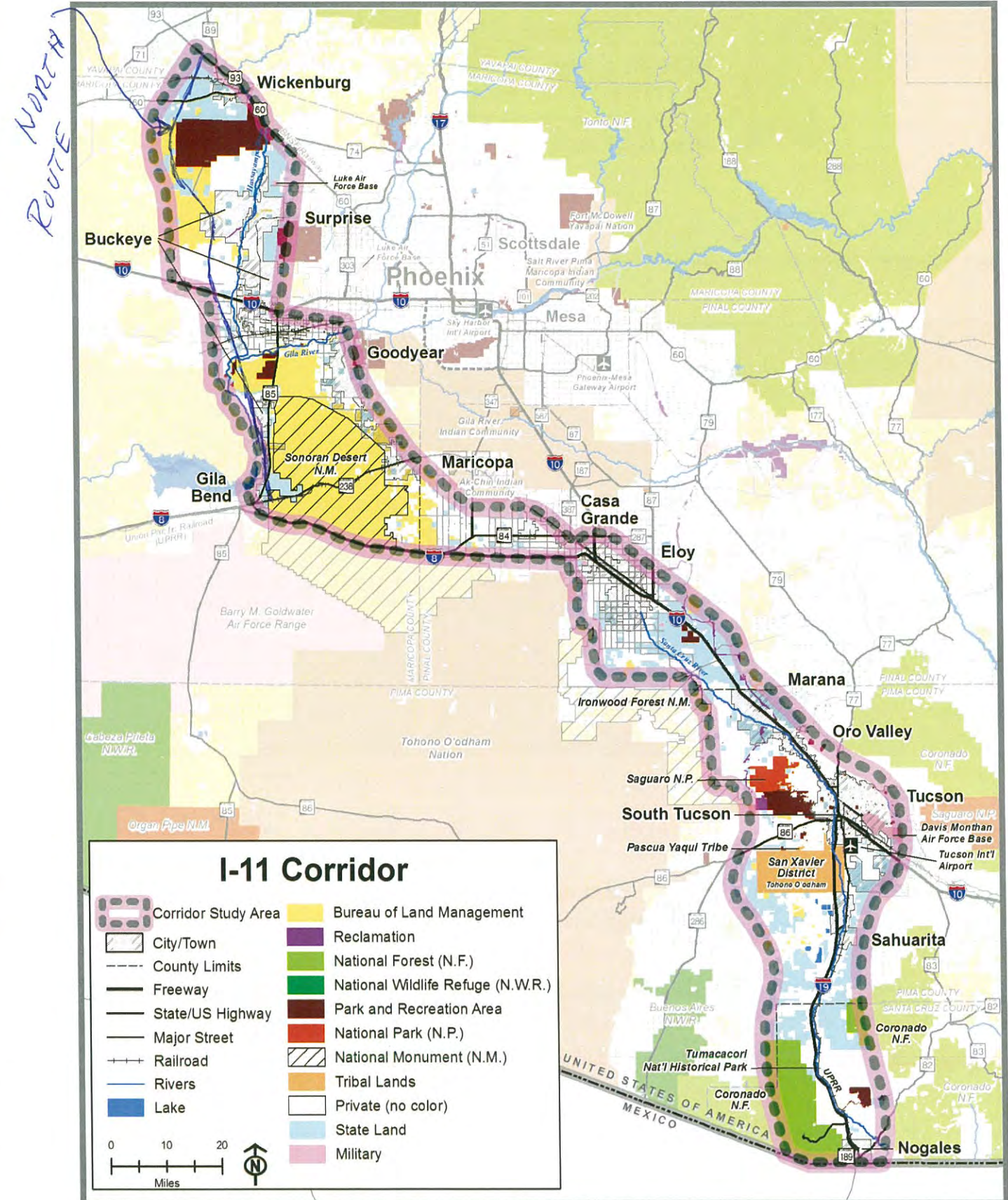
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Please use this map to provide any comments on specific areas, ideas and concerns.



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Address: \_\_\_\_\_

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1

Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

2

Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)

1

Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)

3

Improve freight travel and reliability, reducing bottlenecks on existing highways

5

Improve local access to communities and resources (parks, recreation, and tourism)

4

Support a different transportation mode than what exists today

5

Support homeland security and national defense needs

Other desirable outcomes?

2

What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

1

New highway/freeway

1

Combination of new and existing highway/freeway

2

Enhance or expand existing highway/freeway

3

Accommodate rail within corridor alternatives

4

Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)

2

Accommodate rail and utilities within corridor alternatives

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



FOR MORE INFORMATION:

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 5 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 2 Hazardous materials
- 3 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

① Should be as far west as possible from 303 to partial new access way & transportation.

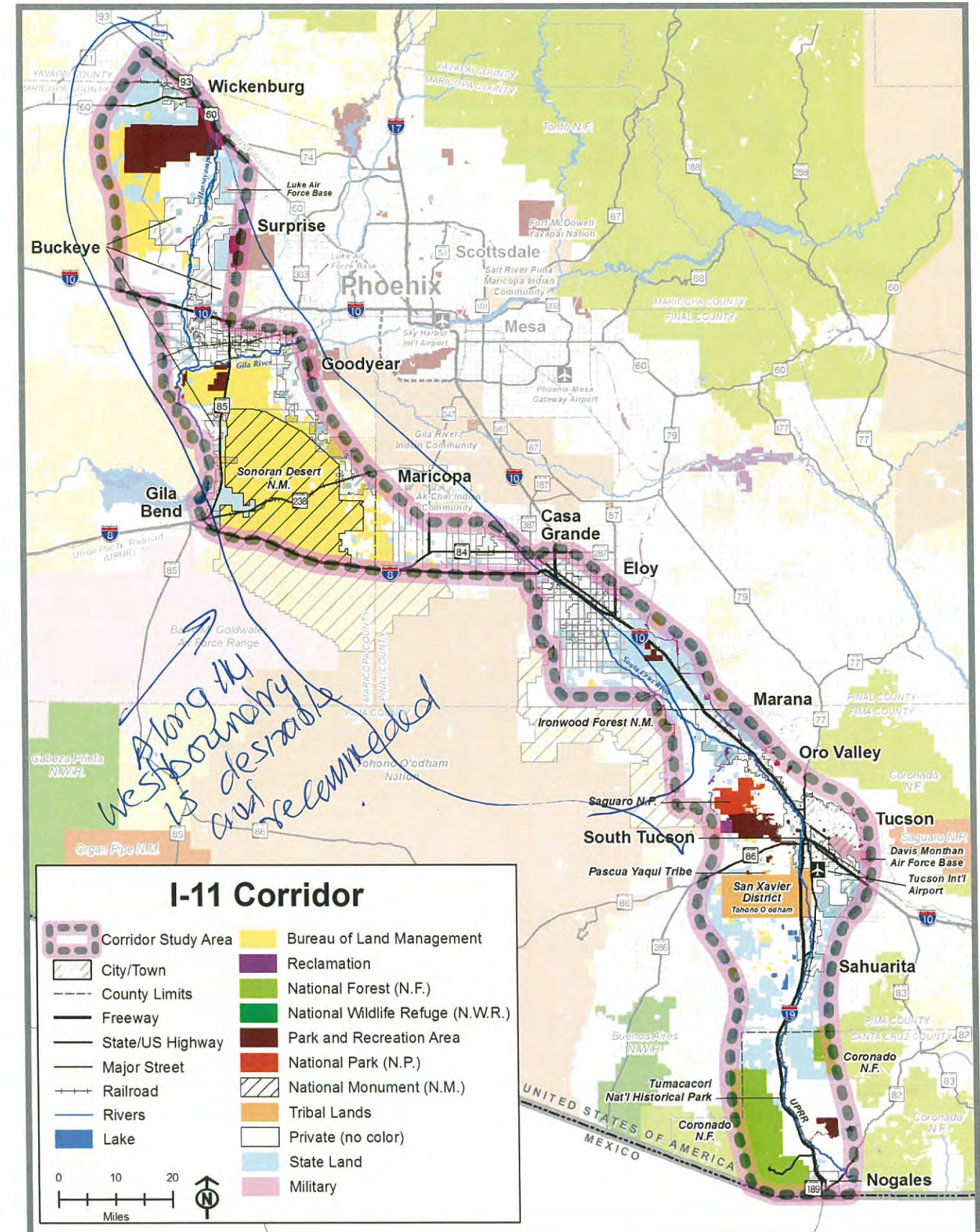
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email   | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> Website | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio              | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television         | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

As close to the western boundary of the proposed area.  
Pl. See the attached marked up map.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 1 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 1 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 1 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 2 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- 1 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 1 New highway/freeway
- 1 Combination of new and existing highway/freeway
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 2 Land use
- 1 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
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- 2 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- 2 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

AVOID NO. TUCSON, ORO VAL,  
MARANA NORTH OF I-10

BYPASS TUCSON SOUTH  
OF I-10

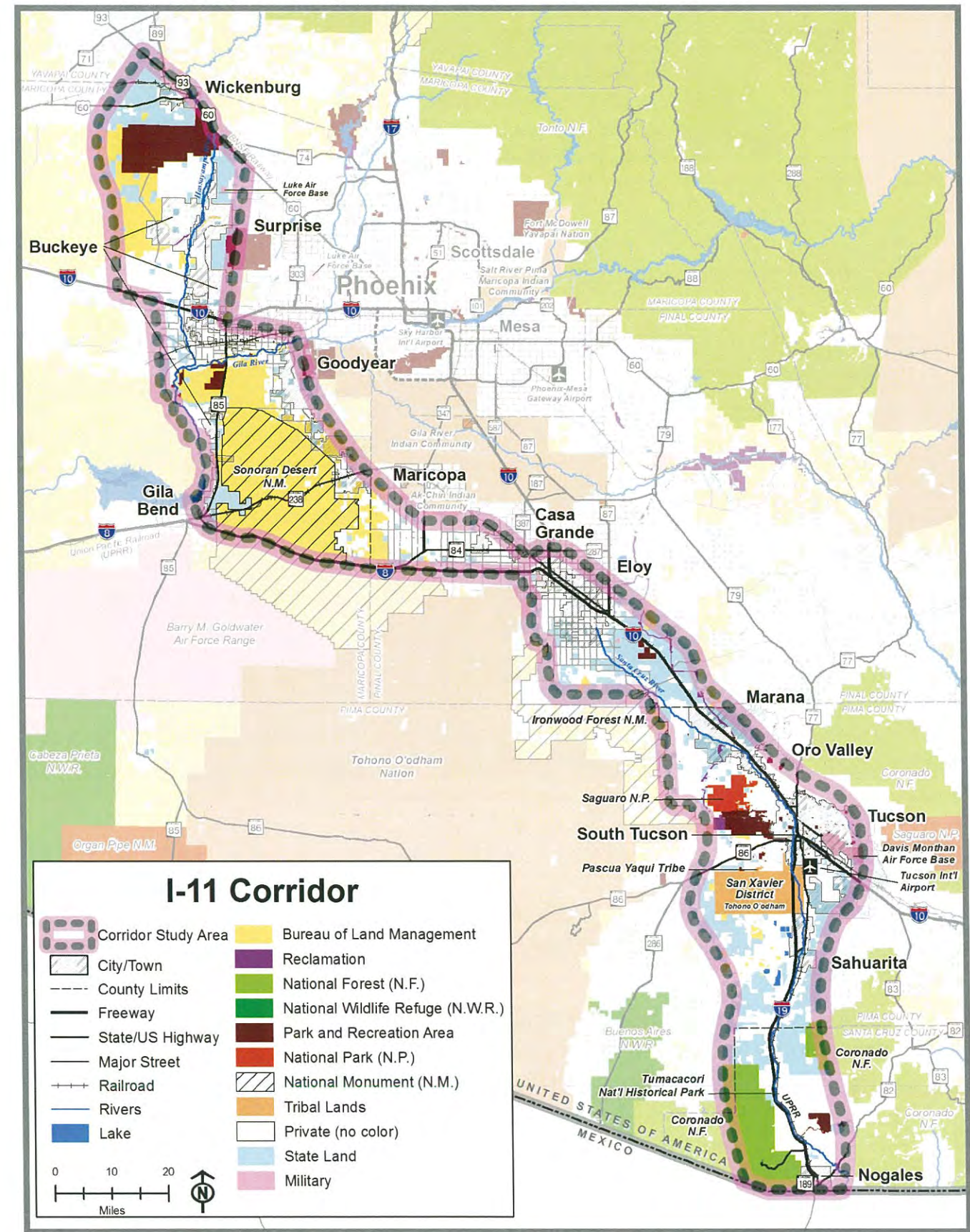
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| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

UPGRADE I 19 CORRIDOR

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 7 Other desirable outcomes?

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- 2 Enhance or expand existing highway/freeway
- 5 Accommodate rail within corridor alternatives
- 6 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 3 Accommodate rail and utilities within corridor alternatives



For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 2 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 3 Air quality
- 4 Biological resources (for example: plants, wildlife, and habitats)
- 10 Geology/fissures, soils, and farmland
- 3 Hazardous materials
- 2 Historic structures and archaeological sites
- 7 Noise and vibration
- 8 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Assayampa River*  
*Sonoran National Monument*

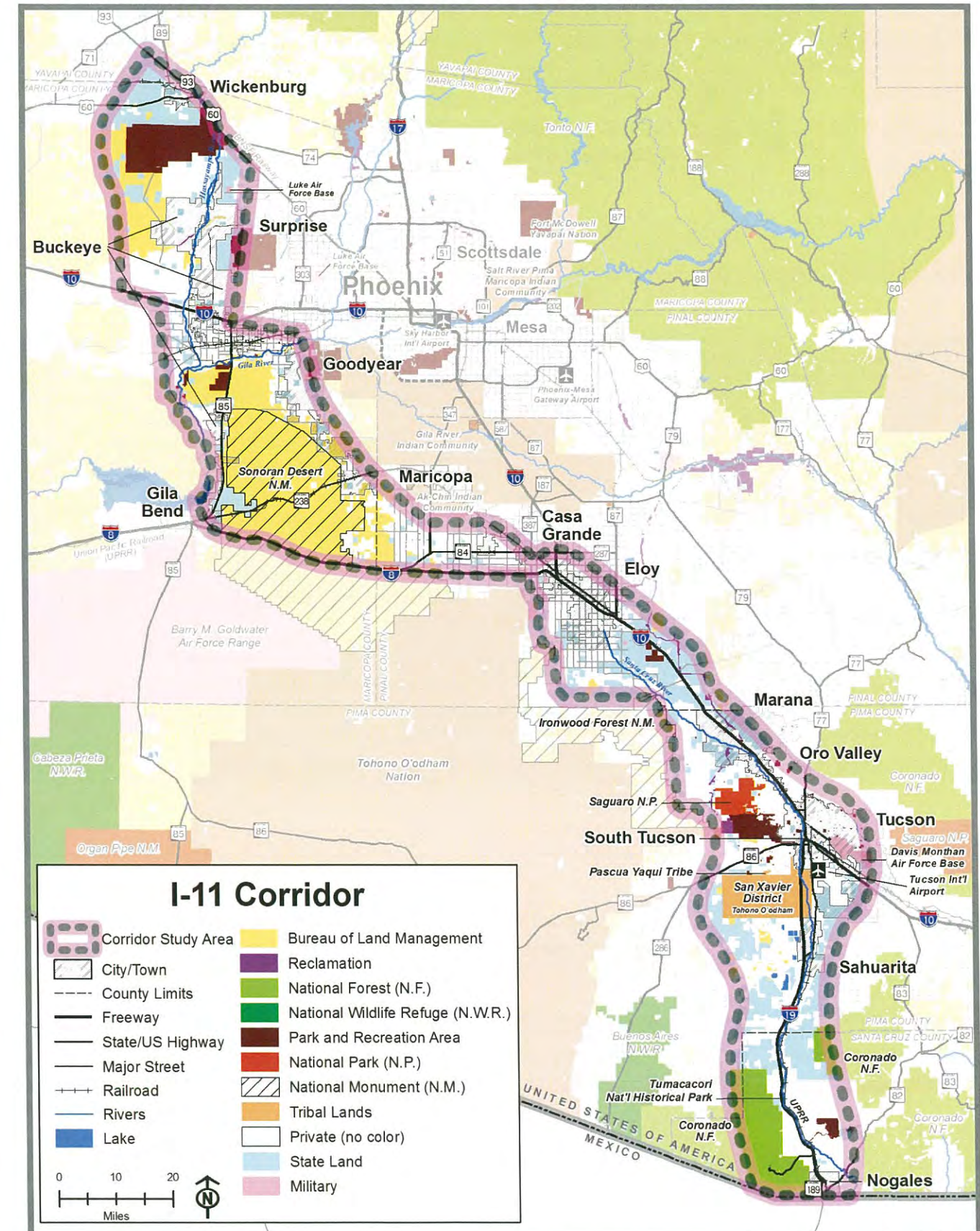
**6** How do you prefer to receive information:

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|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Natural Rivers - Washes

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio      | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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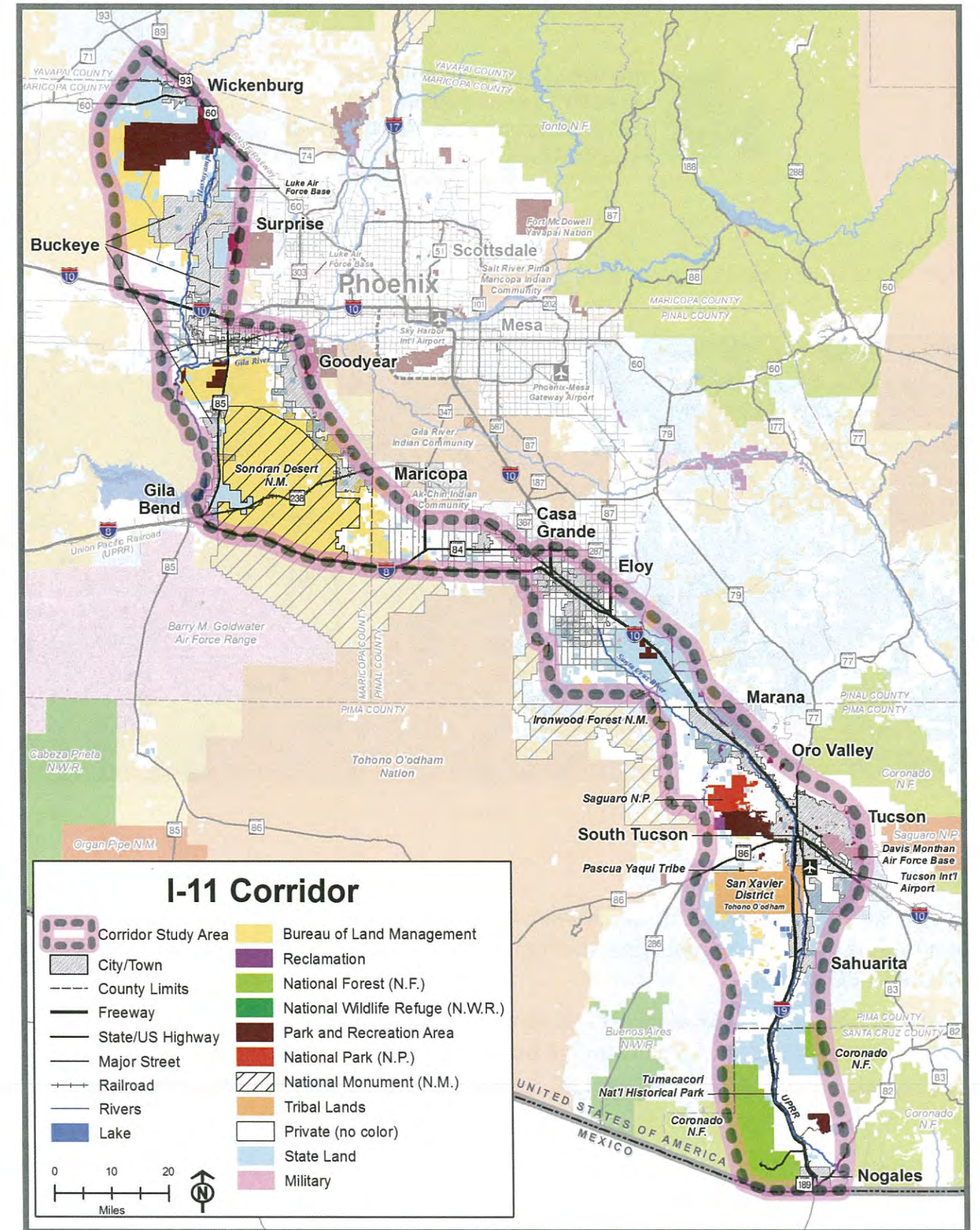


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JUNE 2016

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



FOR MORE INFORMATION:

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Page 7 of 86

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

USE EXISTING ROADWAY  
Freeways

**6** How do you prefer to receive information:

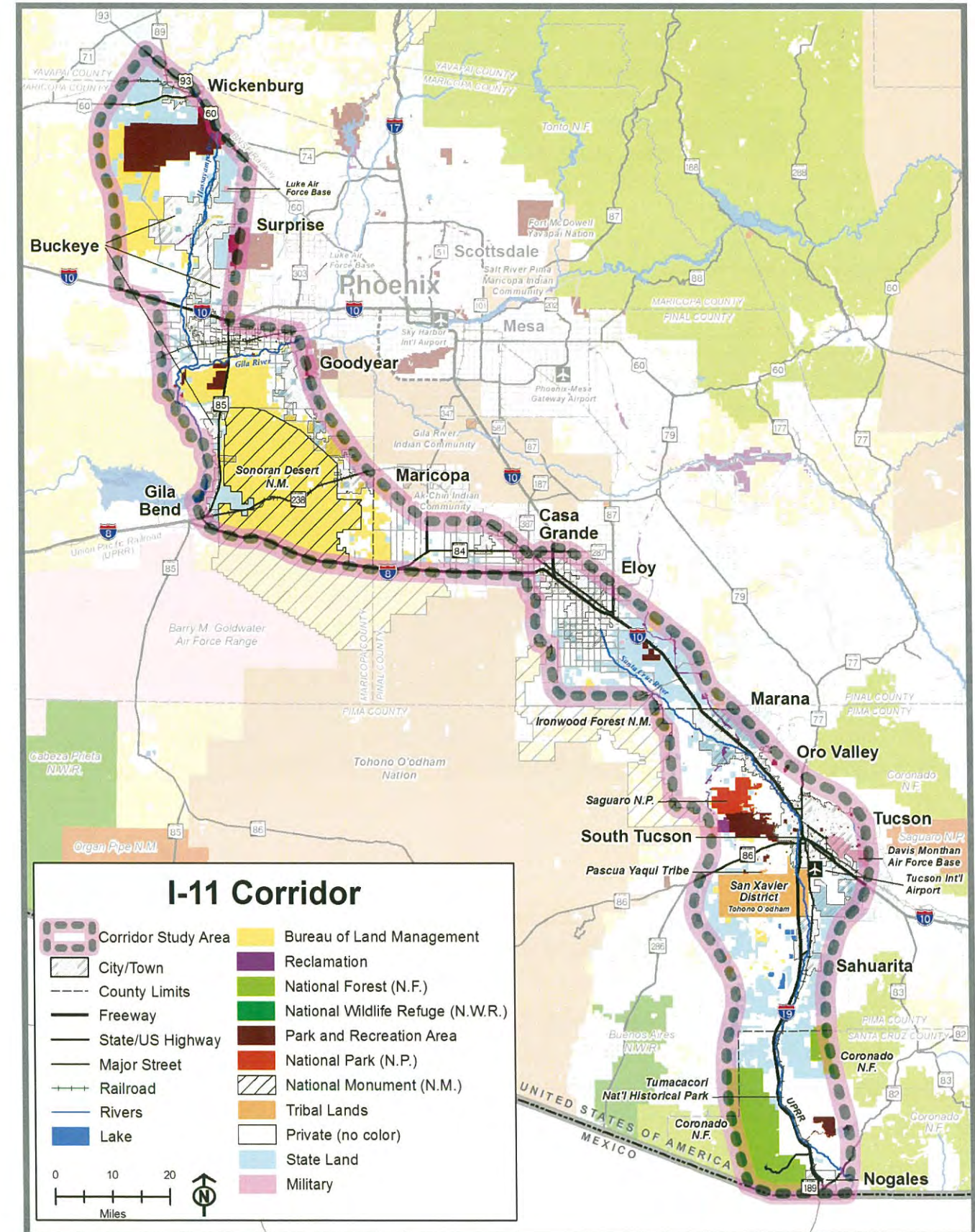
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

From N to S

NEW BUILD From 93 to I-10, I-10 to SR85 to I-8 then use I-8 to I-10 to I-19 - least exposure way.

Please use this map to provide any comments on specific areas, ideas and concerns.



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- Support a different transportation mode than what exists today
- 1 Support homeland security and national defense needs
- Other desirable outcomes?  
*air quality*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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



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- Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
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- 2 Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*1993 Flood on Gila  
Mormon and Butterfield Stage  
Trail*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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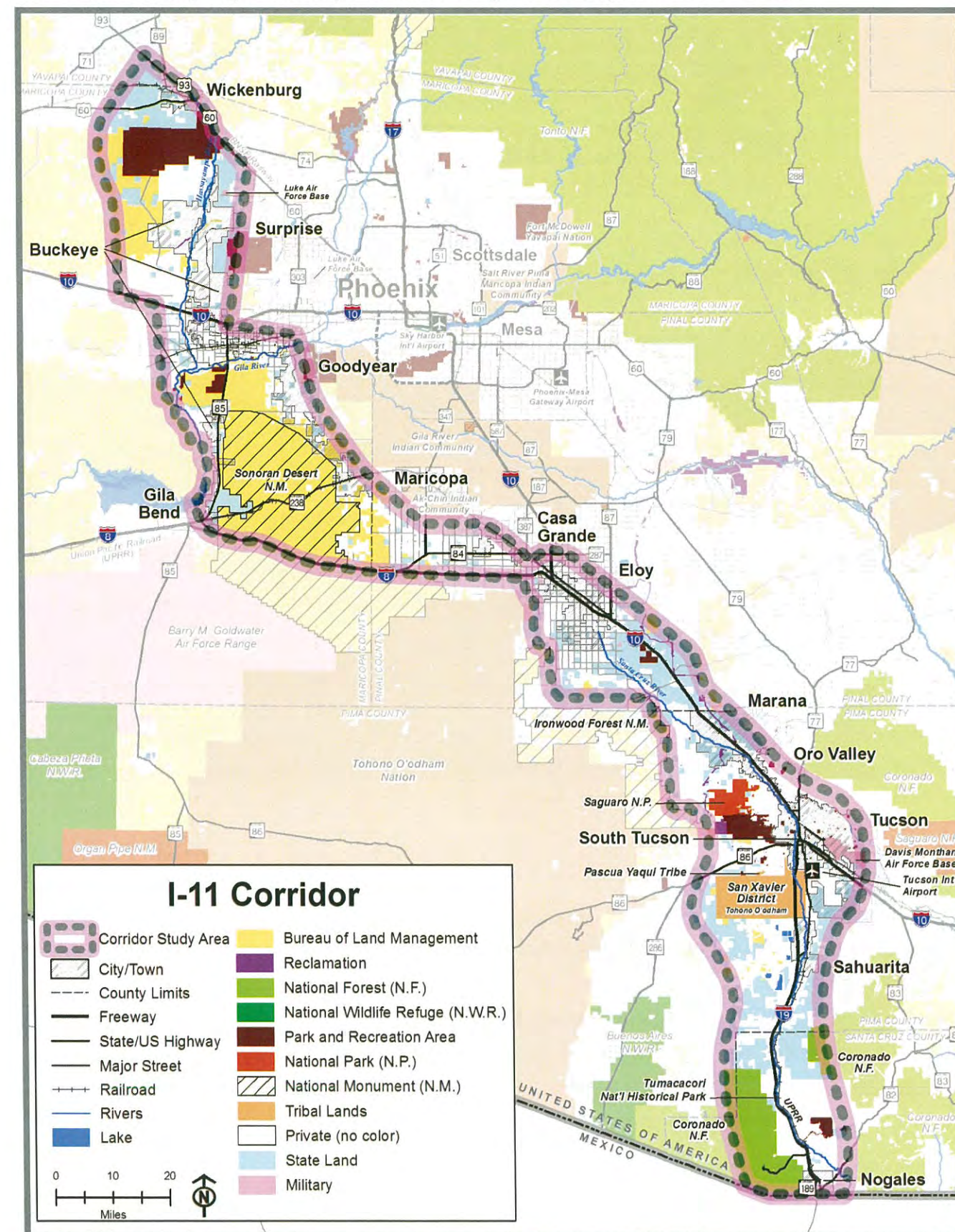
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Thank you for your continued interest in the I-11 Study.





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Phoenix, AZ 85007



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i11studPageA-00na

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- Economic development and growth
- Land use
- Public parks and recreation
- 1 Sonoran Desert Nat'l Mon.
- 2 Gila River

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- 3 Visual and aesthetics
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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*all the archaeological sites along the Gila River*

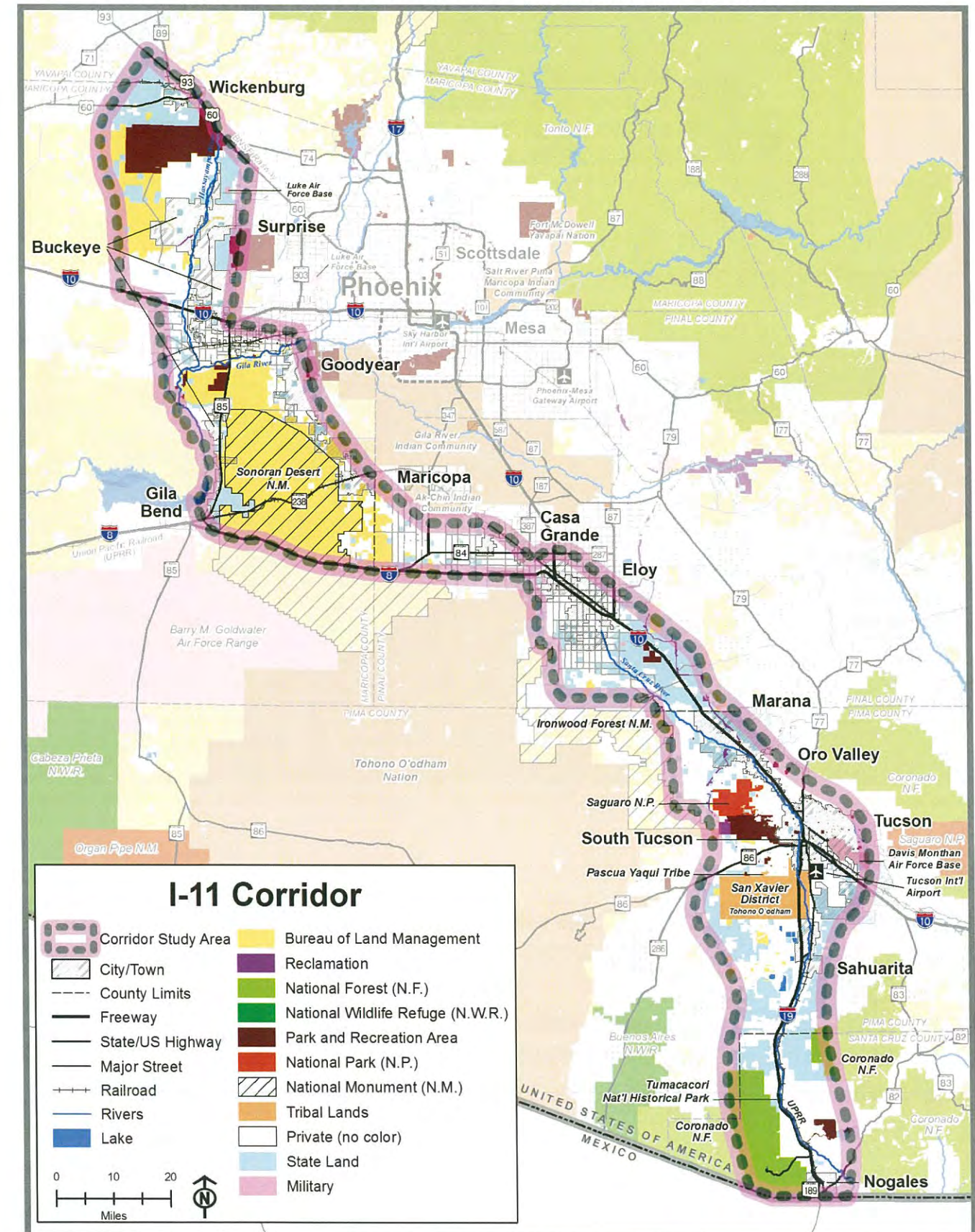
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| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

*I can conceive of no reason to have a 25-mile wide corridor from Gila Bend to Buckeye.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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COMPROMISE RATHER THAN "BY-PASS" EXISTING ECONOMIC VITALITY.

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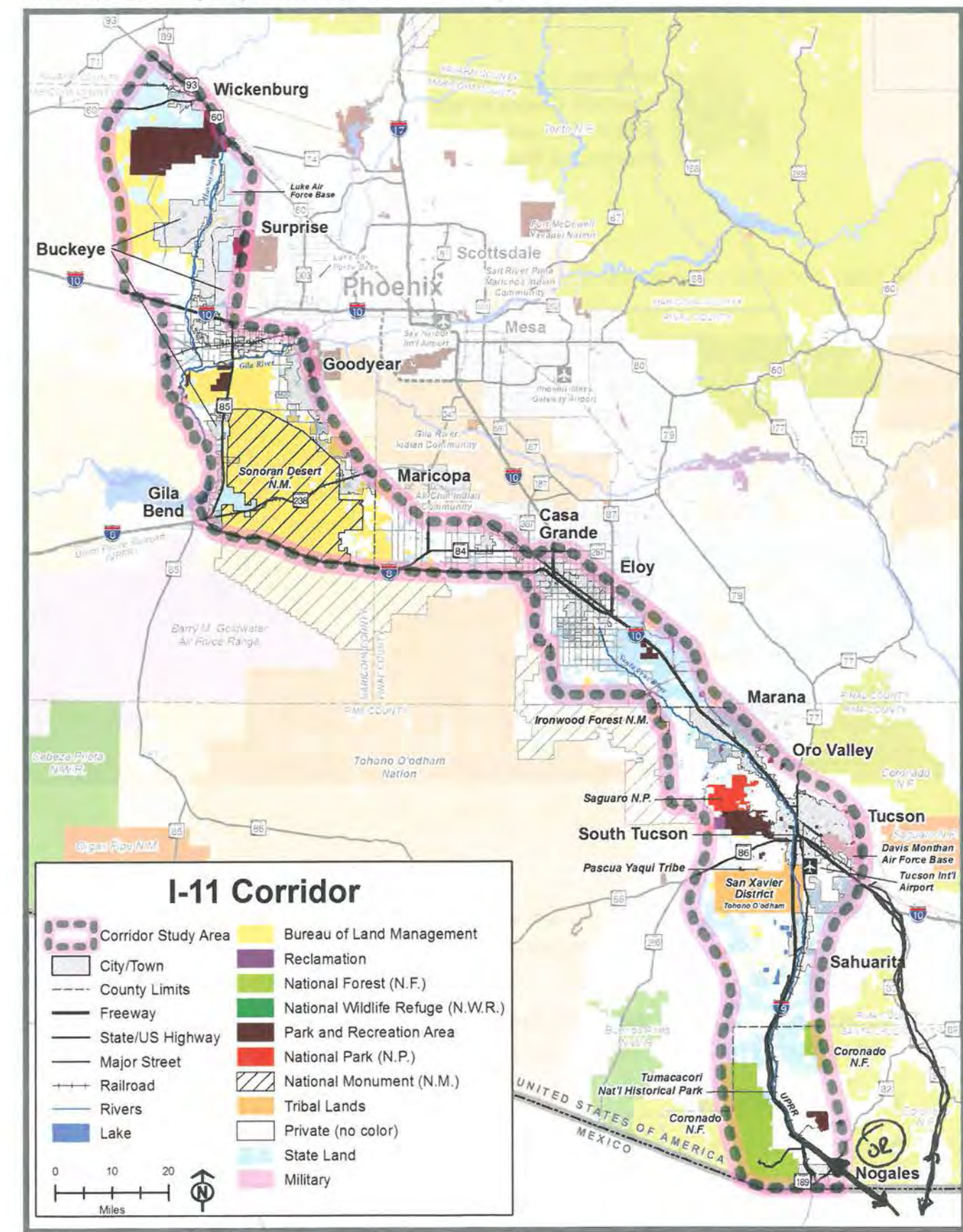
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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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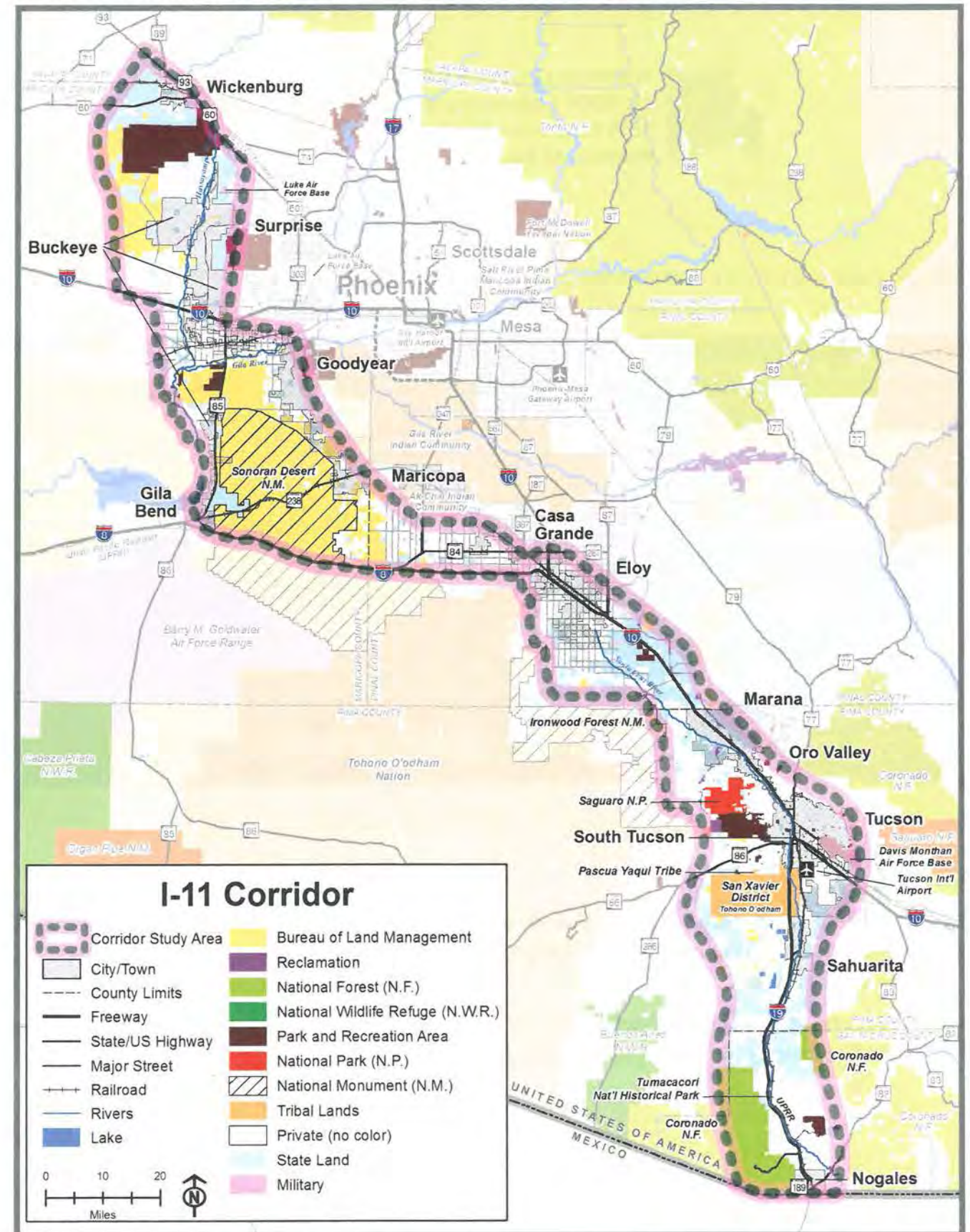
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



PUBLIC SCOPING SURVEY



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

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Next Steps

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Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_

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- 4 Support homeland security and national defense needs
- Other desirable outcomes?

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- 3 Combination of new and existing highway/freeway
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- 1 Neighborhoods, diverse communities, and residences
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- 2 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- 8 Geology/fissures, soils, and farmland
- 7 Hazardous materials
- 3 Historic structures and archaeological sites
- 1 Noise and vibration
- 2 Visual and aesthetics
- 6 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

AVOID THE CORONADO NATIONAL FOREST AT ALL COSTS

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**6** How do you prefer to receive information:

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|--------------------------------------|---|
| <input type="checkbox"/> 1 Email     | <input type="checkbox"/> Facebook       |
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| <input type="checkbox"/> 3 Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter     |   |

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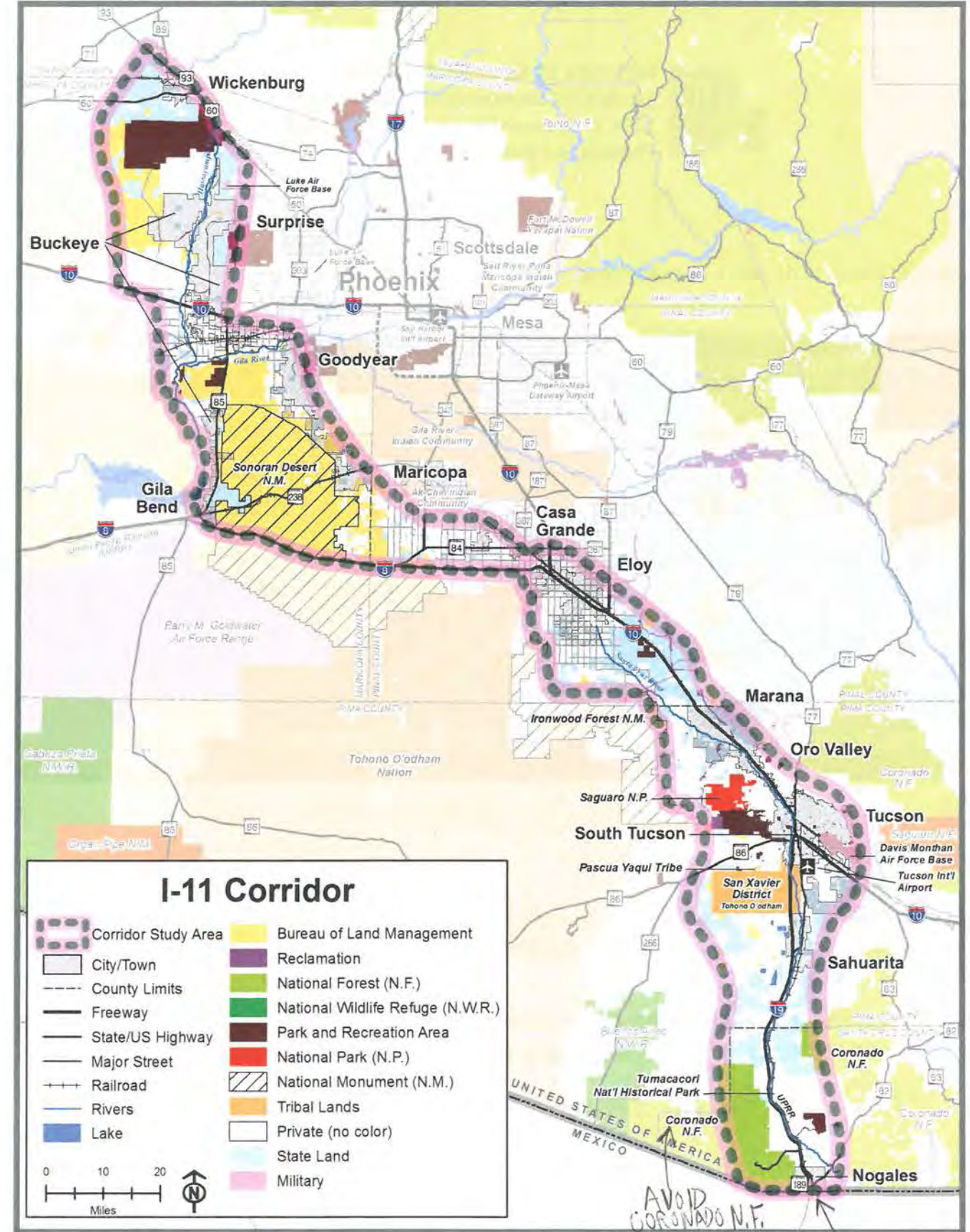


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Zip Code: (required)

Email:



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

## Help Shape the Future of Arizona's Transportation System, TODAY!

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- 5 Support homeland security and national defense needs
- Other desirable outcomes?

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



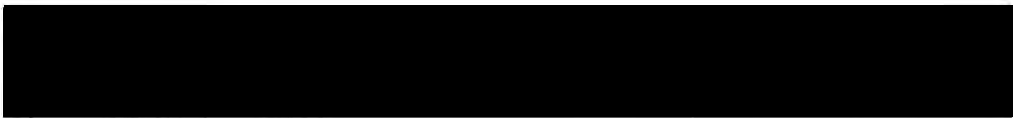
FOR MORE INFORMATION:

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



Interstate 11  
June 21 2016  
Public Meeting  
Nogales Az.

- 1.
- 2.
- 3.



4. Home ZIP Code: 85748
5. Problems, existing and anticipated that could be address by the I-11 study.  
The biggest item that should be addressed by this study is the competitive disadvantages that this corridor has, as compared to those corridors in Texas and California. The time and cost of using this corridor would be things that could be address in this study and affect our competitiveness versus the corridors through other states.

The ranking from one to five of the listed six item to be improved;  
Ranked as one: Support homeland security and national defense needs. This is probably the biggest single delay and cost in transporting goods between Mexico and the US. The delays at the Mariposa Port of Entry are typically two to four hours long. The graphs of the traffic passing through the Mariposa POE show the traffic ramping up each morning, then remaining flat through the day, then ramping down just before closing. This pattern indicates that the throughput is limited to the number of lanes open in primary and secondary. The delay created each morning gets handled by the end of the day. By moving CBP staff to earlier in the day and using one of the closed lanes, the load could be handled earlier in the day, reducing the delay and not reducing border security or increasing the CBP cost.

Although not part of this study, the military checkpoint at Benjamin Hill, approximately 100 miles south of the border, also adds two to four hours to the travel time and negatively affects our ability to compete with the other corridors. This study should identify this delay and quantify its affect on the corridor.

The total delay (from Benjamin Hill and Mariposa POE) can amount to a one day delay in reaching the final destination. In addition to the impact on transportation cost and environmental cost of idling in lines for hours. Produce has a lifespan that is measured in days, and each day that it takes to get from farm to market reduces its value.

As there are 6 items to be ranked and only a 1 thru 5 ranking, also ranked #1: Improve freight travel and reliability, reducing bottlenecks on existing highways. The total travel time has a big impact on the cost and competitive advantage this corridor has. Texas has been kicking our butts. Mexico constructed a new east-west highway in Mexico with major bridges to expedite traffic through the mountains to Texas. Regarding the reliability, it is not only the total time it takes to use this corridor, but the ability to predict how long the delay will be. Also included in this item is the fact that the freight transfers from Mexican trucks to American trucks, or vise versa in Nogales or Rio Rico industrial park. This is unique to area with 25 miles of the border. Opportunities to do this necessary function, with minimal backtracking, will keep down the total time to use this corridor. Access to industrial areas should be address in this study.

Ranked as second: Relieve total congestion, improve travel time and reliability (reduce how long a trip will take or insure certainly of travel time). Relating to the local movement of people

and goods within the Rio Rico, Nogales Az and Nogales Sonora area, and separate from the international cargo, there needs to be consideration for the use of this corridor to facilitate trips for business, shopping, pleasure and socializing. The local communities of Nogales Sonora and Nogales Arizona rely on sales tax to fund the governments. These functions should be considered in this study.

Ranked third: Relieving regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona). The savings of time by this corridor is what will allow it to be successful. Avoiding the congestion within the Cities along the way will save many delays. This is ranked third because the delays at the POE is deemed to be the largest delay.

Ranked fourth: Need for a different transportation mode than what exists today. Because pedestrians cross the border in great numbers, accommodations need to be made for walkways, busses, and shuttles.

Ranked fifth: Improve local access to communities and resources (parks, recreation, and tourism). Most of the parks and recreation destinations are not on SR-189 or I-19. Access to them is more a local street function. Tourism being the exception, should be considered in this study.

6. What should I-11 be or accommodate within the Corridor?

Ranked 1st: Accommodate rail and utilities within corridor alternatives. Even if the rail and utilities are not part of the construction, they should definitely be considered in this study for the impact they have on the corridor and what we should expect Union Pacific and the utility companies to achieve in the future to help achieve our goals. Rail currently hauls a lot of tonnage of freight and expects to expand in the future. Double tracking between Los Angeles and Larado Texas has speed up the rail delivery times by not having to wait for opposite direction traffic to clear, and has increased the capacity of the rail. Better North-South rail would have a big, and beneficial affect on the transportation of freight. The utilities have always been a part of the CANAMEX corridor. Continuous access to the internet by vehicles and freight along the corridor is what was envisioned. A fiber optic backbone along this corridor would help solve problem that small communities along the way have had in accessing high speed internet.

Ranked 2nd: Combination of new and existing highway/freeway. Some of the metropolitan areas would benefit from a bypass highway that avoided the traffic congestion in town. I-19 has enough capacity south of Green Valley that an additional corridor is not needed there. SR-189 with the addition of a third lane each direction would handle the anticipated traffic. Nogales needs an East-West corridor as shown on their General Plan. This corridor runs from the overpass at I-19 and Western Ave westerly along Target Range Road to in front of the Hospital, then due west to SR-189. It then continues westerly, as Industrial Loop Road, toward the National forest, then north for a little more than a mile then easterly along the Calle Platino alignment back to SR-189. This East-West corridor was seen as a much better route to connect Mariposa Road to downtown. The existing Target Range Road and Mariposa Road intersection is very accident prone. An accident on June 10 had the intersection closed until the vehicles could be removed. There are no alternatives as there are no roads that connect to SR-189 south of Target Range Road. Target Range Road also mixes passenger cars with semi trucks. It connects to Mariposa Road at its steepest point. It takes the long way around to connect to Mariposa Road as compared to the East-West corridor.

Ranked 5th is a tie of the rest of the choices. These choices are partials of the options selected 1st and 2nd.

7. The study will evaluate and consider the potential impacts on many human environmental factors.

Ranked 1st: Economic development and growth.

Ranked 2nd: Land Use.

Ranked 3rd: Neighborhoods, diverse communities, and residences.

Ranked 4th: Public parks and recreation.

8.

Ranked 1st: Historic structures and archaeological sites.

Ranked 2nd: Water resources.

Ranked 3rd: Air Quality.

Ranked 4th: Biological resources.

Ranked 5th: Visual and aesthetics.

9. The special considerations that being in close proximity to the border entails. See items 5 and 6 above.

10. Prefer to receive information by e-mail.

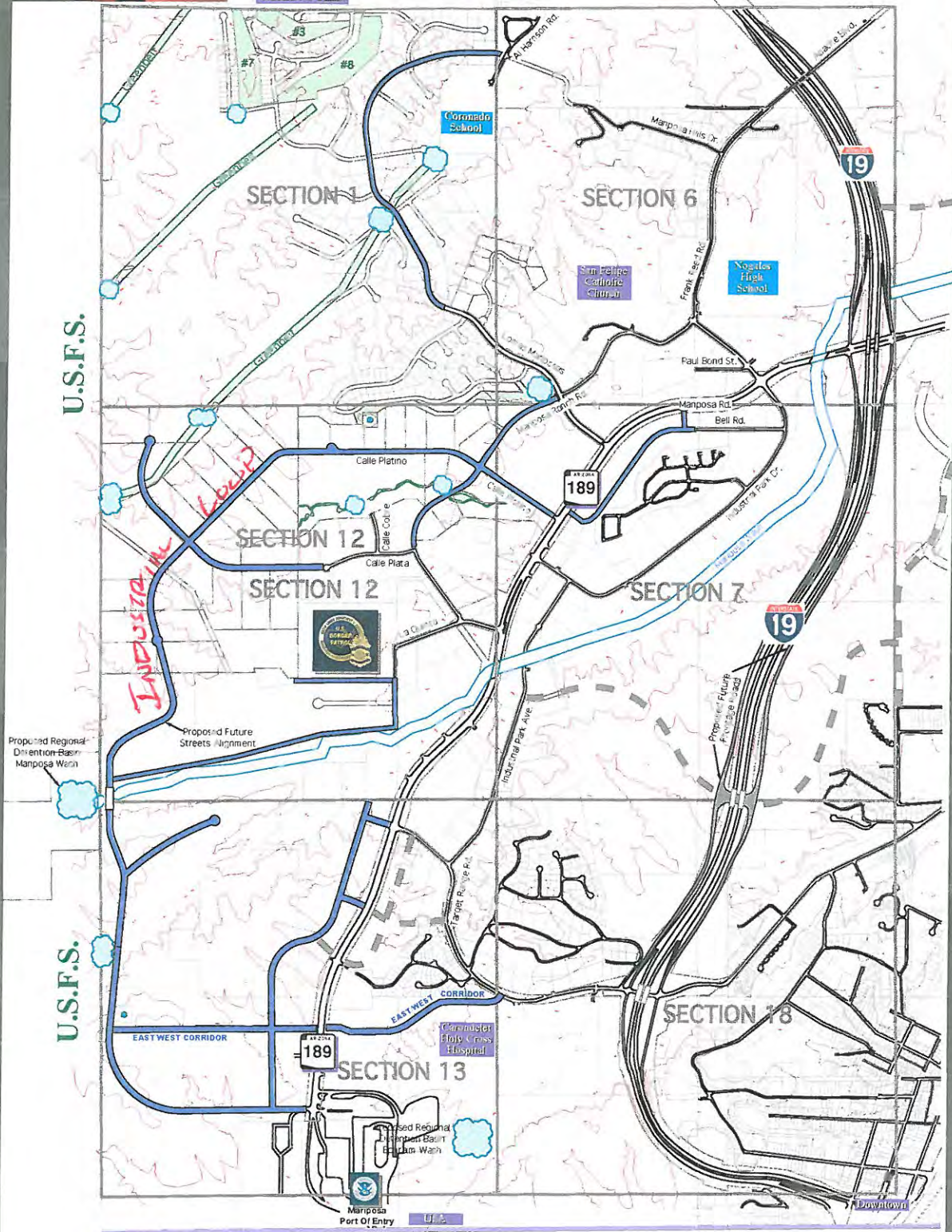


# WESTERN NOGALES DEVELOPMENT VISION

## TRANSPORTATION / DRAINAGE PLAN

### PUBLIC STREETS

Meadow Hills



- Proposed Future Street
- Proposed Future Corridor
- Proposed Future Frontage Rd.
- Possible Future Street Alignment



Printed 10:10 AM 6/21/16



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 c/o ADOT Communications  
 1655 W. Jackson Street, Mail Drop 126F  
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 3 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 2 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 2 Historic structures and archaeological sites
- 1 Noise and vibration
- 4 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Avoid Sonoran Desert NM and Phoenix Metro.  
  
Have I-11 share portions of I-10 and I-8 considering they're appropriately widened to accommodate the extra traffic.

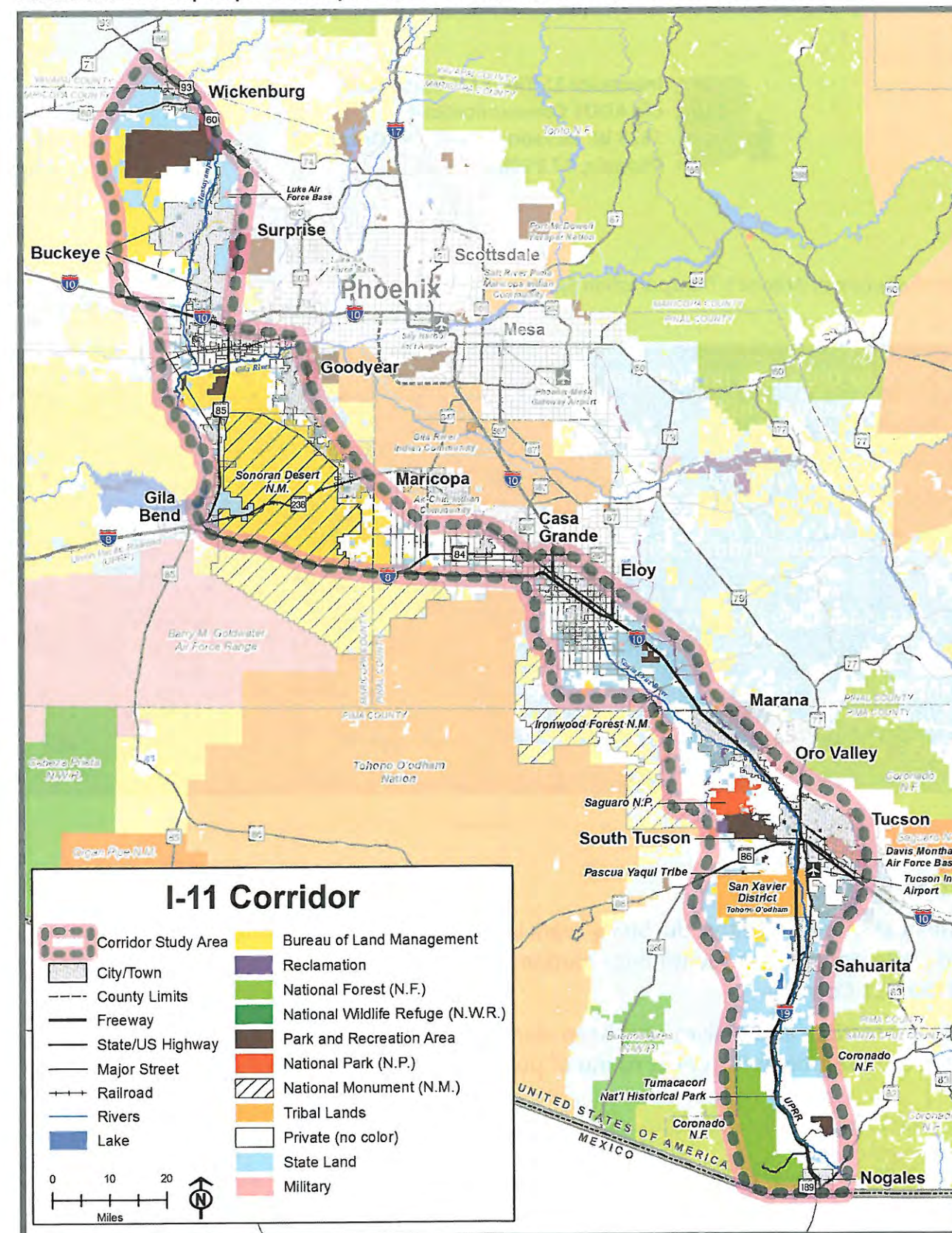
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|--|---|
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| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper             | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

Have I+11 flow east of I-19 as easy flow from Nogales to El Paso; I-11 go through Maricopa for easier Phoenix bypass w/o having to go all the way to Gila Bend.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 1 Economic development and growth
- 1 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

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- 3 Hazardous materials
- 1 Historic structures and archaeological sites
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**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*MILE WIDE + SANDARIO would be the best location for this project I-11*

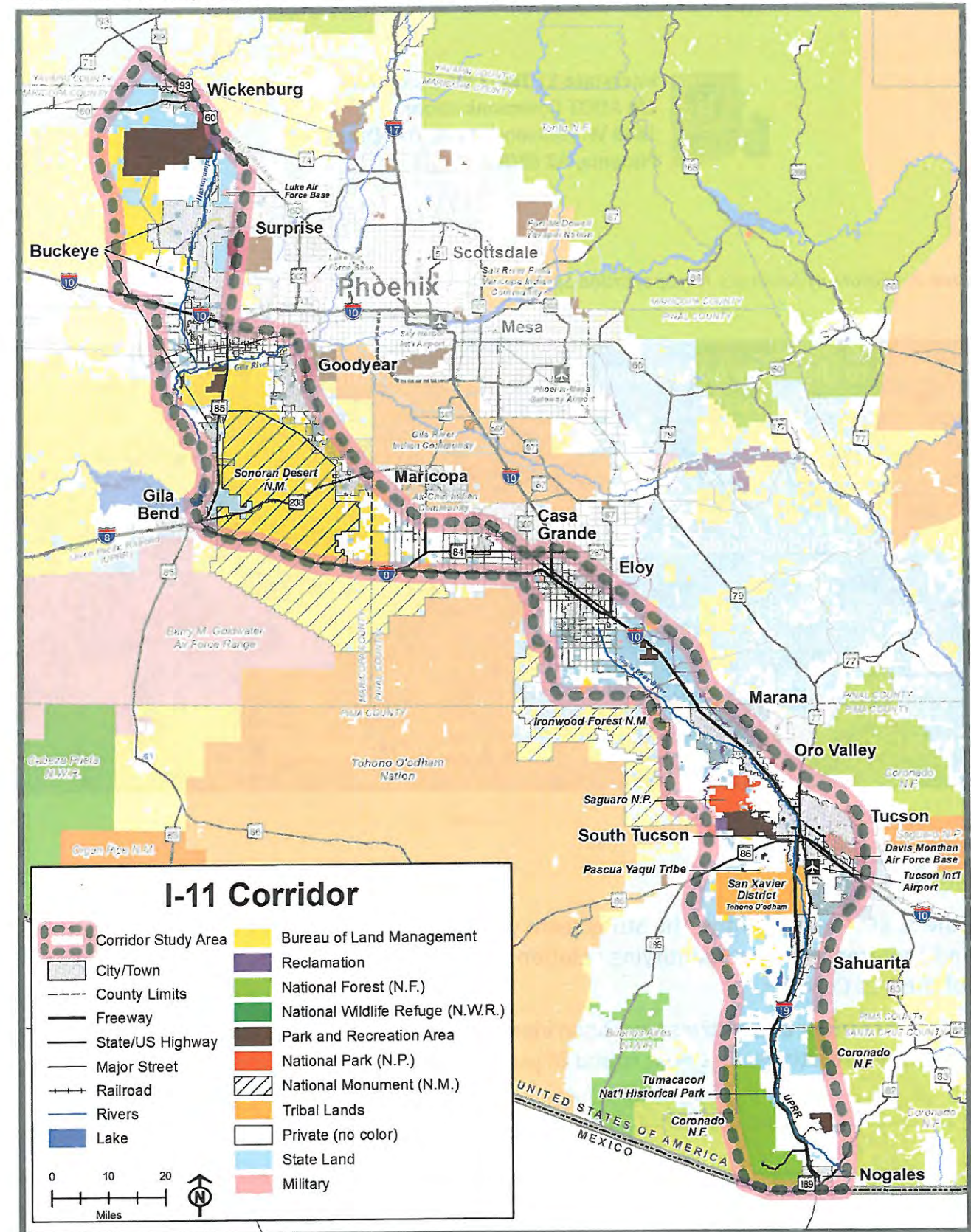
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**7** Additional comments:

*I feel the development will benefit the area and reduce traffic through Tucson.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 1 Economic development and growth
- 2 Land use
- 5 Public parks and recreation
- Economic Growth*

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- Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*How the new highway will affect the S. Arizona economy*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email   | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> Website | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio              | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television         | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

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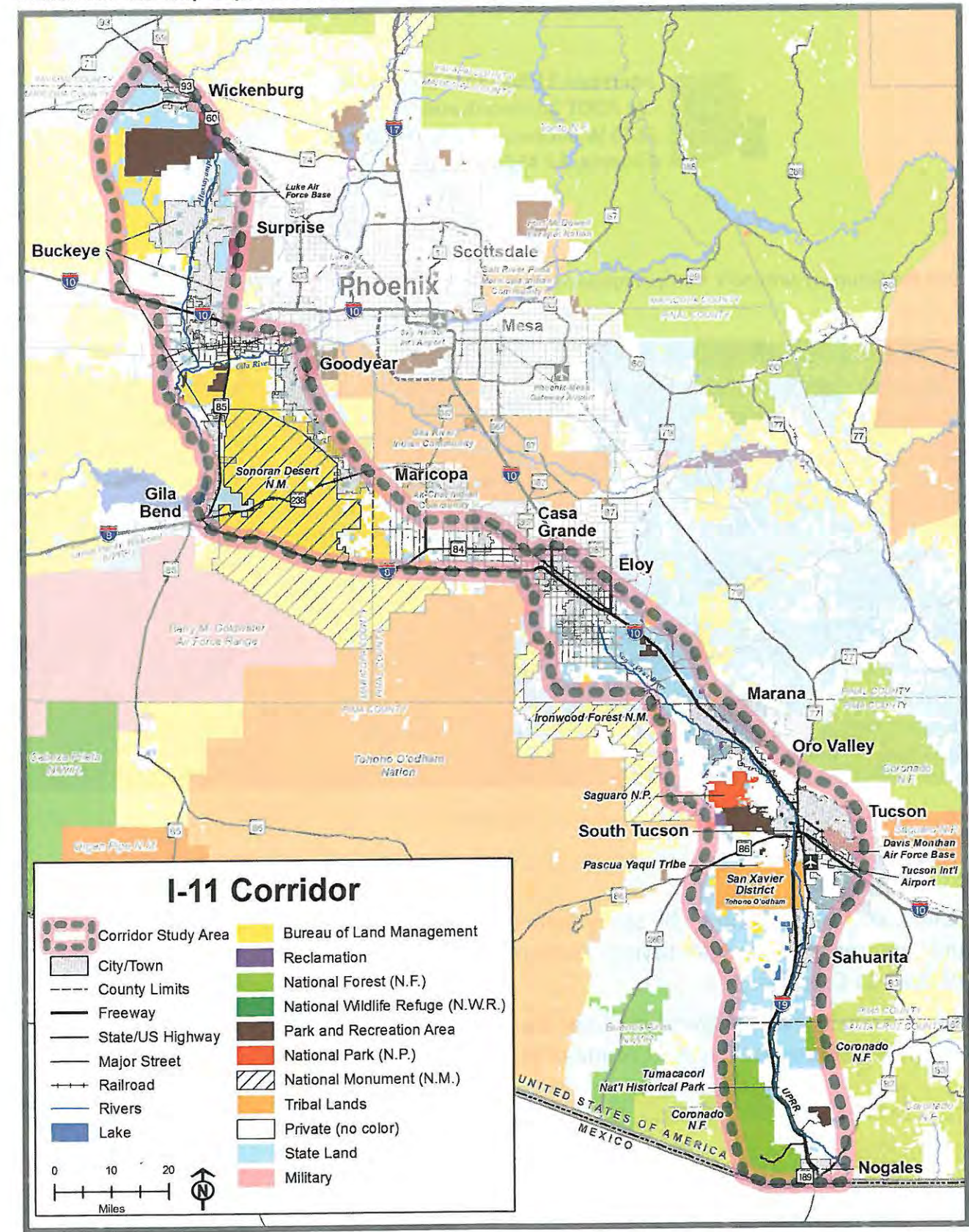
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



Interstate 11 Tier 1 EIS Study Team  
 c/o ADOT Communications  
 1655 W. Jackson Street, Mail Drop 126F  
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- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

None of the above

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 4 Land use
- 5 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 3 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 4 Historic structures and archaeological sites
- 5 Noise and vibration
- 5 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- Wildlife corridors
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

AVRA Valley Saguaro (a other) National  
 AZ Son Desert Museum Parks  
 Rural Communities Wildlife corridors  
 Torn mtn Park K.A. Peak  
 TO Reservoir, Pasaue Yang

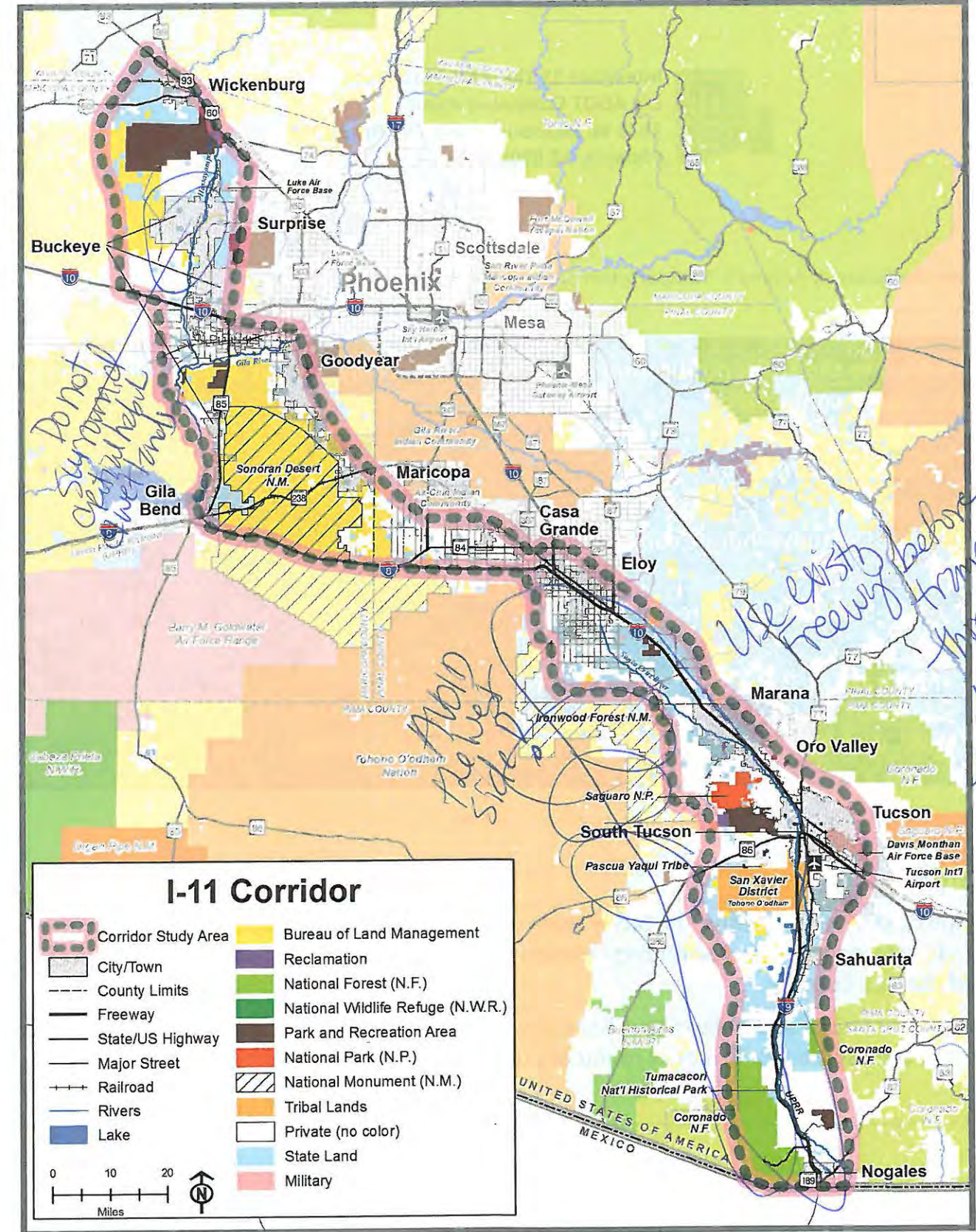
**6** How do you prefer to receive information:

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| <input type="checkbox"/> Email                 | <input checked="" type="checkbox"/> Facebook |
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| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____         |
| <input checked="" type="checkbox"/> Twitter    |  |

**7** Additional comments:

\_\_\_\_\_  
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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



**I-11 Corridor**

Corridor Study Area	Bureau of Land Management
City/Town	Reclamation
County Limits	National Forest (N.F.)
Freeway	National Wildlife Refuge (N.W.R.)
State/US Highway	Park and Recreation Area
Major Street	National Park (N.P.)
Railroad	National Monument (N.M.)
Rivers	Tribal Lands
Lake	Private (no color)
	State Land
	Military

0 10 20 Miles

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



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- 
- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |   |
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| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

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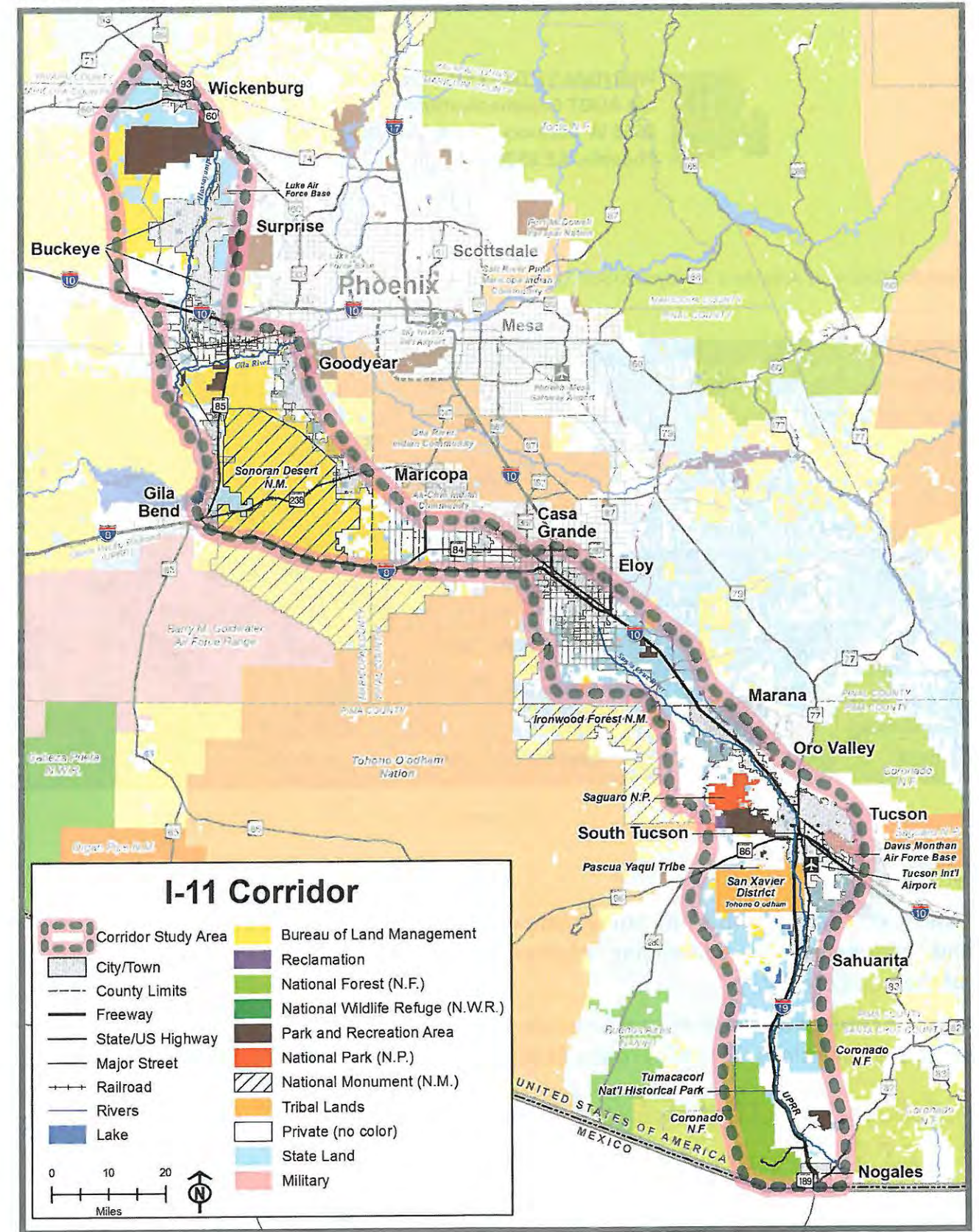
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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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- 
- 

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**6** How do you prefer to receive information:

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|---|---|
| <input type="checkbox"/> Email            | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

nope!

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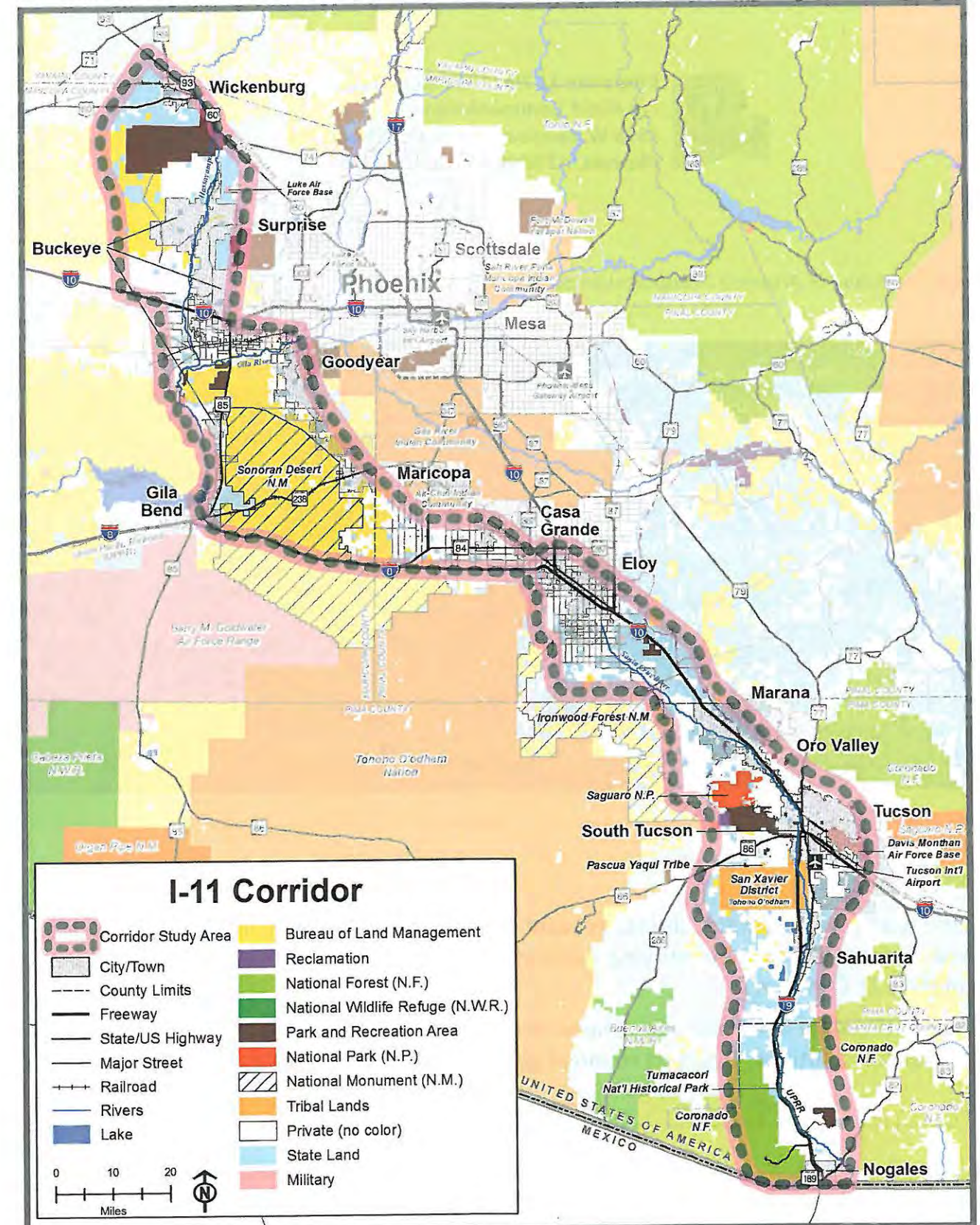


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- Accommodate rail and utilities within corridor alternatives

↑  
 commuter rail (solar-powered) instead of expanding any car-based infrastructure!

For Questions 1-4, please rate each of the items on a scale of 1-5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4  Neighborhoods, diverse communities, and residences
- 3  Economic development and growth
- 2  Land use
- 1  Public parks and recreation

(see below - supporting efficient effective public transportation does all BEST)

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1  Air quality
- 2  Biological resources (for example: plants, wildlife, and habitats)
- 2  Geology/fissures, soils, and farmland
- 4  Hazardous materials
- 7  Historic structures and archaeological sites
- 5  Noise and vibration
- 6  Visual and aesthetics
- 3  Water resources (for example: rivers, washes, floodplains, and drainage)

take care of air quality w/ solar-powered rail and the rest will fall into place!

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

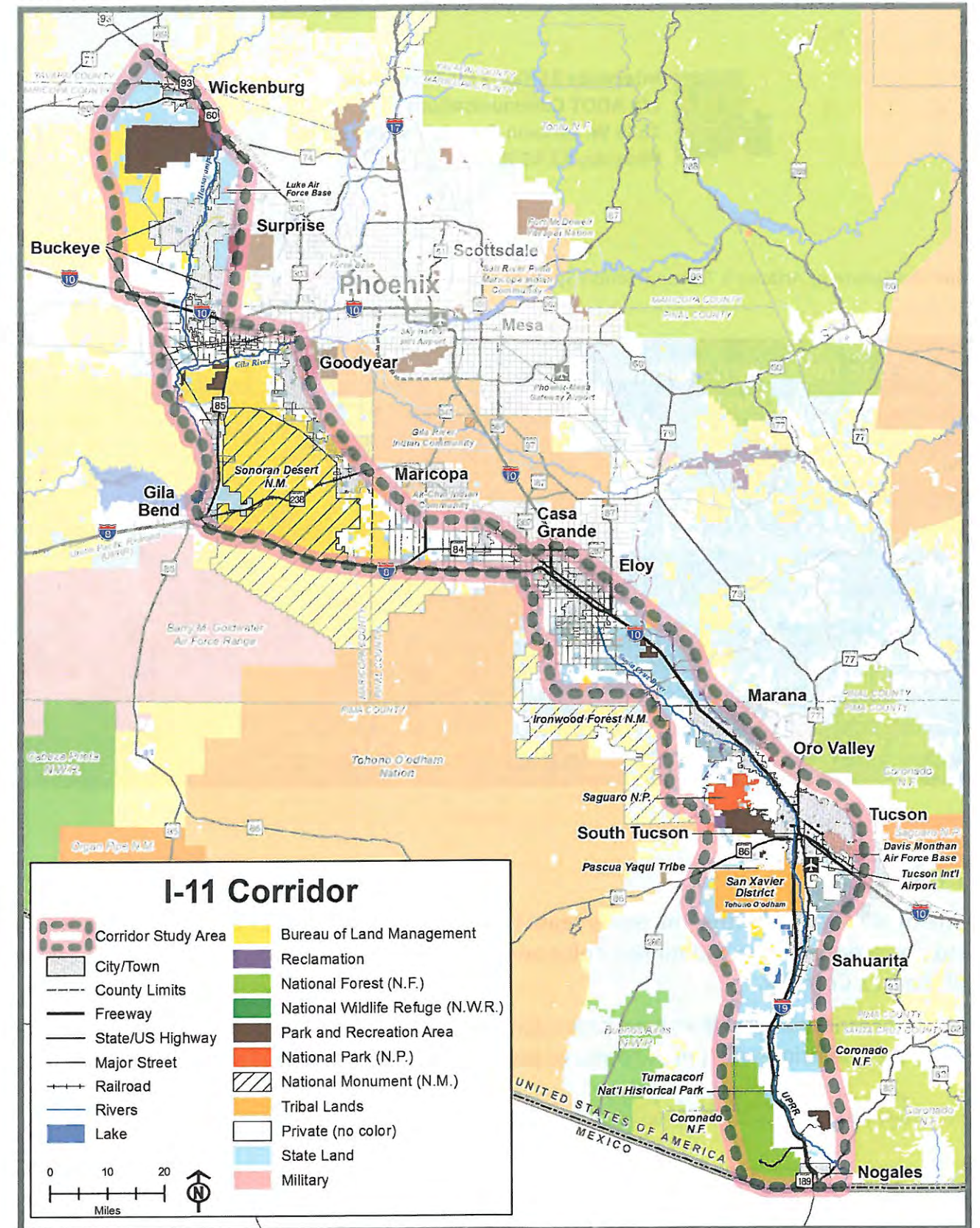
- Public lands  
- present / existing  
- future

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email     | <input checked="" type="checkbox"/> Facebook    |
| <input checked="" type="checkbox"/> Website   | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio                | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs                  |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

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c/o ADOT Communications  
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Phoenix, AZ 85007



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Zip Code: (required) \_\_\_\_\_

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## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

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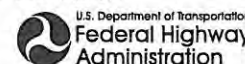
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- 1) Improve local access to communities and resources (parks, recreation, and tourism)
- 1) Support a different transportation mode than what exists today
- 5) Support homeland security and national defense needs
- 1) Other desirable outcomes?

Protect currently undeveloped lands + rural communities

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 5) New highway/freeway
- 7) Combination of new and existing highway/freeway *Too vague!*
- 1) Enhance or expand existing highway/freeway
- 1) Accommodate rail within corridor alternatives
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Project No. M5180 01P / Federal Aid No. 999-M(161)S



FOR MORE INFORMATION:

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Page F-116

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- 1 Neighborhoods, diverse communities, and residences
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- ? Land use ? what does that mean?
- 1 Public parks and recreation
- 
- 

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- 4 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 4 Hazardous materials
- 3 Historic structures and archaeological sites
- 2 Noise and vibration
- 3 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- Protected species + habitats
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

- undeveloped, relatively intact desert lands  
 - Protected natural lands  
 - Connections between areas of wild life habitat

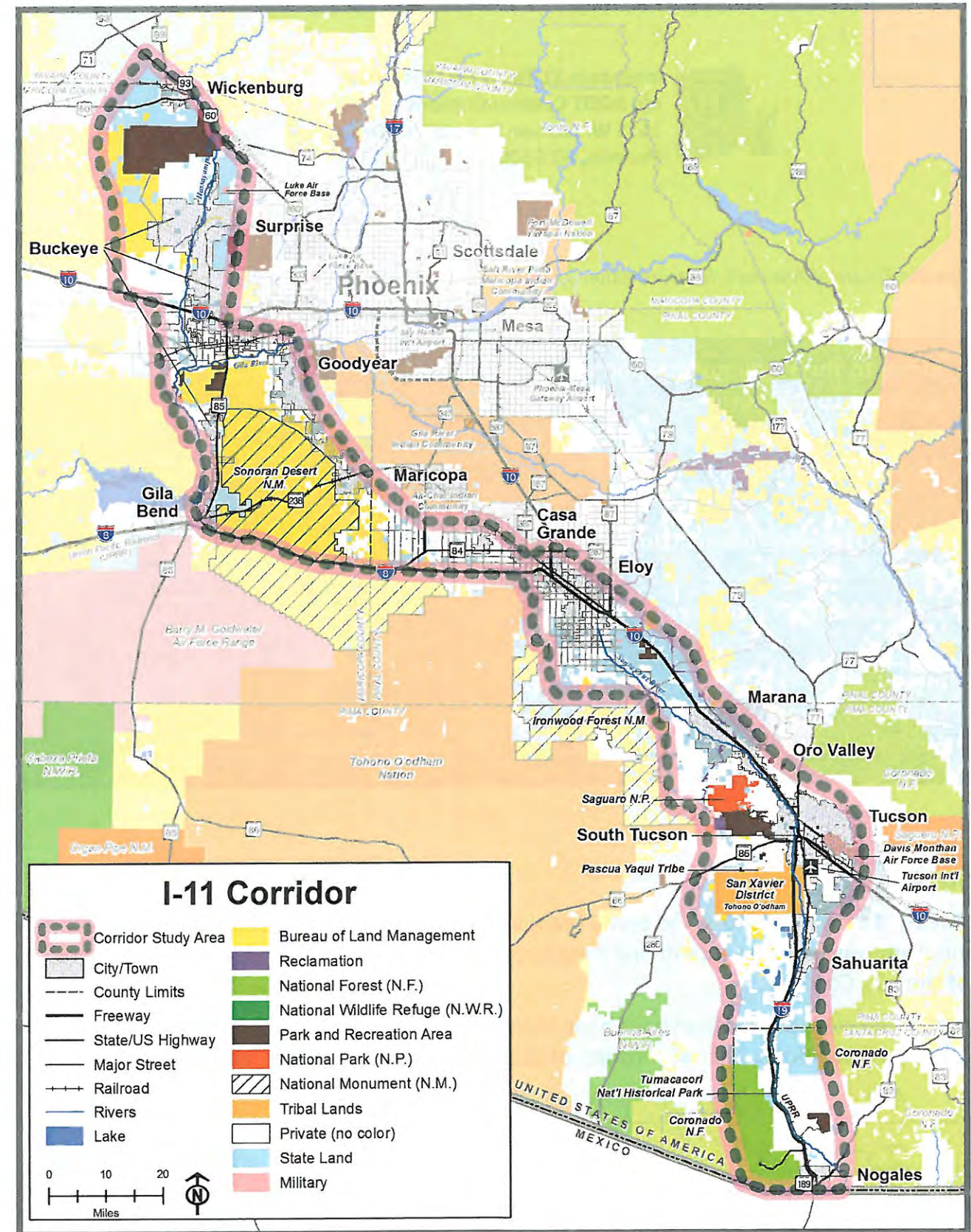
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| <input type="checkbox"/> Television         | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:


Use existing, developed highways  
 Avoid areas identified in local conservation plans as important for protection

Please use this map to provide any comments on specific areas, ideas and concerns.



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**PUBLIC SCOPING SURVEY**

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- Accommodate rail and utilities within corridor alternatives

Mitigate the dangerous multi-vehicle accidents  
 The death of others is viewed as a curiosity not a  
 potential danger

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 5 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 1 Land use
- 4 Public parks and recreation
- 2 *Safety*
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 5 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 1 Geology/fissures, soils, and farmland
- 4 Hazardous materials
- 6 Historic structures and archaeological sites
- 7 Noise and vibration
- 8 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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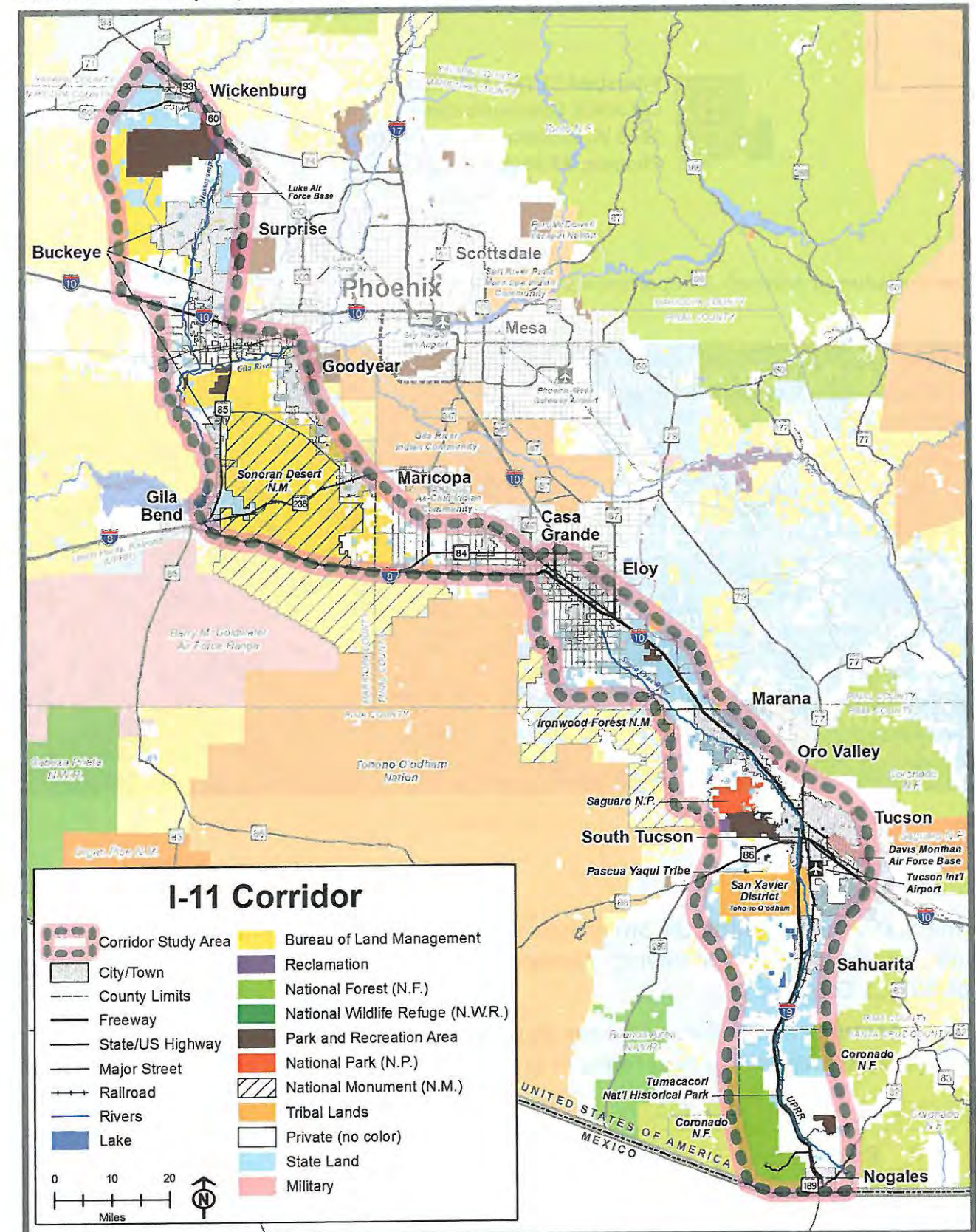
**6** How do you prefer to receive information:

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| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Need to address external factors that will impact the existing infrastructure. Specifically the increase of shipping containers from Mexico into Arizona. The Ultra Large carrier carry 14000 containers at a time.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



### PUBLIC SCOPING SURVEY



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- 4 Neighborhoods, diverse communities, and residences
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- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

1) Coordination with Mexico.  
 2) I-11 must be routed through Nogales in order to access Mexico (Hermosillo)

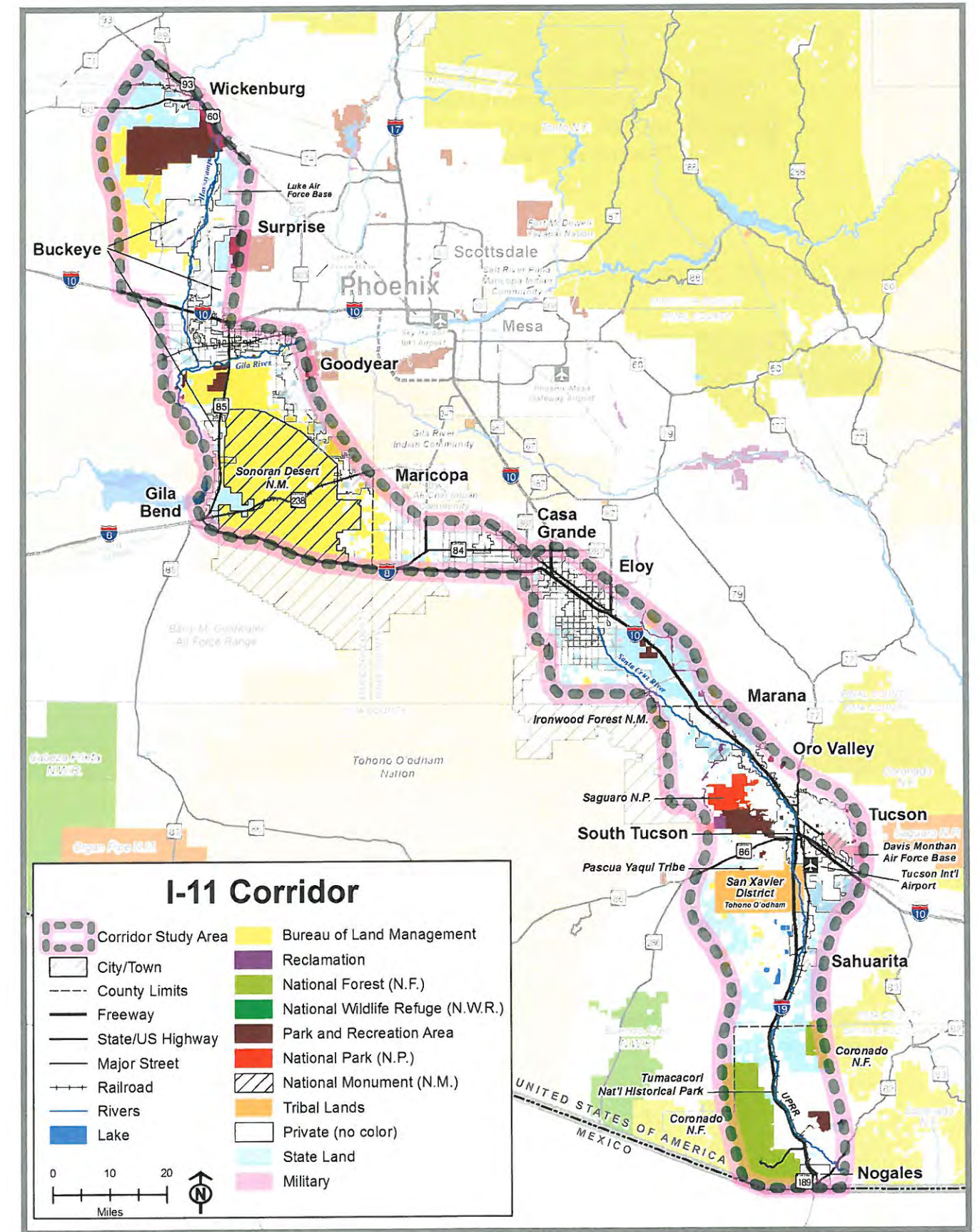
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**7** Additional comments:

It appears the south section avoids the Tohono O'odham Nation completely. Why were the TON eliminated without contacting them first.

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**I-11 Corridor**

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## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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- Other desirable outcomes?

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- 5 Economic development and growth
- 2 Land use
- 1 Public parks and recreation
- 
- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Mitigation corridor at Sandano +  
Mile Wide should be avoided.  
Prefer to see West of Tucson Mts  
avoided -> interstate will impact Saguaro NP  
Ironwood Nat'l Monument, Tucson Mt.  
Park, etc. Double decking I-10  
seems reasonable

**6** How do you prefer to receive information:

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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
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**7** Additional comments:

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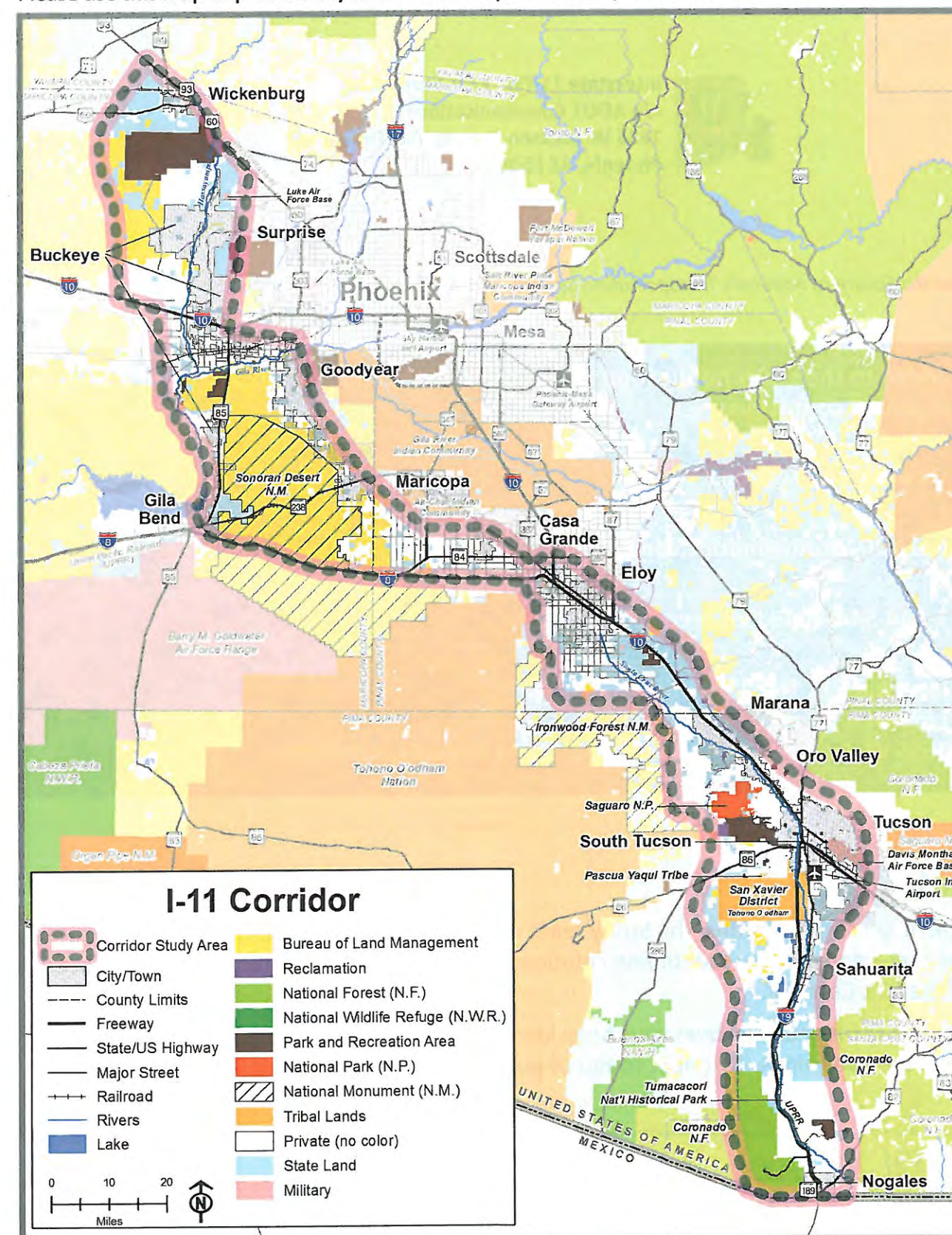


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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

None of the above

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- 1 Public parks and recreation
- 2 HABITAT CONSERVATION
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 2 ENDANGERED SPECIES
- HABITAT CORRIDORS

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

- AVOID TUCSON WATER STORAGE/SUPPLY WATER FACILITIES IN AVRA VALLEY  
 - AVOID PIMA MINE ROAD CAP RECHARGE - POTABLE WATER

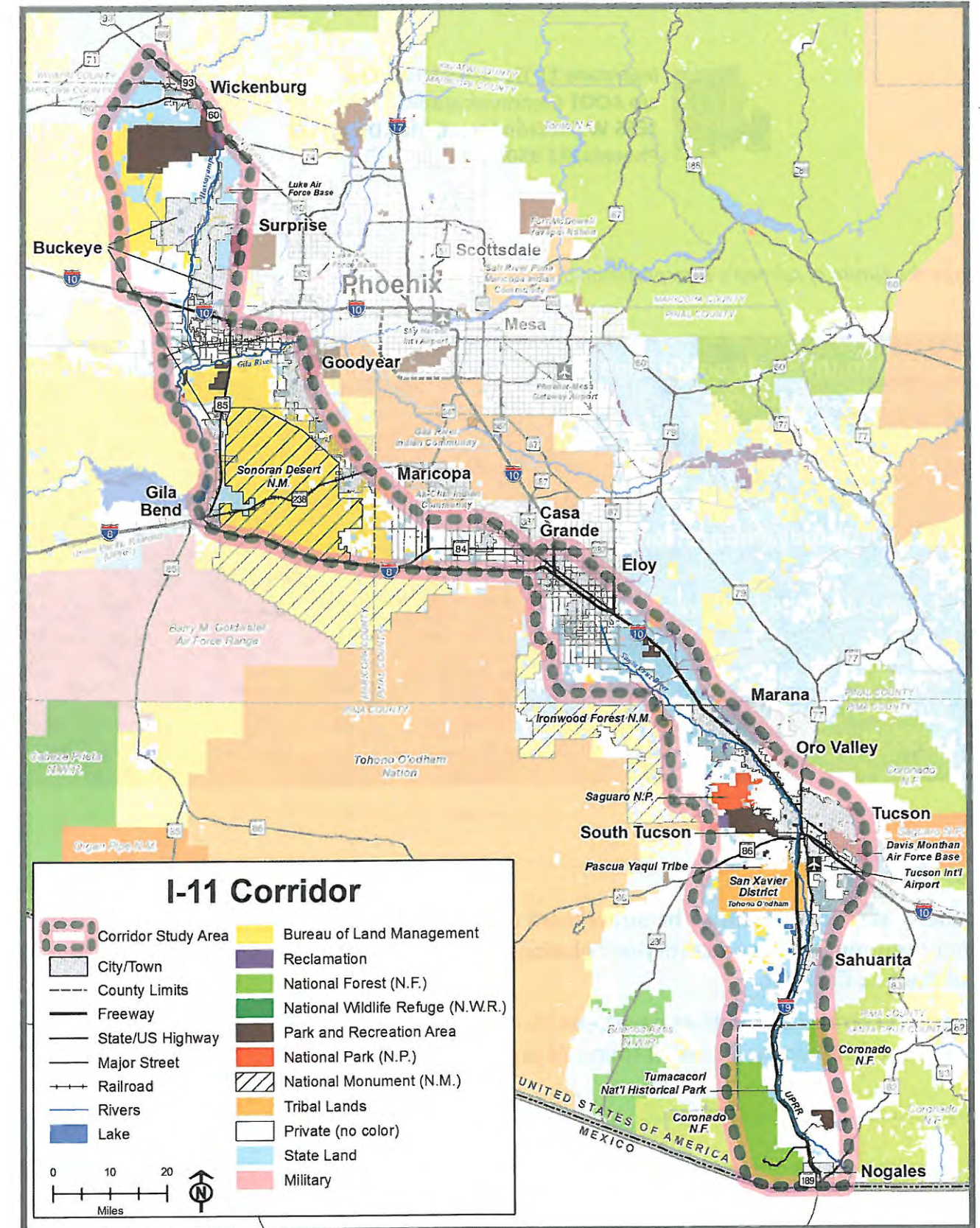
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

- AVRA VALLEY IS COVERED BY A HABITAT CONSERVATION PLAN

Please use this map to provide any comments on specific areas, ideas and concerns.



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JUNE 2016

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- 3 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- 2 Land use
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- 
- 

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- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

- water Resources
- Historic Structures
- Economic development
- Neighborhood
- Noise & Vibration

**6** How do you prefer to receive information:

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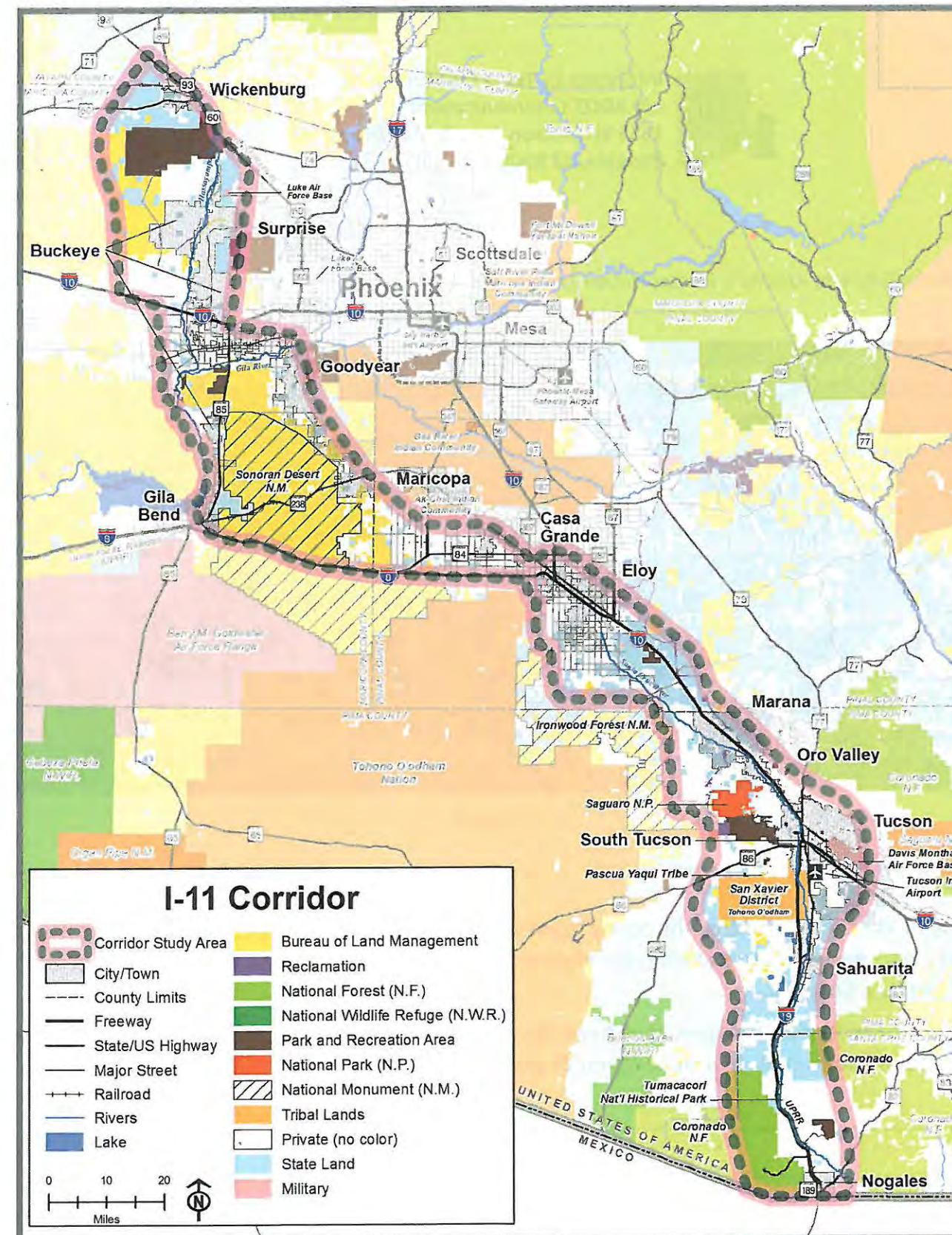


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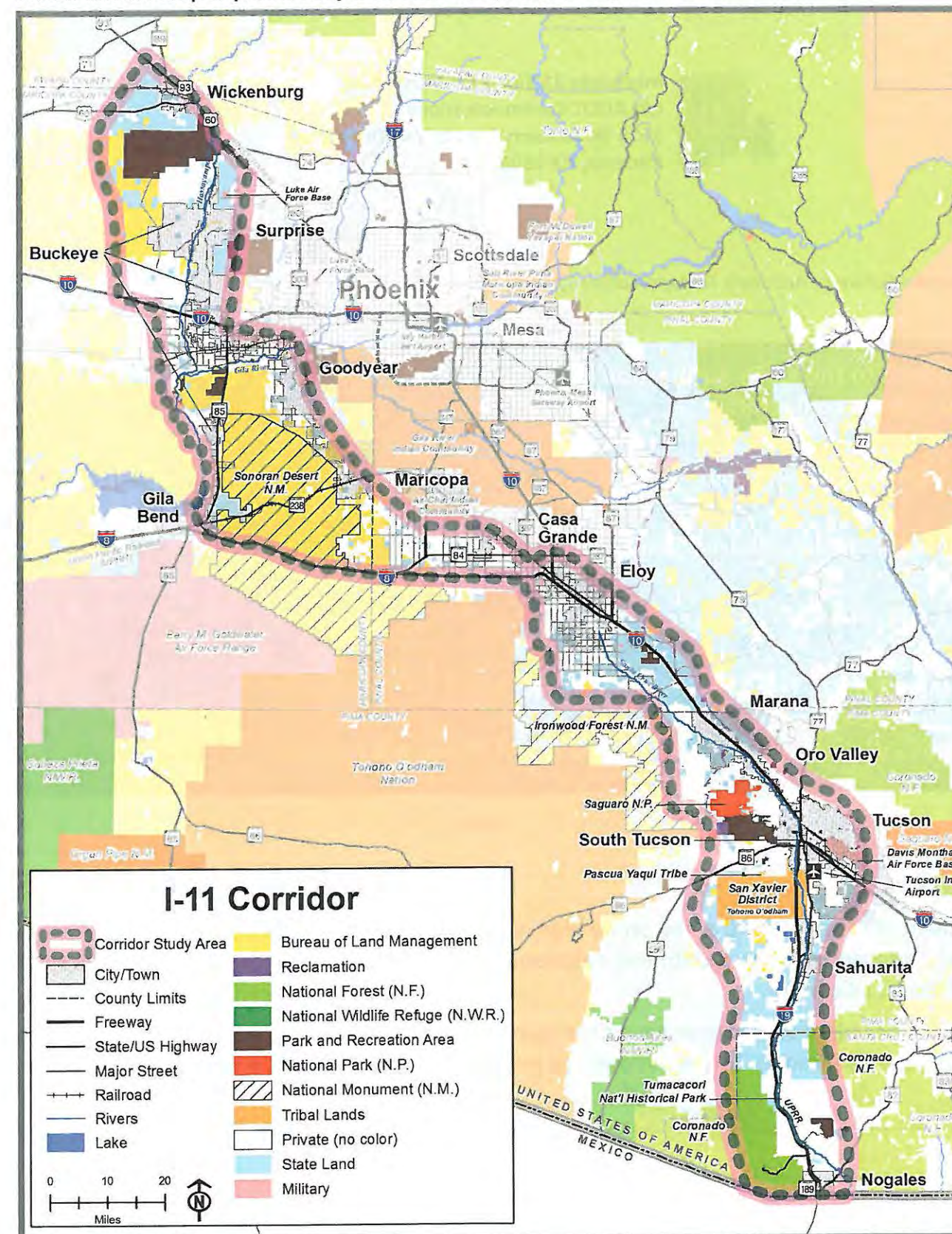
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## PUBLIC SCOPING SURVEY

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- 4 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 2 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 5 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 2 New highway/freeway
- 1 Combination of new and existing highway/freeway
- 3 Enhance or expand existing highway/freeway
- 4 Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 5 Accommodate rail and utilities within corridor alternatives

For Questions 1-4, please rate each of the items on a scale of 1-5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 3 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 1 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 2 Historic structures and archaeological sites
- 3 Noise and vibration
- 4 Visual and aesthetics
- 5 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Casino del Sol + Ryan Air Field

**6** How do you prefer to receive information:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website               | <input type="checkbox"/> Text Messaging |
| <input checked="" type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

\_\_\_\_\_

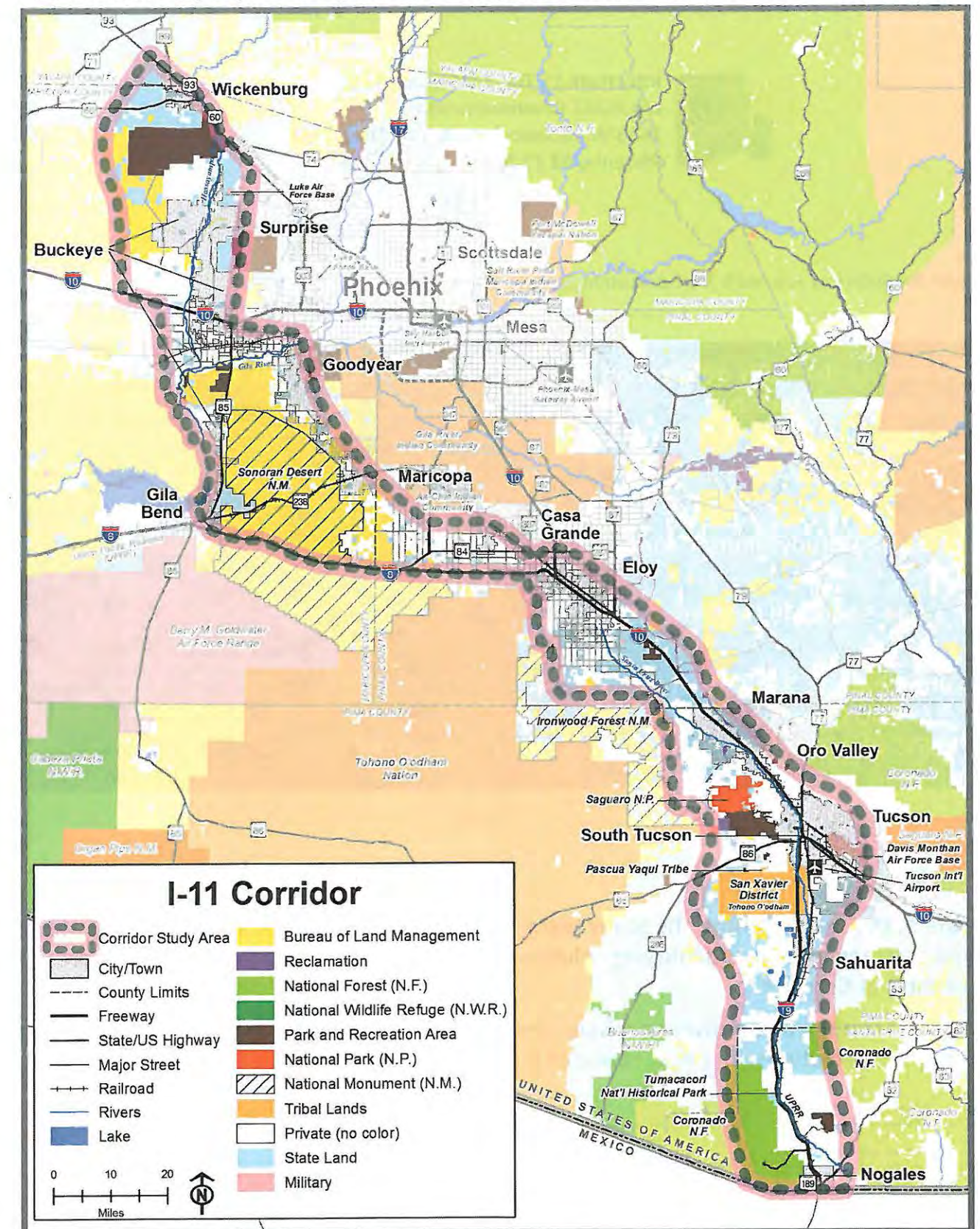
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\_\_\_\_\_

\_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



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



c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



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

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### Next Steps

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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- 3 Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs

2 Other desirable outcomes? *light rail between metro PHX & TUS, maybe Nogales, AZ*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- 1 Combination of new and existing highway/freeway
- 2 Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 3 Accommodate rail and utilities within corridor alternatives

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



FOR MORE INFORMATION:

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i-11ADOTStudy@hdrinc.com

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For Questions 1-4, please rate each of the items on a scale of 1-5.  
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 3 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 1 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 2 Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*AVOID \$ Avra Valley.  
Thank you for ~~avoiding~~  
avoiding Dream Pipe Ntl  
Mon't.*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email     | <input type="checkbox"/> Facebook               |
| <input checked="" type="checkbox"/> Website   | <input type="checkbox"/> Text Messaging         |
| <input checked="" type="checkbox"/> Radio     | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs                  |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

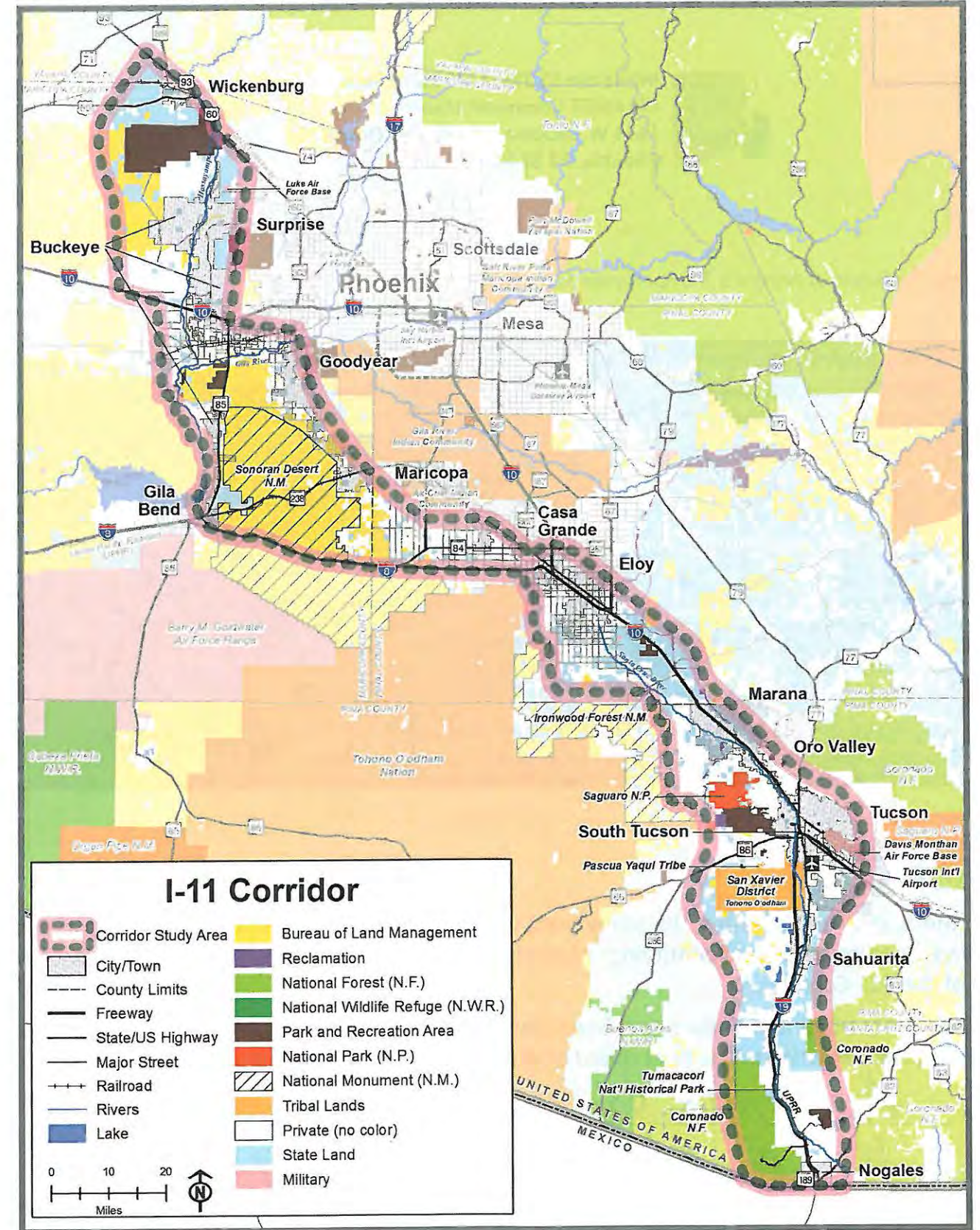
*① Light rail } Phx-TUS  
                  } LV-PHX  
                  } TUS-NGLS*

*② Safer & easier entry into  
  even interstate for autos.*

*③ Possible designated lanes for  
  semi's & freight trucks.*

*④ AZ Geological Survey  
  is needed for this I-11 EIS!*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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 Phoenix, AZ 85007

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### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

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For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

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- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs

Other desirable outcomes?  
*Create alternatives that use existing roads & improve them/enlarge them, rather than carving out new highway system.*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 10 New highway/freeway
- 5 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 2 Accommodate rail within corridor alternatives
- 3 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 4 Accommodate rail and utilities within corridor alternatives

*1 = most important*

**For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 2 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 4 Land use
- 1 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 6 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 5 Geology/fissures, soils, and farmland
- 8 Hazardous materials
- 2 Historic structures and archaeological sites
- 7 Noise and vibration
- 3 Visual and aesthetics
- 4 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Naxil Park, Desert Museum  
Animal ranges + habitats, Sacred  
Native lands*

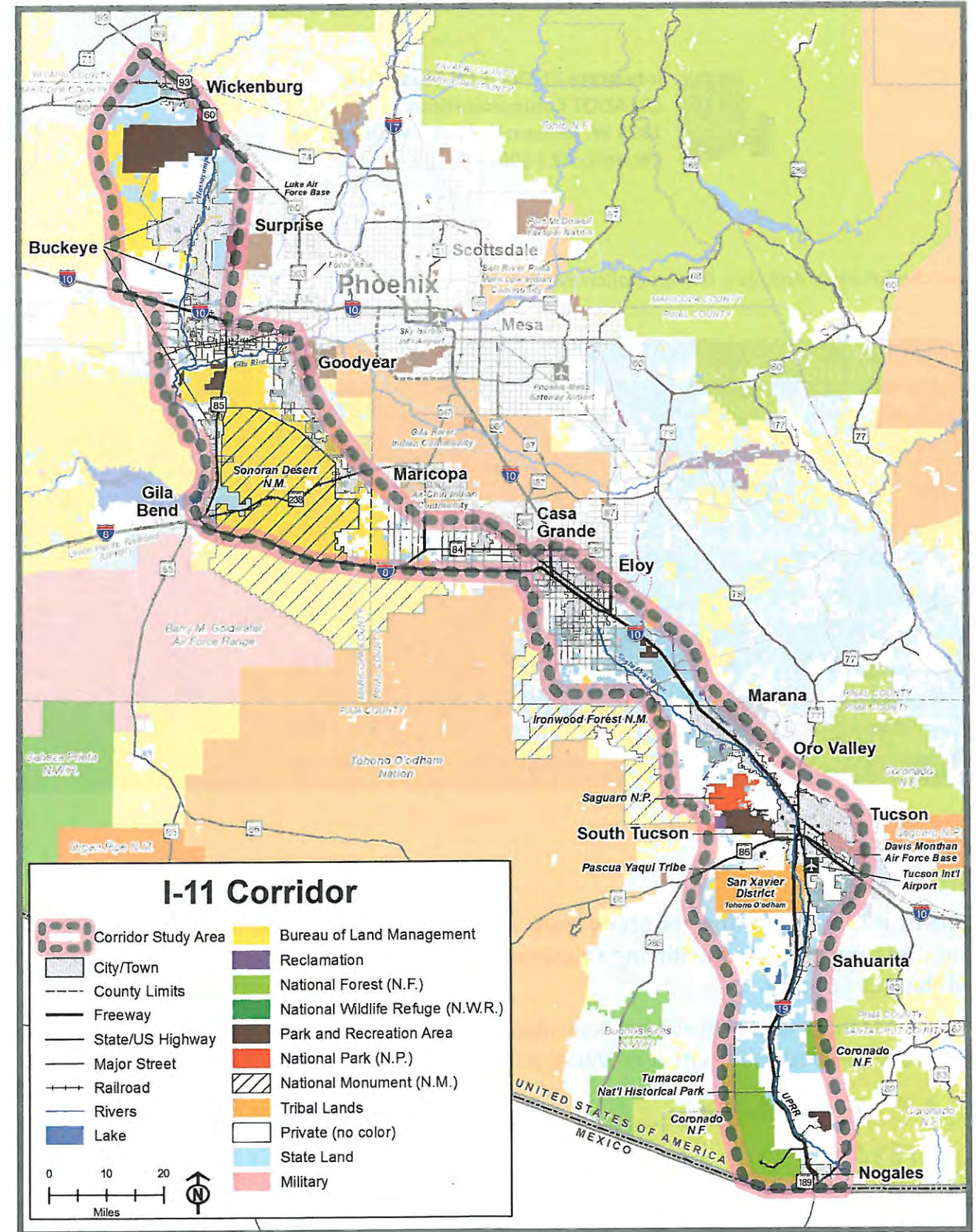
**6** How do you prefer to receive information:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Email | <input checked="" type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input checked="" type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail               |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs                     |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____               |
| <input type="checkbox"/> Twitter          |  |

**7** Additional comments:

*Please choose "Do Not Build" alternatives or use existing roads*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 6 Support a different transportation mode than what exists today
- 4 Support homeland security and national defense needs
- 7 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 1 New highway/freeway
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- 2 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 3 Air quality
- 6 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 5 Historic structures and archaeological sites
- 7 Noise and vibration
- 4 Visual and aesthetics
- 8 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

The east of I-10 and I-19 option is the one I want. Tucson Needs to move people north and south east and west to take stress off streets in the city

**6** How do you prefer to receive information:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Email     | <input checked="" type="checkbox"/> Facebook |
| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging      |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail         |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs               |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____         |
| <input type="checkbox"/> Twitter              |  |

**7** Additional comments:

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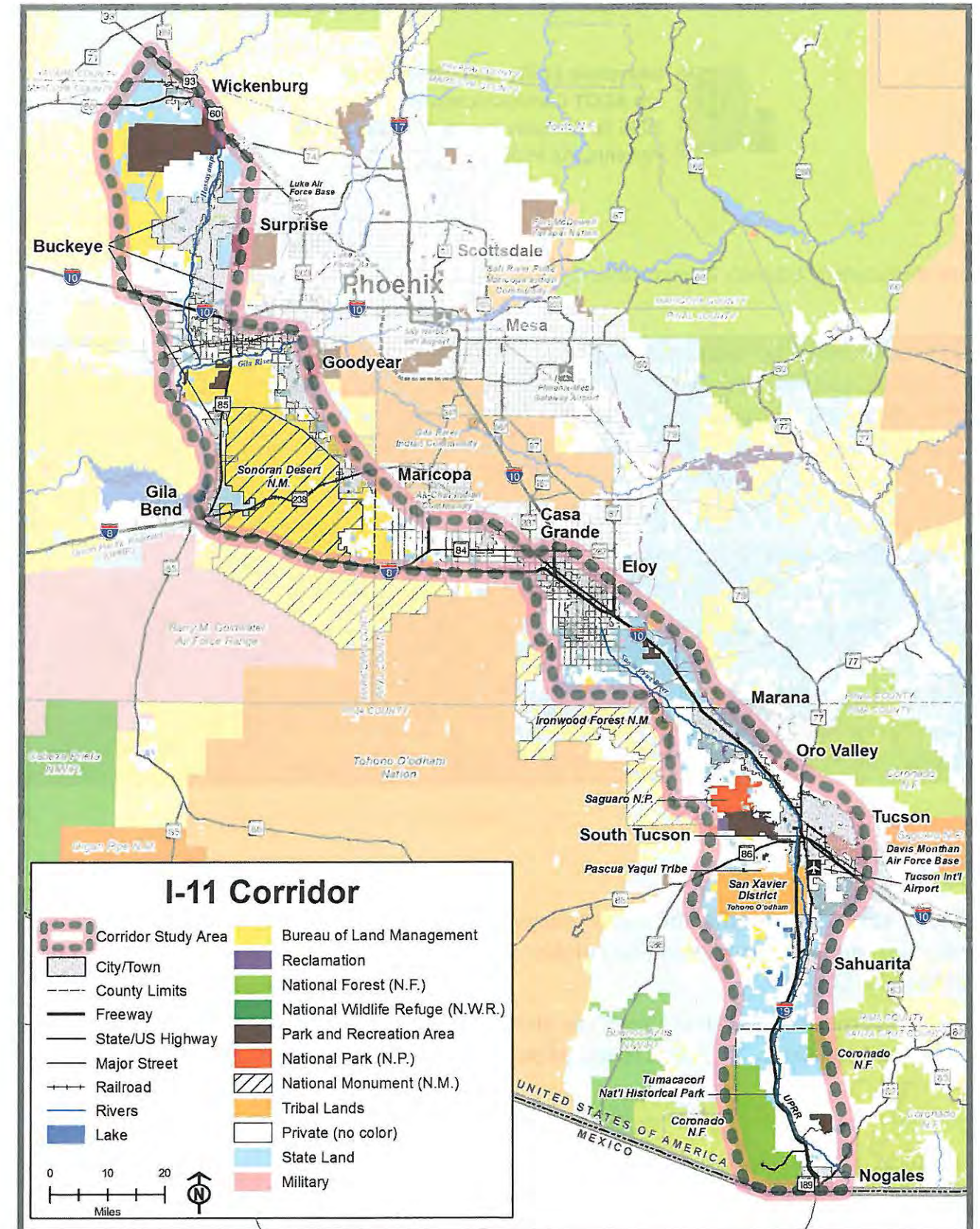


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Please use this map to provide any comments on specific areas, ideas and concerns.



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





PUBLIC SCOPING SURVEY



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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

2 What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

Improve the interstates you already have in place, especially I-10 & I-19 split. Expand I-10 lanes as appropriate such as through Pima near SR87. We have done so much work on I-10 recently, let's use it.

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 1 Cattle Ranching
- 1 Hunting Area 36 A

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 1 Lighting - Kitt Peak Levels

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

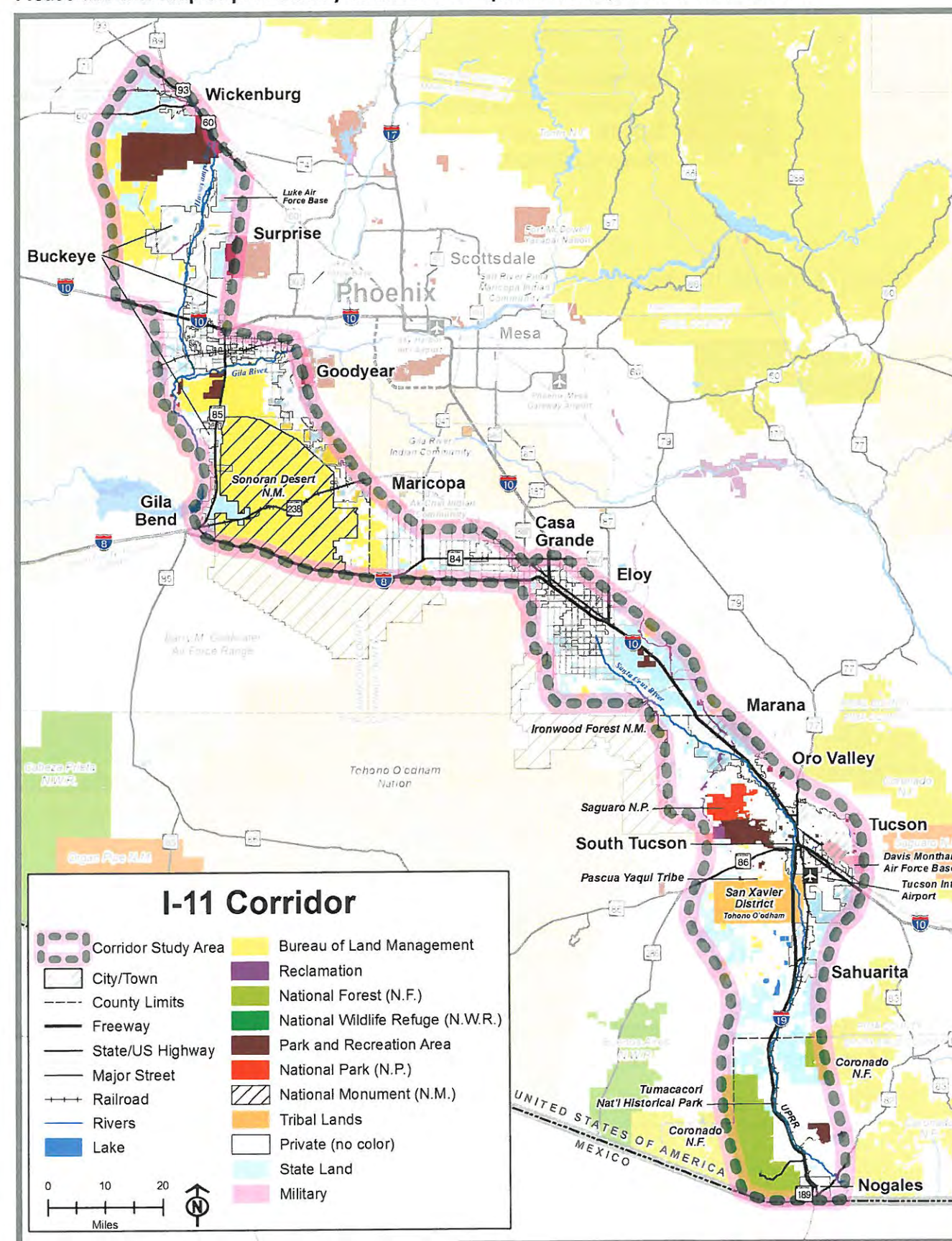
- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
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| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

Do you have to end in Nogales? Hwy 85 seems a more direct route and would only require road improvements,

Rail is faster and less congestive,

Please use this map to provide any comments on specific areas, ideas and concerns.



**I-11 Corridor**

- Corridor Study Area
- City/Town
- County Limits
- Freeway
- State/US Highway
- Major Street
- Railroad
- Rivers
- Lake
- Bureau of Land Management
- Reclamation
- National Forest (N.F.)
- National Wildlife Refuge (N.W.R.)
- National Park (N.P.)
- National Monument (N.M.)
- Tribal Lands
- Private (no color)
- State Land
- Military

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



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- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today *Rail*
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway *NO*
- Combination of new and existing highway/freeway *5*
- Enhance or expand existing highway/freeway *1*
- Accommodate rail within corridor alternatives *2*
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications) *3*
- Accommodate rail and utilities within corridor alternatives *4*



For Questions 1-4, please rate each of the items on a scale of 1-5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 5 Economic development and growth
- 1 Land use
- 4 Public parks and recreation

Enlarge I-10 + I-19  
 Why wreck more of our state?

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 8 Hazardous materials
- 4 Historic structures and archaeological sites
- 6 Noise and vibration
- 7 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Ironwood National Monument  
Indian Reservations  
West Saguara National Park  
Watersheds  
Archaeological sites

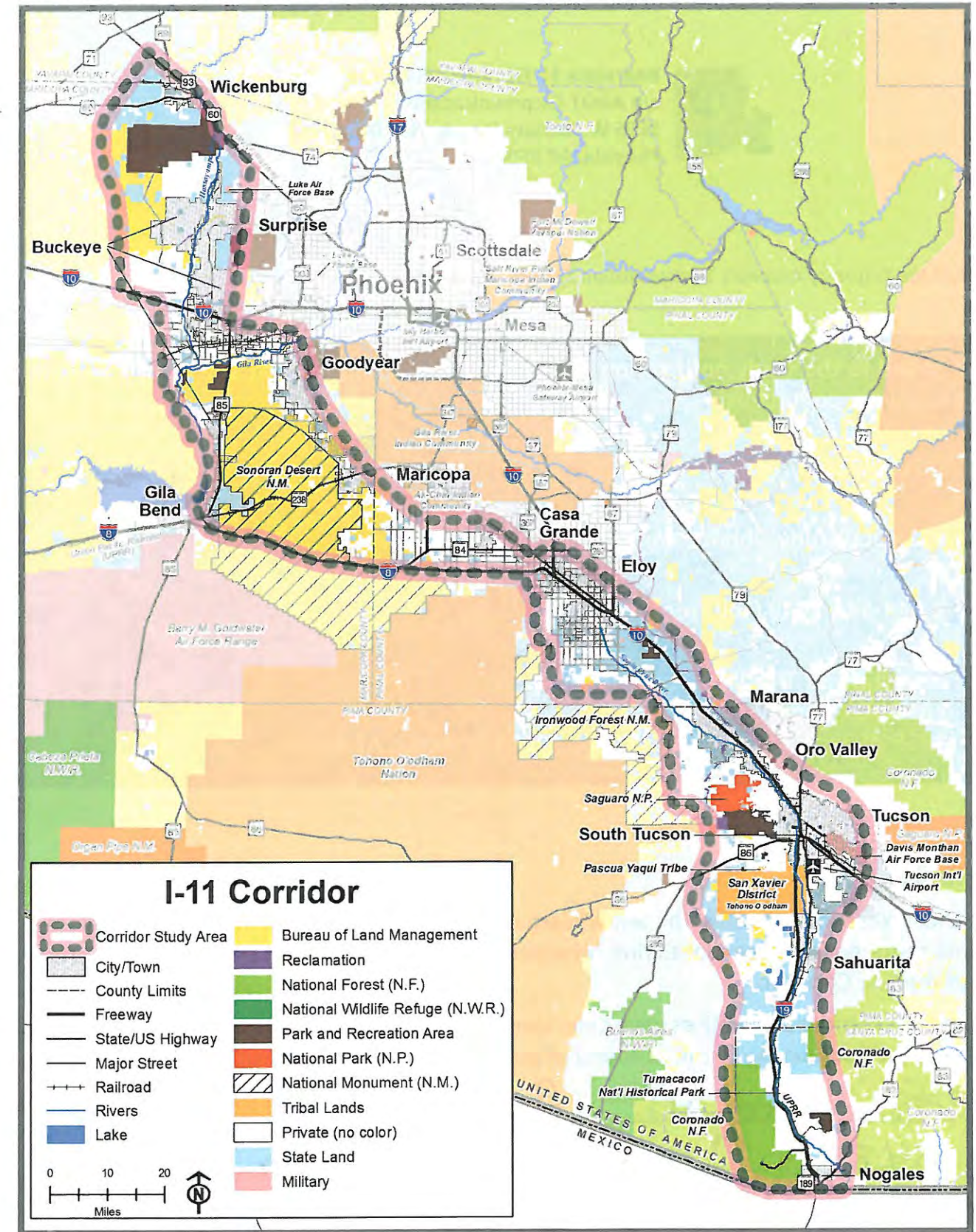
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| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

I have visited all 50 states and in some Eastern states they have dedicated Truck lanes all along the freeways that way you don't spread more noise & pollution to new areas.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- Other desirable outcomes?

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- Combination of new and existing highway/freeway
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- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 2 Accommodate rail and utilities within corridor alternatives

For Questions 1-4, please rate each of the items on a scale of 1-5.  
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- 3 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguero Nat Park  
 Arizonan Desert Museum  
 Tucson Mt Park  
 Kitt Peak

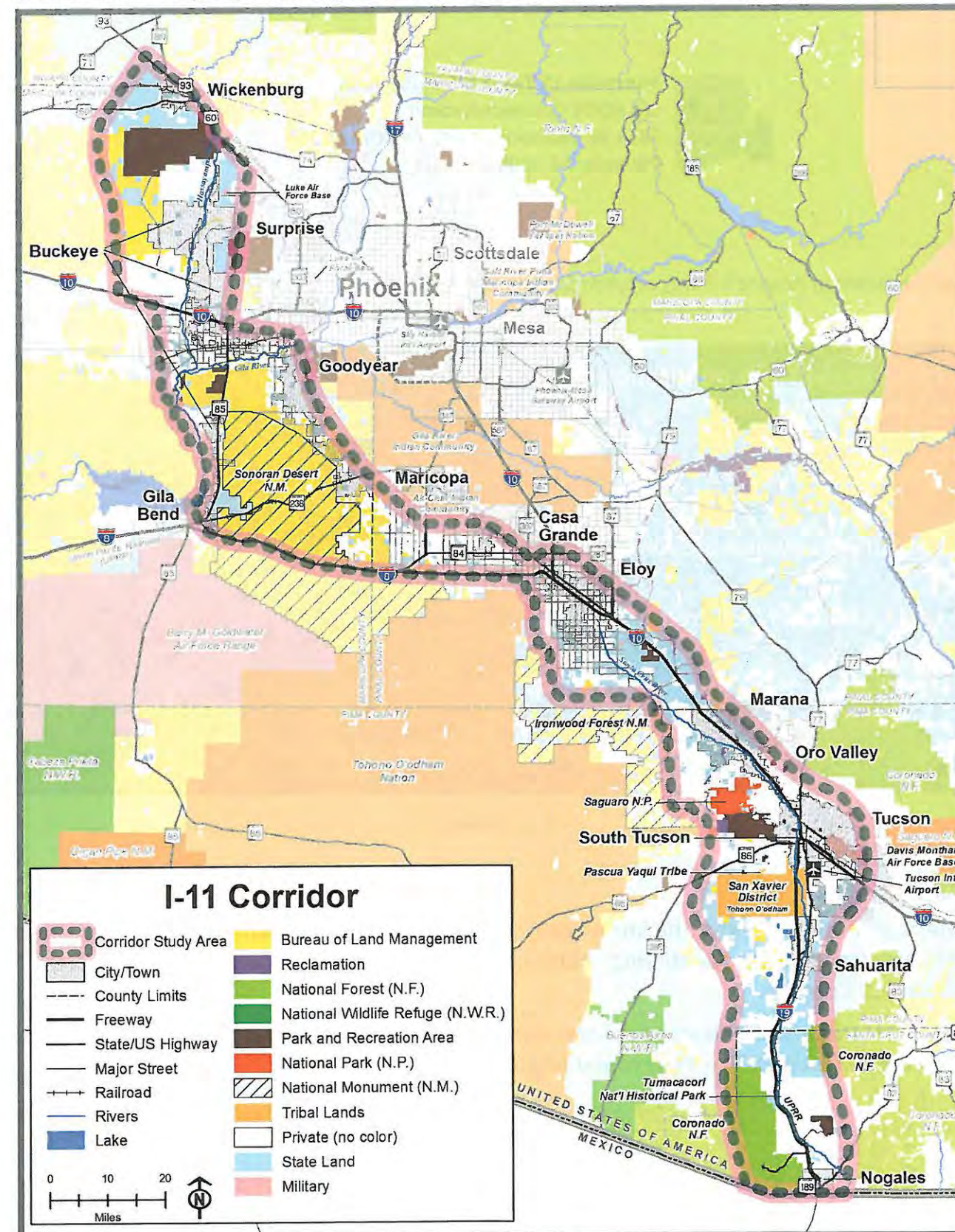
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input type="checkbox"/> Email                | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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- 4 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use
- 2 Public parks and recreation
- 1 Saguaro West *land use? or public park?*
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 2 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 6 Geology/fissures, soils, and farmland
- 7 Hazardous materials *Are we talking about transport of Haz Mat on the new freeway? Don't understand*
- 5 Historic structures and archaeological sites
- 8 Noise and vibration
- 4 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*San Xavier historical area*  
*Saguaro West*  
*considerations:*  
*Air pollution from exhaust*  
*petroleum runoff from*  
*Highway use*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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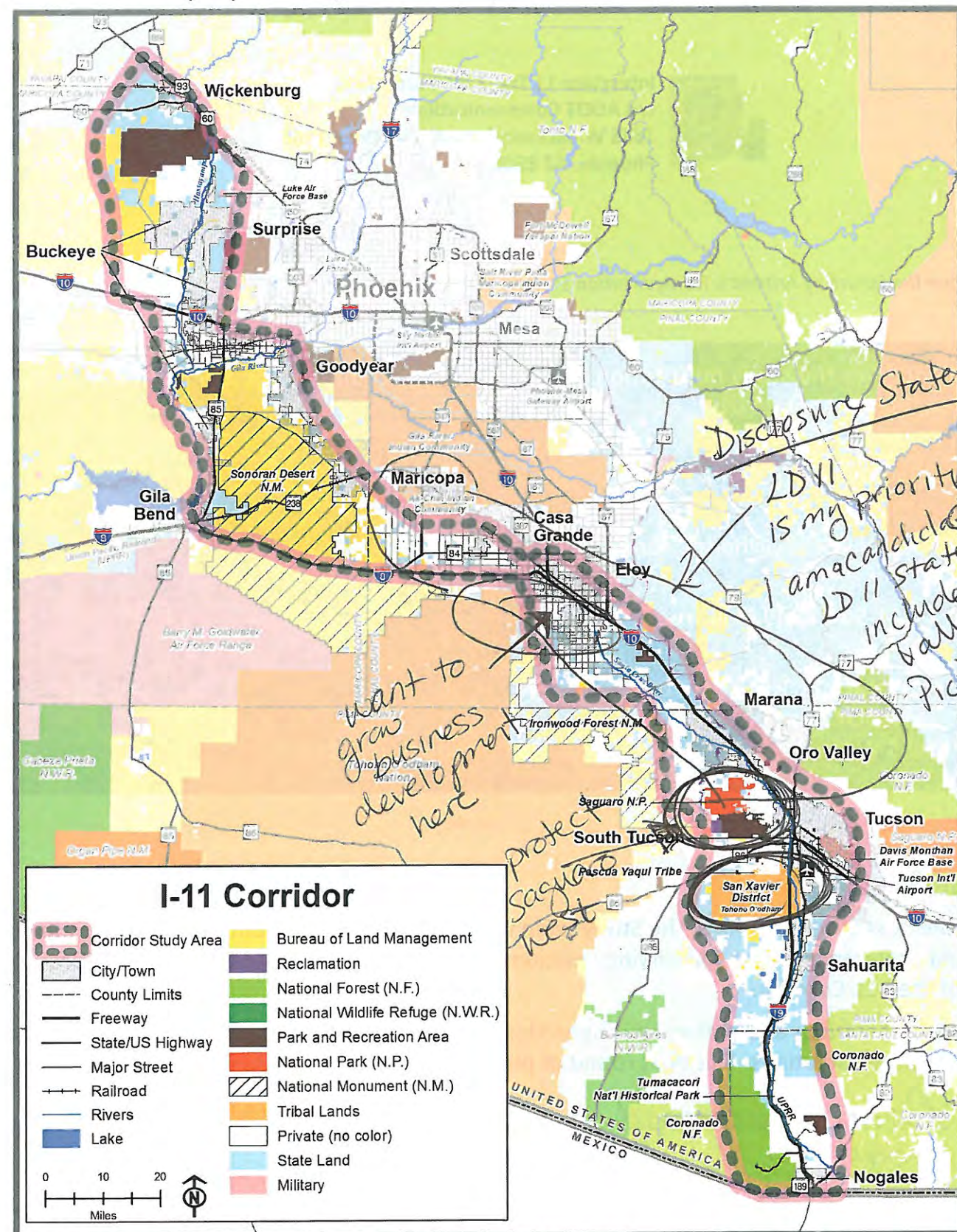
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### PUBLIC SCOPING SURVEY



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- |                                     |   |
|-------------------------------------|---|
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| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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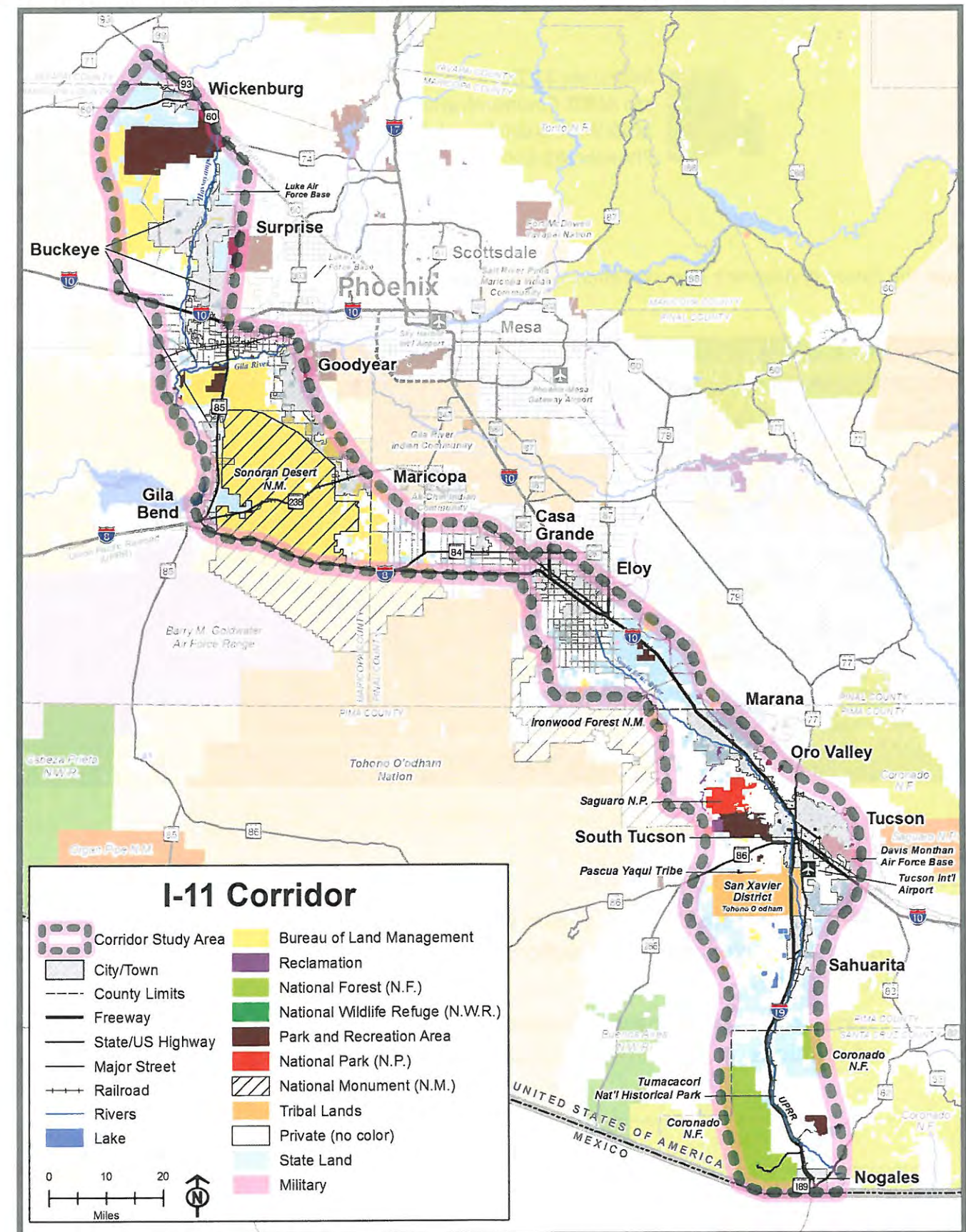
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**ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement  
NOGALES TO WICKENBURG**

JUNE 2016

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**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- 2 Combination of new and existing highway/freeway I-19
- 1 Enhance or expand existing highway/freeway double deck I-10 Rutherford
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

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



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- Land use
- 1 Public parks and recreation
- 
- 

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- Hazardous materials
- 3 Historic structures and archaeological sites
- Noise and vibration
- 1 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage) - *Tue water recharge*
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Az sonora desert museum  
Tue water recharge  
basins  
no access to Ajo SR86*

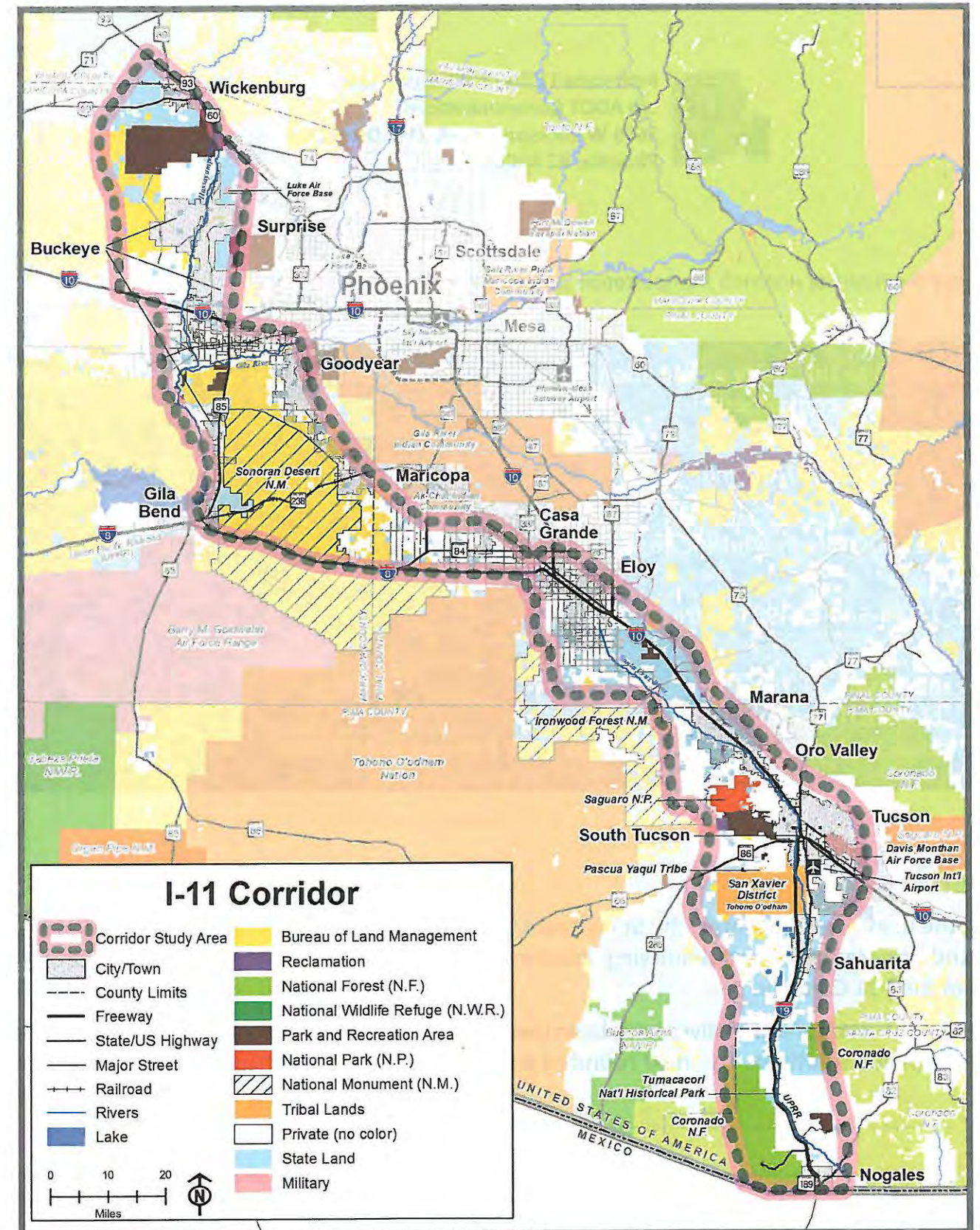
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*no off/on ramps at  
Ajo SR86. would add  
major congestion to local  
traffic to/from Tucson*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 
- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Parks, riparian areas,  
viewsheds

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
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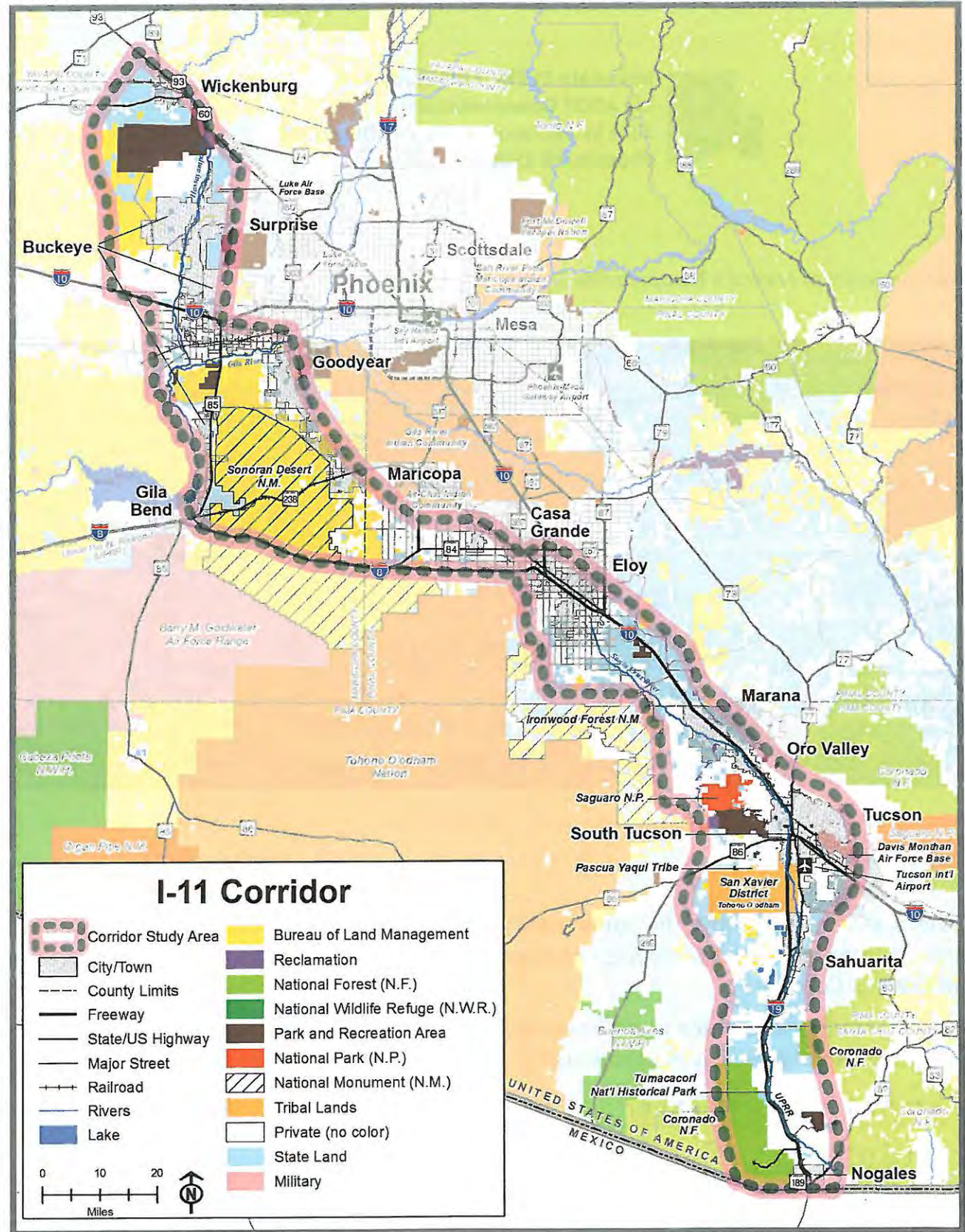


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JUNE 2016

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguara National Park

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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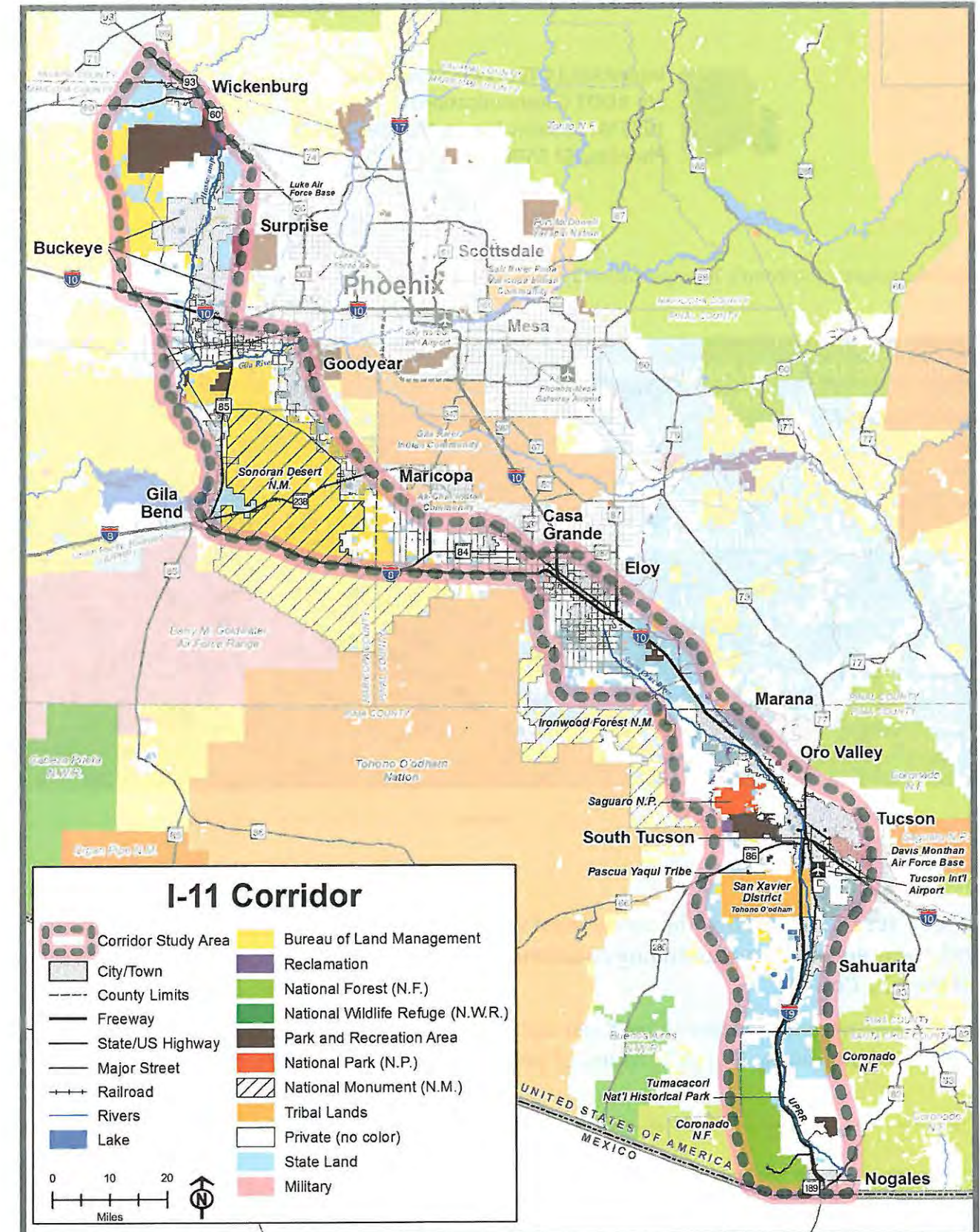


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Please use this map to provide any comments on specific areas, ideas and concerns.



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





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

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[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)



1-844-544-8049 (Toll-free/bilingual)



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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

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- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use
- 4 Public parks and recreation
- 
- 

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- 2 Hazardous materials
- 7 Historic structures and archaeological sites
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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

WEST OF TUCSON MTS.

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**6** How do you prefer to receive information:

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|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
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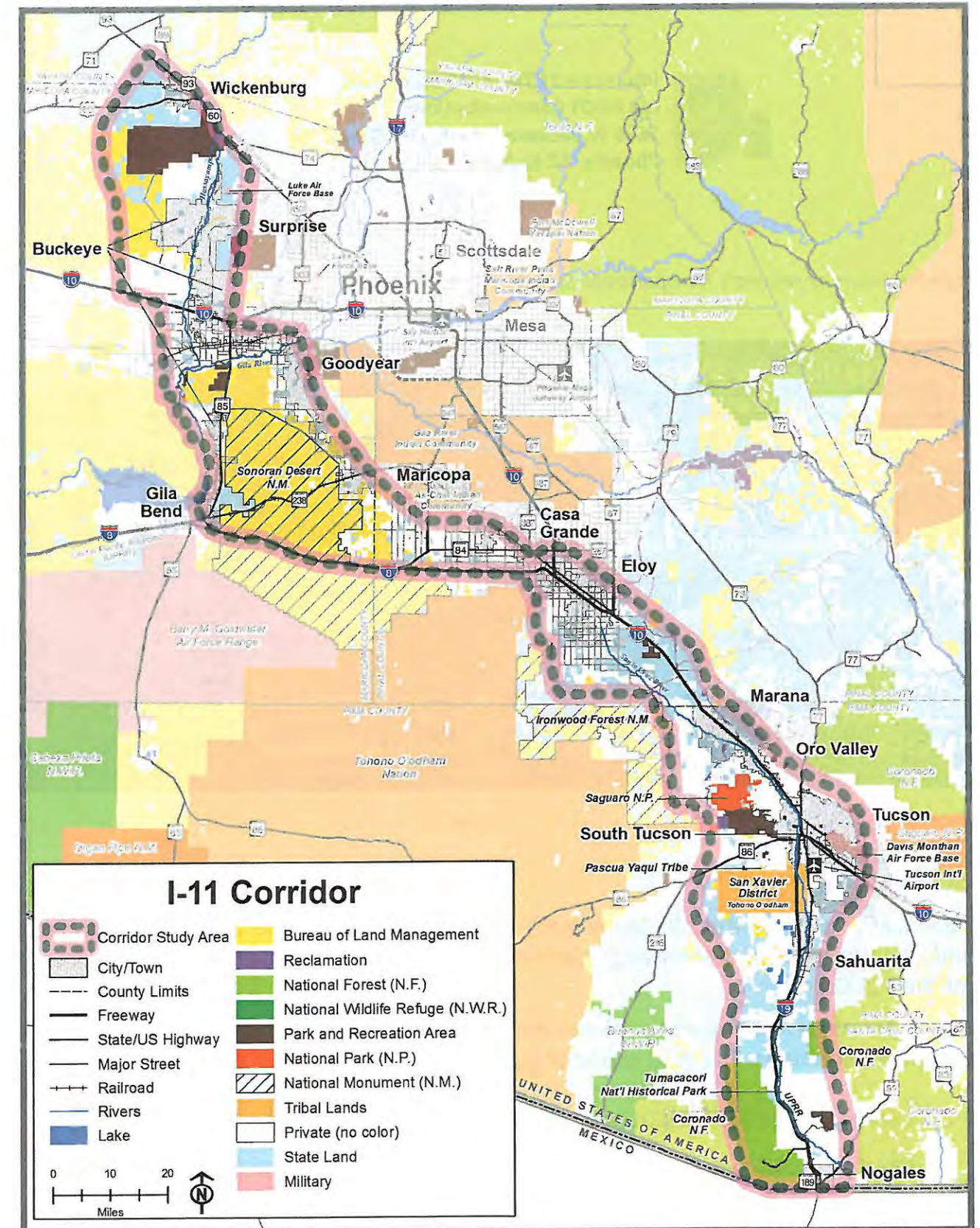


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- 5 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- 7 Support homeland security and national defense needs
- 1 Other desirable outcomes? IMPROVE ECONOMY AND PROVIDE STIMULUS/ JOBS

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 4 New highway/freeway
- 5 Combination of new and existing highway/freeway
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- 1 Economic development and growth
- 4 Land use
- 3 Public parks and recreation
- 
- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

INCREASE:  
ECONOMIC DEVELOPMENT  
DECREASE:  
IMPACT ON ENVIRONMENTAL FACTORS  
YOU CAN DO BOTH

**6** How do you prefer to receive information:

- |                                     |  |
|-------------------------------------|--|
| <input type="checkbox"/> Email      | <input checked="" type="checkbox"/> Facebook |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging      |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail         |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs               |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____         |
| <input type="checkbox"/> Twitter    |  |

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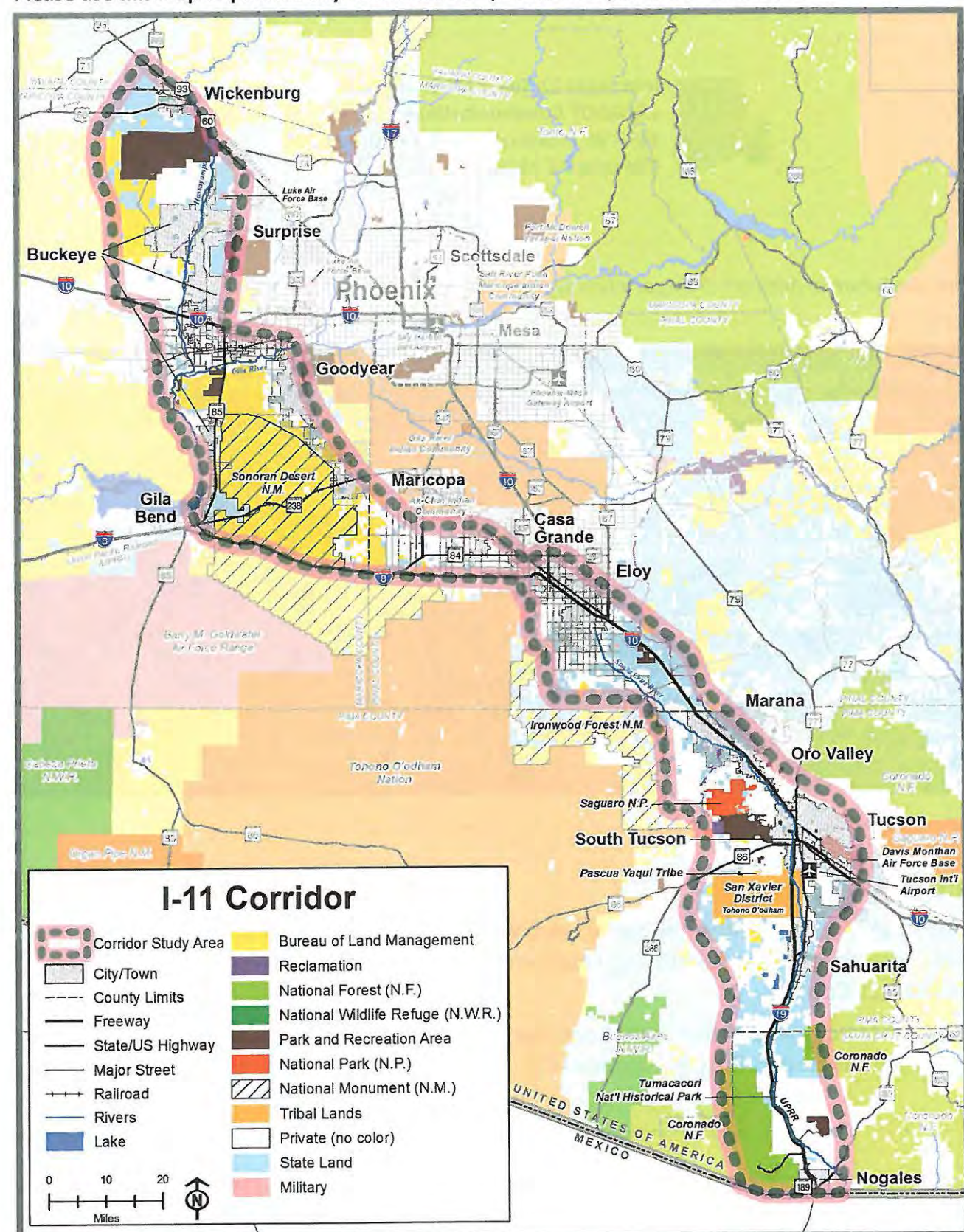
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- 1 Support homeland security and national defense needs
- Other desirable outcomes?

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- 2 Economic development and growth
- 2 Land use
- 1 Public parks and recreation
- 
- 

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- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*The City of Buckeye is building houses like crazy spreading out west. How will that affect the route?*

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**6** How do you prefer to receive information:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Email      | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website               | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio                 | <input checked="" type="checkbox"/> Direct Mail |
| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper             | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter               |   |

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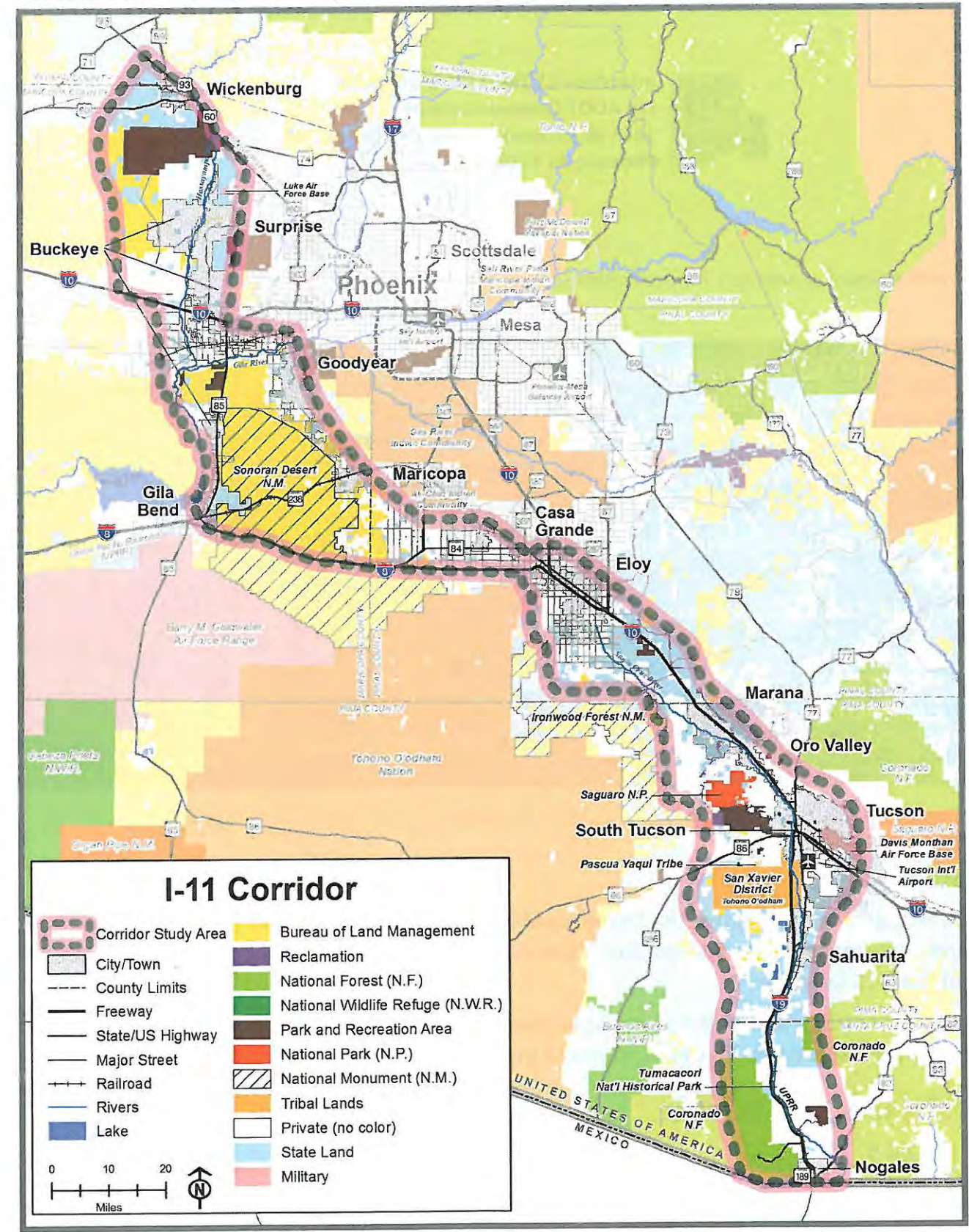


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# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

200 MILES + 5-25 M  
PUBLIC SCOPING SURVEY | JUNE 2016

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

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- Neighborhoods, diverse communities, and residences
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- 2 Land use
- Public parks and recreation
- 1 WATER PROTECTION
- 2

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

PLEASE AVOID IMPACTING THE WATER RESOURCES FOR EACH CONSIDERED ROUTE. PLEASE PRESERVE WHAT INTEGRITY EXISTS FOR ANIMAL/NATURAL HABITAT. PLEASE DO NOT ENCOURAGE BEDROOM COMMUNITIES TO POP UP.

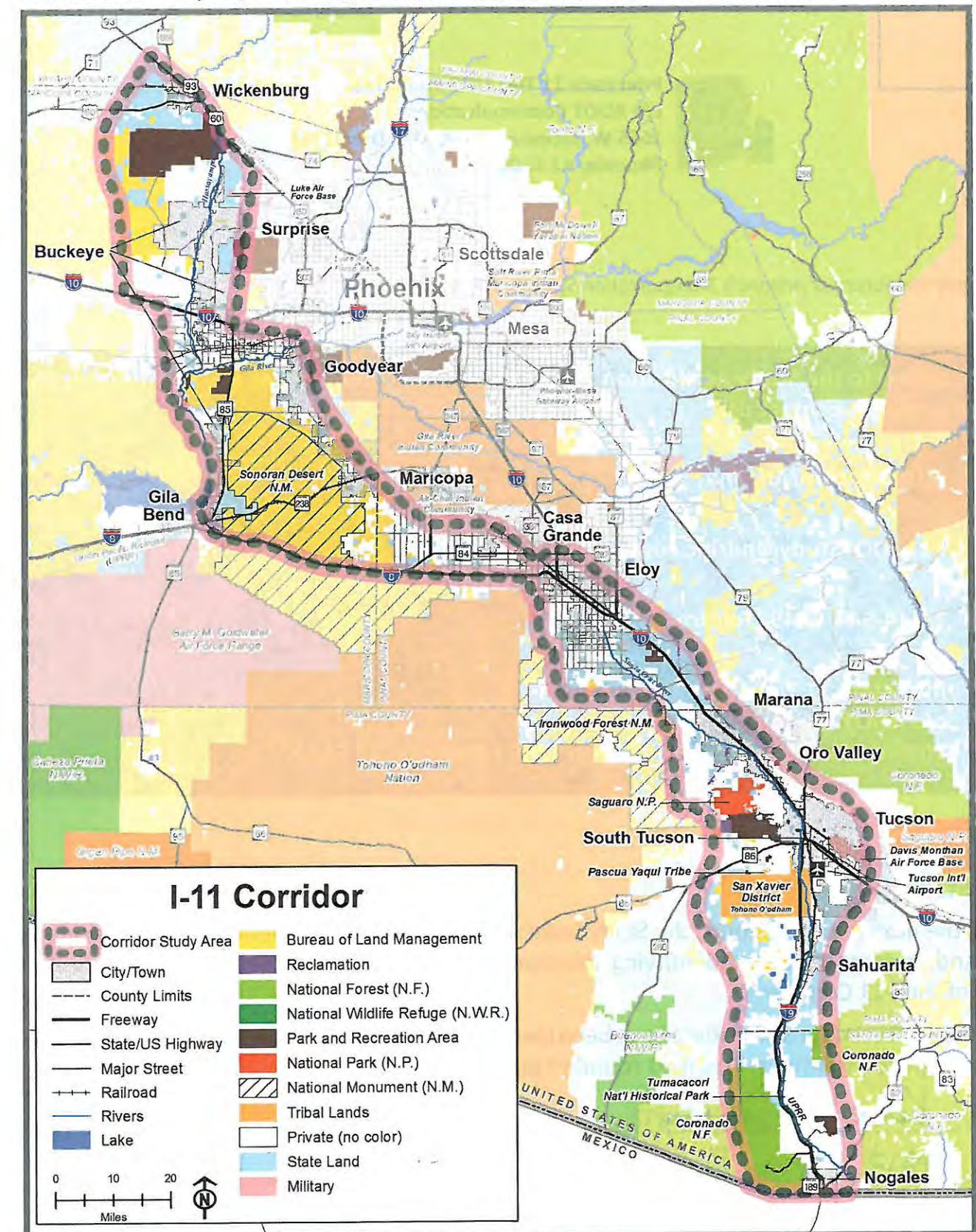
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> 1 Email   | <input type="checkbox"/> Facebook                 |
| <input checked="" type="checkbox"/> 3 Website | <input type="checkbox"/> Text Messaging           |
| <input type="checkbox"/> Radio                | <input checked="" type="checkbox"/> 2 Direct Mail |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs                    |
| <input type="checkbox"/> Newspaper            | <input type="checkbox"/> Other _____              |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

I AM CONCERNED THAT THE SCOPE OF THIS WILL BLOOM OUT OF CONTROL BECAUSE THERE WILL BE "INFLUENTIAL PARTIES" WHOSE MONEY & VOICES ARE LOUDER

Please use this map to provide any comments on specific areas, ideas and concerns.



2000 FT WIDE CORRIDOR

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Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



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- 

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- |                                     |   |
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| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
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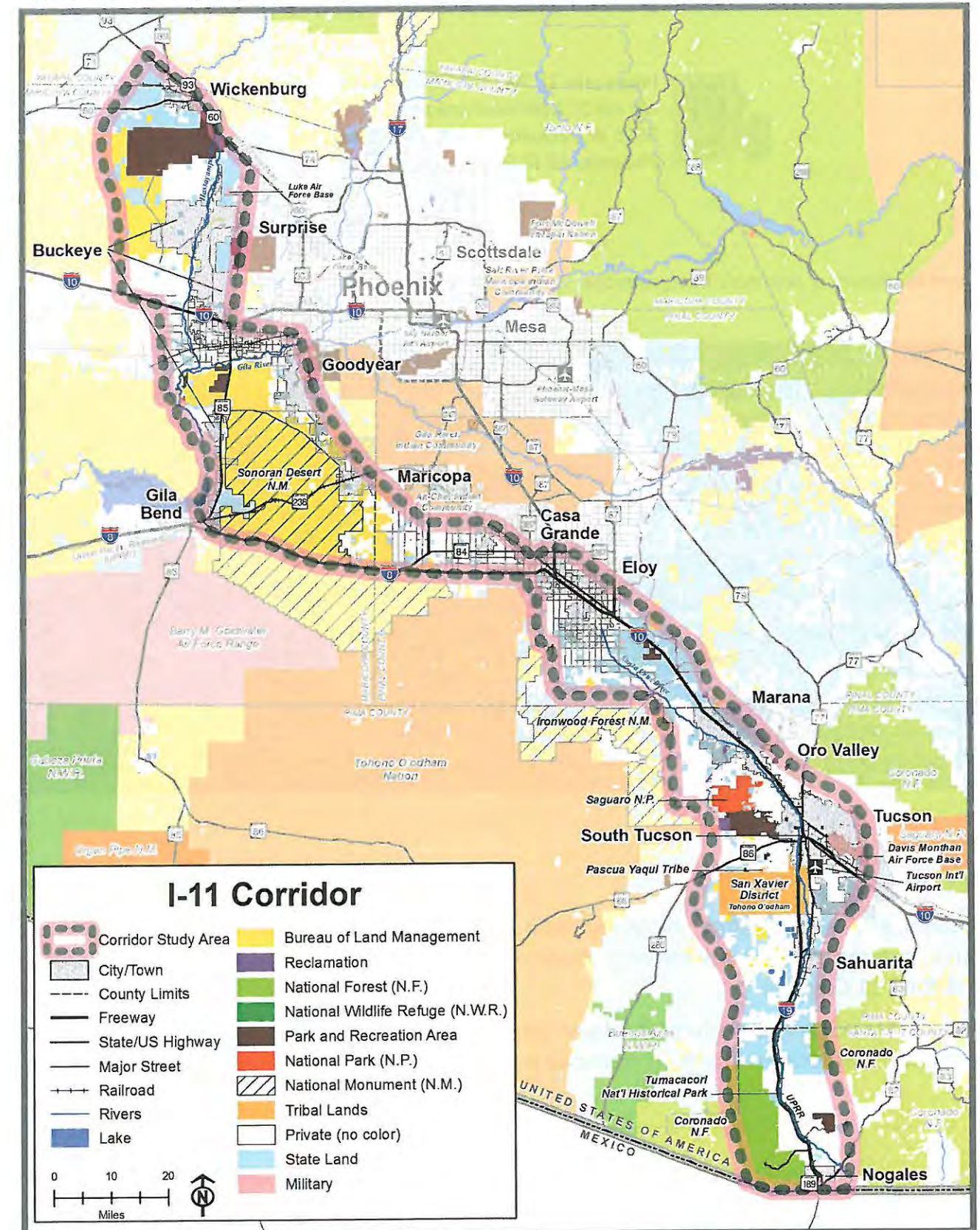
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- 

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*Accomodate rail but don't spend any taxpayer money on it. Let private companies build it if it is needed/feasible.  
Very important! Bypass Phoenix to the west of the city*

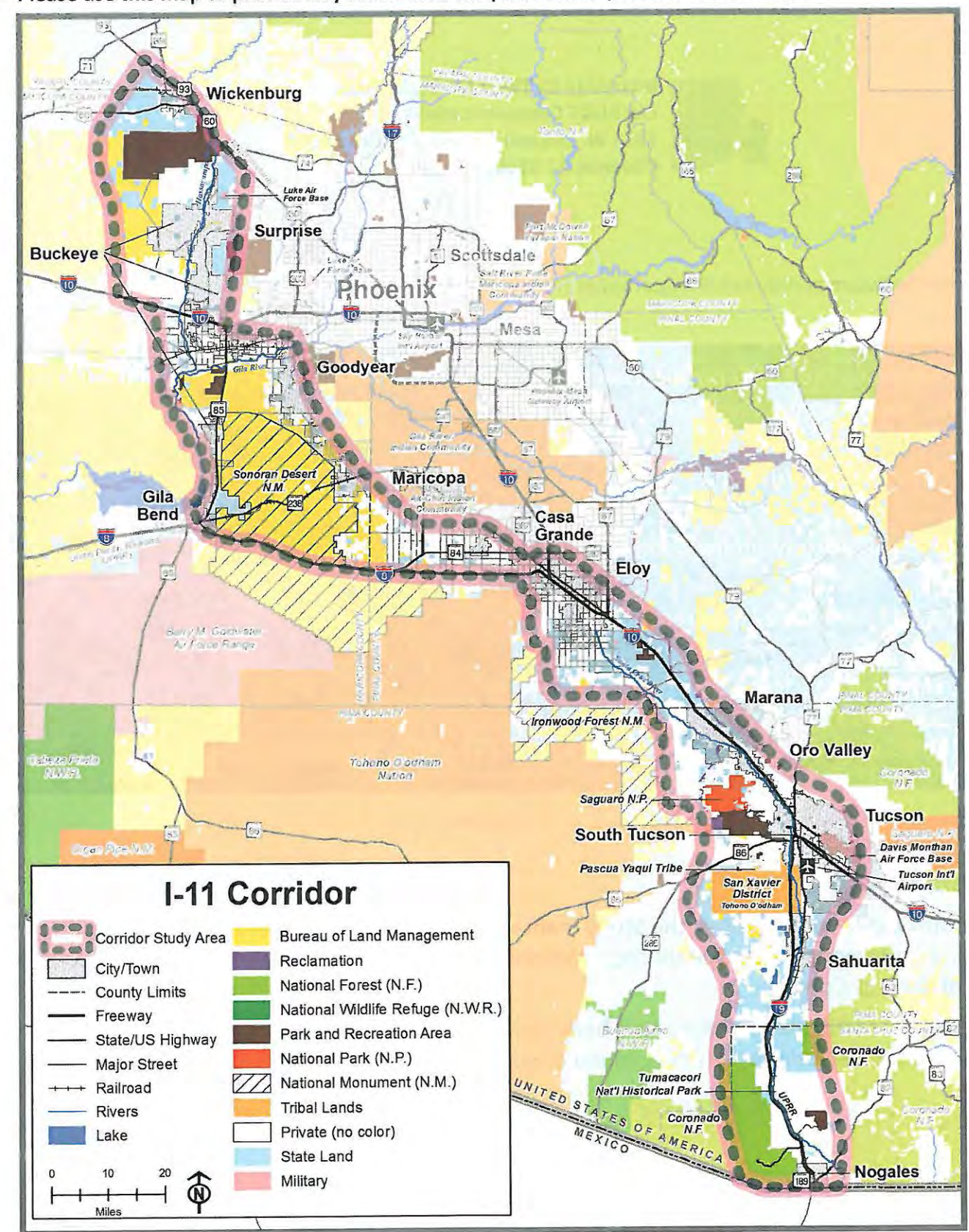
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> 1 Email     | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> 2 Website   | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                  | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television             | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> 3 Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter                |   |

**7** Additional comments:

*We need to relieve traffic on I-10 in Southeast Tucson by adding a bypass starting between Benson and SH 83 and going west on a route at or south of Sahuarita to the west side of the study corridor.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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- 5 Support homeland security and national defense needs
- Other desirable outcomes?

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- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- 2 Noise and vibration
- 1 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Tucson Mountain Park,

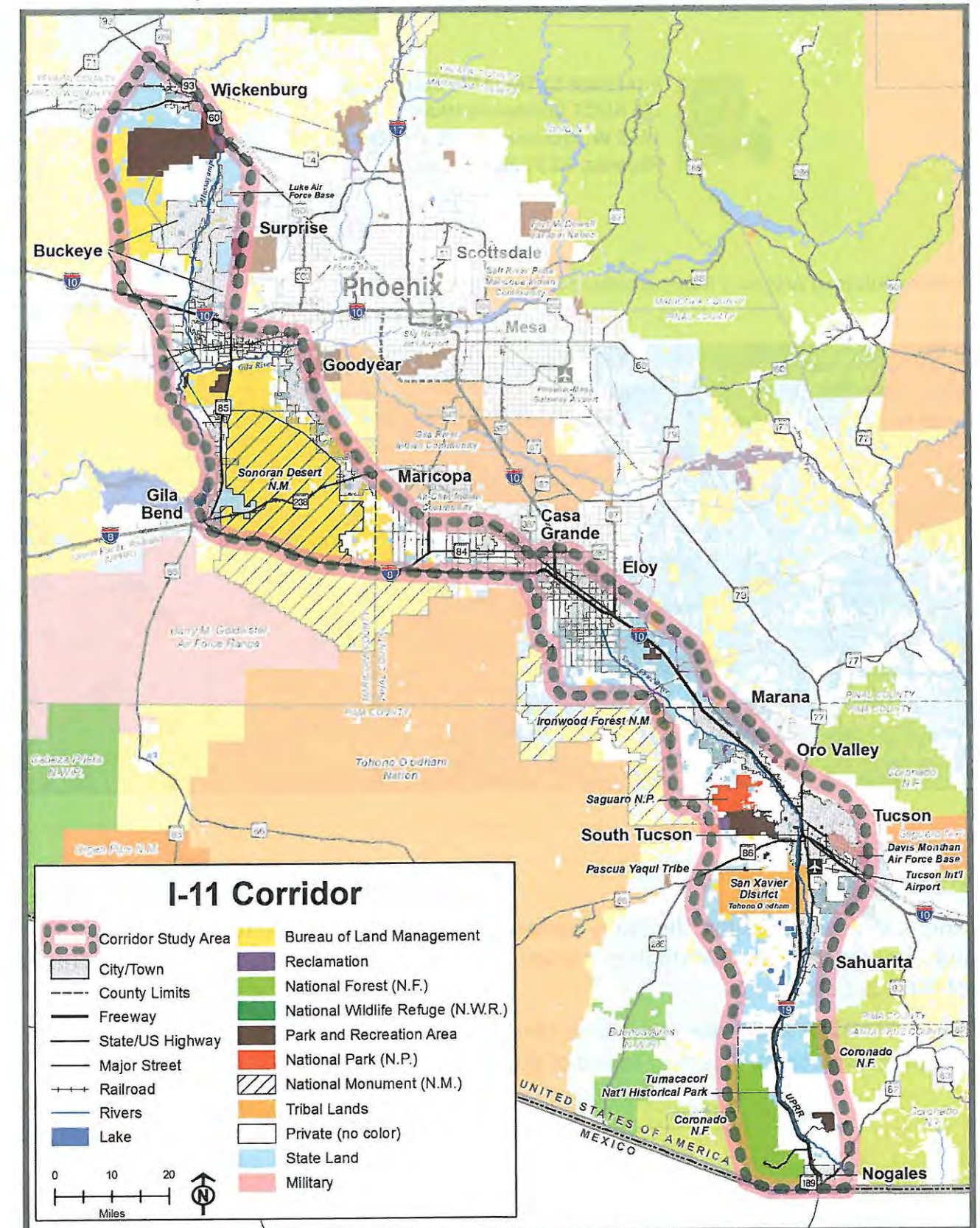
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**7** Additional comments:

I like idea of new freeway. I ~~to~~ - alternative to I-10. I want 3-lane freeway to start. One problem - squeezing in Marana between 2 freeways

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 1 Other desirable outcomes?  
*electrify the transport system, both road & rail.*

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- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 
- 

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- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 2 Noise and vibration
- 2 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Areas:*  
 - Desert Museum  
 - Saguaro National Park  
 - San Xavier Dist. of Tohono Nation  
 - Ironwood Forest National Mon.

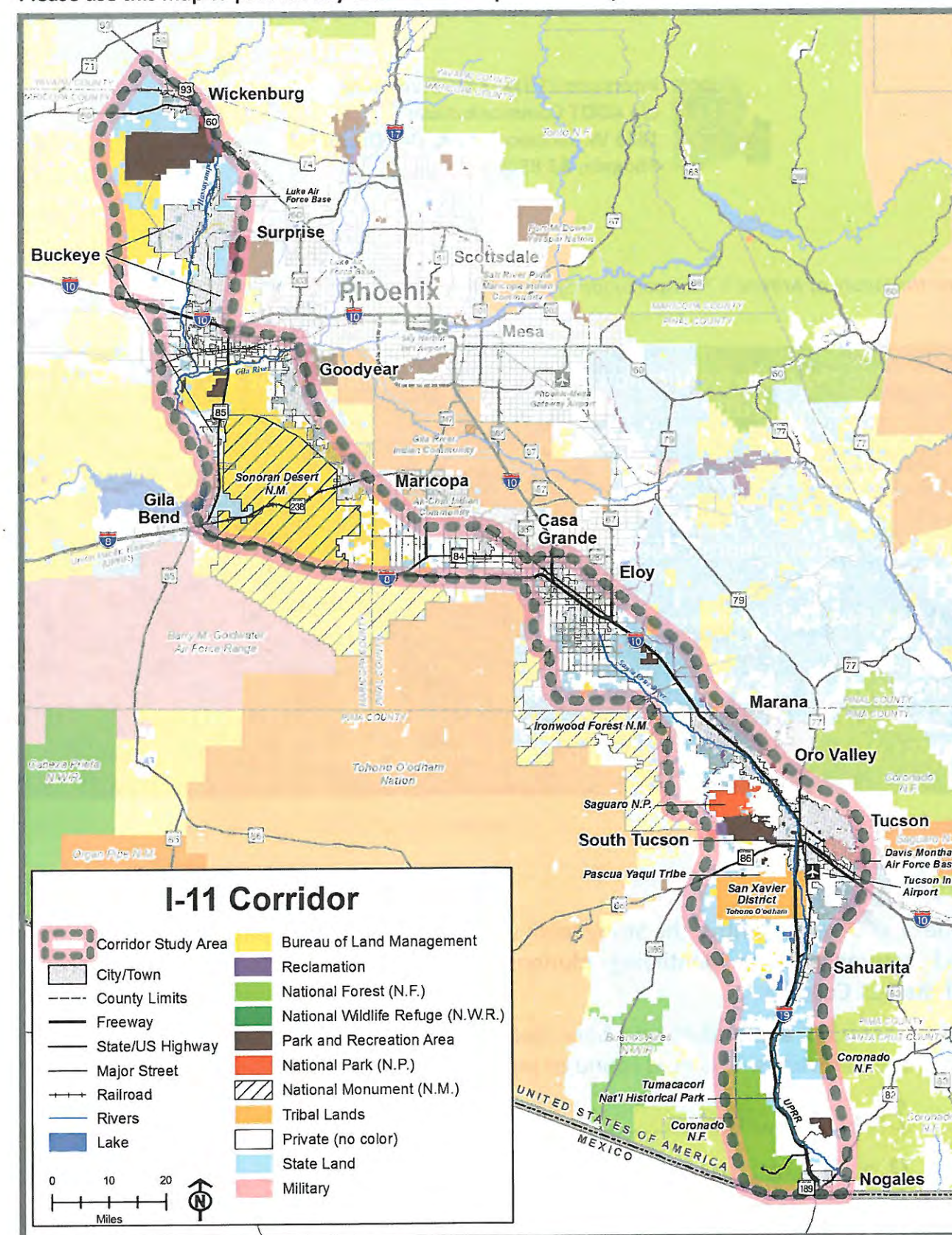
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*The discussion needs to include a regional focus that doesn't stop at the southern border, but includes a concept of the terminus of the corridor being the part of Guaymas, Mexico*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 5 Economic development and growth
- 1 Land use
- 2 Public parks and recreation
- 4
- 

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- 2 Hazardous materials
- 1 Historic structures and archaeological sites
- 7 Noise and vibration
- 5 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

→ same as biological / land (legally?)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

critical wildlife corridors  
critical watersheds

**6** How do you prefer to receive information:

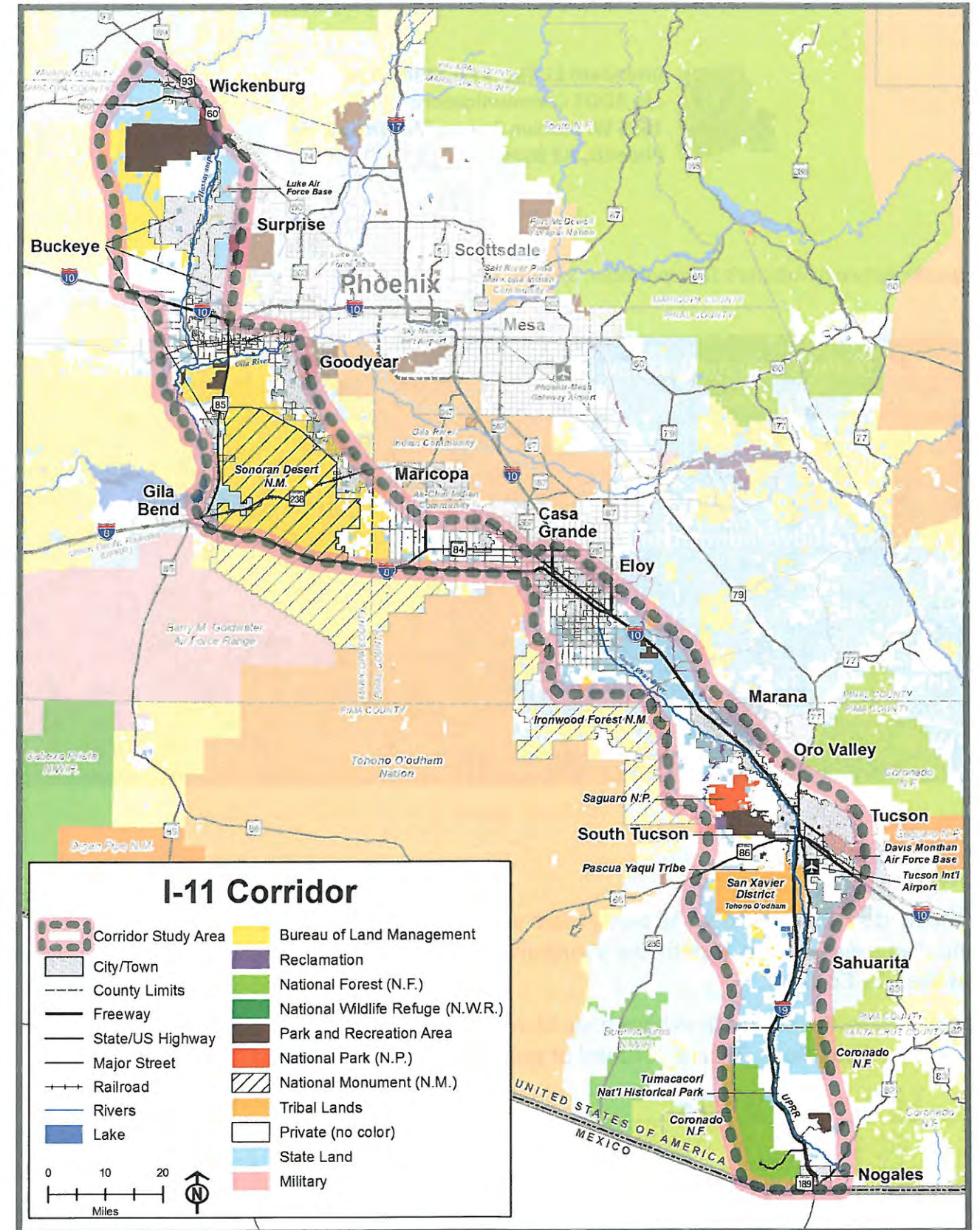
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

This is a poorly designed survey, lacks environmental understanding

why is this even being considered, considering the Pima County Board of Supervisors Resolution 2007-343?

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- 
- 

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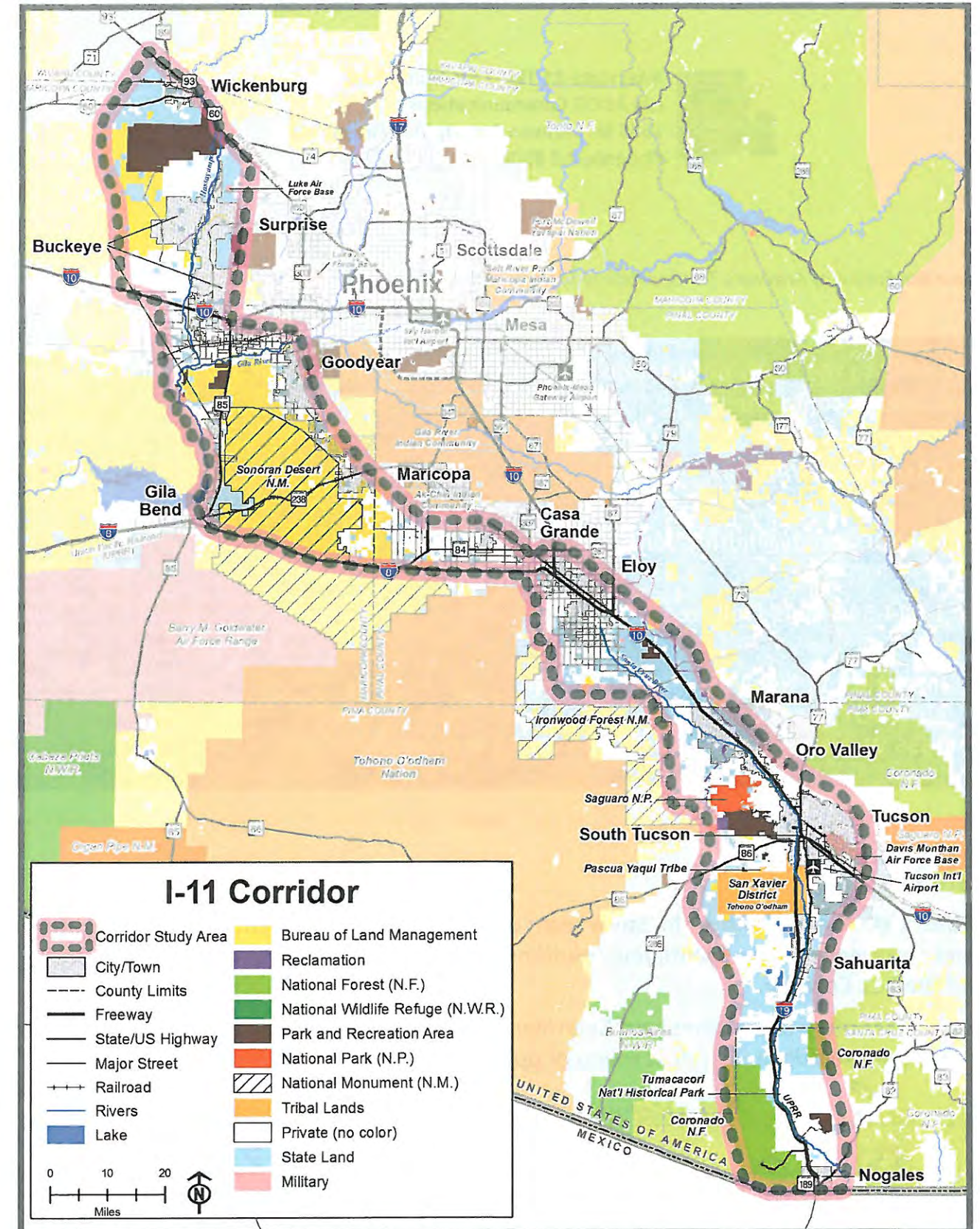
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**7** Additional comments:

*We seem to study transportation issues to death and do so little in implementation. We need a light rail system between Tucson & Phoenix - but I won't live long enough to see it. CANAMEX 25 years old concept. I love the idea of ill - three (3) years to study issue - get balls and lets move this along!*

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## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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



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- Visual and aesthetics
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- 
- 

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Do not impact the Nat. parks or Tucson Mt Park -

**6** How do you prefer to receive information:

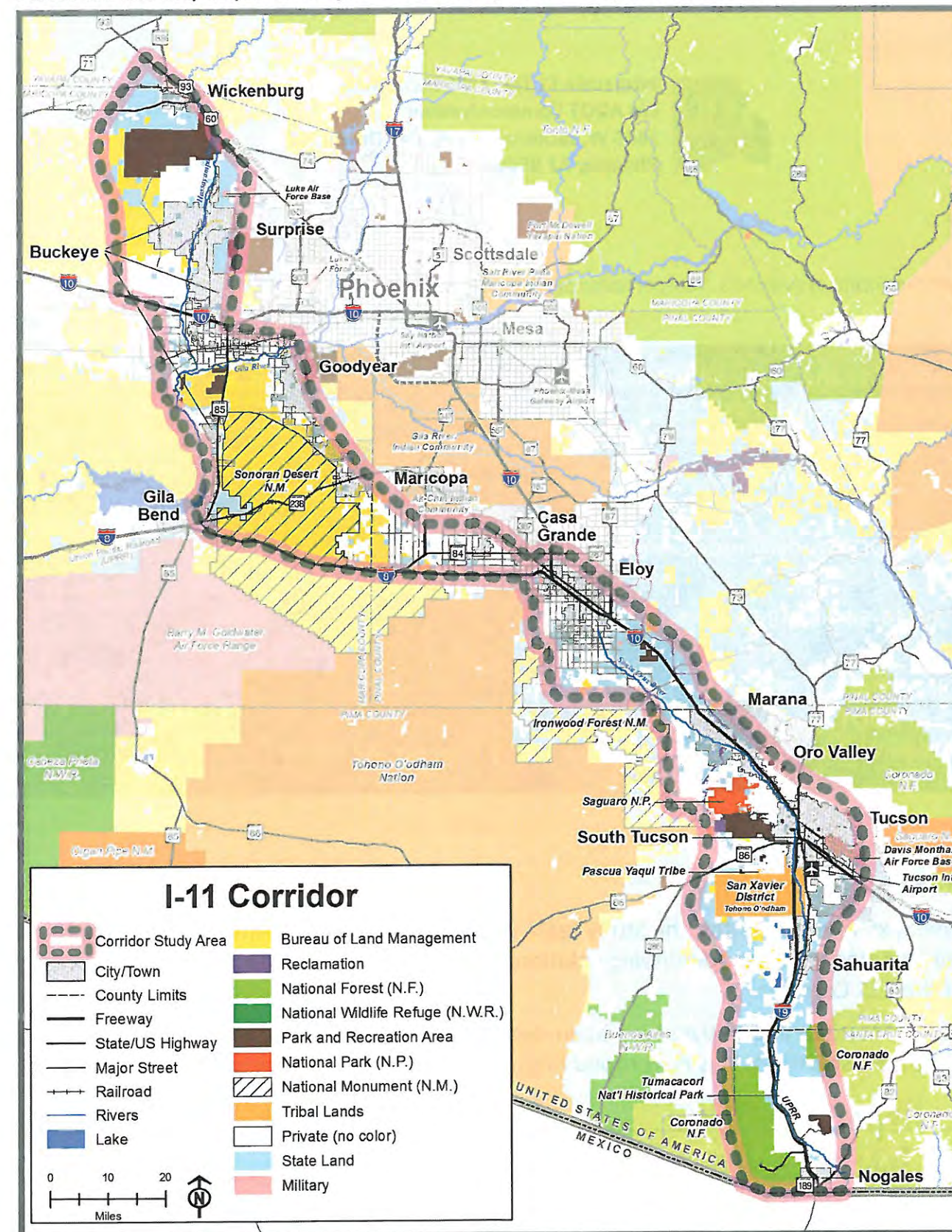
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**7** Additional comments:

The "draw on maps" Central had the roads (major) labeled

South was impossible to work with because no roads. Make 2 boards for the south so we can know what we are looking at or for.

Please use this map to provide any comments on specific areas, ideas and concerns.



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**PUBLIC SCOPING SURVEY**



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*No problems. No I-11!*

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National Forest, 2  
National Monuments,  
National Park, Tucson  
Mountain Park,  
wildlife corridors,  
neighborhoods +  
private lands

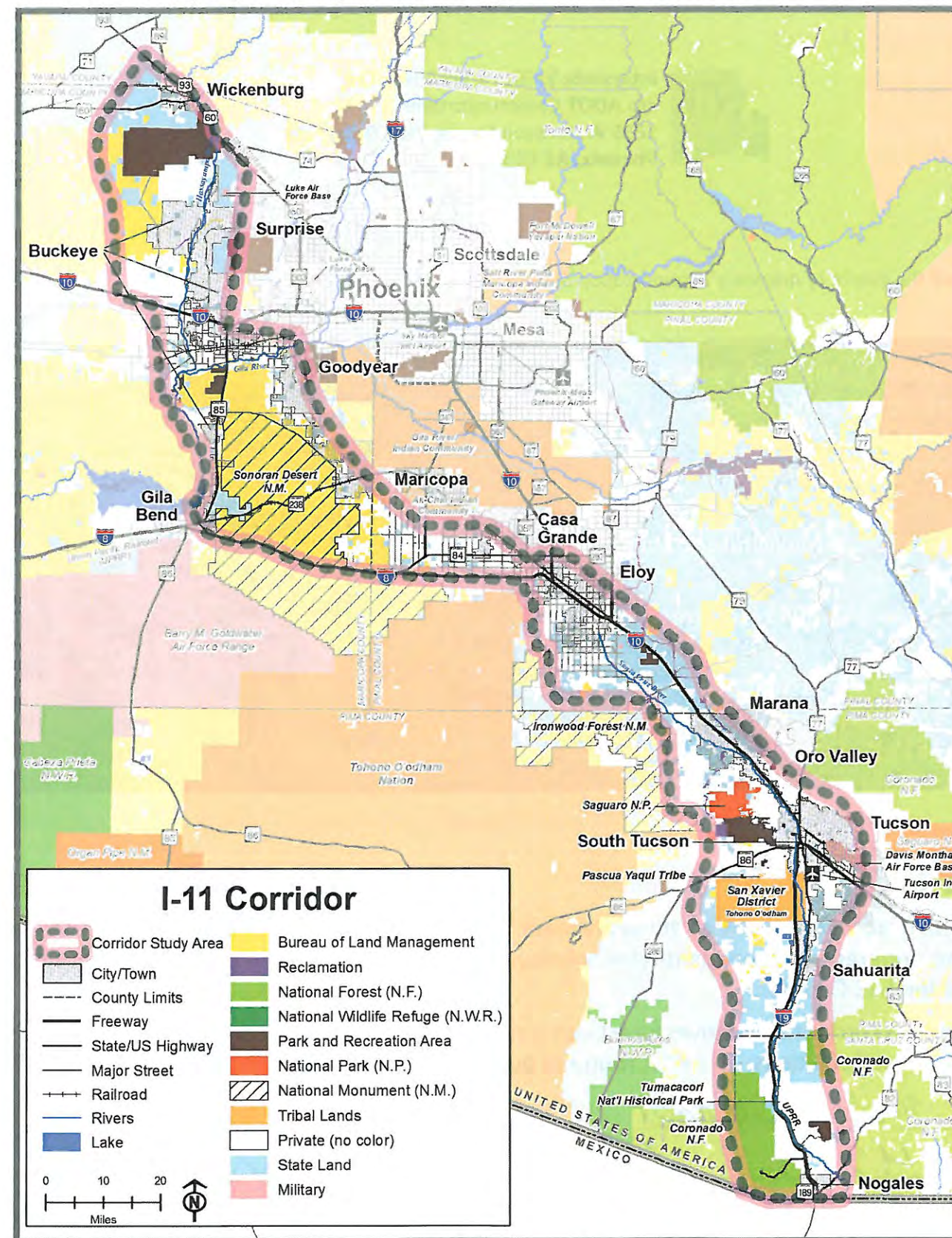
**6** How do you prefer to receive information:

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|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

This seems to be a project  
in search of a purpose.  
~~There~~ Better alternatives  
would be high speed rail  
and/or widening I-10.

Please use this map to provide any comments on specific areas, ideas and concerns.



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





PUBLIC SCOPING SURVEY



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

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Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

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For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

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- 2 Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- 1 Support homeland security and national defense needs
- 2 Other desirable outcomes?

2 What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 2 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 3 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 1 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 1 Accommodate rail and utilities within corridor alternatives

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 2 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 3 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 3 Hazardous materials
- 3 Historic structures and archaeological sites
- 3 Noise and vibration
- 3 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Identify Rycun Airfield off of Ajo & Valencia Rd west of Tucson

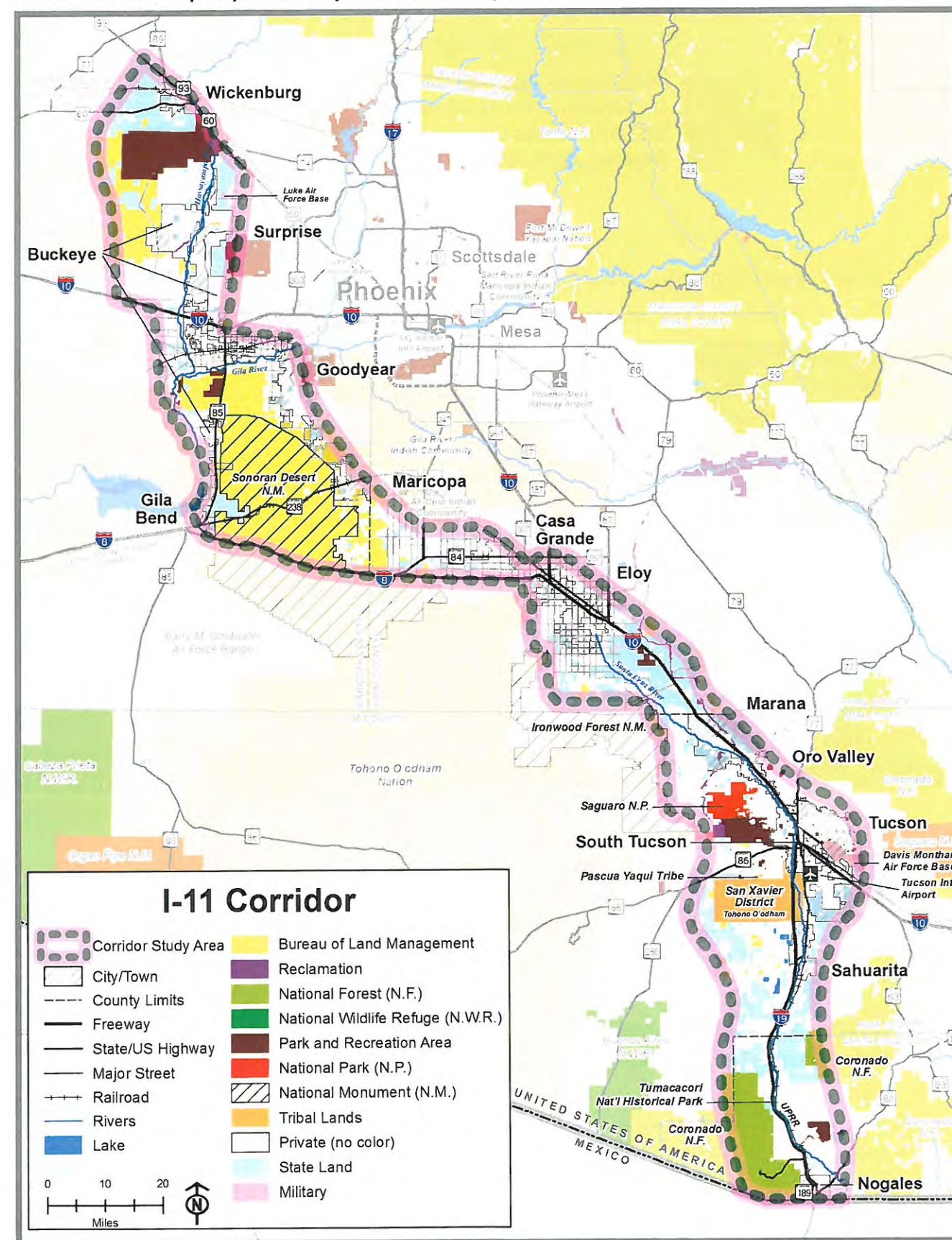
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- |   |   |
|---|---|
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| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:


*[Handwritten scribble]*

Please use this map to provide any comments on specific areas, ideas and concerns.



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

**PUBLIC SCOPING SURVEY**

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_

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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?  
*do nothing I-11 not needed*

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

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- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
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- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives  
*rail should stay as is*

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



**FOR MORE INFORMATION:**

1-844-544-8049  
 i-11ADOTStudy@hdrinc.com  
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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- All these are important
- but already serviced by I-19 and I-10

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- I-11 built out would have
- negative impact on all these

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

I-11 ~~show concept~~ should be dropped  
focus monies  
improve infrastructure  
on using I-19 + I-10

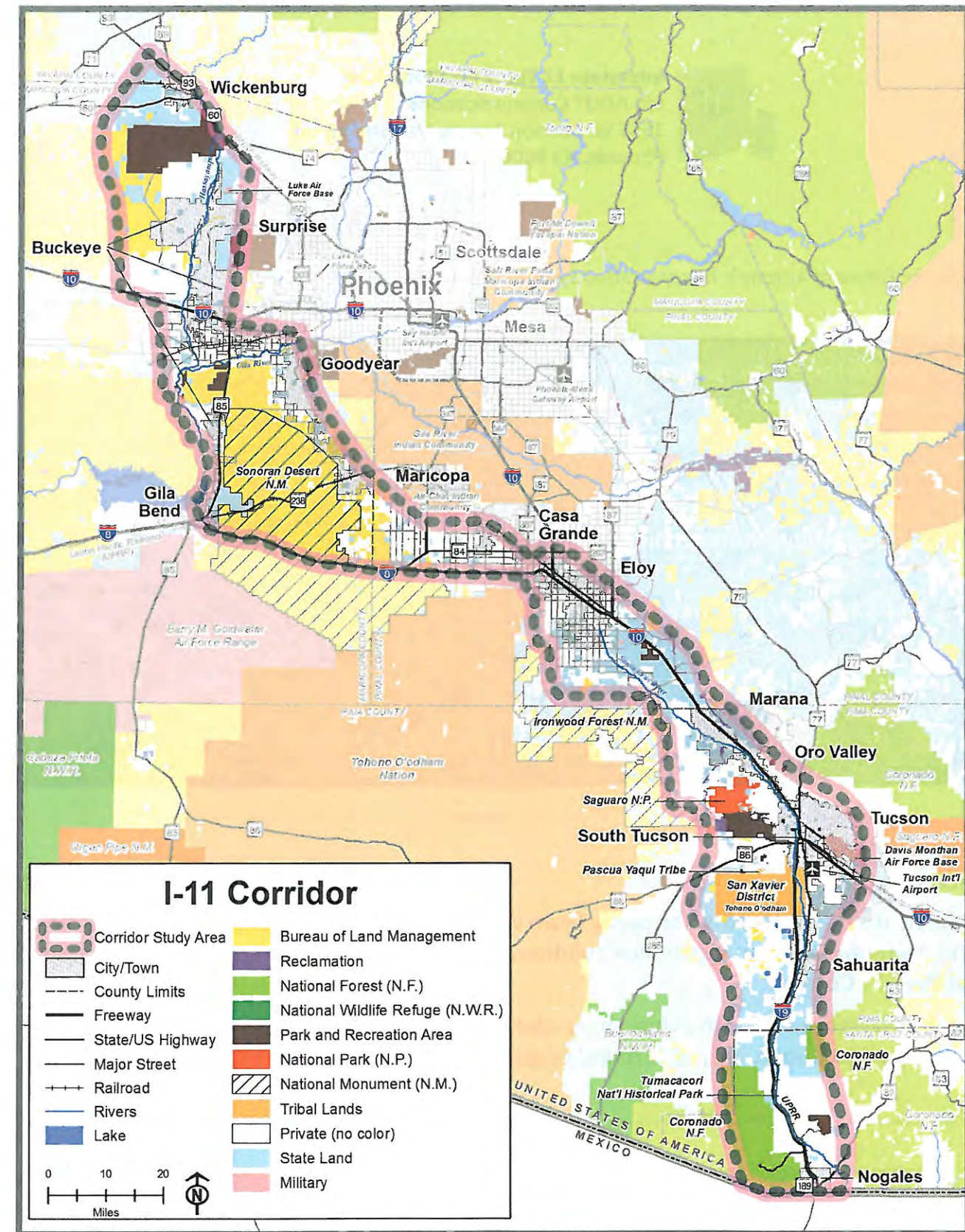
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| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

This project is a waste of monies, natural resources, and solves nothing that I-19 + I-10 dont already handle  
totally unneeded and negative impacts too many factors including both human + environmental

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 1 Support homeland security and national defense needs
- Other desirable outcomes?

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- 2 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 4 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 2 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
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- 4 Noise and vibration
- 4 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

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| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

NONE

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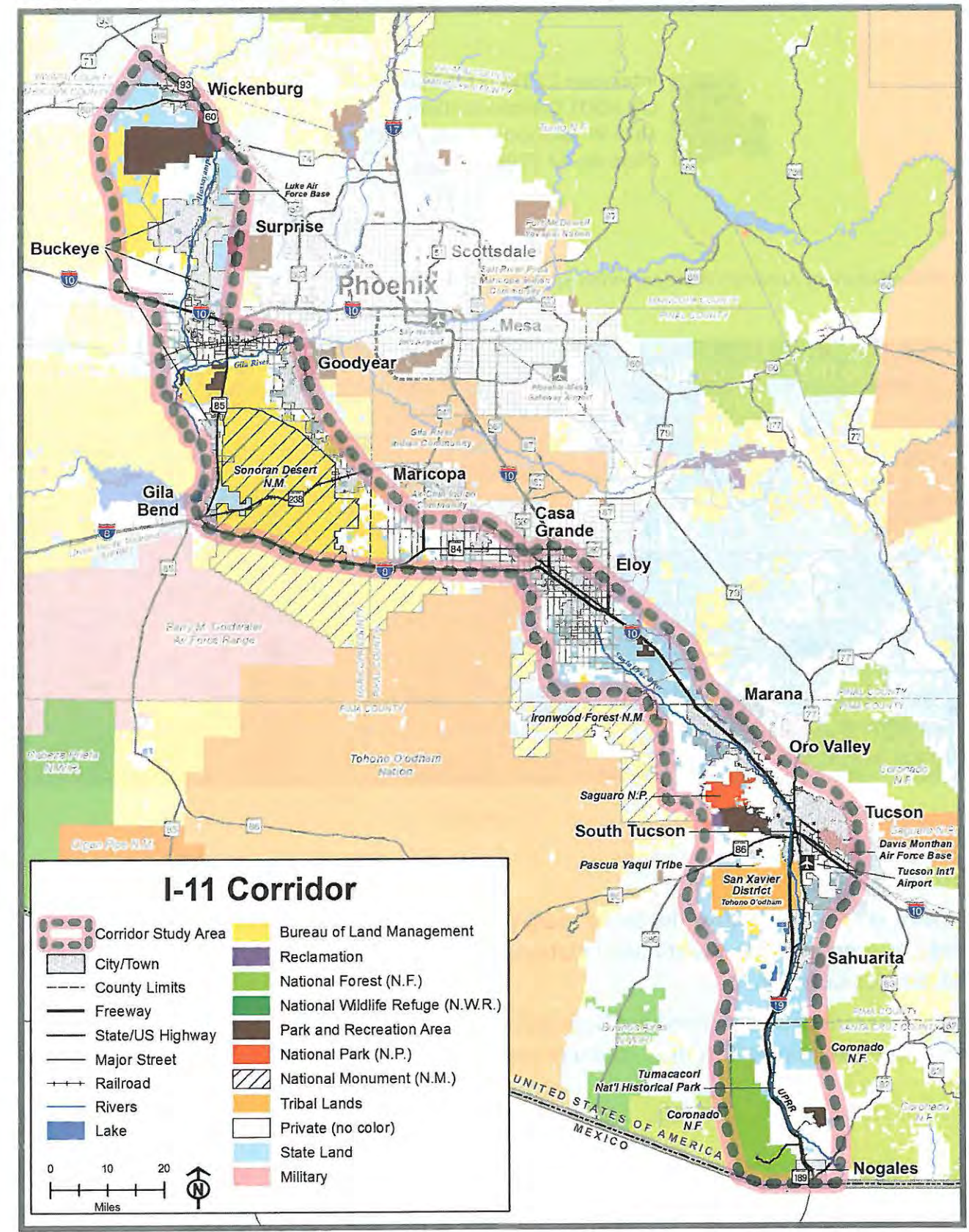
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 4 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 5 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 3 Improve local access to communities and resources (parks, recreation, and tourism)
- 1 Support a different transportation mode than what exists today *passenger rail*
- Support homeland security and national defense needs
- # Other desirable outcomes?  
*Improve wildlife habitat & open space connectivity via crossing structures (overpasses & underpasses) in key areas*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway *NO*
- Combination of new and existing highway/freeway *NO*
- 2 Enhance or expand existing highway/freeway
- 1 Accommodate rail within corridor alternatives
- 4 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 3 Accommodate rail and utilities within corridor alternatives

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 5 Economic development and growth *Smart Growth*
- 3 Land use
- 2 Public parks and recreation
- 1 *Reduce wildlife-vehicle collisions*
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality *Sonoran Desert Conservation Plan*
- 1 Biological resources (for example: plants, wildlife, and habitats) *wildlife habitat corridors & linkages*
- 7 Geology/fissures, soils, and farmland
- 8 Hazardous materials
- 3 Historic structures and archaeological sites
- 5 Noise and vibration
- 6 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*\* Integrity of Saguaro National Park West & its connection to Ironwood Nat. Monument & Tortolita Mountains via Avra Valley*  
*\* Santa Rita Mtn - Tumacacori Mtn Wildlife Corridor*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input type="checkbox"/> Email              | <input checked="" type="checkbox"/> Facebook    |
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| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

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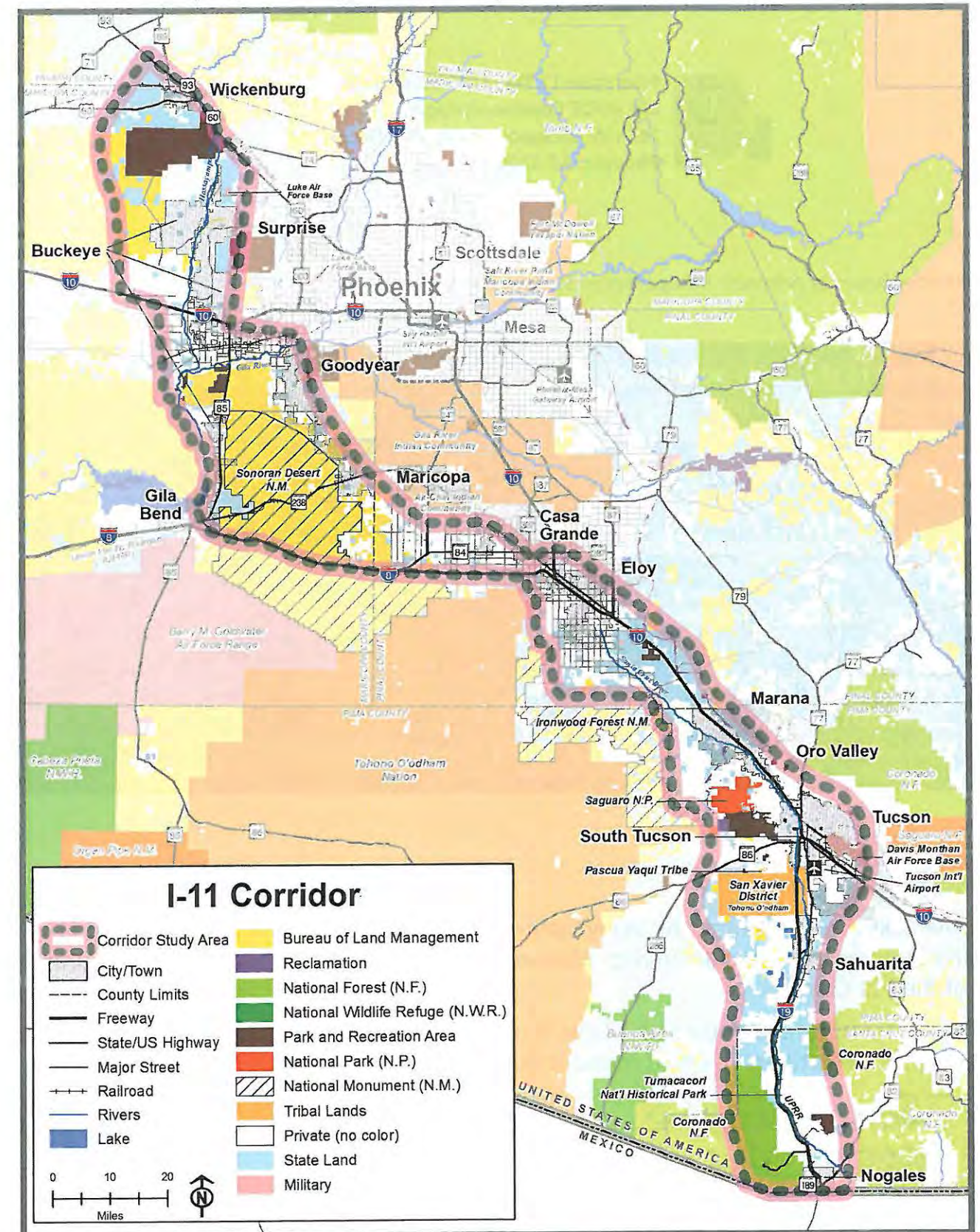
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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

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



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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
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- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Avoid the West side of Tucson where the Saguaro Natl. Park is  
In the Tucson area go through the East side of Corridor where the freeway could help with traffic congestion-*

**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
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**7** Additional comments:

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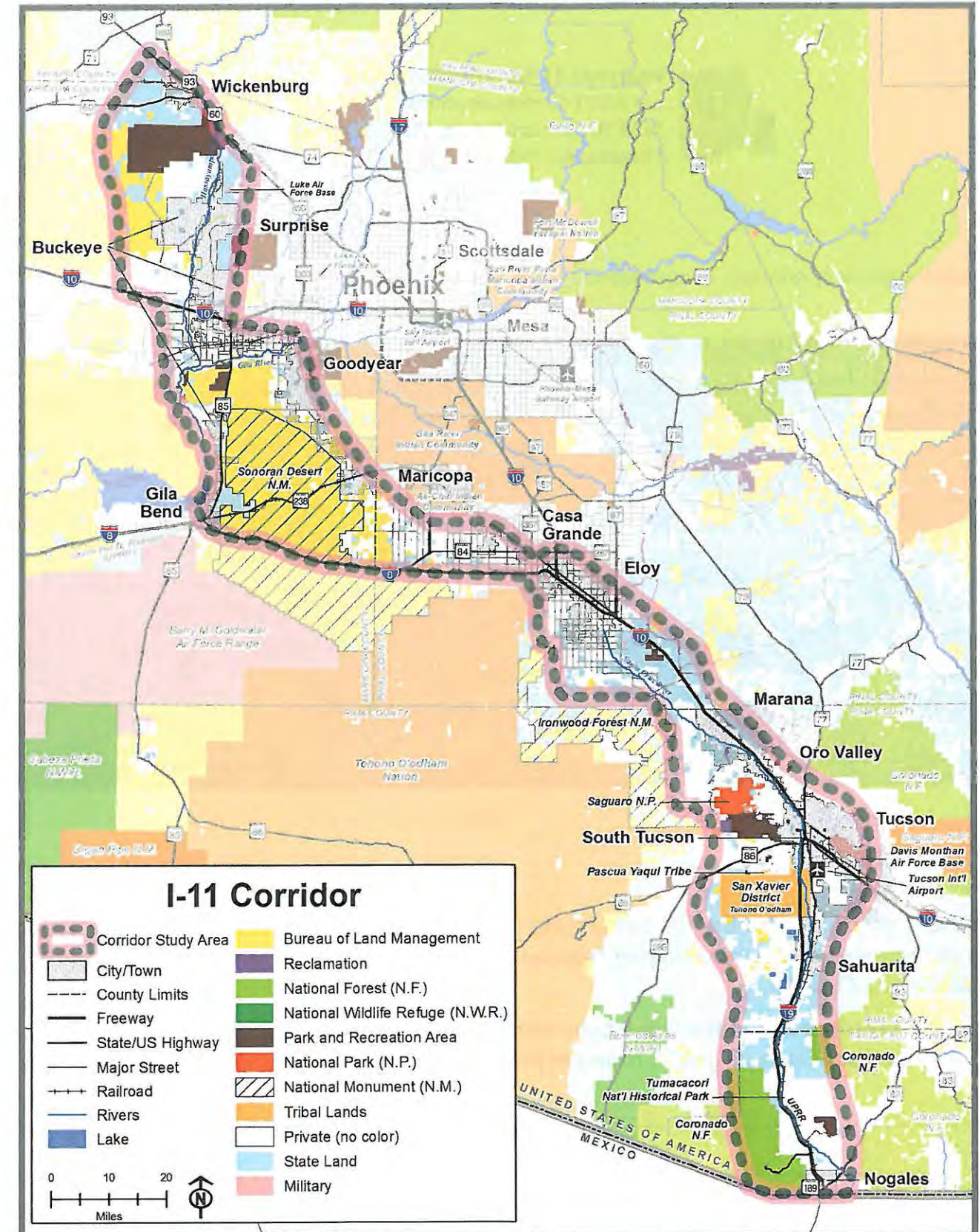


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- Land use
- Public parks and recreation
- 
- 

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- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*Request a 90 day review period for public for EIS in order to read & provide comments.*

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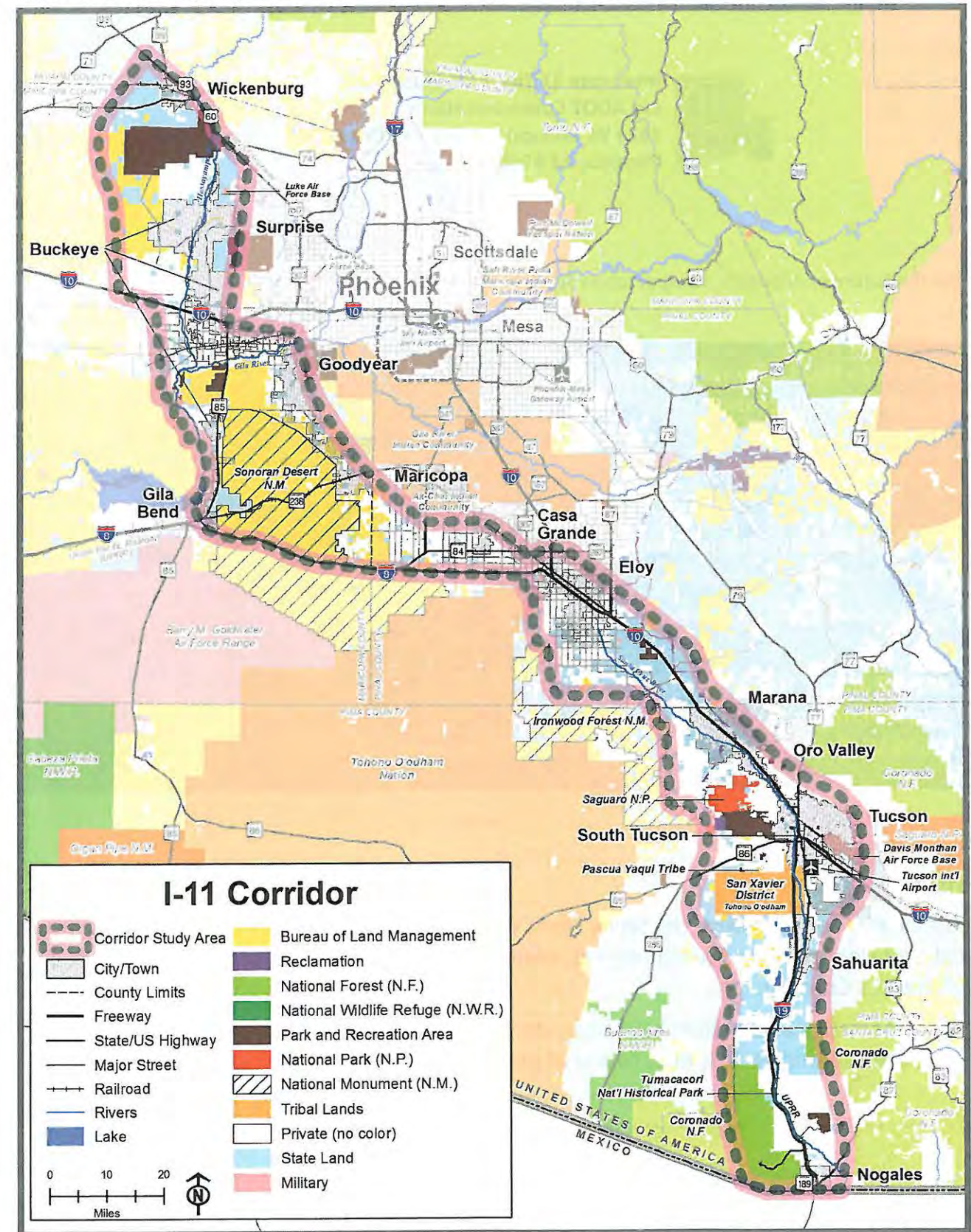
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

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**Next Steps**

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**For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. *Please rate the following in order of importance to you.*

- 4 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 1 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 2 Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- 3 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 5 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 4 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 2 Accommodate rail and utilities within corridor alternatives

*Question is confusing if want to accommodate both rail & utilities - need for the 'either' options*

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 5  Neighborhoods, diverse communities, and residences
- 4  Economic development and growth
- 2 Land use
- 3 Public parks and recreation
- 1 Air quality/pollution emissions
- 1 Avoid national parks/monuments

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 3 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 4 Geology/fissures, soils, and farmland
- Hazardous materials
- 5 Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- How will ↑ truck traffic affect
- Pinal County PM non-attainment status? (Pinal County ozone levels?)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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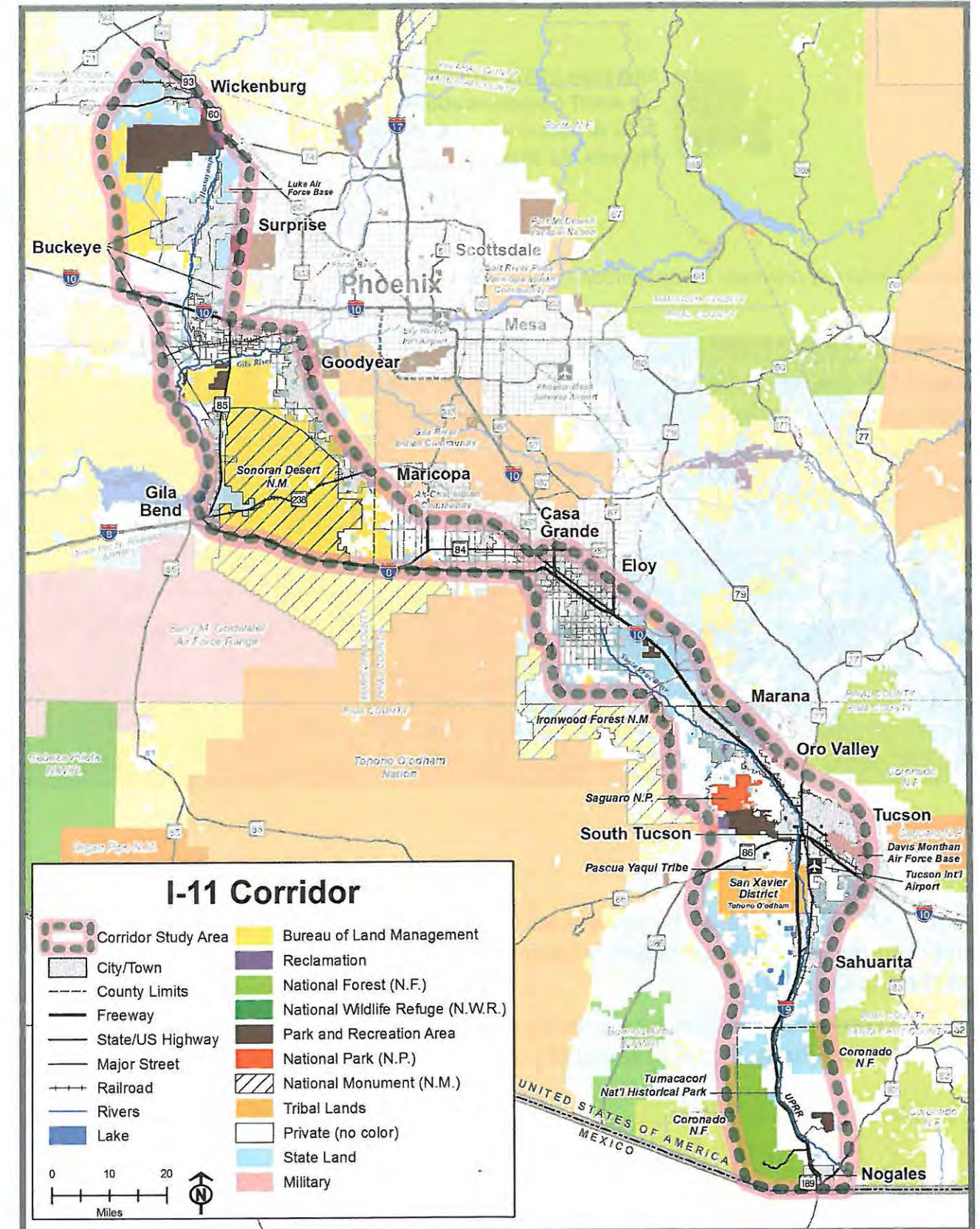
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- 5 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 5 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 5 Improve local access to communities and resources (parks, recreation, and tourism)
- 4 Support a different transportation mode than what exists today
- 4 Support homeland security and national defense needs
- 4 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 4 New highway/freeway
- 4 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 3 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 2 Accommodate rail and utilities within corridor alternatives



# ADOT Interstate 11 Corridor Tier 1 Environment Im

For Questions 1-4, please rate each of the items on a scale of 1-5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 1 Land use
- 5 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 4 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

The whole of the  
Ara Valley

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





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- Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
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# ADOT Interstate 11 Corridor Tier 1 Environment Im

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 1 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 6 Biological resources (for example: plants, wildlife, and habitats)
- 1 Geology/fissures, soils, and farmland
- 7 Hazardous materials
- 3 Historic structures and archaeological sites
- 2 Noise and vibration
- 8 Visual and aesthetics
- 5 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

AVOID: CAP  
 SAHUARO MONUMENT  
 ALTAR VALLEY  
 BUENOS AIRES  
 RANCHES IN ALTAR VALLEY  
 ESTABLISHED COMMUNITIES

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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- 3 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 4 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 5 Improve local access to communities and resources (parks, recreation, and tourism)
- 1 Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

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- 4 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 2 Accommodate rail within corridor alternatives
- 3 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

**For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 2 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 1 Land use
- 3 Public parks and recreation
- \_\_\_\_\_
- \_\_\_\_\_

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 2 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 2 Hazardous materials
- 2 Historic structures and archaeological sites
- 1 Noise and vibration
- 3 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- \_\_\_\_\_
- \_\_\_\_\_

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

PLEASE DO NOT PUT  
NEW HIWAYS THRU  
AURA VALLEY ESPECIALLY  
SAGUARO NATIONAL MONUMENT  
AREA AND TO THE WEST !!!

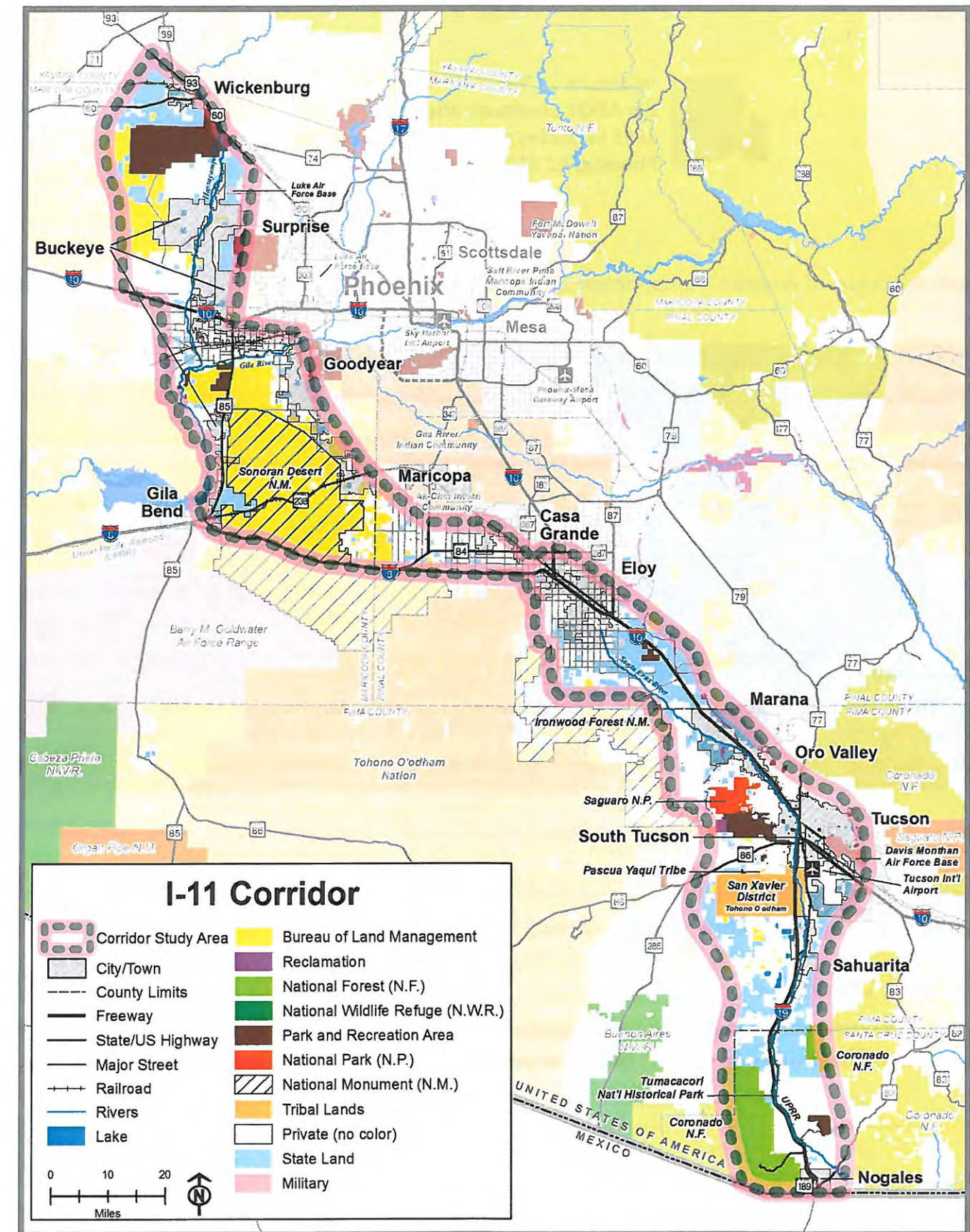
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

PLEASE: I-11 WILL OBVIOUSLY  
BECOME A MAJOR DRUG ROUTE  
STACK I-11 OVER EXISTING  
I-10 & I-19 THROUGH  
TUCSON AND NORTH.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



**PUBLIC SCOPING SURVEY**



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**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

- 6 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 7 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 4 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 3 Improve local access to communities and resources (parks, recreation, and tourism)
- 2 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- 1 Other desirable outcomes?  
Build on or near I-10.  
(Improve I-10 please)

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 5 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 4 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 6 Accommodate rail and utilities within corridor alternatives

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 6 Hazardous materials
- 5 Historic structures and archaeological sites
- 1 Noise and vibration
- 8 Visual and aesthetics
- 7 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Please utilize the I-10 area and avoid the Saguaro N.P. area and Ironwood forest area. Please avoid the nature areas. It is beautiful and I would hate to see an interstate go through it.

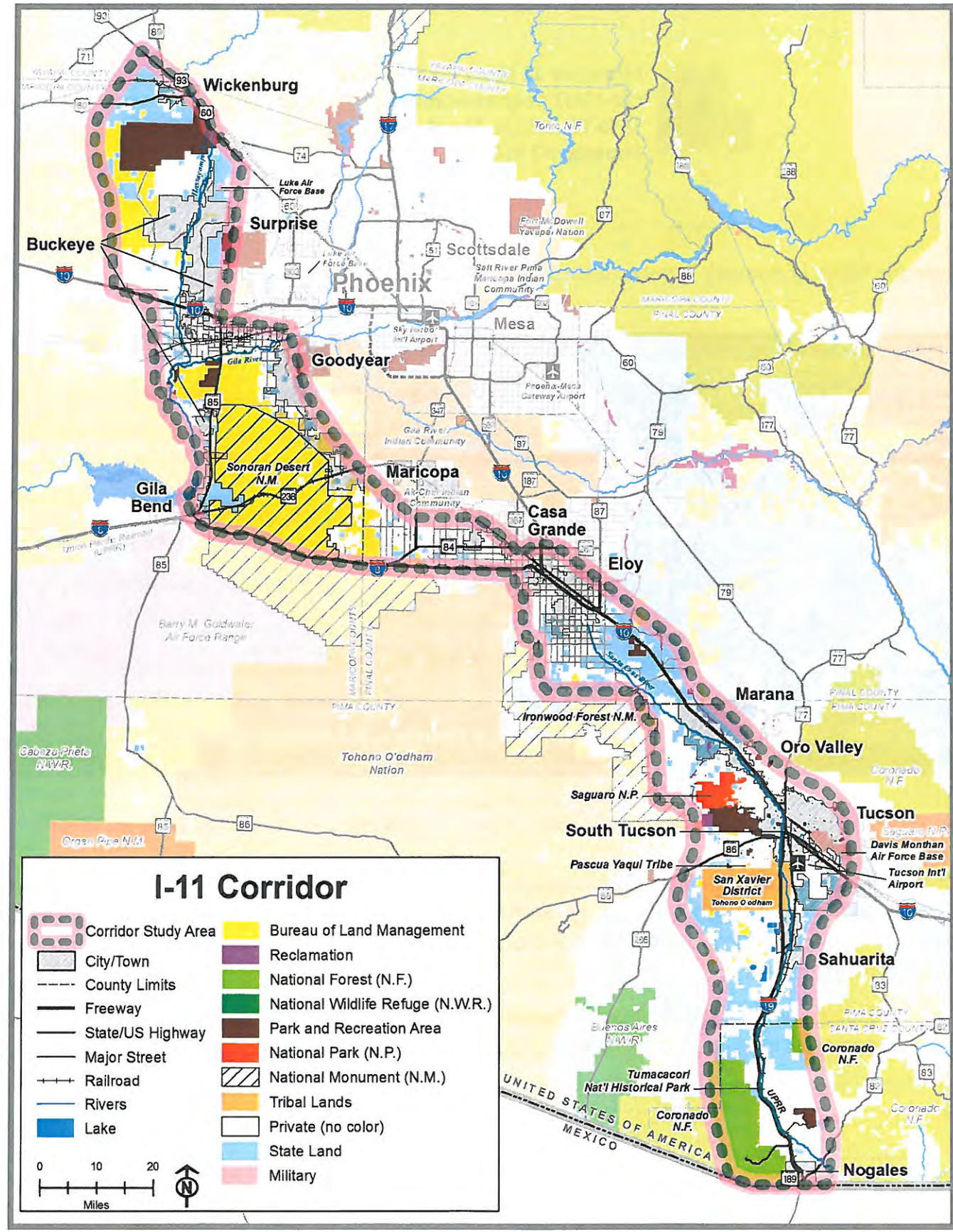
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- |                                     |   |
|-------------------------------------|---|
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| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

I am afraid we will move if this is built near Sandario and Mile wide Roads. We just bought our home 2 years ago, for our peace and quiet. We will have to sell our house and move if this goes in near our house.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



**PUBLIC SCOPING SURVEY**



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**1**

Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

4

Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)

3

Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)

4

Improve freight travel and reliability, reducing bottlenecks on existing highways

2

Improve local access to communities and resources (parks, recreation, and tourism)

1

Support a different transportation mode than what exists today

5

Support homeland security and national defense needs

Other desirable outcomes?  
see #4 bottom; less noise is pref.  
Stay away from residence areas!  
(and the Santa Cruz R.)

**2**

What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

2

New highway/freeway *trucking only*

5

Combination of new and existing highway/freeway

5

Enhance or expand existing highway/freeway

1

Accommodate *passenger* rail within corridor alternatives

4

Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)

3

Accommodate rail and utilities within corridor alternatives

For Questions 1-4, please rate each of the items on a scale of 1-5.  
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use *non-commercial*
- 2 Public parks and recreation
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Avoid trashing the desert w. low level commercial areas disregarding why we built so far out of town*  
*Passenger rail both N+S would be nice*

**6** How do you prefer to receive information:

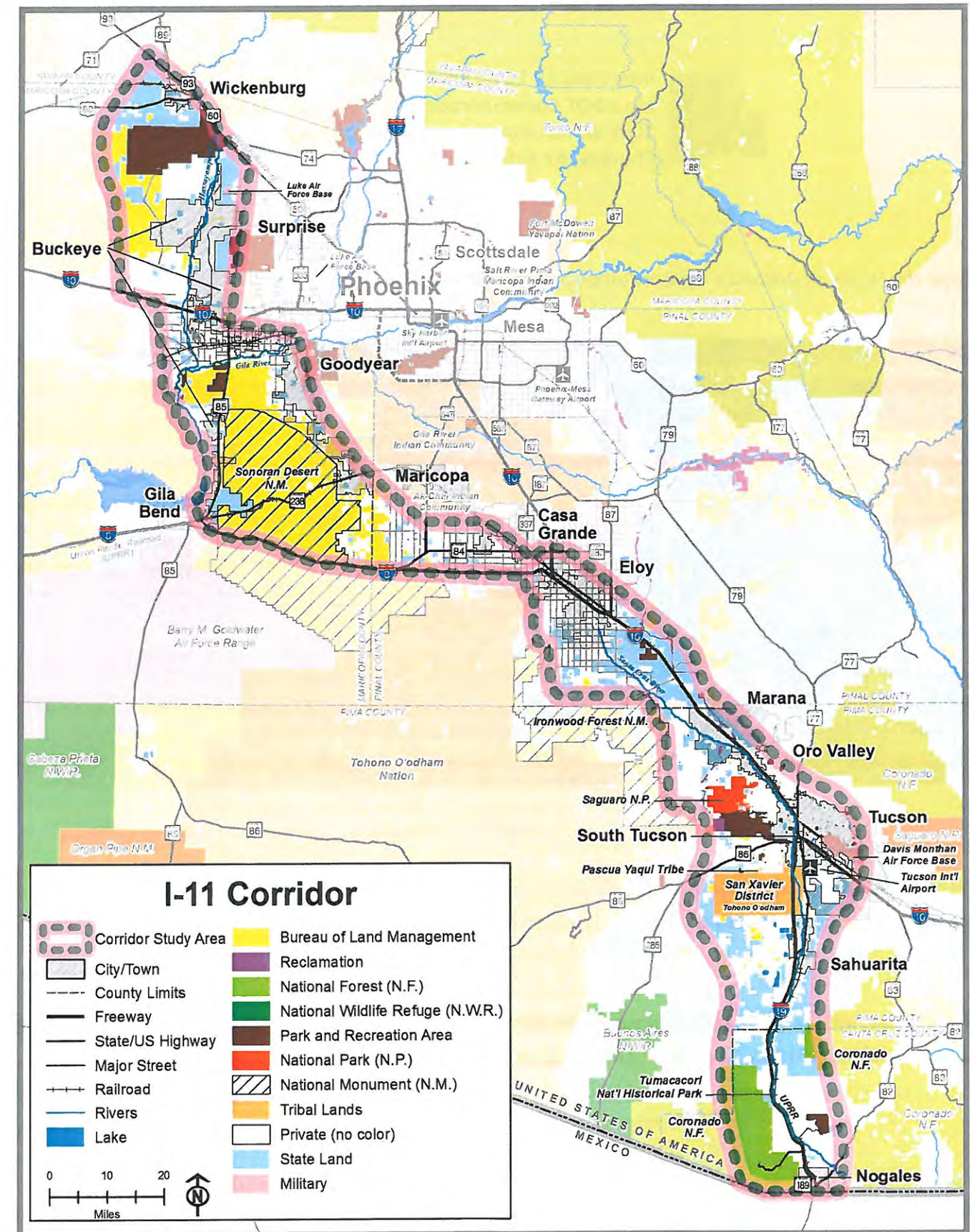
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| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

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- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 2 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- Union Pacific double rail is*
- currently providing maximum noise/vibration/air pollution*

Please use this map to provide any comments on specific areas, ideas and concerns.



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





### PUBLIC SCOPING SURVEY



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- 1 Economic development and growth
- 2 Land use
- 2 Public parks and recreation
- 
- 

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- Noise and vibration
- 2 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Central Corridor should facilitate future growth in Rainbow Valley, Mohave, Verde Valley, So. Maricopa*

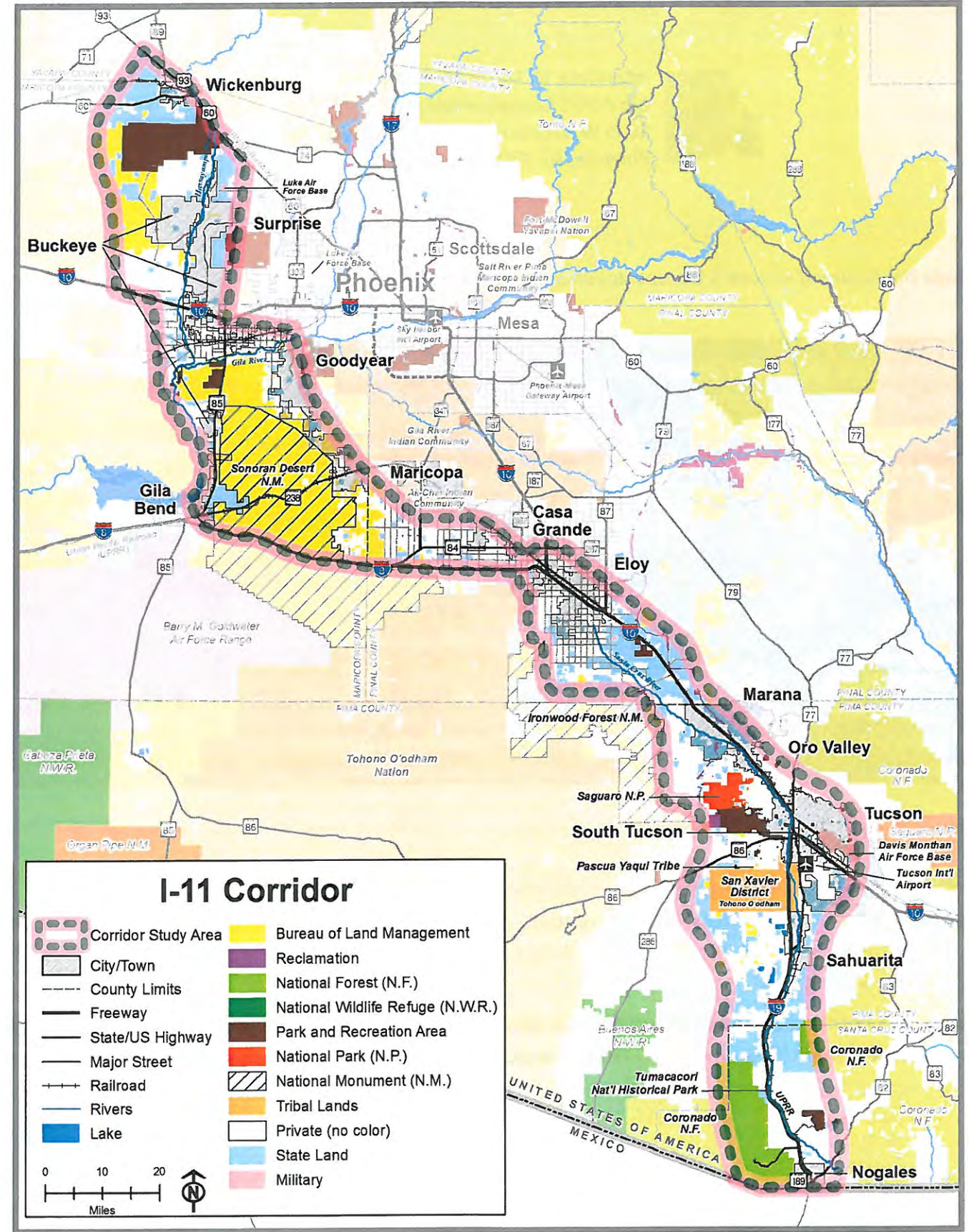
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email<br><i>steve@langleyland.com</i> | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website  | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio  | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television                                       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter  |   |

**7** Additional comments:

*Good luck*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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4

Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)

3

Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)

5

Improve freight travel and reliability, reducing bottlenecks on existing highways

2

Improve local access to communities and resources (parks, recreation, and tourism)

1

Support a different transportation mode than what exists today

6

Support homeland security and national defense needs

Other desirable outcomes?

2

What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

2

New highway/freeway

4

Combination of new and existing highway/freeway

5

Enhance or expand existing highway/freeway

3

Accommodate rail within corridor alternatives

1

Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)

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Highway through Verde Valley to accommodate growth

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- |                                     |   |
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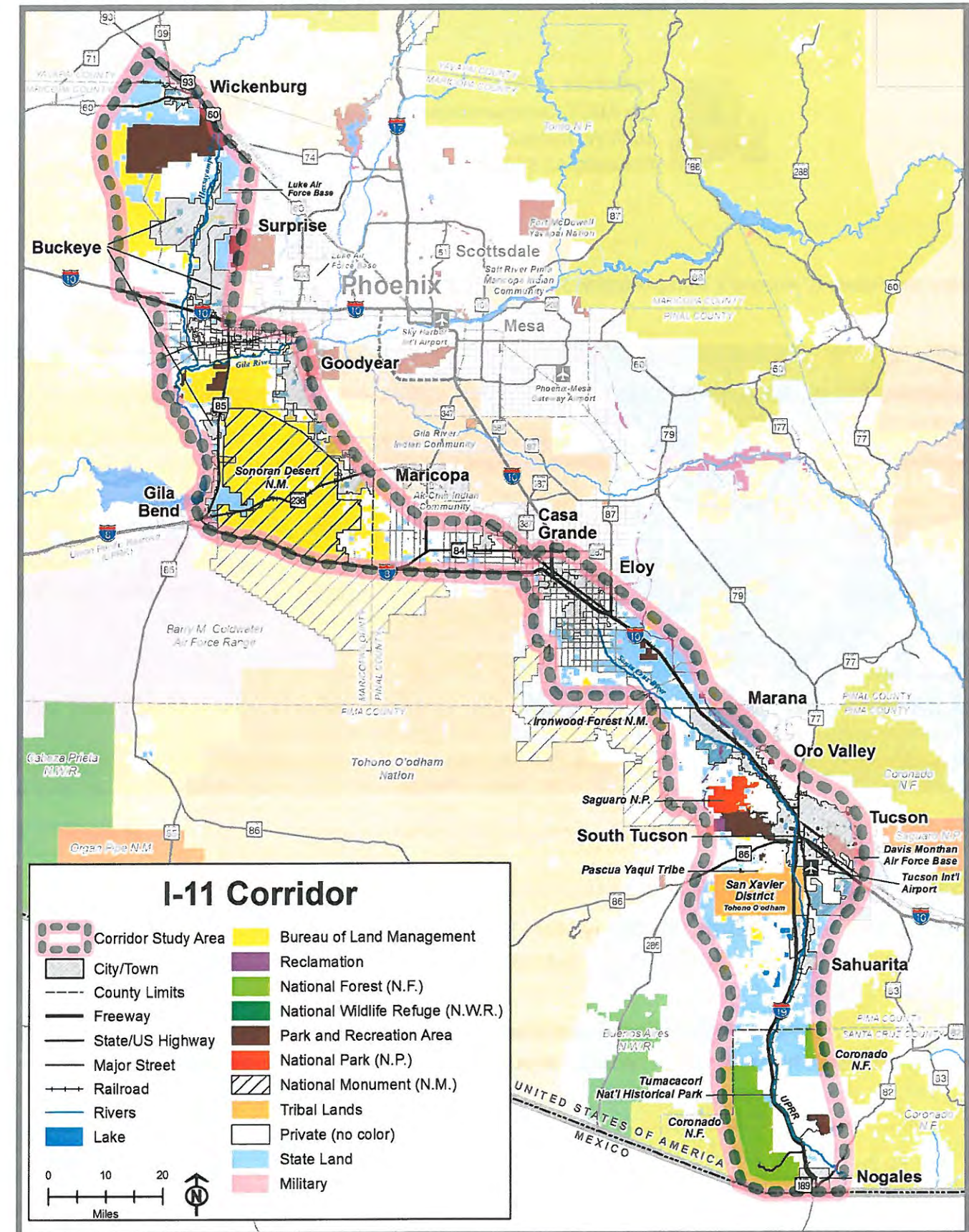
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KEEP THE EXISTING FREEWAY

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

PLEASE AVOID AVRA VALLEY & TRICO ROAD AREA. WE HAVE ALOT OF WILDLIFE INCLUDING DEER, OWLS, GILA MONSTERS, HAWKS & MANY MORE. WE ARE CONSTANTLY BEING DUMPED ON IN OUR AREA. FIRST A PRISON, THEN A DUMP & NOW A PROPOSED FREEWAY. PLEASE LEAVE US ALONE!!

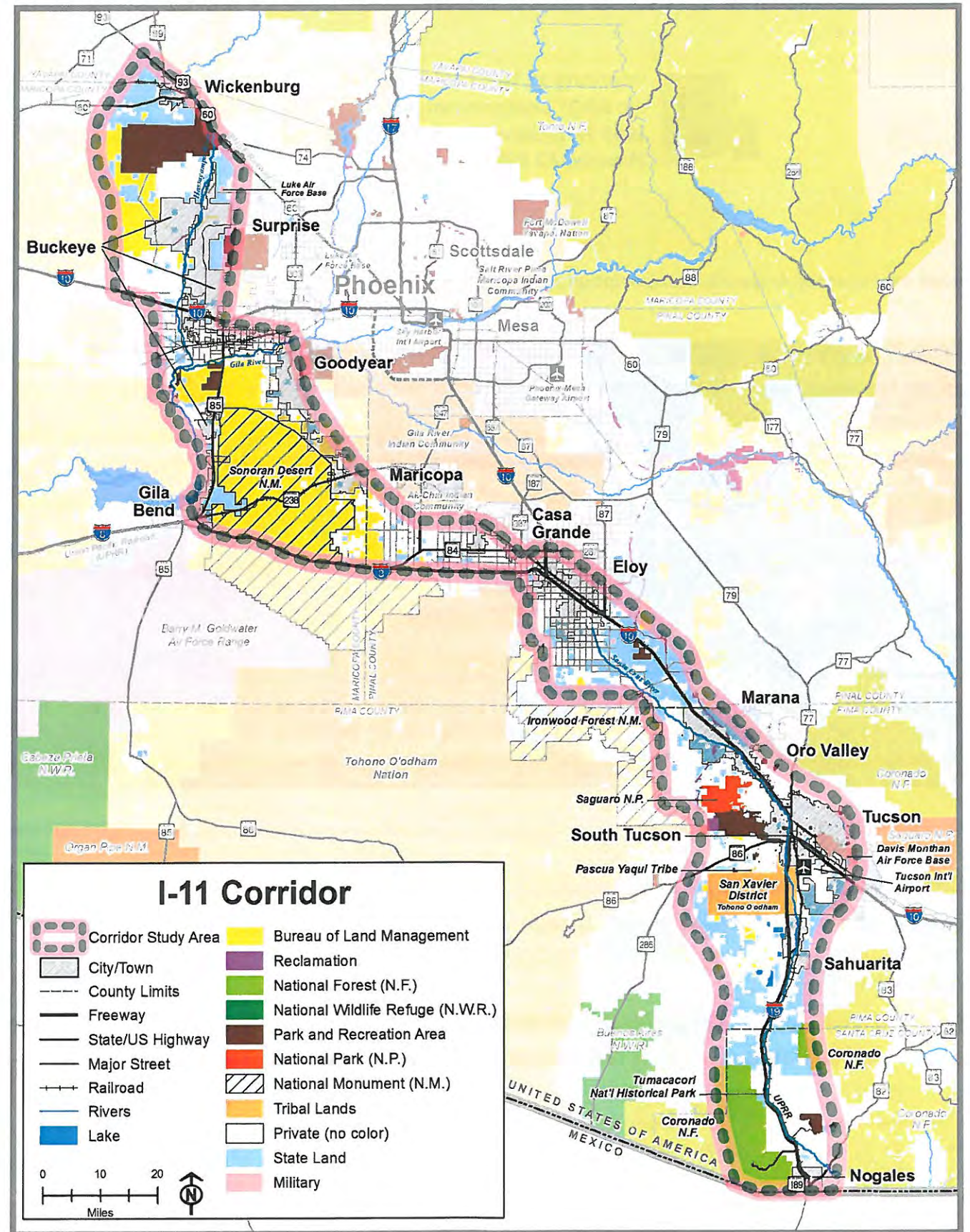
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| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

OUR AREA IS ALSO IN A FLOOD PLAIN. THAT WOULD PUT THE FREEWAY HIGHER & MORE VISABLE. I MOVED AWAY FROM MAJOR FREEWAYS FOR A QUIET LIFESTYLE & THE CURRENT FREEWAY IS ONLY 10-12 MILES AWAY RIGHT NOW.

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*populated areas, move I-11 further west to avoid existing development. Prefer I-11 to be an express route with very few exits. Get the trucks OFF I-10 I-19*

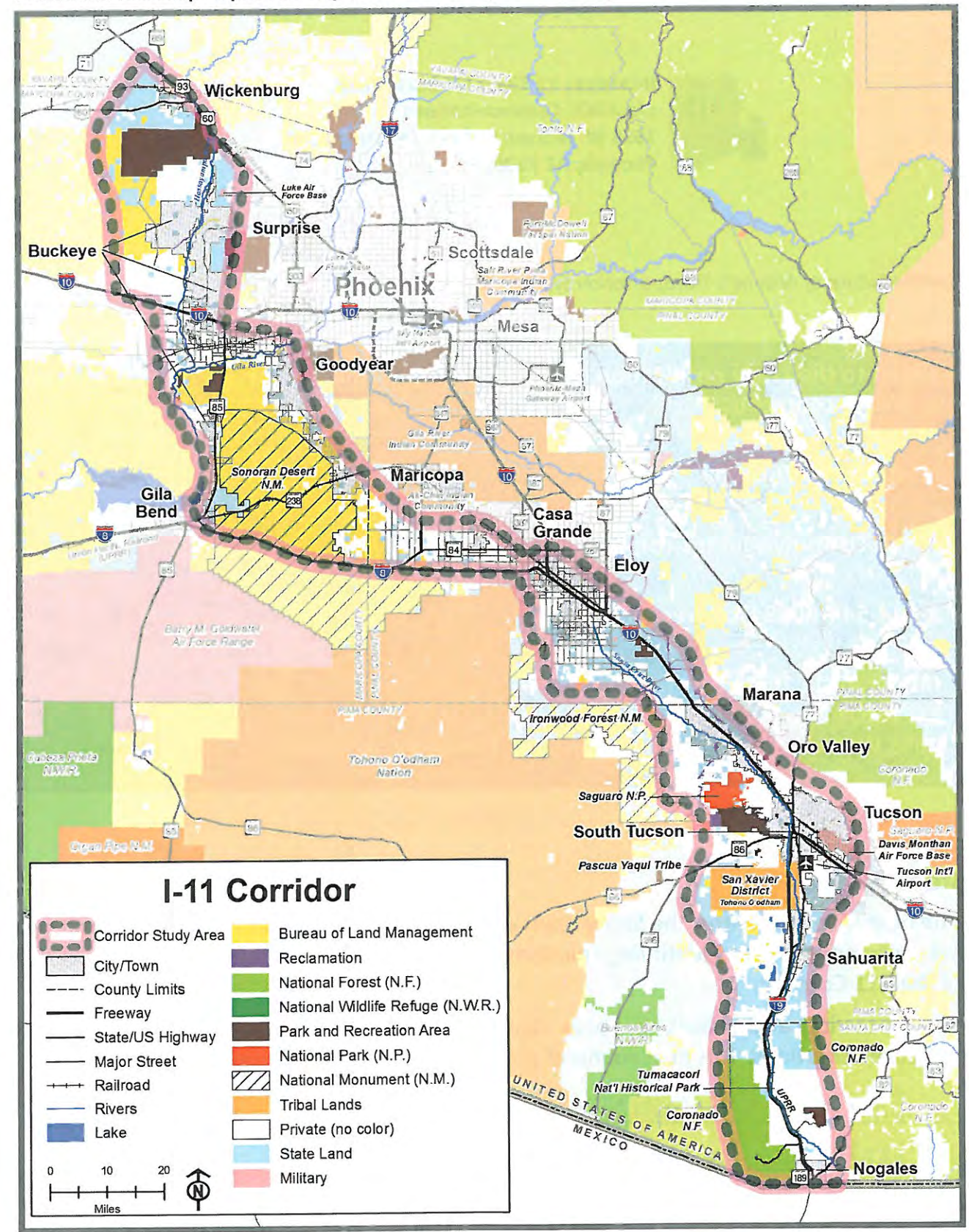
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| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging         |
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter          |   |

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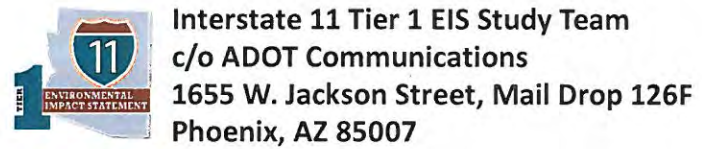
*BUILD IT!*

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**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Residential Areas*

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
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| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*Not Necessary - DO need Sonoran Extra Freeway I-10 is not congested -*

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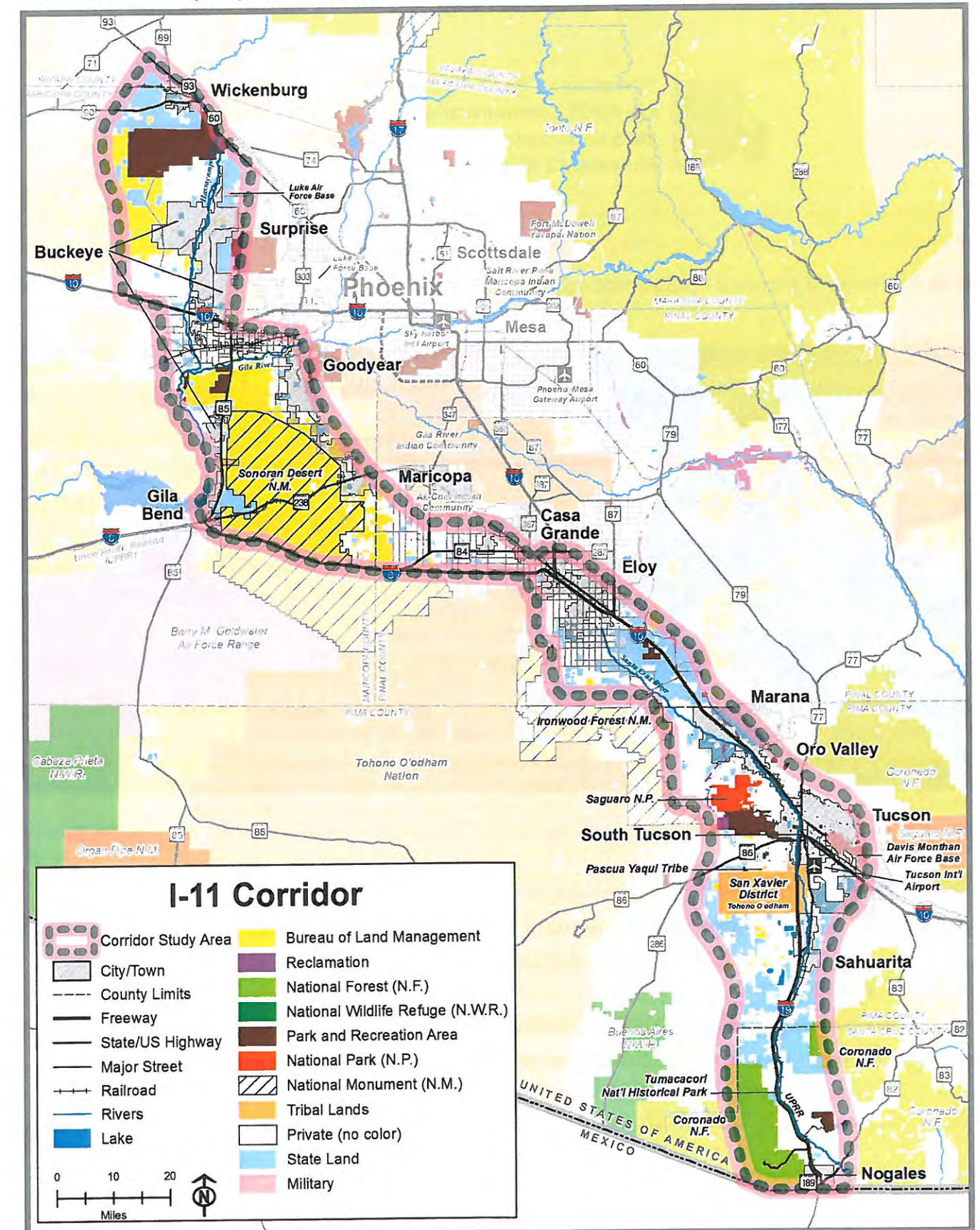


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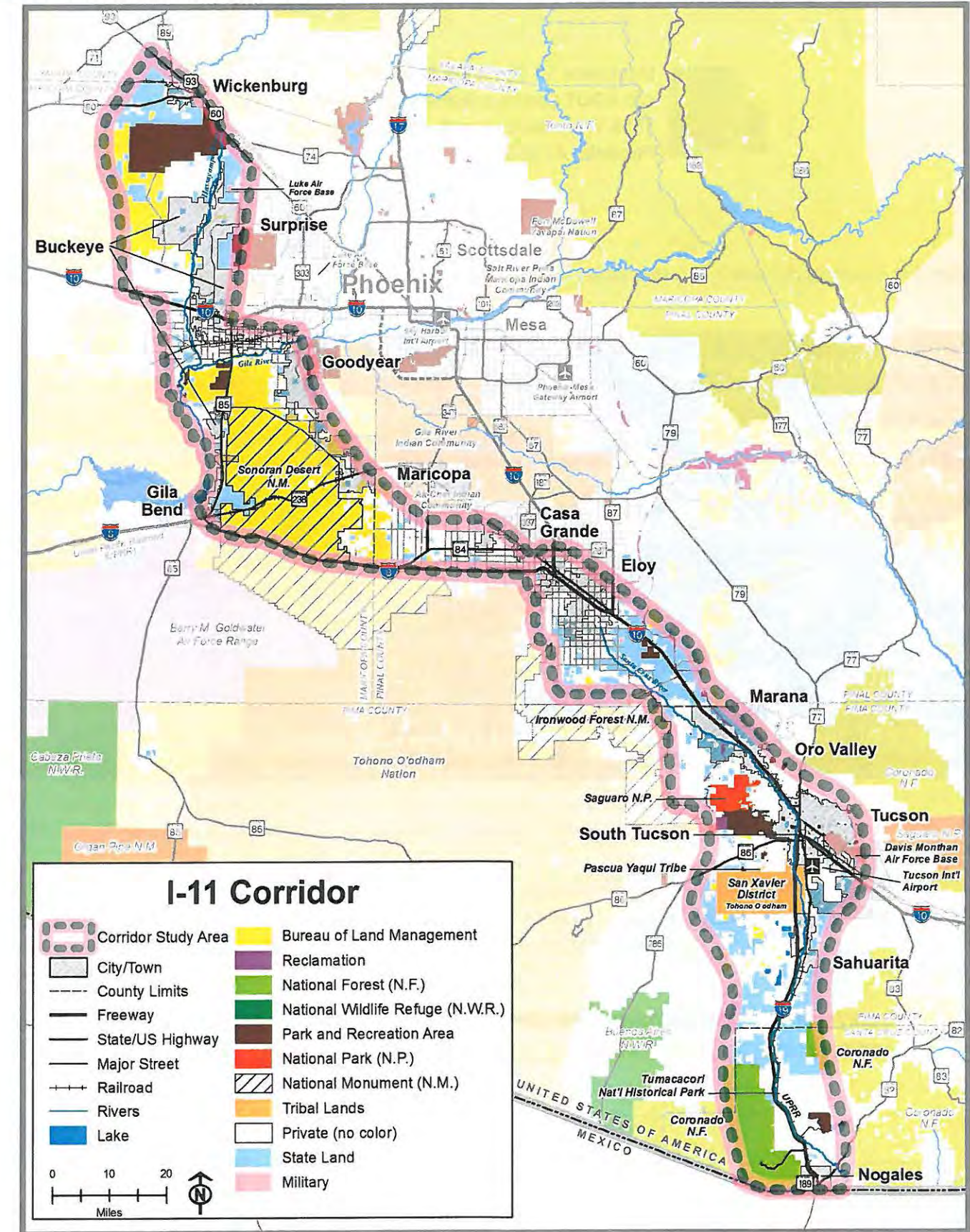
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- 1 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 3 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 1 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 3 Accommodate rail and utilities within corridor alternatives

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- i Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 3 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 2 Hazardous materials
- 3 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*National Parks*

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email     | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

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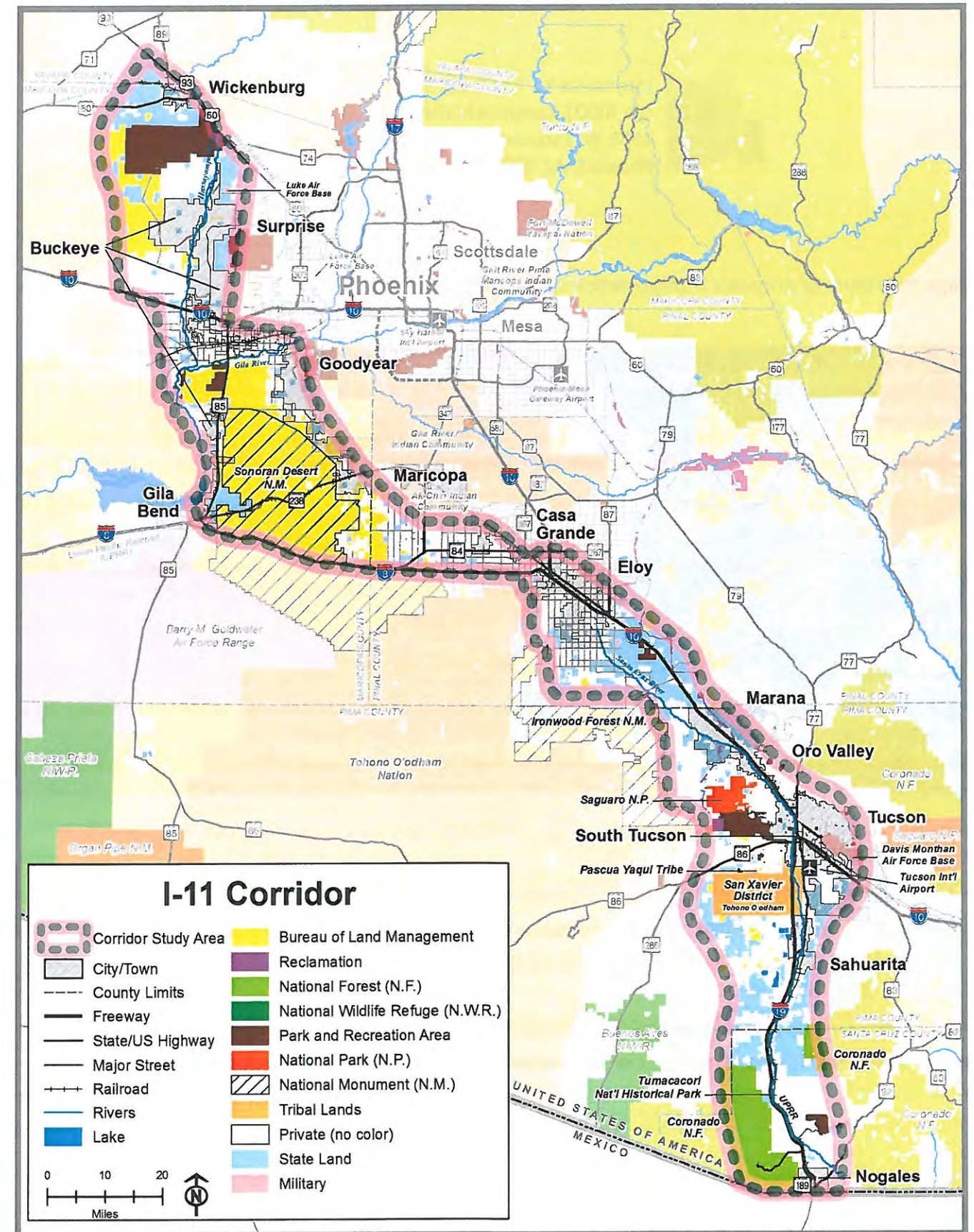


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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

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- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*We have to consider future generations please be kind*

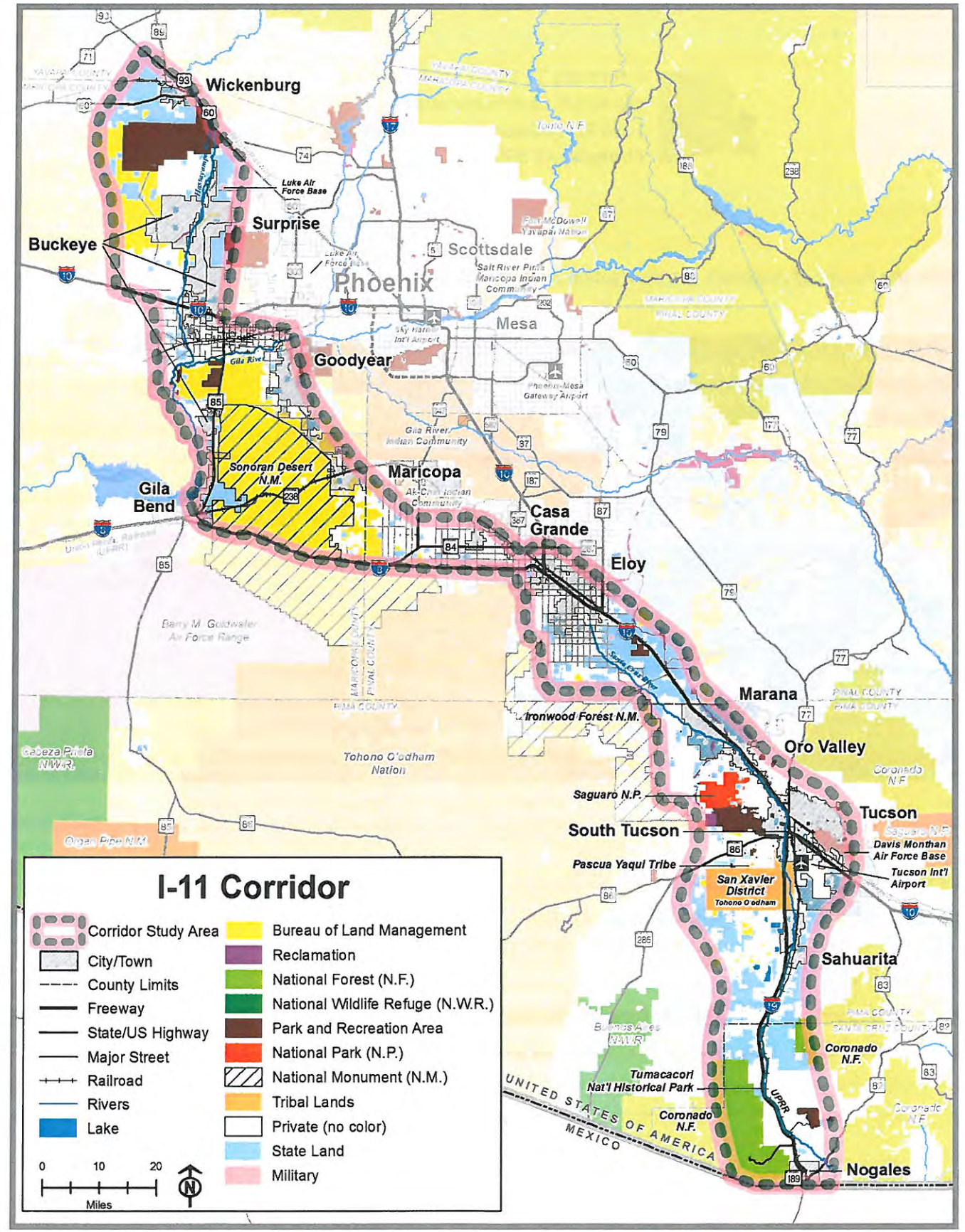
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- 1 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 4 Air quality
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- 3 Geology/fissures, soils, and farmland
- 6 Hazardous materials
- 5 Historic structures and archaeological sites
- 7 Noise and vibration
- 8 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Everything should be on the table, at least for consideration and evaluation*

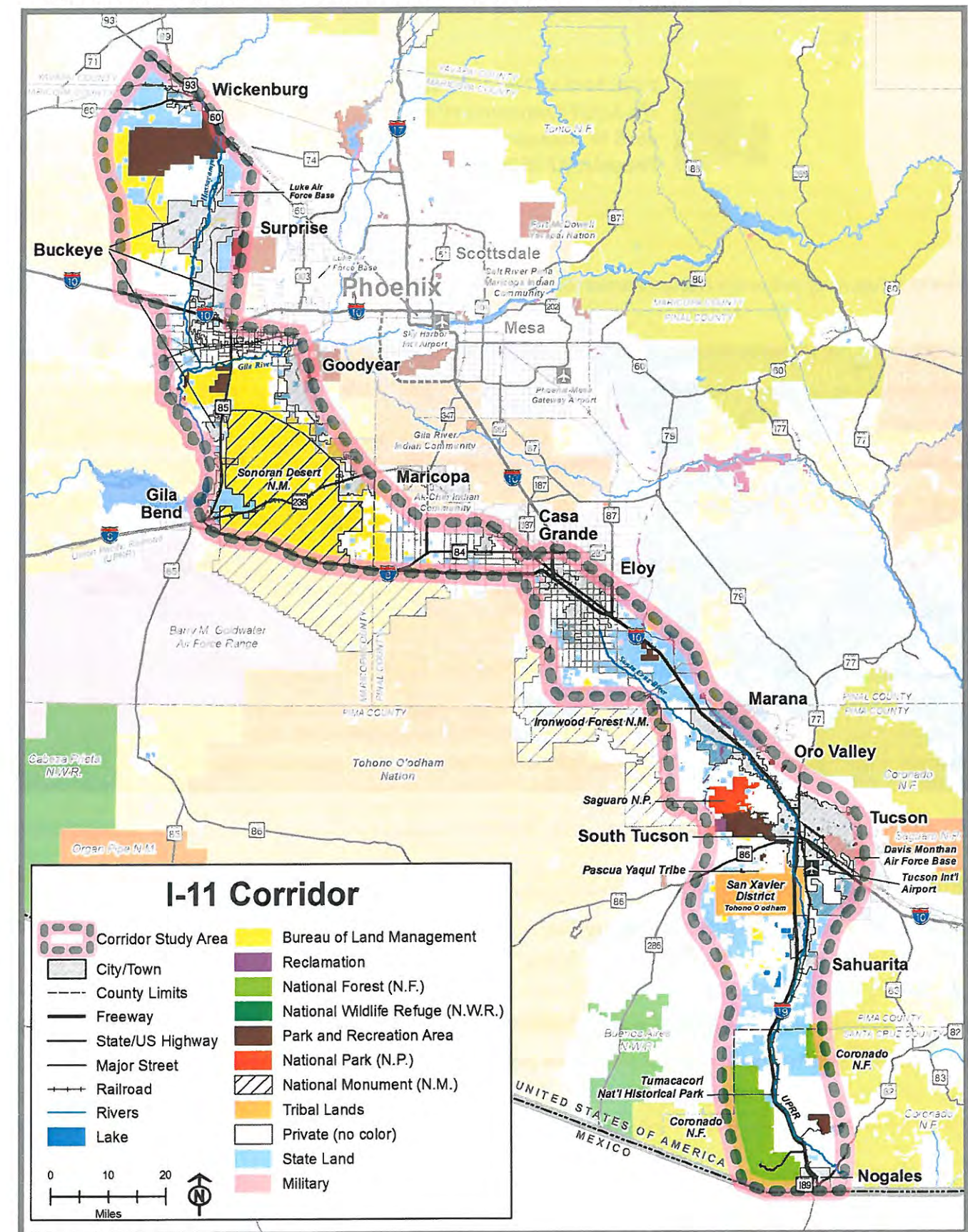
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- |   |   |
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| <input type="checkbox"/> Television         | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

*Please make sure southern arizona residents and professionals are engaged in studies and design and that all work is not done by those located in Phoenix.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 5 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- 1 Neighborhoods, diverse communities, and residences
- 4 Economic development and growth
- 3 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
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- 1 Hazardous materials
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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

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|---|---|
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
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**7** Additional comments:

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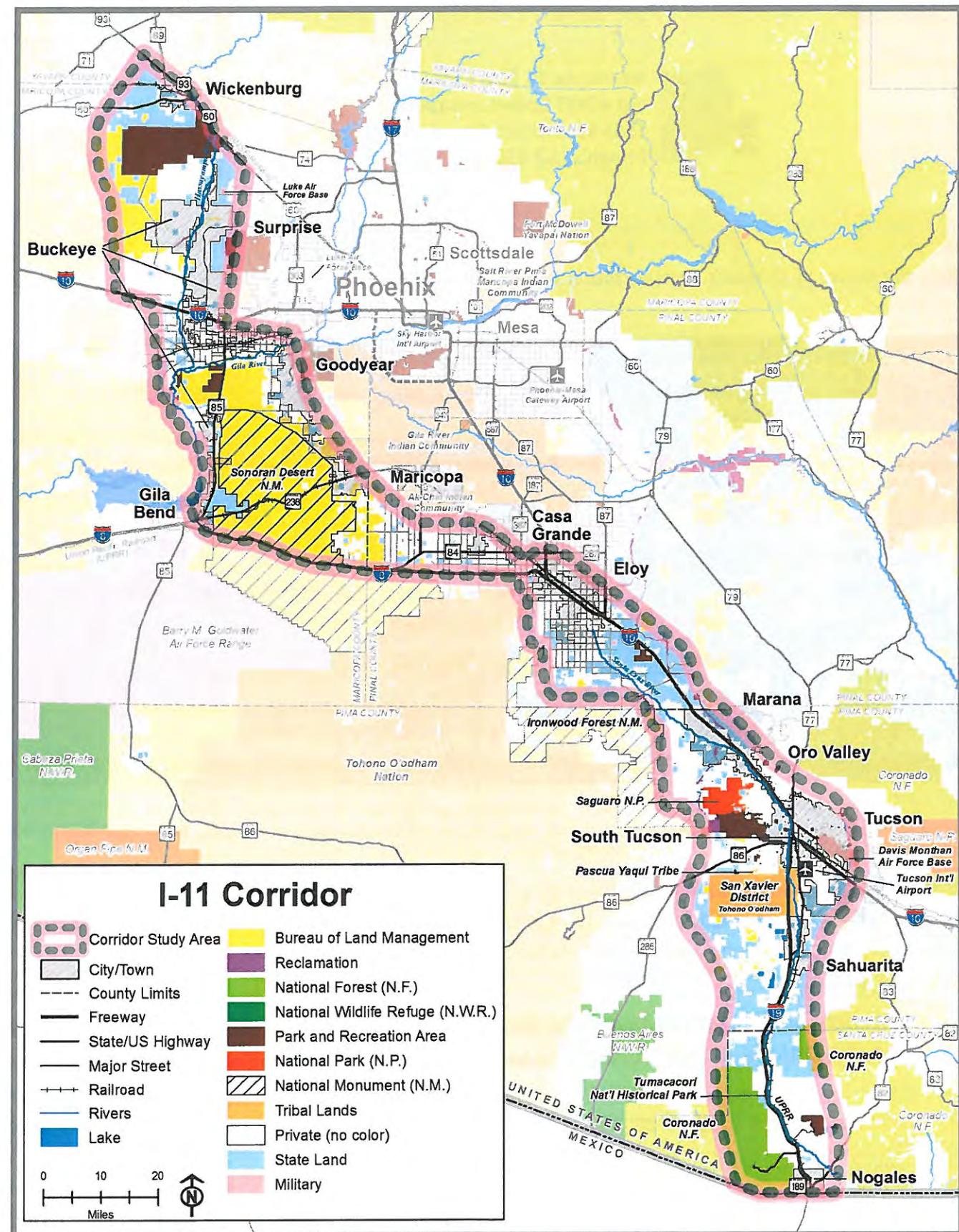
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- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications) - Power (line) could be an issue
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 2 Neighborhoods, diverse communities, and residences
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- 
- 

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- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

2 NATIONAL PARKS  
1 TRIBAL LANDS

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

INTER CHANGES WILL BE A KEY FACTOR ON HOW AVCA VALLEY VIEWS THIS PROJECT.

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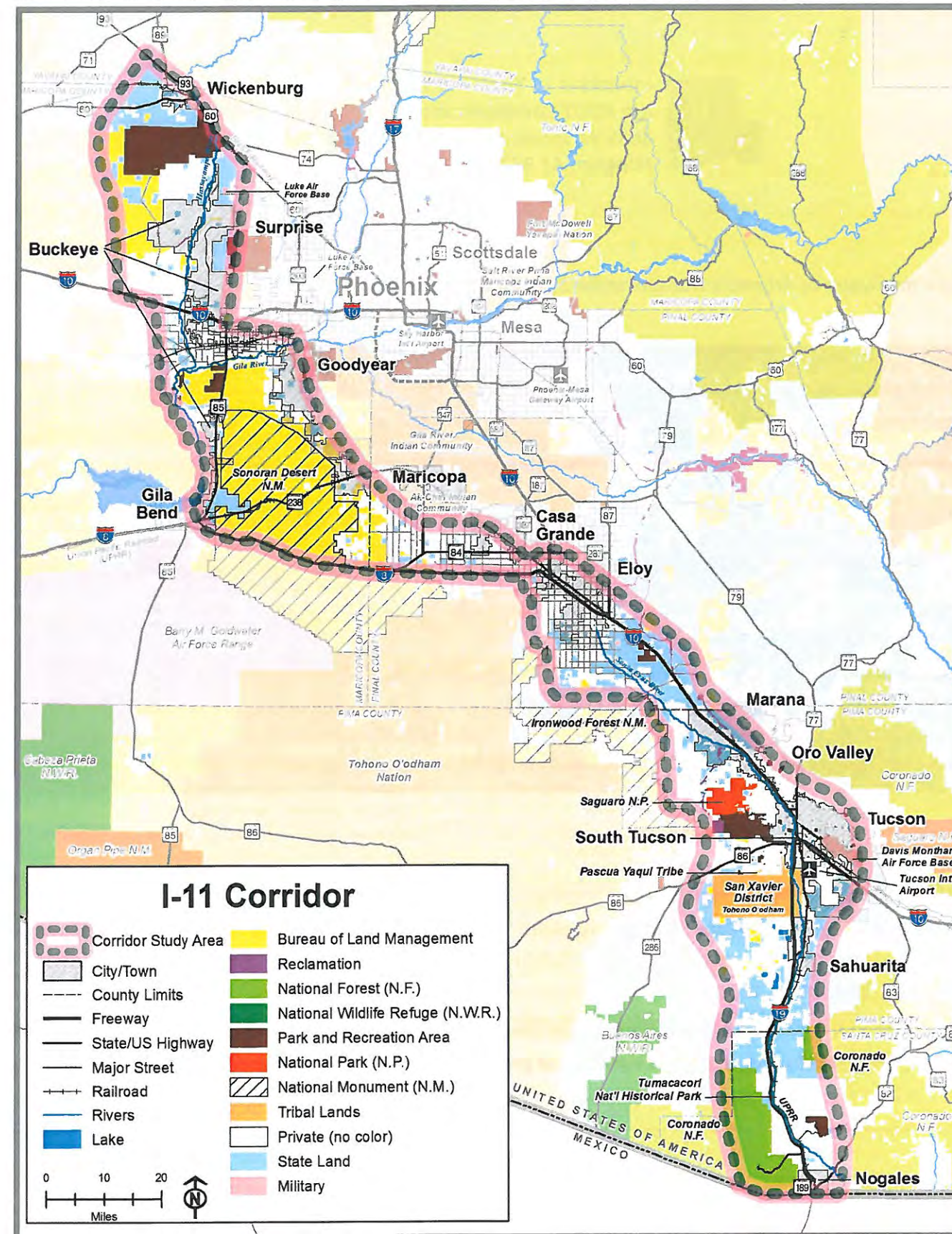


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PUBLIC SCOPING SURVEY



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- 
- 

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I'd like to see us improve + expand I-10 through the Gila/tribal land north of Casa Grande into Chandler. That would have immediate economic benefits

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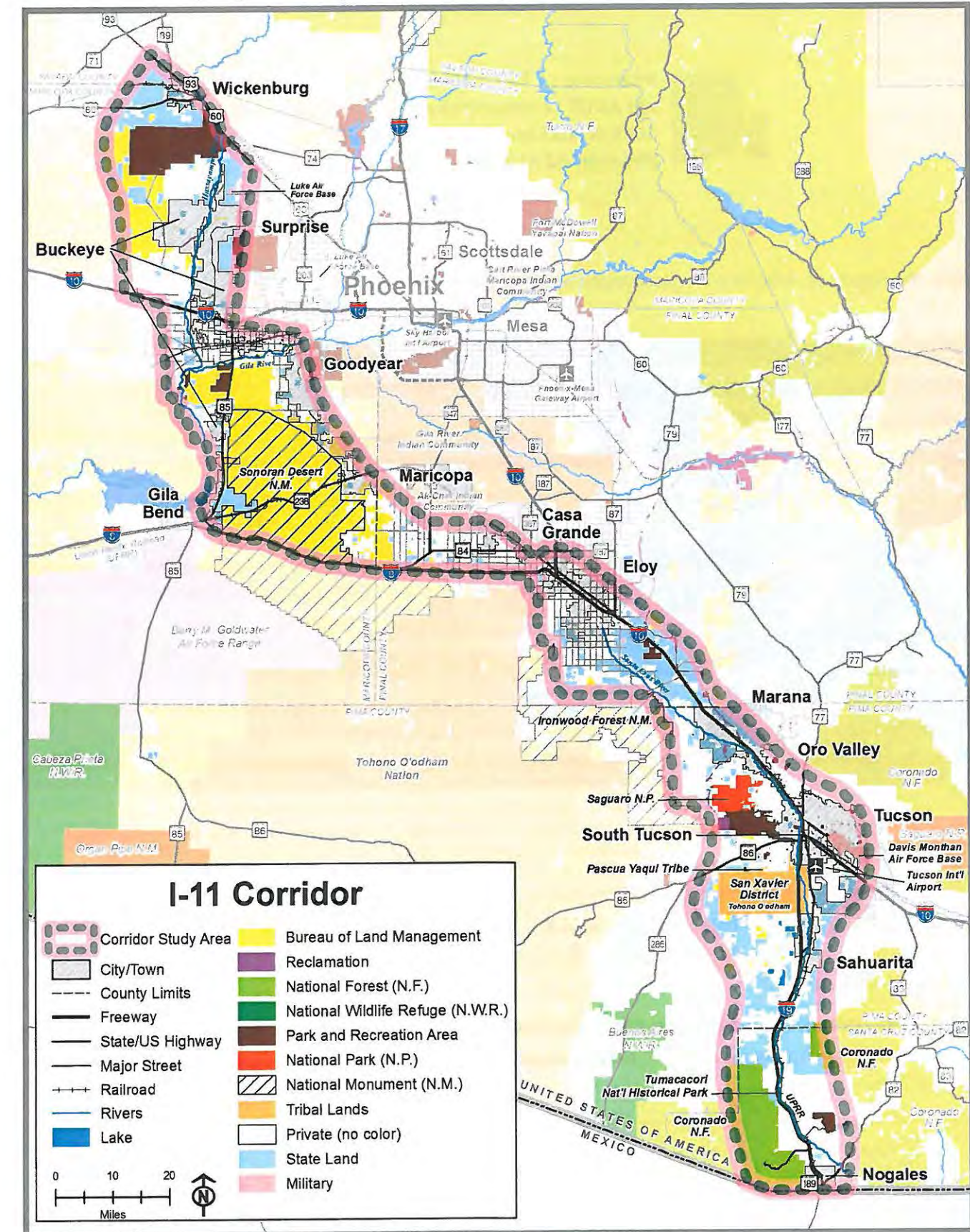
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**7** Additional comments:

How about using the 303 on the west side of the valley? It's great.

I do have concerns about impacting the desert with new roadways.

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BARRY GOLDWATER

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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

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- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

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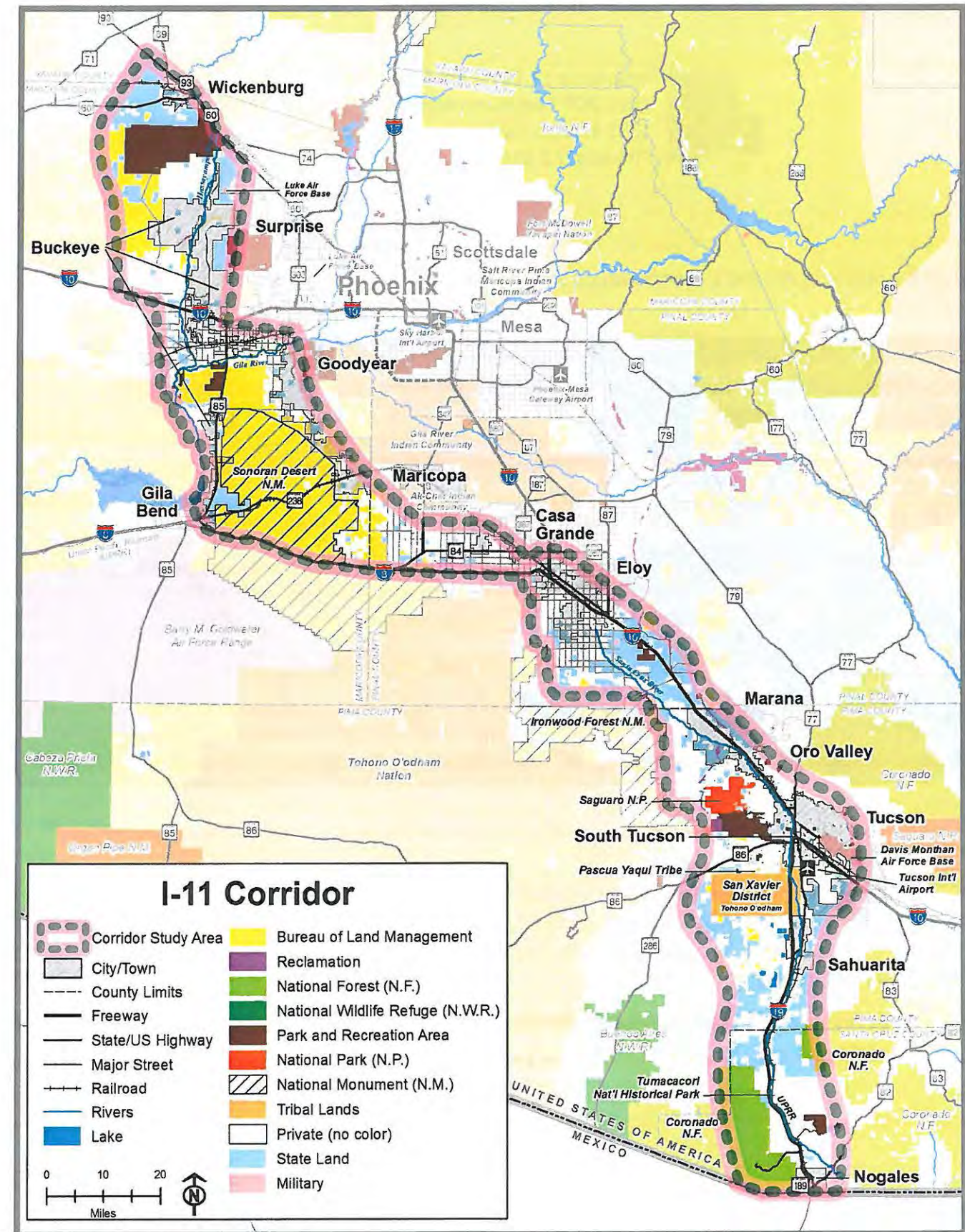
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- Land use
- 1 Public parks and recreation
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- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Wild life & Air quality*

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**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio      | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*Double-decking I-10 for 6 miles will serve the same benefit at 1/3 the cost. It will also save our valley*

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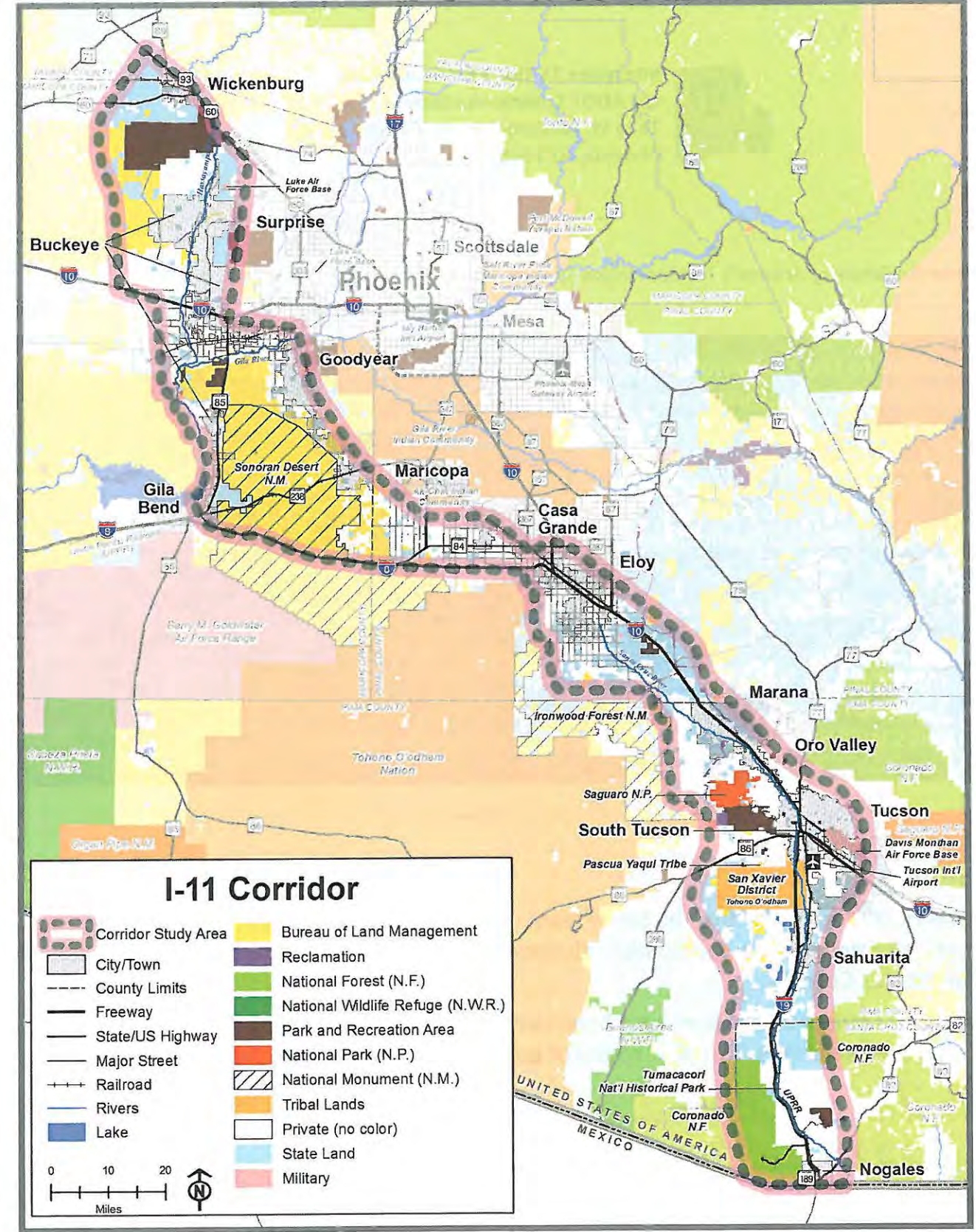


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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



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- Land use
- Public parks and recreation
- 
- 

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- 

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- |                                     |   |
|-------------------------------------|---|
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| <input type="checkbox"/> Twitter    |   |

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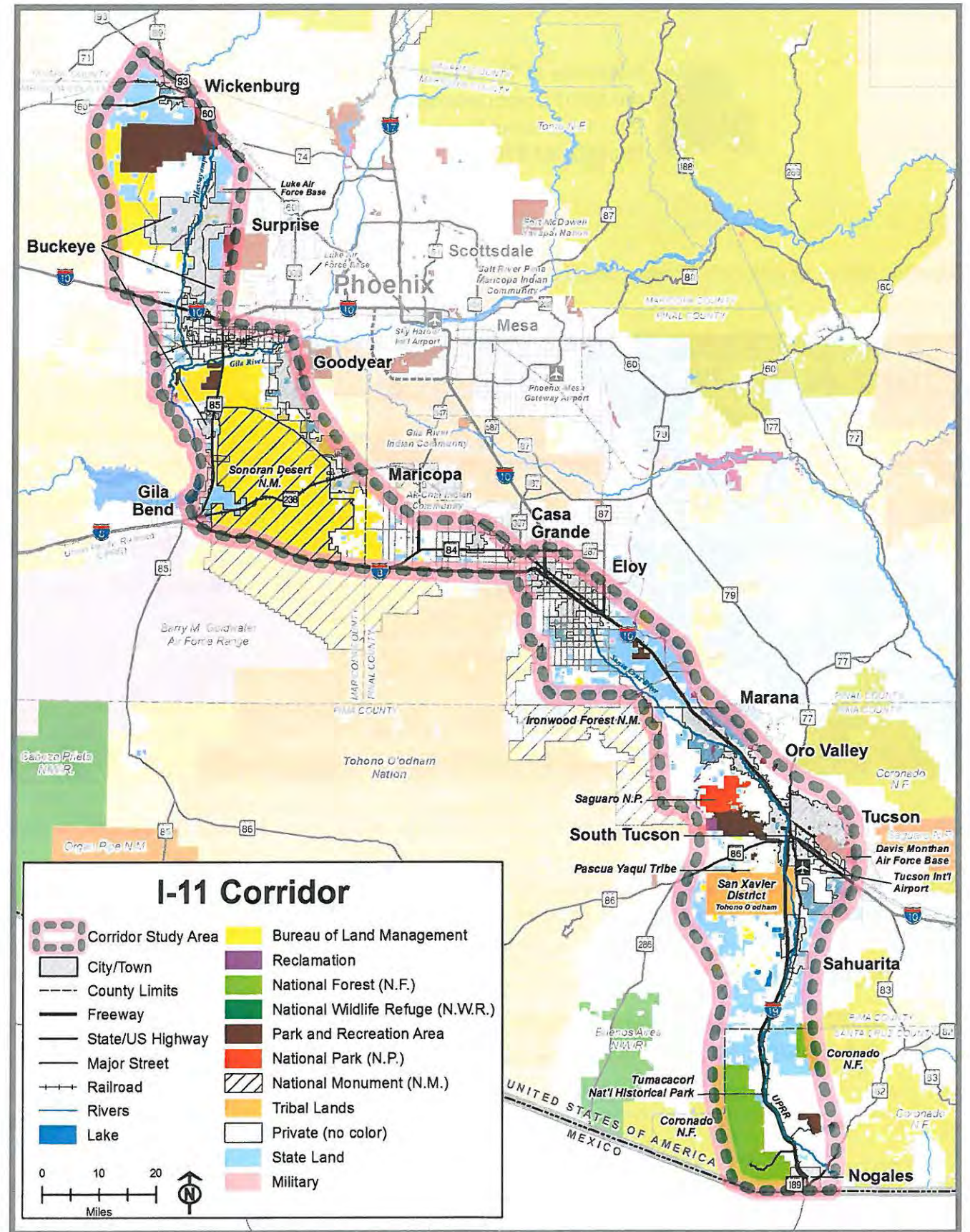
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- 5 Support a different transportation mode than what exists today
- 6 Support homeland security and national defense needs
- 7 Other desirable outcomes?

\* These things will not be dependent to area

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- Area will become a crowd*
- road utilization*

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

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- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- All max affect of Rail*
- is not money efficient and a drain and waste of taxes*

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*where roads will be a dependent to Area*

**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook               |
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\_\_\_\_\_

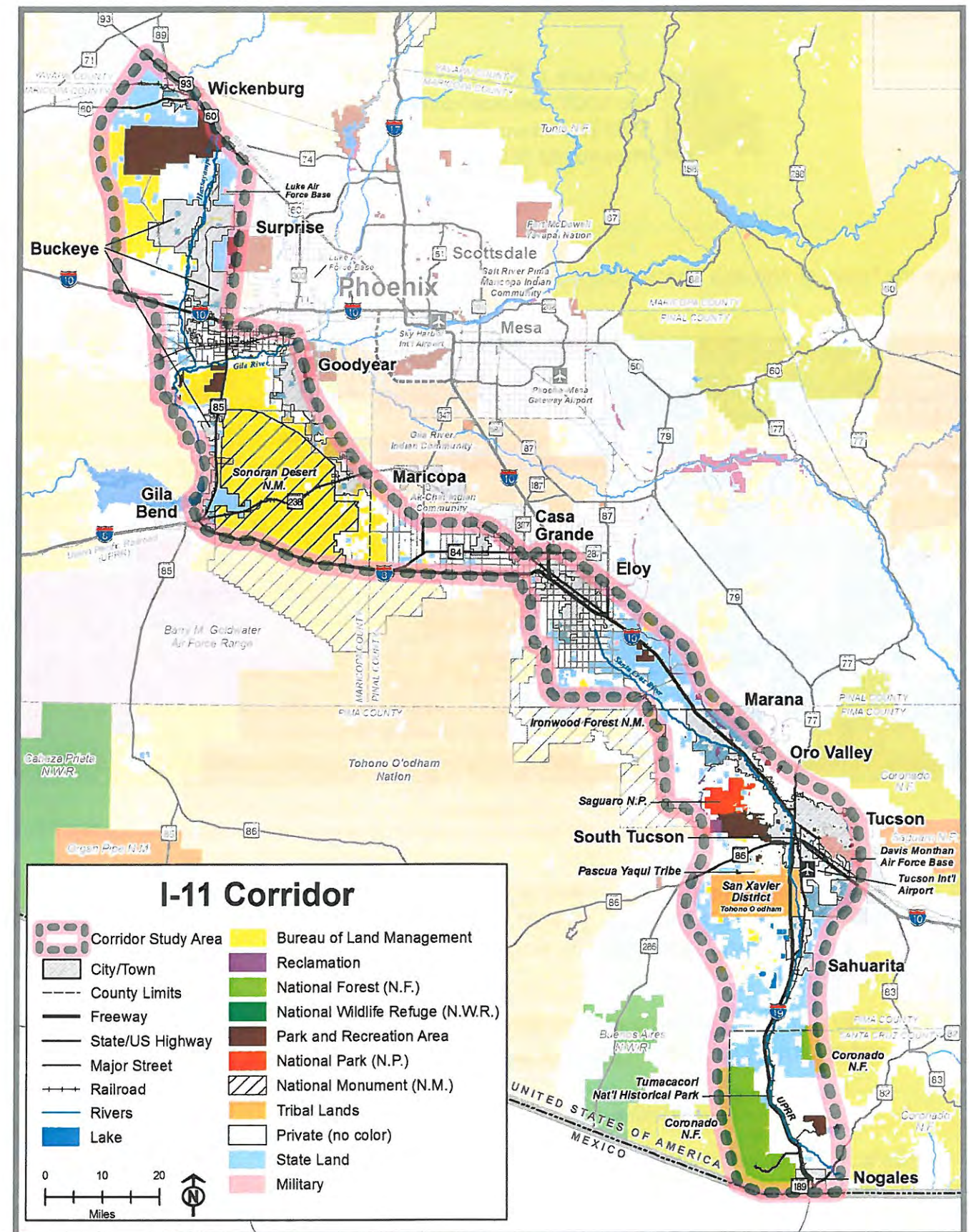
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Please use this map to provide any comments on specific areas, ideas and concerns.



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National Parks  
Messing w/water - flow - etc

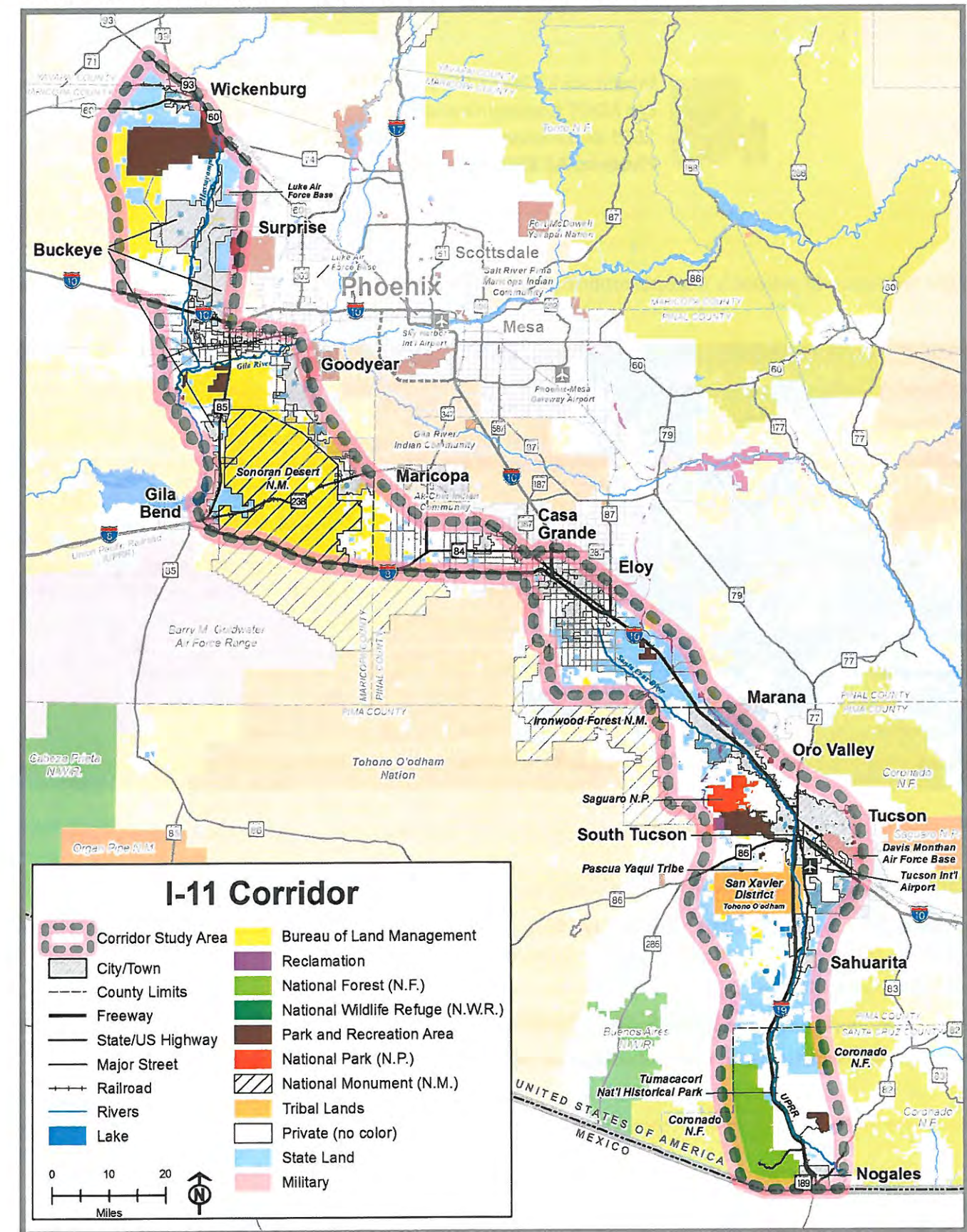
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| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

can CAP project  
C-A-P - can I-11  
Run beside? already  
cut thru land for it.

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*Use existing corridors & provide alternative*

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguaro National Park

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**6** How do you prefer to receive information:

- |  |  |
|--|--|
| <input type="checkbox"/> 1 Email                 | <input checked="" type="checkbox"/> 2 Facebook       |
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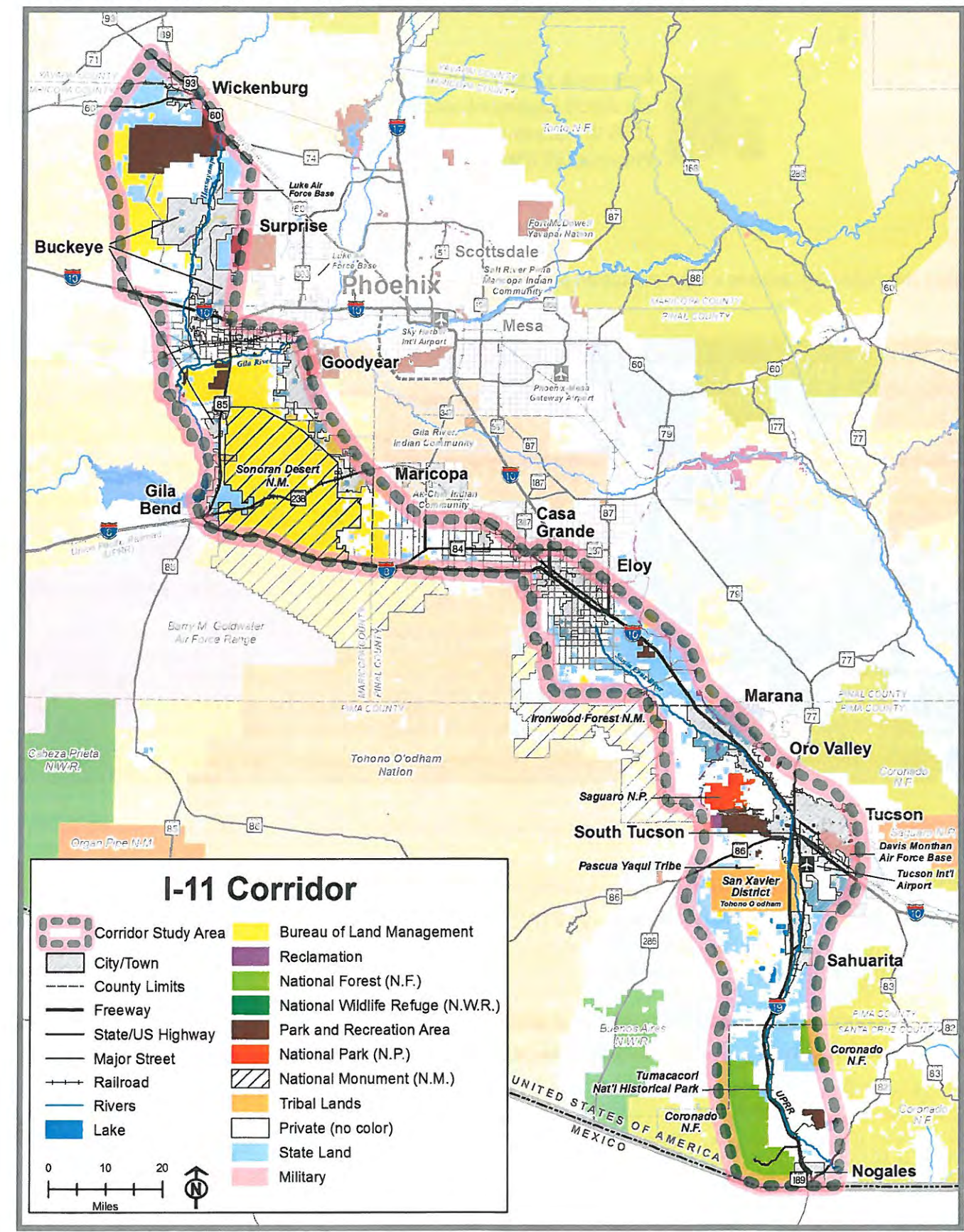


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- 3 Other desirable outcomes?

*Use existing freeway/highways & tracks*

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- 4 Public parks and recreation
- 2 Farming
- 
- 

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- 

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*All farming areas; national parks; water ways (rivers/riverbeds)*

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Avoid farming areas, do not disturb pollinating animals/insects;*

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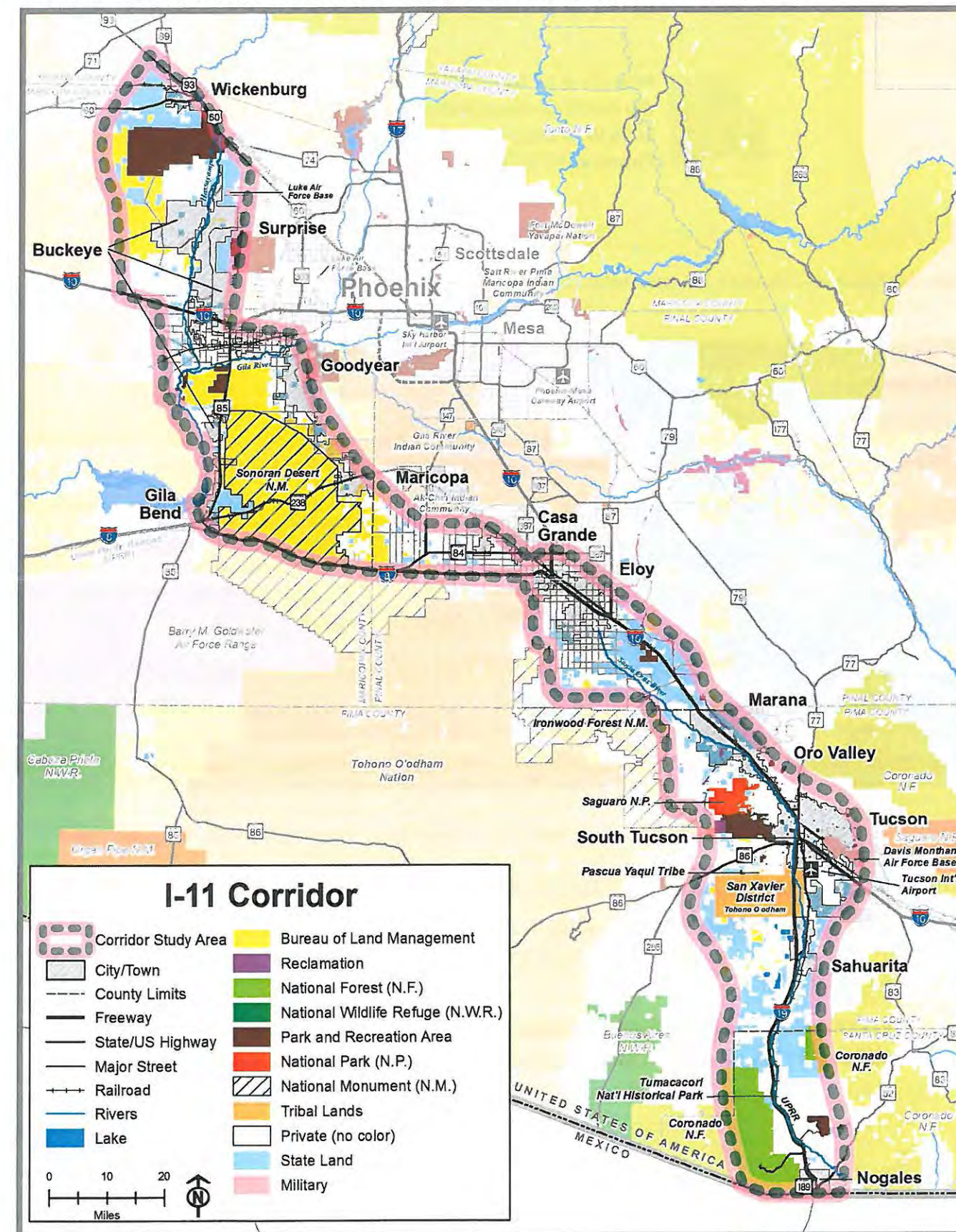


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Thank you for your continued interest in the I-11 Study.



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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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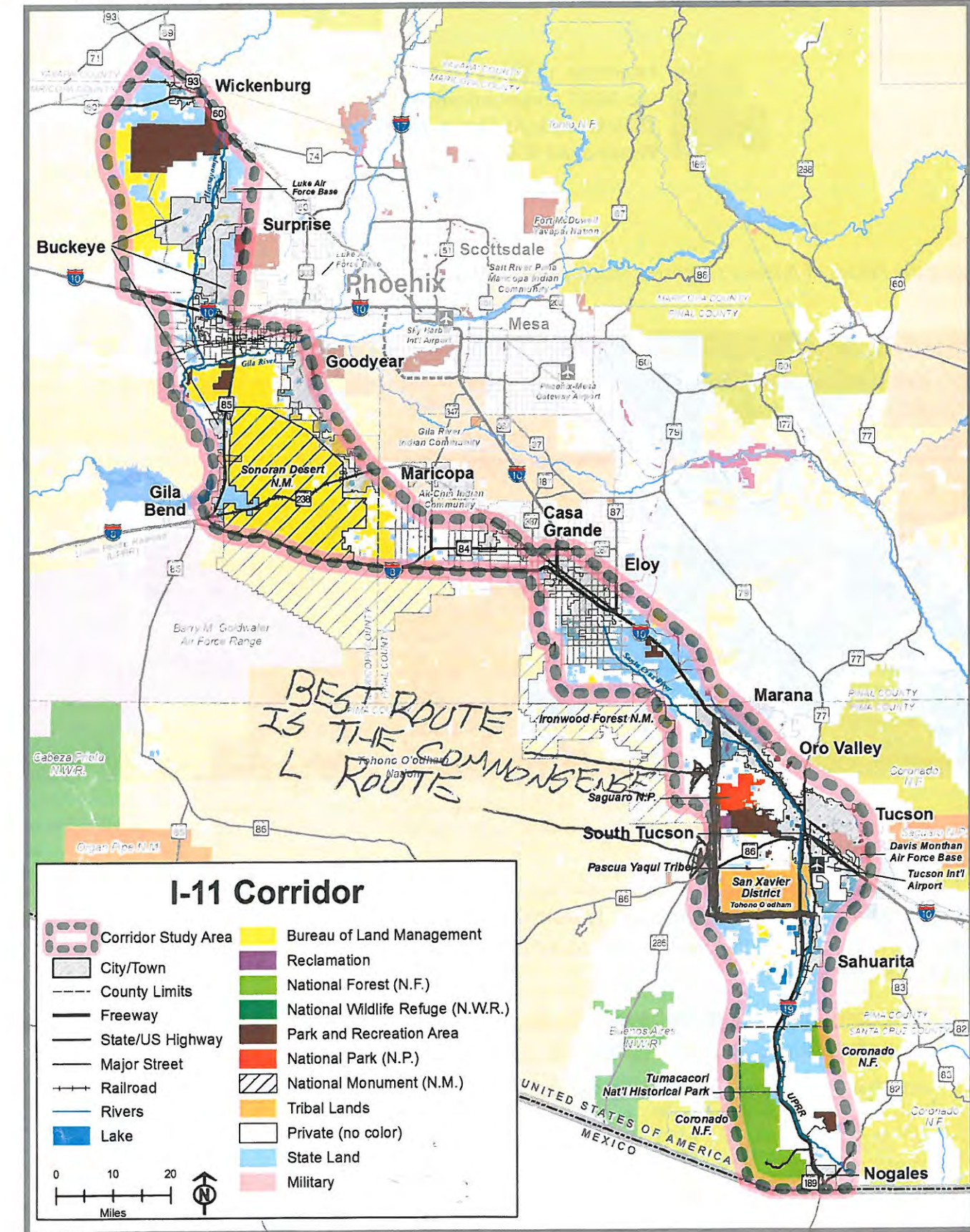
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| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*USE THE COMMONSENSE L ROUTE FROM I-10 ON THE PINA-PINAL COUNTY LINE TO SW CORNER BOUNDARY OF SAN XAVIER RESERVATION, THEN GO EAST TO I-19 INSIDE THE STUDY AREA*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 5 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- 1 Other desirable outcomes?

*Impact on the current environment/  
National Parks/ Noise level/ Trashing of  
the land/ Impact of People currently living in  
the area/ Impact on wild life/ Pollution*

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- 5 Combination of new and existing highway/freeway
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- i Accommodate rail within corridor alternatives
- 5 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 5 Accommodate rail and utilities within corridor alternatives

*Existing highway/freeway fails improve*

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- 1 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 1 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 1 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Destruction of the environment  
high Pollution  
Extreme Litter*

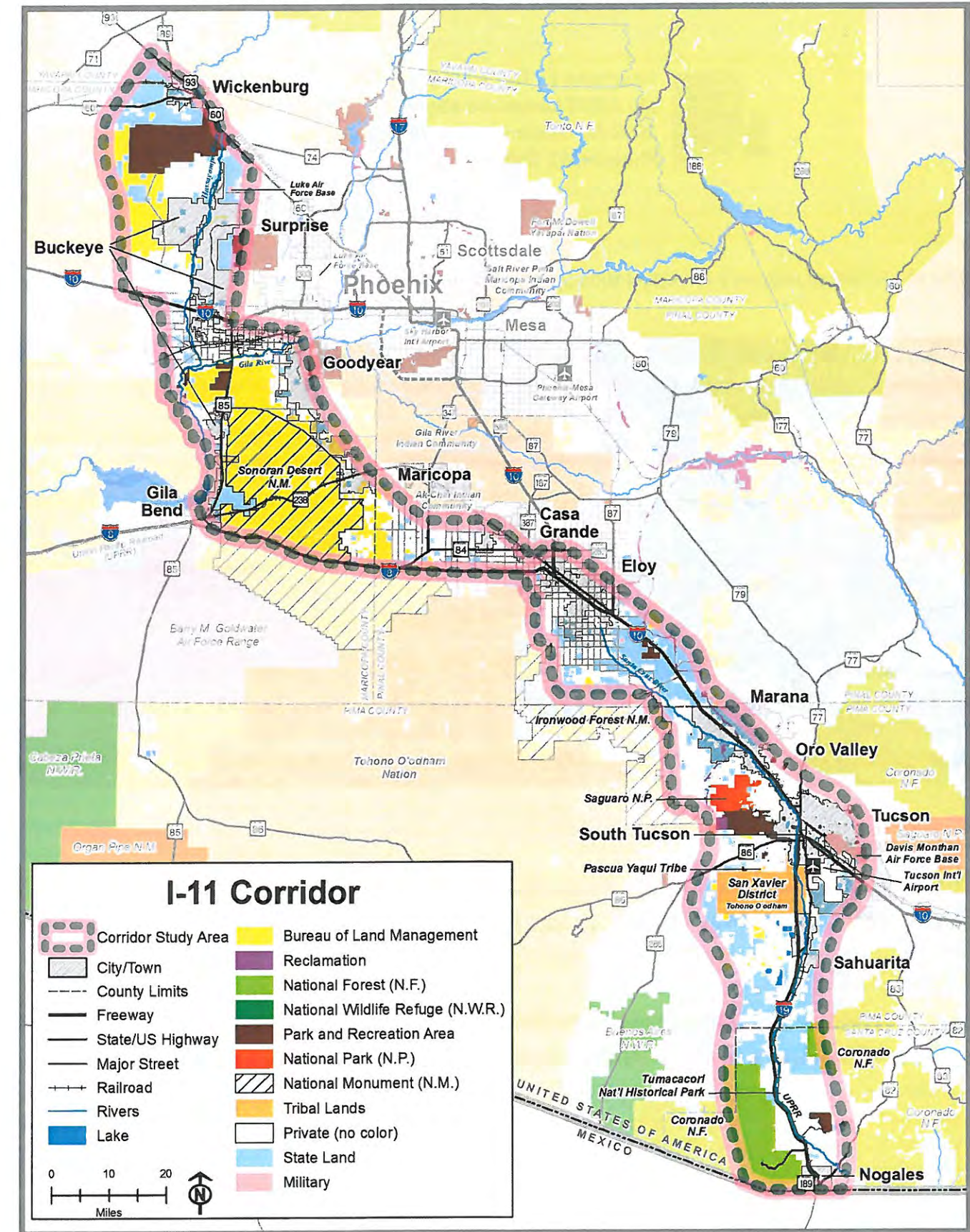
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| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

*Improve what we  
~~already~~ already have*

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- Other desirable outcomes?

Destruction of environment, lifestyle, and property

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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This Tucson link is an ~~unnecessary~~ useless boondoggle, benefiting only monied and political interests. The need for it is highly speculative and questionable.

**For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation
- degradation of Avra Valley on all counts

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4  Air quality
- 5  Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- 6  Hazardous materials
- 7  Historic structures and archaeological sites
- 2  Noise and vibration
- 1  Visual and aesthetics
- 3  Water resources (for example: rivers, washes, floodplains, and drainage)
- A
- 2-A

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Be serious! ADOT is going to shove this project down the throats of Avra Valley residents. The considerations should be obvious to the most obtuse. They're simply going to be ignored!*

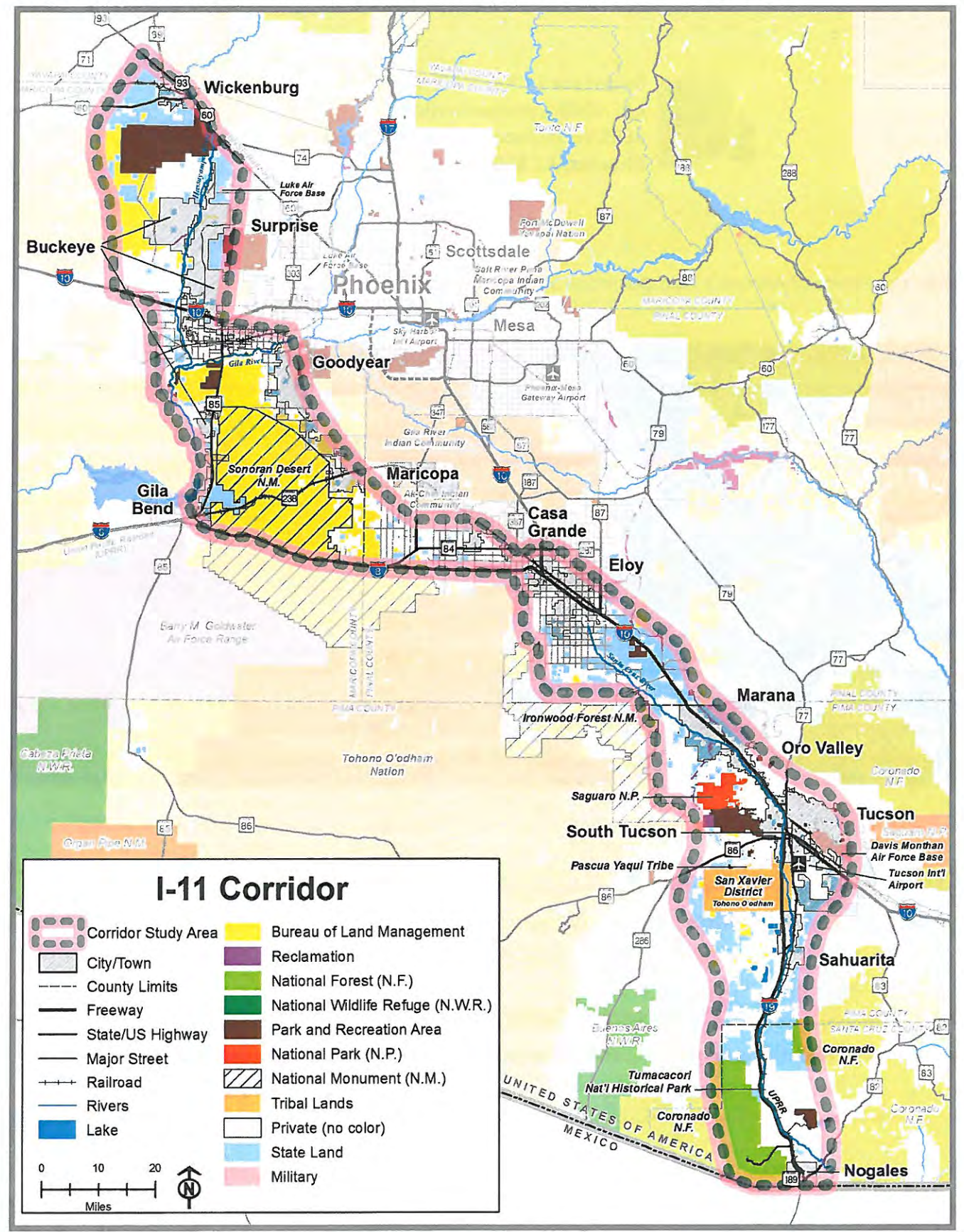
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| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*This survey pretends to care about this project's impact on the people who actually live in Avra Valley. Such make believe concern is dishonest and suggest that the future of "I-11" has all ready been determined.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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- 3 Land use
- 2 Public parks and recreation
- 
- 

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- 3 Historic structures and archaeological sites
- 7 Noise and vibration
- 8 Visual and aesthetics
- 4 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*The proposed plan of putting semi's down Sandario Road is not something the Picture Rocks community will stand for. Our kids bus stops are on Sandario. The National Park will be harmed. No trucks in our area!*

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook               |
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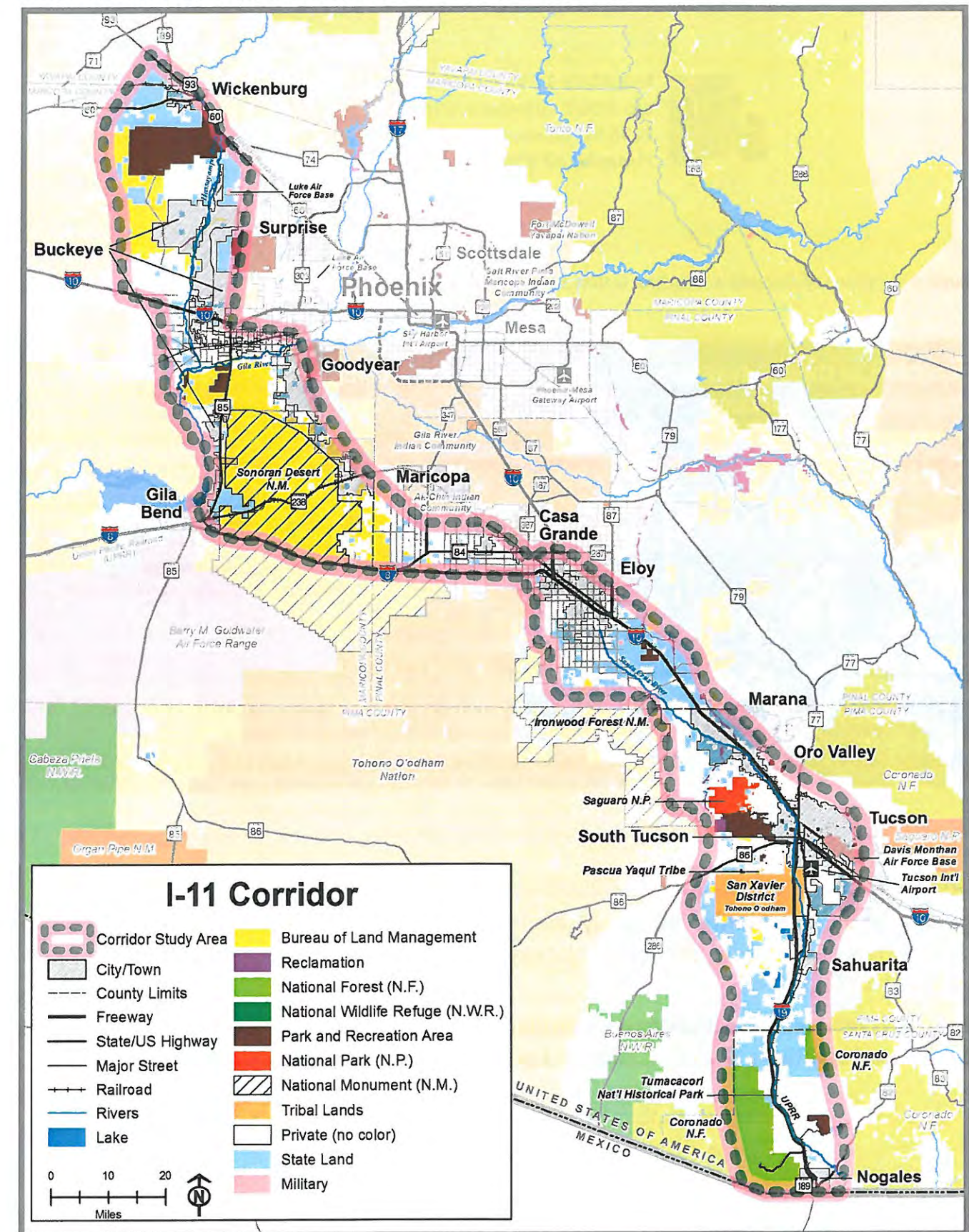
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- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 5 Land use
- 4 Public parks and recreation
- 
- 

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- 3 Air quality
- 4 Biological resources (for example: plants, wildlife, and habitats)
- 4 Geology/fissures, soils, and farmland
- 4 Hazardous materials
- 3 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*For the new I-11 to be successful, must avoid current I-10/I-19 Route through Tucson - I support the proposed route passing WEST of SANDARIO ROAD*

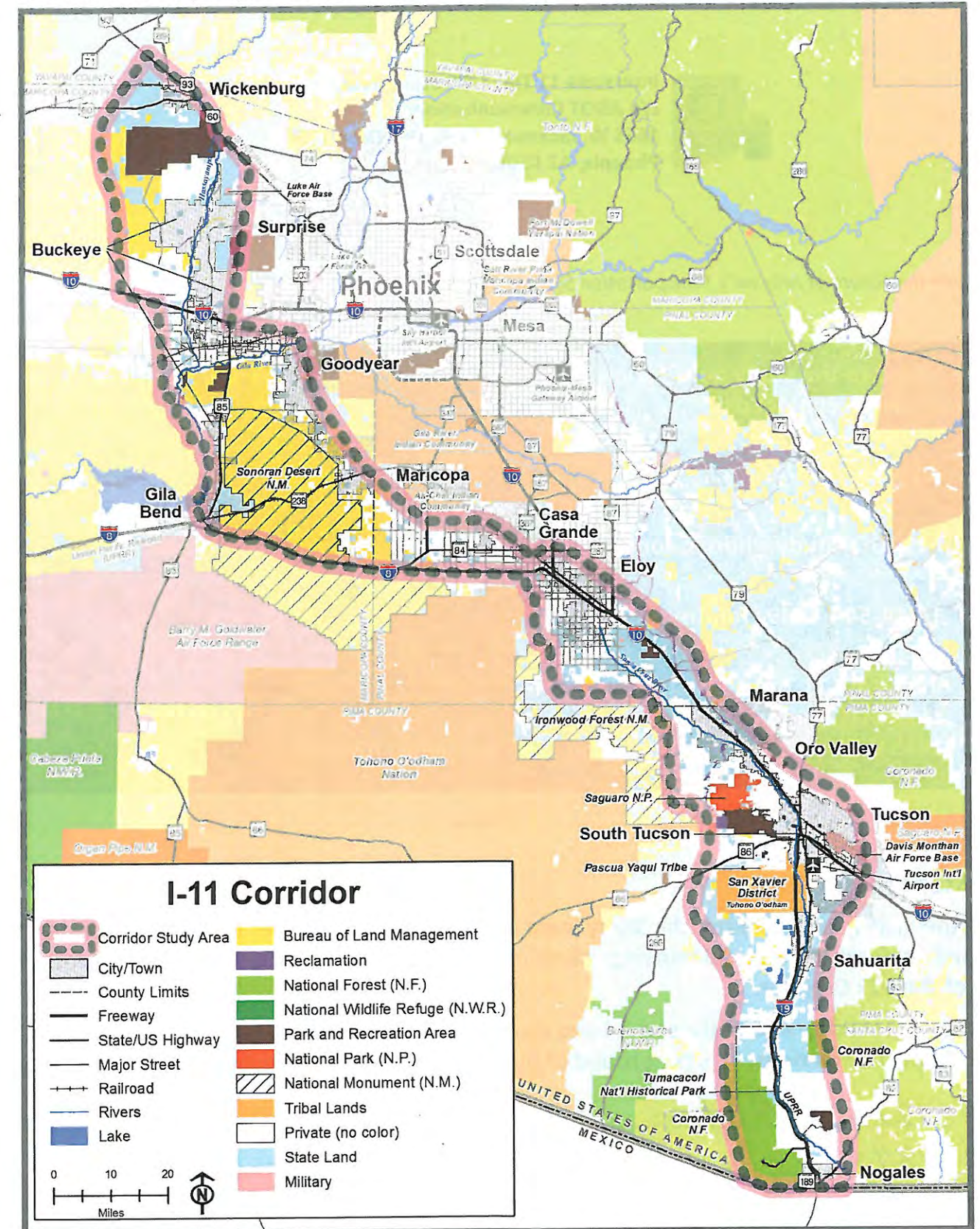
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**7** Additional comments:

*Please build I-11 West of City - will be excellent for long-term growth of Tucson, & facilitate traffic flow, giving alternate route to Phoenix when I-10 at standstill due to weather/A accidents*

Please use this map to provide any comments on specific areas, ideas and concerns.



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**PUBLIC SCOPING SURVEY**



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- 

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PLEASE DO NOT BULLDOZE I 11 THROUGH FRAGILE AVRA VALLEY

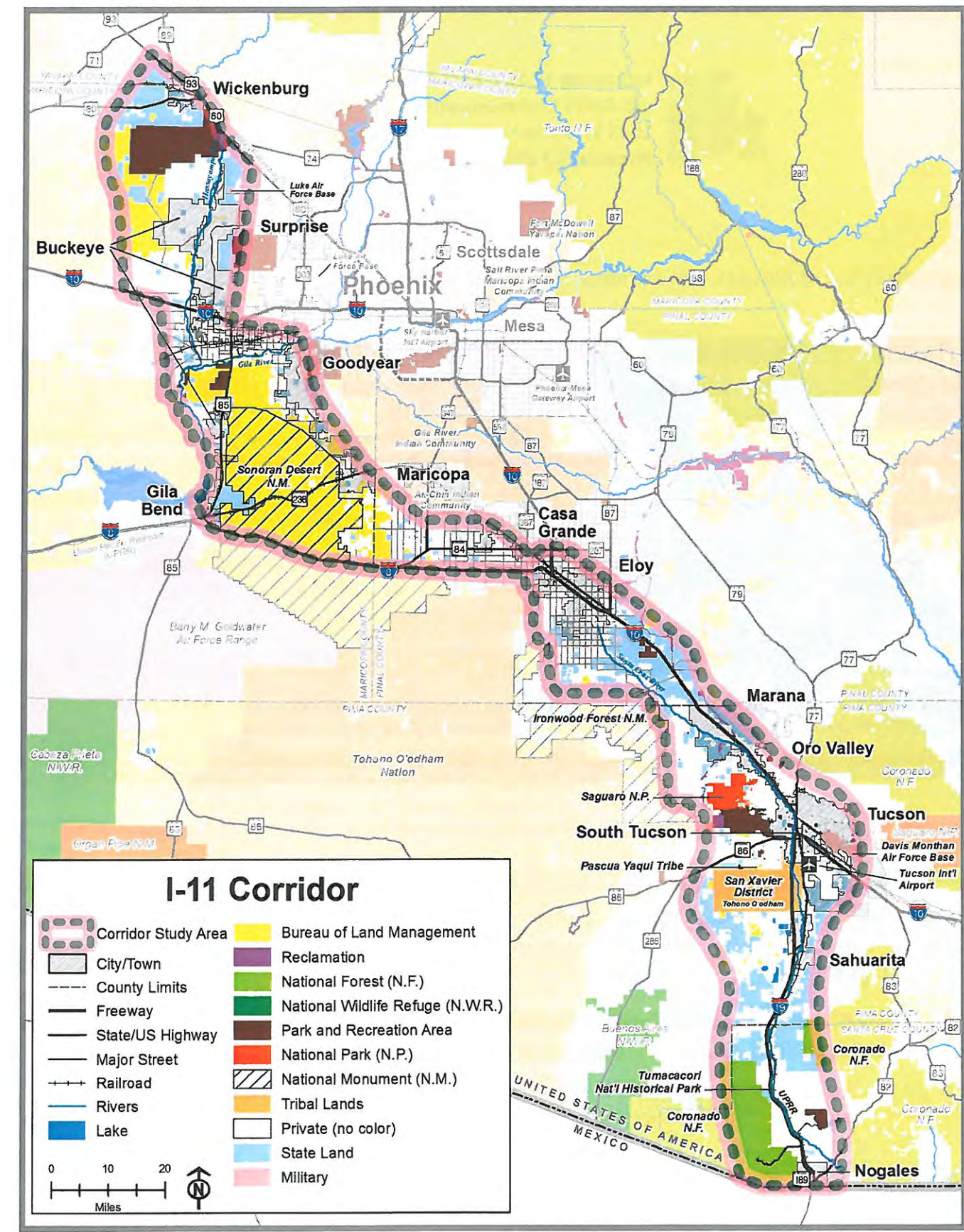
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

BY ALL MEANS, BUILD YOUR I 11; DOUBTLESS IT WILL BECOME A MAJOR DRUG ROUTE. BUT PLEASE STACK IT OVER EXISTING I 19 THROUGH TUCSON - ALREADY NOISY, POLLUTED AND VISUALLY UNAPPEALING.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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Phoenix, AZ 85007

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- 1 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 2 New highway/freeway
- 1 Combination of new and existing highway/freeway
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- 4 Accommodate rail within corridor alternatives
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 2 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 2 Land use
- 1 Public parks and recreation
- \_\_\_\_\_
- \_\_\_\_\_

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 2 Hazardous materials
- 3 Historic structures and archaeological sites
- 2 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 1 Effective Wildlife crossings
- \_\_\_\_\_

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

1) Stay away from National Parks and National Monuments  
 2) Stay west of Central AZ Canal Project in Pima & Pinal Counties

**6** How do you prefer to receive information:

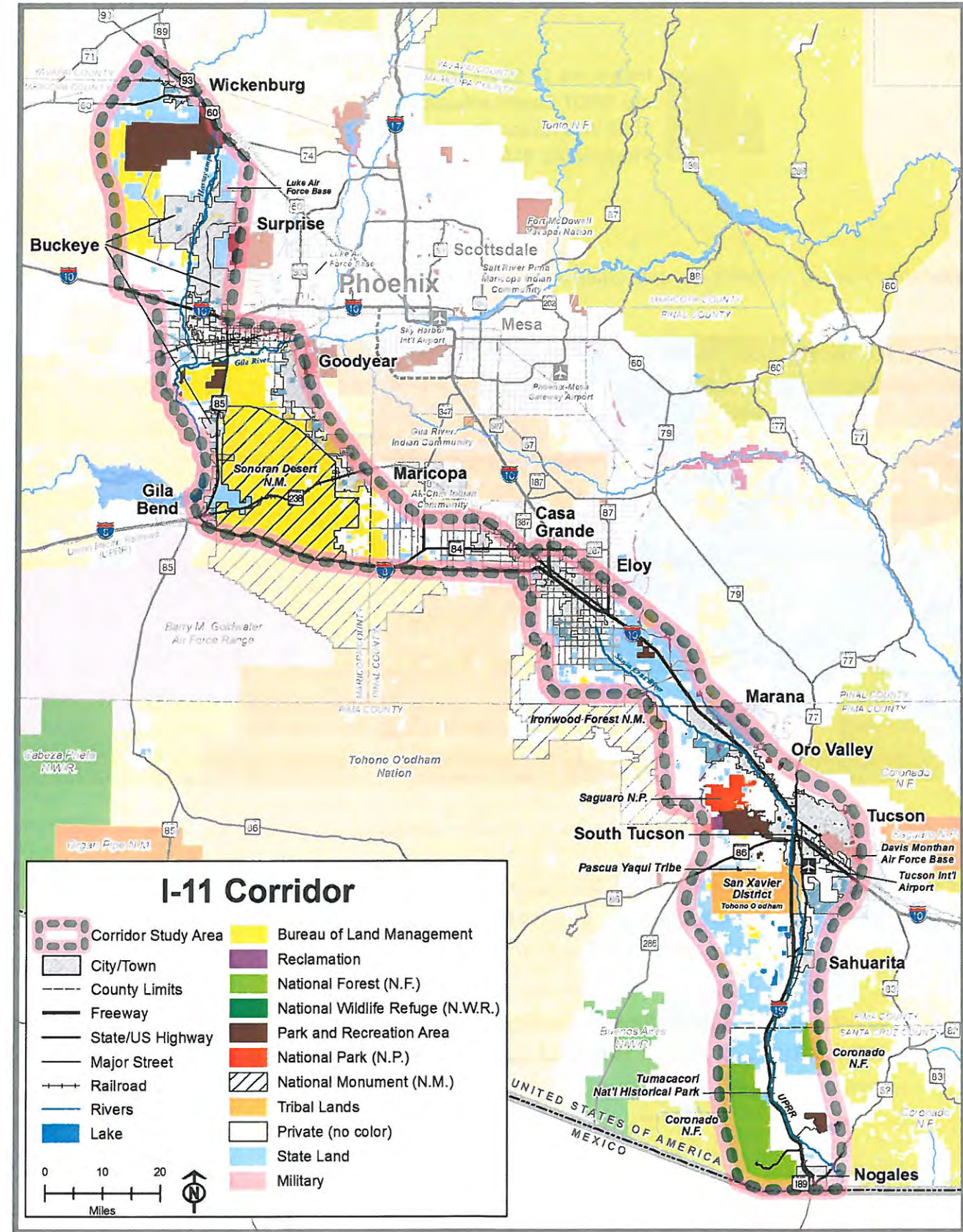
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| <input checked="" type="checkbox"/> 1 Radio      | <input checked="" type="checkbox"/> 2 Direct Mail |
| <input checked="" type="checkbox"/> 1 Television | <input type="checkbox"/> Blogs                    |
| <input checked="" type="checkbox"/> 1 Newspaper  | <input type="checkbox"/> Other _____              |
| <input type="checkbox"/> Twitter                 |   |

**7** Additional comments:

1) Dust Storms huge issue on existing I-10 (Marana to Casa Grande). Any new alignment needs to consider & mitigate this issue within Pima/Pinal County.

2) Ensure sufficient attention to wildlife crossings be afforded on any new alignment considerations

Please use this map to provide any comments on specific areas, ideas and concerns.



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- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- 4 Other desirable outcomes? - PROTECT OUR NATURAL RESOURCES (PARKS + TOP TOURIST AREAS)

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway NOT IN TUCSON AREA
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- 3 Neighborhoods, diverse communities, and residences
- Economic development and growth
- 2 Land use (WATER USE)
- Public parks and recreation
- 1 ARIZONA SONORA DESERT MUS. & SAGUARO WEST & IRONWOODS N.F.

AVOID TO PROTECT

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- 3 Historic structures and archaeological sites
- Noise and vibration
- 4 Visual and aesthetics
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★ ARIZONA SONORA DESERT MUSEUM  
TOP TOURIST AREA AFTER GRAND CANYON  
SAGUARO WEST + IRONWOODS FOREST N.M.  
TUCSON MT. PARK, PICTURE ROCKS  
BETW SANDARIID & SILVERBEL

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- |                                     |   |
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| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

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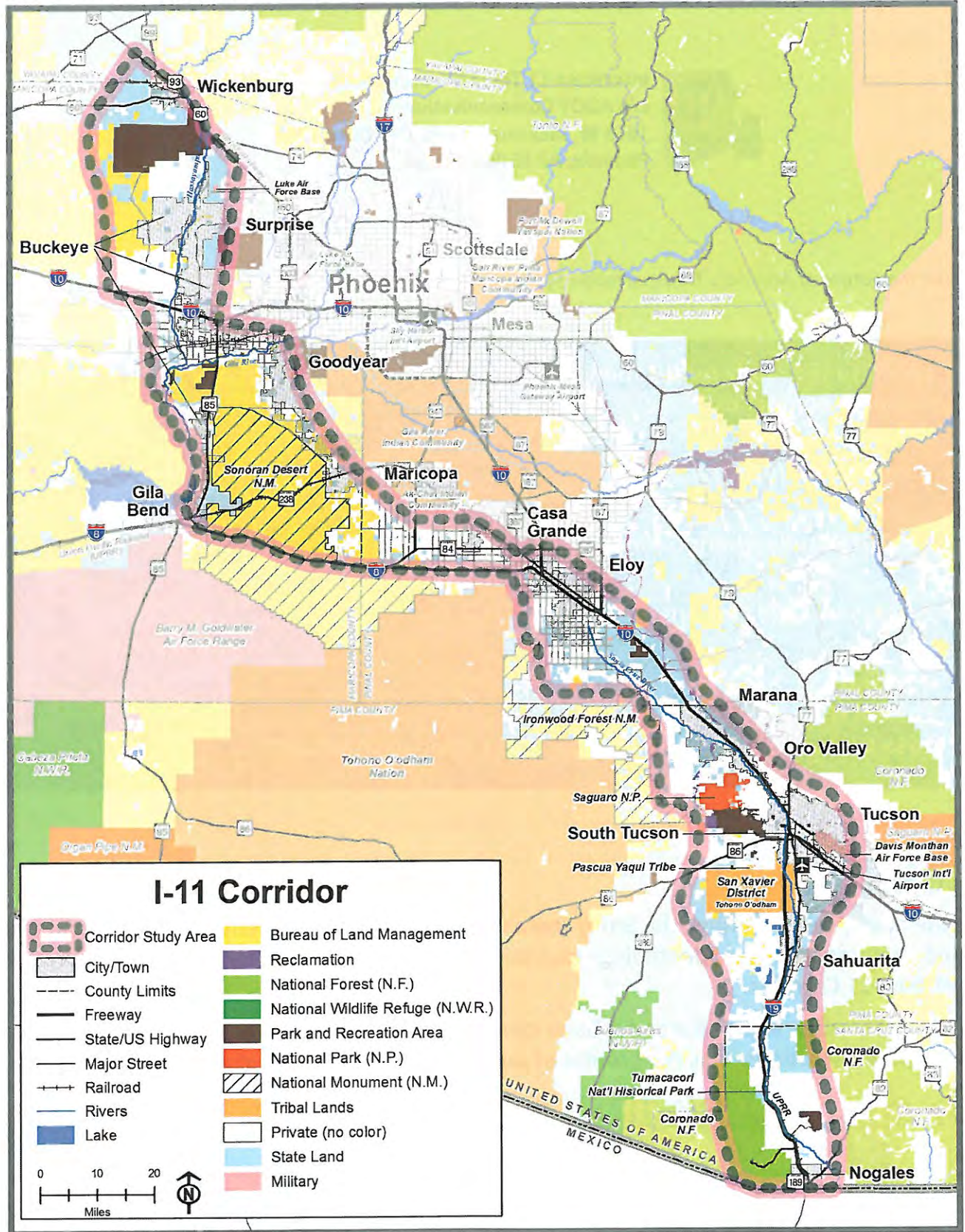
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Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_

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- 

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- 
- 

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*Joshua tree parkway*  
*The Avra Valley*  
*Big American Made*

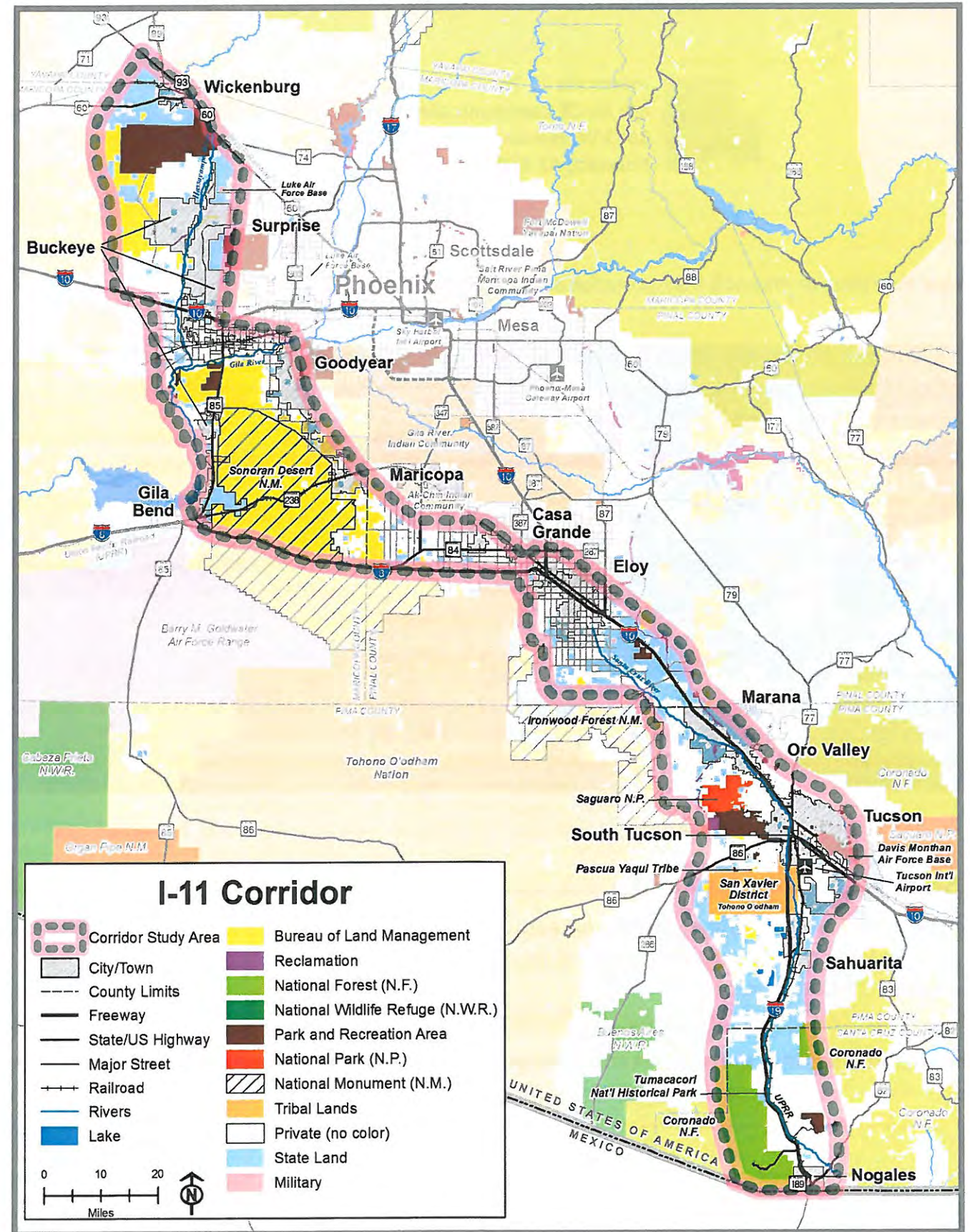
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Why ask us our opinion when you have already made up your mind*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



3/16/16

*Letters to the Editor*

# West of Wickenburg best route for I-11

**Editor:**

On a recent front page of the Wickenburg Sun is a story headed I-11, and below that the words "Town to appoint task force." I will clarify what is said about I-11 in the following.

You will note that the title to the highway starts with a I. I believe this is to show that is to be an international highway to serve Mexico, USA and Canada and increased trade between the three countries. Therefore that will undoubtedly be heavily traveled by 18-wheel trucks but will be available for private use. I believe that a decision has already been made as to where the road will bypass Wickenburg, so read on.

A few years ago we were frequently hearing about the so-called bypass both from government departments and individuals who wanted it to go in various places. I don't remember the exact date the new high school on Vulture Mine Road was built. However, at this time a government agency (I don't recall who) set up a meeting to ask Town residents to comment on a route they suggested. I was not aware of this meeting but a friend brought me the proposal. The proposal was for the highway to come west on I-10 and leave on where Vulture Mine Road enters. Included in the papers was an address to which you could send written comments. I wrote something in much more detail than I have space for here, but I'll try to give you enough for you to understand.

I wrote that to come off of I-10 as they proposed but when reaching a point of around three miles south of the Vulture

Mine, they should angle off to the northwest until approaching a nearby power line, also generally moving northwest. At that point, they should swing more northerly to avoid mountain terrain where the power line crosses. This would bring the road to Highway 60 just west of the Flying E Ranch property. Continue north and staying east of the mountains where the power line crosses. The road could enter 93 at any point west of 89, but I believe that the best point would be Scott's Junction where Highway 71 already crosses 93.

The I-11 project is undoubtedly a tremendously expensive program, and it is probably why it is planned this far west as there is less privately owned property then there is further east.

The route I have described is for all purposes flat desert, and I believe you could rough in the entire roadbed with only bulldozers and road graders. Also there is not a single building the entire distance. This leads me to believe that all of the land needed for the road is either federal or state, which in itself will be a huge savings. Also the terrain lends itself to easy construction.

As an added benefit to Wickenburg, this path would enhance the future value of the 79 acres the Town already has nearby.

There has been nothing said or published about the route since I sent that in. I can't say for sure, but everyone I talk to about it agree that it is the most workable solution that they have heard.

Remember, call me at [REDACTED] if you have anything to say pro or con.

# Don't short change Arizona.

The I-11 project is overlooking an important opportunity to build out key infrastructure in the Southwest Megapolitan Triangle and the greater Intermountain West. Arizona is one of the fastest growing areas in the region but is land locked and currently dependent on heavy inbound freight and rail activity for distribution of international goods. This surface activity places a heavy burden on Arizona infrastructure, and it is not going to get lighter in the future. Future population growth projections require us to look at all dimensions of this problem, not just surface transportation. Asia-Pacific trade growth will put extra burdens on west coast air terminals. A new Regional air facility located to the west of Phoenix and SW of Wickenburg should be an integral part of the overall planning for the I-11 corridor.

**WE NEED THE HWP – HASSAYAMPA WORLD PORT.** - It fits directly into the Goals for I-11:

## Relieve local congestion to improve safety, travel times, and reliability

New Southwest Regional airport could divert freight and passengers from current congested urban environments

## Improve regional travel between Southern and Northwestern Arizona

High speed passenger rail could bridge commuter gap between Phoenix area and Las Vegas. Light rail access to a passenger rail hub could improve travel for people throughout Phoenix metroplex.

## Improve freight travel, reducing bottlenecks on existing highways

Diverting international air freight direct to new regional airport would reduce freight traffic on east-west corridors and improve road safety.

## Provide a different transportation mode

New Regional airport providing direct road and rail freight corridors, bypassing urban area congestion would enhance current transport modes.

New international passenger port, with high speed and light rail to Phoenix and Las Vegas would provide a safe and efficient alternative to congested (and deadly) road traffic north and south, which will only increase in future.

## Support homeland security and national defense needs

New Regional airport could take advantage of new learnings re airport security. Physical separation of international intermodal hub with congested urban areas would enhance national, regional, and local security. Possible co-location with military assets could enhance security.

## What else?

It's the economy, silly! Think of the long term, permanent job and population growth provided by such a project. Development of a green field sight in the Hassayampa plain would drive Arizona's economy to new heights. Integrated manufacturing, economic development initiatives, can all benefit.

For more information – contact Ron Miller at [K7OPA@outlook.com](mailto:K7OPA@outlook.com)

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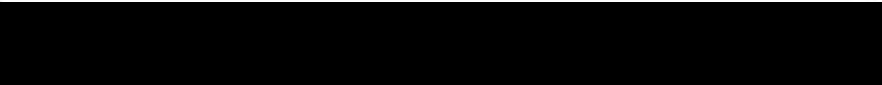
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- Noise and vibration
- Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

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*Natural beauty - please use existing corridors and avoid parks*

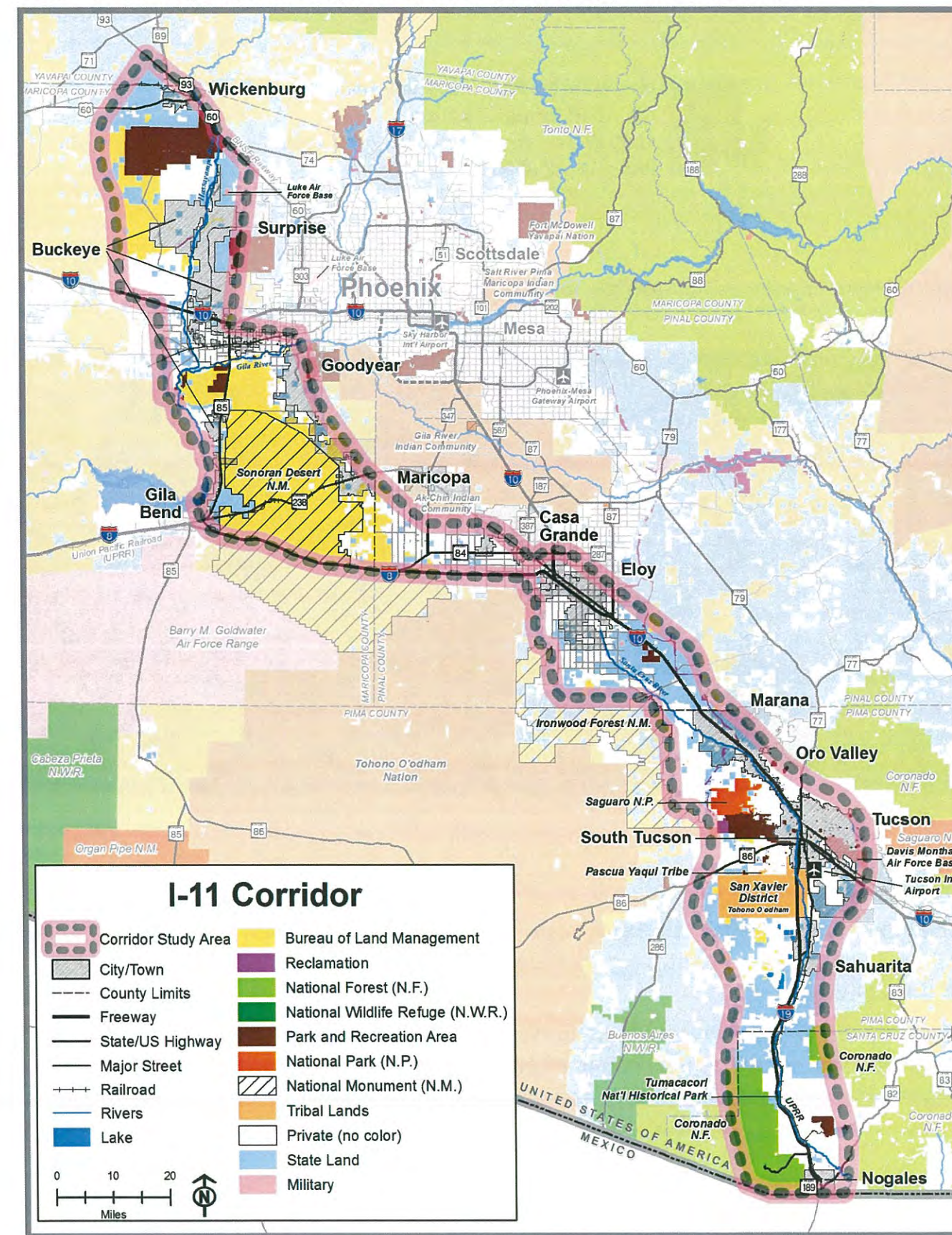
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**7** Additional comments:

*Please AVOID the proposed Vulture Mtn Park & Recreation Area*  
*Thank you*

Please use this map to provide any comments on specific areas, ideas and concerns.



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**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

- 2 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 3 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- 1 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 6 Improve local access to communities and resources (parks, recreation, and tourism)
- 4 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- 7 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 6 New highway/freeway
- 1 Combination of new and existing highway/freeway
- 2 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 4 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 5 Accommodate rail and utilities within corridor alternatives

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 3 Land use
- 4 Public parks and recreation
- \_\_\_\_\_
- \_\_\_\_\_

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 6 Hazardous materials
- 5 Historic structures and archaeological sites
- 7 Noise and vibration
- 8 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- \_\_\_\_\_
- \_\_\_\_\_

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Avoid routes that require purchase of private property

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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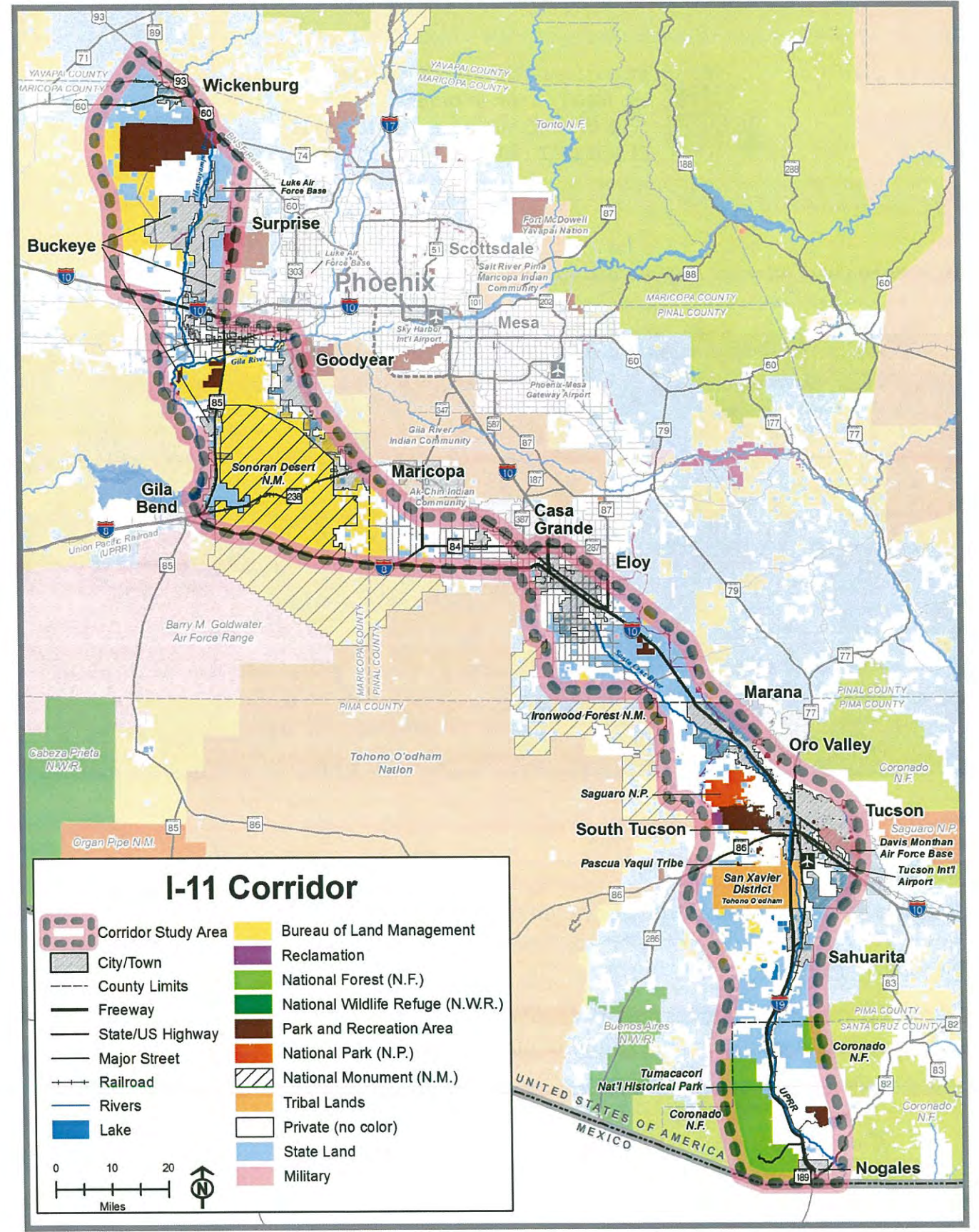


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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007

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### Next Steps

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- 2**  Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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- Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 1 Land use
- Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

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- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- \ Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

SW of WICKENBURG -  
HASSAYAMPA PLAIN

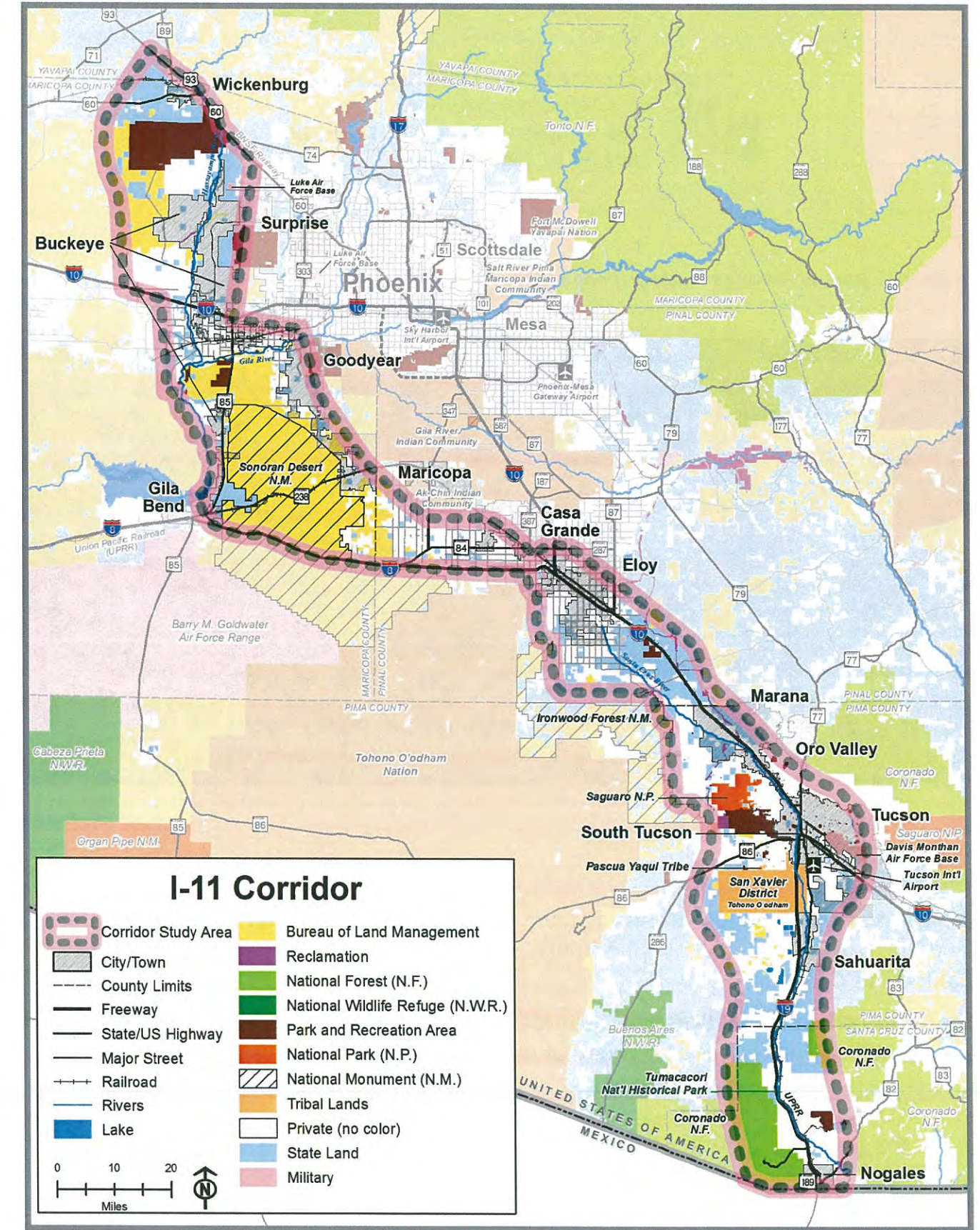
**6** How do you prefer to receive information:

- |   |   |
|---|---|
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| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

SEE ATTACHED SHEET

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- Other desirable outcomes?

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- 1 Combination of new and existing highway/freeway
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- 1 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
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- 5 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 5 Land use
- 5 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- 5 Geology/fissures, soils, and farmland
- 5 Hazardous materials
- 5 Historic structures and archaeological sites
- 5 Noise and vibration
- 5 Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Don't avoid Wickenburg

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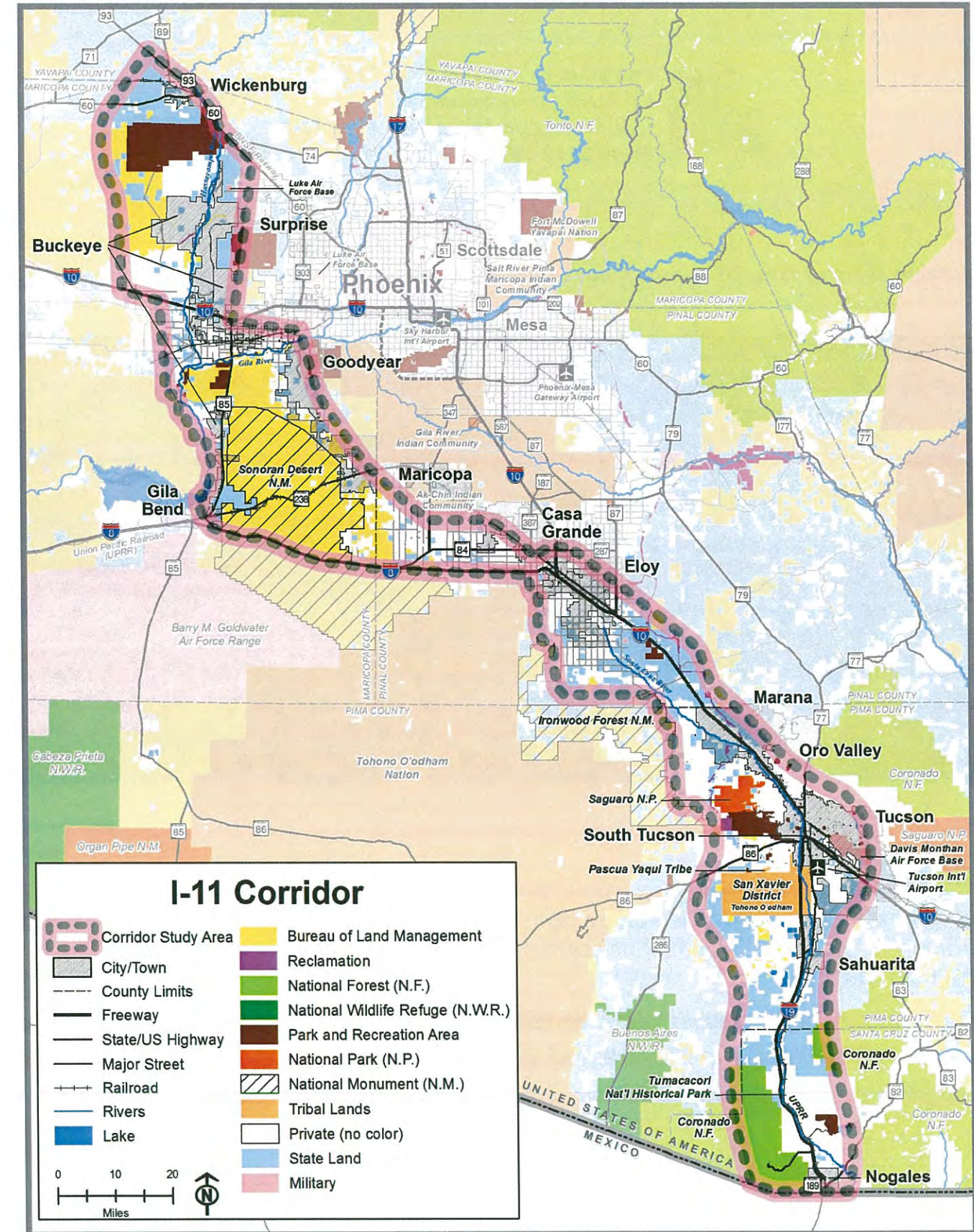
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| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

MAKE SURE I-11 COMES IN SOUTH OF WICKENBURG OR TOWN WILL SHUT DOWN WITHOUT ANY BUSINESS CUSTOMERS TRAVELING THRU I SUGGEST BRINGING IT IN AROUND THE 74

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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- 5 Improve freight travel and reliability, reducing bottlenecks on existing highways
- 4 Improve local access to communities and resources (parks, recreation, and tourism) ★
- 5 Support a different transportation mode than what exists today
- 3 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 5 New highway/freeway
- 4 Combination of new and existing highway/freeway
- 4 Enhance or expand existing highway/freeway
- 5 Accommodate rail within corridor alternatives
- 5 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 5 Accommodate rail and utilities within corridor alternatives



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 2 Land use
- 5 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 2 Air quality
- 5 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 3 Hazardous materials
- 3 Historic structures and archaeological sites
- 3 Noise and vibration
- 3 Visual and aesthetics
- 3 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

LOCAL BUSINESSES  
IN WICKENBURG - NOT  
MOVING HIGHWAY TO  
BE AWAY

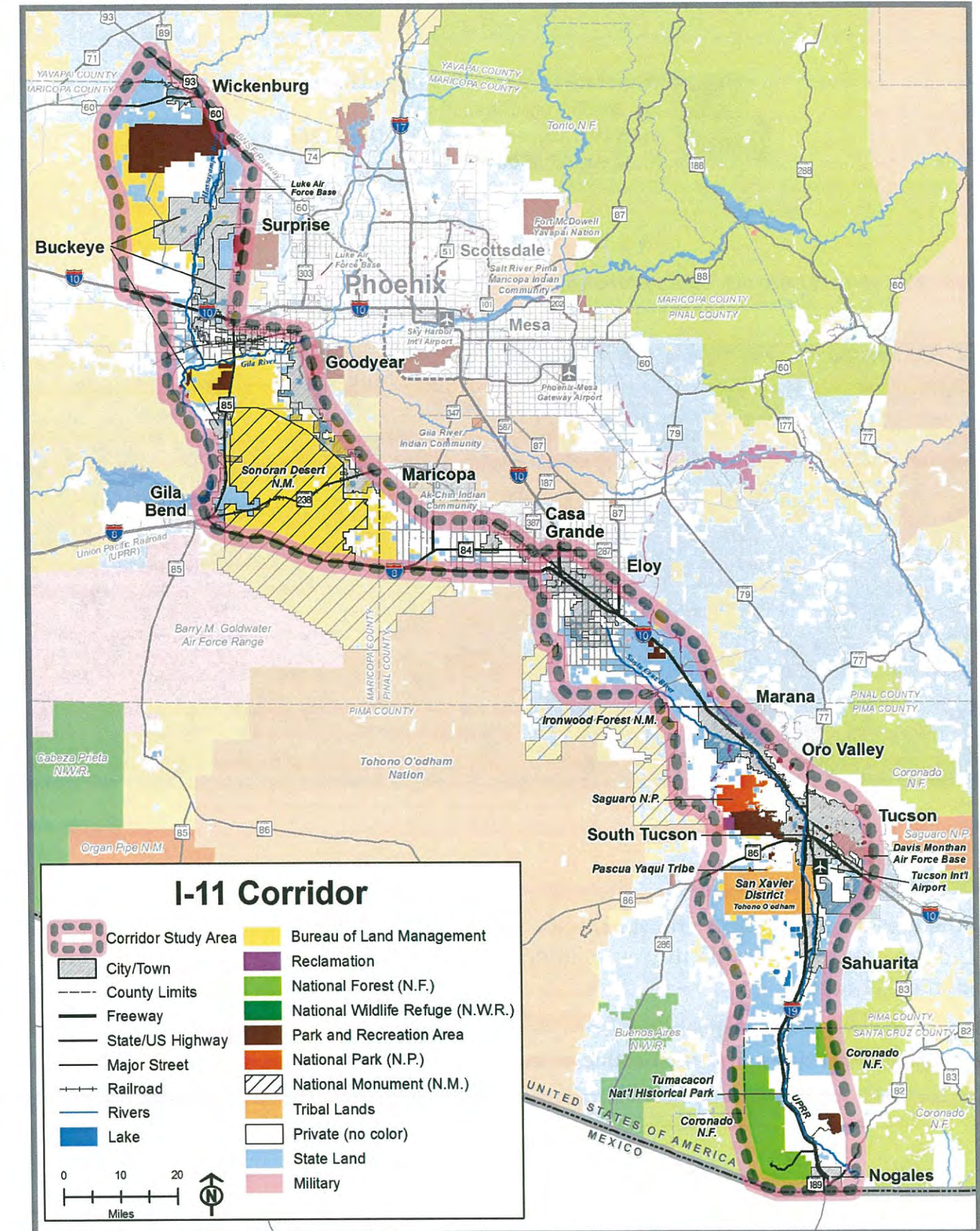
**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



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



c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
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# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 2 Economic development and growth
- 4 Land use
- 3 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 2 Air quality
- Biological resources (for example: plants, wildlife, and habitats)
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- 3 Visual and aesthetics
- 4 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Keep I-11 to west of town of Wickenburg

Need to get a route for trucks that is not through Wickenburg - they are too noisy

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
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| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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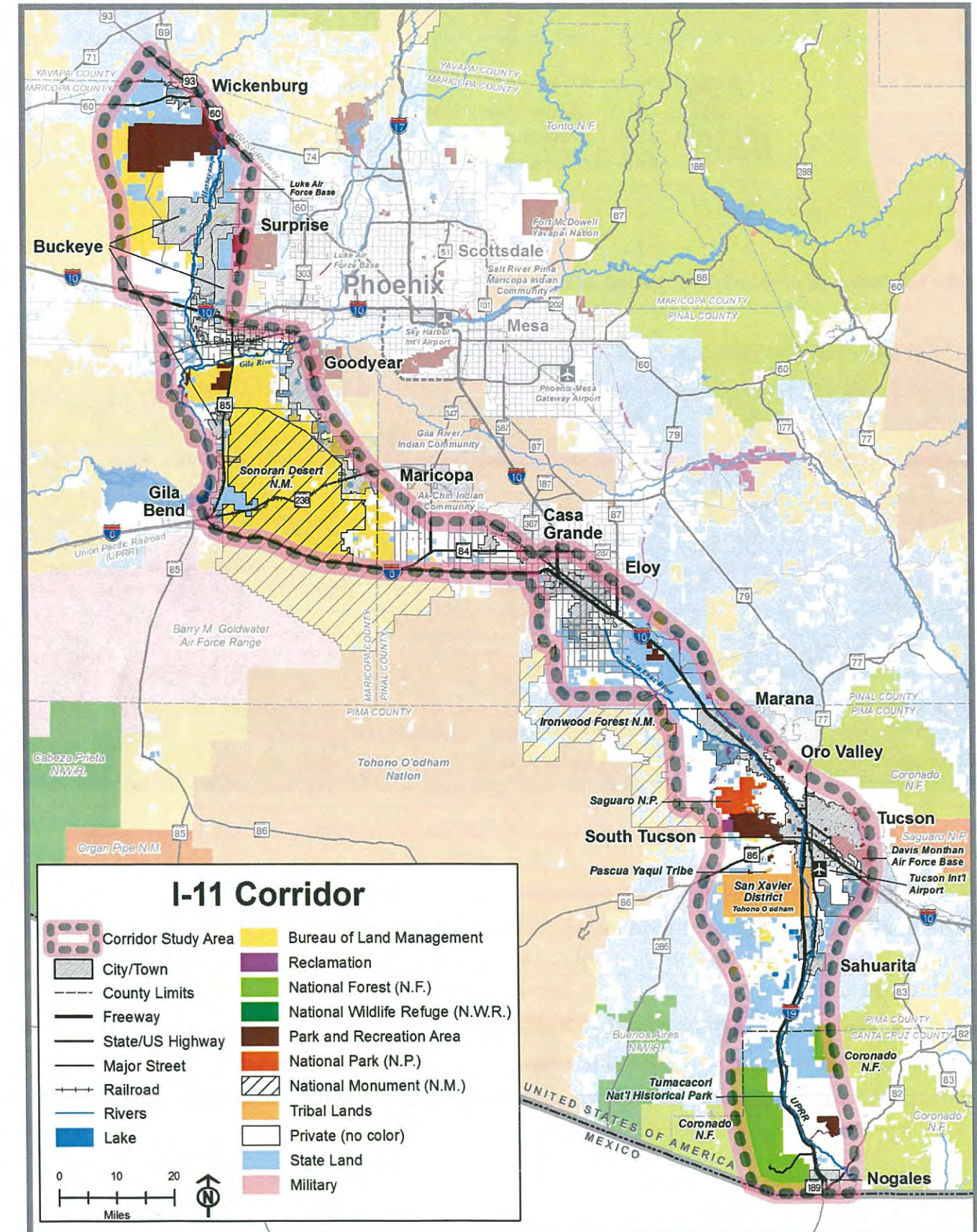
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JUNE 2016

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- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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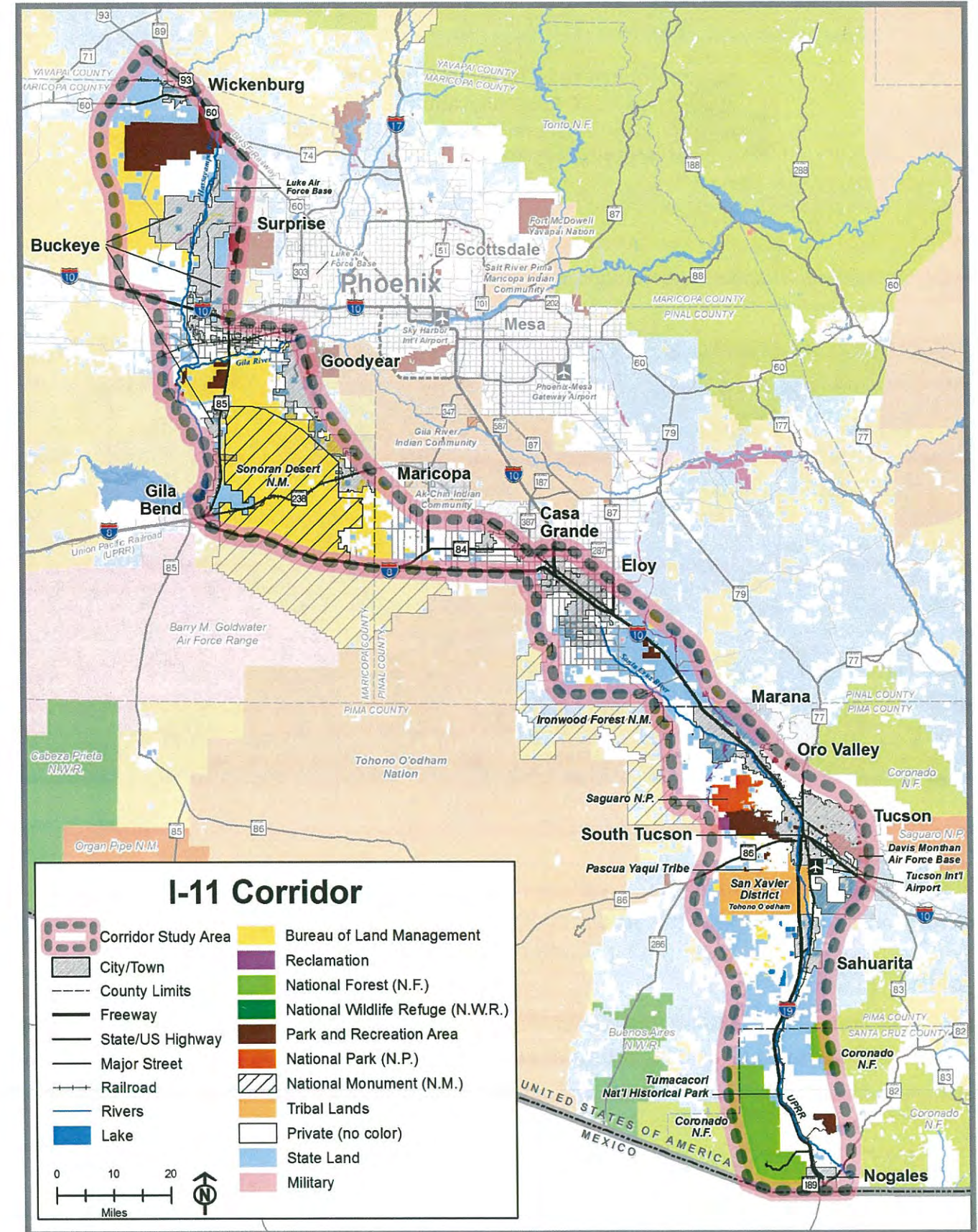
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

*Please take a "long" view to incorporate the needs of the future in terms of population growth and societal changes. We need this to last and be useful for well more than 50 years.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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1= highest ranking [most important] 5=lowest ranking [least important]

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- 4 Improve local access to communities and resources (parks, recreation, and tourism)
- 5 Support a different transportation mode than what exists today
- 6 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 6 New highway/freeway
- 2 Combination of new and existing highway/freeway
- 1 Enhance or expand existing highway/freeway
- 3 Accommodate rail within corridor alternatives
- 5 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 4 Accommodate rail and utilities within corridor alternatives

#1 Highest rate

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 3 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 6 Geology/fissures, soils, and farmland
- 7 Hazardous materials
- 4 Historic structures and archaeological sites
- 5 Noise and vibration
- 8 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Hwy 60*

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email   | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> Website | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> 2 Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> 3 Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> 1 Newspaper        | <input type="checkbox"/> Other _____    |
| <input checked="" type="checkbox"/> Twitter |   |

**7** Additional comments:

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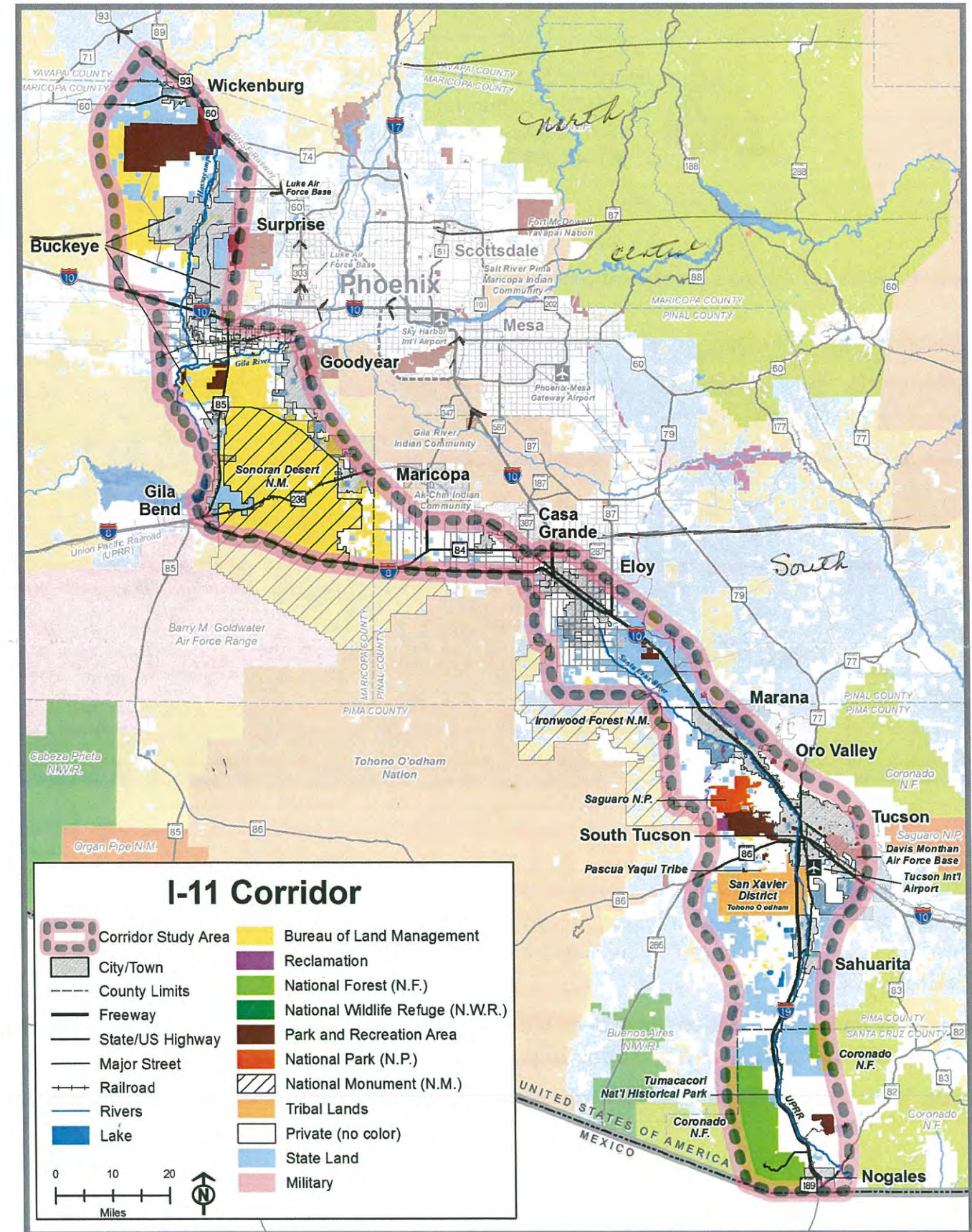


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Please use this map to provide any comments on specific areas, ideas and concerns.



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



c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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1-844-544-8049 (Toll-free/bilingual)



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

FOLD HERE

### Next Steps

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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- Accommodate rail and utilities within corridor alternatives

*seems like it would sure be and less neg. impact on the environment*

*2 Who/what state/county gov. ag. will address this ... State - Police? Homeland? - How will this be addressed?*

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



FOR MORE INFORMATION:

1-844-544-8049

[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

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

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- Public parks and recreation

*1* The impact on the environment - How can this be done w/ as little impact

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials - will this be allowed?
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |  |
|---|--|
| <input type="checkbox"/> Email                | <input checked="" type="checkbox"/> Facebook |
| <input type="checkbox"/> Website              | <input type="checkbox"/> Text Messaging      |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail         |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs               |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____         |
| <input type="checkbox"/> Twitter              |  |

**7** Additional comments:

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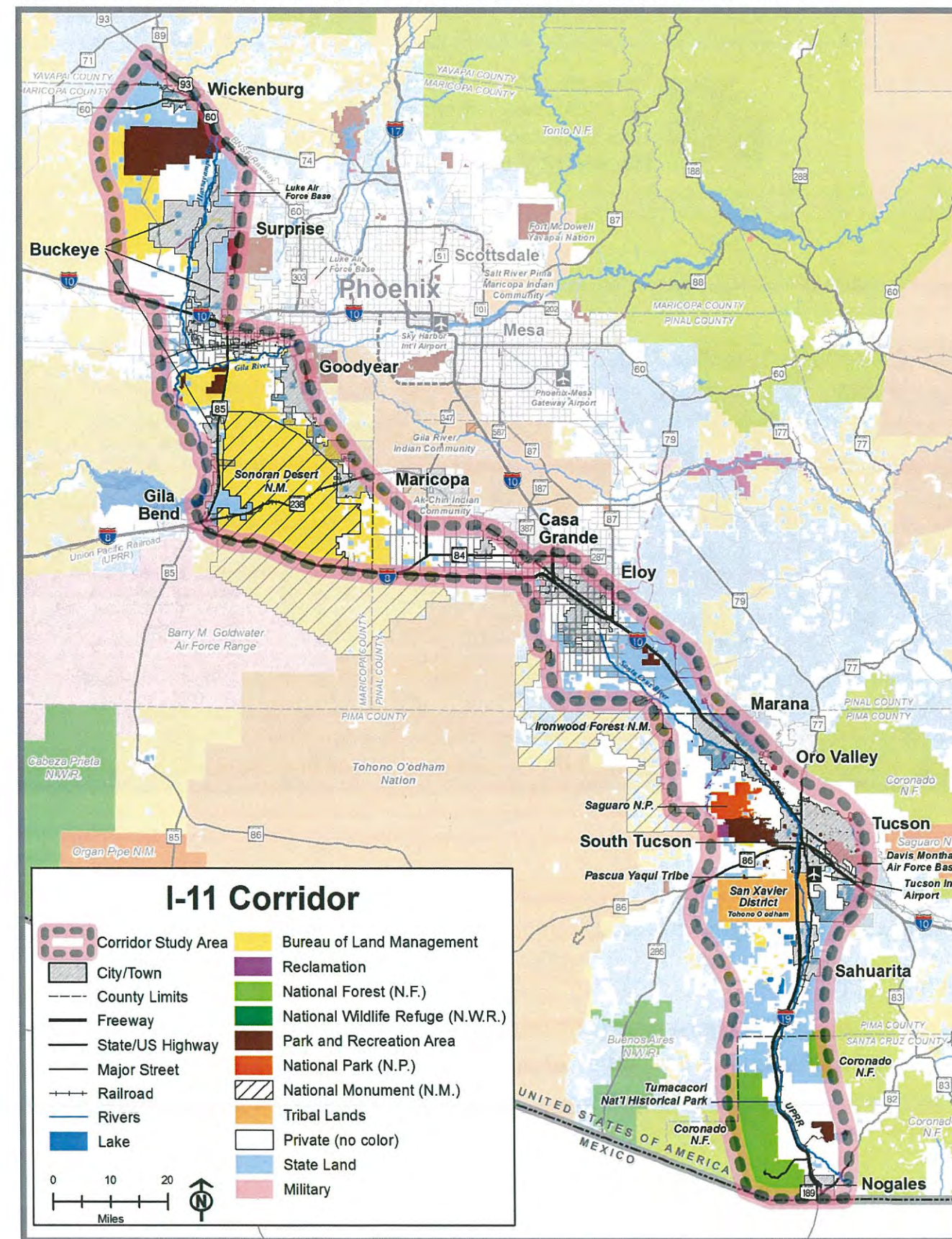
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
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- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today *passenger rail/can put cars on*
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications) *Solar road*
- Accommodate rail and utilities within corridor alternatives

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- 
- 

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- 4 Visual and aesthetics
- 5 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Vulture Peak / Mtns  
Rec. area, Hassayama River

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio            | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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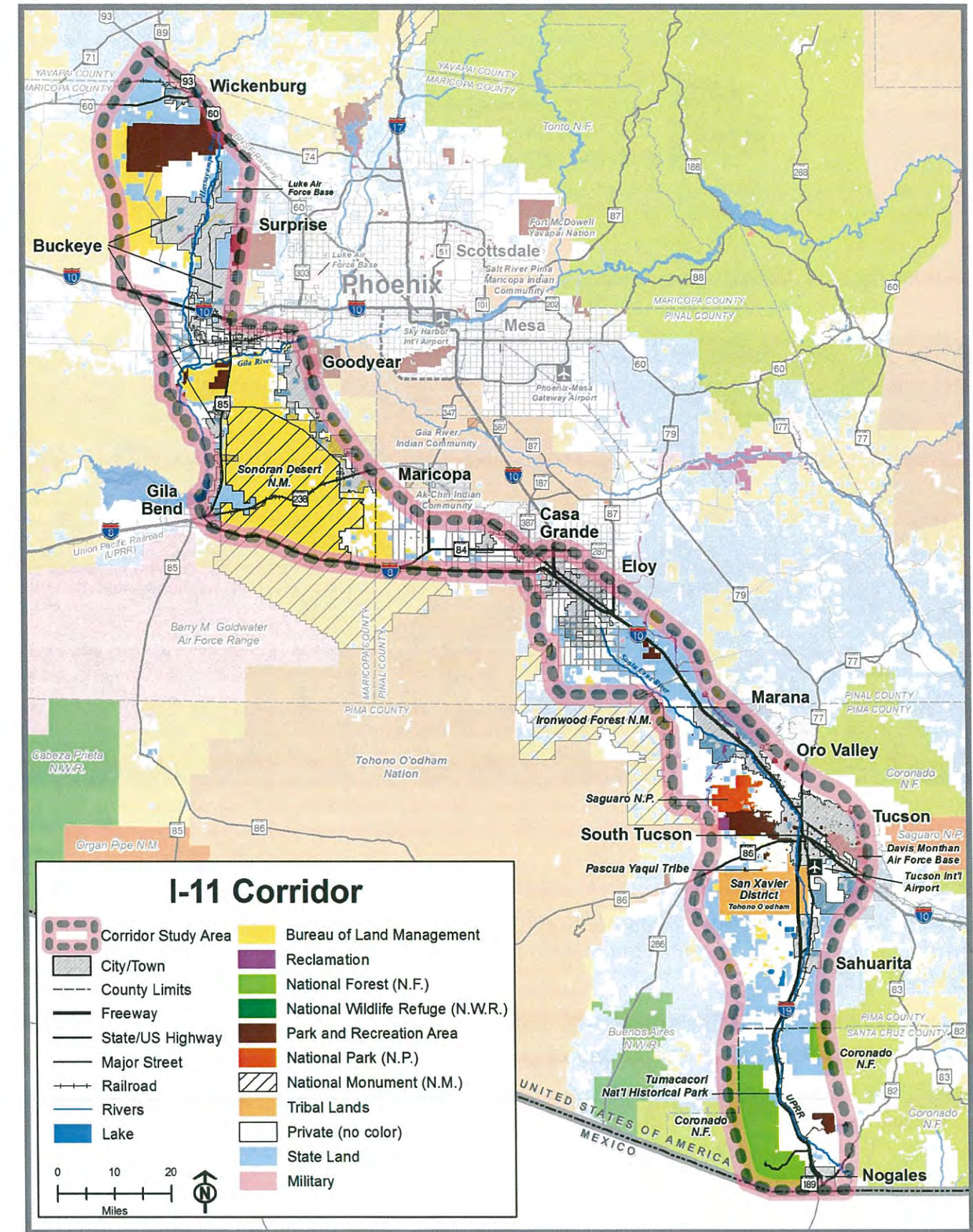
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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Phoenix, AZ 85007



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Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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



FOR MORE INFORMATION:

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i11study.com/Arizona





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- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 2 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 4 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- 6 Hazardous materials
- 1 Historic structures and archaeological sites
- 5 Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

FARMS  
RANCHES

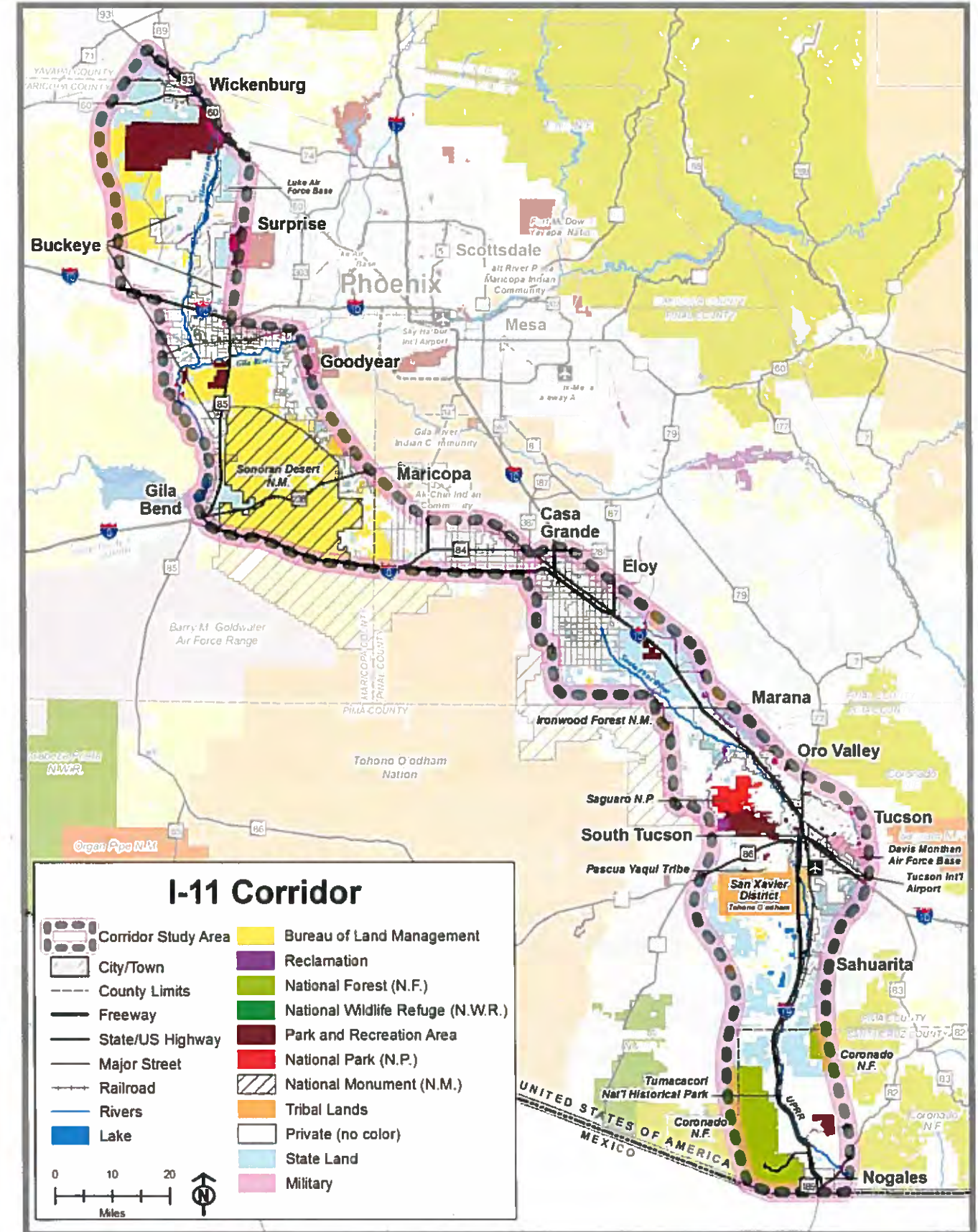
**6** How do you prefer to receive information:

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Email      | <input type="checkbox"/> Facebook               |
| <input type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging         |
| <input type="checkbox"/> Radio      | <input checked="" type="checkbox"/> Direct Mail |
| <input type="checkbox"/> Television | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter    |   |

**7** Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



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

**PUBLIC SCOPING SURVEY**Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F  
Phoenix, AZ 85007*Help Shape the Future of Arizona's Transportation System, TODAY!*

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- 1 Land use
- 3 Public parks and recreation
- 
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- 4 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*The area along 60 is home to the Hassayampa River Preserve owned by the Nature Conservancy. This area is home to desert tortois, raptors, bobcats, coyotes, javelina, mule deer, plus numerous bird species use this area as a migratory route.*

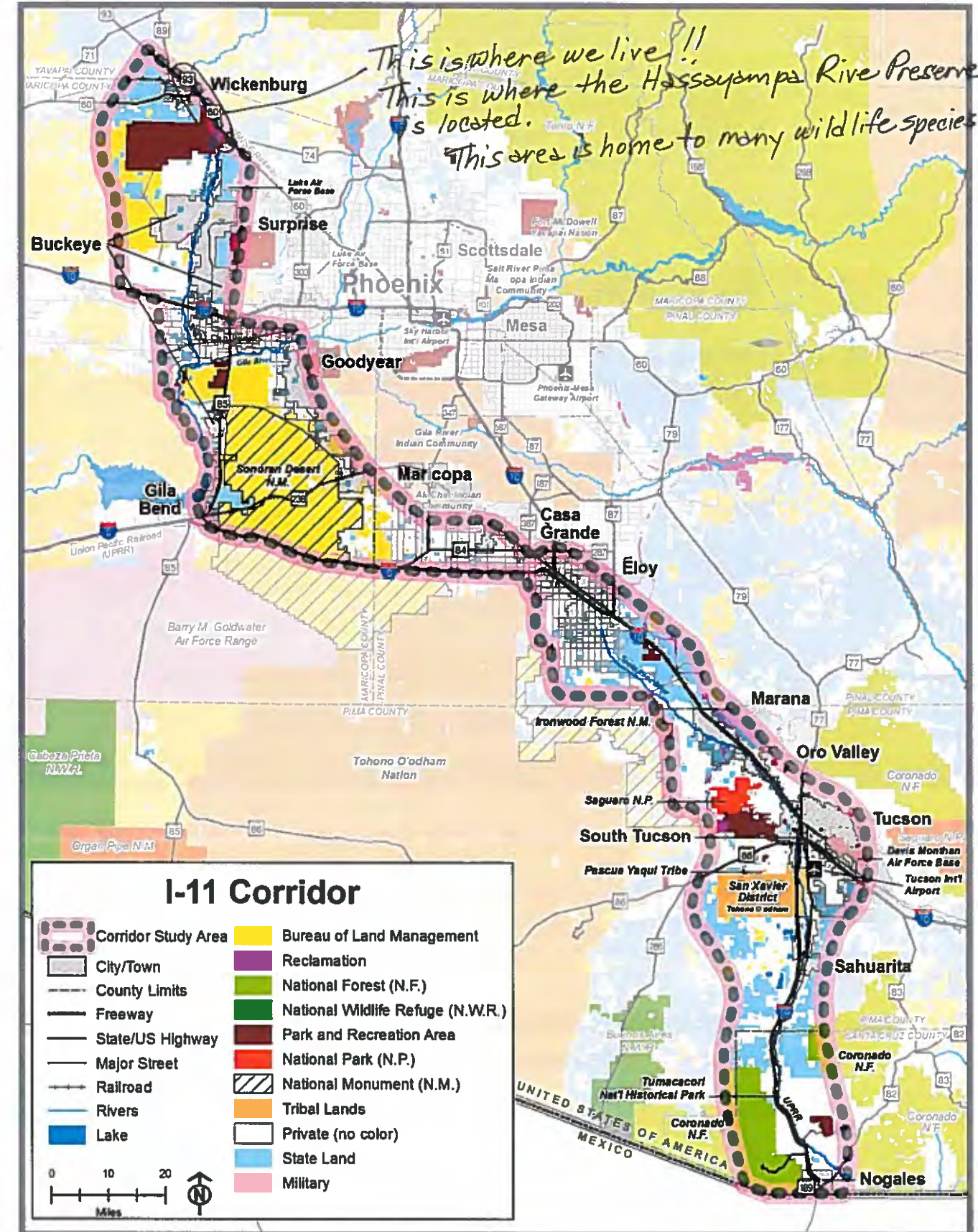
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| <input type="checkbox"/> Television         | <input type="checkbox"/> Blogs                  |
| <input type="checkbox"/> Newspaper          | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter            |   |

**7** Additional comments:

*Prefer a route to go around Wickenburg to the west. We already have the 303 to the east.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement  
NOGALES TO WICKENBURG

JUNE 2016

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# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

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- 7 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*going through hidden Valley and thunderbird farms west of Maricopa*

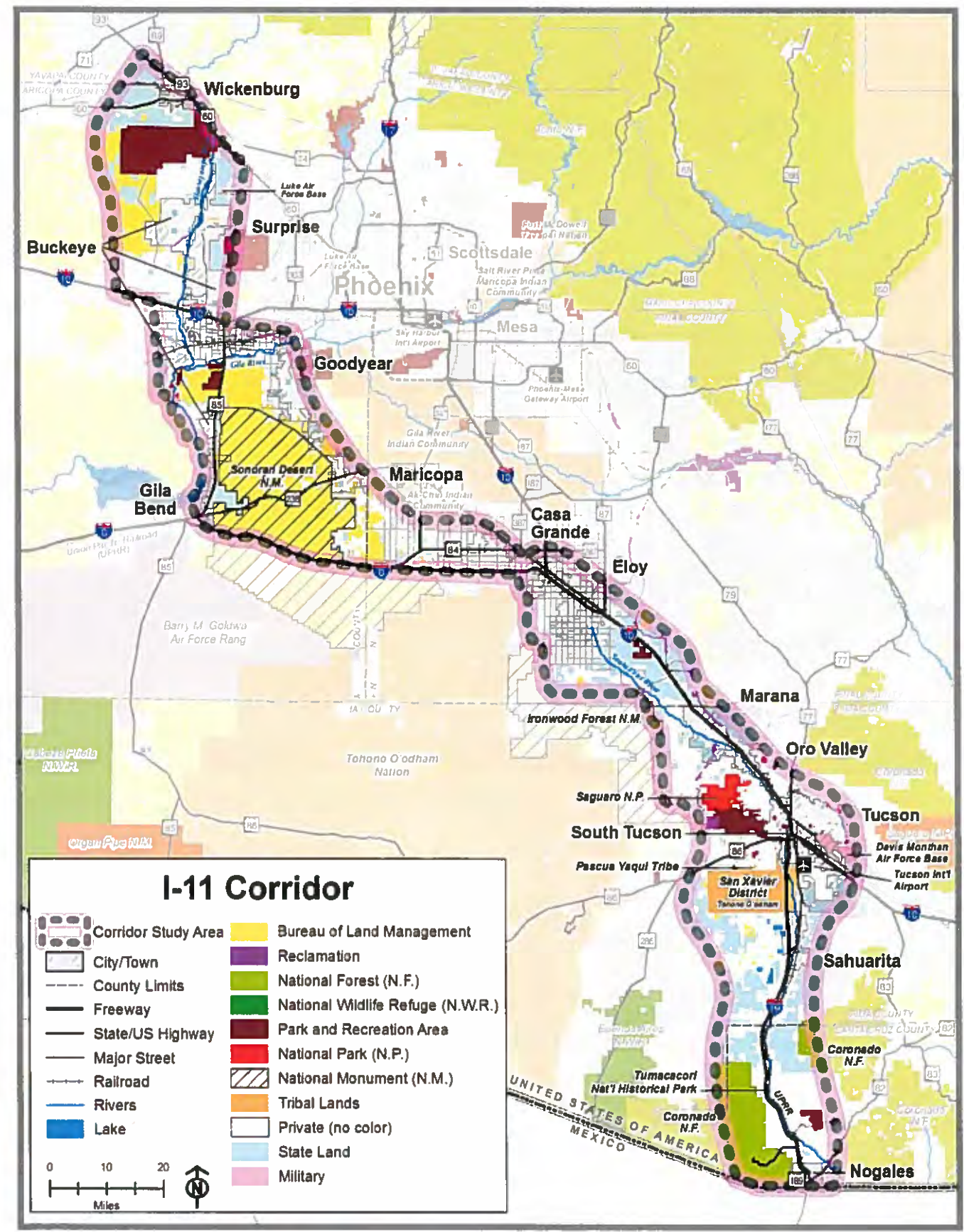
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| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

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 c/o ADOT Communications  
 1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

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### Next Steps

During the next several months, the Study team will analyze your comments and incorporate your ideas and preferences when identifying solutions (known as corridor alternatives) to address the needs of the I-11 Corridor.

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## PUBLIC SCOPING SURVEY

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For Questions 1–4, please rate each of the items on a scale of 1–5.  
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- Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- Improve local access to communities and resources (parks, recreation, and tourism)
- Support a different transportation mode than what exists today
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- Combination of new and existing highway/freeway
- Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- Accommodate rail and utilities within corridor alternatives

**For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 1 Neighborhoods, diverse communities, and residences
- Economic development and growth
- Land use
- 3 Public parks and recreation
- 2 Electromagnetic Pollution
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- Biological resources (for example: plants, wildlife, and habitats)
- Geology/fissures, soils, and farmland
- Hazardous materials
- Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

RE WICKENBURG:  
Intersection with US 60  
Should be several miles west of developed area

**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

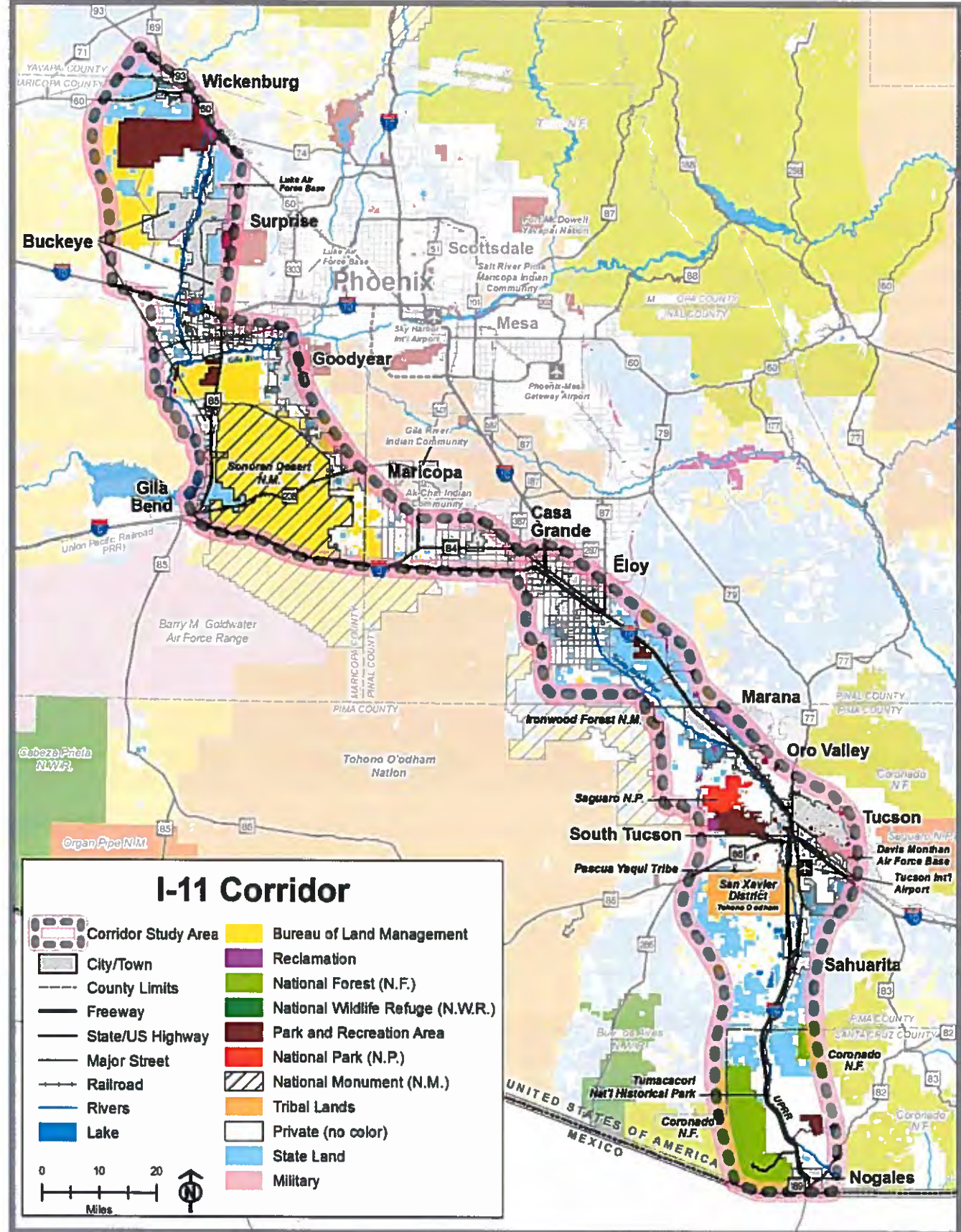
**7** Additional comments:

NO HIGH VOLTAGE POWER LINES PARALLEL TO HIGHWAY

USE VACANT LAND; AVOID DEVELOPED AREAS

AVOID PUBLIC PARKS, RECREATION AREAS

Please use this map to provide any comments on specific areas, ideas and concerns.



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

PHOENIX, AZ 852  
 29 JUN 2016 PM 6 L



**ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement  
 NOGALES TO WICKENBURG**

JUNE 2016

**PUBLIC SCOPING SURVEY**



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

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- Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 1 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona) *! Sonora/Guadalupe*
- Improve freight travel and reliability, reducing bottlenecks on existing highways
- 4 Improve local access to communities and resources (parks, recreation, and tourism)
- 2 Support a different transportation mode than what exists today *light rail*
- Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- New highway/freeway
- 3 Combination of new and existing highway/freeway
- 2 Enhance or expand existing highway/freeway
- Accommodate rail within corridor alternatives
- Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 1 Accommodate rail and utilities within corridor alternatives

*this should be "what needs would I-11 potentially solve?"*

*including light rail if piggy-backed on existing I-10*



**For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]**

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 1 Neighborhoods, diverse communities, and residences
- 3 Economic development and growth
- 4 Land use (ambiguous)
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 5 Air quality
- 2 Biological resources (for example: plants, wildlife, and habitats)
- 3 Geology/fissures, soils, and farmland
- Hazardous materials *[for example in Tucson area corridor?]*
- 4 Historic structures and archaeological sites
- 6 Noise and vibration
- 5 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*-fragmentation of wildlife habitat*

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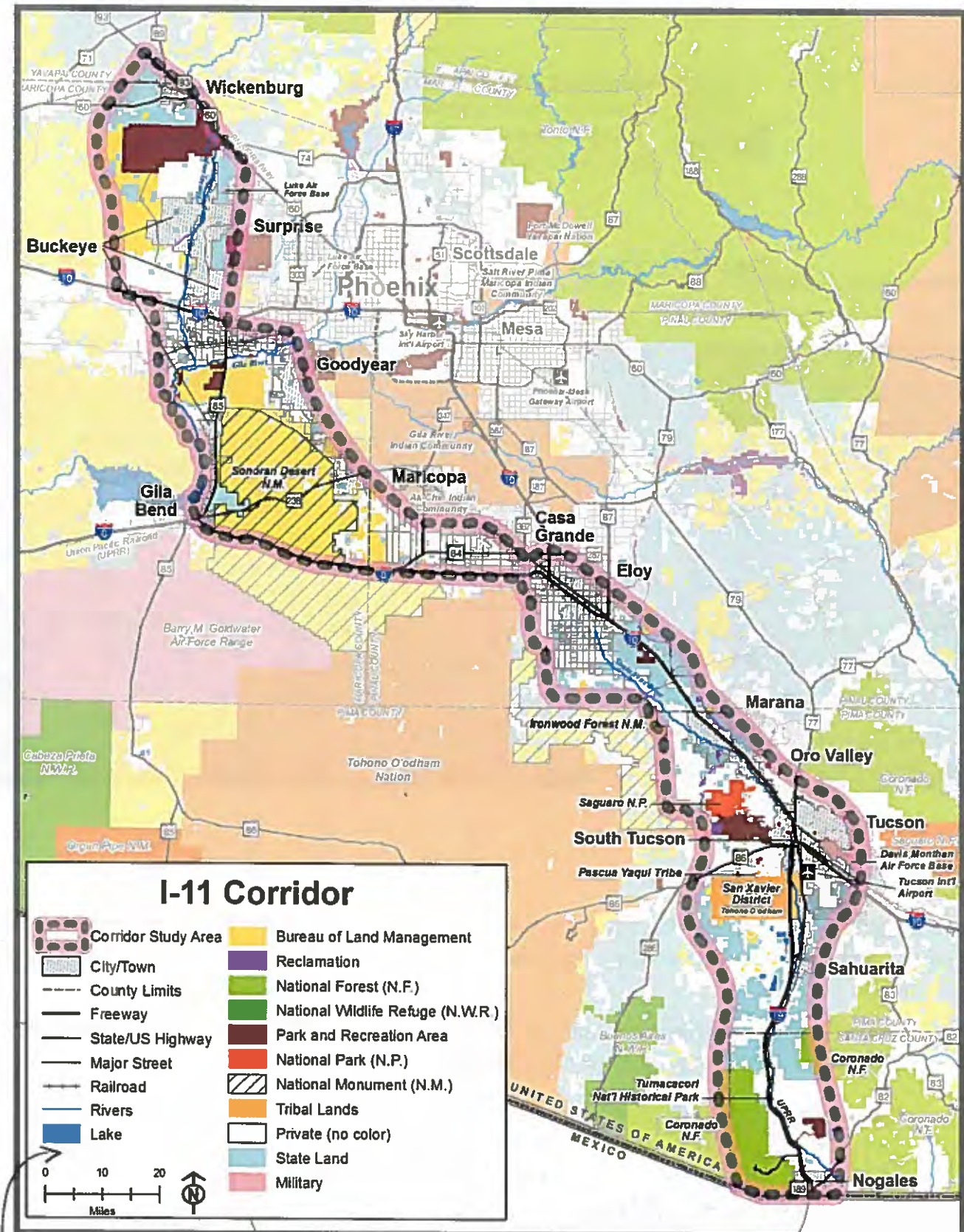
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- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email     | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> Website   | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

*If this happens, the Mariposa Port of Entry in Nogales needs work both sides. How much of this is driven by the container port in Guaymas? Otherwise shipping will by-pass AZ & head to NM or TX? At the moment, I prefer piggy-back on existing HD in Tucson / Ariz Valley.*

Please use this map to provide any comments on specific areas, ideas and concerns.



*CAP?* Thank you for your continued interest in the I-11 Study. *the deck as they do in parts of Ariz?*

*depends what is shipped now?*

PHOENIX AZ 850  
 06 JUL 2016 PM 9 L



**ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement**  
**NOGALES TO WICKENBURG**

JUNE 2016

**PUBLIC SCOPING SURVEY**



**Interstate 11 Tier 1 EIS Study Team**  
 c/o ADOT Communications  
 1655 W. Jackson Street, Mail Drop 126F  
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- 1 Improve local access to communities and resources (parks, recreation, and tourism)
- 1 Support a different transportation mode than what exists today
- 5 Support homeland security and national defense needs
- 1 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? *Please rate the following in order of importance to you.*

- 1 New highway/freeway
- 1 Combination of new and existing highway/freeway
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- 1 Accommodate rail within corridor alternatives
- 1 Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 1 Accommodate rail and utilities within corridor alternatives



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

PUBLIC SCOPING SURVEY | JUNE 2016

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 4 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 4 Biological resources (for example: plants, wildlife, and habitats)
- 4 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 4 Historic structures and archaeological sites
- 4 Noise and vibration
- 4 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguaro National Monument West.

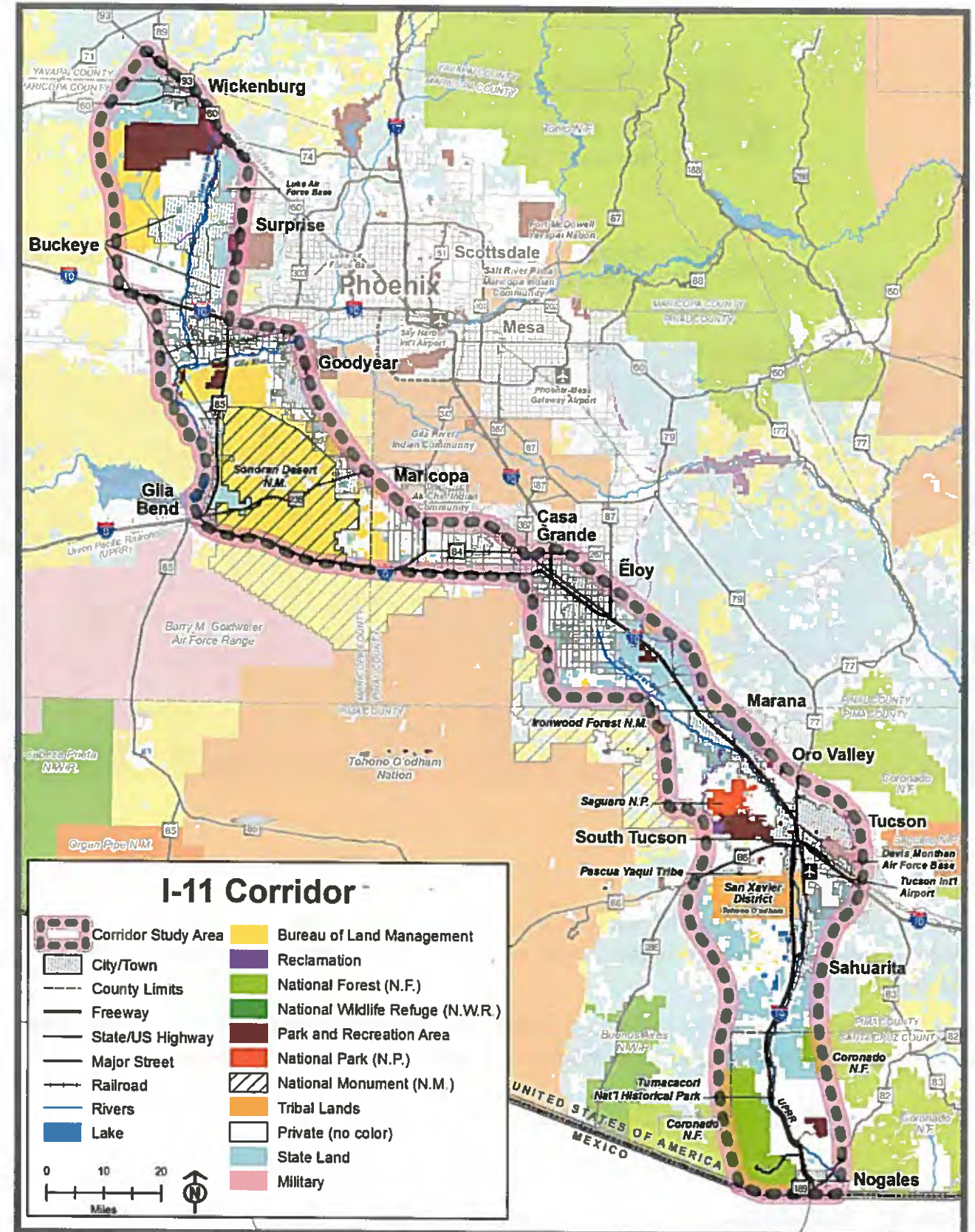
**6** How do you prefer to receive information:

- |  |   |
|--|---|
| <input type="checkbox"/> Email                 | <input type="checkbox"/> Facebook       |
| <input checked="" type="checkbox"/> Website    | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio                 | <input type="checkbox"/> Direct Mail    |
| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

New Freeway in Avra Valley Only. No building on top of I-10.  
START I-11 NOW!  
  
We NEED THE NEW FREEWAY NOW!!

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

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- 5 Support homeland security and national defense needs
- Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 5 New highway/freeway
- 1 Combination of new and existing highway/freeway
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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 3 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 4 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- Air quality
- 3 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- Hazardous materials
- 4 Historic structures and archaeological sites
- Noise and vibration
- 5 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

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**6** How do you prefer to receive information:

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Email | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website          | <input type="checkbox"/> Text Messaging |
| <input type="checkbox"/> Radio            | <input type="checkbox"/> Direct Mail    |
| <input type="checkbox"/> Television       | <input type="checkbox"/> Blogs          |
| <input type="checkbox"/> Newspaper        | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter          |   |

**7** Additional comments:

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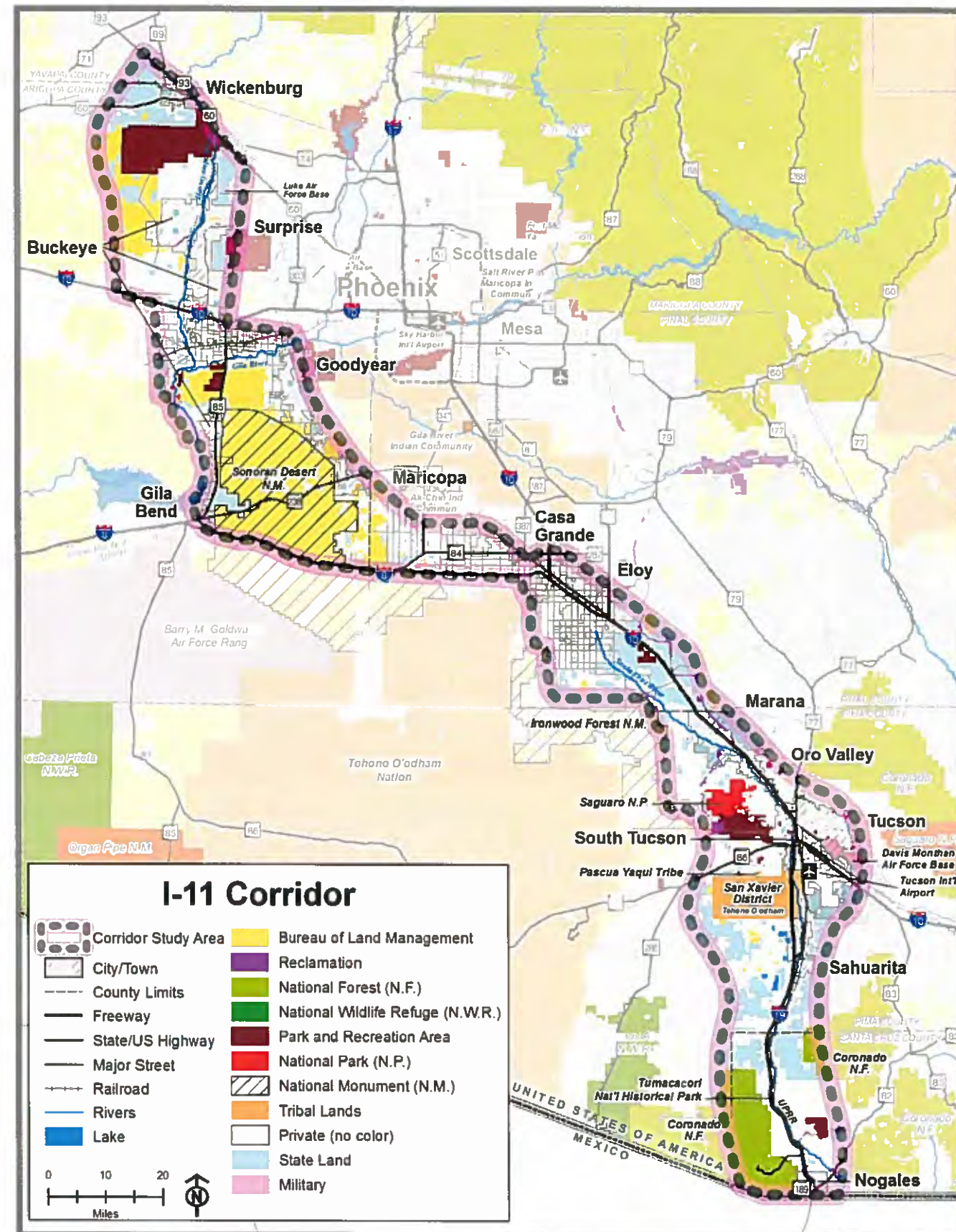
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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

PHOENIX AZ 850

06 JUL 2016 PM 11 L



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c/o ADOT Communications  
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c/o ADOT Communications  
1655 W. Jackson Street, Mail Drop 126F | Phoenix, AZ 85007

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## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

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- 1 Support a different transportation mode than what exists today
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- 1 Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

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**3** The study will evaluate and consider the potential impacts on many human environmental factors. *Please rate the following in order of importance to you.*

- 2 Neighborhoods, diverse communities, and residences
- 5 Economic development and growth
- 2 Land use
- 3 Public parks and recreation
- 1 *AIR QUALITY*
- 1 *NOISE & CONGESTION*

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. *Please rate the following in order of importance to you.*

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 2 Hazardous materials
- 1 Historic structures and archaeological sites
- 1 Noise and vibration
- 1 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 1 *THERMAL LOADING OF DESERT ENVIRONMENT*

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*1- CURRENT RESIDENTIAL AREAS*  
*1- CURRENT/FUTURE GROUNDWATER SITE*  
*1- CURRENT VEGETATION, ESPECIALLY TREES FOLLOWING UNDERGROUND WATER IN DRY WASHES*

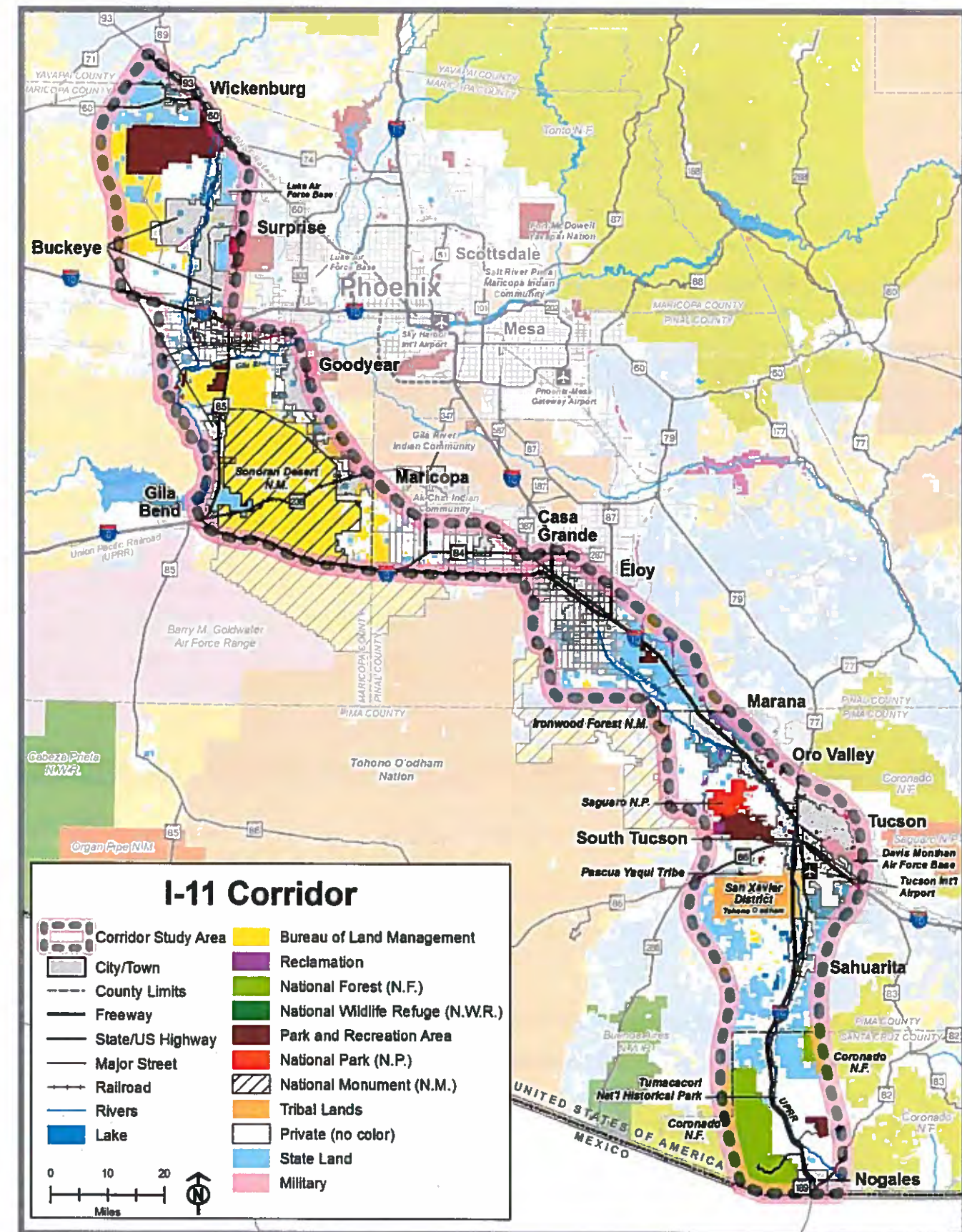
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|---------------------------------------|---|
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| <input type="checkbox"/> 4 Radio      | <input type="checkbox"/> 1 Direct Mail    |
| <input type="checkbox"/> 2 Television | <input type="checkbox"/> 5 Blogs          |
| <input type="checkbox"/> 1 Newspaper  | <input type="checkbox"/> Other _____      |
| <input type="checkbox"/> 5 Twitter    |   |

**7** Additional comments:

*MANY MAIN ROADS IN EUROPE FOLLOW ROMAN MILITARY ROADS BETWEEN 1ST CENT. A.D. GARRISONS RIGHTS OF WAY LAST A LONG TIME. FREEWAYS ARE RAPIDLY BECOMING OBSOLETE TECHNOLOGY. CONSIDER HIGH SPEED RAIL WITH ASSOCIATED SECONDARY FREEWAY. CARGO IN STANDARD CONEXES WITH COMPUTER TRACKING+ SWITCHING WILL DISPLACE LONG HAUL SEMIS IN 20+ YEARS.*

Please use this map to provide any comments on specific areas, ideas and concerns.



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

PHOENIX AZ 852  
 06 JUN 2016 PM 4:1



**ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement  
 NOGALES TO WICKENBURG**

JUNE 2016

**PUBLIC SCOPING SURVEY**



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- 1. Support a different transportation mode than what exists today
- 5. Support homeland security and national defense needs
- 1. Other desirable outcomes?

**2** What should I-11 be or accommodate within the Corridor? Please rate the following in order of importance to you.

- 1. New highway/freeway
- 1. Combination of new and existing highway/freeway
- 1. Enhance or expand existing highway/freeway
- 1. Accommodate rail within corridor alternatives
- 1. Accommodate utilities within corridor alternatives (for example: electric, fiber optic, communications)
- 1. Accommodate rail and utilities within corridor alternatives



For Questions 1–4, please rate each of the items on a scale of 1–5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

- 4 Neighborhoods, diverse communities, and residences
- 1 Economic development and growth
- 1 Land use
- 2 Public parks and recreation
- 
- 

**4** The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rate the following in order of importance to you.

- 1 Air quality
- 1 Biological resources (for example: plants, wildlife, and habitats)
- 2 Geology/fissures, soils, and farmland
- 1 Hazardous materials
- 4 Historic structures and archaeological sites
- 5 Noise and vibration
- 5 Visual and aesthetics
- 1 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*National Monument West!*

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**6** How do you prefer to receive information:

- |  |   |
|--|---|
| <input type="checkbox"/> Email                 | <input type="checkbox"/> Facebook       |
| <input type="checkbox"/> Website               | <input type="checkbox"/> Text Messaging |
| <input checked="" type="checkbox"/> Radio      | <input type="checkbox"/> Direct Mail    |
| <input checked="" type="checkbox"/> Television | <input type="checkbox"/> Blogs          |
| <input checked="" type="checkbox"/> Newspaper  | <input type="checkbox"/> Other _____    |
| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

*Please, Build I-11 / The new Freeway through Avra Valley!!*  
*Please do not build on top of I-10. We need more Freeway Lanes around Tucson.*

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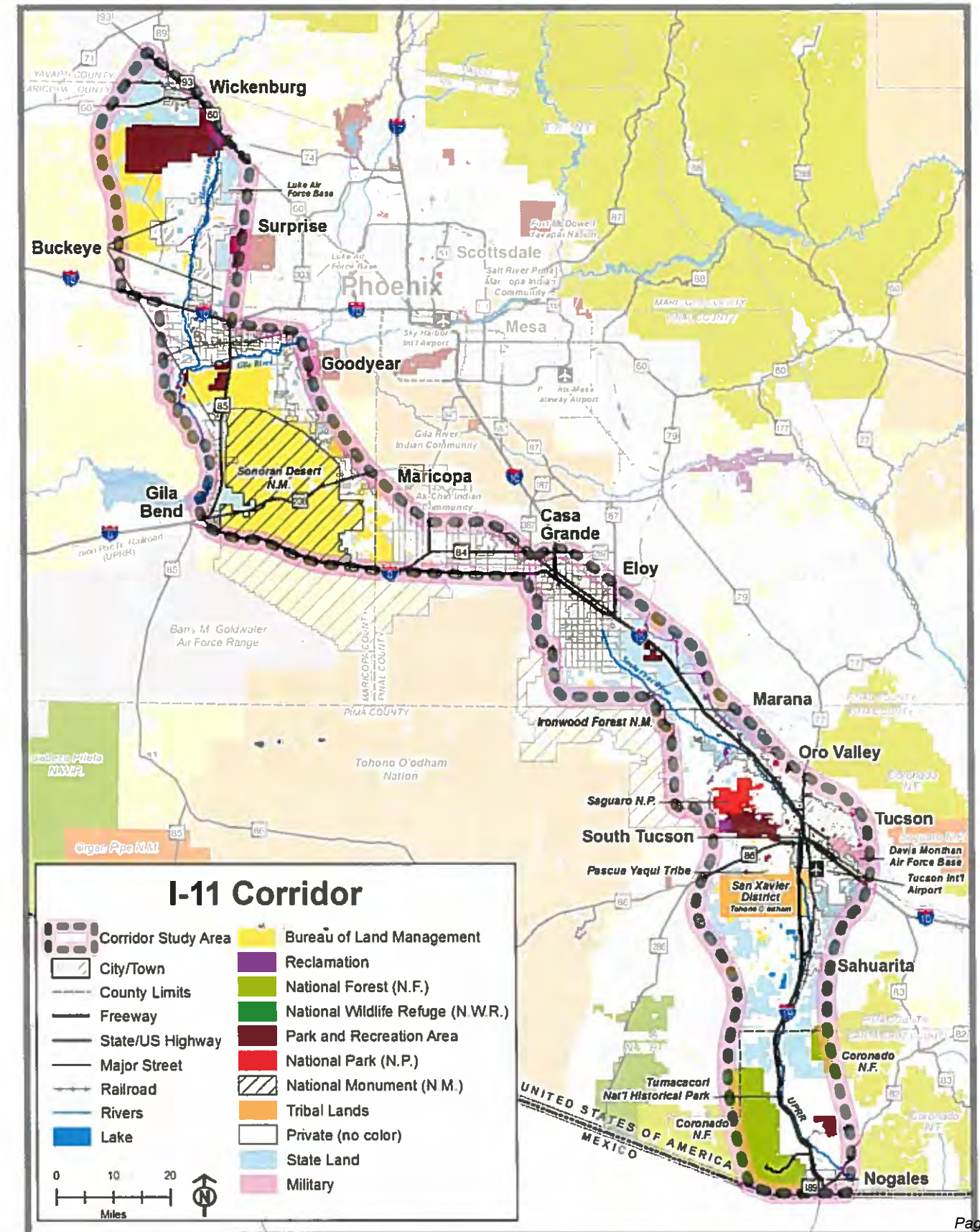


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Please use this map to provide any comments on specific areas, ideas and concerns.



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



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

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- 5 Support homeland security and national defense needs
- 1 Other desirable outcomes?

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- 

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- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

Saguaro National Park West

The Rest is good for the I-11 Freeway

**6** How do you prefer to receive information:

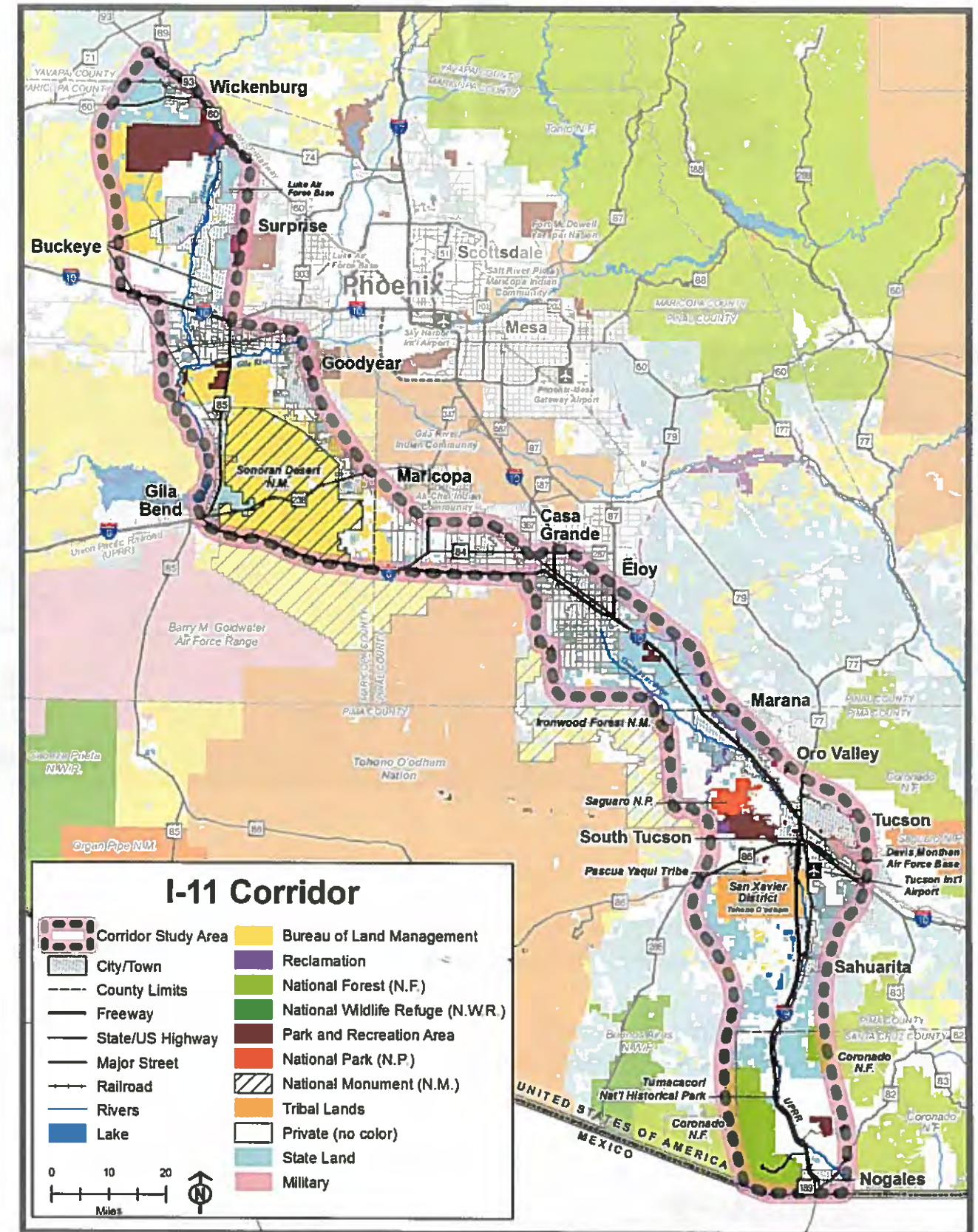
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| <input type="checkbox"/> Television           | <input type="checkbox"/> Blogs                  |
| <input checked="" type="checkbox"/> Newspaper | <input type="checkbox"/> Other _____            |
| <input type="checkbox"/> Twitter              |   |

**7** Additional comments:

Please build I-11 through Avra Valley! The Metro needs a loop system on the west side. The Metro is growing fast. Please build it sooner than later. Please Do Not double-deck or expand I-10 anymore.

We need I-11 now!!!

Please use this map to provide any comments on specific areas, ideas and concerns.



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



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c/o ADOT Communications  
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Phoenix, AZ 85007

PHOENIX AZ 852

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Name: \_\_\_\_\_

Address: \_\_\_\_\_

Zip Code: (required) \_\_\_\_\_

Email: \_\_\_\_\_



## ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

JUNE 2016

### PUBLIC SCOPING SURVEY

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Thank you for participating in the Interstate 11 (I-11) Tier 1 Environmental Impact Statement Public Scoping process by completing this survey. Public Scoping is a time for our team to learn from the community prior to embarking on the environmental study. We need your input on what transportation problems you experience today, how to solve these problems in the future, and what you feel is important within the I-11 Corridor Study Area.

For Questions 1–4, please rate each of the items on a scale of 1–5.  
1= highest ranking [most important] 5=lowest ranking [least important]

**1** Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rate the following in order of importance to you.

- 3 Relieve local congestion, improve travel time and reliability (reduce how long a trip will take or ensure certainty of travel time)
- 2 Relieve regional congestion, improve travel time and reliability (between Southern and Northwestern Arizona)
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Project No. M5180 01P / Federal Aid No. 999-M(161)S



FOR MORE INFORMATION:

1-844-544-8049

[i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
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# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement (NOGALES TO WICKENBURG)

For Questions 1-4, please rate each of the items on a scale of 1-5. 1= highest ranking [most important] 5=lowest ranking [least important]

**3** The study will evaluate and consider the potential impacts on many human environmental factors. Please rate the following in order of importance to you.

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- Land use
- Public parks and recreation
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- 

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- Hazardous materials
- 3 Historic structures and archaeological sites
- Noise and vibration
- Visual and aesthetics
- 2 Water resources (for example: rivers, washes, floodplains, and drainage)
- 
- 

**5** Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider.

*Avoid populated areas as much as possible. Also riparian and other habitat areas. Incorporate existing roadways, e.g., I-10, I-8, SR 85; No sense in developing totally new when one already exists!*

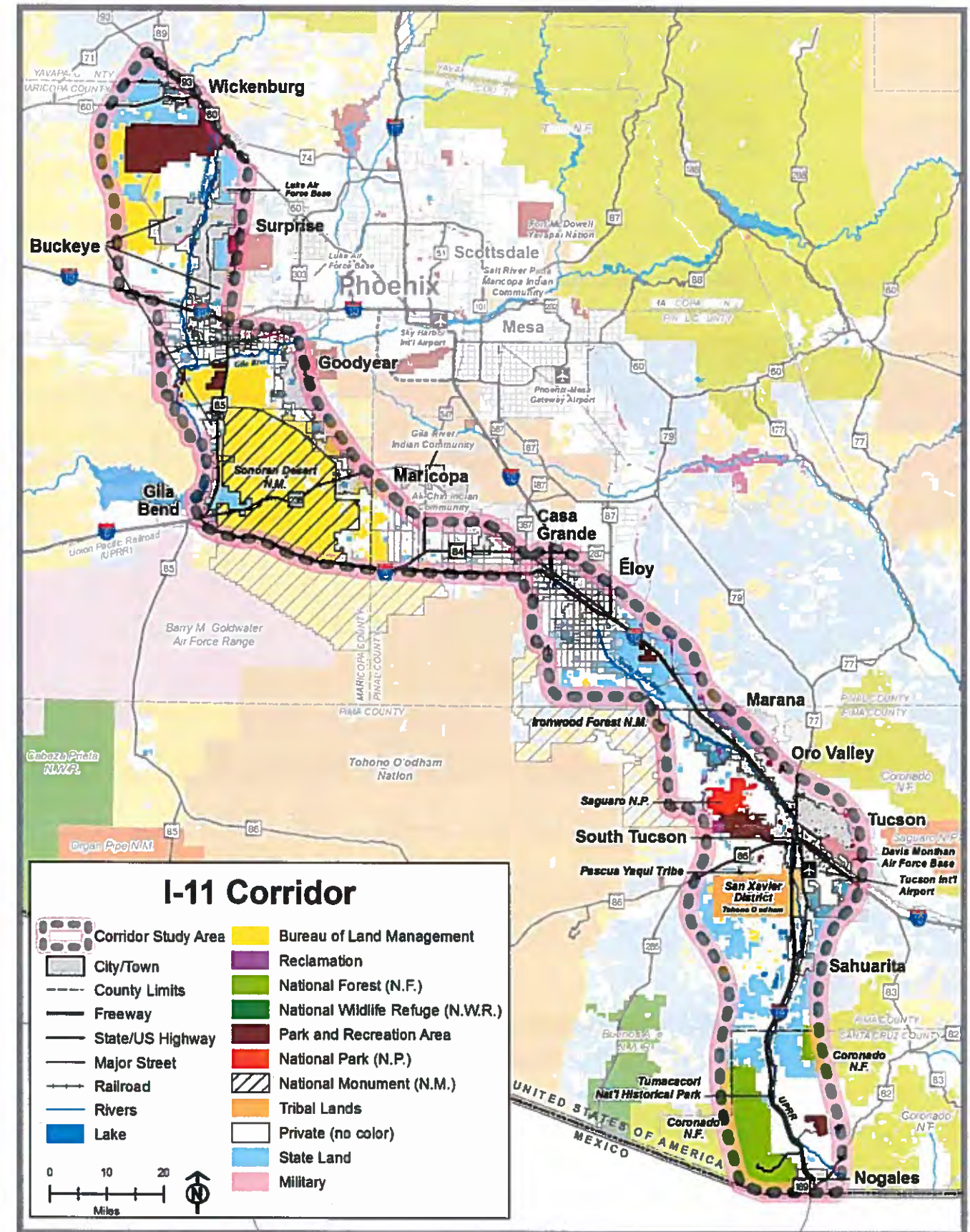
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| <input type="checkbox"/> Twitter               |   |

**7** Additional comments:

*It's difficult to rank some of these because I consider them of equal importance, e.g., my #2's under your 4 are overlapping. And the "noise" and "visual" link with the "neighborhoods" of your group 3. So this is - but I do separate*

Please use this map to provide any comments on specific areas, ideas and concerns.



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

# **Online Survey Responses (Summary)**

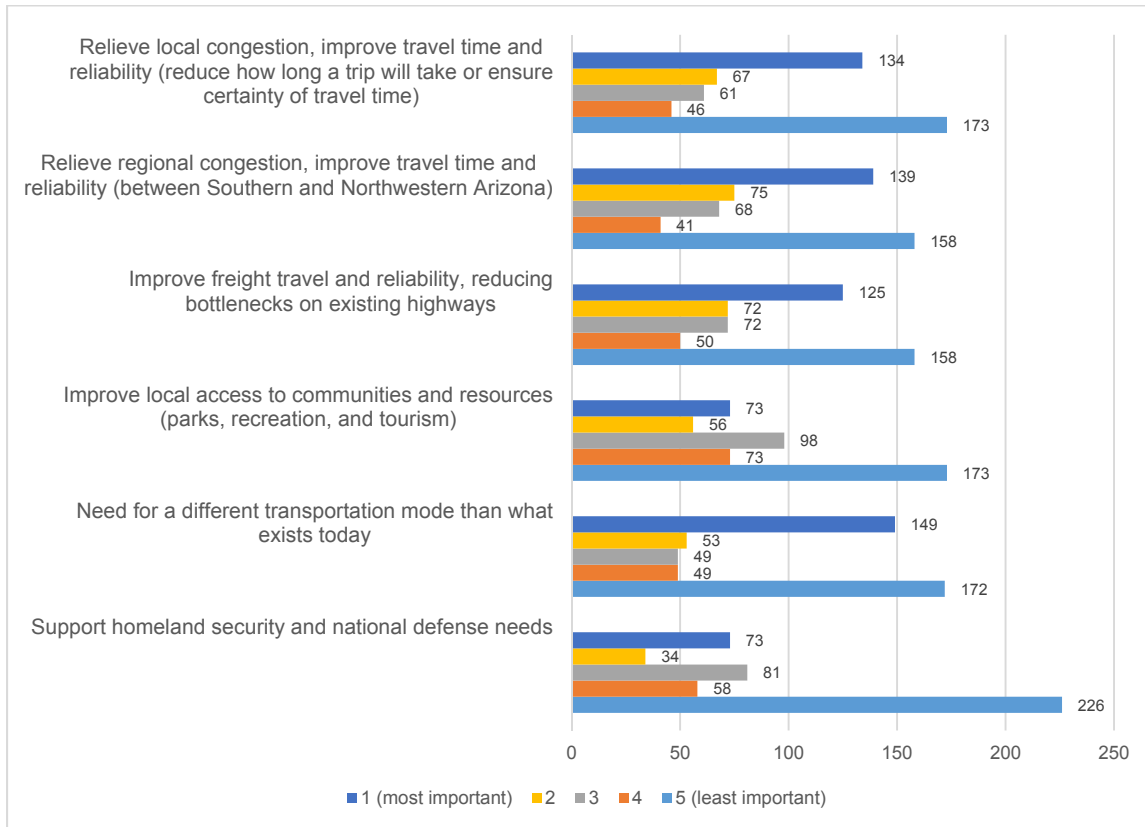


# I-11 Survey Monkey

## Summary of Responses: Summer 2016 Public Scoping

### Question 1

Please tell us what problems you experience today, or anticipate in the future, related to transportation in the Corridor Study Area that the I-11 project could address. Please rank the following in order of importance to you. (1= highest ranking [most important], 5=lowest ranking [least important]).



### Other desirable outcomes (open-ended response):

*[responses not edited for spelling, grammar, or capitalization]*

- Freeze construction of new homes until the current commuting demands are addressed and solved.
- Minimal disruption of the desert environment especially in the area of the Arizona Sonoran Desert Museum and the Saguaro National Park..
- Protecting what is left of the southern Arizona natural world. The area is already heavily fragmented by the CAP and freeways so I would propose an improved train system or double decking on I-10.
- Movement of Good
- Can't think of anything desirable about I-11...not needed
- protecting wildlife linkages, air quality and protected lands
- commuter rail in existing transportation corridor

- Establish passenger rail along I-10. Don't build I-11.
- Are the above things really what I-11 is all about, seriously???
- Potentially saving money by taking this alternative route.
- The Interstate 10 corridor (especially between Phoenix and Tucson) is very congested and often dangerous (particularly in the areas where the freeway has two lanes in each direction). Rather than creating a new freeway(s), I urge ADOT to finish its upgrades on State Route 85 and perhaps add lanes to I-8 and I-10 while improving rail capacity for freight and passenger service (a new freeway is not desirable for this region). Focus on improving existing highways while encouraging passenger (Phoenix-Nogales) and freight rail along this corridor.
- THE LAST ITEM ALONE SHOULD NEGATE THE I-11 PLAN.
- Do not build this interstate highway. There is no need for another highway in our region.
- There is not one desirable outcome to this project
- Please look at no-corridor option.
- Improve existing transportation facilities only for all modes.
- It needs to allow for improved economy
- Preserve vital habitat and threatened wildlife, ensure Tucson and Southern AZ is connected rather than be bypassed
- ALTERNATIVE ROUTE FOR ACCIDENTS/WILDFIRES
- Protection of wildlife corridors, national monuments, migration corridors, and habitat conservation plans
- There MUST BE NO I-11
- Expand existing I-10 and I-19 as needed.
- rail, rail, rail!!
- The existing maps don't show clearly the existing roads and highways in each section. Maps don't show small areas of important economic value for the region like Old Tucson Studios and Arizona-Sonora Desert Museum either.
- Do not build a highway just to benefit commerce at the expense of residents and the environment.
- no more highways commuter trains
- not to impact migratory route for animals along the southern border Buenos Aires game reserve , Ironwood National Park and Saguaro Nat. Park west. desert bighorn sheep have recently been seen in the Tucson mt. range , crossing from the Silverbell mt. range. Improve I-19 up from Nogales, keep trucks in the middle lanes only especially through town. then improve I-10 past Picacho especially. this area of I-10 has major dust storms up through Casa Grande and into Phoenix , these dust storms be worse if you dig up another highway along that same corridor. it's already very busy and visibility drastically reduced. pretty dangerous highway driving.
- Widening I-19 use and repair what you have stay away from wildlife refuges and national parks and forests.
- Protect our southern AZ desert
- Avoid impact on current environment
- Railway
- OPEN SPACE, MINIMAL HIGHWAY INTRUSION, DARK SKIES, QUIET ENVIRONMENT, NOT INTERSECTING CASA GRANDE WITH YET ANOTHER FREEWAY

- East, West freeways on west side of valley far more important than this freeway.
- Avoid subsidizing sprawl development & maintain or improve travel time to PHX Sky Harbor
- Expand transit and rail options rather than create a new freeway
- i-11 should avoid saguaro national park & the San Pedro valley
- avoid environmental damage
- creating a corridor between Wickenburg and Nogales to better important illegals does not support security or defense.
- PROTECT Nat. PARKS & Monuments (GREEN areas)
- Leave the Desert alone, there are enough roads already.
- Do not build it.
- PRESERVE AND PROTECT THE WILDLIFE AND ENVIRONMENT
- none, I do not believe I-11 should be built
- protect the natural environment (animals, plants, air, water, etc.),
- Stay home!
- No desirable outcomes. Find a way to widen I-10, even if it takes more time.
- Why should the people of Southern Arizona be inconvenienced so that Phoenix can have a by-pass? If you're going to build by-passes; build us one, too! I cry B.S.!!!
- Put in rail. Don't be so retrograde. This is the ideal place for rail. Straight shot from Tucson to Vegas. At 300 miles per hour! Bullet Train.
- Don't build it!!!! It will destroy pristine land and communitiies and it replicates extising routes. This is a "make-money" project for agencies and contractors, it si unnecessary and disregards the borader needs of Southern Arizona's citizens. DON'T BUILD IT!!!!!!!!
- I oppose the bypass due to environmental impacts
- I 11 is not necessary
- Protect sensitive environments and wildlife corridors
- Avoid ruining sensitive areas
- I 11 Freeway is a HORRIBLE idea. Do not do it.
- Improve existing roadways rather than building new ones
- Wildlife corridor stays intact!
- improve Phoenix metro bypass options
- Don't build I-11
- I see no need for a new interstate.
- Do not take anymore land from wildlife! We must learn to protect all wildlife from homospiens!
- There are no desirable outcomes of building another freeway
- no new interstate
- Expand mass transit both locally and regionally.
- Enough with more freeways. It will not help our region for most Arizonans.
- The way this question is worded assumes that there are problems the I-11 Corridor will address. This biased approach to collecting public input makes the outcome of your process completely unreliable and in violation of the intent of public scoping.
- I do not understand your desire to fill in little dots. I just want to comment. You are making a mistake , an expensive one. Why not just widen I-19 to accomodate the needs. Please

do not tear our community apart and ruin our little art community that we love so much. How could you do that to us?

- This project is a ridiculous, unnecessary, complete waste of tax dollars.
- Sustainable transportation infrastructure that does not fragment the landscape further. Any new corridors should take into account wildlife habitat movement.
- relieve traffic on Highway 93
- Provide increased economic development for the region, encourage movement of manufacturing and other businesses, and jobs, to the region supported by increased capacity for future freight and travel throughout the State
- IF nuclear waste/Tar Sands oil is to be transported, then safety is top priority...
- preserve natural ecosystems and air we breathe
- Not cut through existing homes, ranches, or farms near the Tubac area.
- There is none. We already have i8 to get to west state.
- The best outcome would be for it to not happen
- First on the list is FIX THE INTERSTATE BETWEEN PHOENIX AND TUCSON makes me sick to see a 2 lane to 3 lane than back to a 2 lane from both directions !!! needless to say no one moves to the right so bottles neck because you have someone going about 60 on the fast lane were there is a two lane !!!
- Another option for the I-10 traffic around Phoenix
- environmental impact reduced
- None
- None
- No interstate 11. We live where we do to avoid the business of town.
- Please consider wildlife!!! (animals, plants, tortoises, reptiles, birds, etc.)
- No interstate 11 built in my backyard.
- Your questions assume that there are problems that need to be solved by constructing a new road in this corridor. I don't see that those problems exist.
- Improve transportation reliability and efficiency while minimizing future maintenance costs.
- dont sacrifice more joshua tree parkway and burro bridge cny
- link to MC85 (east-west) to serve Buckeye & Goodyear via Southern Av Superstreet corridor which needs to be part of the plan. East - West traffic is served only by I-10 now. This fwy will not be adequate in the future as the sole east-west link, because of growth that is already planned. Superstreet needed. Southern Av is best.
- It threatens security. NAFTA
- None. This corridor will ruin desert landscape, wild life corridor, quality of CAPE recharge system
- we have I-19 widen it. It will be alot cheeper!!!
- Semi truck corridor
- Establish the southern-most section in the USA of the CANAMEX Corridor between Mexico & Canada, through the Mountain West.
- Realign existing UP railroad line in Nogales
- Preserve the tranquility of the environment
- acces to mass transit
- Stay in populated areas and leaver rural areas alone

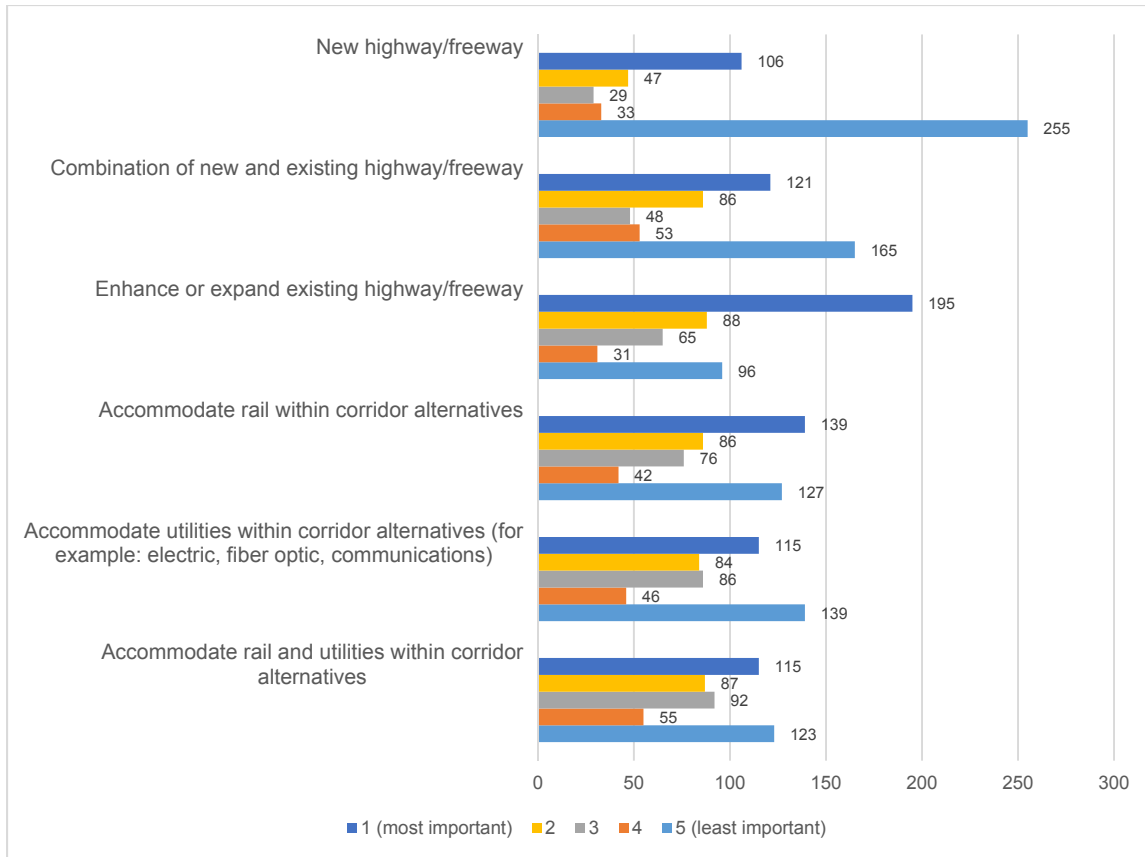
- Get Border Patrol involved to have check points
- All the above "ideas" are BULLSHIT EXCUSES
- bring more commerce to Wickenburg area
- Improve safety on I-10, the most dangerous highway in the US
- To not disrupt existing communities; use government land as much as possible
- freeway (no tolls no lights) from Nevada to I-10
- Decrease time it takes to travel throughout the state.
- Mitigate effects of heavy traffic on Green Valley
- I feel this new route is a horrible idea. We do not need this, we should focus on improving I-10
- Make the CAP Trail crossing on I-10 possible.
- They should definitely build the interstate on the west side of Tucson it is cheaper and less land to be taken up in the long run
- Providing a north south corridor in an interstate system style with a limited access facility.
- I don't see how a freeway to Nogales would help homeland security. I agree with this project from Casa Grande north only!
- Enhance development of northwest Maricopa County and southern Yavapai County.
- Development will follow suit which will be great!
- Resurface I-10; employ routes that are the most sustainable, such as a rapid transit rail system between Phoenix and Tucson.
- more freeways is not compatible with a desirable outcome
- Bypass congestion in central Tucson. Provide alternate route to I-10 during dust storms, accident closures, or construction.
- No I11 at all unless it uses I10
- Should not be built. Money better spent on local infrastructure and schools.
- Develop transportation system that encourages smart growth and supports economic development
- This would have minimal desirable outcomes for me
- Please keep the natural desert beauty. If you must bulldoze vegetation please replant them back in or near their area before being uprooted.
- Avra Valley in Tucson really needs infratstructure and this is a great fit. As a landowner in the area, i am thrilled at the possiblity of improving the quality of life in Avra Valley/Marana. And it is vital to relieve the congestion on I-10 to Phoenix.
- Protect wildlife corridor from TNP(W) to mtns west.
- No more \$\$\$\$\$ infrastructure for cars and trucks. Please.
- Separate freight traffic from other public road use.
- Protection of Saguaro West.
- Spur economic development by enhancing logistics operations between Mexico & Arizona
- None of these are problems I am concerned with.
- A solid east to west route thru tucson city
- We dont want it. We live in a area with two freeways already. Dont bring this into our neighborhood
- Avoid existing populated areas and go through wilderness
- The new highway should accommodate all of these needs.

- Provide alternate route during I-10 closures/delays due to fatal accidents
- include noise abatement to offset increased traffic
- Least environmental impact
- No desirable outcome from driving 30 min to get close to where we need to go, takes 20 min now
- This road will only bring more people to live on the desert and exploit the few resources left here.
- We do not need additional environmental encroachment into our Desert ...
- This crosses 2 of my properties my house and the house my daughter lives in, I don't like it
- We need growth in Buckeye AZ. Would like to see I-11 for the proposed Douglas Ranch. Also would like to drive into Canada
- To relieve some congestion on I-10 between Phoenix and Tucson
- Separate 18 wheeler traffic; ensure commuter rail is included
- Environmental & historic preservation
- Less pollution
- By-Pass for Tucson and Phoenix
- safer route traveling from Wickenburg to Nogales. Loss of truck traffic.
- NONE, that are desirable, kinda like another MASSIVE open pit mine Run by some Foreign Country
- None, that I can see
- I DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR! Your survey is leading and i will not allow you to put words in my mouth.t
- MASS TRANSIT
- Most important that no more natural landscape destroyed by unnecessary new route
- stop building highways. need TRAINS.
- Least number of corridors - save our natural resources.
- preservation of open space, alternative regional transport options
- passenger & freight traffic by rail will solve all of these without another deadly interstate
- For so many reasons, the route West of Wickenburg would be the best. It disturbs the least private property, goes along an existing route (Vulture Mine Road) and is the most level. Thank you
- Instead of a new parallel freeway in this corridor, why not improve the ones already there?
- preserve or enhance current wildlife and desert environmental protections.
- No freeway in that lovely desert area.
- Safety. May 26, 2016 another 18 wheeler accident involving 3 semis on I-10. Thankfully no serious injury. Time to get the semis off I-10. I-10 can no longer handle the amount of vehicular traffic between Tucson and Phoenix. Reduce traffic on I-10 through Phoenix. Most recent Auto Insurance Center study deems I-10 the most dangerous US highway.
- Reduce conflict between trucks @ 65mph & vehicles @ 75mph
- Eliminate restrictive highways and dangerous travel between Phoenix and Las Vegas.
- Need better access to NE-E Tucson
- We will lose all of our land. The problems with illegals and drug smuggling will now have a freeway to travel on (bad idea). NO ONE out here want's it our taxes will go up, our beautiful area will disappear. DO NOT WANT!!!!

- The proposed corridor, like many before will take lands such as ours, rural communities and farming areas, blm lands and wildlife will be affected. The proposed Maricopa area route is unnecessary and not relevant. We have minimal use age of I-8. These questions are not reasonable and don't give our opinions, heh give us options of the only options you provide.
- High speed rail between Tucson-Phoenix,
- Provide better infrastructure for a growing Tucson suburban community.
- Not exactly primarily - but an interstate is needed that skips Phoenix, yet heads for Northern Arizona (connecting Southern Arizona)
- Spurring economic development
- Improve safety along us 93
- Increase utilization of existing roadways
- I see no need for another interstate highway in southern Arizona.
- no desirable outcomes, just more carbon footprint.
- Improve safety of US93. Most dangerous road in Arizona.
- trade
- Why are there no comment sessions in Northern Arizona? This project does not help the congestion on I-17 or the failure of looking at alternate routes for this project through Page.
- Additional bi-passes around City's - mainly Phoenix and Tucson.
- Moving people and goods, not cars
- Provide different ways to get to Nevada

## Question 2

What should I-11 be or accommodate within the Corridor. Please rank the following in order of importance to you. (1= highest ranking [most important], 5=lowest ranking [least important]).



### Other (please specify):

*[responses not edited for spelling, grammar, or capitalization]*

- Planning and implementation of high speed rail should be the emphasis of this study.
- though I support enhanced passenger rail service between Tucson and Phoenix, there is an existing route, and I don't want to see it in the remote areas defined in your study area
- Accommodate rail & utilities within existing freeway
- Use rail that is already in place.
- How are the utilities and the rail embellishments really going to be any different than they are today? Really??? People won't use the train to get to and travel around Phoenix!
- Unsure if rail way reduces air pollution. However, if so then reducing air pollution.
- NO NEED FOR NEW I-11
- I strongly discourage ADOT from only considering the freeway(s) option for this project, but the very name of this project (I-11) essentially states the bias this project has towards new freeway construction. As I will reiterate in my next responses, any freeway that cuts across the desert and opens more areas for sprawl and development is not in the best interest of this region. Please consider using these funds to expand I-10 or to make improvements on State Route 189 in Nogales (e.g, adding traffic signals to protect truckers and other motorists or perhaps adding a low-level ramp to allow for direct truck access to I-19). I would also implore ADOT planners to consider developing passenger rail between Phoenix and



Nogales (relieving at least some traffic on Interstates 10 and 19) while also adding new tracks to existing railways to promote more freight movement. To be sure, truck freight dominates in the region, but perhaps a combination of civil engineering on the part of ADOT and tax incentives promoted by the State of Arizona/Federal Government could encourage greater use of rail by produce and manufacturing firms. No new freeways! Southern Arizona should not imitate Southern California! Growth in our region will happen, but please consider alternatives to only freeways and automobiles.

- MEXICAN DRUG SMUGGLING BIG RIGS IN MY BACKYARD--NO THANKS
- Please look at no-corridor option
- Improve existing transportation facilities only for all modes.
- I oppose I-11 unless it can be built entirely within the confines of human populated areas.
- We need to fix interstates 19 and 10 to handle all the commerce, not make a new who infrastructure. We desperately need a rail link between Tucson and Phoenix
- There MUST BE NO I-11
- Expand existing I-10 and I-19 as needed. Accommodate rail along existing I-10 and I-19 as needed.
- We need to insure existing wildlife will not be affected.
- No new freeway required. More trucks are not the answer. Improve instead current rail.
- place these utilities along existing routes to maintain cost , keep security issues to existing areas.
- Preserve the natural state of Arizona
- Why is 202 only going to 59th ave. on west side?
- promote most direct routes, promote solar
- Expand transit and rail options rather than create a new freeway. Expand existing freeway systems
- mitigate environmental impact
- Most people who live here are here because they wanted to get away from city life. None of what you're offering has any appeal. If it did we wouldn't have sold everything to move here.
- Mass Transit TRAM between Tucson/Phx. & North
- Leave the Desert alone, there are enough roads already.
- Accommodate wildlife and their movement within corridor.
- ACCOMMODATE THE WILDLIFE; PRESERVE THE ENVIRONMENT
- No more pavement and power towers!
- If I-11 must be constructed, incorporate as many other uses as possible into the corridor to avoid additional land disturbance.
- Again; I see absolutely no advantage to the residents of Pima County in this plan; NONE. Just ten more years of torn up freeways and delays. The only reason you're doing ANYTHING here is to alleviate traffic in Phoenix while you build THEIR BY-PASS! AGAIN, I CRY B.S.!!!
- Put in rail only. We have to stop using fossil fuel. Cut cars.
- Oppose the I-11 bypass on environmental grounds. Do transit on existing roadways instead.
- do not build
- preserve areas free of noise and pollution
- Accommodate utilities, rail, communications within EXISTING freeway corridors only.
- What about expanding existing rail infrastructure?
- wildlife migration corridors
- Humans and animals need wild untouched lands. Animals need wildlife corridors to find food, water, mates. Please don't build a freeway through one of our country's last wild places.

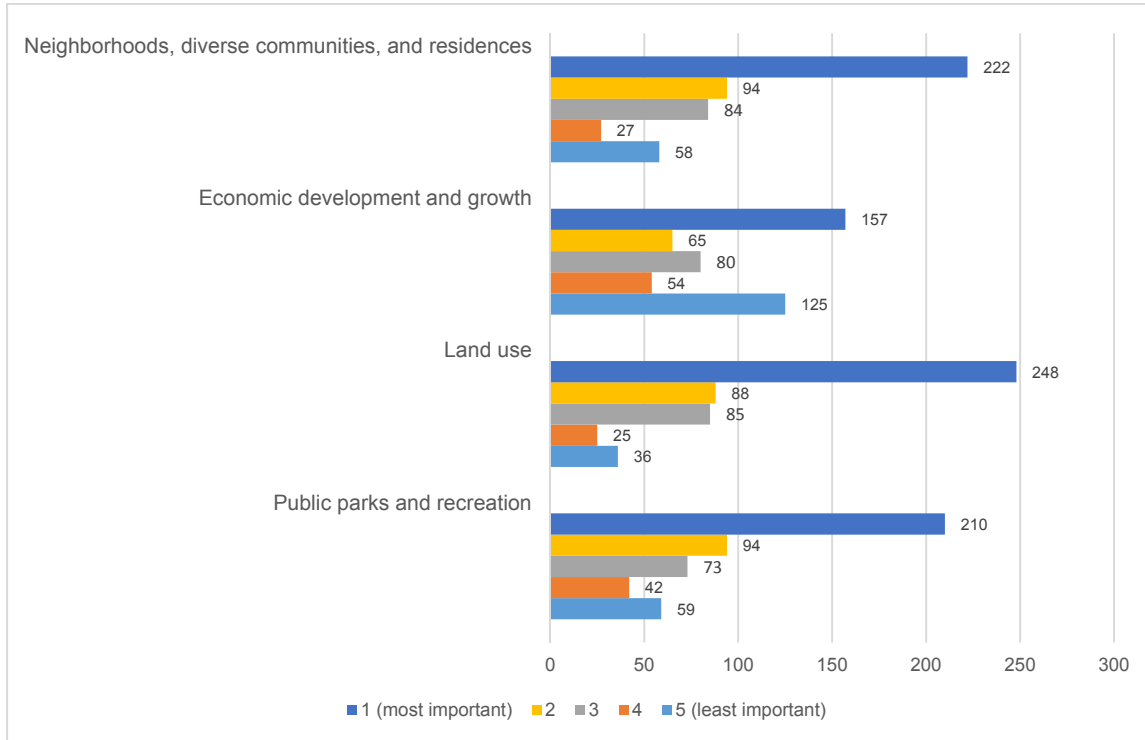
- No shooting wildlife from the train--don't build anything that negatively impacts wildlife
- There is no need for another freeway
- This project makes ZERO sense and is a total intrusion and unwanted development along the Santa Cruz river and local communities who already get where they need to go with existing road ways.
- Accommodate wildlife movement (overpasses, underpasses). Utilize existing structures as much as possible.
- Internet and power lines upgrade
- Rail is good IF also for passenger. I do not like just freight and NO hazardous materials. Please notify the public if nuclear waste from Palo Verde or Tar Sands from Canada will be transported along the I-11 rail corridor. We need to be assured of the safety for the communities, watersheds and environment along that corridor.
- I live in Tubac.. just widen 1-19 in this area. otherwise you are wasting money
- work with what we already have is best option
- Mass transit with the fastest route from point A to point B that does not harm the environment, wildlife or people's homes and businesses in the process.
- Use existing I 10 corridor to avoid the exorbitant costs of a new roadway and avoid disrupting established wildlife and rural areas
- Use existing I-10 corridor only, not through Avra Valley, to avoid disrupting established wild life and rural areas
- No interstate running though marana/picture rocks/ avra valley
- Please consider wildlife- they keep getting pushed out of their habitats
- It should only consist of improving the I-10 and US 93 portions within the proposed corridor with as little new highway/freeway as possible. The existing I-10 I-17 and I-40 corridors need a significant amount of improvement before we should be diverting transportation funds at a "new" corridor that will further thin funding for maintenance.
- Accommodate wildlife corridors to allow animal migration through the route
- utilize barren desert between tonapah, agula, yucca areas not existing scenic byway
- Keep this away from residential areas when traversing rural spaces.
- Use of existing interstate routes in currently rural areas such as I-8 should reduce costs through southwestern Pinal County
- Do nothing. Use what currently exists.
- Light interference for Kitt Peak Observatory and ruin the audio ambiance of Saguaro National Park West and Tucson Mountain Park.
- widen I-19 !!!
- Do not starve other highways of resources.
- Stay in populated areas and leave rural areas alone
- Need Border patrol checkpoints
- At a time to support America & American made Products to improve America economy, this does NOTHING FOR THOSE NEEDS> it only helps Mexico..
- Travel safety, let's not create another I-10 death zone ... Cross lane barriers are a must
- Accommodate the residents of existing communities
- turn 93 and 85 to freeway and expand -I19 and other existing freeways to meet additional capacity
- Accommodate high speed rail.
- Again, the plan ruins what makes Arizona special, namely the Saguaro National Park, Ironwood National Monument. This is a terrible idea.
- Train track on the west side of Tucson would be fast and easy to service
- Employ RTT- Rapid Transit Trains between Phoenix and Tucson.

- Any new corridor should accommodate expansion of highway and utilities, to prevent creating more corridors in future.
- Highway should not be built. A waste of money and destruction of valuable desert, wildlife and environment.
- Arizona's economy would be greatly benefited by rail and road connections between I-40 and I-10. A rail and highway connecting between population centers is imperative.
- I prefer improving existing routes and mass transit
- make it a "scenic drive" alternative freeway through the exotic desert.
- please make this a separate road and do not combine it with the existing I-10. it needs to stand alone to be efficient.
- There will hopefully never be an I-11.
- Plant and wildlife habitats
- Provide access to Inland Customs Port of Entry in AZ
- We dont need it. Or want another freeway. Keep it out of our neighborhood
- Use solar panels to generate electricity
- The corridor should bypass conested areas by following a route west of the Phoenix metropolitan area.
- The US needs a better north south corridor than I-5 in California. California does not maintain their freeways.
- We stopped the utility lines and gas lines to Mexico through Avra Valley, don't try again.
- Help spur growth and development west of Phoenix is important to us
- This freeway will only allow shipments from Mexico to flow more freely thru our country and reduce even more jobs for Americans
- We do not need another highway
- More business and cash flow through Buckeye AZ
- Do it right: include one footprint for complete growth: light or medium rail; separate areas for heavy freight; connect isolated communities (east Tucson). DO NOT DUMP new highways into existing: look at Hwy51 into Hwy 10...what a mess...if merging highways then create newlands on existing highways or what else is the point?
- Using as much existing highway as possible will save money. Only new link needed is the South Mountain bypass. From Wickenburg, 60 to 303 to new bypass to 10 to 19 are in place. Increasing lanes on existing highways will be infinitely faster and cheaper to complete.
- Reliable commuter rail (metrolink service)
- High speed rail alongside freeway.
- i-11 should be incorporated in existing highway system or as close to existing highway as possible.
- If I want more Freeways, I will move to LA or Dallas,, HELL NO,, I moved out here to be away from Noise-Pollution- Diesel Fumes, & too many Faster Roads,, HELL NO.
- Please keep this from destroying the AVRA Valley
- I DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR! Your survey is leading and i will not allow you to put words in my mouth.
- Use existing corridors from 10 and / or railway tracks or powerlines
- WE NEED TRAINS, not highways.
- a nice light rail spur from Casa Grande to Phoenix would be nice
- Spend resources on making I 10 and I 19 better, then add a new connection from Buckeye up to Las Vegas and beyond
- expand or enhance current highway system without building any new systems.
- No to I-11 freeway.

- if necessary, double-deck I10 (see Houston Texas)
- A new highway would be preferable to alleviate I-10 BUT only if it can be built to avoid environmental factors. Don't desecrate what exists in order to move traffic.
- light rail is a must for the tech park
- Again, not our desires. The corridor will lead our people 30+|- east or west to still get out of Maricopa.... Not reasonable. We have roads that are rarely traveled for the access. The problem is a city in the middle of wilderness areas, blm and Indian reservations. Leave rural rural and you won't have congestion problems. I-17 didn't relieve traffic, nor the 43, nor the 202, 101. All it did was made room to destroy more rural communities, public lands (in this case) and communities.
- Oil pipeline, high speed rail
- Expanding existing corridors is not really helpful for the Tucson metro because existing highways do not solve local problems at all. I-19 moves traffic south of Tucson and 10 is mostly a through way, getting around the metro is restricted to surface streets or a handful of state roads like 86 and 77. Another freeway would go a long way to help relieve congestion.
- There is no need to build I-11
- We need light rail between Tucson and Phoenix.
- no new highway/freeway. improve 1-10.
- Main rail route will still be I-40.
- cancel I-11 continue I-17 north and give Northern Arizona better access. Page is left out of this project.

### Question 3

The study will evaluate and consider the potential impacts on many human environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important]):



#### Other (please specify):

*[responses not edited for spelling, grammar, or capitalization]*

- It is our duty to preserve natural & open land for the enjoyment of future generations. It is our responsibility to prevent Pima county from becoming an over-crowded polluted blot on the landscape which metropolitan Phoenix is.
- Minimizing the impact on national parks, state parks, and national forests should have the highest priority.
- Maintaining a pristine desert with the current ecosystem and wildlife.
- preserve pristine areas
- Wildlife corridors, at-risk species, conservation lands, noise, light and air pollution.
- The Avra Valley corridor will impact communities that have the least political voice.
- With the public parks and recreation are we going to let Suzie and little Jimmy go play in the freeway?
- All are equal in my eyes. If one could be the most it would be Economic development and growth.
- Land conservation in general in corridor (preservation of protected lands like Saguaro Natl Park and Sonoran Desert Natl Monument as well as open spaces throughout the corridor as our region's natural character is worth protecting)

- THE I-11 PROJECT HAS NOTHING TO DO WITH PARKS & REC & RE LAND USE IT IS TOTALY A WASTE OF GOOD LAND,, GET REAL, THIS IS BULLSHIT
- Consider the irreparable damage to the reservation, Saguaro NP and Ironwood Forest NM.
- This corridor should be managed in its current natural-values state. This would devastate the character of southern and central Arizona.
- I can't support this road going through the desert at all. I care about community and peoples' backyards. Indeed, if the road goes in, my grandchildren will move away. But a road for society must be borne by society, not a small incredibly rich habitat that cannot be replaced.
- There MUST BE NO I-11
- Environmental considerations most important.
- need for use of non-fossil fuel for energy
- Analyze current economic values (tourism, outdoor recreation) vs. projected economic values (?) at county or state level.
- We should not sacrifice our lives for the crass benefit of commerce. Residents would pay too high a price.
- water resources, wildlife
- the way the land is utilized will play a big impact on the environment . create more dust and increased temperatures. natural., tourism is one of Arizonas biggest industries.
- Protect what we have.
- use current 1 10
- OUR STATE IS BING RUINED WITH TOO MUCH CONCRETE
- Waste of time and money for this freeway.
- natural vs government planned/subsidized growth
- minimize the impact on our parks & natural spaces
- Environmental impact & wildlife corridors
- No, no, no.....take your interstate somewhere else!
- Leave the Desert alone, there are enough roads already.
- Do not impact the natural land and animals
- LEAVE IT ALONE. WE ARE LOSING OUR OPENSACES AND STARTING TO LOOK LIKE CALIFORNIA
- environment
- Humans should stay home in their artificial environment!
- Using I-11 as a tool for economic development will encourage more growth, and more need to future highways. Some people are glad about this, but I oppose the concept of growth begetting growth. Instead we need to develop better solutions within the space of our current infrastructure.
- wildlife impact, expense
- Air quality. Climate change. Global warning. 120 in Phoenix. PUT IN RAIL
- I oppose the I-11 bypass on environmental grounds. Enhance and put transit on existing roadways instead.
- open undeveloped space least amount of water use
- Overpass and underpass for wildlife always!
- The new freeway will block access to National Park and National Monument

- Protecting wildlife
- access to public land, hiking & OHV trails
- Why are we ramping up traffic to an extremely rural area where residents DO NOT want this and DO NOT need to use the little precious land left between Tubac and the river with a major roadway. It's extremely distressing and disturbing to think we will be sandwiched between 2 major roadways in an area where people go to be off the beaten path. Residents of this area DO NOT WANT to be sandwiched in a very narrow strip of land between two major roadways.
- Do not spoil existing residential neighborhoods
- Mostly, I would like an end to the "west side" being developed in just industrial modes. The West Valley of Maricopa County is just as beautiful and is just as worthy of quality development as the East Valley historically has been given. The Sonoran Desert NM and the Vulture Mine area needs to be beautiful if the I-11 indeed traverses it.
- Tourism in the town of Tubac
- me :)
- the parks have come to first
- Impacts on Wildlife and native plants most important and then people's homes and businesses.
- undesirable effects on neighborhoods and national parks
- Consider long term and established culture such as rural lifestyle here. Specifically by people in Avra Valley. We didn't move way out here to have a freeway plowed through our neighborhood.
- Avra Valley, as it is now, would not survive the corridor, and there is another alternative with space along that route (1-10) for the I-11 corridor
- You will be destroying farms, wild desert and the security of the current residents in Marana! No Interstate 11!
- Again, your questions are completely biased.
- The corridor should not be a mechanism for new economic development and growth but only serve to improve the efficiency of the existing economy. Facilitating new economic development and growth along the corridor will immediately lead to increased congestion on connecting corridors and eventually result in congestion on the subject corridor, which completely defeats the entire purpose of establishing the corridor.
- Wildlife corridors
- utilize unpopulated area btwn Tonopah, Aguila, Yucca instead of 'expanding Phoenix valley metropolis'
- Ruin western view of all those who visit from around the world ruin, if not totally destroy wildlife life. It would further destroy quality of air, creating severe air pollution.
- we have an interstate to Nogales, widen it!!! Improve it!!! 1st!
- Get to where we are going faster with less congestion - and provide shorter alternate routes in times of emergencies.
- Use existing right of ways by extending and keep truck traffic in slower 2 lanes
- Traffic congestion on I-10 in central Tucson must be reduced with commercial and pass-through traffic shifted to an alternative freeway west of Tucson Mtns in Avra Valley
- Noise impacts
- what are the general benefits. Is rail a priority, rail as in Oregon.

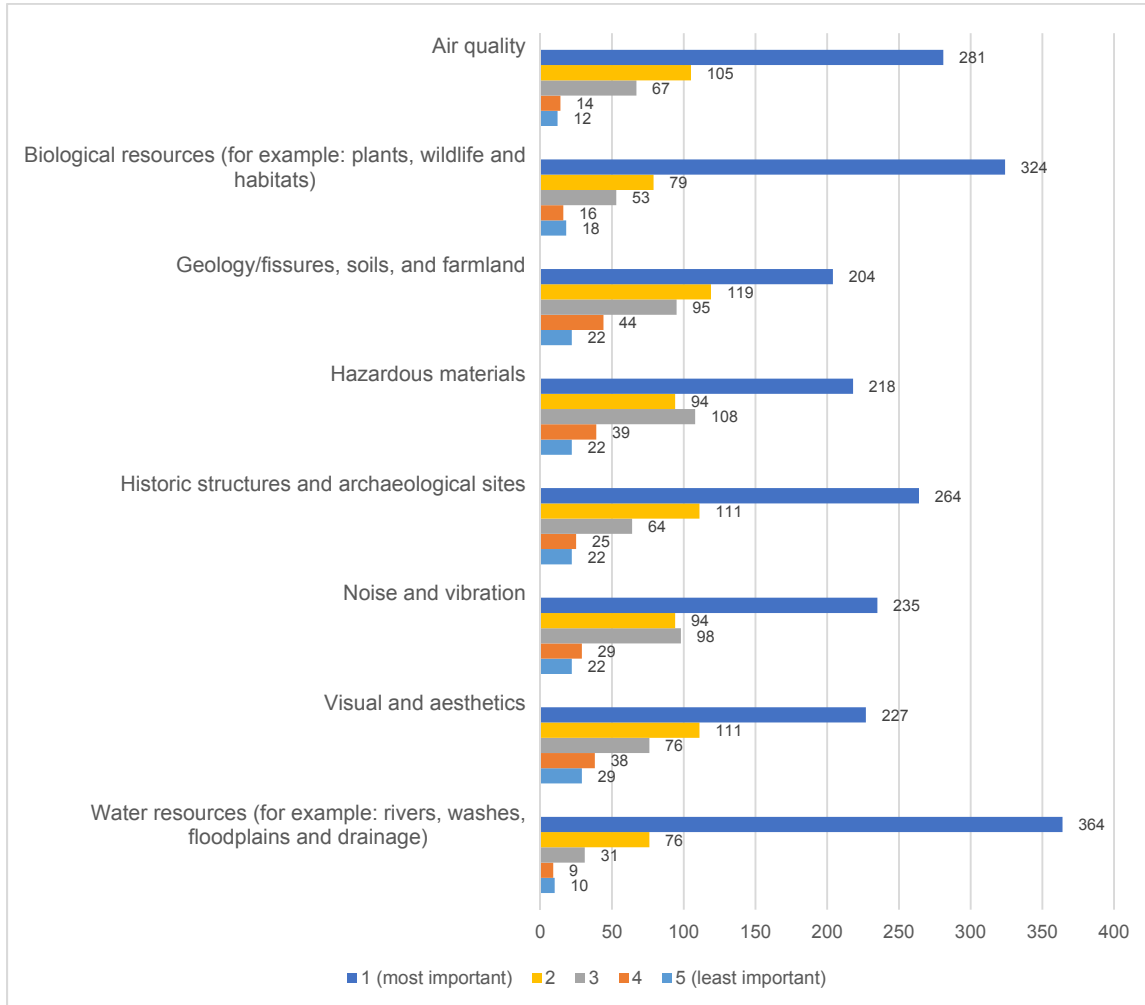
- We moved out here to get away from city and hwy noise and this will defeat the purpose
- Stay in populated areas and leave rural areas alone
- Allow ONLY land OWNERS of the effected route VOTE , yes or no,, no outsiders should decide what will , in the long run, be a ruin to the Avra Valley,, We live here for what it IS-- we do not want a Los Angeles Smog filled valley,, NO NO NOO
- Cross lane barriers should added to both new road and I-10, at current travel speeds nothing else works
- Avoid neighborhoods that already have interstate through them
- just make the traffic flow better from Vegas to I-10 and improve traffic flow on I10 and I19
- Use the most direct route throughout the area regardless of land use.
- Please do not spend our road money on such a project. Let's focus on using the funds to keep our existing roads workable and expanding existing highways.
- CAP Trail crossing of I-10 for bikers, hikers and horses.
- The water for the recreation is already on the west side of Tucson
- We are an irrigation district south and west of Casa Grande, AZ. from the study area map, it appears the proposed route will impact the federal right of way of our canals and laterals. This must be considered early in your planning.
- Be sensitive to encroachment on Native American reservations.
- Don't build this highway.
- Land Use and transportation corridors must be simultaneously considered. USDOT and smart growth require integrated planning of land use and infrastructure development.
- In Avra Valley there is such limited area left that a corridor thru there will impact Saguaro NP, Ironwood Forest NM, Tucson Mtn.Park (Arizona Sonora Desert Museum), Tohono Oodham tribal farms and Ryan Airfield. .
- Development of new land and growth must be limited due to water and air quality issues
- Impact to sacred sites of the Tohono O'odham Nation, air quality studies for the community of San Xavier,
- The proposed I-11 route by Sandario will displace 100s or even upwards of 1000 people. We love living out here where it's peaceful and quiet. If we wanted traffic and amenities, we would live in the city.
- the impacts will mostly be positive for our area. parks will be preserved and will have more access for the public.
- Protect wildlife corridor from TNP(W) to mtns west.
- We don't want the I11 in our neighborhood.
- Avoid as many existing homes and communities as possible.
- All impacts are very important.
- Wildlife corridors and archeological sites will be ruined.
- The freeway should not happen. If it does, the far west location should be used so Tucson is not cut off from the Saguaro Museum.
- Leave the desert alone
- Noise abatement
- Open space preservation
- All we ask is this--TAKE A VOTE OF THE RESIDENTS IN THE AREA THAT WILL BE AFFECTED --THOSE ONLY,, not some asphalt executive or a trucking company manager,, ASK THE RESIDENTS & LAND OWNERS,



- I DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR! Your survey is leading and i will not allow you to put words in my mouth.
- Again...use existing highway or railways
- Include "preserves" with parks and recreation
- an interstate will not benefit any of these, but # 2
- The corridor west of Wickenburg would not interfere with the planned Maricopa County Regional Park in the Vulture Mountains encompassing the Hassayampa River Preserve. It would have the least impact on the Hassayampa River.
- A new parallel freeway would be unnecessarily destructive
- wildlife habitat and natural desert preservation
- The existing communities need to be left alone, we are a separated community and that's that. Wilderness, blm, Indian reservations..... Don't need a go cart track and it won't relieve the issue. We do not need economic development. We are a rural community surrounded by rural (as previously stated) this won't help or solve the issue. Land use should be as it is now, rural community, blm/wilderness (public lands) farming. No freeway! Parks have nothing to do with your freeway, we want no parks, we want no freeway. We have public lands and we use them. We live rural, we farm.....
- Diverse Communities? What does that even mean? We want to get around more easily.
- There is no need to build I-11
- The construction and impact will destroy archaeological non-renewable resources
- I-11 will negatively affect parks, monuments and tribal lands.
- humans need to design for less roads, not more
- Need to respect existing park and preserve lands in the corridor
- Environment?

## Question 4

The study also will evaluate and consider the potential impacts on many natural environmental factors. Please rank the following. (1= highest ranking [most important], 5=lowest ranking [least important]):



### Other (please specify):

*[responses not edited for spelling, grammar, or capitalization]*

I-11 will most certainly increase urban sprawl

- The new freeway would destroy valuable habitat and historic and archaeological sites. Other states have added dedicated lanes for large trucks and avoided the extra costs of a new right of way. Expanding the current freeways would be the smartest move.
- We DON'T need I-11!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- NO NEED FOR I-11 THRU YOUR STUDY AREA
- As stated in my answer to #7, conserving Arizona's natural resources (clean air, wildlife, and natural spaces) is critical. While at this stage the I-11 Project has not nailed down a specific path for any potential new freeways/highways, the general geography of this corridor greatly concerns me, particularly south of Interstate 8. I think building a completely new freeway cutting across Sonoran Desert Natl Monument and Saguaro Natl Park (as well as

undeveloped desert lands west of I-10 and I-19) would be detrimental to the quality of life in Southern Arizona. This region will grow, but it should not develop the way in which California's Inland Empire (Riverside, San Bernardino) developed with countless freeways and sprawl (much of which is actually vacant in 2016). The comments made by ADOT in local media suggest that a new freeway(s) is preferred for this project. I would like to reiterate that constructing a new freeway south of I-8 would be profoundly detrimental to Arizona communities in the long-term. Our natural landscape, wildlife, and the environment will not have a political say in this matter, but keep in mind that those things make Arizona what it is - destroying our heritage and adversely affecting our natural environment will have irreversible repercussions for our region.

- EVERY ONE OF THESE ISSUES ARE THROWN IN THE GARBAGE BY THE I-11 STUPID PLAN
- Consider the loss of the rural and agricultural nature of the Avra Valley.
- This would violate the current values of this wild and natural area.
- I-11 would negatively impact all of the above
- I-11 would simple be an ecological disaster with zero benefit for Tucson
- There MUST BE NO I-11
- Wildlife corridors, dark skies, environment most important.
- low water use is vital. Pick energy source with low water use.
- Evaluate impacts to landscape connectivity, wildlife corridors and migratory routes.
- Overall, the environment would suffer greatly.
- where are the hazardous materials coming from? alot of this area you are talking about is the same pristine , unspoiled , natural enviornment as before the united states were founded. once you put a highway through it that is gone, forever.
- You are considering putting I-11 through a flood plain , a valley where there are major dust storms ,also migratory paths for wildlife .
- Wildlife Corridor and Astronomical Light Pollution
- Impact to the major aquifer serving the greater Tucson area
- Major Spills within the Avra Valley Aquifer
- WE LIVE IN THE MOST BEAUTIFUL STATE - LET'S NOT RUIN IT WITH MORE INDUSTRIAL FEATURES. WE NEED TO PRESERVE OUR ENVIRONMENT AND NATURE
- do not promote population relocation and external social costs
- Having semi trucks spewing pollution, having hazardous materials quickly rushing past my house.....not the look I was going for.
- Wildlife corridor disruption
- Leave the Desert alone, there are enough roads already.
- WILDLIFE
- Leave the desert alone!
- Especially water, which is scarce already
- Corridors for interrelated ecosystem functions (wildlife, water, vegetation, etc.) that will be interrupted by a new highway and the resulting extended development.
- Not a desirable thing. Too damaging to nature and the environment. Leave it as it is.
- Rail solves all these problems.
- I oppose the I-11 bypass and support enhancing existing roadways with high-capacity transit instead.
- do not build we do not need another interstate
- A new interstate would be devistating to the natural environment.



- In Avra Valley there is such limited area left that a corridor there will impact Saguaro NP, Ironwood Forest NM, Tucson Mtn. Park (Arizona Sonora Desert Museum), Tohono Oodham tribal lands and Ryan Airfield. .
- Use of existing routes will minimize impacts on these factors
- We have already destroyed so much of the desert and should not destroy the habitat of the wildlife here. We have big horn sheep in the Tucson Mountains. We have pygmy owls coming to our backyard every night. The owls were on the endangered list but because they are more abundant in Mexico, they were removed. The big horn sheep are also endangered. We need to keep this area as pristine as possible.
- there will be some impacts that will be offset by reducing traffic on I-10 to Phoenix. it's ok that there will be some noise - our area will be greatly improved
- Protect wildlife corridor from TNP(W) to mtns west.
- Wildlife corridors
- Leave our lands alone, stop destroying them for the sake of progress. We don't need or want a freeway in our neighborhood.
- Save homes, farmland and archeological sites, first.
- All environmental impacts are important.
- Connectivity of wildlife habitat between Tucson and Waterman Mts.
- I-11 would be cutting through Brawley wash area, not important to you, maybe to the aquifer. Very expensive to build bridges.
- The Oro Valley area is congested already. Adding an I-11 intersection to that mess will be horrible and divide Tucson in a detrimental way.
- Design to reduce heat factors; protect water; build canal from Phoenix to Tucson in same footprint.
- You want smog--Move to Phoenix or Los Angeles-- we,, those that live out here DO NOT WANT MORE SMOG, NOISE, POLLUTION FUMES.
- Wildlife corridors
- I DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR! Your survey is leading and I will not allow you to put words in my mouth.
- making highways and overpasses "pretty" doesn't help, NO NEW ROADS, we can't even maintain those we already have....
- Keep our environment healthy -- keeps us healthy
- hazardous materials, seriously?
- Again, the West of Wickenburg route would have the least impact on the Hassayampa River which is the main source of water for this entire area.
- Local, regional and federal preserved and protected lands.
- As harsh an environment as the desert is, it is also a fragile system.
- I will say it again, no more people sandwiched between reservations, BLM, wilderness. Let us be rural, leave the lands alone, protect and preserve wildlife and areas.
- Avoid more development that will increase water usage
- Avoid views of ugly wind mill farms if any.
- There is no need to build I-11
- I am most concerned about the destruction of archaeological sites
- this seems quite evident, doesn't it?
- should not compromise existing land and water use planning, or currently protected sites and environmental regulations

## Question 5

Identify the areas or resources within the Corridor Study Area that you feel must be avoided or are important to consider (open-ended response).

*[responses not edited for spelling, grammar, or capitalization]*

- I fail to understand why planners do not consider beginning I-11 off state route 85 to I-10 just south of Buckeye. This would serve as an ideal by-pass.
- Buenos Aires National Wildlife Refuge, Saguaro NP, Ironwood Forest NM, Coronado NF, Picacho Peak.
- All parks, monuments and undisturbed natural lands. Stick to existing highway (I-10 and 19 as much as possible
- All of it. I am vehemently opposed to I 11. We should be trying to reduce trucking and traffic on the interstates by building infrastructure such as commuter trains and utilizing planned vehicle trips to even out the the traffic jams on the current roads. Goods should be made and food should be grown closer to where they are sold to minimize road traffic.
- Wildlife linkages and watersheds
- Existing neighborhoods; sensitive natural areas.
- Must avoid further fragmenting the natural world around the corridor area. Avoid especially the Desert Museum, Ironwood National Forest Monument, Saguaro National Park. There is just no place for I-11 west of the Tucson Mountains.
- wilderness area, national monument. Wildlife corridors
- The Ironwood National Monument, Saguaro National Park West, Arizona Sonora Desert Museum, The Indian Reservations, The Casa Grande National Monument, and all of the natural wildlife corridors.
- Designated wilderness areas, national monuments, national parks, and the CAP wildlife mitigation corridor must be avoided.
- Avoid building through national parks and monuments, as well as through tribal communities. Utilizing and possibly expanding currently existing Interstate 19 and 10 could help. Resigning Interstate 19 and cosigning with Interstate 10 makes the most sense here. Consider building north of Sonoran Desert National Monument, as well as building west of the Hassayampa River & Buckeye, which appears to be the least impactful.
- any undeveloped areas
- Tucson Mountains, Avra Valley, Ironwood National Monument, Picacho Peak
- All of it should be avoided
- No consideration should be given to the Avra Valley corridor. Refer to prior attempts to bring electric lines through the area and community response. It is important to consider using routes already in place like double decking.
- The I-11 is a bogus plan that is not going to benefit southern Arizona, Arizona as a whole, or the general economy in any meaningful way, unless it's just going to create some busy WORK for people to think they've got a meaningful job..... Ha, ha, ha!!!! Good LUCK! This is NOT worthwhile in any real imagination!
- The Bureau of Reclamation Tucson Wildlife Corridor; Saguaro National Park; Tucson Mountain Park; existing residential communities in Avra Valley
- Many Tucsonans have family members up north and if travel, cost reduction, reduction of air pollution could be decreased I feel it would be a benefit for society.
- DO NOT DISRUPT THE DESERT IMPROVE ON EXISTING FREEWAYS

- This project must preserve as much of our natural landscape and resources as possible. Penetrating Sonoran Desert Natl Monument or Saguaro Natl Park is unacceptable as would be opening up large areas of undeveloped rural land - does our State truly have enough long-term water resources to encourage urbanization of extensive undeveloped? This Corridor Study ought to focus on improving State Route 85 and Interstates 8, 10, 19 while strongly considering rail improvements. Conserving Arizona's natural resources needs to be a priority for this project.
- THE ENTIRE VALLEY SHOULD BE OFF LIMITS USE THE EXISTING 10/19 AND WIDEN THAT MESS
- Saguaro National Park. Ironwood National Monument Desert Museum. Red Hills Information Center Tucson Mountain Park Archeological and historical sites Kitts Peak doesn't need the light pollution. The environment doesn't need the noise and air pollution. If we wanted a Phoenix we would move there. There was talk for many years about closing or making Picture Rocks Rd due to the pollution effects on the Saguaros and now you to put an freeway in? Someone is obviously going to be making big bucks on this. It doesn't even make sense
- Part of the study area for the Environmental Impact Statement includes Avra Valley west of the Tucson Mountains. I am opposed to a new interstate through this important biological area which includes numerous wildlife linkages, is adjacent to Saguaro National Park and Ironwood Forest National Monument, and contains critical riparian habitat.
- Choose No Action. We don't need another highway.
- All areas in the Avra Valley corridor must be protected and these include animal migration patterns, Saquaro Nat. Park, and Iron Wood Monument. Putting I 11 through this area will destroy these areas. I much prefer expanding and double stacking I 10 and adding mass transit instead.
- Sonoran Desert, National and State parks, wildlife refuges
- Please PLEASE do not choose a route that spoil the land between the Tucson Mountains and Sandario -- it's the last area of Tucson that has not completely fallen to the developers.
- Avra Valley
- The wildlife corridors recently documented between Ironwood Forest NM, Saguaro NP and perhaps the Santa Catalinas.
- From the US-Mexico border north to Tucson is totally unacceptable route, do to the cultural and natural values there. NOTE: The link to the study map took me out of my original survey (poor usability).
- all existing and planned parks, open spaces, trails, natural areas, historic areas.
- Sandario road from picture rocks to tohono boundary
- The Sonoran Desert should be avoided. It is a very small desert, as unique in the world as the Grand Canyon. Dissecting the desert with yet another freeway/highway cuts off the genetic pool on one side of the road to the other. It boxes in antelope, lion and so many other mammals, lowering the gene pool and invariably their numbers and health. Antelope have been wiped out over much of AZ already. If you build this road through this desert, I wager you will name it the Sonoran Highway. Because developments are most often named after the natural habitats they replace. Consider the road a memorial to the desert.
- The Avra Valley and other natural areas
- All of it....this interstate will impact people's lives, homes, wildlife, national park land, Native land and much more....We have stayed in this area 6 years and will be moving in 2017 to this area and will NOT be happy campers if this interstate gets the approval.

- I-11 is an unacceptable alternative
- Avoid Avra Valley
- We believe that a new freeway west of the Tucson Mountains would be a tragedy. It would destroy a large part of the desert flora and fauna unnecessarily and serve no useful purpose. We believe that expansion and improvement of the existing I-10 highway would be the best answer to future requirements.
- The biological connectivity of the different ranges. Why destroy an entire watershed . why not expand I 10 and I 19 and think rail in the same corridors.
- State trust land
- Link does not present a Study Area Map
- I do not want an I-11 Highway Bypass route in Pima County through the Avra Valley west of the Tucson Mountains. The environmental and community impacts could not be adequately mitigated. Please expand existing I-10 if necessary.
- AVOID BUILDING A MONDO EXPENSIVE NEW HIGHWAY THAT SHUTS DOWN FOR HOURS FOR A FENDER-BENDER--FOR DAYS FOR A DPS ACCIDENT
- Oppose putting new highway corridor in Avra Valley -- should utilize existing developed areas in smarter way
- Everything south of Eloy should be avoided, especially Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.
- All natural areas designated for conservation or recreation should be avoided. Additionally, all areas near these areas should be avoided, as wildlife typically need habitat larger than what is currently set aside. Finally, any areas home to endangered or threatened plant or animal species should be avoided, regardless of whether these areas are already designated for protection.
- There MUST BE NO I-11
- Wildlife corridors/habitat and recreational open space west of the Tucson Mountain need to be protected.
- Please do not build the proposed I-11, or in any other way use the proposed land area.
- Not in Avra Valley. Enhance I 10/I19 if necessary.
- Areas to be avoided: BLM land, Sonoran Desert National Monument, Saguaro National Park, Coronado National Forest.
- Historic downtown Wickenburg and scenic corridor of Vulture Mine Road near Vulture Peak and the planned Vulture Mountains Regional Park system.
- This corridor is unacceptable. It will destroy the area where we live, in Tubac, and also all the other communities in the Santa Cruz valley. It will have a very negative impact on the F. L. Whipple Observatory on Mt. Hopkins, where I work. Why are there no other corridors under study more to the west? If no, is it merely for convenience of ADOT not to have to negotiate with the Tohono O'odham?
- Santa Ritas,
- the areas of the southern route proposal Buenos Aires game reserve , animal migrate back and forth along that 2 lane highway, herds of deer, light quality issue for Kitt Peak also, coming up along the Ironwood nat. park would separate Saguaro nat. park west and Tucson mt. range from potentially more bighorn sheep migration , just recently seen. also very severe dust storms frequent this valley starting south along the mine tailings north west of



green valley and ending up at casa grande. very dangerous highway driving! If you do it please put wildlife crossings along the way. thankyou.

- Biological corridors (ID'ed in the Sonoran Desert Conservation Plan) need to be protected and preserved; don't run a new highway system through these vital corridors between mountain ranges.
- Avra Valley
- i looked at the study area map and do not see why anyone would consider impacting national monuments, tribal areas, and national parks. the only solution is the least impactful-enlarge existing transport corridors and include wildlife crossing and tunnel areas in them. future people will thank you for your good judgement and foresight. thank you.
- Sonora Desert, Tucson Mt. Park, Iron Wood protected area, Desert Museum and the desert in general. Don't destroy more of the Sonora Desert.
- AVRA VALLEY
- The view shed of Tucson Mt. Park, Saguaro National Park, Ironwood National Monument and the most visited by people from all over the world, The Arizona Sonora Desert Museum. The increase in noise pollution would greatly affect the public enjoyment of the above areas. The bisecting of a major wildlife corridor between the mountain ranges would greatly impact wildlife. I am very concerned about building a major highway over our aquifer. The impact to the rural setting of the Avra Valley cannot be mitigated!
- Whole I 11 project is un-needed
- This water aquifer feeds the City of Tucson and the Main stay of the Garcia Strip Community of the Tohono O'odham Nation. There is a 2300 acre farm located here. How does this impact the community and farm.
- Need to update I 10 Casa Grande to Tucson
- All areas in proximity to Saguaro National Park and Tucson Mountain Park would destroy the existing quality of those parks and itinerant recreation areas.
- Animal corridors, riparian areas, plant and animal species disruption
- Tumacacori Highlands, Santa Rita mountain, Avra Valley
- THE IDEA OF PLACING ANOTHER MAJOR INTERSTATE THROUGH CASA GRANDE IS APPALLING. THE TOWN'S WONDERFUL ENVIRONMENT IS BEING DESTROYED BY TOO MUCH BUILDING AND CONSTRUCTION. IF THE IF I-11 HAS TO BE CONSTRUCTED, THEN PUT IT OUT IN THE DESERT TO THE FAR WEST WHERE THE NOISE AND POLLUTION WILL HAVE THE LEAST IMPACT ON EXISTING COMMUNITIES
- Important to consider residential areas along proposed route and how they will be impacted.
- VultureMountains, Harquahala Wilderness, Aguila, McMullen Valley and aquifer areas
- Avoid areas where bighorn sheep and other species of wildlife live and migrate.
- The Avra Valley is a very sensitive area because of its proximity to Saguaro National Park and Ironwood Forest National Monument. Sonoran Desert National Monument is also a sensitive area. We should avoid placing any new highways near these resources.
- Saguaro National Park-Ironwood national monument San Pedro river valley, Cascabel Arivaca, Sonoita-Benson corridor
- Avoid building in the Avra Valley entirely
- Avra valler. Altar Valley, Coranado National Forest
- Wildlife migration corridors as mapped by Sky Island Alliance biologists.

- Stay as far as possible to the west. Wickenburg is the small town we all want to preserve. Not everyone is looking for "progress."
- Frankly, I do not see the need for Interstate 11 at all. However, if it is built, it is vital that our wildlife corridors and refuges be avoided. With thoughtful planning, it seems that we could add additional lanes to the already existing infrastructure of I10 rather than cut yet another swath of concrete through our open spaces, with the accompanying houses and businesses. Lets build smart. The days of building roads without planning for best accommodation for our precious and finite natural resources should be a thing of the past. We can do better than that.
- NOT through Natural Areas, Monuments, Parks, Historic Sites, Natural Habitats & Desert environments. No impact to water sources!!!!
- National Monuments, National Forest and native desert.
- Damage to undeveloped natural areas and could affect nearby natural areas such as Saguaro National Park. The effects on wild lands, wildlife, communities, air quality, water resources, and more could be significant. We must be better stewards of our lands. Stop catering to the all mighty automobile. I know jobs are your livelihood, your raises, your bonuses, your money, but do what I did for 40 and have two jobs to make up the difference. You don't have to build roads to put food on your table especially roads like this I -11 which will only bring gamblers to Vegas from the South. Isn't that what this is all about?
- The whole project must be avoided.
- These areas must be avoided at all costs: Saguaro N.P., Tumacaori Nat'l Park, Ironwood Forest. Sonoran Desert N.M., Coronado Nat'l Forest, Pascua Yaque Tribe and other tribal lands, existing neighborhoods, and other parks and recreational areas. I believe we have existing freeways that can accommodate freight and auto travel without destroying national treasures and pristine environments. Another freeway will be expensive and unnecessary in the sate of Arizona. We don't need hazardous materials being transported through our recreational and national parks. Don't let the politicians get their way!
- Avoid impacting the natural landscape, wildlife populations and noise/visual pollution.
- Impacts to Sonoran Desert National Monument and Saguaro NP must be avoided. Use existing freeways as much as possible and only place new ones outside and far from the boundaries of national parks and monuments.
- Avra Valley
- All natural habitats
- Avoid any development here - leave the natural desert and its perfect life alone!!!
- 1.Sources of the existing river and its watershed and the demands on it from a greatly enlarged population.. 2.Saguaro National Park.
- Corridors for interrelated ecosystem functions (wildlife, water, vegetation, etc.) that will be interrupted by a new highway and the resulting extended development.
- National Forests, National Refuges Tribal lands, rivers, state land, lakes
- All of it.
- the whole area should stay free of any construction projects that fence off wildlife crossing.
- Saguaro National Park and Avra valley
- Sonoran desert, expand rte19, use 10. Then expand 60
- Water
- All of it.
- ALL OF IT!!!!!! THIS IS A BAD IDEA THAT IS FOR THE BENEFIT OF A FEW!!!!!!

- Avoid archaeological sites and sensitive habitat areas. Restrict corridor to areas already impacted by other developments.
- Wildlife migration routes
- I agree with the Sky Island Alliance and others that there is no need for a new freeway. We oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. Sky Island Alliance is in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Under the right circumstances, we could support enhancing or expanding the existing I-10 and I-19 freeways, mainly through introducing high-capacity transit, to reduce congestion and accommodate future commuters, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.
- Saguaro NP West,
- No new corridor through Avra Valley
- PLEASE avoid Avra Valley and mountains E to Nogales, so many natural resources that are tourism draws like Saguaro NP & Desert Museum, dark skies to keep Kitt Peak functioning as a top observatory, Buenos Aires NWR with endangered pronghorn, Montezuma quail etc, the rare riparian area of Sycamore Canyon etc. I-11 yet another obstacle for healthy wildlife already stressed by area growth and preemption of water resources.
- Avoid all areas of intact native vegetation and wildlife habitat.
- Tucson Mts, Tumacacari, grassland east of Green Valley
- National Monuments and Parks. Please study impact on animal's routes to go between mountains and desert and not violate that.
- Every place outside of existing infrastructure
- Federal lands except military, native american reservations,
- Even though my residence is within 2 miles of I-10 and I would be impacted from a build-out of this existing corridor I strongly believe this is the best route for the I-11 corridor. Running the I-11 corridor through Avra Valley would adverse impacts on Saguaro National Park West, Ironwood National Monument as well as the rural aspect currently present in the area. Investing in rail infrastructure would be better for the environment and efficiency in transporting goods. Register my opposition to the I-11 corridor carving up Avra Valley.  
Thank you, Keith Kleber
- Wilderness, pristine desert landscape, plants, animals, archeological sites, wildlife corridors.
- Increased air pollution and disruption of natural areas and corridors for wildlife to move to different natural areas.
- Natural habitats, existing populations
- Wildlife habitat and corridors Watershed and water ways
- the whole western piece - stay within existing transportation corridors - no need for redundant N-S highway
- Use existing freeway system.
- There is no need for a new freeway south of Casa Grand.
- Wildlife corridors are becoming extremely scarce, and this proposed interstate project would negatively impact the ability for wildlife to move as they need. It would also adversely impact environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational uses.

- Saguaro National Park, Ironwood Forest National Monument, National Wildlife Refuge, Sonoran Desert National Monument, Tucson Mountain Park, Tohono O'odham Nation,
- Preserve wildlife corridors - a new road would be detrimental to migrating animals!!
- Wildlife corridors should not be ignored.
- archaeological sites along Rt85 to be preserved with access
- Interstate 11 should follow the SR 85 corridor to Interstate 8 in Gila Bend and terminate there. There is no need to extend I-11 to Casa Grande, Tucson, and Nogales. Those cities are served by I-8, I-10, and I-19. However, I-10 should be upgraded to four through lanes in both directions from Phoenix to Tucson and I-8 should be upgraded to three through lanes between Gila Bend and Casa Grande.
- STAY AWAY FROM TUBAC AND TUMACACORI. WE DO NOT WANT TO BE SANDWICHED BETWEEN TWO MAJOR ROAD WAYS. PEOPLE COME TO THE COUNTRY TO LIVE IN THE COUNTRY AND THIS TYPE OF DEVELOPMENT IS THE EXACT THING WE DO NOT WANT WHICH WE PERCEIVE AS DESTROYING THE QUALITY OF OUR LIFE.
- National Parks, National Monuments, National Wildlife Refuge, Park and Rec Areas
- The Hassayampa and existing land holders
- Saguaro National Park, Ironwood Tree National Monument and Tucson Mountain Park
- Before you start HWY11 you need to improve HWY 10 going east and make it three lanes past Benson as they continue to build houses and businesses on the east side of Tucson. Also need to finish in places between Tucson and Phoenix three lanes. It's piece meal in places going up to Phoenix. It's a real hazard and dangerous if not completed.
- National Parks, Park & Recreation, National Forest, & Tribal lands
- Do not damage Wildlife habitat connectivity, Incorporate wildlife overpasses, underpasses at key crossing points.
- I would like to see the area south of I-10 near Phoenix avoided (Sonoran Desert monument) in terms of new roads, though 85 could be expanded. I-10 south of Phoenix, and I-19 south of Tucson already exist, and could potentially be expanded.
- The concept of double decking any freeway is not efficient and would have negative impacts on the region
- Robles junction highways 86 and 386
- In the Phoenix area, stay as far west as possible or avoid it entirely.
- TUBAC COMMUNITY AND GREEN VALLEY ARE NOT EVEN ON MAP-SANTA CRUZ RIVER IMPORTANT RIPARIAN AREA VERY CLOSE TO TUBAC WHERE THERE ARE MANY ARCHAEOLOGICAL SITES-RAILROAD IS ALREADY THERE-USE IT.
- Wickenburg, Hassaysmpa Preserve,
- If indeed the transport of nuclear waste is planned using a rail corridor to be along I-11 then I like the idea of the western boundaries of the study area connecting the Gila Bend, Palo Verde NPP and then along the western boundaries joining US93 between SR71 & SR89. IF the rail lines are to transport Tar Sands oil down from Alberta Canada, then I also request the most western route as well. If there is to be no rail carrying haz-mat freight, then I do feel a route that connects communities is ideal; such as Maricopa to Goodyear to Buckeye to Tonopah to Douglas Ranch/Whispering Ranch to Wickenburg and then to Las Vegas. But as I stated before this needs to be a QUALITY project not just an industrial waste-land sort of project. Passenger rail from Mexico, Tucson and Las Vegas could be quite interesting. A side note (off topic :) I think the commuter rail from Tucson to Phoenix would benefit from a western leg out to Buckeye as well. It would benefit air quality reduction by

encouraging commuters to ride the rail into the downtown areas. If in the future, the rail concept takes off, extend lines all the way into the LA basin to remove vehicles off of I-10 improving freight times and passenger safety from the many accidents that occur. Sorry, for the off topic comments, just wanted to share.

- Existing natural resources must be protected; we're "paving too much of paradise" to quote that song.... But our air is also increasingly polluted, and we have so little water, to endanger that is also an issue.
- Protect the Santa Cruz River which flows year round by Tubac, protect the Cottonwood Forest, people from around the world travel to Tubac to watch birds, putting in I-11 east of the railroad would disturb that.
- Vekol wash area. All of Hidden Valley, Haley hills
- dont go taking any private property
- Picture Rocks, Avra Valley
- Avoid anything anywhere in the vicinity of Saguaro Ntl Park
- Consider maximum use of passenger rail
- I am very much PRO new road. Including existing roads might result in too much congestion
- Tubac and Tumacacori are important historical sites and tourist areas and should be avoided.
- Anything that displaces humans, plants, and animals from their existing habitat. Double deck I-10, for God's sake! Everything there has been impacted already.
- The map is not detailed enough to show specific roads and neighborhoods or wildlife corridors. This area does go between mountain ranges which are natural corridors for wildlife and may have a huge impact on wildlife that would have trouble getting from one area to another. It would be best to include the freeway that is already in place and wildlife underpasses and overpasses to ensure continuity of these wildlife corridors.
- National parks and neighborhoods
- Avoid running the I 11 through Avra Valley
- Avoid Avra Valley entirely in respect for all it already offers that would be lost.
- Avoid all National Parks, Monuments, etc... Avoid splitting small communities with an Interstate.
- Residential neighborhood areas Following existing highways and freeways important
- Need to avoid White Tanks and Vulture Mountains. Also need to avoid the populated areas along Patton Rd (Wittman) from US 60 to the Hassayampa River and avoid Festival.
- Avra valley residences
- I think this is a fantastic opportunity for more growth in Southern Arizona!
- ALL! Take the new freeway and take it elsewhere. Further away from any farm lands, homes, trailer or any potential residential areas! We want peace an quite. If not we would live in town where there is a freeway already! We don't drive 35 minutes into the desert cause it's convenient! It's because it's the life syle we choose to live! No interstate 11!
- WOULD RATHER INVEST IN MASS TRANSIT AND EXISTING INFRASTRUCTURE THAN BUILD NEW HIGHWAYS. WOULD RATHER EDUCATE PEOPLE ON THE IMPORTANCE OF KEEPING LAND NATURAL, LESS DEVELOPING, & HUMAN POPULATION ISSUES
- See comments below.
- The study are seems small and should also include options such as: A tucson bypass route for interstate 10 that runs to the east of the Catalina mountains to help relive

congestion within the Tucson metro area. It should also consider a route to bypass Tucson on the west to aid in the Nogales-Wickenburg route also providing a Tucson bypass route.

- Please consider the wildlife corridors to the west of the White Tank Mountains.
- avoid using existing hwy 93 to Wickenburg-Kingman. leave that route as alternative local route. develop new I-II in barren desert btwn Tonopah, Aguilera, Yucca to provide alternate route in addition to existing hwy 93. don't expand hwy 93.
- From Tucson south to the border
- Sonoran Desert Monument, San Xavier District, Tumacacori Natl Park, NWLR, any other National Park. Land or Refuge
- Archeological and spiritual lands on the Tohono O'odham Nation. Wildlife corridors in and around the Sierrita Mountains--deer, bobcats, mountain lions, hawks. National parks, national monuments, such as Tumacacori, Saguaro, Ironwood Forest.
- Easier for drug cartel and human smugglers
- Avra Valley
- The whole thing is a waste of money. Widen I-19 ! we don't need or want another Interstate in our back yards!
- Additional disturbance to sensitive desert environments
- Avoid currently congested areas. Shorten drive times. Increase overall highway safety & travel experiences.
- Shortest distance is best
- Double decking through Tucson must be avoided. Would only add to congestion and poor air quality. Would be prohibitively expensive.
- You must avoid the Wildlife Mitigation Corridor at Sandario and Mile Wide. The highway should not run along the Recharge Ponds there.
- Avoid residential and commercial impacts as much as possible.
- I-10 through downtown Tucson should be avoided. I have heard of a possible two tier double deck approach on I-10. That would be ugly and costly and only add to an already congested corridor.
- I-11 needs to go well west of the vulture mountains along the power line corridor.
- Please don't build bypass in Avra Valley
- The primary concern is to be in harmony with Mother Earth our planet is dying I am economic drivers do not take this into consideration. The country is having extreme heat, our water resources need to be protected we economic projects that do allow travel of rail carts or trucks that carry fossil fuels all over the nation there has been accidents not one but many that affect death in communities with toxic in the water, and air once a spill occurs there is no way to take back or to heal the land it permeates. I feel it is critical that impact studies are done by independent entities not those that have some money, profit to gain from the project we have use different values for economic development or climate effects will become worst and when the disaster hits none of what we think is important will matter Mother Earth is angry and she is coming. All that we do must be carefully done not fast with thinking of the consequences this is a practice that must become the norm for any project our world is in trouble because we act for rush results and non long term affects of our actions please consider this for your children, and grand children and generations to come.
- I have not researched the corridor in question but I do know that I-40 can not be maintained. Take the trip between Kingman and Winslow and you will see pot holes that will cause suspension damage if not avoided. Several attempts at patching have failed. Tax payer

dollars should be spent to fix and maintain the existing interstate system before starting another project that will not be maintained.

- National Wildlife Refuge and National Forest.
- Keep it away from Kitt Peak and the Santa Rita Mountains, which already suffer from too much light and air pollution.
- i like how the study is more pron to the low income areas of arizona. what no major highway though oro valey ??? can't have a \$600k+ house lose value ??
- consider existing freeway system and less impact on rural farm and natural recourses. Keep I-11 out of the valley lands. Stick close to existing major roadways.
- The area to the west of the Tucson Mountains.
- Avoid national parks and using eminent domain if possible. Find a way to relieve congestion on I-10.
- desert plants and animals
- Avra Valley area west of current I-10 that could be seen or heard from Saguaro National Park or the Arizona-Sonoran Desert Museum.
- I can not view southern half of map on iPad or phone
- The proposed route through Casa Grande shows the interstate replacing Florence Blvd., the main east-west road through the entire width of the city. It would effectively divide the community in half.
- it makes more sense to expand existing roads than add new ones especially when in Marana and Casa grand a new freeway could be as close as 5 miles from I-10, there is no point in having two freeways in parallel only 5 miles apart.
- The route should be as direct as possible regardless of land use. High speed rail between Tucson, Phoenix and Las Vegas should be considered as well.
- Mitigate heavy traffic damage to Green Valley quality of life
- I think that the portion of the loop 303 corridor between I-10 and US-60 should be included in the study and should be seriously considered as a possible route for I-11. My reasons for this are: 1) Using loop 303 will utilize a portion of already existing infrastructure, which costs less. 2) It would benefit more people if routed along the 303; building it west of the white tanks only benefits those who are passing through, as practically nobody lives out by the Hassyampa River. I'm basically saying that I-11 should enter the Phoenix area from the south, along the proposed 303 alignment south of I-10, and follow 303 all the way up to US-60 and then continue on US-60's alignment to Wickenburg. This would maximize the amount of people who can benefit from it because then the west valley(I'm talking people living between the White Tank mountains and loop 101) would have an alternate route down to Tuscon/ southern Arizona. I think It's important that I-11 connects to the Phoenix metropolitan area on its course from Nogales to Las Vegas, but if it intersects I-10 at a point in the current study area(which seems to be just west of the White Tanks) IT WILL NOT make what I consider a connection to the metro area, and it would make I-11 virtually useless to valley residents.
- Please do not do this project. I realize that there is congestion on I-10 but this is no reason to spoil what makes Arizona special.
- You'll do a great job as usual. But we think the CAP National Recreation Trail and the crossing of I-10 at Tangerine Road is a very important factor to take into consideration.
- None
- Keep the corridor to the West of I-19 and I-10 to the greatest practicable extent avoid congested areas, habitat, scenic views, RR lines minimizing overall impact.

- nothing in particular
- I do not support the western alternative.
- avoid current neighborhoods, do not break up neighborhoods
- See my comment in 7 above.
- The proposed route to the left of I-10 is bad because it bisects two National Monument areas and will impact two Indian reservations.
- State & national parks & monuments, wilderness areas (i.e. Table Mountain Wilderness, Maricopa Mountains Wilderness)
- none
- Remove obstruction to Nogales General Plan E-W corridor at Freeport Dr. Get commercial trucks to I-19 at Target Range/Western Ave - That will be the ultimate solution despite any band aids we may do now.(should have designed the port to exit commercial traffic to the east - it would be half way there!)
- Average Valley / Desert Museum
- Avoid the Avra Valley
- Remove north-south through traffic from Saguaro NP.
- Saguaro National Park TMD and AZ Sonora Desert Museum must be avoided at all costs - any such freeway in proximity would degrade the experience at these 2 jewels of AZ tourism - can AZ afford to lose tourism dollars? Any freeway in Avra Valley MUST be avoided.
- The West Valley absolutely needs a faster, more efficient way to connect to the East valley where it is sadly lacking now and the residential population has exploded out here. However, we must also be mindful to the environmental impact to these neighborhoods and our natural resources out here as well.
- All of it. The land this proposed highway will traverse is worth ten times the cost of the highway to leave the land as is.
- Hassayampa River and Hassayampa Nature Conservancy Preserve
- In Avra Valley there is such limited area left that a corridor there will impact Saguaro NP, Ironwood Forest NM, Tucson Mtn.Park (Arizona Sonora Dessert Museum), Tohono Oodham tribal farms and Ryan Airfield. .
- Avoid all natural habitat, historic sites and buildings, residential areas, surface and ground water impacts
- Do not combine with I-10 between Phoenix and Tucson. Need an alternative highway route for this corridor.
- My home
- Sensitive environment identified during the process.
- The entire Tohono O'odham Nation must be consulted with, with a series of scoping meetings in communities throughout TON, as well as presentations to the TON council. These meetings should be publicized on KOHN radio as well as in the TON tribal newspaper.
- The corridor study area contains a large amount of state and federal public land that is critical to the habitat of the plants and animals that this area is world renowned for. In addition, there are likely a vast number of archaeological sites that will likely be disturbed by the construction of a new highway on these lands. The construction of new highway will likely destroy priceless cultural resources that are part of our shared cultural heritage. Additionally, from a pragmatic standpoint, the mandated mitigation of these sites will cost taxpayers additional money. Thus, I support the improvement of the existing Interstate 10



corridor, which will minimize the impacts to our public lands, and natural and cultural resources.

- Minimize impact on National Parks and National Monuments.
- The I-11 proposal that runs west of the city down Sandario should not be considered. This is pristine desert with abundant wildlife and cacti. Destroy that and you will destroy tourism to the parks nearby. The noise pollution and air quality will also destroy the environment. When I bought my land many years ago, I had to pay an environmental impact tax of 4000.00. Doesn't anyone care about the environment anymore? We have bighorn sheep identified in the Tucson Mountains that were not part of the placed sheep on Pusch Ridge. We would destroy their habitat. We have pygmy owls in this area and would also destroy their habitat. Being out here in the desert with the wildlife and views is why I love it here. This corridor would destroy the beauty of this area forever.
- I like all the possible routes.
- Consider making SR-85 as part of the I-11 freeway connecting it with I-8. I-8 is really underutilized and could support much more traffic as well as raising the speed limit.
- Avoid placing a barrio between Saguaro National Park West Unit and the mountain ranges to the west, such as Ironwood National Monument.
- National Monument areas. Make as little impact as possible.
- Hopefully, there will never be an I-11.
- National parks and monuments, state parks and recreation areas, state and national wildlife areas
- avoid natural beauty destruction
- Santa Cruz river and its ground water recharge zones.
- San Pedro River, National Forest Lands, National Parks, Wildlife Refuges
- The national park
- I'm concerned that this proposed area goes through the Coronado National Forest, Saguaro National Park West and the Sonoran Desert. I think it's a mistake the have a corridor run through any national monuments or national forests.
- Southern AZ: border to Ironwood NM, especially tribal lands, Tumacacori and San Xavier historical sites, and areas of importance to native flora and fauna.
- All public lands must be avoided. Particularly important is the Sonoran Desert National Monument, Ironwood Forest National Monument, Saguaro National Park, Coronado National Forest, and Tumacacori, and the connectivity for wildlife in between them.
- Avoiding mt lemmin in tucson, route thru it
- Keep the freeway away from the rural areas around the city of Maricopa. We do not want any of the mountain areas or our neighborhood affected by this freeway. Keep it out of the Hidden Valley and Thunderbird Farms neighborhood.
- Avoid the path that goes through Stanfield, S of Maricopa and creates a new path E of Hwy 85. Follow I-8 and Hwy 85 as part of the path, thereby using existing structures.
- None. Lets get this done.
- In terms of land use, evaluate the amount of SPRAWL/cheap new housing developments that will pop up in the far far far west reaches of the Phoenix Metro area.
- Construction near the historic Gillespie bride and adjoining biologically significant riparian wetlands should be avoided. The new bride across the Gila River should be built further south such as at Patterson Road, the roadway should be built over Enterprise Road to the intersection of old highway 80 west of any riparian habitat. South of Lewis prison, an

interchange and frontage road exist which could foster the transition of the I-11 route from the existing highway 85 corridor where it would veer to the west, crossing old highway 80. I am a resident in the corridor study area southwest of Buckeye. I am in Colorado this summer, but would like to attend the June 15 meeting in Buckeye by telephone if at all possible. Please contact me. I will be emailing in further detailed comments. Thank you.

- Saguaro National park Undeveloped wildlife areas are in jeopardy
- N/A
- To try to build a freeway connecting southern Arizona to the Phoenix area, and, from there, a freeway to Las Vegas that does not disturb our great national parks or monuments including the Sonoran Desert National Monument. A route north of Case Grande that goes east of the Estrella Mountains would help alleviate any disturbance to the national monument.
- Avoid Saguaro NP, Ironwood forest, protected deserts. Use current corridor for best economic, environmental impact.
- Saguaro National Park and Tucson Water's settlement basins in Avra Valley.
- Apart from areas already prohibiting development, I think everything should be considered. Sometimes we need to make sacrifices for the long-term greater good.
- Do not route through Avra Valley. Double-decking six miles of I-10, according to then-ADOT State Engineer Jennifer Toth in 2008, would do everything planners want for the next 30 years at one-third the cost. That would save taxpayers nearly \$2 billion. And will preserve existing desert habitat for plants, animals, and residents.
- The whole idea has no redeeming qualities. It should be stopped.
- Increasing traffic and related noise in Green Valley
- none
- The entire Avra Valley section absolutely should NOT be built. This freeway is not needed, now or in the future. We have I-10 and I am totally opposed to spending a single dime on this project. Freight should be hauled by rail. Subsidizing the trucking industry with this highway is a waste of our tax dollars.
- The portion of Avra Valley between West unit of Saguaro National Park, Tucson Mtn. Park and Ironwood Forest National Monument
- residential areas in Wickenburg
- We must protect the established national monuments.
- The Avra Valley is a large area of several national, state and local natural area's. Some of these are open to people to walk, bike, horse riding and recreational vehicles. Putting a large; very expensive barrier (I-11) in this area is stupid. Build on the right of way's you have and leave the rest to us.
- water resources.
- I think it is important to consider a roadway that goes North and South on the west side of White Mountain Regional Park so that Phoenix Metro can grow and spur growth
- Stay away from the already congested Oro Valley area and swing west of Tucson and the desert museum. Stay west of the I-10 corridor all the way.
- Keep corridor away from populated areas. Allow for access to corridor from I19.
- Recommend expand/utilize I-19,10,8. Bypass Tucson west side. Link I-8 to AZ-85 convert to I-11. Link I-10 to US-93 along Hassayampa river new I-11.
- Just widen I-10 from Phoenix south. 3 lanes minimum! Concrete barrier in the median! Stop the backups caused by crossover wrecks already.

- The economic vitality of medium sized communities should be strongly considered. The freeway will bring much commerce to these communities and provide regional connections.
- The impact of economic successes or failures of the current business that I-11 could potentially take away from.
- This survey covers the main areas, but it is critical to build smart and right to include several concepts in same "build." RAIL; Canal water for Tucson; connecting communities
- All of Az resources are important. This corridor is just another way to displace poor people and make Huckleberry look like a hero.
- I drive around the no-man's land east of I-19 in the Tubac, Rio Rico and Amado areas every day. If you build a huge road and expand the railroad where the current railroad tracks are now, you won't disturb or bother anything worth saving.
- Building new interstate travel lanes through sensitive areas or areas of historic, natural or environmental importance needs to be avoided. Stay away from the national monument, national park, national forest and national historic places. These rare and treasured locations should not be blighted when there are existing roadways in I10 and I17 that can be expanded upon.
- Stay outside cities and towns.
- Sonoran Desert National Monument and Ironwood National Monument are valuable BECAUSE they are undamaged desert sites. A road will significantly negatively impact them both from an ecological perspective AND for human use. We go to National Monuments to get away from cities and roads, not to observe new ones.
- I-11 should be routed to the West of the Tucson Mountains thereby creating new economic development opportunities while providing alternate routes for those living and working on the west side!
- Proximity to current Interstates. Redundancy.
- You are talking about destroying history by destroying the beauty and peacefulness of the Saguaro National Park and Ironwood National Forest, the Coronado Forests, the sanctuaries of the Reservations. I mean come on. We are fighting to preserve the rawness and beauty of what exists. You want to destroy history you can't even see, I bet you don't even know where all the Petroglyphs are located along this proposed corridor. Or how about any of the Indian Dwellings? You don't see them, they might now even be documented, but some of us know where they are and your corridor will destroy them! Not only this, it will enable even more smuggling of drugs and illegal aliens into our country. These communities near the border are greatly struggling to fight the battle of drugs and border crossers. You, on the other hand, are opening up yet another route that will make it easier for them. Traveling to and from these areas along with the time constraints to get to town or across the state are not our biggest concerns. We do not live out here for the convenience to the "store/city" factor, we live out here for the raw beauty of nature and history. YOU want to put in an interstate that will be the biggest eyesore in our history. Stop destroying our land, let us leave a legacy of pure raw beauty for our children and their children!
- Don't tear through existing neighborhoods in cities. Don't create lots of new freeway outside existing corridors that would urge developers to build sprawling new developments (i.e. west of White Tanks), which would only create more traffic rather than alleviate it.
- Tucson Water facilities, recharge ponds, piping and easements.
- Ironwood National Forest, saguaros, archaeological sites
- An Avra valley route should be avoided. I foresee a huge detrimental impact on the Saguaro Nat'l Monument and Tucson Mt. Park. A highway on the west side of the Tucson Mts. would have a major impact on pristine desert as well as contributing to the slaughter of a

tremendous amount of wildlife. I would propose a route that would follow I -10. Either adjacent to or stacked on the existing freeway. It's my understanding stacking would be less expensive as well, making this a more viable option.

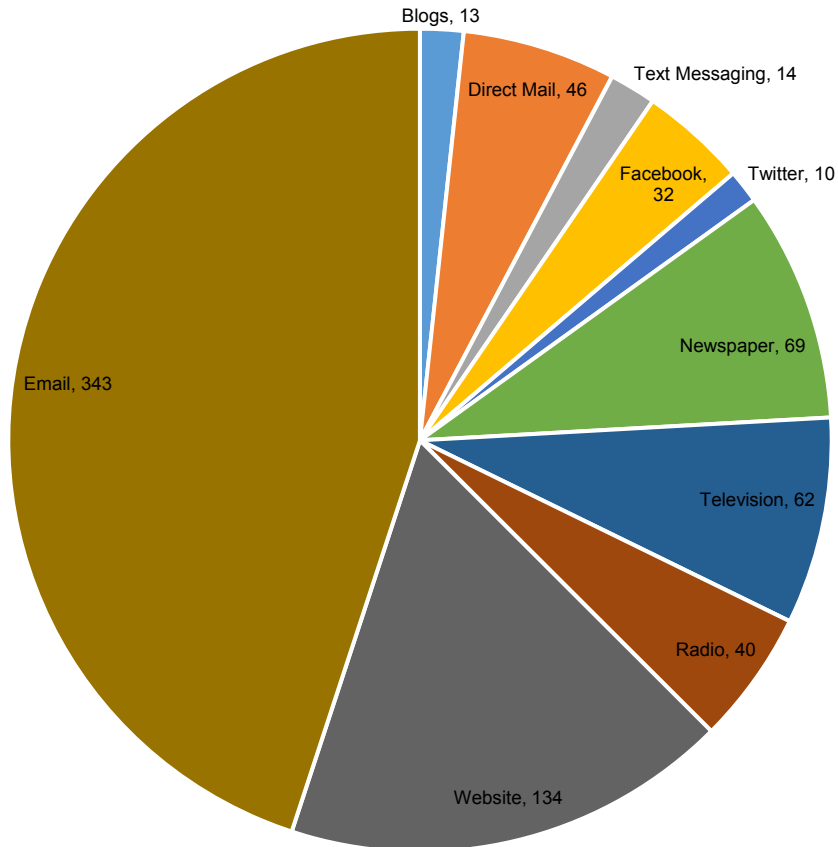
- Please choose options that require the least air emissions, the least water damage, and the least interruption to lives of people and habitat. We have to move forward damaging the earth the least we can.
- The entire Avra Valley and any area west of 19 or 10. Widen the existing smog zone, put to better use the area that is already screwed up. WHY ruin a beautiful natural valley to help another country ??
- I strongly oppose the proposed route of I-11 through the Avra Valley west of Tucson for all the environmental factors listed in section 8-- noise, traffic, pollution, interruption of animal transit corridors, destruction of natural beauty. And for economic reasons as well: its effect on tourism at Saguaro West National Park, the Desert Museum, Ironwood National Monument etc. It seems to me that I-10 could be widened or double-decked or that existing rail lines could be upgraded without destroying one of the few relatively unspoiled areas remaining in the Tucson area. I strongly oppose this route and believe there are other alternatives for transport south of Phoenix that would be far more economically and environmentally feasible.
- I DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR! Your survey is leading and i will not allow you to put words in my mouth.
- PUBLIC PARKS AND WILDERNESS
- The areas that I know that will cross Avra valley and the reservation. Destroying too much land and ruining the views from State and National Parks as well as Desert Museum and Gates Pass. Not to mention wildlife and all the homes
- National monuments
- I am concerned about how the plants and trees will be handled. It is a major item to consider
- DO NOT BUILD MORE ROADS. How will we pay for the maintenance? We are unable to pay for the maintenance and repair of our existing roads and bridges. The future is in RAIL/TRAINS, not roads.
- go around the preserves, national parks, monuments, etc. If you cross current or planned trails (hiking, equestrian, etc) be sure not to cut them off. Work closely with AZGFD to accommodate wildlife corridors. Prepare for smart trucks / cars.
- avoid national monuments, natural desert open space, bisecting/dividing communities
- this link doesn't work
- San Xavier, Tucson mountain park, Kitt Peak observatory and saguaro NP should be considered. Hopefully impact to these places can be minimal.
- Air quality, efficient modal cooperation, desert vistas and protection of desert and human quality of life.
- Stay away from Highway 60, it's busy enough already, and is a well managed habitat, i.e. the Hassayampa Preserve, the relatively low density of the population per square mile.
- Should instead improve the existing freeways between Nogales and Phoenix.
- All local, regional and federally preserved and protected lands. This includes any riparian watersheds and wildlife travel routes.
- The entire area.
- none
- Must avoid the proposed Avra Valley corridor.

- Environmental concerns for new highway between Ajo Road along Sandario to north of Avra Valley and near Ironwood Forest.
- From Casa Grande south, utilize I-10 and don't tear up more desert than necessary.
- Avoid the following, National Monuments, National Forests, National Wildlife Refuge, Tribal lands.
- Consider upgrading existing corridors instead of having a complete new corridor.
- Stick to existing roadways.
- None that I can think of
- Any national parks or monuments, large population of wildlife and plants.
- ALL of it is important! it should all be left alone!
- Rural lifestyle in rural western pinal county, (thunderbird farms, Papago buttes, hidden valley, etc) Indian reservations, Estrella wilderness, northern Maricopa mountains, southern Maricopa wilderness, Sonoran monument areas, blm lands along Maricopa/Pinal county line, table top wilderness. Let's not forget the Goldwater range!
- Avoid more development that will increase water useage
- Why make a separate freeway in the same area, when you can just expand the current one??
- existing forest, national park, wildlife area or BLM land.
- Avoid recreation areas and smuggling routes. Sign as required. Provide roadside call boxes in remote southerly areas for safety.
- Probably a more realistic objective, capable of being completed in this Century, would be to finish the expansion plans for I-10 from Tucson to the I-8 split and then on I-10 north through Phoenix and west to the California border.
- National parks and monuments.
- The entire study area should be avoided. Estimates of future traffic loads on I-10 are deeply flawed.
- All archaeological sites within the study area. These are non-renewable resources that once destroyed can never be replaced.
- Very concerned about the path coming through Avra Valley and possible disruption to Saguaro National Park West and the Wildlife Mitigation Corridor to the south of the park. This is a national park, a tourism treasure and should be preserved and enhanced.
- Disrupting water resources must be avoided - we are in the desert.
- Saguaro National Park must be avoided Endemic Species and their habitats must be considered
- It is important to make a new freeway around Tucson rather than building upon I-10 in Tucson
- All undeveloped areas, especially those important to wildlife.
- I think that a rail line should be considered before we build another freeway. Rail would be a much better alternative.
- Urban and suburban areas
- Important and sensitive environment and wildlife habitats, Corridors implemented for animals to navigate the division of highway more safely.
- Why do you need to build a new road outside of Tucson? Existing I-10 is now four lanes up to Marana. Then it goes from three to four lanes. In Penal county I-10 is being expanded to three lanes. There is no need for another express way.

- Protect any and all tribal lands and designated public land - parks, forests, monuments, and BLM. Southern Arizona is overdeveloped as it is, and a new interstate highway will be way too destructive of the desert environment and public land.
- all.
- Saguaro National Park West
- Align freeway to avoid Wikeup and Wickenburg.
- Parks, preserves, water planning facilities, historic sites such as San Javier de Bac, Tubac and nearby missions
- Saguaro National Park, Tumacacori National Historical Park, N.W.R., don't want to split the Sonoran Desert National Monument,
- I cannot believe that ADOT is honestly proposing such a project, going through and ruining national parks and national monuments! Please STOP ADOT. There is not guarantee that commerce will improve, add jobs. It is just a scam to make wealthy developers wealthier and by eminent domain remove old homesteaders. I am against the whole project. Joan of Picture Rocks
- Needs to take into account new S-202. Really should try and manage truck/freight traffic away from populated areas for passing by
- avoid anywhere along the Catalina Mountain range.
- Provides an interchange with interstate 10
- Tucson Mitigation Corridor, Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, and the Tohono O'odham Nation

## Question 6

How do you prefer to receive information?



### Other (please specify):

*[responses not edited for spelling, grammar, or capitalization]*

- Through conservation organizations
- public meetings when appropriate
- If it's accurate information.
- DO NOT USE THE CORRUPT MEDIA AND THE CRIMINAL RAUL GRAVILLIA, HE IS AN ILLEGAL ANYWAY
- NPR, public meetings
- Family and Friends
- engraved solid gold tablets
- meetings
- BOOKS, ARTICLES, SOME TV/RADIO/INTERNET
- I'll follow on my own - thank you
- currior pigeeon

- Neighborhood group meetings, talking to ALL of my neighbors,, supporting local companies, not Foreign Companies,, Support America FIRST
- HAM radio
- don't bother
- Local townhall meetings in Three Points, Tucson Estates, Sandario road communities
- post big sign in areas to be affected



### **Additional Comments (open-ended response):**

*[responses not edited for spelling, grammar, or capitalization]*

- Many of us living in Tucson would appreciate seeing rapid transit rail connecting Tucson with Phoenix. This would most certainly relieve congestion on the I-10. New alternatives are worth more to taxpayer investment rather than squandering our tax dollars on the current and failing methods of travel & transport. See southern California as a reference for failure.
- ADOT's planning and implementation resources should be focused on an improved commuter rail line between Tucson and Phoenix and not on an additional Interstate route.
- Please stick to existing routes as much as possible
- This project is not good for Arizona as it will degrade the ecosystem and just result in another dirty highway that ADOT will have no funds to maintain, just as they are not maintaining I 10, 17, and 40. These highways result in degrading the quality of life for humans by increasing the traffic noise and pollution, while killing animals resident in the corridor. This project reflects a lack of innovation in ADOT and USDOT to move into the 21st century and beyond and reflect the US Government's lack of wanting to invest in the existing infrastructure.
- No route east of I-10 should be considered! Need for the southern section could be met by expanding existing I-10 (to Casa Grande). Cost benefit of southern section should be weighed against Sonoita cutoff (Nogales to I-10 east of Tucson).
- Arizona is one of the most spectacular states for natural beauty and resources and wild places. We just keep carving it up in the name of progress and improved movement of people and products through the state to somewhere else. We should think very carefully before we further damage what makes Arizona so beautiful and important to us, wildlife, and to tourism..
- Please consider that the existing freeways have already disturbed the plants, animals, and people along the route. Extending the corridor will be less costly and have less impact on the wildlife. Please include rail and that would cut down on congestion a lot! A trip from Tucson to Vegas would be fun by rail!
- I question whether or not this route is really needed. There is an existing interstate between Tucson and Phoenix, and rail lines and utilities as well. Travel projections in the past have frequently overestimated what the real need would be. With more emphasis on rail, there will be less need for roads.
- This project has no local benefit, and will substantially harm the environmental and cultural resources of southern Arizona. It should not be built as a separate entity in southern Arizona. If additional capacity is warranted on I-19 and I-10, then expand those freeways according to existing traffic growth patterns, not theoretical projections that are based on broad assumptions. This would be an incredible waste of public money.
- We can't support the roads we already have in place. It is a terrible idea to add this corridor with that in mind.
- I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. There is no need for another freeway. As a former resident of Northern California, I can attest to the fact that more freeways do not relieve traffic congestion or speed vehicular traffic or commerce. Freeways just create more noise, more pollution, more environmental damage and more traffic congestion. Instead, you should enhance or expand the I-10 and I-19 freeways, which would help reduce congestion and allow for future traffic

increases. It's more important to me to minimize environmental impacts and maintain the quality of life found in southern Arizona. Furthermore, more rail should be used to move goods and people. I commuted via BART for years into downtown SF. It was so much better than driving every day. Thank you for taking the time to consider my comments.

- This survey is obviously slanted toward building I-11 giving selections that mostly help support its goals. 7/8/16 Reasons I-11 through Avra Valley should not happen I-19 and I-10 are already being widened to accommodate more traffic. Monies already being spent on a larger footprint through this region as well as upgrading those roads. And I-19, I-10 is a more direct route than the I-11 would be. Bypassing Tucson's businesses will cause demise of businesses and loss of local jobs. And already there are businesses that are along the I-19, I-10 that will be affected by the loss of traffic along their routes if this I-11 is built. The ribbons of uncontrollable lights from I-11 traffic through Avra Valley would have impact on the world class Kitt Peak Observatory and would affect the dollars it brings into the community. It would have huge impacts on thousands of families that have chosen a rural lifestyle. It would have negative impact on environmental resources including Saguaro National Monument, Ironwood, Desert Museum, Picacho Peak, numbers of open space bought by Pima County which I-11 would pass by or through, and the community of Marana. I-11 is not for nor will be for the benefit of our local community. It will only cause disruption of many lives, benefit a select few who make the money off the deal, cause massive changes in the direction Pima County and its citizens have been going in regards to environmental issues. If the rumors are correct that I-11 is mostly for the benefit of Canada and Mexico, and for the reasons have already stated this study for a route I-11 for 3 more years is a waste of taxpayers' money. This study should be shut down. The money saved from both stopping the study and the potential monies to be used to build a I-11 should be used instead for helping to repair the crumbling current highways infrastructure. Beryl, activist Tucson
- Please cease and desist this wasteful and delusional proposition that you refer to as I-11.
- As a property owner in the Avra Valley of Pima County from 1995 to 2010 and resident from 1998 to 2010 I have twice fought efforts to violate the integrity of the Tucson Mitigation Corridor -- once by the Public Service Company of New Mexico in 2000 and following years and then by the Arizona State Transportation Board in its 2007 proposal for an Interstate 10 bypass through the Avra Valley. The Interstate 111 proposal represents more of the same poor planning. It is utterly foolish to propose a new highway through land that will destroy wildlife connectivity through the Ava Valley, severely degrade the enjoyment (and the economic value to the Tucson area) of Saguaro National Park and Tucson Mountain Park, and disrupt the homes and lives of perhaps thousands of people living in the valley who many times are just marginally able to keep themselves afloat financially. Expand and improve Interstates 8 and 10, and no new highway will be needed. And consider the possibility that the glowing economic aspirations of Tucson leaders are really pie in the sky - Tucson is not going to become a significant transshipment point. It is more likely to be bypassed as shipping from Asia bypasses the West Coast and heads directly for Gulf and Atlantic ports, now that the expanded Panama Canal can take much larger cargo ships.
- I feel this project could potentially grow the economic development of Tucson. Giving families opportunities, even visitors a chance to see Northern Arizona and all its history.
- PLEASE RECONSIDER YOUR STUDY AREA AND DO NOT DISRUPT THE DESERT!!!
- The EIS should fully outline impacts to Pima County's Conservation Lands System. All possible alignments of Interstate 11 would impact lands identified in the Sonoran Desert

Conservation Plan's Conservation Lands System. We do not want another transportation project that negatively impacts our biodiversity and open space in Southern Arizona.

- Please regard the Avra Valley area as one of the last great environmental places that must not be destroyed. Think outside of the box for our future.
- I do not believe the environmental impacts of I-11 can be mitigated to a sufficient degree to justify its existence. I would rather you work on improving I-10 which is already a terribly ugly drive. You can't make that highway worse, but you WILL DESTROY beautiful natural area and wildlife corridors if you put in yet another highway.
- I can only reiterate what I pleaded in 9, above: the region west of the Tucson, with Tucson Mountain Park, Saguaro Monument West, and the Desert Museum area is the last -- relatively -- unspoiled part of Tucson. Please, do not pave it.
- Double deck I-10 if this is forced upon us. One third the cost, the appropriate place for it and avoiding the destruction of Avra Valley. Do not think for one second that the citizens of Pima County do not know that this is the Huckleberry Highway and the only people benefitting will be the fat cats of Tucson who have pulled Chuck's strings for decades. Shame on all of you!
- This is not a wise use of our planning dollars. Let's work to focus on more efficient and unifying uses of the corridors that are in existence. Current land-use in this corridor provides essential habitat and water conservation zones that climate change projections (and reality) show we will desperately need. Thanks for listening. -Ron
- Improve existing transportation facilities only for all modes. Develop a statewide active transportation plan and incorporate bike/ped travel options. Update decades-old models. Use innovative techniques and new ways of thinking. Life does not revolve around vehicle travel in the same way it used to - its time to modernize your thinking.
- Impacts from noise and light pollution The EIS should fully consider the impacts of noise and light pollution from any proposed alignments on nearby wildlife and wildlife habitat. Any alignments within the study area WILL have serious negative impacts on the observatories at Kitt Peak from light pollution, both from vehicle headlights and from future commercial and residential development. Broader Impacts Finally, the EIS should fully consider the broader impacts of all alternative alignments. Any Interstate 11 alignments through Avra Valley would dramatically increase accessibility and thus encourage commercial and residential development. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing land-use and zoning designations. Existing land use plans have identified the areas most appropriate for growth and any new transportation corridors should be appropriately sited within those existing growth areas. In consideration of the proposed Interstate 11 between Nogales and Wickenburg, we argue that improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best minimize environmental impacts. I question the need for a new interstate between Nogales and Wickenburg at all.
- I sincerely don't support the I-11 corridor as mapped out, which runs close to Saguaro National Park and other natural area in Avra Valley. From everything I've read it just doesn't seem necessary.
- We will most certainly be interested in attending any meetings or events after our move in 2017....

- I'm concerned about environmental impact of wildlife and diminishing water resources.
- Instead of double decking I-10 at a lower cost you want to spend more money and screw the environment, water, The National Park and night sky. Are you kidding me? I guess not.
- This is another money pit sham on the taxpayers, Leave the desert alone and don't isolate biodiversity with a trump wall in the form of a freeway.
- First I have heard of I-11, it needs more publicity
- There are more important things than having a faster drive or encouraging more people to drive. If we are going to spend money, redo Tucson's infrastructure so the water doesn't evaporate on it's way out of town, but is directed to the aquifer.
- I think the I-11 corridor should not run through our monument! Saguaros are a protected cactus that are only in the Sonoran desert. Please don't destroy our views and air quality by building a huge, expensive freeway through our national monument. There are several better, cheaper alternatives that will not affect our families, farms & homes. We choose to live where we do for the peace & quiet!
- CONVERT THE KINGMAN-BOULDER HIGHWAY TO AN INTERSTATE AND SAVE MUCHO DINERO USING I-19/I-10/I-17/I-40 AND KINGMAN-BOULDER
- Keep development centered where already occurring. VERY concerned about opening up a new area to higher density development by building new highway area
- I do not perceive the need for an additional interstate so near to I-10. I have driven to many parts of the state (and up to Las Vegas), and I never experience significant congestion. The one place where congestion is bad is on the highways around Phoenix, but this is due to commuters in the Phoenix area and could be better addressed with improved public transportation within that metropolitan area. A primary draw for me to live in southern Arizona is the proximity to natural areas for recreation, including many areas in or near the proposed I-11 corridor. The construction of an additional interstate will significantly reduce my enjoyment of this area, and I will be less likely to continue residing in and contributing to this region. I will also be less enthusiastic about promoting this region to my friends from other parts of the country.
- Existing routes are satisfactory for economic progress. New roads lead to accelerated destruction of nature. Too much has been lost already. For the sake of our grandchildren, I-11 is NOT NEEDED. There MUST BE NO I-11.
- As wildlife habitat continues to suffer from development and incursions we need to make it a higher priority to protect these resources.
- The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well. I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan. There is no need for a new freeway. I oppose the proposed I-11 highway bypass route

through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

- July 7, 2016 As a resident of Tucson, I am strongly opposed to the Interstate 11 corridor from Nogales to Wickenburg as currently envisioned. I am very concerned about preservation and protection of our beautiful Sonoran Desert, protecting adequate wildlife linkages in Tucson and Pima County, and the urgent need for a sensible and appropriate water policy in our desert region. I am also concerned about the economic viability of our region. Construction of a new highway in the area of the proposed I 11 corridor which currently has no transportation or telecommunications infrastructure would cut off essential wildlife linkages, destroy the desert environment and ecosystem, and require huge amounts of fossil fuel and water to build and maintain. It would also harm the economic activities of numerous businesses along Interstate 10. Finally, the construction, maintenance and use of this new highway would add to dust and noise pollution in sensitive wildlife and national and city park areas adjacent to the new highway. I am not certain that we actually need a new highway at all. Therefore, I urge you to either choose a "no build" option, or plan for an improvement in the current Interstate 10/Interstate 19 using rail, non-fossil fuel energy sources, employing state of the art methods for dust and noise abatement and hiring local labor. Thank you. Ivy Schwartz, MD, MPH
- i would prefer you not build this additional freeway. It is sure to affect wildlife and humans.
- What are the expected timescales for the project after the planning, from the start of construction to its end? Would it start at the north end and would it be conducted in stages?
- I really think using and upgrading/expanding the existing transportation corridors, where possible, would save a lot of money and achieve a similar purpose. It would also surely mitigate environmental impacts and save money in that regard as well.
- We must protect our natural resources, our habitat, we need to learn to reuse ,repair, rebuild what we have , and stop this let's build all new . Use I-19 to I-10.
- Extending the Interstate is a bad idea all the way around' a disaster for the environment.
- I oppose the construction of the proposed I-11 highway bypass route through the Avra Valley west of the Tucson Mountains. This would cut through some of the pristine Sonora Desert and through some other protected areas of the desert. If it is actually needed, expand Interstate 10. Please don't destroy more of the Desert and the critical habitat for the desert wildlife. Interstate 10 can be expanded without destroying the desert.
- To make I-11 a double decker over I-10 is the best option. It eliminates environmental destruction of irreplaceable cactus, eliminates light pollution that would effect Kitt Peak Observatory, and preserves the monuments and parks that are the primary tourist attractions. It also saves an incredible amount of money.
- We do not need to bisect our beautiful, unique and fragile desert environment with another highway. Improve or add to the existing highways if you must.

- I, and many other people, visit the Tucson area regularly because of its natural beauty and wildlife. You do not need to encourage more sprawl. How about a nice passenger link between Tucson and Phoenix instead of another road? Thanks.
- There is no need for a new freeway. I agree with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."
- The corridor best serves the people if it avoids stressing natural resources in Saguaro National Park and Tucson Mountain Park. A route through existing urban areas provides a greater benefit in accessing residential, business and urban areas, as well as relieving existing traffic control issues.
- No new corridor in southern Arizona.
- There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I am in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."
- I UNDERSTAND THE NEED FOR TRANSPORTATION, BUT I THINK THAT ARIZONA IS GOING IN THE WRONG DIRECTION BY IMPOSING NEW FREEWAYS ON EXISTING COMMUNITIES. IT WILL DESTROY ARIZONA'S QUALITY OF LIFE.
- Since I live in the Nogales- Tucson area I am most concerned about the impact here. It is unclear to me if the present I-19 will remain the same or be widened and expanded. Also, the residents of this small community do not want to see a permanent border check point established as part of this plan! If anything, a checkpoint should be eliminated or moved further south.
- Build West valley east, west freeways first. And 202 needs to go out to at least Dysart Rd.
- 1. The alternatives running west of Wickenburg essentially fail to serve the simple purpose of connecting Phoenix and Las Vegas with a viable transportation route as the 40 to 60 mile detour versus existing routes will prove unworkable. 2. To the extent that I-11 routing west of Wickenburg becomes an enabling factor for the development of the "proposed 5 million SF Forepaugh Industrial Rail Park" in a location with no labor force and no existing point sources of air pollution, and no effective east-west transportation access, it will destroy not only this community but a major portion of western Arizona. Wickenburg will be far better off if it is not built.
- I am opposed to this project. I do not feel that we need another road in the corridor.
- I-11 is simply an unnecessary large expenditure of our tax dollars. I have driven between Tucson and Las Vegas many times and have not had difficulty with the existing routes, taking either I-10 and US-60 or the Phoenix bypass of I-10, I-8, AZ-85, Loop 303, and US 60. Perhaps a new route would make this trip marginally shorter, but it is not worth the billions of dollars it will cost in a time when those resources are desperately needed elsewhere. We are not spending enough on maintenance of the highways we already have. This is no time to be constructing another highway that we will not have money to maintain. It would be better to dedicate our highway money to maintaining our existing system.

- i-19 & i-10 are already in place. Improve them, use them. Options to the west and to the east of Tucson will wreck wildlife corridors and pristine lands.
- It would make sense to bring in the I-11 south and west of Wickenburg and tie in at SR71 and 93. This provides access to roads leading to Prescott, Vegas, and other points north using existing roadways rather than creating new ones (decreasing costs). Using the 60/93 route through Wickenburg increases, not decreases congestion and noise as well as negatively affecting downtown businesses. The route also increases the number of buildings and homes to be removed—an increase in costs
- consider alternatives - e.g. - congestion pricing on interstate, flexible congestion control - signalized restricted lane, truck only lanes, high capacity transit lanes, HOV lanes, enhance high capacity transit parallel to I-10 / I-19 - light rail, commuter rail, bus rapid transit - use technology to improve flow - autonomous truck driving - double track and improve existing rail. improve regional transit to decrease local traffic on interstate, toll road - many alternatives already exist to control flow and traffic capacity without needing wasteful and destructive new freeway.
- We do not need this expansion.
- Can't express how disappointing this proposal is. Disgusting!
- I think it is important to maintain the peacefulness of nature such as the Estrella regional mountain park.
- The freeway between Tucson and PHX. needs expanded...there is plenty of space adjacent to the existing highway. A fast tram rail would be great where people could transport their vehicles ferry style. Don't care about getting to Vegas!!!!
- Be safe, protect yourself from the heat and drink lots of water. Please protect our water streams and ponds and leave something for our children and theirs. Since have rails tracks already in place, maybe bring in a locomotive train to do a route from the south to Vegas. Like the Williams trains to the Grand Canyon (what a success story that is) God bless.
- Leave the Desert alone, there are enough roads already.
- I am opposed to any new roads or freeways that impact or are near the Sonoran Desert National Monument and Saguaro NP.
- There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I agree with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." I do support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona. Thank you, David Crowley
- STOP this greedy development - the desert was not meant to be inhabited by humans! I'm moving out of here to preserve what is left of the natural desert and its rightful inhabitants - flora, fauna, geology, water, air, sun, heat.
- I understand that traffic is only projected to get heavier across the potential I-11 corridor, and that Phoenix will become even slower to pass through using I-10. However, as an Arizona resident, I would rather experience more traffic, or find alternative transportation

methods (more rail, shuttles, etc.) that will unclog the existing roads rather than encourage more individual road travel by building a new road. In addition, the development resulting from a new highway (exits/entrances, gas stations, and potentially new areas of residence) are an unnecessary waste of our soils, vegetation, opportunity for recreational solitude, uninterrupted desert vistas, and water that would be used through highway development.

- We don't need more roads, asphalt, concrete, and chemicals. These roads through the desert barely serve us anyway-- most of the time there is little traffic on them. We have plenty already.
- This project seems incredibly unnecessary in terms of monetary cost and expense in time, water and land use. we dont need another fence bound freeway in the Avra valley, money should be used to improve existing infrastructure. It is truly amazing that the project is under consideration at all.
- I wholeheartedly oppose this interstate highway expansion. It is totally unnecessary and risks harming undeveloped desert areas. We need to protect and preserve our land and resources, not build more roads.
- You must think for 7 generations. Think into the future. We do NOT need another freeway. We do NOT need to rush people to Vegas to act stupid and lose their money. NO NO NO
- This whole idea is such bs. Benefits few and destroys natural land and habitat.
- I agree with the Sky Island Alliance and others that there is no need for a new freeway. We oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. Sky Island Alliance is in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Under the right circumstances, we could support enhancing or expanding the existing I-10 and I-19 freeways, mainly through introducing high-capacity transit, to reduce congestion and accommodate future commuters, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.
- Please don't build this highway :(
- ADOT can't maintain roads it has, huge buffelgrass increase in Green Valley, Tucson hampers local efforts to control threat to life, property, and ecozone. Nor can DPS patrol effectively I-19 so narcos move when they're not around. Make existing better rather than disrupt more areas!!!
- Please, no corridor. Improve rail system for humans and freight.
- How much traffic is estimated to be diverted to a new highway structure?
- In areas south of Phoenix metro, would rather see expansion of existing interstate highway capacity. No new highways or corridors outside of existing major roadways. Possibility of enhancement of state route 60 or other options to bypass Phoenix metro, especially for freight, would be the only area where new corridor or routing should be considered.
- "1. SCOPE a. The scope of the current Corridor Study Area for the Nogales to Wickenburg EIS appears to end short of State Highway 71. I would recommend that the study area be expanded to the north to encompass the Highway 93 – Highway 71 interchange. The basis of this recommendation is given below. b. The scope (either as is, or expanded) does cross Yavapai County. The EIS handout notes four counties



(Maricopa, Pinal, Pima, and Santa Cruz), but omits Yavapai County. Please correct this omission.

2. ROUTE a. Avoid the existing Hwy 60 – Hwy 93 route thru Wickenburg.

i. Due to the narrow corridor of the existing roadway, and the adjoining built-up areas, it would be necessary to demolish or relocate many existing structures to allow for the increased width of the interstate ROW, as well as the required frontage roads to service the numerous driveways and entrances along this route. Most existing utilities that parallel the existing corridor (electric, gas, water, sewer, phone, internet, etc.) would also need to be relocated at a huge expense.

ii. The proximity of the Hassayampa River immediately west of this roadway would also create potential impacts to that riparian ecosystem and watershed.

iii. A route using this existing corridor would not mitigate the current traffic congestion and noise, but would only worsen the impacts to the residential areas from the increase in through-traffic that would occur with the completion of an interstate highway.

b. A much better route would be to leave the Highway 60 corridor in area of Morristown / Gates Road, then proceed southwest of Wickenburg, rejoining Highway 93 corridor around State Road 71. This allows:

i. A connection into Wickenburg from the south via Highway 60.

ii. A connection into Wickenburg from the south via Vulture Mine Road.

iii. A connection to Highway 60 West without traffic needing to pass thru downtown Wickenburg.

iv. A connection to Highway 71 that would provide a good access north to the cities of Congress, Yarnell, Kirkland Junction, and Prescott.

v. A connection into Wickenburg from the north via Highway 93.

vi. All construction and thru-traffic would bypass the congestion of downtown Wickenburg, all impacts to homes and ranches on the private lands north and west of Wickenburg, the Wickenburg municipal airport, the Matthee airpark, the BNSF railway, and the Wickenburg Ranch development.

vii. Construction of the I-11 roadway through the undeveloped desert areas south and west of Wickenburg would impact the desert ecosystem, but those impacts could be mitigated or offset by faster construction times (from fewer interferences), proper drainage and revegetation, avoidance of historically significant or environmentally sensitive areas, provision of wildlife transit paths under the roadway, etc.

viii. With new construction, not bound by existing facilities, the road grades, curves, stream crossings, etc. can all be optimized to meet current highway construction standards. Quicker construction, without the hindrance of maintaining traffic flow over alternate routes, will also result in lower construction costs. "

- The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.
- I am strongly opposed to this I-11 project. We need to spend these funds on alternative (like rail) transportation.
- We dont need another freeway. I10 and I19 are not congested, and could be widened if needed in future. We should be implementing policies to reduce road traffic, not increase it. History shows that more roads lead to more traffic.
- I oppose a new transportation corridor. It is not necessary and will cause irreparable damage to regional wildlife movement.
- I think we need to focus on alternate transportation (i.e. rail) instead of adding additional highways.

- The only truly useful purpose of I-11 would be bypassing congestion in Maricopa County north out of Phoenix via I-17. An alternate route to northern Arizona would facilitate travel into/through the central valley of Arizona. New freeways in Pima county would be detrimental to the existing communities. The only benefit would be for land developers to utilize federal funding to expand their access to new business. Such spending would be a tax payer burden for the exclusive financial gain of land developers and should be removed from the proposal.
- Why don't you focus on urban congestion rather than on a slash of highway that nobody needs? Why is it that the roads in Tucson are in such bad repair and yet you want to start new projects? As a taxpayer, I am mortified.
- I am vehemently opposed to this freeway - for the sole purpose of commercial transportation for people who do not live here - as unnecessary and the cause of more air pollution, accidents, and truck traffic. There are too many important cultural and environmental impacts that cannot be restored or reclaimed with the existence of a new freeway. They will be lost to Arizona forever. Southern Arizona is one of the most biologically diverse regions in North America. We as Arizonans must protect it. A freeway does not do that. This freeway may enhance the finances of some, but it will badly impact most of us who live near and in the corridor. Our real estate values will likely decline. And, we may loose eco-tourists who visit Saguaro, Ironwood, and Organ Pipe. If this freeway is built, then wildlife bridges and underpasses must be included in the plan. These bridges must be placed at known wildlife corridors and ADOT will work with southern Arizona recognized conservation organizations.
- As noted above, this survey is biased and illogical. Note that impacts can only fully be evaluated with a "no action" alternative, yet the survey is presented as if there is no such alternative. Also, it may be that only one portion of the corridor (e.g., an alternative route around Phoenix) is needed. The options as presented do not indicate that new development could be integrated into the existing transportation system with only some places where new construction is needed. This is a very important public process and should reflect a much higher level of knowledge and understanding than is in evidence in the design of this survey. There is considerable expertise in conducting EAs and public scoping within Arizona; I suggest you contact environmental consulting firms or applied research units within the state universities for assistance.
- The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.
- I travel a lot in this region. There is no need for a new freeway. This is an un-creative, brute force psuedo solution. No need to by pass I-10.
- I made my comments above. I still do not understand what anyone could be thinking to run parallel freeways and sandwich our beautiful village in between. I just cannot imagine how terrible it would be. Please consider widening one freeway where it exists and connect to a new one when necessary. Thank you.
- Why in God's name would you want to put a parallel road to I19 and I10????????? GO AWAY! Every time I turn on the news, the world is getting smaller and more intrusive,

encroaching on people who wish to live peacefully and in areas not overdeveloped by government agencies who want to spend money. Stop trying to "help" us! Please, spend the money somewhere else, on some other project. I have lived in this area for 43 years and I've never thought, "You know, what we need is a big freeway loop through the state, that would just really improve life." In fact, the reaction of everyone who has heard about this has been EXACTLY the opposite. Please do not build this and further disrupt the tranquility and beauty of one of the state's most pristine areas. No one wants to be trapped inside a major state highway loop, what exists is more than sufficient to service the traveling needs of people in the area and in the state. #NOI11

- Rather than building a new Interstate where one already exists ( waste of money ) widen I 19 from Tucson to Nogales and build I 11 from Phoenix to Reno also connect I 17 from Flagstaff to I 15 in Utah
- I-10 through Tucson is so very dangerous, in the past 5 years since living here, the traffic has substantially increased making commuting very dangerous. It makes sense to divert big rigs and others traveling through to another route, making it safer for all. There is currently no other way out of Corona de Tucson except I-19 which is just as dangerous, so an alternative for travelers through is good for Tucson.
- Highway 93 has continued to be a dangerous road. It is sometimes quite difficult to gain access from our residential area. I am concerned that this will get worse with the I-11. I fear it will be a "drug" throughway.
- I-11 provides and opportunity to add capacity to our infrastructure and primary trade corridor that will not only relieve congestion from current roadways but support growth into the future. A great opportunity for Arizona to demonstrate its commitment to trade with our southern partners in Mexico.
- Concerns about pollution noise And enviroment vegetation and animal
- Try to use as much existing infrastructure as possible. The biggest bottleneck and time consumption in the route from Mexico to Wickenburg is the Phoenix area. Try to avoid it.
- WEST OF I-19 OR I-19 WIDER DOES NOT AFFECT AS MANY PEOPLE-I SEE YOU CANNOT CROSS THE INDIAN RESERVATION WHICH IS VERY SPARSELY POPULATED. RUN MORE TRAINS, IF NECESSARY.
- Follow Highway 93 south from Hoover Dam. At a point approximately 10 to 15 miles north of Wickenburg turn west through a dessert route with the least impact on the environment & head toward 1-10. It would not be wise & in fact dangerous for I-11 to go into the area from the Congress Junction past the Wickenburg Annex north of Wickenburg to Wickenburg. There are six roping arenas in Wickenburg and on any given day hundreds of horse trailers travel back & forth in this area. Please provide an exit from I-11 onto the current Highway 93 north of the congress junction. This would leave Highway 93 for the horse trailer & local traffic only. It would be the most prudent & safest alternative.
- I travel to Tucson from Tubac every day. Why can't the money be spent on widening I-19? Designate 1 lane for semi use as is done in Europe?
- Do not want corridor through thunderbird farms or hidden valley
- I'm shopping for a house in the Picture Rock area, but this talk about I11 is making me REALLY nervous. If it were to go near that area my new house would be worthless to me. The whole reason I picked that area is so I could be near the parks and wildlife and avoid all the traffic, noise and pollution. I'm terrified of buying a home and then it ends up useless to

me and I won't be able to sell it either. No one is going to want to live near this thing folks. It's kinda insane that it's even being considered. No matter how bad the traffic or what the economic impact it just isn't worth it. I'd rather pay more taxes, make less money, wait in traffic than see this I11 go through the rural areas around Tucson. IT WILL DESTROY TUCSON. It will obliterate all the things that make the greater Tucson area so appealing. If this thing goes through I may decide to back out of moving to Pima County completely and start looking at New Mexico. I11 may look like a solution, but not for Tucson. I've been a part-time resident of the area for 20 years. It's one of the best places to live in the country in my opinion. But if I11 goes through that area it will be the beginning of the end for the whole community. Here it is 2016 and decisions are still being made based solely on money and convenience for a few while selling out the many and flushing the future down the drain. I thought we had learned better.

- makes me sick to see we haven't finished the 6 lane from Tucson to Phoenix !!!!!!!!!!!!!!! and now you want to add another one .. sickening
- Thanks for allowing all the input with feedback that you have done. Shows you actually care what we think :)
- We need a better alternative to moving people throughout the state. Current interstates are too congested.
- If the route on the east side of the railroad tracks is becomes the route site, numerous homes and private properties will be destroyed.
- We, the people, voted NO to this expansion in our elections in November 2015. How dare you override our voice with your economic "progress"?
- A HUGE WASTE of money, time, energy and environmental impact when so many other issues effect thousands of REAL AMERICANS every day, every year!!!
- I would prefer a rail option that connects cities in Arizona where you could get from Nogales even up to Las Vegas rather than more highways. Arizona needs more and more reliable public transport rather than more private vehicles on the road.
- There is no need for an interstate that is only 10 miles away from another one running the sAme direction. This only serves to increase the cost of the project and negatively impact more people and resources such as wildlife, water, plants, open space,etc. the only people interested in running I 11 through Avra Valley are developers who stand to gain by a new transportation corridor . Build the new interstate as a link to I10 and I 19. Use what we have already got. Thank you
- There is no need for another interstate 20 miles parallel ot the existing one, there is already room needed on either side of the alternate choice and Avra Valley does not need to become a dust bowl instead of home to the wildlife mitigation corridor, the Desert Museum, many long term residence and the Reservation. There is something precious along the proposed route for Avra Valley, and that is the absence of growth, business and interstate connections. The natural state of this area needs to be preserved and the other route would also be so much less expensive. The push for choosing Avra Valley is disturbing in it's disrespect. Thank you for asking.
- The Mayor of Wickenburg is desirous of I-11 routing to the west of his town and avoid the Vulture Mountains (I agree). It appears extremely logical to me to have the new freeway use I-8 then proceed northwest, to the far west side of Buckeye. Then take I-10 west to the west side of the Hassayampa, then nearly due north to the west side of Wickenburg. This route

would not interfere with Sun Valley Parkway, keep noise to a minimum for several thousand of us living near Patton Road, east of the Hassayampa. In the mean while, I believe you could wipe out the "Whispering Ranch" area (it needs to be destroyed). Sincerely, GL Hansen

- NO INTERSTATE 11!
- DISTRESSED ABOUT ALL OF THE DEVELOPMENT-TOO MANY PEOPLE & TOO MANY DEVELOPMENTS (USUALLY SAME BUSINESSES OVER AND OVER= HOMOGENIZATION)
- There is no reason to build a new road. From the south, almost all the way to the northern end of the Corridor, we already have plenty of road. If it is felt that these are congested, the State should look into building a passenger rail and, to make it useful by supporting the development of connecting lines in Tucson and Maricopa. If new roads are to be built (or current roads super-sized) please do not use my tax money, whether it be Federal or State. Make them toll roads. Raise the gas tax and use the HURF funds. Make them pay for themselves. In a state that never has money for education or medical services, every road is supposed to provide tremendous "economic" benefits. No, they do not. They have devastating environmental impacts which undermine our quality of life and destroy many businesses, particularly tourism. The whole point of this project is to move cheaply made products from China or Mexico. We subsidize this cheap labor by paying for their transport with our taxes. No Thanks.
- Hopefully my comments are taken into account.
- This would probably be much better received if it were presented as and actually was an I-10 / US-93 Corridor improvement rather than a "new" corridor. Unless transportation funding increases through tax increases occur, Arizona does not have sufficient funding to maintain its existing transportation network let alone fund the construction of "new" corridors. We may be able to keep the riding surface in an acceptable condition, but this comes at the ever increasing cost of more frequent surface preservation operations due to the dilapidated underlying depths of the pavement, base, and subgrade material that exist beneath Arizona's state and interstate highways. But most are unaware of this because when we mill and overlay a section of road, it "looks" like a brand new road when in fact it is a money pit that Arizona tax payers will need to sink ever increasing amounts of tax dollars into in order to maintain. No new corridors should even be whispered until the existing corridors include a legitimate, high capacity alternatives to the passenger car; high speed, high capacity transit/rail. The benefits to doing such are endless and long term costs are significantly less than continuing to pave Arizona in a manner that does nothing but increase Arizona motorists propensity to drive, congestion, and the economic costs associated with such. Improve the southern half of the corridor by putting in high speed rail between Phoenix and Tucson. Improve the northern portion of the corridor by expanding US-93. The resulting decrease in congestion on I-10 between Phoenix and Tucson would likely be so significant that the need for discussing improving the corridor, or a "new" corridor, would evaporate into thin air. The obvious route from Nogales to Las Vegas is I-19, I-10, what will be the South Mountain Freeway, I-10, Loop 303, US-93. Has California not provided us with a clear example that building new freeways is a poor choice for improving efficiency; it only works if ZERO development occurs along the new freeway. If we are trying to improve efficiency, let's make sure we put our efforts into something that might actually allow that to happen.
- This entire project is driven by commercial interests and their cronies in state government. There is no core public interest that says we need this expanded highway. Call it the XL

pipeline of highway projects. We need to be looking at sustainable growth with, at the very least, high-speed rail or other means of transport. Stop this project, please. More trucks, more pavement, noise, pollution, habitat destruction, warehouses, roadside sprawl -- this is not a viable future.

- I was at the Buckeye presentation and was impressed with the knowledge and concerns of the study group there.
- dont let economic and political consideration over ride biological values such as existing scenic byways which are currently important to tourism and environment
- East-West superstreet ( not freeway) should be considered. Extend southern Av from hwy 85 out to new I-11 .
- Thank you for the opportunity to voice our opinion
- I think the places where the new freeway will be separate from an existing freeway, building it as close to the existing freeway as possible would make both freeways an easy alternate route for drivers should a serious accident occur on one of them or during future construction on the new or existing freeway.
- Please do nothing. Use what exists now. Improve the road surface on I-19. Repair the bridge on I-19 at San Xavier Road. Use our limited resources to improve what we have now.
- Just not needed!!!
- Keep up the good work ADOT! Thank you.
- Multimodal model should evaluate new international airport SW of Wickenburg, to tie into freight and commuter connections along corridor.
- Your corridor as you mapped very costly! ! Need to find a better solution
- Thank you for getting started on a much needed infrastructure improvement in Southern Arizona.
- I've been to some of the previous public meetings. At first, the Q&A was done with the entire audience: but apparently that revealed too many controversial subjects, such as using tolls to fund the construction and maintenance, to too large a group of citizens, so now these "public" meetings conduct the Q&A with individuals instead of the entire audience. I consider this an underhanded and deceptive method of limiting the information actually provided to the public. That said, the overall concept of a multi-use corridor is good, but using tolls for construction and maintenance of any part of it, ESPECIALLY IF CONTRACTED TO NON-AMERICAN COMPANIES, is not acceptable! It has failed in too many other states/locations, and left the taxpayers on the hook for sizable deficits payable to those foreign enterprises. No Tolls, and No off-shore contracts!
- Please look for another alternative to the very sensitive Mile Wide Sandario area.
- With no funding in place for this project and the time it has taken to designate the I-11 Corridor in the current Federal Transportation bill, I suspect I will never see the finished product.
- For Tucson area I strongly support a route west of the Tucson Mountains that would link with routes to the west, southwest, and south toward Nogales, If the goal is to increase commerce why not provide more options to access other under utilized areas of Arizona and northern Mexico. I do not support using I-10 routing traffic through downtown Tucson.

- Why waste money on a highway we already have, I-10, I-19. Instead just expand these and add I-11 from I-8/I-10 junction to Las Vegas? Do we have too much money and need to spend it on anything???
- I am attending the meeting June 22 from 4-6 to hear the work. Please mention that you have thought about the consequences of this project not just in capitalist growth terms but responsible ways thinking of affects.
- Like I said before we moved out here to get away from city noise freeway noise and putting the freeway through our Corridor would not make us happy, we would be forced to move from our happy community
- Expand I-11 corridor as close to existing I-10 as possible
- Invite border patrol to meetings. We will need checkpoints to deter drug and human smuggling.
- Put it East of 10 so Tucson residents have easier access to connect to 10 when heading north.
- Arizona & the DOT screwed up severely by not having a future vision & proper planning when rebuilding I-10 & I-19, when rebuilding them there was more than enough land space and room to allow more lanes in the existing corridor, There is NO NEED to ruin any other areas, Such a bad idea needs be tossed out NOW, it is a waste of money and a ruin of scenic, clean air lands, WAKE UP FOOLS, it is a very DUMB idea, Signed Bob Morgan 85736, Avara Valley land owner
- I would have voted for the Bond Package back in 2015 if it did not have so much pork and there were clear limits on how the funds would be used.
- The most realistic and least expensive alternative seems to be re-doing the existing I-10; double-decking it and/or widening it.
- Please do something about death rate on I-10 now!!!!
- How will this affect tourism & business in Tucson, by by-passing the city? Every city I've know to have interstate routed around it loses millions in business & tourism when they can just proceed to Phoenix or Vegas.
- No Tolls, Toll roads are okay for faster alternatives but not replacing vital thoroughfares like the only road between Vegas and Phoenix. there needs to be a way to go from the 515 in Vegas to at least I-10 without getting off the freeway (when I say free I mean it) that includes a straight connection in Kingman (which I didn't see in your plan) and freeway through Wickenburg (no city streets no more Wickenburg speed traps). From Wickenburg you can either extend the freeway down the 60 to connect with the 303 or continue a freeway down south down the way of Vulture Mine Road and Aquila Rd until it hits I-10. A nice to have but not a necessity would be to continue the I-11 freeway south of I-10 to I-8 using the Phoenix bypass, the 85. I would add as little new freeways as possible, replace the 93 and the roads after Wickenburg to the freeway with new freeway, but that is it, the rest of I-11 should share with the existing I-10 and I-19 (you could even call the whole I-11 I-19 if it made more sense) expanding those roads rather than building alternative freeway paths parallel to I-10 in southern Arizona makes a lot more sense.
- At the very least Green Valley deserves sound abatement walls in residential areas, left-lane-only truck traffic designation in both directions from Canoa to the casino, and a

comprehensive plan for evacuation, medical aid and cleanup in case of hazardous waste spills.

- We do not need the I-11; I have not seen a valid study that expresses this need.
- Please hurry and get the project started we need it to relieve are rows and congestion and help with the neighborhood travels to and from Tucson thank
- Hopefully, the wisest cost-effective option is selected that best serves the long term objectives of the corridor while giving careful consideration to all of the factors and interests involved.
- none
- Please do not add another freeway to Pima County! We don't need it! We need I-10 widened from Campbell/Kino to SR 83... Concentrate on what you have and make it better before building new. I support the proposed I-11 from Casa Grande to Nevada only - and only if it utilizes the same path that was just widened and improved from west Phoenix to I-40. If this freeway goes in, that road work will go to waste! It is a shame!
- This is long overdue and very much needed.
- Please contact me early in the process so we may locate for you our facilities in the proposed corridor.
- Please do not build I-11 through the Estrella community in Goodyear. Please take the route on MC-85 from I-8. Thank you!
- Develop a tunnel through the Phoenix area with no speed limit.
- Please consider the cost-benefits of using a rapid rail route from Phoenix to Tucson and beyond as opposed to digging up more earth and carving 6 lanes of traffic into the earth.
- I-10 is more than enough freeway for us. Why don't you spend the money on fixing roads instead of building new ones we can't afford to fix in this economy?
- Just build it. The US 93 Corridor to Las Vegas is a death trap. Enough studies have been completed. Build the Interstate. I-10 South from Buckeye to the Gila Indian Reservation is a parking lot. Build I-11 NOW.
- Thank you!
- I believe there is a better alternative. Expand I-10 .our wildlife is being slowly obliterated. If you destroy their habitats shame on you and your future generations....
- Don't export jobs to Mexico with "nearshoring" & "integrative manufacturing."
- I favor a new corridor through the Avra Valley to bypass Tucson. This could be a high-speed toll road with few interchanges. This should connect with the proposed Sonoran Corridor to connect to I-10 east of Tucson. It should include wildlife overpasses. Expansion of existing I-19 would be adequate south of Tucson. However, development priority should be given to the section from north of Wickenburg to I-10.
- It is irresponsible for government and elected officials to disregard the will of the people's vote in Tucson - it was NO to the Sonoran Corridor and this freeway - and yet, here it is coming up again. It is irresponsible to build new roads in Tucson when we can't maintain the ones we have. Any I11 in Avra Valley MUST be avoided. We need to protect wildlife and our precious Sonoran Desert. And the lack of integrity of the PIMA Board of Supervisors is VERY disturbing ... they are totally disregarding a resolution that was passed



by them several years ago which mandated protecting the Sonoran Desert from development. And this is unnecessary. The ONLY I11 option I could possibly consider in Tucson is if they use I10. Also, the I11 double-decking option will save taxpayers \$2B. We need so much more than an economy - that ever growing and never satisfied bloated body of governments, developers and multi-national corporations. And unless we realize that, we will soon lose what makes us human.

- How much is this highway estimated to cost? Why build it. There seems to be no real need for it. It will destroy more and create more environmental problems than it will solve. It will cost too much, destroy too much, provide too little benefit. The money should go to schools, infrastructure, local social services.
- I-11 needs to be planned to facilitate future connection to growth areas, specifically the east valley including Florence and Coolidge via a 84/ 287 connection. An Avra Valley route west of Tucson mtns should consider future connections to a Pinal County Parkway and a Sahuarita Rd. Double decking I-10 in Tucson is unacceptable.
- I support intertwining I-11 with I-10 from Tangerine Road thru to I-19.
- Rather than new routes being constructed, current routes need to be widened if possible and traffic should be reduced via improved regional mass transit.
- This is a folly. While needed, there's no obvious funding source. I'm 57. If this happens, it could be 25 years. Toll roads are the only way to fund this quickly.
- Finish widening I 10 near picacho from 2 to 3 lanes. It's ridiculous all the accidents in this area. If adot is restricted in \$ for rd projects allocate \$ for this area first before i11.
- Im having trouble finding the map of the proposed route ...and recently purchased a horse property in Wittman...im concerned with the location of the new freeway and how close it will be to my home .....we also were planning on buying a property in wickenburg and wanted to know where is best to purchase .....I really don't like freeways...thank you
- Maintain a sense of urgency to move the process forward and begin construction as early as possible.
- ADOT must stop swallowing up Indigenous lands for the end goal of enhancing and improving commercial transportation. ADOT is killing the earth.
- In addition to causing substantial damage to natural and cultural resources from construction itself, the proposed route of the Sonoran Corridor is likely to compromise habitat connectivity throughout the region with severe impacts to some of our most prized pieces of public land, such as Saguaro National Park, Sonoran Desert National Monument, and various State Trust, BLM, and National Forest land. As an alternative to construction of a new interstate highway, I would support the improvement to the infrastructure of Interstate 10. Improvement of I-10 would still increase transportation connectivity and mitigate future increases in transportation demands while minimizing the potentially devastating environmental impacts and costs that would be carried on to the taxpayers.
- I think it is a waste of taxpayer money to have this project in process as the same time I-10 was being widened. Should have double decked it right then and we would be done. It seems the decision makers have their own agenda and our input is just a show.
- This must be built as a separate entity from the existing infrastructure. it makes no sense to try to merge with double decks or widening I-10. this will just clog things up during construction and will not alleviate future congestion

- If this is intended to be a truck route than concrete should be used a a final paving solution.
- Humans have many ways to move, transport goods and provide economic development. The natural systems do not, they are rare and threatened.
- I think this is great idea. Even better if you attach a light rail or speed train system to it.
- Inasmuch as possible, I would prefer to see development/re-development concentrated on the existing I-10 and/or I-8 corridors. Particularly at the southern end of the proposed corridor, traffic congestion is not problematic and thus creating all-new highways seems uncalled for. Furthermore, more emphasis on alternative modes of passenger and freight transportation (e.g. rail) to relieve congestion would be preferable to new highways and corridors.
- I11 is unnecessary and will only have an adverse impact on the environment. The little benefit provided by it's construction is not justified for the expense or impact it would have on the environment or communities. This project appears to be intended to help a minority group, rather that be a benefit to the majority.
- I think everyone involved in the conception and planning of this proposal should return their wages as this is a complete waste of our taxes dollars. I cannot believe we pay people to come with such sophomoric ideas. Shame!
- I don't understand why a new route from Nogales to Casa Grande is being assessed when I-19 and I-10 are already in that exact location. If a new I-11 route is planned for this segment I would consider it fraud, waste or abuse of tax payer money. A route from Casa Grande to west Phoenix may reduce trucking congestion on 10. An interstate from Phoenix to Vegas should be the focus. Overall I like the idea starting at Casa Grande. I don't see a need for something new starting in Nogales.
- Although this is probably impossible, make the decisions based on data and the leadership of trained transportation engineers and experts ... not politics and politicians. Sure, the public should have input, but let the engineers make the tough calls without the influence of politicians. Politicians will get it wrong.
- I object to any new transportation corridor directing traffic through prized pieces of natural public land and potentially farther from our two biggest cities. The Las Vegas region and other out-of-state interests will certainly benefit from shunting more wealthy foreign tourists in their direction, but the costs and benefits borne by each state seem disproportionate. We direct more trade to the north of us, and potentially lose precious natural habitats that can't be replaced. I also object to the inclusion of "national defense needs" as a potential topic of interest. This seems rather like a red herring to distract from real impacts, evidenced by the report listing it as an intangible benefit, and thereby shielding it from real debate.
- I think it's a mistake the have a corridor run through any national monuments or national forests. I also think the resources would be better spent improving existing roads.
- We don't need this road!
- "June 9, 2016 Comment relative to the Southern section of the I-11 corridor between Nogales and Casa Grande as described in the public meeting in Casa Grande on June 8, 2016: Items: • Santa Fe Railroad is promoting a major switching yard in the area of Red Rock south of Eloy and north of Marana, though opponents cite challenges around environmental issues. • I understand there have been discussions about the possibility of an Inland Customs Port that would be associated with the Red Rock switching yard, the objective of which would be to take some of the pressure off Customs operations at Long

Beach, California. • The proposed switching yard appears to be within the I-11 Corridor geographic parameters. • There has been discussion about a major seaport in Mexico that would provide further U.S. and Mexican access to Pacific markets, and inbound freight from Pacific trading partners. • Rail right of way is an option for the I-11 Corridor. If this right of way option were to become a reality, and border to Red Rock were to become an actual rail access route, would there be utility in using the possible Inland Customs Port for freight coming from Mexico, and from Pacific trading partners via Mexico? Would this relieve some of the pressure on the Nogales port of entry? Question: If there is a possibility of a Red Rock Inland Customs Port becoming a reality, and if rail from Mexico to this port were a possibility as well, should the planning team include input from Customs and potential rail operators? "

- Start the road in Nogales and build to the north.
- Don't let the environmentalists screw this up!
- Double-decking I-10 would be preferable and better address the needs of my community.
- We don't want or need this freeway. Keep it out of our area.
- I only heard about this by accident today and so missed the presentation in Casa Grande. You can be sure I'll be attending one in Tucson or Marana if at all possible! People in potentially affected areas should be getting info through direct mail! It's unbelievable how secretive this process seems to be. :-)
- How is Arizona going to pay for the maintenance of this? ADOT does an amazing job with what they have, but it simply isn't enough to keep up with demand. Big rigs are vital to our nation, I get it, but between that and the clowns we have driving around, ADOT simply cannot maintain what they have at the pace required - again they do an amazing job. I think something else to consider into this, even at the federal level, would be investing in new building materials and designs to help harden our roadways. My concern is taking away our lands and the money.
- I am worried that the alignment of I-11 will create even more new housing sprawl out in the middle of nowhere. To avoid this, the alignment really ought to be built near existing developments and perhaps even include provisions to limit new construction of cheap houses in the middle of nowhere. Rules should encourage "smart growth" and support existing communities rather than contribute to more sprawl. An urban boundary should be established around the Phoenix metro area to reign in all this unnecessary and unsustainable development. I-11 should be designed to support infill developments.
- Construction near the historic Gillespie bridge and adjoining biologically significant riparian wetlands should be avoided. The new bridge across the Gila River should be built further south such as at Patterson Road, the roadway should be built over Enterprise Road to the intersection of old highway 80 west of any riparian habitat. South of Lewis prison, an interchange and frontage road exist which could foster the transition of the I-11 route from the existing highway 85 corridor where it would veer to the west, crossing old highway 80. I am a resident in the corridor study area southwest of Buckeye. I am in Colorado this summer, but would like to attend the June 15 meeting in Buckeye by telephone if at all possible. Please contact me. I will be emailing in further detailed comments. Thank you.
- What are the limits to growth and development? A plan is needed for 50-100 years in the future.

- An alternate route from Tucson to Phoenix is about 30 years past due. Truly hope this plan will get moving quickly.
- The future Interstate 11 needs to be a high priority for federal and state officials in order to safely transport people and freight from Arizona to Las Vegas. The current US 93 is inadequate and a dangerous road to travel, especially considering it's a NAFTA trade route and some of the road is still single lanes in each direction. A freeway is vital to keeping people safe as they travel to and from Las Vegas from southern Arizona and the Phoenix metropolitan area. Hopefully this freeway can be built ASAP and not 20 years from now. Please don't drag this out too long and start building this vital freeway link from Southern Arizona to Las Vegas ASAP. Thank you.
- Thank you for the opportunity to give input . The corridor is a needed addition for ensuring our community job health into the future, however this is a very fragile area in the SE sector. We need to ensure the wildlife habitat that is remaining, improve the accessibility to optional transportation to both Tucson and Phoenix. A rail corridor would fantastic! Also, we need to consider if there will also be increased freight train traffic we need to ensure safety at crossings and improve the tracks to ensure safety of transport of hazardous goods.
- Instead of building new freeway between I-10 & I-8, simply enhance AZ85. This will cost substantially less.
- would this corridor be a 1 direction (north & south) and how many lanes
- NO I-11 . Keep it out of Avra Valley and Saguaro National Park West. This is a stupid project, a waste of resources and totally destructive of our Sonoran desert environment.
- Recent sightings of desert bighorn sheep in the Tucson Mts. (first since the 1950's) are a concrete example of what we stand to lose if I-11 is built thru Avra Valley. Other options, including double decking I-10, should be pursued. The existing I-10 corridor is already heavily impacted by traffic noise and pollution. How much more of our priceless natural heritage must we sacrifice for the sake of moving more auto and truck traffic?
- The study map should include areas of I-11 expansion north of Wickenburg to as far North as reasonable
- You bulldozed Central Arizona Project through this area with a 1500 right of way, to be used later for a "divided roadway". What are you doing with all of that right of way that is in the same area you want a new freeway to Mexico? Why do you keep taking and not using what you already have taken? The natural area's that are protected now will have another barrier to free access by humans and wildlife. You will turn this area into an industrial area with the noise, light pollution, air pollution and a road that takes us to Phoenix or Nogales. We shop 20 minutes away in Marana and NW Tucson, just a little closer to home. Thanks for no invite to the meetings I have missed since you hide the notices in small type and nothing until after the meeting is over comes out in the newspapers.
- Ideally the new I-10 would run through Tonopah and Buckeye heading South to help traffic from California and Las Vegas
- Please add me for any mailing list on this issue.
- We do not need to spend the money on this project
- We have live within a 1/2-3/4 of a mile from I19 for the past 12 yrs. In that amount of time the noise from truck traffic, motorcycles, cars has increased substantially & now is 24/7. Use of our patio has been reduced both by the amount of noise we hear & by the dust that is

generated by so much traffic. We cannot imagine what additional truck traffic will do to our enjoyment of outdoor life & a good nights sleep. Green Valley is completely ignored in this study; no hearings to give residents a chance for input without traveling 40 or 50 miles. There are over 20000 residents in GV & several thousand live close enough to I19 to be greatly impacted now & in the future. If you want support of this community you had at least better include sound walls or some other form of noise/dust abatement.

- Just widen I-10 from Phoenix south. 3 lanes minimum! Concrete barrier in the median! Stop the backups caused by crossover wrecks already.
- Please keep that highway out of the Avra Valley!
- Start the I-11 ASAP!!! Stop wasting time
- I am for the project.
- I hope that big developers will not prevail in securing the final alignment that is beneficial to them. The livelihood of many medium and small communities is at stake and an alignment near these communities would help their economies greatly.
- We need a high speed rail from Nogales to Las Vegas, Los Angeles and San Francisco. Please help!
- It is obvious that land developers looking to profit from the construction of a new interstate route are garnering the favor of local politicians and thumbing their nose at local concerns and the federal designations intended to protect AZ natural and historic treasures. Disgusting!!!
- Rail is a FAR more efficient, cleaner and safer way to transport goods. If the primary goal of this road is to improve cross-border commerce and get semis off our smaller north-south road, I think that's great! But don't do it with another road. Freight rail is a better system, but we don't have sufficient infrastructure to make it the most accessible. If a lot of money is going to be spent, spend it on building THAT infrastructure, NOT another road.
- Why is I-11 corridor study so close to I-10 & I-19? Shouldn't an alternate route be considered (ex. use SR 85 to Lukeville?)
- We desperately need something to help with the traffic and commuting in this town. We need to catch up with the times and build more freeways. Our roads and freeway is so outdated. Look at Phoenix. I can travel all over that town so much easier and quicker.
- And yet again, you schedule meetings that do not allow the general public an opportunity to attend. I mean seriously, who do you think can get to a 4:30pm meeting when most people work? You continue to ignore what the public has voted for and that is NO I-11!! Stop pushing it on us and start developing I-10 the way it should be! No one is going to fight the expansion of the current freeway system, which hmmm, does lead to Nogales via I-19 and oh yeah that's right, you can branch off of I-10 to get to Wickenburg also. Hmmm, think you might want to really consider improving I-10 before you go off and tear up the land that no one wants you on!
- Your survey is very disingenuous in that it presumes I agree that building this new freeway is a good idea in the first place. I think it would be a misallocation of limited resources and there are better ways to solve our existing traffic congestion problems than building a new freeway along side existing roadways.
- Who ever pulled this idea out of their ASS , should be shipped out,, it will ruin an area that we, the citizens of, consider special for "WHAT IT IS" , NOT WHAT OUTSIDERS WANT IT

TO BECOME. another mess like the Ararco mine tailings eye sore that can be seen from the Moon. Get over it. Feel free to contact me as I don't have a problem telling it like it IS!!!  
Signed Bob Morgan

- I think I-11 is a total waste from a local point of view. We need improvements in the freeway system, but NOT that!
- Please consider other routes than through the Avra Valley west of Tucson.
- We do not need more urban sprawl! The desert must be preserved! WE DO NOT WANT OR NEED A FREEWAY IN THIS CORRIDOR!
- If there is even a need for this corridor at this time certainly piggybacking the already existing I 10 or using rail way tracks the most environmentally correct. It is also less \$. Tourism is So AZ also greatly impacted. In the Avra valley area traversing Sandario, which is all I can speak to, has a mitigated wildlife corridor, the reservation, a state and national park, the Desert Museum and the gates Pass overlook. These generate 100,000s of tourists and dollars every year. On a personal level our entire neighborhood will be destroyed and the loss of property value which is significant for the 1000s of people who call that area home and live there for the natural beauty.
- The protection of our natural and historic resources in Arizona is of critical importance, and I think we should focus on the expansion of existing roads to service future growth. Focusing on existing infrastructure allows needed investment in aging roads, minimizes impact on communities and the environment, and preserves the open space aesthetic that Arizonans value so much.
- TRAINS TRAINS TRAINS TRAINS NO NEW ROADS PLEASE
- Thanks for the opportunity.
- I would prefer to see congestion alternatives include a focus on providing alternative transport options (i.e. rail, bus, etc) than to create new highway systems.
- This is an old-fashioned expensive filthy tragic transportation mode. We need railroads, not more interstates. Please don't build this thing or even spend one more tax dollar thinking about it. Thanks
- Sonoran desert np has to be crossed. maybe along eastern edge close to Casa grande and maricopa. A route here would also improve access to these communities.
- I 11 is the wrong approach. A much better solution would be to invest in the two freeways already in place. Extend I 19 up through Oro Valley, Florence, and hit the new San Tan Valley freeway, providing alt access to Phoenix. Then build a connector from I 10 around Buckeye up through Wickenburg and Las Vegas.
- Please focus your efforts on improving current transportation routes, rather than on constructing any new routes. Thank you.
- This is a rural area. People move out here to get away. Let's learn to live within our means and not favor or accommodate the automobile anymore. Question one is biased and should also include not important. Least important still implies that there is some importance to the category.
- The sighting recently of Desert Bighorn Sheep in the Tucson Mountains is just another in a long list of negative impacts that I-11 would have on the Avra Valley and the surrounding National Park, County Park, Native American lands, & the Arizona-Sonora Desert Museum,

reducing movement through those corridors. Air quality, light pollution, noise pollution would also greatly affect the area and adversely impact the Sonoran Desert Conservation Plan. A resounding "No" to the proposed I-11 through Avra Valley!

- Please provide comprehensive detailed study, design and planning to protect the fragile desert and wildlife habitat particularly in the Avra Valley Corridor. .
- Please run i-11 on the west side of tucson.
- Seems to me, we should fix our older highways, rather than creating new ones. There's only so much money.
- It can't happen soon enough. You will never get everyone to agree to every thing but take your best shot instead of having more studies.
- I am for improving the freeway/highway system through Tucson to accommodate future growth.
- This road, leads to nowhere..... Don't do it, stop destroying Arizona! Thank you.
- Concerns of it being a corridor for drug traffic to above Wickenburg. Also the I is supposed to stand for Interstate NOT IntraState which it is as designed.
- You must realize that such a corridors will lead to more development i.e. more houses, more businesses, etc. that will further deplete the water in our already drought stricken state.
- Why make a separate freeway in the same area, when you can just expand the current one??
- Rocky Point is rumored to be getting a shipping port since the ports in CA have so many crippling environmental requirements. Coordination should be considered. (should the corridor be along SR 85?) 2. I-10 is already there from Nogales to Casa Grande. 3. Mexico is one of our largest oil suppliers. Where is the pipeline? 4. Is I-11 really needed? Is there a study that shows the need? What we need is high speed rail for people.
- This survey is obscenely biased towards I-11 being a forgone conclusion. We will fight every step of this process to prevent this disgusting plan for endless urban sprawl.
- I-11 is a project that is NOT NECESSARY. 1-10 is capable of accommodating the needs of Tucson for decades to come. The impact on the archaeology, wildlife and environment will be so severe - it is not worth it just to accommodate a little less congestion on 1-10. Think about what you will be destroying of the past that we can never get back.
- As the owner and operator of a vacation rental within the study corridor, I am acutely aware of the need to preserve the peacefulness and beauty of the natural environment in the Avra Valley area. My business has depended on offering a natural desert experience. The location of Saguaro National Park West is dependent on the location -- it is not an "urban" or "suburban" park and should be preserved as it is. A multi-modal path along Sandario Road would destroy the attractiveness of a major tourism site in southern Arizona and the economic disadvantages of that should be considered. The same is true for the popular Arizona Sonora Desert Museum. These attractions depend on the relative tranquility of the area now -- multi-lane highways would be disruptive and destroy the uniqueness of these destinations. Use of the existing transportation corridors is far preferable. And creating passenger rail along the existing corridors would free up highway space for freight.
- I-10 is often congested and needs some sort of relief, whether it is through additional/bigger roadways or other modes of transport.

- Rather than disturb more land, we should make double-decker freeways, IF freeway capacity is expanded
- I think that a rail line should be considered before we build another freeway. Rail would be a much better alternative. Another freeway only encourages people to continue driving cars, and avoids the needed expansion of mass transit in our state (which desperately needs more mass transit options). A rail line between Nogales and Kingman would be the best option. The existing highways in this study area are more than adequate in their own right. If we're expanding and planning for the future, we need to consider alternatives to single vehicle transportation.
- Before we spend money on new corridors, let's spend the money fixing our existing highways and roads before they totally fall apart.
- A bypass around Phoenix for long distance freight and travelers is needed. Also a connection to Phoenix for interstate travel to and from Las Vegas and mountain region.
- Again I say, use the existing road. Don't build a road in sensitive areas.
- I don't see a need for yet another interstate highway in southern Arizona. We already have I-19, I-10, I-8 and highway 85. Just expand and improve those corridors to make through traffic from Nogales to Wickenburg more efficient. That'll be much more cost effective and far less destructive to the Sonoran desert rather than building an entire new interstate highway.
- Thanks for listening.
- Start widening US 93 now. Don't wait for I-11 to be fully completed for use. US 93 is a death trap with many serious accidents I drive this road often and greatly concerned for my safety.
- It's a little annoying that all your meeting times were the same and the presentation all at 4:15pm. Should have provided a range of presentations, and possibly one Saturday meeting. However, great that you are providing the opportunity for on-line comments. Thanks.
- Please be advised that I oppose I-11 in particular it's routing west of the Tucson Mountains in the Avra Valley corridor, due in large part to its adverse affects on wildlife corridors and scenic visits.
- Building I-11 is a 1950s approach to 2016 transportation needs. Rail links from Tucson to Phoenix and Las Vegas are needed more than a four-lane highway.
- I filled out the questionnaire, then went to check the map, came back to the questionnaire and all info was lost. I would have to refill the entire questionnaire again!! Please fix your website.
- Letter previously sent to ADOT, and I appreciate that the map has now been corrected.



# **Verbal Comments (Court Reporter)**

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ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERSTATE 11 CORRIDOR TIER 1  
ENVIRONMENT IMPACT STATEMENT  
NOGALES TO WICKENBURG

PUBLIC COMMENT

June 8, 2016

4:00 p.m.

Dorothy Powell Senior Adult Center  
405 East 6th Street  
Casa Grande, Arizona 85122

REPORTED BY:

Janice Gonzales, RPR, CRR

AZ Certified Court

Reporter No. 50844

1 (The public comment meeting commenced at 4:00 p.m.)

2 [REDACTED] My name is [REDACTED]  
3 and I'm from the western region where this corridor  
4 is, the Thunderbird Farms area of Maricopa, and we're  
5 here because we want to hopefully keep the freeway  
6 out of our backyard. We understand that there is a  
7 proposed corridor down the 85, and we just want them  
8 to know that we think that makes a lot more sense. A  
9 lot less damage and destruction. It's more cost  
10 effective. Highway already exists and they get the  
11 same end results since this corridor will not be  
12 beneficial to traffic in and out of Maricopa anyways.

13 [REDACTED]: [REDACTED] Colorado River  
14 Indian Tribes. [REDACTED], Tribal  
15 Historical Preservation Office. [REDACTED].  
16 We have a concern about this format because you  
17 didn't say whatever we put in will be brought back to  
18 the public, or that there would be a public document  
19 for people to review. So if we submitted this, how  
20 are we supposed to know it's going to be reflected  
21 back to the community what everybody's concerns were?

22 So in essence, this process stifled the  
23 people to hear other people's concerns, and you  
24 didn't say there was a mechanism for us to see what  
25 everybody else said. He said the EIS will review

1 everybody's comments. This isn't a public comment.  
2 It doesn't meet the public comment scoping meeting.  
3 It bypasses it.

4 So we're supposed to put full faith into  
5 ADOT and the federal highway to get the comments in  
6 and to meet the problems or look at what the problems  
7 are that people have, but transparency doesn't say  
8 we'll all get to see what was said. So that's the  
9 protest.

10 [REDACTED] [REDACTED]  
11 I'm from the Quechan Tribe and [REDACTED]  
12 [REDACTED] cultural committee. And it's just that I  
13 have a lot of questions, a lot of concerns on some of  
14 these -- the corridor because there's a lot of  
15 cultural, you know, materials that are out there --  
16 tribal cultural materials that are out in some of  
17 these areas -- well, most of all these areas that  
18 they're going to be going through, you know.

19 And one of the major corridors is the one  
20 going from Buckeye going north. You know, right in  
21 that whole area, there's some -- some cultural  
22 materials that are on the national register that --  
23 you know, that they're going to be going through.  
24 And even if they narrow it, there's still a lot --  
25 there's a village there. There's a lot of cultural

1 materials that's in that area. And seems like to me  
2 they need to do a complete avoidance of the whole  
3 area because, you know, I think they need to do a  
4 cultural survey study first so that they can identify  
5 all those cultural sites so that they can stay away  
6 from those areas.

7 We're already being impacted by soto  
8 projects as it is right now, you know. We're dealing  
9 with that in the desert and now we're dealing with  
10 this big corridor too. So that kind of wipes away  
11 our, you know, culture materials, and that's really  
12 my concern right there.

13 And I'm not speaking for all the tribes,  
14 but I'm just speaking for my tribe, you know, because  
15 I'm in from the Fort Yuma area which is next to Yuma,  
16 and we come all along up the river too in the Gila  
17 River. So we have a history that we travel from  
18 there all the way up into, you know, Phoenix area,  
19 you know, and there's trails that are out there.

20 I know they mentioned on this a  
21 historical trail, but they never mentioned a  
22 prehistorical trail. That's not mentioned in there.  
23 So there's a lot of, you know, discrepancy I think  
24 still, but I think they need to really sit down at  
25 some point and work with the tribes. You know, it's

1 good for public comments, but I think I don't know  
2 right now if they're planning on doing a government  
3 to government consultation with the tribes. I don't  
4 know if it's an undertaking right now, but if that  
5 ever happens, I think that they need to do that and  
6 there's a concern for that. That's one of the  
7 reasons why we're here, to just hear how it works out  
8 right now -- just to hear where everything's at right  
9 now. Just a scoping meeting.

10 And I'll probably be coming to more of  
11 the meetings, and I know a lot of these other -- the  
12 corridor impacts a lot of reservations, you know,  
13 also and that's one of them.

14 [REDACTED] [REDACTED]  
15 [REDACTED] the Pascua Yaqui Tribe and my  
16 concerns, I don't want to repeat the same thing that  
17 [REDACTED] said. You know, it sounds like pretty much  
18 of what I wanted to say, but it is going to be a big  
19 impact not only, you know, just for -- just for the  
20 Pascua Yaqui Tribe. It's going to be heck for the  
21 other tribal members as well.

22 It's a good thing that we're having this  
23 meeting now. There's not too many tribal members  
24 that are here to support or to -- even give their  
25 comments, but, you know, since we're going to be

1 having more meetings ongoing, you know, hopefully  
2 we'll have more tribal members that will come and  
3 express their concerns of what's going on.

4 I, myself, feel like total avoidance of  
5 it all. That's the way I feel personally. And, you  
6 know, it's -- I have no words. Avoidance of it all.  
7 I mean, that's all I can -- I want to say more, but  
8 it's not going to be anything nice. Where are the  
9 animals -- where are they going to live?

10 [REDACTED]: You know, I was looking at  
11 the City of Eloy proposed map for I-11 and I like  
12 that. And that's from I-10, go west Baumgarten Road,  
13 and go a few miles on Baumgarten and then curve  
14 around and go to I-8 and go west on I-8, and from  
15 there go to 85 and go north on either Highway 85 or  
16 go north on old U.S. 80. I prefer old U.S. 80  
17 because that offers another alternative there. I-85  
18 may be more congested. So if they go on old U.S. 80  
19 and then go north there to Tonopah and then go from  
20 there to Wickenburg.

21 I didn't like the route going north on  
22 Sun Valley Parkway. I want it to be further west  
23 than Sun Valley Parkway because there are several  
24 north/south freeways there, Sun Valley Parkway, then  
25 there's 303 and the 101 which are going north/south.

1 So there is -- there is nothing further west, so we  
2 want something further west to go north/south which  
3 will be in Tonopah, let's say 400 Avenue or  
4 something.

5 (The public comment concluded at 6:30 p.m.)  
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1 STATE OF ARIZONA )  
 ) ss.  
2 COUNTY OF MARICOPA )  
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4 I HEREBY CERTIFY that the foregoing was  
5 taken before me, JANICE GONZALES; that all  
6 proceedings had upon the taking of said hearing were  
7 recorded and taken down by me on a steno machine as  
8 backup and thereafter reduced to writing by me; and  
9 that the foregoing pages contain full, true, and  
10 correct transcript of said record, all done to the  
11 best of my skill and ability.

12  
13 WITNESS my hand this  
14 21st day of June 2016  
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19 Janice E. Gonzales  
20 Certified Court Reporter No. 50844  
21 For the State of Arizona  
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ARIZONA DEPARTMENT OF TRANSPORTATION  
INTERSTATE 11 CORRIDOR TIER 1  
ENVIRONMENT IMPACT STATEMENT  
NOGALES TO WICKENBURG

PUBLIC COMMENT

June 15, 2016

4:00 p.m.

City of Buckeye Community Center  
201 E. Centre Avenue  
Buckeye, Arizona 85326

REPORTED BY:

Janice Gonzales, RPR, CRR

AZ Certified Court

Reporter No. 50844

1 (The public comment meeting commenced at 4:00 p.m.)

2 [REDACTED] I was just wondering,  
3 because of current events going in the world, if the  
4 military, homeland security, border patrol are  
5 involved in any of this because of the traffic from  
6 Mexico to Canada, and just for homeland security and  
7 also drug transportation between those places, how  
8 involved are they in this project too because they  
9 should be involved. Thank you.

10 [REDACTED]: What is the fact-based  
11 decision-making process for where I-11 will go and  
12 why and what is the economic impact? Because, you  
13 know, it's very easy to just say words in  
14 generalities, but when you have specifics, it's a  
15 whole different story and we as the consuming public  
16 should know in advance. That should be a check and  
17 balance for everyone.

18 [REDACTED] The proposal of the central  
19 plan seems to me the easiest. There's a lot of  
20 federal BLM, Bureau of Land Management. There's huge  
21 areas down there and I live down there. It's a big  
22 flooding zone area as well. Be interesting to see  
23 what proposal they would have to come through there  
24 when all the dips and everything that's out there is  
25 in the BLM. And I think them coming through federal

1 land like that, probably not going to be even  
2 feasible. It's such a huge area. It hasn't been  
3 touched. I've lived there. I'm 57 years old. Fifty  
4 years, nobody has touched that because it is BLM.  
5 Still open range. You still see the cattle because  
6 that's about the only thing that could make it  
7 through there when it floods. I'm just saying it's a  
8 dip. Hopefully that makes sense. I'm just saying  
9 it's a weird place to put it.

10 [REDACTED] Okay. My suggestion is,  
11 rather than buy -- having to buy up farmland north of  
12 the Gila River, why not stay south of the Gila River  
13 where you're not interfering with any private land at  
14 all. And also I think by coming along like that,  
15 that it would help the floodplain. It would act as a  
16 barrier. And because all along the Gila River there,  
17 we really have a problem. The farmers have had a  
18 problem with us being in the floodplain and I think  
19 that that would help.

20 And then my other suggestion is is -- and  
21 this is -- I think that by staying too close to I-8,  
22 that that is such a drug corridor now that I think it  
23 would further impact that and it would increase that.  
24 That's just my opinion. And use as much existing --  
25 example, 85 as possible -- Highway 85.

1 [REDACTED] I guess I would suggest  
2 preserving the integrity of the old highway, Highway  
3 80, at least just so that there is a way to divert  
4 traffic when there are accidents or other things that  
5 cause backups on the freeway. Because if you take  
6 those out, then, or you break them up with Highway  
7 11, if there's backups, then you're stuck on the  
8 freeway, or things like that, or there's no  
9 alternative route for people to get around. That's  
10 just a thought I had.

11 (The public comment concluded at 6:30 p.m.)

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1 STATE OF ARIZONA )  
 ) ss.  
2 COUNTY OF MARICOPA )  
3

4 I HEREBY CERTIFY that the foregoing was  
5 taken before me, JANICE GONZALES; that all  
6 proceedings had upon the taking of said hearing were  
7 recorded and taken down by me on a steno machine as  
8 backup and thereafter reduced to writing by me; and  
9 that the foregoing pages contain full, true, and  
10 correct transcript of said record, all done to the  
11 best of my skill and ability.

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WITNESS my hand this  
21st day of June 2016

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Janice E. Gonzales  
Certified Court Reporter No. 50844  
For the State of Arizona

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Interstate 11 Tier 1 Environmental Impact Statement  
Public Scoping Meeting  
Public Comments

Tuesday, June 21, 2016  
Nogales, Arizona

Transcript Prepared by Kimberley W. Gauthier  
Certified Court Reporter No. 50767  
Colville & Associates  
1309 E. Broadway  
Tucson, AZ 85719-5824  
(520) 884-9041 FAX (520) 623-1681  
Reporter Agency Firm No. R1032

1 The following comments were made for the record by  
2 members of the public:

3 [REDACTED] from  
4 Rio Rico, Arizona:

5 My suggestion would be to completely  
6 avoid the Coronado National Forest for any potential  
7 future Interstate 11. I think the most economical  
8 alternative would be to widen and improve existing  
9 Interstate 19. I have seen an ADOT proposal for this  
10 flyover freeway merging -- like an overhead bridge  
11 from the Mariposa port of entry on Highway 189 as a  
12 direct access on I-19. That's where all the traffic  
13 congestion occurs there on Mariposa. Thank you.

14  
15 [REDACTED] Nogales, Arizona:

16 Federal Highway 89 was originally put  
17 in from Nogales to Canada as a north-south corridor.  
18 So here we go again. And over the years, Highway 89  
19 has been disassembled and integrated into interstate  
20 systems, so nowadays it's hard to find that highway on  
21 a map. I'm just curious why the main routing is going  
22 through Wickenburg and the Hoover Dam area and such,  
23 and I'd like to know what the motivation is. Is the  
24 trucking industry behind that? That's kind of the  
25 generalized comment.

1                   But the other comment that I'd like to  
2 make that has some emphasis is that State Highway 82  
3 is heavily used by commercial traffic, and it's a  
4 two-lane road. My opinion is that it's not adequate  
5 for the kind of service it's being subjected to.  
6 Accidents are frequent and local people so far have  
7 been lucky, but we are subjected to a lot of hazards.  
8 That's the only comment I have. If this Interstate 11  
9 could be somehow accessed from Nogales to divert more  
10 commercial traffic into it, rather than Highway 82,  
11 Highway 83, Highway 90 network, I think that would be  
12 a big plus for us. End of quote.

13

14 [REDACTED] Tubac, Arizona:

15                   I think that I-19 should be expanded by  
16 two lanes to accommodate I-11, and to be doubled back  
17 at I-10 through Tucson. And I have a question: and  
18 that is, is Mexico doing anything corresponding to our  
19 -- from Guaymas on Highway 15 to Nogales?

20

21 [REDACTED] Tubac, Arizona:

22                   I think the timing on the scoping  
23 sessions is not the best because there are so many  
24 people that are not residents -- that are here only in  
25 the winter and they're gone. Many of the permanent

1 residents are gone on vacation, and it just isn't  
2 getting the word out. And it makes you -- it makes it  
3 look not quite aboveboard. It makes it look like  
4 they're trying to sneak something through.

5 (Comments concluded at 5:45 p.m.)

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1 State of Arizona )  
2 County of Pima ) ss.

3 Be it known that the foregoing comments were taken  
4 before me; that the foregoing pages are a full, true and  
5 accurate record of the proceedings, all done to the best of  
6 my skill and ability; that the proceedings were taken down  
7 by me in shorthand and thereafter reduced to print under my  
8 direction.

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Kimberley W. Gauthier, RPR  
Certified Reporter  
Arizona CR No. 50767



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Interstate 11 Tier 1 Environmental Impact Statement  
Public Scoping Meeting  
Public Comments

Wednesday, June 22, 2016  
Tucson, Arizona

Transcript Prepared by Kimberley W. Gauthier  
Certified Court Reporter No. 50767  
Colville & Associates  
1309 E. Broadway  
Tucson, AZ 85719-5824  
(520) 884-9041 FAX (520) 623-1681  
Reporter Agency Firm No. R1032

1 The following comments were made for the record by  
2 members of the public:

3 [REDACTED] Tucson, Arizona:

4 How can this still be in the planning  
5 stages when we had a bond issue to do the Sonoran  
6 corridor back in November that is a part of this whole  
7 project? And it's very specific. It does benefit Don  
8 Diamond and Diamond Ventures and their three square  
9 miles of residential property, their land south of  
10 that area. The Old Vail Road connecting to that -- I  
11 believe it's called the Navajo interchange -- at I-19  
12 down to Nogales would be far more logical, as a  
13 straight-line road, rather than one that circles  
14 around his land and benefits him.

15 I've been told by a candidate for the  
16 Count Board of Supervisors -- [REDACTED], I  
17 believe his name is -- that [REDACTED] is asking ten  
18 times more for the land for that road than what he  
19 paid for it, and it will benefit his property.  
20 There's no problem with -- if he will pay the  
21 additional increased value to the land of that  
22 roadway, fine, and the rest we pay for. But for us to  
23 just pay for [REDACTED] benefits doesn't sound good.

24 Another element is the Sandario Road  
25 has long been planned as a bypass, or a connection,

1 out there in Avra Valley, from Marana down to the Ryan  
2 field area. That road, plus the San Joaquin Road,  
3 could easily connect to the Old Vail Road with only  
4 about a three-to-four mile extension. That is a much  
5 cheaper route. It is a good bypass for trucks, and  
6 other -- accidents occur on the main interstate and  
7 Tucson has no bypass, unlike almost all other cities  
8 in this country.

9 That and the fact that they complain  
10 about the environment; true, but it's better to  
11 populate that valley that has huge empty spaces for  
12 recharge of water by Tucson Water, abandoned farmland  
13 that Tucson Water bought, and the dust that floats  
14 over the Picacho Peak area due to those abandoned  
15 farmlands. Better to put housing there and develop it  
16 than to do it in the foothills that are a more  
17 environmentally sensitive area.

18  
19

20

21 the National Optical Astronomy Observatory, NOAO. We  
22 are a federally funded research and development  
23 center, with our headquarters here on the campus of  
24 the University of Arizona. Locally, we are most known  
25 for the fact that we are the organization that

1 operates the Kitt Peak national observatory here in  
2 southern Arizona.

3                   So our mission, as an organization, is  
4 to build and operate world class telescopes,  
5 scientific instruments and data systems on behalf of  
6 the U.S. astronomical and astrophysical research  
7 community. I'm here today on behalf of the  
8 professional research observatories throughout  
9 Arizona, but particularly in southern Arizona.

10                   And to keep this brief, we're very  
11 interested in working with the study team and the  
12 design team, in particular in the area of lighting.  
13 There is over a billion dollars in capital investment  
14 in astronomical research facilities here in Arizona,  
15 over 500 million just in the last year alone. We  
16 directly employ roughly 3,000 people, which -- with a  
17 much more -- much larger derived economic impact from  
18 the state.

19                   Since we are nighttime observatories,  
20 we're interested in nighttime light. So in  
21 particular, we're really interested in highway lights  
22 and their so-called spectral output. In particular,  
23 we want blue light blocked, low correlated color  
24 temperatures and employment of narrow band amber at  
25 the closest approach to high mountain observatories.

1 ADOT has, in the past, been a great  
2 partner and has exerted special care in replacement  
3 and upgrade of highway lighting in southern Arizona,  
4 which we're really grateful for. And we just want to  
5 encourage continued good lighting design, including  
6 deployment of light fixtures only at major  
7 intersections, and minimal illumination inquired to  
8 meet safety standards, and motion-activated systems  
9 for low-traffic, late-time hours.

10 And to sort of nail that down, design  
11 requirements should be -- at a minimum, adhere to  
12 existing local codes, which here in southern Arizona,  
13 are actually much stronger than they are at the  
14 statewide level because of our long-term involvement  
15 with local governments.

16 So again, we're here to work with the  
17 EIS study team and with the design team. We will  
18 submit a written statement during the comment period  
19 and you know, looking forward that I or one of my  
20 colleagues has a chance to work with this team in the  
21 future. That's basically what I wanted to get on the  
22 record today. Thank you, ma'am.

23

24 [REDACTED] Tucson, Arizona:

25 I'm really angry about the fact that

1 they split this up to the different groups here,  
2 instead of having the Q and A afterwards for the whole  
3 group, because it isolates the individual groups and  
4 then it also discourages communication between the  
5 groups, and ideas and contact with individuals in the  
6 different groups. So I'm very angry about that and  
7 I'm very disappointed with that.

8 I think they should open it up again to  
9 whole Q and A, because people may get ideas from other  
10 people, or they might want to contact other groups,  
11 and you know, you don't to get other people's ideas.  
12 That's basically it. So I mean, I'm very upset about  
13 it. I personally feel that it was intentional because  
14 they don't want people commenting, and that's really  
15 not a way for government to be working. This is  
16 supposed to be an open public meeting. So I just  
17 wanted to put that on the record.

18

19 

20 I have visited all 50 states, and in  
21 the eastern part of the country, on their freeways  
22 they have dedicated lanes just for trucks. That way,  
23 they do not pollute and stretch this all over the  
24 state. This proposal is going to ruin a lot of our  
25 prime beautiful desert, right through and by the

1 national parks, etc. It's crazy. They just need to  
2 widen what we've got and dedicate two lanes only for  
3 through traffic or for the trucks.

4

5 [REDACTED] Robles Junction, Arizona:

6 I have some comments that I think that  
7 they should consider. This is specifically around the  
8 Sahuarita mountain area, where they're wanting to go  
9 through, which is where I live. There are a lot of  
10 wild animals up in that area. I could name them, but  
11 I'll spare you. They would need to have some kind of  
12 barrier if they're going to go through that mountain  
13 area, so that those animals don't get on the freeway,  
14 or whatever it is. I'm assuming it's a freeway  
15 because it has interstate.

16 Also, that's cattle land out there, and  
17 they need to consider how the cattlemen are going to  
18 get access to their land. I'm sure they're leasing  
19 state land up there. And if that's going to hinder  
20 their operation, then we'd be losing money from our  
21 schools too, because that's state land trust. If  
22 they're not going to lease it anymore, then we're  
23 going to be hurting in another area.

24 Those guys, they transfer their animals  
25 from different pastures. So how are they going to --



1 how is the I-11 going to accommodate them to get from  
2 one location to another, especially in roundup time as  
3 well.

4           Also, that area is -- it's state  
5 hunting area 36A, and we get a lot of hunters up there  
6 during hunting season. How will that affect the  
7 hunting up there? Because a lot of people come up  
8 there to hunt for their food. And I don't know how  
9 that will affect the animals if they're going through  
10 there, and also hunting access.

11           Also, it's a low-light direct because  
12 of Kitt Peak. If you put a lighted highway through  
13 there, I would imagine that Kitt Peak would have a  
14 problem with that. They wouldn't be able to see their  
15 stars as well as they do, and they've been there for  
16 years and year and years, and they should be  
17 accommodated.

18           If we haven't defined a reason, a need  
19 for I-11; if we're still defining a need, then why are  
20 we even talking about the project? My other -- I  
21 guess I have a comment, does it have to go through  
22 Nogales? Is that something set in stone? Couldn't  
23 they run down -- I know this is out of the area -- but  
24 85? You're already talking about 85 anyhow, up in  
25 Goodyear, and 85 already is a highway that runs down

1 to the border. Why couldn't you just improve that? I  
2 know it's Indian land and a military base, and I think  
3 there's an Organ Pipe National Monument through there.  
4 Why couldn't you just improve what's already there? I  
5 guess that's all the comments I have.

6

7 [REDACTED] Tubac,

8 Arizona:

9 So the thoughts I have are concerning  
10 the portion from Green Valley south to Nogales. I  
11 think the corridor should remain as close as possible  
12 to the existing I-19 corridor, and not -- possibly go  
13 a couple of miles from I-19, but not much farther than  
14 that. And not disturb the natural areas which are  
15 represented on the limits of the study area. Some of  
16 them are on the other side of the Tumacacori  
17 mountains, so to not build a highway in that area, and  
18 also going east toward the Catalina mountains -- the  
19 Santa Rita mountains, excuse me -- to not build a  
20 highway close to those mountains either.

21 But to keep the industrial nature of a  
22 highway like this close to the existing sort of  
23 degraded situation, which is I-19 as it is right now,  
24 and just keep degradation close to degradation and not  
25 disturb currently very pristine areas, which will be

1 really missed if they're gone.

2 I guess that's about it. We need to  
3 take a look at whether the model, which was created by  
4 Eisenhower in the 1950s to build interstate highways,  
5 is still a good model for the next 100 years. And  
6 with climate change, increasing population, we may  
7 need to think that this model is not realistic 75  
8 years from now.

9 (Comments concluded at 6:25 p.m.)

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1 State of Arizona )  
2 County of Pima ) ss.

3 Be it known that the foregoing comments were taken  
4 before me; that the foregoing pages are a full, true and  
5 accurate record of the proceedings, all done to the best of  
6 my skill and ability; that the proceedings were taken down  
7 by me in shorthand and thereafter reduced to print under my  
8 direction.

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Kimberley W. Gauthier, RPR  
Certified Reporter  
Arizona CR No. 50767

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Interstate 11 Tier 1 Environmental Impact Statement  
Public Scoping Meeting  
Public Comments

Thursday, June 23, 2016  
Marana, Arizona

Transcript Prepared by Kimberley W. Gauthier  
Certified Court Reporter No. 50767  
Colville & Associates  
1309 E. Broadway  
Tucson, AZ 85719-5824  
(520) 884-9041 FAX (520) 623-1681  
Reporter Agency Firm No. R1032

1 The following comments were made for the record by  
2 members of the public:

3 [REDACTED] Picture Rocks:

4 [REDACTED] I am  
5 a resident of Picture Rocks in the Avra Valley. I am  
6 the [REDACTED] for the Citizens for Picture Rocks, but  
7 I am here today speaking on my own behalf. The Avra  
8 Valley Picture Rocks area, which at the last census  
9 has about 10,000 residents, is a unique area. It is  
10 unique not because I think so, but because the  
11 citizens of the state and the nation have put  
12 boundaries around many land formations and areas to  
13 keep its uniqueness intact.

14 I am speaking of the Saguaro West  
15 National Park and saguaro wilderness, the Ironwood  
16 National Monument; the Pima County Tucson Mountain  
17 Park, the U.S. Bureau of Reclamation, Tucson Wildlife  
18 mitigation corridor, the Tohono O'odham Indian  
19 Reservation, the Bureau of Reclamation Land and  
20 Central Arizona Water Project, the Desert Museum and  
21 surrounding grounds.

22 I am aware that citizens have, in the  
23 past, created special boundaries through their  
24 representatives, and usually I am one who says the  
25 boundaries should be the controlling limit to allow



1 any development outside of those boundaries not to be  
2 hindered.

3 For example, there are current disputes  
4 over development of Gettysburg National Monument and  
5 cemetery. In Arizona, there is a historic site and  
6 park at the former state prison in Yuma. And I-8 runs  
7 so close to Yuma, they could touch the cars as they go  
8 by the prison site.

9 I point out these two sites, one  
10 national and one Arizona state, because they  
11 illustrate the difference in what may be dealt with in  
12 one matter versus what we are dealing with in this  
13 matter. Gettysburg cemetery and Yuma prison are  
14 historic sites that can be limited and have  
15 development right outside those limits.

16 The sites in the Avra Valley have all  
17 been designated to keep development at bay, so that  
18 the unique nature of the Avra Valley and its people  
19 and animals and its natural geographic sites are  
20 preserved in a manner that reflects the desire to have  
21 those sites (and thereby much of Avra Valley) to go  
22 forward for future generations as much preserved then  
23 as they are now.

24 It is inconsistent with the intent of  
25 these many set-asides that a freeway should wind its

1 way between these delineated public lands and  
2 reservations of the Avra Valley. This is especially  
3 the case when there are other alternatives to  
4 accomplish the desired goal of a route for direct  
5 traffic. Truck stops and interstate highways are not  
6 the desired development for the Avra Valley. There  
7 simply is no way to mitigate the noise and other  
8 pollution that will flow to the set-aside lands in  
9 this designated unique valley.

10 It is obvious to anyone who lives or  
11 visits that Avra Valley cannot accommodate an  
12 interstate and retain all the currently designated  
13 set-asides in the environment they were established  
14 for.

15 Thank you for your attention.

16

17 [REDACTED] Age 13, Marana:

18 I don't think that they should build  
19 the new freeway because that would like go through the  
20 national park and the laws say that it's not legal for  
21 them to do that. And it would go through an Indian  
22 reservation, and you're not allowed to do that either.  
23 It would also uproot a lot of people from their homes,  
24 and they would have to leave their own homes, and then  
25 it would take away businesses from other places. And

1 a lot of people would lose their jobs and more people  
2 would have to go searching for jobs and then lose  
3 their houses because they wouldn't have any work.

4

5

6 I'm a resident of after Avra Valley. I  
7 could present a rational cogent presentation of  
8 reasons that would be against the building of the  
9 Interstate 11, but then why should I? These reasons  
10 have been there for years, and yet in spite of them,  
11 this process will continue.

12 I feel those that would benefit most  
13 are corporate and business interests and politicians  
14 who would, by and large, be unaffected by the impact  
15 of not just an interstate, but an industrial corridor  
16 that is proposed to go through the heart of the  
17 valley.

18 I realize I'm being very selfish, and a  
19 NIMBY -- not in my backyard -- but if people don't  
20 speak up -- we've invested a great deal in building a  
21 home here and we moved out here for a lifestyle of  
22 quiet and just a very enjoyable, rich environment.  
23 And this would be degraded, taken away, by the  
24 construction of this industrial corridor.

25 Five years ago, this project was rated

1 one of the ten most dubious highway ventures in  
2 America, and I believe it conditions to be so. It's  
3 speculative as to what could happen. For twenty  
4 years, there have been free trade zones set up in  
5 Tucson and Las Vegas, and very little has come from  
6 that accept. I just feel I must stand up and defend  
7 my home against what I see as a boondoggle.

8

9

10 [REDACTED] board of directors  
11 of the Avra Valley Water Co-op. My concern is that  
12 we're about to entertain a \$700,000 new well and  
13 improvement into a reservoir for the members of the  
14 co-op. Now, some of the proposed things I've seen  
15 here on the roadwork may affect our water shed and  
16 also various wells and pipelines that we've got  
17 running, and I would like somehow to have direct input  
18 from the DOT in relationship to our issues in regard  
19 to this matter.

20

21

22 Avoid the CPA reclaim area of the  
23 central Arizona project. Stay west of there. That's  
24 about all I have to say.

25

(Comments concluded at 6:15 p.m.)

1 State of Arizona )  
2 County of Pima ) ss.

3 Be it known that the foregoing comments were taken  
4 before me; that the foregoing pages are a full, true and  
5 accurate record of the proceedings, all done to the best of  
6 my skill and ability; that the proceedings were taken down  
7 by me in shorthand and thereafter reduced to print under my  
8 direction.

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Kimberley W. Gauthier, RPR  
Certified Reporter  
Arizona CR No. 50767

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Arizona Department of Transportation  
Interstate 11 Corridor  
Tier 1 Environmental Impact Statement  
Nogales to Wickenburg

Public Comment

June 29, 2016

3:40 p.m.

Wickenburg Community Center  
160 N. Valentine Street  
Wickenburg, Arizona 85390

Reported by:

Kayla Burgus, CSR

IA CR No. 1358



1 (The public comment commenced at 3:40 p.m.)

2 [REDACTED] I've lived here in  
3 Wickenburg for over 50 years. My complaint is that  
4 ADOT, when it created Highway 60 or whatever you call  
5 this highway here, failed to put a sidewalk in  
6 that -- to go to Country Kitchen.

7 It would actually be an extension of the  
8 bridge walk because the bridge walk goes almost  
9 halfway past that Aztec trailer park. So it only has  
10 to have the sidewalk from there to the driveway that  
11 goes down into the park because it already has a  
12 sidewalk to Country Kitchen, but it doesn't have it  
13 from the board walk -- or, board walk -- bridge walk,  
14 and so that needs to be continued because I call it a  
15 cow path now. It's uneven ground, and it's narrow  
16 and large. It goes narrow, narrow, narrow, then  
17 comes out a little bit, but it is pebble and rock and  
18 is all kinds of things. Too narrow. And it's a  
19 hazard. No one has put any signs, use at your own  
20 risk.

21 And they took away the crosswalk that  
22 they had, which they said was temporary. And they  
23 said that was fine at a big meeting like this; and we  
24 said that was fine. We could wait for the sidewalk,  
25 but we're waiting for five years still. I think

1 that's what the town of Wickenburg said. I've been  
2 complaining for five years.

3 I guess that's about it. The sidewalk.  
4 They promised the sidewalk, and they took away the  
5 crosswalk. They had a temporary -- which we agreed  
6 to -- the temporary crosswalk, so we could go across  
7 the traffic, but we can't do that anymore, and I --  
8 people like me can't use uneven ground.

9 And I saw -- I was sitting in McDonald's,  
10 and I saw a mother and her child walking over there  
11 through the window. And the child disappeared, and  
12 his momma pulling him up. If she hadn't have been  
13 holding onto him, he would have gone down into the  
14 trailer park. So there's not even a safety rail to  
15 stop it. I think that's it.

16 [REDACTED] Vista Royale  
17 subdivision, and 93 backs up to my yard.

18 We were not from this area. We came from  
19 Vegas. Had I known that 93 was a very busy road, I  
20 never would have bought my house there.

21 We've been here 11 years, and we've had  
22 many problems with people crawling underneath the  
23 county fence. It's nothing but four strings of  
24 barbed wire. And one of them was an incident where  
25 the guy crawled under at 5:15 in the morning, even

1    though the house next door to me was lit up like a  
2    Christmas tree, and was banging on our patio glass  
3    doors. I believe if my husband hadn't have gone to  
4    the window, he would have broken in.

5           All he said was, car no go. My husband  
6    said, sheriff. We called the sheriff at 5:20 in the  
7    morning, and they didn't come until 6:30, and this  
8    jerk was out there on our patio screaming and  
9    hollering in whatever gibberish language he was  
10   speaking in, and then he left. And then the sheriff  
11   showed up at our house at 6:30 with him in the  
12   backseat of their SUV, and I wanted to make -- I  
13   wanted him arrested, and they didn't do it. I said  
14   the next one gets shot. I've had it.

15           The traffic is awful. There have been  
16   three deaths from people outside of our complex who  
17   died on that road. One of them in a fiery  
18   explosion -- no, two of them, excuse me, were fiery  
19   explosions.

20           They drive -- the speed limit is 65, and  
21   I wait until every car goes by because they're going  
22   at least 80. And when I come home from Wickenburg,  
23   we have an egress that will take you to a left turn  
24   to get into our complex. There's a gorn (phonetic)  
25   in front of it, and I pull into that to save my life

1 because these people are driving like maniacs. And  
2 that includes the truck drivers. They put those -- I  
3 don't know what you call them. They're at the end of  
4 a lane and in the middle of the road and at the end  
5 of lanes to let you know you're going over, and you  
6 hear that all day and night.

7 Have a nice day.

8 No. Let's tell them -- they can go down  
9 60 where Wickenburg owns this land in Forepaugh,  
10 which is something like, I think, 20 miles away from  
11 Wickenburg, west of 60. There are rumors that they  
12 want to put industrial and a train depot there. Let  
13 it go down there and then down 71 back to 93.

14 And as it is with the two lanes, I'd  
15 still rather have a 12-foot concrete wall. I hate  
16 seeing that.

17 I lived in Chicago with awful traffic.  
18 This is even worse.

19 [REDACTED] [REDACTED] in Vista Royale,  
20 and due to the new improvements on 93, the truck  
21 traffic is unbearable out there now with the noise;  
22 and the trucks are going by with their Jake brakes  
23 on, and we'd like to have them put a sign up that  
24 says no Jake brakes in that area from, let's say, the  
25 191-mile marker past to the 193-mile marker.

1           The neighbors are getting to the point  
2 where the noise there is almost unbearable sometimes,  
3 due to the truck traffic and traffic on the weekends.

4           [REDACTED] So my question is coming  
5 from the perspective of the government. We have  
6 people here with million-dollar homes that are out  
7 here on the mountain tops, and they came here for the  
8 serenity and to get away from the cities. So you  
9 have that perspective.

10           In fact, I asked one one time, I said,  
11 how much you pay for your house? He said, I bought  
12 the view; they threw in the house. So you can see  
13 that they are very livid on why they moved here.

14           From the same standpoint on the other  
15 side of the coin, you have people that are in  
16 business here. When the roundabouts went in, I asked  
17 one of the businesses downtown how much business they  
18 lost. They said they lost half of their business. I  
19 ask him, I said, if you were in government, what  
20 would you do? He said, when the sun went down, I'd  
21 put a detour sign on each one of the roundabouts and  
22 divert all the traffic through Wickenburg.

23           So now from a government standpoint,  
24 where is this sweet spot when you're trying to  
25 accomplish that, make both sides happy?



1 reason I wouldn't even want it to go anywhere near  
2 where we live because we already have all the noise  
3 that we can handle from the way the traffic is now.  
4 It's ridiculous.

5 We moved here 15 years ago. It was very  
6 quiet and very peaceful. And then they added all  
7 these roundabouts in there, and the traffic is just  
8 an accordion. Accidents every single weekend. We  
9 lost five lives two weeks on that highway. We just  
10 don't -- there's been so many fatalities on that  
11 highway as it is. I just don't see where we need  
12 more traffic.

13 [REDACTED] So I am a member of the  
14 National Defense Transportation Association, which as  
15 you would guess, have a lot to do with trucking. And  
16 several years ago, Congressman Frank, then our local  
17 congressman, gave a presentation to our chapter about  
18 I-11, which generated a great deal of discussion at  
19 our chapter meeting.

20 Members of our chapter seem to feel that  
21 some sort of an I-11 corridor that went from Buckeye,  
22 Buckeye-ish, due north past the west side of  
23 Wickenburg and eventually joined up with Interstate  
24 93 around Scotts corner (phonetic) -- which is the  
25 actual junction of U.S. 93 and Arizona 71 -- would be

1 an excellent route to take because many of the  
2 truckers are already getting off Interstate 10 down  
3 around 355th Avenue, coming a little bit west, and  
4 then going north on South Vulture Mine Road and then  
5 through the west side of Wickenburg up to 93 and  
6 north.

7 So they had this sense that an interstate  
8 that would actually follow that route except maybe  
9 20 miles further west as a new interstate would be a  
10 perfect route for the trucking industry, remembering  
11 that I don't represent the trucking industry.

12 And that's all I have to say.

13 [REDACTED] The roundabouts are a  
14 great idea, but they need to be larger. That makes  
15 sense to me. I mean, too many accidents are occurred  
16 because they're too small.

17 (The public comment concluded at 6:30 p.m.)  
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C E R T I F I C A T E

I HEREBY CERTIFY that the foregoing public comment was taken by me, Kayla Burgus; that all the proceedings had upon the taking of said public comment were taken down by me in shorthand and thereafter reduced to print by computer-aided transcription under my direction; that the foregoing pages are a full, true, and accurate transcript of said record, all done to the best of my skill and ability.

DATED this 11th day of July, 2016.

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Kayla Burgus, CSR  
IA CR No. 1358

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9:5

# Email Comments

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**From:** [REDACTED]  
**Sent:** Monday, June 20, 2016 5:09 PM  
**To:** I-11ADOTstudy

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

As I review the map of the central corridor, it would appear that using the existing route of Hwy 85 would make a lot of sense. A more direct route, existing infrastructure, existing corridor, fewer obstructions, etc.

I also noticed that parts of Arlington, AZ are on the map and there are challenges to putting the corridor in that area. Namely, mountains, flood plains, wilderness area, etc.

--  
Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**Sent:** Tuesday, June 14, 2016 7:56 PM  
**To:** I-11ADOTstudy

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Can you tell me where I can see maps of the proposed routes from Nogales to Phoenix?  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**Sent:** Sunday, July 10, 2016 9:28 AM  
**To:** I-11ADOTstudy

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Subject: I oppose I-11

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To whom it may concern:

Not long ago two bighorn sheep were spotted in the Tucson Mountains. Biologists traced their tracks west across a break in the CAP canal that was designed and built for wildlife passage.

Now a proposed freeway, I-11, could keep them from returning—and threatens far more.

The proposed roadway will have severe and unreparable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing *"the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."*

Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,  
[REDACTED]



*STOP NOW and RETHINK this I-11 corridor and plan on then doing it the RIGHT way.*

*Thank you for your time and consideration.*



**From:** [REDACTED]  
**Sent:** Wednesday, June 22, 2016 4:33 PM  
**To:** I-11ADOTstudy  
**Subject:** [Fwd: What Comes After America, North America; Sovereignty Takeover Through the Covers of CANAMEX]  
**Attachments:** Forwarded message - What Comes After America, North America; Sovereignty Takeover Through the Covers of CANAMEX  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Whom It May Concern,

I am HIGHLY against and reject the CANAMEX / 1-11 highway simply put because it is the backbone for the TPP trade partnership as a stealthy cloak and dagger sovereignty takeover of the United States to bring about the North American Union. If you wish to sell out you and your childrens' inheritable future for freedom to a handful of transnational corporations who wish to destroy the United States and its lawful Constitution then break ground and sell yourselves for 30 pieces of silver like Judas. Do the research, the TPP is classified and no one but elite bureaucrats know what is in it. Trust must be verified and the facts show we cannot trust the CANAMEX highway nor how it will bypass the United States placing us on an even playing field with trade. I am forwarding you a letter I sent to ALL Arizona state senators a while back regarding my concerns for building this highway. This highway's specific intention is to further globalize the United States and destroy its nationalism. Why are we wanting to go into a North American Union when tomorrow Britain will openly vote trying hard to get out of theirs in the Brixit. Only sheep get misled by wolves, time to be sheepdogs and protect our own interests. Ask yourselves simply, which one are you?

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, May 25, 2016 5:53 PM  
**To:** I-11ADOTstudy  
**Subject:** 1-11 Corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi, just wanted to give you my input on the proposed 1-11 corridor. I personally would rather have a light rail, although probably more expensive, it would eliminate having to drive a car, and I think people would prefer to hop on a train instead of driving. Imagine one day just waking up and say, hey lets take the train north to Vegas for the day, or spend the night, do some gambling and or drinking, and not have to worry about getting busted for DUI. A freeway would have to be 2 lanes north and 2 lanes south, without having to take a chance on passing another vehicle and getting hit head on.

If a light rail were in the mix, then have a couple Quik Trips (QT) along the way, so the train could stop, let passengers off, take a bathroom break, or get something to eat or drink...(they would allow a drink, and QT would give them a seal proof container), then the train would continue on....(you could charge passengers \$50 to ride round trip) which is about what you would pay to drive to and from.

I know, a lot of track to install and trains to be constructed. And a freeway would still have the same construction, and they could use old tires for the rubberized asphalt

Thanks for reading (only my 2 cents worth).

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 4:53 PM  
**To:** I-11ADOTstudy  
**Subject:** ADOT STUDY

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Madam/Sir  
I am a realtor of Tonopah.  
I would like to put forward my suggestion that West valley boundary line of the study area would tremendously prove to be helpful to the west valley residents as there is no north south freeway farther west.

--

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, June 21, 2016 10:23 PM  
**To:** I-11ADOTstudy; mkies@azdot.gov  
**Subject:** Alternative Interstate 11 Corridor to Mexico  
**Attachments:** I-11 AZ Route.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Greetings, I-11 Corridor Study Contacts:

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.

[REDACTED]



## Alternative Interstate 11 Corridor From Wickenburg to Mexico Border



Prepared by:

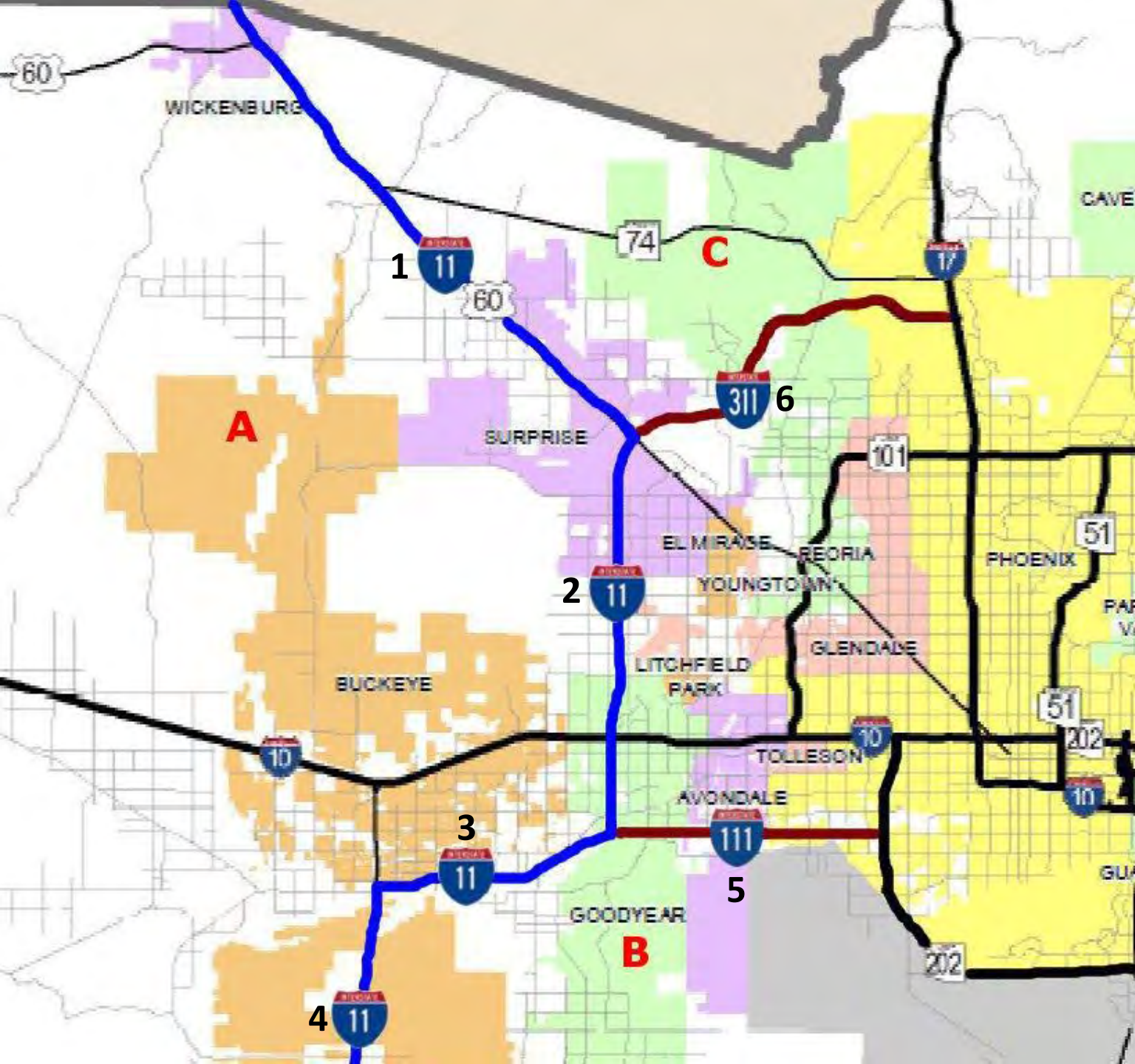






## Summary / Overview of Proposed I-11 Corridor

- I-11 still replaces the existing US 93 corridor but a new corridor south of Wickenburg is proposed.
- I-11 corridor uses existing highway contours with no urban sprawl and no new desert destruction.
- I-11 provides quicker and safer travel to Lukeville border crossing and subsequently to Rocky Point.
- I-11 between I-10 and I-8 becomes a southern bypass around Phoenix for I-10 through traffic.
- I-11 is an alternate to I-19 for some truck traffic and reduces congestion from Nogales to Tucson.
- I-11 generates additional sales tax revenues from vacationers for state and local governments in AZ.



## Phoenix West Valley I-11 Corridor (see map)

- 1) I-11 shares US 60 from Wickenburg to L303.
- 2) I-11 replaces Loop 303 from US 60 to SR 30.
- 3) I-11 replaces SR 30 from Loop 303 to SR 85.
- 4) I-11 replaces SR 85 from SR 30 to Gila Bend.

- 5) I-111 replaces SR 30 from Loop 303 to L202.
- 6) I-311 replaces Loop 303 from US 60 to I-17.

- A) DO NOT put I-11 west of White Tank Mtns.
- B) DO NOT extend Loop 303 south of SR 30.
- C) DO NOT convert SR 74 into a freeway.

**The above reallocations plus the transportation sales tax results in Maricopa County paying for the I-11 freeway from Wickenburg to Gila Bend.**

**This new I-11 corridor provides better utilization of sparsely populated freeways while saving the environment from construction of new corridors.**

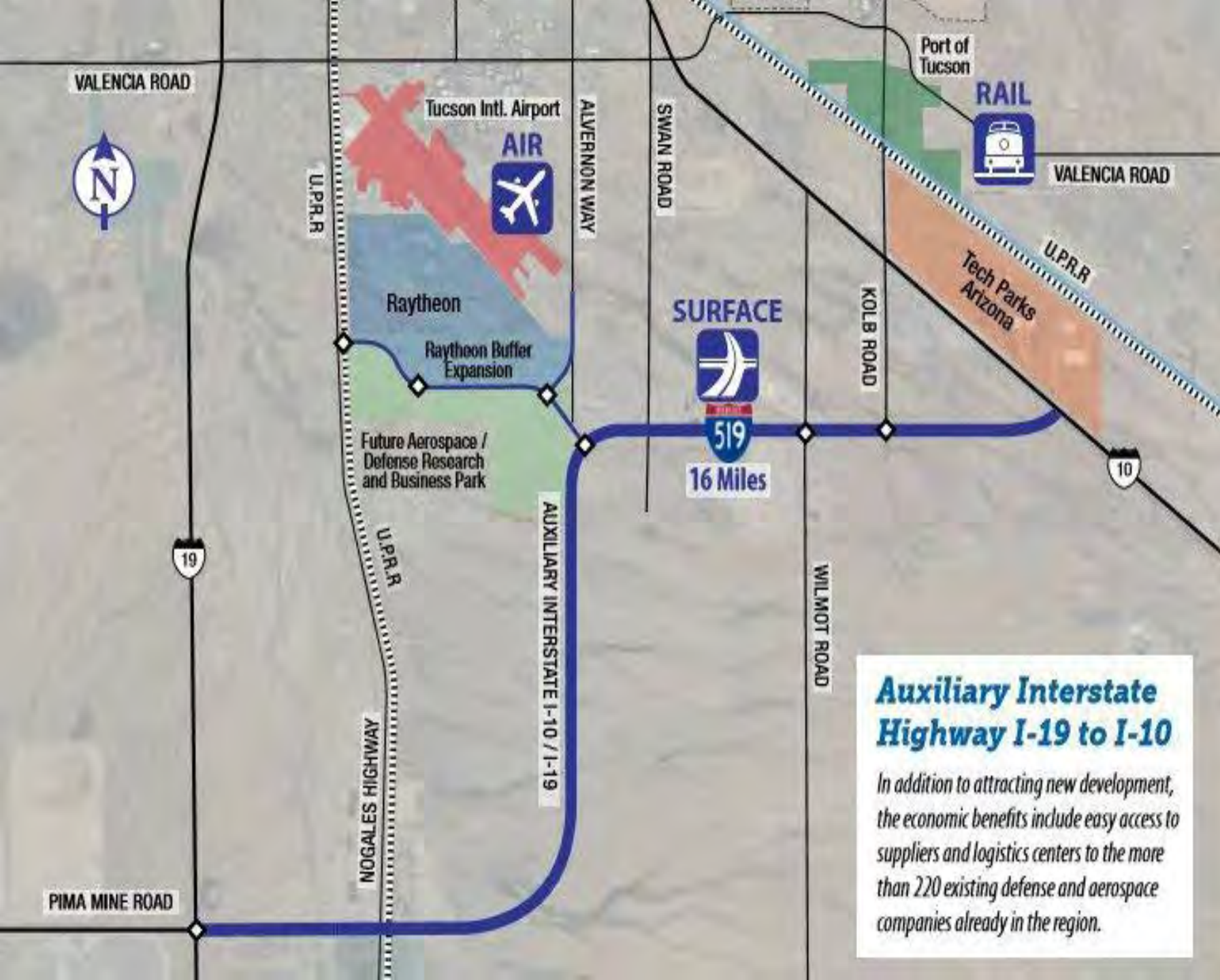
**West Valley cities embrace the I-11 brand as its regional identity and for the auxiliary freeways.**

## Central Arizona I-11 Corridor



- I-11 replaces SR 85 and connects directly with I-8 near Gila Bend.
- Gila Bend serves as a gateway between I-11 and Pinal County with I-8 being the main linkage.
- I-10 west traffic to Los Angeles and Las Vegas can take I-8 and I-11 to bypass the Phoenix area.
- I-11 is an alternative to I-19 for travel between Hermosillo and Phoenix, Las Vegas, Los Angeles.
- I-11 does not enter Pinal County but a new North-South freeway is still planned for Pinal County.

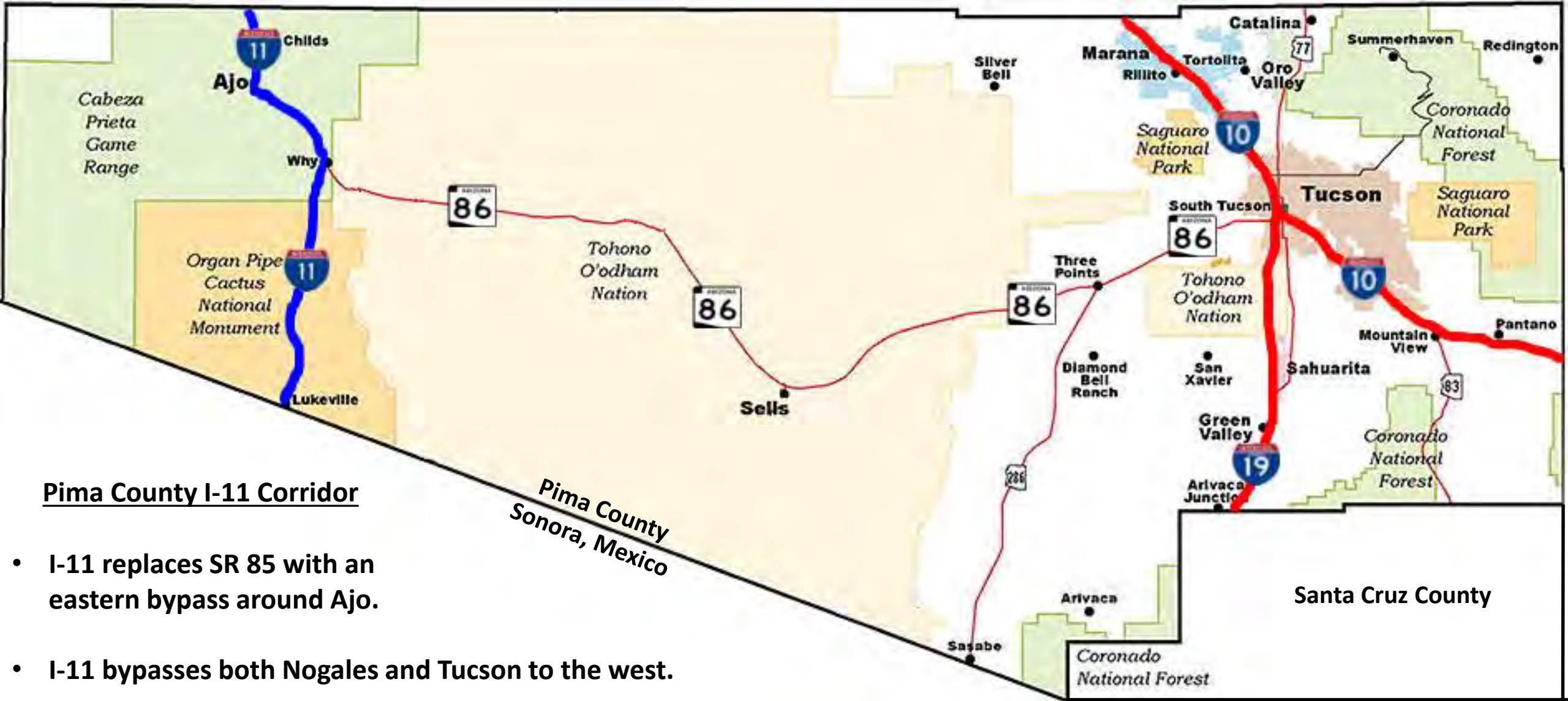
## Tucson Metropolitan Region



**Auxiliary Interstate Highway I-19 to I-10**

*In addition to attracting new development, the economic benefits include easy access to suppliers and logistics centers to the more than 220 existing defense and aerospace companies already in the region.*

- **No western bypass between I-19 and I-10 through the Avra Valley.**
- **I-10 is widened in Tucson west of I-19 to contain extra truck traffic.**
- **I-10 double stacking could carry express trucks and buses with a potential bus-only transit ramp connecting Downtown Tucson.**
- **An auxiliary freeway connecting I-19 to I-10 provides faster travel between Nogales & New Mexico. (See map on the left for details).**
- **Tucson embraces the I-19 brand for its auxiliary interstate label.**



**Pima County I-11 Corridor**

- I-11 replaces SR 85 with an eastern bypass around Ajo.
- I-11 bypasses both Nogales and Tucson to the west.
- Pima County and Tohono O’odham Nation jointly finance the widening of SR 86 into a four-lane, divided highway with a northern bypass around Sells.
- Lukeville border station is expanded to accommodate increased vehicle traffic.



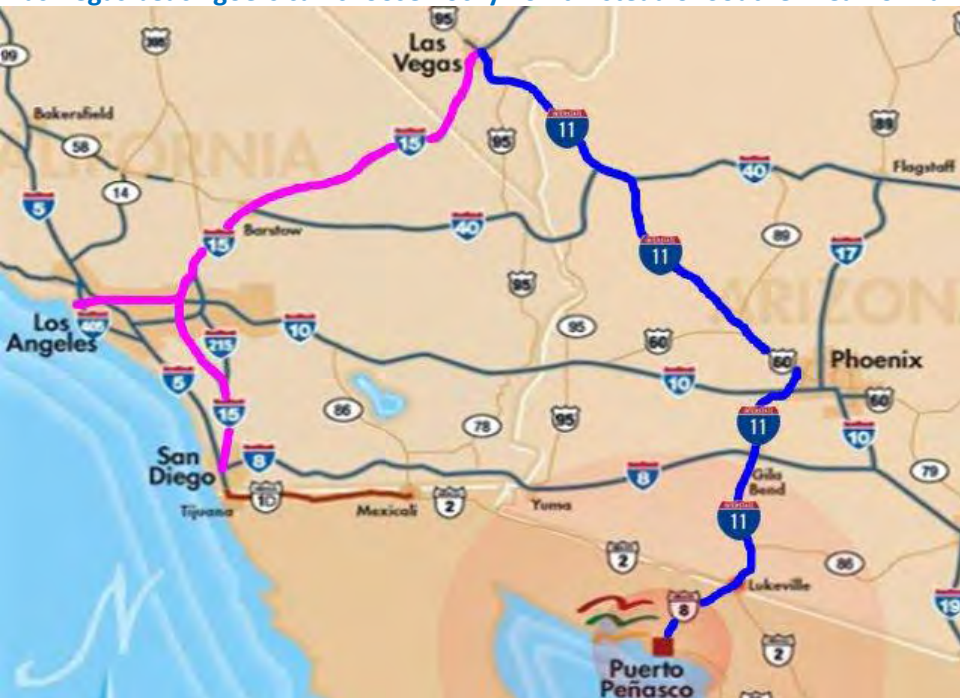
**South of the Border Connectivity**  
 (Refer to map for colored arrows)

- **Arrow:** A travel corridor to and from Guaymas and Mexico City.
- **Arrow:** Nogales is the dominant border crossing and offers direct access to Tucson & Pinal County.
- **Arrow:** A path to western border crossings for access to Gila Bend, Yuma, and Southern California.
- **Arrow:** Sonoyta is a secondary crossing from Hermosillo to reach Phoenix and Las Vegas. It also is a suitable alternative to Mexicali to reach Los Angeles. Sonoyta is the gateway from AZ to Rocky Point.
- **Arrow:** Yuma traffic crosses at San Luis; San Diego traffic may otherwise enter Baja California.

## Las Vegas Tourists

- Visitors from around the world travel to Las Vegas as a vacation and entertainment destination. However, Las Vegas is missing an ocean and a beach; there is no substitute for an oceanic beach.
- Many Vegas tourists take day trips to the Grand Canyon; another day trip can occur to the beach. Rocky Point, informally known as *Arizona's Beach* can be shared with Vegas as *Las Vegas' Beach*.
- Rocky Point is further away but it has less congestion, cheaper prices, and warmer waters versus Southern CA and it bundles well within a Vegas vacation; SOCAL is viewed as a separate vacation.
- A caravan of rental cars, chartered buses, and personal vehicles traveling between Las Vegas and Rocky Point provides sales tax opportunities such as eating at a restaurant or shopping at a mall.
- The accumulation of sales tax revenue can be significant for local, county, and state governments. Adding a side trip to nearby AZ locations within a Rocky Point day trip provides multiplier effects.

Las Vegas beach goers can choose Rocky Point instead of Southern California.



It's raining dollars in the Arizona Desert from out-of-state visitors and tourists.

## Arizona Tourism

- Arizona has many natural wonders, including Sedona and the Grand Canyon that tourists visit in a day trip. Likewise, these tourists can make another day trip to visit Rocky Point.
- An extra vacation day (or a repeat vacation) to Rocky Point creates multiplier effects to the AZ economy resulting in longer hotel stays and greater spending at stores, restaurants, etc.
- However, these economic benefits are not fully realized unless roadway improvements are made. Interstate 11 reduces travel time, increases safety, and serves as a direct connector.
- Increasing tourism to Sonora (including Rocky Point) strengthens the symbiotic relationship between Arizona and Sonora and through reciprocity, Sonora increases its trade to Arizona.
- I-11 between Mexico and Gila Bend carries some freight traffic and offers congestion relief from I-19 & I-10 while I-11 in the West Valley has access to manufacturing and distribution.





**From:** [REDACTED]  
**Sent:** Monday, June 06, 2016 3:27 PM  
**To:** I-11ADOTstudy  
**Subject:** Avra Valley Proposed Route

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir/Madam,

I live in a subdivision at Anway Road and Manville Road. In looking at the map for the proposed I11 route through Avra Valley, it looks as if this interstate will go right through our subdivision. I'm assuming if this is the case that we will have our houses purchased through eminent domain. I would like to know the timeframe for this process. My husband and I are currently exploring the thought of selling our home. However, with the proposed path of the interstate coming through our subdivision; I'm sure it would be difficult to sell. Of course, if we are only talking about a couple of years until the state buys our home we would probably try to wait. In looking at the on-line information it really doesn't give me any idea how long this process takes.

Please give me a timeframe and verify I'm correct in my assumption about it coming through our subdivision. The subdivision is called Tucson Avra West and I live at [REDACTED]  
[REDACTED]

Thanks,  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 3:54 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** CLLC and Wildlands Comments on I-11 Corridor EIS (Arizona)  
**Attachments:** CLLC & WN I-11 Scoping Comments FINAL.pdf

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir/Madam,

The Center for Large Landscape Conservation and Wildlands Network submit the attached comments regarding assessment of harmful environmental impacts likely to arise from the proposed Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona (Project).

We respectfully request that the Federal Highway Administration and Arizona Department of Transportation review and consider the highway and connectivity data, studies and resources described in our letter during assessment of the likely effects of the I-11 Project on ecological connectivity in general in the region and, in particular, within the wildlife linkages identified in Table 1 of the comments. Where such impacts are unavoidable, we respectfully urge the agencies to determine opportunities to integrate wildlife-related mitigation measures as early as possible during planning for the Project.

Please do not hesitate to contact me if you have any questions or would like to further discuss these comments.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

July 8, 2016

*Via email:* I-11ADOTStudy@hdrinc.com

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

*Re: Tier 1 Environmental Impact Statement for Interstate 11 Corridor between Nogales and Wickenburg, Arizona*

Dear Sir/Madam,

The Center for Large Landscape Conservation and Wildlands Network submit the following comments regarding assessment of harmful environmental impacts likely to arise from the proposed Interstate 11 (I-11) Corridor between Nogales and Wickenburg, Arizona (Project).

As detailed below, we respectfully request that the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) review and consider the highway and connectivity data, studies and resources described in this letter during assessment of the likely effects of the I-11 Project on ecological connectivity in general in the region and, in particular, within the wildlife linkages identified in Table 1 below. Where such impacts are unavoidable, the agencies should determine opportunities to integrate wildlife-related mitigation measures as early as possible during planning for the Project. As part of that inquiry, it is imperative that the agencies allocate adequate funding to cover estimated costs associated with such measures. In the event FHWA and ADOT are unable to estimate Project-specific costs of wildlife-related mitigation during the early stages of Project planning, we ask that you add an across-the-board 15% budget adjustment for the Project as a reasonable “placeholder” estimate of required mitigation costs, pending an itemized cost estimate.

Such action would be consistent with ADOT’s long-term vision of “Zero fatalities on Arizona roads” by 2050 and its 2014 Strategic Highway Safety Plan, which calls for ADOT to “implement comprehensive infrastructure improvements and maintenance to separate animals from the roadway while improving and maintaining wildlife connectivity.”<sup>1</sup> Doing so would also be consistent with FHWA policy calling for early consideration of wildlife during project planning as well as the President’s recent memorandum directing federal agencies to ensure their mitigation policies establish “a net benefit goal or, at a minimum, a no net loss goal for natural resources the agency manages that are important, scarce, or sensitive, or wherever doing so is consistent with agency mission and established natural resource objectives.”<sup>2</sup>

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<sup>1</sup> Arizona 2014 Strategic Highway Safety Plan, <http://azdot.gov/docs/default-source/about/az-shsp-report-121014-reduced.pdf?sfvrsn=2>

<sup>2</sup> <https://www.whitehouse.gov/the-press-office/2015/11/03/mitigating-impacts-natural-resources-development-and-encouraging-related>

## I. Trends and a recent review of wildlife-vehicle collisions in the U.S.

An estimated one to two million collisions between cars and large animals occur annually in the United States, resulting in hundreds of human deaths and more than 25,000 injuries, at a cost to Americans of over \$8 billion – *every single year* (Huijser *et al.* 2008). Moreover, although the overall number of collisions has leveled off at around 6 million per year during the most recent study period (1990-2004), the relative percentage of collisions involving animals increased by 50%, from fewer than 200,000 per year in 1990 to approximately 300,000 in 2004 – accounting for about 5% of all reported motor vehicle collisions.

Between vehicle repair costs, medical bills, towing fees, accident attendance costs, hunting value of road-killed game species, and more, the total costs for the average collision with a large ungulate in the United States and Canada have been estimated at over \$6,000 per deer or bighorn sheep, \$17,000 per elk, and \$30,000 per moose (in 2007 US\$) (Huijser *et al.* 2009). In addition to endangering Arizonans, wildlife-vehicle collisions (WVCs) also constitute a major threat to survival for nineteen federally listed threatened or endangered animal species (Huijser *et al.* 2008).

More recent annual statistics confirm that WVCs continue to be a significant concern for transportation agencies. In its annual reports on traffic safety, the National Highway Traffic Safety Administration (NHTSA) combines information from two different databases to provide descriptive statistics about traffic crashes across the nation. The Fatality Reporting System (FARS) was started in 1975 and records the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (GES), which was launched in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage.

From NHTSA's 2012 annual report of traffic safety data (NHTSA 2014), Table 29 describes various collisions (*i.e.*, with other vehicles, poles, pedestrians) and non-collisions (*i.e.*, roll overs) that are described as the "first harmful event." The table describes over 16 different types of harmful events. The table includes the category of crashes with animals of which there were approximately 271,000 – approximately 5% – in 2012. Of the sixteen categories of causes of potential first event crashes, animals ranked as the 5<sup>th</sup> most numerous type, after crashes with other vehicles (rear-end, side swipe, angle) and crashes with parked vehicles. Crashes such as head-on collisions with other vehicles (2.2%), rollovers (2%), or due to poles (3.2%), culverts/ditches (3.2%) or embankments (0.8%) were all lower than animal-vehicle collisions. Other reports (2000, 2005, 2010) along with the 2012 data are summarized in Table A. **While overall crashes have decreased from 6.4 million in 2000 to 5.6 million in 2012, animal-vehicle collisions increased over that same period, from 258,000 to 271,000.**

Table A: Animal-vehicle collisions, severity, and total collisions in the United States, 2000, 2005, 2010, 2012.

First Harmful Event Type	Year	Crash Severity						Total Animal		Total First Harmful Events
		Fatal		Injury		Property Damage Only				
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Animal	2012	171	0.6	13,000	0.8	258,000	6.5	271,000	4.8	5,615,000
Animal	2010	203	0.7	14,000	0.9	254,000	6.6	268,000	5.0	5,419,000
Animal	2005	174	0.4	15,000	0.8	260,000	6.0	275,000	4.5	6,024,000
Animal	2000	143	0.4	14,000	0.7	244,000	5.7	258,000	4.0	6,394,000

**Citations:**

Blincoe, L. J., Miller, T. R., Zaloshnja, E., and B.A. Lawrence. 2014. The economic and societal impact of motor vehicle crashes, 2010, Report No. DOT HS 812 013. National Highway Traffic Safety Administration, Washington, D.C.

Huijser, M.P., J.W. Duffield, A.P. Clevenger, R.J. Ament, and P.T. McGowen. Cost-Benefit Analyses of Mitigation Measures Aimed at Reducing Collisions with Large Ungulates in the United States and Canada: a Decision Support Tool. Ecology and Society, Vol. 14, No. 2, Article 15, 2009. URL: <http://www.ecologyandsociety.org/vol14/iss2/art15/>

Huijser, M.P., P. McGowen, J. Fuller, A. Hardy, A. Kociolek, A.P. Clevenger, D. Smith & R. Ament. 2008. Wildlife-vehicle collision reduction study. Report to congress. U.S. Department of Transportation, Federal Highway Administration, Washington D.C., USA, available at: [ftp://ftp.odot.state.or.us/techserv/ORWildlifeMoveStrategy/WildlifeConnectionsConference/Wildlife\\_Vehicle\\_Collision\\_Reduction\\_report\\_to\\_Congress.pdf](ftp://ftp.odot.state.or.us/techserv/ORWildlifeMoveStrategy/WildlifeConnectionsConference/Wildlife_Vehicle_Collision_Reduction_report_to_Congress.pdf)

NHTSA (National Highway Traffic Safety Administration). 2014a. Traffic safety facts: 2012. A compilation of motor vehicle crash data from the Fatality Analysis Reporting System and the General Estimates System, Report No. DOT HS 812 032. National Highway Traffic Safety Administration, National Center for Statistics and Analysis, U.S. Department of Transportation, Washington, DC. Online at: <http://www-nrd.nhtsa.dot.gov/Pubs/812032.pdf>

NHTSA (National Highway Traffic Safety Administration). 2012. Traffic safety facts: 2010. A compilation of motor vehicle crash data from the Fatality Analysis Reporting System and the General Estimates System, Report No. DOT HS 811 659. National Highway Traffic Safety Administration, National Center for Statistics and Analysis, U.S. Department of Transportation, Washington, D.C. Online at: <http://www-nrd.nhtsa.dot.gov/Pubs/811659.pdf>

NHTSA (National Highway Traffic Safety Administration). 2006. Traffic safety facts: 2005. A compilation of motor vehicle crash data from the Fatality Analysis Reporting System and the General Estimates System, Report No. DOT HS 810 631. National Highway Traffic Safety Administration, National Center for Statistics and Analysis, U.S. Department of Transportation, Washington, DC. Online at: <http://www-nrd.nhtsa.dot.gov/Pubs/810631.pdf>

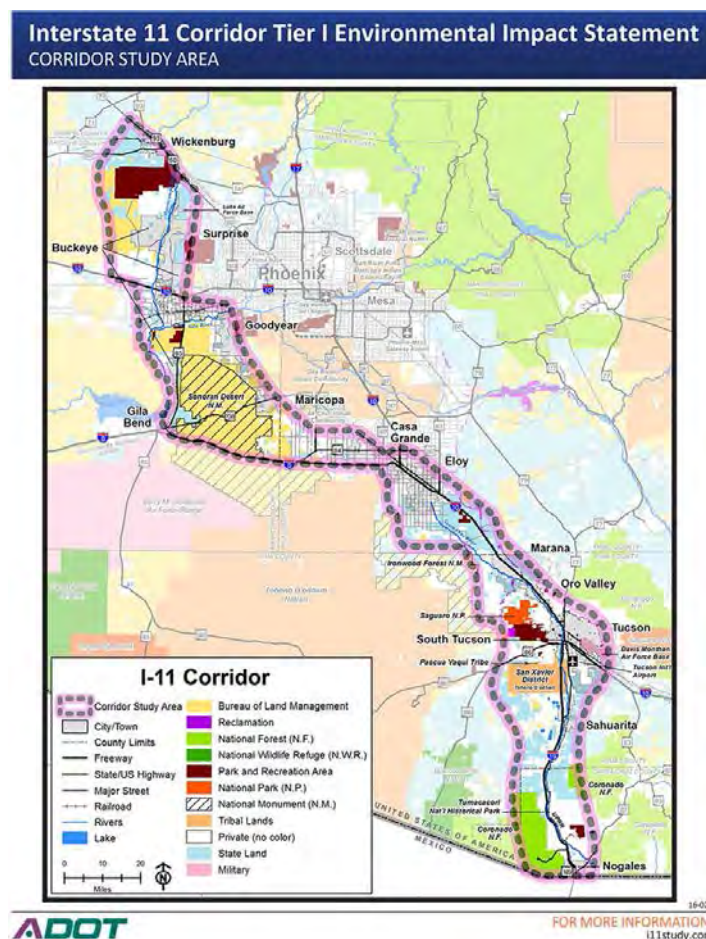
NHTSA (National Highway Traffic Safety Administration). 2000. Traffic safety facts: 2000. A compilation of motor vehicle crash data from the Fatality Analysis Reporting System and the General Estimates System, Report No. DOT HS 809 337. National Highway Traffic Safety Administration, National Center for Statistics and Analysis, U.S. Department of Transportation, Washington, DC. Online at: <http://www-nrd.nhtsa.dot.gov/Pubs/TSF2000.pdf>

Although overall 2012 fatalities (171 fatalities, 0.6%) and injuries (13,000 injuries, 0.8%) due to collisions with animals remain below 1%, of the total crashes resulting in property damage, 6.5% involve animals. The only other categories in the table to exceed 6.5% in the property-damage-only type crashes are collisions with other vehicles (rear-end, side swipe, and angle). Moreover, property-damage only crashes are notoriously under-reported; indeed, it has been estimated that well over half (60%) of property-damage-only crashes and almost a quarter (24%) of all injury crashes are not reported to the police (Blincoe *et al.* 2014).

Despite these grim statistics, the percentage of highway safety program dollars being spent to address WVCs nationwide and in Arizona continues to be significantly less than the percentage (~5%) of all reported motor-vehicle collisions involving wildlife.

## II. Arizona Wildlife Linkage Assessment

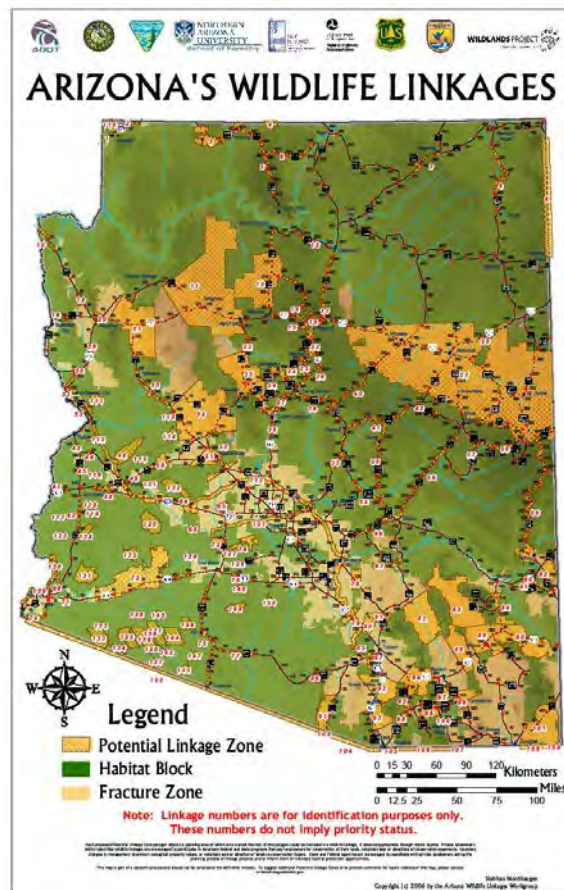
As depicted in Figure 1, the I-11 Project study area runs from Nogales to Wickenburg. This study area forms the southern section of a proposed corridor that ultimately will connect key metropolitan areas and markets in Arizona with Mexico and Canada. The Project study area traverses four counties (Maricopa, Pinal, Pima and Santa Cruz) and is 280 miles long.



**Figure 1.** Map of I-11 Corridor Study Area, available online: <http://www.i11study.com/Arizona/study-area.asp>

The purpose of this proceeding is to identify potential environmental impacts of the proposed Project and to assess how to structure the Project to avoid (or, if unavoidable, minimize) such effects. To fulfill this purpose, we respectfully urge FHWA and ADOT to review the identified linkages and associated recommendations of the Arizona Wildlife Linkage Assessment (AWLA), available online at: <http://azdot.gov/business/environmental-planning/programs/wildlife-linkages>. Authored by the Arizona Wildlife Linkages Workgroup, the AWLA is “a collaborative effort formed by the Arizona Department of Transportation, Arizona Game and Fish Department, Bureau of Land Management, Federal Highway Administration, Northern Arizona University, Sky Island Alliance, USDA Forest Service, U.S. Fish and Wildlife Service and the Wildlands Project to address habitat fragmentation through a cohesive, systematic approach.”<sup>3</sup> Relying on a series of statewide workshops that gathered local experts, the assessment catalogues:

1. large blocks of protected habitat;
2. wildlife movement corridors (potential linkage zones); and
3. factors threatening to disrupt such linkage zones.



**Figure 2.** Map of Arizona’s Priority Wildlife Linkages, available online: <http://azdot.gov/docs/maps/arizona's-wildlife-linkages-map.pdf?sfvrsn=0>

<sup>3</sup> <https://trid.trb.org/view.aspx?id=1349678>

As shown in Figure 2, the AWLA identified 152 priority wildlife linkage assessments throughout the state. Of those, at least 16 intersect the proposed I-11 Project, as detailed below in Table 1.

**Table 1:** AWLA Priority Wildlife Linkages that intersect with the I-11 Project.

<i>Linkage #</i>	<i>Linkage Name</i>	<i>Linkage/Road Intersection</i>
10	Mt. Tipton - Mt. Perkins	U.S. 93
18	Black Mts. - Cerbat Mts.	U.S. 93
20	Hualapai Mts. - Cerbat Mts.	U.S. 93
21	I-40-U.S. 93 - Kingman	U.S. 93
33	Hualapai Mts. - Bagdad	U.S. 93
113	Poachie Range - Black Mts.	U.S. 93
34	Tres Alamos Wilderness/Prescott NF	U.S. 93
51	Wickenburg	U.S. 93
152	Central Arizona Project Canal	U.S. 60
151	Gila-Salt River Corridor	I-10
73	Gila Bend Mts. - N. Maricopa Mts.	U.S. 85
76	S. Maricopa Mts. -Sand Tanks	I-8
79	Ironwood - Tortolita Mts.	I-10
80	Saguaro - Tortolita Mts.	I-10
92	San Xavier/Sierrita -Santa Rita	I-19
93	Tumacacori - Santa Rita	I-19

Although the I-11 project will largely follow existing roadways, it will nonetheless require substantial widening of those highways, thereby presenting opportunities to integrate wildlife overpasses, underpasses, and at-grade mitigation at points where priority wildlife linkages intersect the newly expanded roadways. Indeed, AWLA’s authors anticipated that the assessment would prove valuable for road-widening projects such as the one proposed here. Specifically, in AWLA’s section on “providing solutions,” the authors noted:

Loss of connectivity is by no means inevitable, and the outcome of human population growth does not have to result in a proliferation of barriers. Although road-widening projects generally increase vehicle traffic, this need not result in more wildlife/vehicle collisions, or a decrease in animal movements. *Road-widening projects present the greatest opportunity to provide crossing structures to accommodate wildlife movement.* Because most of Arizona’s roads were not originally designed to accommodate wildlife movement, current road improvement projects can dramatically restore permeability.... [as] human structures are eventually upgraded, creating opportunities to facilitate connectivity - planners and engineers involved must be aware of the need for connectivity within the project area early in the planning process. (*emphasis added*)



### III. West-wide and Arizona Crucial Habitat Assessment Tools

The Western Governors' Association has produced a west-wide Crucial Habitat Assessment Tool (CHAT) as part of its Wildlife Corridors and Crucial Habitat Initiative.<sup>4</sup> The CHAT is a cooperative effort of 16 Western states to provide the public and industry a high-level overview of "crucial habitat" across the West. "Crucial habitats" are places that are likely to provide the natural resources important to aquatic and terrestrial wildlife, including species of concern, as well as hunting and fishing species. The west-wide CHAT is intended to help users in the pre-planning of energy transmission routes, or in comparing fish and wildlife habitat, by establishing a common starting point across the West for the intersection of development and wildlife.

As part of the WGA's CHAT effort, connectivity among large intact blocks of habitat was modeled throughout the west. These models identify centrality flow lines, or corridor routes predicted to be crucial for maintaining broad-scale connectivity of several major biomes, including forested systems.<sup>5</sup> Each of these lines is buffered by 1 mile on each side to account for various sources of uncertainty in the model. Although this analysis was conducted throughout the West, individual states adopted it at their own discretion. Because some states selected alternative methods for modeling connectivity and many states chose not to make connectivity layers public via the CHAT, this layer is not available for download from the CHAT website. For download access, please direct questions concerning access to and use of this dataset to John Pierce (360.902.2511, [John.Pierce@dfw.wa.gov](mailto:John.Pierce@dfw.wa.gov))

In addition to the west-wide CHAT, Arizona also has a state-specific CHAT known as HapiMap™, <http://www.habimap.org/>. HapiMap is "intended to be used as an early planning tool for landscape-level analysis and should be used in concert with all available data and expertise to ensure project plans address wildlife and habitat conservation at all levels." In addition to wildlife linkages data, HabiMap also includes layers on Biotic Communities; Amphibian, Bird, Fish, Reptile, and Mammal Potential Distributions; Species of Concern; and Unfragmented Areas.<sup>6</sup>

We urge FHWA and ADOT to review these data sources as well to determine potential environmental impacts resulting from the proposed Project.

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<sup>4</sup> In spring 2015, the Western Governors handed off oversight and management of CHAT to the Western Association of Fish and Wildlife Agencies (WAFWA) and Association of Fish and Wildlife Agencies (AFWA). The new name is the Western Association of Fish and Wildlife Agencies' Crucial Habitat Assessment Tool (WAFWA CHAT).

<sup>5</sup> Western Governors' Association. 2008. Wildlife corridors initiative: June 2008 report. Western Governors' Association. Denver, CO. Available on the internet: <http://www.westgov.org/wildlife>.

<sup>6</sup> Table 3 in Ament, R., A. Clevenger, A. Kociolek, T. Allen, M. Blank, R. Callahan, M. McClure, S. Williams. 2015. *Development of Sustainable Strategies Supporting Transportation Planning and Conservation Priorities Across the West*. A Report prepared for the Federal Highway Administration and Western Governors' Association. Washington, DC. 143 pp, <http://largelandscapes.org/media/publications/Development-of-Strategies-Supporting-Transportation-Planning-Across-West.pdf>

#### **IV. Providing safe passage is a win-win-win for Arizona and FHWA, as recognized by ADOT’s long-term vision of “Zero Deaths” by 2050**

As projects undertaken by ADOT itself have demonstrated, there are proven solutions to the problem of WVCs: wildlife mitigation measures, including wildlife underpasses, overpasses, and systems that automatically detect wildlife nearby, with associated fencing and other elements, have been shown to reduce wildlife-vehicle collisions by 80 to 90%<sup>7</sup> – a reduction from 100 collisions to 20 or fewer. Despite their upfront costs, these measures have been shown to pay for themselves over time through collision cost savings when installed at collision hotspots (Huijser *et al.* 2009).

Inclusion of wildlife-related mitigation during transportation programs, plans and projects also will aid ADOT in meeting its goal of zero fatalities on Arizona’s roadways. *Indeed, a commitment to sound and ongoing investment in wildlife-related mitigation is essential for ADOT to meet its goal of zero fatalities by 2050.*

In sum, taking steps to prevent collisions and provide safe passage is predicted to save human lives, wildlife, and money – *resulting in a win-win-win scenario.*

#### **V. Reviewing the identified data in these comments is consistent with Presidential and FHWA policy recommendations**

Avoiding or, if unavoidable, mitigating the effects of the proposed Project conforms to the spirit of the recent Presidential Memorandum regarding “*Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment*” (November 3, 2015).<sup>8</sup> That memorandum directs federal agencies to ensure that their mitigation policies establish “a net benefit goal or, at a minimum, a no net loss goal for natural resources the agency manages that are important, scarce, or sensitive, or wherever doing so is consistent with agency mission and established natural resource objectives.” For impacts that cannot be avoided entirely, FHWA and ADOT should adhere to the three-part concept of mitigation – relying on avoidance, minimization, and compensation (with a preference for a ratio of greater than 1:1). In short, where harm results from agency action, compensatory mitigation is no longer at the agency’s discretion; rather, it is now an affirmative national policy.

Considering the effect of the Project on wildlife early on is also consistent with the FHWA’s June 1, 2010 memorandum regarding information and training on strategies to reduce WVCs (attached). In that memorandum, the FHWA urged all FHWA divisions to adopt the practice of incorporating “*consideration of wildlife and safety needs into . . . documentation checklists*” because “*early consideration can result in project design features that decrease wildlife mortality and increase safety for vehicle drivers and passengers*” (emphasis added, Attachment at 2). Following its own advice, we urge FHWA and ADOT to similarly incorporate wildlife-

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<sup>7</sup> Woods, J.G. 1990. Effectiveness of fences and underpasses on the Trans-Canada highway and their impact on ungulate populations. Report to Banff National Park Warden Service, Banff, Alberta, Canada; Clevenger, A. P., B. Chruszcz, & K. Gunson. 2001. Highway mitigation fencing reduces wildlife–vehicle collisions. *Wildlife Society Bulletin*. 29:646–653; Dodd, N. L., J. W. Gagnon, S. Boe, A. Manzo, & R. E. Schweinsburg. 2007. Evaluation of measures to minimize wildlife–vehicle collisions and maintain permeability across highways: Arizona Route 260. Final Report 540. FHWA-AZ-07-540. Arizona Department of Transportation, Phoenix, Arizona, USA.

<sup>8</sup> <https://www.whitehouse.gov/the-press-office/2015/11/03/mitigating-impacts-natural-resources-development-and-encouraging-related>

vehicle mitigation strategies into its checklists and other planning documentation for the Project, to ensure that mitigation measures are considered early during planning and budgeting.

## **Conclusion**

Thank you for the opportunity to provide comments on the I-11 Project. We respectfully request that you consider the resources identified above during your examination of the potential environmental effects of the Project. If you have any questions regarding our comments or the information we have provided, please do not hesitate to contact us.

Respectfully submitted,

[REDACTED]

Center for Large Landscape Conservation

[REDACTED]

[REDACTED]

Wildlands Network

[REDACTED]

Attachment:

1. FHWA June 1, 2010 Memorandum

Attachment: FHWA June 1, 2010 Memorandum



# Memorandum

Subject: **INFORMATION:** FHWA Wildlife Vehicle Collision (WVC) Reduction Study Training Course

Date: June 1, 2010

In Reply Refer To: HEPE

[REDACTED]  
Associate Administrator for  
Office of Safety

[REDACTED]  
Associate Administrator for  
Planning, Environment, and Realty

To: Directors of Field Services  
Federal Lands Highway Division Engineers  
Division Administrators

The Office of Safety and the Office of Planning, Environment, and Realty wish to announce the availability of the FHWA Wildlife Vehicle Collision (WVC) Reduction Study Training Course. This course was developed by the Office of Safety Research and Development, the Office of Project Development and Environmental Review, and the Office of Federal Lands. The web-based course is now available at: <http://www.environment.fhwa.dot.gov/WVCtraining/index.asp>.

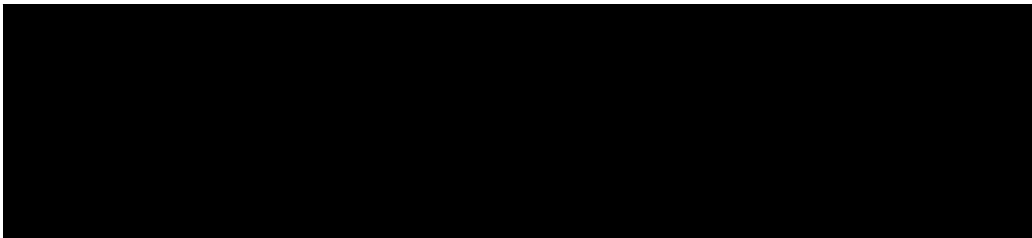
This training is based on the findings of the Wildlife Vehicle Collision Reduction Study: Report to Congress which is available at: <http://www.tfhr.gov/safety/pubs/08034/index.htm> and the Best Practices Manual developed from that study. The Manual, which is the textbook for the course, may be accessed at: <http://www.fhwa.dot.gov/environment/hconnect/wvc/index.htm>. The Report to Congress, Best Practices Manual, and the Web-based course were developed in collaboration with representatives from State DOT(s), other federal agencies, and experts in the field of Wildlife Vehicle Collisions. This collaborative effort resulted in a thorough and in-depth process to identify WVC problem areas and habitat connectivity opportunities, and to evaluate effective mitigation strategies that can be implemented to reduce WVCs. The course covers a wide variety of these strategies such as wildlife fencing, animal detection systems and vegetation management in great detail.

This web based course and the information it contains is particularly important at this time. The Congressional WVC study estimated that one to two million collisions between cars and large animals occur every year in the U.S. This presents a real danger to human safety as well as wildlife survival.



Though human injuries and fatalities as a result of WVCs are relatively rare, they do occur and are a serious consequence of WVCs. More common impacts for drivers and their passengers are vehicle damage, secondary motor vehicle crashes, emotional trauma, and less direct impacts such as travel delays. WVCs can also require the assistance of law enforcement personnel, emergency services, and road maintenance crews for potential repairs and carcass removal. For animals, WVCs present an immediate danger to their individual survival, and further reduce the population survival probability of certain threatened and endangered species.

The information presented in the Study, Manual and course is a useful tool in evaluating the need to accommodate wildlife collision mitigation strategies and connectivity needs during the environmental review process, regardless of the class of action of the environmental document. In addition to Environmental Assessments and Environmental Impact Statements, many Divisions and State DOTs have incorporated this consideration of wildlife and safety needs into their Categorical Exclusion and other documentation checklists. We encourage all divisions to adopt this practice since early consideration can result in project design features that decrease wildlife mortality and increase safety for vehicle drivers and passengers. In addition to the information resources outlined above, many states have collaborated with non-governmental organizations to develop regional and local information regarding wildlife corridors and connectivity priorities. We have attached a summary prepared by the Western Environmental Law Center of some of these studies and tools.



**From:** [REDACTED]  
**Sent:** Wednesday, June 22, 2016 2:20 PM  
**To:** I-11ADOTstudy  
**Subject:** Comment: Re: Southern Arizona hosts two more Interstate 11 public meetings

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

ADoT -- South of PHX, any 'new' improvements should be to I-10 & I-19, within the existing right-of-way. Arizonans don't need or want a new I-11 corridor in S AZ. The environmental impacts would be too harmful and cannot be adequately mitigated.

[REDACTED]  
[REDACTED]

On Wed, Jun 22, 2016 at 2:04 PM, Arizona Department of Transportation  
<[adot@service.govdelivery.com](mailto:adot@service.govdelivery.com)> wrote:

**ADOT**



### Southern Arizona hosts two more Interstate 11 public meetings

The Arizona Department of Transportation is holding two more public meetings this week in southern Arizona as part of a three-year environmental study for the proposed Interstate 11.

The two meetings in Tucson and Marana are part of the public scoping process for a corridor stretching from Nogales to Wickenburg.

Participants will be able to meet and talk with members of the study team to ask questions, provide comments and stay involved. They'll also be able to view maps of the corridor study area and mark up those maps with their ideas and comments.

The meetings run from 4 to 6:30 p.m., with presentations beginning at approximately 4:15 p.m. The same information will be presented at each meeting. Earlier this month, meetings were held in Casa Grande and Buckeye. The final meeting will be held in Wickenburg.

Wednesday, June 22  
Arizona Riverpark Inn  
777 W. Cushing St.  
Tucson

Thursday, June 23  
Marana Middle School – Gymnasium  
11285 W. Grier Rd.  
Marana

Wednesday, June 29  
Wickenburg Community Center  
160 N. Valentine St.  
Wickenburg

Planned as much more than a highway, I-11 is envisioned as a multimodal corridor connecting Arizona with regional and international markets while opening up new opportunities for mobility, trade, job growth and economic competitiveness.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor that is the focus of the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area and then south to the Tucson area and then Nogales.

The current 45-day comment period allows Arizonans to provide input on the I-11 study area. It's an opportunity to ask questions and share comments about topics such as potential locations for the I-11 corridor, environmental considerations, impact on wildlife habitats or cultural resources, and possible opportunities for other transportation modes, such as rail, that may be considered.

Those interested in commenting on the study but who are unable to attend a public meeting are encouraged to visit the study website at [i11study.com/Arizona](http://i11study.com/Arizona) and complete an online survey. All feedback, questions and comments will be considered part of the study, are entered into the project record and will help shape the proposed I-11 corridor. The public comment period runs until July 8.

In March, ADOT, in partnership with the Federal Highway Administration, launched the three-year study. It began with a process called pre-scoping that included meetings with federal, state and local governments, resource agencies and planning organizations within the study corridor.

During the next three years, ADOT will develop an Alternatives Selection Report to assess a wide range of corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a smaller number of corridor alternatives, including segments that may advance as independent improvements or projects. There will be a no-build alternative as well.

Input from the public, communities and other stakeholders will contribute to these two reports, as well as a Final Tier 1 Environmental Impact Statement that will list a selected corridor alternative.

In November 2014, the Arizona and Nevada departments of transportation completed a two-year feasibility study as the first step in the Interstate 11 process. In December 2015, Congress formally designated Interstate 11 from north to south in Arizona through the Fixing America's Surface Transportation Act. While the designation doesn't include funding, it does make the corridor eligible for federal funding in the future.

The public, communities and other stakeholders will have opportunities to comment through regular meetings, community events and other forums throughout the course of the three-year study. Right now, comments can be sent to:

- Online survey: [i11study.com/Arizona/](http://i11study.com/Arizona/)
- Email: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)
- Toll-free bilingual telephone hotline: [1-844-544-8049](tel:1-844-544-8049)
- Mail:

Interstate 11 Tier 1 EIS Study Team



c/o ADOT Communications  
1655 W. Jackson St., Mail Drop 126F  
Phoenix, AZ 85007

For more information about the I-11 study, visit [i11study.com/Arizona](http://i11study.com/Arizona).

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Monsoon season has arrived in Arizona. Don't drive into dust storms. Remember, [Pull Aside, Stay Alive](#).

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For more information, visit [azdot.gov](http://azdot.gov)

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Sent on behalf of ADOT by GovDelivery, Inc. • 206 S. 17th Ave • Phoenix, AZ 85007 • [602.712.7355](tel:602.712.7355)



**From:** [REDACTED]  
**Sent:** Tuesday, June 28, 2016 1:16 PM  
**To:** I-11ADOTstudy  
**Subject:** Comment for Scoping of the Tier 1 Environmental Impact Statement for Interstate 11

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Dear sirs,

I submit this comment for your consideration in scoping of the Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona, as set forth in the Notice of Intent published on 5/20/2016.

I believe that a corridor alignment west of the Tucson Mountains, through Avra Valley, has significant negative impacts that make it less preferable than options for widening or double-decking I-10 east of the Tucson Mountains. I recommend that the following impacts be considered in evaluating alternative corridors, and that they be discussed in the Environmental Impact Statement.

Proximity to Public Lands:

A corridor alignment in Avra Valley would place the highway in close proximity to a number of lands that have special significance to the public. West of Avra Valley are Ironwood Forest National Monument and the Tohono O'odham Nation. East of Avra Valley are the Tucson Mountain District of Saguaro National Park, the Tucson Mountain County Park, and the Arizona Sonora Desert Museum. An Avra Valley alignment would pass between the east and west portions of these lands. The space is especially restricted just south of Mile Wide road where Saguaro National Park is only 1.5 miles from the Tohono O'odham Nation and is only 2.3 miles from Ironwood Forest National Monument. This leaves a very narrow space for location of a highway.

Bisecting these lands with a heavily used transportation corridor would have a negative impact on the experience sought by visitors, including scenery, lack of noise, wildlife, and natural character. These are qualities that make Tucson an attractive tourist destination, and provide Tucson residents with a valuable urban wilderness experience.

Effect on Wildlife Movement:

With a relatively sparse human population, Avra Valley presently has relatively little impediment to east-west wildlife travel. As an example, over the past few months bighorn sheep from Ironwood Forest have been sighted at numerous places in the Tucson Mountains. An Avra Valley alignment of I-11 would have a serious impact on such wildlife movement, and could lead to inbreeding of wildlife in the Tucson Mountains, trapped between Tucson on one side and the I-11 highway on the other side. To mitigate this impact, the design of any major highway through Avra Valley must include wildlife crossings, including underpasses and overpasses, over the approximately 10 to 15 mile extent of the Tucson Mountains.

Thank you for considering these comments, and please let me know if you require any

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

.



Virus-free. [www.avast.com](http://www.avast.com)

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 11:42 AM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** Comment for Scoping of the Tier 1 Environmental Impact Statement for Interstate 11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sirs,

The Friends of Ironwood Forest, a conservation group composed of over 900 individuals and families supporting the Ironwood Forest National Monument near Tucson, strongly opposes the proposed route of I-11 through Avra Valley, as it represents a significant threat to a significant and unique desert ecosystem, flora and fauna populations.

The negative impact caused by this project would extend far beyond the proposed construction sites. The resulting vehicle emissions, roadway runoff, light and noise pollution, soil and water degradation will disrupt not only the wildlife, but also decrease the quality of life for human residents and visitors for miles on either side. The project would negatively impact the Arizona-Sonora Desert Museum and Saguaro National Park West, two of the most important and well-loved tourist destinations of Pima County, both directly through the destruction of neighboring habitat and indirectly by accelerating encroaching commercial development. In addition, the proposed I-11 route would adversely affect the natural and cultural resources protected within the U.S. Bureau of Reclamation's Wildlife Mitigation Corridor, the Tohono O'odham Nation, and Ironwood Forest National Monument. Additionally, the Avra Valley route would greatly facilitate the spread of invasive plant species, like buffelgrass and Sahara mustard, throughout these protected areas.

The proposed route of I-11 would present a formidable barrier to wildlife populations in the protected habitats on either side. Recent sighting of bighorn sheep in the Tucson Mountains and SNPW that have roamed from the Ironwood Forest herd are dramatic evidence of wildlife recovery and expansion. Without a wildlife corridor, habitats on either side of the interstate may be too small or too degraded to sustain viable populations of indigenous plants and animals. Additionally, reduced connectivity threatens these populations by exposing them to greater inbreeding, reduced genetic diversity and increased disease risk.

Expansions of the existing I-10 and I-19 infrastructure would be a more appropriate way of boosting the economic development of Pima County and alleviating current and growing congestion problems on the region's interstate routes. Such a project, along an existing thoroughfare, would likely pose no major new risk to the Sonoran desert's wildlife habitats and precious public lands.

Thank you for your consideration.

Friends of the Ironwood Forest

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 8:49 AM  
**To:** I-11ADOTstudy  
**Subject:** COMMENT on I-11 alignment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[REDACTED]  
[REDACTED] 9  
July 7, 2016

Re: Scoping Interstate 11 Tier 1 Environmental Impact Statement (EIS), Nogales to Wickenburg

I-11 Study Participants:

I am writing to comment on the I-11 study, because I strongly object to the use of any part of Avra Valley for this new freeway. I've been living in the Tucson area since 1969, and spent years living in the unique and peaceful Avra Valley west of town.

Avra Valley is surrounded by important and biologically rich areas. Any alignments considered in Avra Valley would have a negative impact on Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, Tortolita Mountain Park, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and planned mitigation lands for Habitat Conservation Plans (HCPs) under development by the City of Tucson, Pima County, and the Town of Marana. There would also be negative impacts on hundreds of ancient archaeology sites, the desert bighorn sheep, deer, mountain lions, and more.

Reduced ecological values due to the effects of fragmentation by any proposed infrastructure developments, including highways, should be avoided to the greatest extent possible. In Pima County, an Interstate 11 alignment through Avra Valley would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally recognized regional conservation plan developed and implemented over the last 18 years, also identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The federal Bureau of Reclamation established a Wildlife Mitigation Corridor when the CAP canal was built.

The Arizona Wildlife Linkages Workgroup, spearheaded by the Arizona Department of Transportation and AzGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. And most recently, AzGFD's Coalition for Sonoran Desert Protection 2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote/Ironwood-Tucson Wildlife

Linkage Design, including large swaths of land in Avra Valley. Any Interstate 11 alternatives that are located in Avra Valley would also sever the Ironwood-Picacho wildlife linkage. The study area encompasses a highly threatened wildlife linkage between the Tucson and Tortolita Mountains and skirts the edge of another highly threatened wildlife linkage between the Tortolita and Santa Catalina Mountains.

Severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature such as a new highway, severing an important movement area for wildlife, cannot be adequately mitigated off-site.

The EIS should fully outline impacts to riparian habitat within the study area. Any possible Interstate 11 alignments through unincorporated Pima County would undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest region are dependent on riparian areas for at least part of their life cycle.

Any freeway alignments through Avra Valley would also dramatically increase accessibility and encourage commercial and residential development. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing land use and zoning designations. Existing land use plans have identified the areas most appropriate for growth and any new transportation corridors should be appropriately sited within those existing growth areas.

An Avra Valley I-11 route is in violation of the Board of Supervisors' own policy. In BOS Resolution 2007-343, Pima County policy stated: "NOW, THEREFORE BE IT RESOLVED that the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated."

I, and many others, question the need for a new interstate between Nogales and Wickenburg at all.

Improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best minimize environmental impacts.

If you are going to build it, I urge you to leave Avra Valley out of your plans.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, June 14, 2016 3:56 PM

**To:** I-11ADOTstudy

**Subject:** comment on I-11

**Follow Up Flag:** Follow up

**Flag Status:** Completed

Comment: The locations for the interchanges should be set to minimize any increase in commute times for residents who will need to cross this new freeway/corridor to travel.

[REDACTED]

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 2:53 PM  
**To:** I-11ADOTstudy  
**Subject:** Comment submittal to the Interstate 11 Tier 1 EIS Study Team  
**Attachments:** EIS Tier1 Comments 070716 from Robin Clark.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Attached please find my comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg. Thank you.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Date: July 7, 2106

From:

[REDACTED]

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

**RE: Scoping Comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

To Whom It May Concern:

[REDACTED] I live in the Barrio Sapo neighborhood on the west side of the Tucson Mountains. Our neighborhood shares borders with Saguaro National Park West, Tucson Mountain Park, the Bureau of Reclamation's Tucson Wildlife Mitigation Corridor and the CAP canal. The world-famous Arizona-Sonora Desert Museum is 3 miles from our neighborhood.

My neighbors and I are opposed to the Pima County Administrator's proposed I-11 highway bypass route through the Avra Valley on the west side of Tucson, because the environmental and community impacts could never be adequately mitigated. Instead, transportation planning efforts should focus on smarter and more sustainable solutions, such as expanding the capacity of existing transportation corridors, including increased use of rail for transporting freight. For example, a double-track rail line is a more economical and practical solution instead of relying on trucking for shipment of goods. Rail moves freight three times more efficiently than trucks, while reducing traffic congestion and greenhouse gasses.

We agree with the Pima County Board of Supervisor's 2007 Resolution No. 2007-343 opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Additionally, the Board called for the expansion of "capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor." Rather than investigating the potential for new transportation corridors in Pima County, we encourage all transportation planners to work to develop multi-modal transportation options within existing transportation corridors.

The Bureau of Reclamation manages the 4.25 square mile Tucson Mitigation Corridor (TMC) wildlife preserve on the east side of Sandario Road near Mile Wide Road. This wildlife preserve was established as mitigation for environmental impacts caused by the construction of the

nearby CAP canal. The Tohono O’Odham Nation’s Garcia Strip is on the west side of Sandario Road across from the TMC.

The proposed I-11 Avra Valley highway bypass route needs a 300-foot wide right of way here, where currently Sandario Road has an 80-foot wide right of way. This represents a fatal flaw in the proposed Avra Valley highway route, because the Bureau of Reclamation and the Arizona Game and Fish Department oppose any encroachment by a new highway adjacent to the TMC. Furthermore, the Tohono O’Odham Nation also opposes a highway bypass adjacent to their land and will not grant the necessary right of way that would be needed.

The environmental impact of the I-11 Bypass route extends far beyond the Tucson Mitigation Corridor. The Nature Conservancy Center for Science and Public Policy has concluded that the Avra Valley Bypass would negatively impact wildlife and habitat such that any mitigation would be unlikely to offset impacts. Also, the Coalition for Sonoran Desert Protection states that the impact of a massive linear feature such as a new highway, severing an important movement area for wildlife, cannot be adequately mitigated off-site. The Coalition argues that improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best minimize environmental impacts. The Coalition also questions the need for a new interstate between Nogales and Wickenburg at all.

Finally, I present you with a petition entitled “No Interstate 11 Highway Through the Avra Valley!”, signed by 909 people to date. We stand with the Sierra Club Rincon Chapter, Friends of Ironwood Forest, the Coalition for Sonoran Desert Protection, the U.S. Bureau of Reclamation, Arizona Game and Fish, the Nature Conservancy, Tohono O’Odham Nation and Saguaro National Park in opposing any I-11 highway bypass through the Avra Valley.

[REDACTED]

[REDACTED] “No Interstate 11 Highway Through the Avra Valley!” petition (909 signers so far)  
<http://petitions.moveon.org/sign/no-interstate-11-highway>

Date: July 7, 2016

## “No Interstate 11 Highway Through the Avra Valley” Petition

909 Signers and their comments are included in this petition.

<http://petitions.moveon.org/sign/no-interstate-11-highway>

Dear [REDACTED] Pima County Administrator, [REDACTED], District 3 Supervisor, [REDACTED]  
Arizona Dept. of Transportation, [REDACTED], Nevada Dept. of Transportation, and Pima County Bond  
Advisory Committee,

We are pleased to present you with this petition affirming this statement:

**"Join us in opposing any I-11 highway bypass route through the Avra Valley west of the Tucson Mountains, because the environmental, historic, archeological, and urban sprawl impacts could not be adequately mitigated.**

**Pima County Administrator [REDACTED] is actively pushing for an Interstate 11 highway bypass through the Avra Valley, despite a Pima County Board of Supervisors 2007 resolution opposing a highway bypass.**

**Additionally, as part of his I-11 strategy, [REDACTED] has requested \$90 million in Pima County Bond money for the construction of another new highway, called Interstate 510, that would link the proposed I-11 bypass with I-10 on Tucson's south side. We urge the Pima County Bond Committee, as well as the Board of Supervisors, to reject this request because many other worthwhile projects would be imperiled. If this \$90 million proposal is included in the November 2014 Pima County Bond election that goes before voters, we will campaign and vote against it."**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,  
[REDACTED]

---

[REDACTED]

---

Please respect and preserve our Sonoran Desert ecosystem.

[REDACTED] 5

---

[REDACTED]

---

There is NO PURPOSE and NO MONEY for a new corridor. Improve the I-8, I-10 and I-19 flow, or utilize the existing rail system.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

How will this affect run off waters during the monsoons? Will we have more flooding in our residential areas?

[REDACTED]

---

[REDACTED]

---

There is no reason for this interstate. Build a second level on I-10. All the land has already been bought and cists less

[REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Keep tucson beautiful! We do not need a highway bypass! What a waste of money. If we need any type of bypass/ highway it should be on the east side of town. But I guess all [REDACTED] rich cronies wouldn't want it in their backyard either!

[REDACTED]

---

[REDACTED]

---

Do not want an interstate in my backyard

[REDACTED]

---

NO!

[REDACTED]

---

A double decker road over I-10 is simply the only logical solution!!!

[REDACTED]

---

No one is talking about how the light pollution from this will effect Kitt Peak, a valuable astronomic research facility.

[REDACTED]

---

[REDACTED]

[REDACTED]

---

I live in the 85735 zip code and do not want the Interstate 11 Highway through Avra valley.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

No interstate through avra valley!!! Beautiful quiet desert. Don't ruin it!

[REDACTED]

---

NO INTERSTATE THROUGH MY COMMUNITY.

[REDACTED]

---

no new travel lanes- passenger rail instead. and shade it with solar- offset the power use of light rail and streecar throughout AZ.

[REDACTED]

---

[REDACTED]

---

[REDACTED]



---

A freeway will not only destroy the way of life of the folks who chose to live away from Tucson proper, it will negatively impact Saguaro National Park West and the second most popular attraction in Arizona, Arizona-Sonora Desert Museum. And how is bypassing Tucson good for businesses located in town? This makes no sense and can not happen!

[REDACTED]

---

[REDACTED]

---

IF THIS PROPOSED INTERSTATE WERE TO BE BUILT IN [REDACTED] NEIGHBORHOOD, THIS WOULDN'T EVEN BE ON THE TABLE! BUILD IT IN YOUR OWN BACK YARD CHUCK!

[REDACTED]

---

We do not want I11 going through here!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Huge NO!!! Can't you listen to the people?

[REDACTED]

---

[REDACTED]

---

Build the bypass through the well to do Catalina foothills nieborhood, see how much they like this idea.

[REDACTED]

---

[REDACTED]

---

There is no reason for this to be built out here

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I am not wanting this in any way! Another north & south bound freeway is not needed! This will infringe upon the Monument & the lifestyle many of us "out here" don't want--bringing traffic through our area. We live out here to be AWAY from the traffic & noise. DO NOT bring it to us!!!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

We are opposed. We live in a beautifully unique area and it would be sad to see it destroyed for a highway.

[Redacted]

---

[Redacted]

---

No!

[Redacted]

---

[Redacted]

---

I reviewed the proposed corridor and couldn't figure out why that loop was needed. It appeared to me to cut up park land and invade wildlife corridors. It seemed to increase distance travelled for no good reason. If anything we need a better loop through the other side of Tucson.

[Redacted]

---

This is a bad idea, please consider double decking I 10.

[Redacted]

---

[Redacted]

---

I love being able to raise my kids in a non busy area where they can play safely and we enjoy thr nature around us so peaceful and quite, no crazy traffic decent roads whats not to love! The valley is the best dont ruin it for the familys and the wildlife youve already destroyed it enough by putting dump sights out here!!! NO NO NO!!!!!!!

[Redacted]

---

[Redacted]

[Redacted]

---

Keep the traffic on i-10.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

NO! Do any of you live out here? NO! Double decking is cheaper and has NO IMPACT to wildlife, peoples or homes.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

No to interstate 11!

[Redacted]

---

Don't let it happen. We all need some peace and quiet in our lives and that will end with this.

[Redacted]

---

[Redacted]

---

No!

[Redacted]

---

We live in the rural area of pima county for a reason! We do not want a freeway in our area!

[Redacted]

---

[Redacted]

---

[Redacted]

---

I am opposed to this because if I saw the plans right frim before my house is one of the 47 affected. If not being removed then we would be within a mile of the freeway. Crime rates would rise. We also would not get a view of the night sky lime we have always enjoyed. My family built this house in 1949 and I have no wish to see it destroyed for the sake of a freeway.

[Redacted]

---

[Redacted]

---

---

There has been talk for decades of closing or making Picture Rocks Rd a toll road due to the environmental impact on the Saguaros . So now you want to run a major freeway by the National Park? You can't even fix pot holes in Tucson or finish I-10. The effects of the air, light and noise pollution would be devastating on many things. Saguaro National Park, Iron Wood National Forest, Tucson Mountain Park, Desert Museum, Red Hills Info Center, Kitts Peak, wildlife mitigation, animals, plants, historic and archaeological items such as the petroglyphs etc found on Golden Gate Rd. [REDACTED] and his cronies will make a lot of money at the expense of the only place on the planet like this.

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

Build it elsewhere

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

---

[REDACTED]  
[REDACTED]

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

I am opposed to this because of the negative impact it will have.

[Redacted]

---

[Redacted]

---

It will destroy significant cultural and natural resources that deserve to be protected.

[Redacted]

---

[Redacted]

---

Keep the interstate east of the Tucson Mtns. Leave Avra valley alone.

[Redacted]

---

[REDACTED]

---

This is ridiculous!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I don't see any major need for this highway. If Interstate 10 was always backed up with traffic, then I would see a reason for it. Keep the Tucson area the unique and beautiful area that it always has been.

[REDACTED]

---

Keep the peace of this beautiful place

[REDACTED]

---

[REDACTED]

---

I oppose any interstate highway through Avra Valley

[REDACTED]

---

This is a bad idea all around and I oppose the bypass.



[Redacted]

Oct 29, 2015

---

[Redacted]

Oct 28, 2015

---

Please do not ruin my backyard! Wildlife, air sounds of nature.

[Redacted]

Oct 28, 2015

---

I strongly oppose this idea!

[Redacted]

Oct 14, 2015

---

[Redacted]

Sep 2, 2015

---

[Redacted]

Sep 1, 2015

---

[Redacted]

Sep 1, 2015

---

Developers and their lawyers, and no one else, will benefit from this highway.

[Redacted]

Sep 1, 2015

---

[Redacted]

Sep 1, 2015

---

[Redacted]

Sep 1, 2015

---

[Redacted]

Sep 1, 2015

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Don't disturb the physical beauty of this area. It is also unnecessary and a waste of taxpayer money. There's no reason why it should not include the newly upgraded section of I-10 through Tucson.

[REDACTED]

---

A waste of taxpayer money. Use the newly upgraded section of I-10 through Tucson.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This by-pass doesn't make any sense: personal, economic, or environmental.

[REDACTED]

---

[REDACTED]

---

This is about attracting federal funds to Arizona, not about solving a transportation problem. It's a hair brained stupid idea that will damage the delicate National Park and wildlife areas for Mexican high pollution and noisy trucks. No one else on I-10 will take a detour that will cost them more money in gas and time. If we need such a corridor, it would be more cost effective to build a double-decker overhead bypass over I-10 like they have in San Antonio, Austin and other metropolitan areas. It's been shown to cost a fraction of what the I-11 bypass will cost. Lets preserve our National Parks and wildlife areas that are so important to metro Tucson.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

There has already been enough damage laid upon Avra Valley with the addition of a landfill. The environmental and residential destruction will be horrifying if this is built.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I've seen ecological destruction, I love the desert and don't want anymore of it to suffer!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

solidarity!

[REDACTED]

---

This is a rural area, leave it that way!

[REDACTED]

---

[REDACTED]

---

Im born and raised in the area where this nonsense would be bouldering through and would hate to see my beautiful desert mowed over for an eyesore such as a highway that would bring more pollution a destruction to such a beautiful part of the world. Sauguro National Park and all the wildlife would be disturbed and greatly hurt do to this terrible idea. There are already highways to connect these bigger citys please dont destroy towns and beautiful scenery and plant life only native to this region of the world to safe yourselfs few minutes of transporting. Because in comparison for anyone for this highway it is just minutes as you may look at it as just a highway going threw small little towns. This been home to all of us for years that live here and wouldnt want to be anywhere eles. For what it will cost moneywise verses what it'll destory is just not worth it.

[REDACTED]

---

Horrible idea! Do not do it!!

[REDACTED]

---

We move out to the country to have peace and quiet. Don't take this away from us. We do not want a freeway going through here. There is nothing wrong with the roads we have for travel. We have horses. We don't want to have to ride next to a heavily traveled freeway. No no no.

[REDACTED]

---

[REDACTED]

---

[Redacted]

---

Avra Valley is a place where families find peaceful living with good neighbors. Saguaro, Tucson Mountain & Ironwood parks are national treasures that are irreplaceable. Building the I-11 bypass will damage the ecology of the parks, the Indian nation and all of us that appreciate the peace and beauty we enjoy in Avra Valley. I urge the board to reconsider Avra Valley as a route for this project.

[Redacted]

---

[Redacted]

---

This I-11 bypass is not need and I vote against it!

[Redacted]

---

No Interstate through Avra Valley where the Saguaro National Park West, Ironwood Forest National Monument, Tohono O'Odham Nation, the Cats (bob, mountain) and Tortoise play and live. Not to mention us humans. We like our wildlife and quiet area, that is why we moved out there in the first place. To get away from the city and interstate noise.

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

i agree

[REDACTED]

---

[REDACTED]

---

This road should not be built. It's primary purpose is to make life easier for produce trucks out of Mexico.

[REDACTED]

---

once again, BIG BUSINESS is trying to take over.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Really? What happens to the MANY people, that, cannot evacuate when a toxic spill or other incident occurs? The county does not maintain most roads here. Come see what Picture rocks area looks like during a rain. A slightly above normal rain makes Pelto path an impassable running wash, and Ina road a raging river. Now add I-10 style accidents? Are you crazy?

[REDACTED]

---

[REDACTED]

---

Resident of likely impacted area: choice of location based on values of wildness, ruralness, and quiet!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This highway would be a totally unnecessary boondoogle for some and not needed by the rest of us. I-10 was just widened.

[REDACTED]

---

[REDACTED]

Dec 24, 2013

---

Put the environment first, and don't reward speculators.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

there is to little natural desert left-please do not ruin more.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]



---

I Oppose The 11

[Redacted]

---

Save my bobcats..

[Redacted]

---

We have a quiet little valley which is why we chose to live here. The national park is across the street from us and the whole aesthetic flavor of this beautiful area would be changed. A highway brings pollution (save our saguaros) noise, and commercial development we do not want nor deserve. The value of our house will go down. People who make these decisions do not have to have this monstrosity in their back yard and there has been no input from those who must endure it. There is a lack of democracy here.

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

The construction of I-11 is a horrific plan that would devastate our environment, destroy our peace and quiet, decimate the value of our homes, create a hazardous area, pollute our ground water and air, and cut off natural animal migration routes. This plan is so appalling it is hard to believe that it was drafted by thinking human beings.

[REDACTED]

---

[REDACTED]

---

I was born and raised in Avra Valley...please, no! Tucson is becoming a concrete jungle as it is...please leave Marana and Avra Valley for us to enjoy our view!!

[REDACTED]

---

Putting an interstate through Avra Valley would ruin one of the most beautiful areas in Southern Arizona. I am very opposed to this idea!

[REDACTED]

---

I will vote against anyone who has approved this highway, study or implementation.

[REDACTED]

---

[REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Look north to Phoenix, is this what we want ? No !!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Bypass the Avra Valley with your highway

[REDACTED]

Oct 21, 2013

---

[Redacted]

---

Please take an alternate route and keep Saguaro National Park and Tucson Mountain Park as they were intended - to preserve the desert plants and animals.

[Redacted]

---

[Redacted]

---

[Redacted]

---

This would be a disaster for wildlife. The Tucson Mountains would become totally isolated. Saguaro National Park West and all it stands for would be in jeopardy. Is this the fate we want for our region?

[Redacted]

---

[Redacted]

---

Please protect our beautiful city, Mr. Huckelberry. Thank you.

[Redacted]

---

[Redacted]

---

Bad idea!

[Redacted]

---

Stop the madness!! There are too few pristine desert areas left already.

[REDACTED]

---

A freeway through the Avra Valley is a bad idea, for many reasons. Please consider other, more sensible alternatives.

[REDACTED]

---

[REDACTED]

---

I had no idea this was happening before now. Surely other areas should be explored for a major highway bypass like this.

[REDACTED]

---

not in my backyard! Put up a double rise over the 10.

[REDACTED]

---

[REDACTED]

---

Protection of Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument and the whole natural environment in the Avra Valley west of the Tucson Mountains is paramount. No mitigation in this area is possible .

[REDACTED]

---

no Interstate 11 through Avra Valley

[REDACTED]

---

I grew up in Silver Bell and attended all 12 grades in Marana. Please do not degrade our home territory.

[Redacted]

---

[Redacted]

---

[Redacted]

---

I am concerned about my neighborhood, including the wildlife I so thoroughly enjoy in the washes and trails that would be affected by this roadway. Please no highway in my backyard!

[Redacted]

---

I strongly oppose the I-11 Highway through our beautiful valley. The animals you would be destroying not to mention vegetation is unacceptable. You can double deck I-10, there are feasible studies to show that it is an acceptable alternative!!!

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

---

[REDACTED]

---

At a public meeting 5-6 years ago 3 by-passes were suggested and the consulting firm studying the feasibility of a by-pass stated that it would alleviate 1-15% of the traffic through Tucson. This is a bad idea that hopefully will not become reality.

[REDACTED]

---

[REDACTED]

---

Roads are ruining our untamed natural wonders. Please have respect for this planet.

[REDACTED]

---

[REDACTED]

---

I live in Picture Rocks and I do not want an Interstate anywhere near my back yard that's why I moved out here !!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Leave the valley the way it is. We all live here because we like the desert and being away from major roadways.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I do not agree with it because I don't want to sell my house because I just bought it a year ago and its mine and my husbands first house and we're raising our little boy in the same neighborhood I grew up in and believe it or not you're ruining little kids playground because my kid plays in the desert

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Fix the Roads we Have. No need to build new ones.

[REDACTED]

---

[REDACTED]



---

Please do not do this!!!!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

WE live here. We do not want this highway going through our community. We live away from the city for a reason, to avoid traffic like this.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Please don't allow a new highway on the proposed route.

[REDACTED]

---

There are many things Pima County needs before this. I question the real reason behind this proposal.

[REDACTED]

Oct 10, 2013

---

Don't want this quiet valley to have the noise and traffic. I t will take away from Kitt Peak. It will not benefit Tucson or the folks out here.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

There are more important things to spend infra-structure money on.

[REDACTED]

---

[REDACTED]

---

I live in Avra Valley and moved here to avoid congestion and the city. An interstate through this beautiful valley would destroy it and cause untold damage to the area. Lets preserve our beautiful Sonoran Desert instead of paving it.

[REDACTED]

---

I have a multiple chemical sensitivity disability...this highway will harm my health. Please do not make this project a reality.

[REDACTED]

---

[REDACTED]

Oct 10, 2013

---

This highway will be disruptive and have no benefits to local residents. I do not support it.

[REDACTED]

---

I oppose!

[REDACTED]

---

[REDACTED]

---

I absolutely oppose the I-11 highway route through Avra Valley west of the Tucson Mountains. There is no reason to ruin that area when I-10 could be expanded to handle that load and already is environmentally adapted to handle it. Tucson business would also lose money if the highway would bypass Tucson as more motorist would bypass Tucson altogether. No I-11 West of the Tucson Mountains!

[REDACTED]

---

Please don't destroy the natural beauty of the land. So much is gone now!

[REDACTED]

---

It is all about politicians lining their pockets with our tax dollars.

[REDACTED]

---

[REDACTED]

---

[REDACTED]  
Oct 10, 2013

---

enough already!!!! This is for LAS VEGAS!????!! to destroy the desert for greedy BS? Please! NOOOO!!!!

[REDACTED]

---

[REDACTED]

---

[REDACTED]  
Oct 9, 2013

---

Sure, this looks like a great opportunity for growth in Tucson, but at what cost? You have a duty to make a very big effort to engage the community in this decision.

[REDACTED]  
Oct 9, 2013

---

BAD IDEA

[REDACTED]  
Oct 9, 2013

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Please leave our Wild Lands intact. Don't build here.

[REDACTED]

---

No I 11 in Avra Valley. There is the Saguaro National Park. Ironwood National Forest. Desert Museum. Tucson mountain Park. Wild life mitigation corridors and it is a low light area for Kitts Peak. Just to name a few reasons why NOT to put I 11 through. Avra Valley

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Look at the plan. No way is it sensible, except for developers who may have already invested in the area.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I want to help top protect the native habitats in Arizona

[REDACTED]

---

[REDACTED]

---

Highway boondoggles are so 20th century

[REDACTED]

---

[REDACTED]

[REDACTED]

---

[REDACTED]

---

This is an pristine, beautiful area of beauty that cannot be replicated. It is a favorite area of our travels. Please DO NOT allow a highway bypass to ruin this gift of nature.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Double-deck what already goes through Tucson...no need to destroy a very beautiful desert.

[REDACTED]

---

Let nature be

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

If the point of this highway is to funnel interstate business into Tucson, it needs to go into Tucson, not way out west of the mountains. It should follow the I-10 footprint. Putting it out here will encourage business to bypass Tucson.

---

[REDACTED]

---

Time out. Let's declare a moratorium on such projects! We need to save our wild places for future generations.

---

[REDACTED]

---

Please do not put this Freeway into this beautiful untouched desert. It will be polluted by noise and exhaust and people! Keep this place for our future children to visit and be taken by its beauty

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]



[Redacted]

[Redacted]

[Redacted]

[Redacted]

Heidi jackson

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

[REDACTED]

---

[REDACTED]

---

I think that there could be a better place to put I-11. I feel like the cap has already took one of the most beautiful looks at the desert and put there C.A.P. water reservoir. Why not bring it in some where around pinal road and over?

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

No unnecessary highways! Use the money for education!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Having visited this beautiful desert valley area before, I fully agree with and support the statement herein.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

NO!!! I-11

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I recognize that there are economic benefits to the region; but there are equally serious negative environmental benefits, not to mention lack of water to support the future growth that this will cause. This needs way more thought and public discussion before it moves forward.

[REDACTED]

---

[REDACTED]

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

No to more major destruction of our surrounding natural environment!

[Redacted]

---

[Redacted]

---

[Redacted]

---

Please don't destroy our Sonoran Desert and it's environment!!

[Redacted]

---

[Redacted]

---

[Redacted]

---

No bond money for this boondoggle.

[Redacted]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This bypass is unnecessary and would cause incalculable ecological and cultural damage.

[REDACTED]

---

No!!!

[REDACTED]

---

we said no the first time. don't you people know when we said no we men't no

[REDACTED]

---

No bypass thru Avra Valley!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Stick to existing transportation corridors!

[REDACTED]

---

[REDACTED]

---

I think that somebody is about to make a lot of money on this. The people of the valley have been long denied a commute road to the city and suddenly an interstate pops up. Interesting that an interstate and a powerline initiative keep getting pushed by people who stand to gain.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Not a good idea. Too much asphalt. Too many roads. Too many vehicles. Not enough public transportation.

[REDACTED]

---

[REDACTED]

---

[Redacted]

---

No to Interstate 11

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

I can't imagine a better way to ruin the experience of Tucson Mtn. Park and Saguaro National Park West.

[Redacted]

---

[Redacted]

---

Bypasses kill towns. Highways kill ecosystems by dividing populations

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]



---

I strongly oppose any I-11 highway bypass through this beautiful Avra Valley - I believe Mr. Huckleberry needs to seriously think of an alternative before he's allowed to spoil this beautiful part of Tucson once and for all. There ARE alternatives, and they've been pointed out, so take a REALLY good look at them before allowing this rape of the Avra Valley.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Just say no!

[REDACTED]

---

[REDACTED]

---

I agree, find another way that is not going to cost people their homes and make such a negative impact on the wildlife.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I live in Avra Valley and of course I want to sign. Why do they have to mess this all up?

[Redacted]

---

No way, I'm sick if big expensive County road schemes. We need a more liveable city: invest in walking, biking, transit!!

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

we don't need more roads. the \$ can be spent on par more productive things.

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

---

Nobody needs this. But if you're going to spend our money we can use safe bike lanes and sidewalks, underground electrical services, improved intersections, and many other useful civic facilities.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

No more roads, please. The environmental impact will be devastating to our beautiful old Tucson desert. More wildlife will be pushed out of their native habitat and further endangerment of our rare fauna and flora. Please do not bring Interstate 11 to our state. Thank you for your time and endless efforts to create this wonderful city we have all grown to love.

[REDACTED]

---

There is no need for another highway, and evidence shows that it will not alleviate any traffic despite common belief.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I think the idea is horrible!! To displace people through eminent domain is even more horrendous!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This is a terrible idea. Promoting bad sprawl while uselessly spending billions of dollars doesn't make any sense whatsoever. What little respect I had for Chuck Huckleberry is certainly gone.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I frequently visit this area for birding and other nature watching and related low impact outdoor activities. It is relatively unspoiled. Honor the 2007 resolution.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I would prefer a high speed rail between Tucson and Phoenix.

[REDACTED]

---

The highway is bad enough, but it would spawn abundant infrastructure that would further destroy the functional peacefulness and productivity of a desert wonderland.

[REDACTED]

---

No freeway through our valley! Email your friends and neighbors and let them know the scoop.

[REDACTED]

---

Should of been told about this!!! What houses are involved? To tear up a national park too.

[REDACTED]

---

NO!! No, no, no, no!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I moved out here to get away from highways and such to enjoy the wildlife and tranquility. This is a new neighborhood !

[REDACTED]

---

I appose the proposed I-11 bypass through Avra Valley.

[REDACTED]

---

I live in avra valley

[REDACTED]

---

[REDACTED]

---

---

Use I10 still being built plenty of room

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Tucson native that does not want to see destruction of pristine desert lands.

[REDACTED]

---

[REDACTED]

---

NO to highway bypass through Avra Valley

[REDACTED]

---

Please do not bring development along with the inevitable air, noise and light pollution to our peaceful valley especially when there is an economically feasible alternative right over I10. This is not progress; this is destruction of an increasingly threatened space - the Arizona/Sonora desert.

[REDACTED]

---

I Do Not Want the freeway

[REDACTED]

---

I believe this not only will destroy all we've been protecting around this area, but it will also provide a fast highway for illegal activity such as drug & human trafficking ! Will kill animals known in this area & destroy many families lives & our all residents in Tucson Metro area in danger with illegal activity getting increased. Not to mention the money involved !!

[REDACTED]

---

The reason we live in Picture Rocks is to get away from the city ,so don't bring the city to us. There is also an extremely high amount of Natural Wildlife that you will be harming as well, including thier habitat!

[REDACTED]

---

[REDACTED]

---

Please help us save our peaceful valley!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Chuck Huckelberry is a "huckelberry." What does he THINK he's doing!???

[REDACTED]



---

[REDACTED]

---

[REDACTED]

---

As a former resident of Avra Valley and currently looking to relocate in the Tucson Mountains of Tucson, I strongly oppose this highway. Please don't turn Tucson into another Phoenix.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

[REDACTED]

---

No good can possibly come from this.

[REDACTED]

---

If you build it, we will move immediately.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

no interstate highway

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

There is not enough traffic restriction on I-10 to warrant a by-pass. Our historic and environmental needs far outweigh any need for additional concrete.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

Let us not continue to pave over our desert in the name of progress. We've damaged the land too much as it is. This is all that there is. We cannot make more land nor replicate our delicate environment.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

Don't tread on us!

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

New bypass freeways rarely stay only bypasses - developers so often use them for suburban sprawl, and the valley is too narrow. It's really serene as it is and this "I-11 extension" as described would ultimately ruin the serenity of the Tucson mountains and beyond.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

NO NO NO I-11 BYPASS THANK YOU

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This is a terrible idea. Get a grip on reality: no more interstate highways, period.

[REDACTED]

---

[REDACTED]

---

I split my time between WA. and Tucson and first moved to AZ. in 1975. I've seen too many irreplaceable parts of the Sonoran desert already destroyed by development. If I-10 needs to be expanded that's one thing, but don't touch one of the last special parts of the desert left close to Tucson.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---



[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

---

Huge environmental damage to the region!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Cathy Youngblood

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

[REDACTED]

---

[REDACTED]

---

This highway would negatively affect a beautiful area of Arizona and increase growth in that area ruining it even more. Pima County does not have the money to adequately take care of it's current size, much less add this to its responsibility.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Let's focus on increased rail shipments and a high-speed rail line between Tucson and Phoenix instead of continuing to look for more ways to put more concrete and blacktop down in the desert and in our cities.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Much needs to be done before any possible decision for an alternative route can even be decided. What are the other Alternatives? Environmental and community impacts? etc.

[REDACTED]

---

This is a shameless pro-growth, pro-development proposal with complete disregard for the desert and its inhabitants -- human and otherwise. The Avra valley, notably the western slopes of the Tucson Mountain range is already seeing deterioration due to the interference of the CAP -- despite the mitigation corridor. This is no way to treat the Sonoran Desert -- a unique national treasure.

[REDACTED]

---

This would destroy a beautiful part of our Sonoran Desert

[REDACTED]

---

Urban sprawl is killing us and the environment that sustains our livelihoods and the economy. This is a desert, not Chicago.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Don't kill the beautiful plants

[REDACTED]

---

Please don't build a by-pass route through Avra Valley. Enough is enough, the desert provides a great sense of solitude and we don't need more urban sprawl. We're already in a water crisis here in Arizona and we need to slow down development and protect the desert, we don't want or need more development at all!!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This highway is not needed and will trespass through some very sensitive, beautiful landscape. Our goal should be to reduce travel on highways, not increase it. This effort will jeopardize the whole bond election. Preserve southern Arizona.

[REDACTED]

---

I agree most heartily with Robin. She words her opposition quite well. I am against the proposal to construct an I-11 bypass.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Thank you for reviewing carefully any plans to disturb the desert for yet one more highway. We must responsibly protect the desert lands, its history, culture, sustainability - Please consider alternative, creative ways to meet all the needs without building one more highway. Many thanks, [REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Stop urban sprawl and noise pollution from creeping into our beautiful valley. The beauty and preservation of AZ Sonora Desert Museum and Sahuaro National Park West would be also be destroyed. Go elsewhere with this plan.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Yet another reason to oppose the I-11 Bypass route proposal is that rapidly developing autonomous vehicle technology will reduce headspace (safe distance between vehicles), thus dramatically reducing highway congestion. The I-11 bypass proposal is based on outmoded thinking and is entirely unnecessary.

[REDACTED]

---

[REDACTED]

---

Please do not destroy the Avra Valley, Saguaro Park West and the Ironwood Forest National Monument. Consider using existing I-10. Do not destroy more of our Sonoran Desert.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Cancerous "bypass sprawl" is not environmentally responsible. We need to figure out how to reduce local traffic on I-10.

[REDACTED]



---

There are sufficient freeways to serve the needs!

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

Putting in this interstate would destroy the natural beauty surrounding the Saguaro National Forest.

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

The Avra valley should not be fragmented.

[REDACTED]

---

This is so absurd! We are widening I10 to cover this traffic. NO absolutely NOT!!

[REDACTED]

---

[REDACTED]

---

A terrible idea that should have died with the I-10 bypass.

[REDACTED]

---

[REDACTED]

---

This highway is totally unnecessary. Let's NOT build it and save the environment and the night sky instead.

[REDACTED]

---

[REDACTED]

---

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Build a new road when they can't even maintain the ones we've got? Crazy!!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

As a child of the Southwest, I beg of you not to subject our beloved Avra Valley to this paving of paradise...

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

We neither want nor need another interstate. Allowing it's construction will create another Tucson on the west side of the Tucson Mountains.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This project would DESTROY Avra Valley, increase pollution, traffic, noise and make Tucson into an urban nightmare. We need a modern, efficient, less polluting transportation system. not more roads for more cars. Some people must stand to make to make fortunes off this, as that's the only reason for its proposal.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

[REDACTED]

---

There has to be a better way that's environmentally friendly!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This freeway will not help anyone! Traffic on i10 is never heavy enough to support this project. We need high speed rail not more freeways!

[REDACTED]

---

[REDACTED]

---

Let's use I-10 & I-19. It seems the costly 'I-11' scheme is quietly aimed at more urban sprawl in Pima County.

[REDACTED]

---

[REDACTED]

---

This is a time when we should be concerned about global warming and its impact. A full 6% of the world's energy goes toward cement production. Highway creation is very high in CO2 produced with energy used for cement and steel. Additionally, desert spawl, which the Avra Valley option would foster increases CO2 production.

[REDACTED]

---

We dont want a bypass through our beautiful desert, face it, you guuys ruin everything youtouch! Leave nature alone!

[REDACTED]

---

I love every inch of Arizona and don't want to see one more square mile of it despoiled by chewing up any more of it's wild beauty with a bypass

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

[REDACTED]

---

[REDACTED]

---

More sprawl and more roadways are not necessary for Tucson's infrastructure. Let's care for our environmental and cultural heritage, and make a commitment to more sustainable development.

[REDACTED]

---

We do not need another highway destroying wilderness.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Am 1 mi W of Sandario, 1, mi N of Ajo Way--am opposed to any new construction labeled "Hwy 510" through the Sandario/Saguaro Natl Park area--the time for Big Highways & clearing new land is clearly over--double deck the existing freeway in Tucson for ecological and financial reasons--the only route that makes sense.

[REDACTED]

---

It would be a shame to tear up Avra Valley, where most residents treasure the quiet, close-to-nature lifestyle that it now provides. Wildlife has already been disrupted by the CAP. despite all attempts at mitigation. A freeway would be immeasurably worse.

[REDACTED]

---

[REDACTED]



Aug 19, 2013

---

Tucson is full of horrible potholes. Let's fix those!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

There surely is an alternate to a route through Avra Valley--one which will have less negative environmental impact.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

[Redacted]

---

[Redacted]

---

[Redacted]

---

Please do not proceed with this project!

[Redacted]

---

How can we help come up with an ecologically and economically sound alternative???

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

The nation's huge freeway system is not sustainable - expanding it is folly.

[Redacted]

---

Time and time again, local residents have worked together with county, state, and federal entities to set aside lands from development to promote the conservation and preservation of our natural and cultural resources. This plan flies in the face of the hard work that has been done to date.

[REDACTED]

---

[REDACTED]

---

Saguaro National Park and the Arizona-Sonora Desert Museum lie in the pristine desert habitat on the west side of the Tucson Mountains. I 11 would create a small commercial city through the valley destroying the views and appeal to thousands of money bearing visitors to the Tucson area.

[REDACTED]

---

Highway is important, however, please put it another place that doesn't affect so many people and animals.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

IMHO, it would be better and more efficient to connect I-11 at Casa Grande as originally proposed, or to connect to I-8 south of the I-10 connection west of Phoenix.

[REDACTED]

---

we do not want another Phoenix area here. We need to protect our wildlife and history that made Tucson what it is today.. thank you for your support.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

I have been a dunno rat since 1961 I have not voted for communism since. [REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

don't we have enuff interstates?

[REDACTED]

---

[REDACTED]

---

There has to be an alternate solution to whatever the so called need is for this highway!

[REDACTED]

---

No Interstate 11 Highway Through the Avra Valley!

[REDACTED]

---

[REDACTED]

---

The I-11 bypass overlooks the value of our natural resources. Tourists come to Tucson to enjoy our weather but also to see the beautiful Sonoran Desert. The Tucson Mountains are the easiest way to explore the desert. Having a freeway run through the Avra Valley would destroy this valuable resource.

[REDACTED]

---

As a Pima County taxpayer, I strongly oppose the plan. This is a beautiful area that would be destroyed by the bypass. It would come within a mile of my property, and the resulting of noise and pollution would be unacceptable.

[REDACTED]

---

Why would we want to blade more pristine, sonoran desert land to put in another roadway close to saguaros Nat'l park, west and the ancient picture rock and signal hill? NOOOOO.

[REDACTED]

---

[REDACTED]

---

The negative impacts of this unnecessary route far outweigh any slight advantages. Let's not destroy another beautiful part of Arizona!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

no I-11 through Avra Valley

[REDACTED]

---

[REDACTED]

---

Please, for the love of God, do NOT let this interstate be built. it will ruin one of the most beautiful pieces of land in America.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

We do NOT need another freeway. It's time to protect what's left of the natural treasures of this state and keep the existing environment safe.

[REDACTED]

---

[REDACTED]

---

As as former Tucson resident, I often enjoyed the wild, scenic and peaceful Avra Valley, and nearby sites like Ironwood Monument, Saguaro Park, and Tucson Mountain Park.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

This highway would be detrimental to the ecology of Avra Valley. It would be detrimental to Tucson's economy, which depends on interstate traffic.

[Redacted]

---

[Redacted]

---

Stoip the I-11 Bypass Route!

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

There are far better alternatives for this route. It is a waste of tax payer monies and will bring pollution, noise and disrupt the wildlife and beauty of a fragile desert area. Enough! No I-11 through Avra Valley.

[Redacted]



---

Don't destroy the valley!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This is the wrong time to spend money on a wasteful project, let alone the environmental damage this will cause for generations.

[REDACTED]

---

[REDACTED]

---

We concur, AMEN!

[REDACTED]

---

Keep Avra Valley clean and free from pollution for human and other desert dwellers!

[REDACTED]

---

The environmental impact plus the dirt and noise of construction of such a hwy over many years would drive away many of the winter visitors (such as myself) and their \$\$\$\$

[REDACTED]

---

[REDACTED]

---

[Redacted]

---

[Redacted]

---

This area is of national value because of the national park and national monument.

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

[Redacted]

---

This has been labeled a "Freight highway" to most of us residents in the Avra Valley area. As there is already a freight depot at the Nogales border, AND a huge rail yard has been approved at Red Rock, AZ, 20-30 miles W of Tucson, why not just add additional rail lines for this "Freight" to be railed too and make a truck hub near or around the Red Rock rail yard facility, thus eliminating all this huge ADOT expenditures, (so much cheaper to ship by rail anyway), and Red Rock does not have anything near the population of Tucson, let alone Avra Valley, is practically out in the middle of nowhere!! Has this alternative ever been looked into or proposed?

[REDACTED]

---

THIS SHOULD NOT EVEN BE AN OPTION!

[REDACTED]

---

That proposed new fwy would give me freeway front property. No Thank you!

[REDACTED]

[REDACTED]

---

It is a crime against the environment and against our ancestors to destroy beautiful wildlife habitat and archeological resources.

[REDACTED]

---

America's past was defined by rapacious exploitation. Her future will be defined by balanced conservation.

[REDACTED]

[REDACTED]

---

Save the land, animals, and beauty of Avra Valley and double-deck the current I 10. Lets be smart about spending tax payers money.

[REDACTED]

---

get permission from the TohonoOodham nation to put a tool road as the by pass on their land and let them have the income from the road to use for health care of their members

[REDACTED]

---

Keep our dark skies dark! Kitt Peak will be affected by highway lights, as well as the residents in Avra Valley. Don't take away my Milky Way!

[REDACTED]

---

[REDACTED]

---

Those 18 wheelers on the hi way will smog up this valley. I live near Sandario and Mile Wide so they will proolly take my house too and I love my acre !

[REDACTED]

---

Please don't do this. Let's commit to ecologically sensitive development projects for the folks who live and work here, and less enormous, expensive road-building!

[REDACTED]

---

[REDACTED]

---

looks more like a faster route to Las Vegas then Canada!

[REDACTED]

---

Outrageous destruction of natural habitat for so much wildlife and the unique beauty of the Sonoran Desert.

[REDACTED]

---

We voted this down in the last election. It will cut off wildlife movements between the Tucson Mts and what remains the only untouched portion of the AZ Sonoran Desert close to Tucson. It will hurt the tourist trade as the Saguaro Park West is the #1 favorited destination. This bypass will enable drug runners an easy path for moving Mexican drugs north, west and east into the US. It will pollute the environment with the fumes from diesel engine semi-trucks hauling produce from Mexico. It is also a violation of the Environmental Justice ruling to protect low-income homes from industrial pollution. We already have sand and gravel pits and Portland Cement on Avra Valley Road. We have two dumps, one at Tangerine and one large one on Avra Valley road. We have the limestone open pit mine that has devoured one of the Twin Peaks and is building up high mounds of waste rock. We have the Marana Airport, and a Solar Panel Farm. We have heavy Waste Management trucks tearing up our roads and polluting the air. We have the CAP Canal and Silverbell Mine. We also have Native American historical sites and religious sites. We have crop dusting planes to spray fields and defoliant on the cotton fields. I-11 will cost billions of dollars more than double decking 9 miles of I-10, and our taxes are high enough. Follow the money and see who will profit the most from this highway while the taxpayers foot the bill. Please vote against this plan. Thank you.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

No Interstate 11 Highway through the Avra Valley!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

The idea of adding a new Interstate at this time in our economy and planet and society is downright mischievous and quite insane. Whatever could you people be thinking of? With all the road improvements and other things in the area that we need, why is this idea being seriously considered, again?? I went to a meeting some years back about it and hoped that sense would prevail. Shall I still hope?

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

This proposal is ludicrous.

[REDACTED]

---

it a tragic mistake to impose the irreversible damaging impact of a full scale highway running through and ruining a culturally and ecologically sensitive area.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Keep the desert museum area pristine, please. No new highway in this important spot.

[REDACTED]

---

I visit the area where the highway is proposed to be built and I can say that not only would it bring devastation to the land and animals in the area but the light pollution would be detrimental to Kitt Peak. In addition to the reasons I have already mentioned, the noise pollution to the area would greatly impact the people who live in the area. I don't see why a bypass is even needed as you already have a great system in place with the frontages next to the highways in town.

[REDACTED]

---

[REDACTED]

---

An interstate highway through the Avra Valley of Arizona is a bad idea whose time came and went thirty years ago. It will not bring prosperity to Tucson, but it will bring destruction to wildlife habitat and human neighborhoods. Chuck this Huckleberry Highway!

[REDACTED]

---

we cannot afford these highways financially and/or environmentally !

[REDACTED]

---

[REDACTED]

---

As a small business owner of a vacation rental overlooking the Avra Valley, I can attest to the importance of maintaining the peace and solitude of this area as an economic matter. We do not need the urban sprawl that would result from an intrusive highway through this area with its important historic, environmental and archeological assets.

[REDACTED]

---

CHUCK THE HUCKELBERRY HIGHWAY !! Save the Avra Valley. Double-decking six miles of I-10 is cheaper and according to ADOT, will do everything they want done.

[REDACTED]



---

You need to stop this project for many reasons already mentioned but also because it will bring light and air pollution into an area that will effect Kitt Peak and its important research.

[REDACTED]

---

It would be a travesty to ruin the beauty of the unique saguaro forest in the Avra Valley with the noise, air and visual pollution of the proposed bypass.

[REDACTED]

---

This is a ridiculous proposal. The damage and losses to a beautiful historic, area, the environment, wildlife habitat, and the people who reside in the area is not even remotely justified by the minimal benefit this project will provide. The wishes of the people should always take precedent over business interests. The people ARE the economy, and the people themselves will decide what is in their best economic interests.

[REDACTED]

---

[REDACTED]

---

I strongly oppose the I-11 bypass through the Avra Valley. It will have a terrible impact on the environment and wildlife in one of the most beautiful parts of the greater Tucson. As the owner of a piece of property that is approximately a mile from the proposed road, my quality of life would be adversely affected, exposing me to noise, pollution, and a visual eyesore. I strongly urge you to oppose this highway. [REDACTED]

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

---

I will not vote for is bond!

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

Sure hope this does NOT happen...the land on the west side of the mountains should remain raw and pristine forever.

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

[REDACTED]

---

My business and home are in Avra Valley. We have lived here 13 years. We built here specifically to be in the most untouched part of the Sonoran Desert but still be able to enjoy Tucson city life. really, just double deck 10. Do you need to destroy all of Arizona?

[REDACTED]

---

[REDACTED]

---

[REDACTED]

**From:** [REDACTED]  
**Sent:** Saturday, July 02, 2016 3:14 PM  
**To:** I-11ADOTstudy  
**Subject:** Comments on I-11 corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am highly opposed to the construction of a new interstate corridor through Avra Valley for the following reasons:

1. An interstate would further disrupt wildlife corridors
2. The proposed location is within a significant floodplain and it is not wise to promote additional development within the floodplain
3. It would require the construction of significant infrastructure to support the traffic load
4. Making the existing I-10 corridor a double deck interstate accomplishes the same goals with far less impact, and would further support the business that already exist along I-10.
5. It's a waste of money. Improving I-10 is cheaper.
6. It would damage the viewshed of Saguaro National Park

And all this coming from someone who will probably be adversely impacted by increased traffic along the I-10 corridor. I'd rather be impacted myself than to wreck a whole new area with a new interstate.

Regards,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 01, 2016 2:23 PM  
**To:** I-11ADOTstudy  
**Cc:** Marcos Robles  
**Subject:** Comments on Interstate 11 Tier 1 Environmental Impact Statement  
**Attachments:** 2016 07 01 TNC Scoping Comments on I-11.pdf; I-11 TNC Comments Level 1 Letter & Appendices 9-18-2013.pdf; I-11 TNC Comments Level 2 Letter & Appendices 12-6-2013.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Sir/Madam: Please accept our comments on the Interstate 11 Tier 1 Environmental Impact Statement.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] [www.azconservation.org](http://www.azconservation.org)

July 1, 2016

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

To Whom it May Concern:

On behalf of The Nature Conservancy in Arizona, thank you for the opportunity to provide scoping comments on the *Interstate 11 Tier 1 Environmental Impact Statement (EIS)*. We commend ADOT for your efforts to seek stakeholder input at the start of this important process and focus our comments on ways to effectively move forward with infrastructure planning while avoiding, minimizing and mitigating for impacts to natural resources.

We would first like to call your attention to the recommendations The Nature Conservancy and other stakeholders provided on the study that preceded the current EIS process, *the Interstate 11 Corridor-Wide Alignment Alternatives*, completed in 2014 using ADOT's Planning for Environmental Linkages (PEL) framework. Although that study was conducted before a formal NEPA process, it contained extensive scientific analyses of potential environmental impacts of proposed interstate routes, many of which are within the boundaries of the current study, and therefore are relevant for this study.

We suggest similar analyses be conducted for this EIS study: 1) identify routes to avoid because they impact natural resources that are irreplaceable and for which compensatory mitigation is not feasible; 2) identify routes where there are opportunities to enhance motorist safety and wildlife passage by adding wildlife crossings; 3) identify routes that have minimal impact; and 4) study minimization and mitigation measures to compensate for lost resources. In our PEL analyses, we found >75% of the proposed routes fell into categories 2-4 above, while only a small percentage fell into category #1. We respectfully resubmit our comments for that study (attachments below) so that they can be fully considered for this EIS process.

Second, the preferred alternative of the EIS should avoid areas that were acquired or identified for conservation and/or mitigation purposes. In southeastern Arizona, these include lands in Pima County, including Avra Valley, that were acquired under the Sonoran Desert Conservation Plan and fulfill requirements under the Endangered Species Act section 10 permit recently issued by the Fish and Wildlife Service to the County. West of Casa

Grande, Rainbow Valley was recently identified as one of the highest scoring candidate sites for mitigation of lost natural resources for solar development on solar energy zones designated by the Bureau of Land Management in their “Regional Mitigation Strategy for the Arizona Solar Energy Zone Final Report” ([http://www.blm.gov/az/st/en/prog/energy/solar/arizona\\_regional\\_mitigation.html](http://www.blm.gov/az/st/en/prog/energy/solar/arizona_regional_mitigation.html)).

Consistent with our level II PEL comments (attached), we recommend that any interstate alignment west of Wickenburg avoid the Hassayampa River corridor (now part of the Vulture Mountains Regional Park) which is a unique aquatic and riparian resource in the Sonoran Desert. We would be glad to share data or direct you to specific sources of information on this area.

Finally, we recommend that ADOT work with regulatory and land management agencies to develop a programmatic, regional mitigation plan that would evaluate impacts and develop a comprehensive regional strategy to mitigate for losses associated with the interstate.

The Fixing America’s Surface Transportation Act, or FAST Act, which formally designated I-11 as a US Interstate, directs that agencies “shall give substantial weight” to these regional mitigation plans. Where developed in coordination with agencies in other states, these plans have substantially sped up the approval processes. Completion of such plans would enable ADOT to reach agreement in advance with a wide variety of stakeholders on areas suitable for maximizing multiple benefits and minimizing impacts to the natural resource values that contribute to Arizona’s quality of life and economic health.

If you have questions regarding our recommendations or the background information, please do not hesitate to contact me. [REDACTED]

Sincerely,

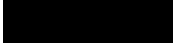
[REDACTED]

[REDACTED]

Attachments:

I-11 TNC Comments Level 1 Letter & Appendices 9-18-2013.pdf  
I-11 TNC Comments Level 2 Letter & Appendices 12-6-2013.pdf

September 18, 2013

  
Director of Planning and Programming  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, Mail Drop: 310B  
Phoenix, AZ 85007

Dear 

On behalf of The Nature Conservancy in Arizona, thank you for the opportunity to provide comments on the proposed *Interstate 11 Corridor-Wide Alignment Alternatives*. Our analysis and comments are focused on assisting with the **Level 1 Planning and Environment Linkage review (PEL)**. Use of the PEL process represents a significant advancement towards more integrated infrastructure planning, which should yield better planning tools and improvement in project delivery times while avoiding and minimizing impacts to natural resources.

Detailed comments and our evaluation for each alignment as well as supporting materials, such as analytical methods, criteria, and datasets are provided in **Appendices A-D** (attached). Below is a brief summary of our findings.

We systematically evaluated 61 proposed alignment segments for the Arizona portion of I-11. Of those, we concluded that 39% have either limited impacts to wildlife and water resources or impacts that could be offset through mitigation measures. For 49% of the segments we concluded that there is an opportunity to improve both passage of wildlife around existing roadways and motorist safety using practices already adopted by the Arizona Department of Transportation.

Only 12% of the segments were identified as having significant impacts to wildlife or water resources important to wildlife that would not be offset by mitigation options. In these cases, proposed alignments would result in significant habitat loss or fragmentation and have adverse impacts to wildlife in areas acquired, designated, and managed for conservation purposes (ex. National Wildlife Refuges), would adversely impact wildlife and habitat not well represented elsewhere in the state or needed to ensure that wildlife populations are sustainable into the future, or have adverse impacts to Threatened and Endangered or special status species.



The areas of most concern from a conservation standpoint and for which we are recommending they not be carried forth to the Level II Review, include alignments through Organ Pipe Cactus National Monument and the Buenos Aires National Wildlife Refuge in southern Arizona, and those proposed to enter and traverse the Williamson and Big Chino Valleys and Burro Creek area in north, central Arizona. For some alignments, such as those that would cross the Upper San Pedro River Valley, the potential to offset impacts would depend upon more specific details of the alignment including access points.

If you have questions regarding our recommendations or the background information, please do not hesitate to contact me. I can be reached [REDACTED]

Sincerely,

[REDACTED]

[REDACTED]

Cc:

Governor [REDACTED]

Congressman [REDACTED]

[REDACTED] Director, Arizona Game & Fish Department

[REDACTED] Executive Director Interstate 11 Coalition



## Appendix A. Methods and Criteria

We designed our analysis to facilitate one of the primary purposes of the Level 1 PEL review, to distinguish infrastructure alignment alternatives that may be incompatible with the long-term sustainability of important natural resources from those alternatives that may have limited impacts or impacts that otherwise may be avoided, minimized, or offset. At this level of analysis two primary factors were used to distinguish the scope and magnitude of potential impacts. The first is the change in baseline infrastructure conditions for the proposed alignment area, which is used to determine the scope of change and magnitude of impacts such as habitat loss or fragmentation. An example would be the conversion of an existing paved, two-lane undivided road into a four-lane divided highway. The second is the regional importance of wildlife resources in the area, including core habitat needed to sustain wildlife populations into the future as well as movement corridors.

To facilitate our analysis we compiled 22 datasets covering transportation, land management status, including lands designated and managed expressly for conservation purposes, the distribution of important habitats for wildlife, wildlife movement corridors, threatened and endangered species, and areas with important surface waters (see **Appendix B**).

To standardize our assessment, we identified ten types of direct and indirect impacts to wildlife and four assessment categories. The assessment categories indicate the level of impact and whether or not impacts can be offset through mitigation (see **Appendix C**). They include:

1. Segments with limited impacts to wildlife
2. Segments with significant impacts to wildlife but mitigation to offset impacts is feasible
3. Segments with significant impacts to wildlife likely, but mitigation options unlikely to offset impacts
4. Opportunity to improve wildlife linkages

Our transportation system was not originally designed to facilitate daily, seasonal, or annual movement patterns by wildlife. We added a fourth assessment category – opportunity to improve wildlife linkages – to indicate where proposed improvements to existing roadways present an opportunity to improve wildlife passage over existing conditions. This assessment was made using data from the Arizona Game and Fish Department on wildlife linkages. We compared that data to existing roadways for which improvements have been proposed and noted in **Appendix D** the alignments where improvements to wildlife passage and motorist safety should be evaluated. Identification of these opportunities early in the process enables ADOT to evaluate wildlife crossing needs and incorporate design features early in the planning process. Where this has been done elsewhere in the state there have been substantial benefits both to motorist safety and wildlife passage.

We assessed each alignment segment by systematically evaluating wildlife and related resource data layers against the alignment location and change in baseline infrastructure conditions to

determine the importance of the wildlife resource and nature of potential impacts. **Appendix C** shows how the impact criteria relate to the assessment categories. For example, proposed alignments that would have limited direct or indirect impacts to wildlife were indicated as such. In the cases where wildlife habitat loss would result in significant impacts, there are two potential assessments: (1) impacts may be offset through mitigation measures or (2) mitigation measures are unlikely to offset impacts. Significant impacts do not categorically rule out a particular alignment. It's the regional significance of the wildlife resources and the importance of the habitat for the long-term sustainability of wildlife populations that determines whether impacts can be offset.

Finally, **Appendix D** provides our assessment for each proposed alignment along with descriptive information on the nature of impacts and the specific resources that would be impacted.

## Appendix B. List of Datasets Used

### Transportation

- Proposed Segments
  - Provided by ADOT
- Existing Highways and Roads
  - TIGER Rds
  - USGS Topo
- 2009 State Framework

### Ownership/Conservation Lands:

- Military Lands
  - ALRIS, ownership data
- Tribal Lands
  - ALRIS, ownership data

### Protected Areas

- Protected Areas Database v2 (PAD-US), Conservation Biology Institute  
<http://consbio.org/products/projects/pad-us-cbi-edition>

### Important Habitats:

- USFWS Designated Critical Habitat  
<http://criticalhabitat.fws.gov/crithab/>, latest update from USFWS, Feb, 2013

### Important Grasslands

- TNC Grasslands Assessment  
[http://azconservation.org/downloads/category/grassland\\_assessment](http://azconservation.org/downloads/category/grassland_assessment)

### BLM Tortoise Habitat

- Tortoise habitat identified by BLM policy to avoid development or mitigate for

### losses

- Final Report on "Compensation for the Desert Tortoise" Instructional Memorandum, 1991.

### TNC Habitat Conservation Priorities

- TNC Ecoregional Assessments Roll-up, Dec. 2007  
[http://azconservation.org/downloads/category/ecoregional\\_assessment](http://azconservation.org/downloads/category/ecoregional_assessment)

### Pima County Habitat Protection Priorities

- Pima County 2004 Bond- lands identified in the Sonoran Desert Conservation Plan

### Pinal County Existing Open Spaces

- Arizona State Office, Engineering & Mapping Sciences Group, 2008

### Flat-tailed Horned Lizard Management Areas

- Flat-tailed Horned Lizard Interagency Coordinating Committee. 2003. Flat-tailed horned lizard rangewide management strategy, 2003 revision. 78 pp. plus appendices.

### Wildlife Linkages:

- Arizona Missing Linkages (modeled)  
NAU Study 2007-2008

Detailed Linkage Designs (modeled)

AGFD 2012

Pinal Linkages Workshop

AGFD 2013

Arizona Wildlife Linkages Workshop

2006

Black Bear Connectivity Study in the Sky Islands (modeled)

Atwood, Todd C.; Young, Julie K.; Beckmann, Jon P.; Breck, Stewart W.; Fike, Jennifer A.; Rhodes, Jr., Olin; and Bristow, Kirby D., "Modeling Connectivity of Black Bears in a Desert Sky Island Archipelago" (2011). USDA National Wildlife Research Center – Staff Publications. Paper 1013.

[http://digitalcommons.unl.edu/icwdm\\_usdanwrc/1013](http://digitalcommons.unl.edu/icwdm_usdanwrc/1013)

Important Hydrological Features:

Cienegas

TNC Freshwater Assessment,

[http://azconservation.org/downloads/category/freshwater\\_assessment](http://azconservation.org/downloads/category/freshwater_assessment)

Perennial Flows

TNC Freshwater Assessment

[http://azconservation.org/downloads/category/freshwater\\_assessment](http://azconservation.org/downloads/category/freshwater_assessment)

Groundwater basins connected to surface water flow

Anning, D.W., and Konieczki, A.D., 2005. Classification of Hydrogeologic Areas and Hydrogeologic Flow Systems in the Basin and Range Physiographic Province, Southwestern United States. U.S. Geological Survey Professional Paper #1702, 37p.

**Appendix C. Criteria Used to Assess Impacts to Wildlife and Assessment Categories for Proposed Alignments**

		Assessment Categories			
		Significant Impacts to Wildlife Likely - Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely – Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife
<b>Direct Impacts to Wildlife and Wildlife Habitat</b>					
1.	Habitat loss or fragmentation for Threatened and Endangered or special status species	X	X		
2.	Habitat loss or fragmentation for core wildlife habitat not represented or limited elsewhere in state	X	X		
3.	Habitat loss or fragmentation for area acquired and/or managed for conservation purposes	X	X		
4.	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept.	X	X	X	
5.	Direct impacts limited			X	X
<b>Indirect Impacts to Wildlife and Wildlife Habitat</b>					
6.	Adverse impacts to wildlife and habitat from incompatible activities (e.g., development, groundwater pumping)	X	X		
7.	Adverse impact to habitat acquired or identified for mitigation purposes	X	X		
8.	Adverse impacts to surface waters designated as “Outstanding Waters/Wild or Scenic Rivers”	X	X		
9.	Limits or precludes habitat management options such as use of controlled fire	X	X		
10.	Indirect impacts limited				X

**Appendix D.** Detailed Evaluation of Proposed I-11 Alignments, Including Overall Assessment and Supporting Information, Organized by Assessment Category and Location of Proposed Alignments

***I. Segments with Limited Impacts to Wildlife***

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
<b><i>Phoenix Alignments</i></b>						
Segment 24 & 21 – South Mtn Freeway/I10/SR101 and I-10	State highways and U.S. interstate to U.S. interstate				X	Direct impacts limited
Segments 25 & 26 – US 60	State highways to U.S. interstate				x	Direct impacts limited
Segment 85 – SR 30	State highway to U.S. interstate				X	Direct impacts limited



## II. Segments where there are Opportunities to Improve Wildlife Linkages

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
<b>Northern Arizona Alignments</b>						
Segment 35 & 90 – I-40	U.S. highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Warm Springs- Hualapai Mtns, Warm Springs – Aubrey Peak, Hualapai – Cerbat)
Segment 36 – US 93	U.S. highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Hualapai Mtns – Bagdad; Tres Alamos Wilderness – Prescott National Forest)
Segment 39 – SR 89	State highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Big Black Mesa – Hell Canyon)
Segment 40 – I-17	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Northern I17 Corridor)

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segments 41,42,43 – I-40	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (I40- 93 – Kingman; Grand Canyon – Prescott National Forest; Garland – Arizona Divide; Hualapai - Cerbat)
Segments 44 & 45 -SR 68	State highway to U.S. interstate			X		Habitat loss or fragmentation for area acquired and/or managed for conservation purposes (Black Mountains ACEC)  Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Hualapai-Cerbat; Mount Perkins – Warm Springs)
Segment 46 – US 93	U.S. highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage (Mount Tipton – Mount Perkins; Black Mts - Cerbat)
Segment 95 – US 93	U.S. highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Hualapai Mtns – Bagdad; I-40-US 93- Kingman)
<b>Phoenix Alignments</b>						

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segments 10 & 83 - I-8	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Vekol Wash, Estrella Mtns- Vekol Wash, Table Top Mtns – Little Table Top Mtns, Maricopa Mtns- Table Top Mtns; South Maricopa Mtns – Sand Tanks; Gila River – Lake Saint Claire; Greene Wash and Reservoir)
Segments 11 & 12 - I10	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Gila River; Queen Creek to Gila River Indian Community)
Segment 13 I10/I17	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Gila – Salt River Corridor Granite Reef Dam)
Segments 19,20 – SR-85	State highway to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Gila Bend – Sierra Estrella)
Segment 27 – US 60	State highway to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Harcuvar Mtns – Harquahala Mtns; Granite Wash – Little Harquahala Mtns; Ranegras Plain; Wickenburg-Hassayampa)

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 28 & 89 – I17	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Bradshaw Mtns – Agua Fria National Monument)
Segment 29 – US93	State highway to U.S. interstate			X	x	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Chino Valley; Wickenburg-Hassayampa; White Tanks – Belmonts – Vultures - Hieroglyphics)
<b>Southern Arizona Alignments</b>						
Segment 1 – SR 191 Douglas Connection	U.S. highway to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Black Bear Linkage Study)
Segments 2,4,6,8 - I-10	U.S. interstate to U.S. interstate			X	X	Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept.
Segment 5 – I-19 Nogales Connection	U.S. interstate to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Tumacacori-Santa Rita; Santa Rita-Sierrita, Black Bear Linkage Study)
Segment 79 – I-8	U.S. interstate to U.S. interstate			X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept (for Bighorn Sheep and Sonoran Pronghorn; Sentinel Plain)

**III. Segments where Significant Impacts to Wildlife are Likely but Mitigation to Offset Impacts is Feasible**

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely- Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely- Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
<b>Northern Arizona Alignments</b>						
Segments 30 & 33 – SR 95	State highway to U.S. interstate		X			<p>Habitat loss or fragmentation for area acquired and/or managed for conservation purposes (Bill Williams National Wildlife Refuge)</p> <p>Habitat loss or fragmentation for Threatened and Endangered or special status species (direct impact to Southwestern Willow Flycatcher; indirect impact to critical aquatic and breeding habitat for Bonytail Chub, Razorback Sucker)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (for bighorn sheep; Bill Williams – Aubrey Hills; The Needles – Mohave Mtns)</p>
Segment 34 – SR 95 Realignment	Rural roads to U.S. interstate		X			<p>Adverse impact to habitat acquired or identified for mitigation purposes (BLM habitat designated for desert tortoise management, mitigation required if impacted)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (Mount Perkins – Warm Springs)</p>

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 91 – Chicken Springs Rd	Minor road to U.S. interstate		X			<p>Adverse impact to habitat acquired or identified for mitigation purposes (BLM habitat designated for desert tortoise management, mitigation required if impacted)</p> <p>Adverse impacts to wildlife and habitat from incompatible activities (e.g., development, groundwater pumping; impacts to Big Sandy River, Lower Bill Williams River Basins where groundwater is connected to surface flows)</p>
<b>Phoenix Alignments</b>						
Segments 14,15,16,17,18, 84, 86 – Hassayampa Freeway	New construction & minor roads to U.S. interstate		X	X		<p>Adverse impact to habitat acquired or identified for mitigation purposes (BLM habitat designated for desert tortoise management, mitigation required if impacted)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (White Tanks – Belmonts – Vultures – Hieroglyphics; Wickenburg – Hassayampa; Gila Bend – Sierra Estrella)</p> <p>Indirect effects possible to the Vulture Mountains Recreational Area, a planned regional park in Maricopa County, that would include TNC's Hassayampa River Preserve</p>

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 22 – Sun Valley Pkwy	New construction & minor roads to U.S. interstate		X			Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (White Tanks – Belmonts – Hieroglyphics)
Segment 23,87,88– SR 303	New construction & state highway to U.S. interstate		X	X		Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept.(in Rainbow Valley for bighorn sheep; Gila/Salt River Corridor Granite Reef Dam; Gila River; North Maricopa Mtns – Sierra Estrella Mtns)
Segment 82 – SR 303 Ext – Vekol Valley	New construction & minor roads to U.S. interstate		X	X		Adverse impact to habitat acquired or identified for mitigation purposes (BLM habitat designated for desert tortoise management, mitigation required if impacted)  Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (Vekol Wash, Estrella Mtns- Vekol Wash, Sonoran Desert National Monument-Palo Verde Hills, Maricopa Mtns- Table Top Mtns)

Proposed Segment	Proposed Change in Infrastructure	<i>Assessment</i>				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
<i>Southern Arizona Alignments</i>						



Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 3 – Naco Connection	State highway to U.S. interstate; possible new construction		X			<p>Adverse impacts depend upon the specific alignment and access points and range from impacts that could be offset by mitigation to those that are unlikely to be offset by mitigation.</p> <p>Adverse impacts to areas acquired and/or managed for conservation purposes (San Pedro River NCA; properties owned by The Nature Conservancy); Habitat loss or fragmentation for Threatened and Endangered or special status species (indirect impact to critical aquatic habitat for Huachuca water umbel)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (Ft. Huachuca, Whetstones –San Pedro, Black Bear Linkage Study)</p> <p><b>Note:</b> New development and associated groundwater pumping facilitated by a new transportation corridor <i>within the Upper San Pedro River Basin</i> would have adverse impacts to wildlife and habitat on the San Pedro River. Given the current status of groundwater and surface flows and efforts to mitigate for existing conditions in the Upper San Pedro, we believe that mitigation would not be feasible to offset impacts associated with a new transportation corridor.</p>

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segments 9, 80 – I-95 & San Luis Connection	State highway to U.S. interstate		X	X		Habitat loss or fragmentation for Threatened and Endangered or special status species (Yuma desert management area for flat-tailed horn lizard, a special status species)  Habitat loss or fragmentation for wildlife linkage area identified by AZ Game & Fish Dept. (for bighorn sheep and mule deer, Trigo Mtns – Kofa Mtns)

**IV. Segments where Significant Impacts to Wildlife are Likely but Mitigation Unlikely to Offset Impacts**

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
<b>Northern Arizona Alignments</b>						
Segment 37 – Chino Valley	New construction	X				<p>Habitat loss or fragmentation for core wildlife habitat not represented or limited elsewhere in state (GMU 19b is core habitat for one of largest state populations of pronghorn and intact grasslands)</p> <p>Adverse impacts to wildlife and habitat from incompatible activities (e.g., development, groundwater pumping; impacts to Big Chino and Kirkland Creek Basins where groundwater is connected to surface flows linked to Williamson Valley Wash and the Verde River)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (Granite Mts – Black Hills)</p>

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segments 38,92,93– I17 Fain Road Connector	New construction & state highway to U.S. interstate	X				<p>Habitat loss or fragmentation for core wildlife habitat not represented or limited elsewhere in state (GMU 19b is core habitat for one of largest state populations of pronghorn and intact grasslands)</p> <p>Adverse impacts to wildlife and habitat from incompatible activities (e.g., development, groundwater pumping; impacts the Little Chino Basin where groundwater is connected to surface flows linked to the Verde River)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (Granite Mtns – Black Hills)</p>

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 94	New construction	X				<p>Habitat loss or fragmentation for area acquired and/or managed for conservation purposes (Burro Creek Riparian and Cultural ACEC, Upper Burro Creek wilderness BLM)</p> <p>Adverse impacts to wildlife and habitat from incompatible activities (e.g., development, groundwater pumping; impacts the Burro Creek, Big Sandy River, Big Chino and Kirkland Creek Basins where groundwater is connected to surface flows linked to the Williamson Valley Wash and the Verde River)</p> <p>Habitat loss or fragmentation for core wildlife habitat not represented or limited elsewhere in state (grasslands, perennial surface waters- Burro Creek, Frances Creek- home to 5-6 native fish species)</p>
<b><i>Southern Arizona Alignments</i></b>						

Proposed Segment	Proposed Change in Infrastructure	Assessment				Description
		Significant Impacts to Wildlife Likely-Mitigation Unlikely to Offset Impacts	Significant Impacts to Wildlife Likely-Mitigation Feasible	Opportunity to Improve Wildlife Linkages	Limited Impacts to Wildlife	
Segment 7 – Sasabe Connection	State highway to U.S. interstate	X				<p>Habitat loss or fragmentation for area acquired and/or managed for conservation purposes (Buenos Aires NWR, Pima Co. Conservation Areas, Ironwood National Monument)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (Mexico – Tumacacori – Baboquivari, Coyote – Ironwood – Tucson)</p> <p>Adverse impact to habitat acquired or identified for mitigation purposes (Central Arizona Project mitigation corridor)</p>
Segment 81 – SR-85	State highway to U.S. interstate	X				<p>Habitat loss or fragmentation for area acquired and/or managed for conservation purposes (Organ Pipe National Monument, Cabeza Prieta National Wildlife Refuge; military land with high integrity conservation lands in the Barry Goldwater Range)</p> <p>Habitat loss or fragmentation for wildlife linkage area identified by AZ Game &amp; Fish Dept. (SR85 – Sonoran Pronghorn)</p> <p>Habitat loss or fragmentation for Threatened and Endangered or special status species (Sonoran Pronghorn)</p>

December 6, 2013

Michael [REDACTED]  
Director of Planning and Programming  
Arizona Department of Transportation  
206 S. 17<sup>th</sup> Avenue, Mail Drop: 310B  
Phoenix, AZ 85007

Dear Mr. [REDACTED]

On behalf of The Nature Conservancy in Arizona, thank you for the opportunity to provide level 2 comments on the proposed *Interstate 11 Corridor-Wide Alignment Alternatives*. Our analysis and comments are focused on assisting with the Level 2 Planning and Environment Linkage review (PEL), specifically on describing impacts and identifying options for offsetting impacts. Use of the PEL process represents a significant advancement towards more integrated infrastructure planning, which should yield better planning tools and improvement in project delivery times while avoiding and minimizing impacts to natural resources.

Detailed comments and our evaluation for each alignment, as well as supporting materials such as analytical methods, assessment criteria, and map of the alignments evaluated, are provided in **Appendices A-E** (attached). Below is a brief summary of our findings.

We systematically evaluated 23 proposed segments for the Arizona portion of I-11. Of those, we concluded that two segments (9%) would have limited impacts to wildlife and water resources; 10 of the segments (43%) present opportunities to improve both motorist safety and passage of wildlife around existing roadways using practices already adopted by the Arizona Department of Transportation; and 6 segments (26%) would have significant impacts to wildlife or water resources that could be offset through mitigation measures.

Only five segments (22%) were identified as having significant impacts that would be difficult or infeasible to offset with mitigation measures. These alignments would result in significant habitat loss or degradation, adversely impact Threatened and Endangered or special status species, adversely impact wildlife in areas acquired, designated, and managed for conservation purposes, adversely impact wildlife and habitat not well represented elsewhere in the state and necessary to ensure that populations remain sustainable into the future, or adversely impact perennial surface waters and riparian areas important to wildlife.

From a conservation standpoint the segments of most concern are those that include the construction of new routes and those that would expand existing infrastructure in proximity to perennial surface water and riparian habitat. We recommend the following segments be avoided: Chicken Springs Road (#91), segment 82 in the Vekol Valley, and segments 17, 22, and 29 west of Phoenix. If alternatives to segments 17, 22, and 29 are not feasible, there are more opportunities to minimize impacts for segments 17-18 than for 22-29 because of the greater distance of segments 17-18 from perennial surface water and riparian habitat. In some cases, expansion of existing routes would result in considerably less environmental impact than routes requiring new construction. For example, segments 95-43 are preferred over 91-35, and segments 10-83-19 are preferred over 14-84-15-86.

In the supporting materials, we provide information regarding options to offset impacts, including working with BLM’s Desert Tortoise Mitigation Policy. There are additional opportunities to provide off-site compensation for loss of native habitat across the regional scale, including Arizona Game & Fish Department’s Wildlife and Wildlife Habitat Compensation Policy, Federal Highway Administration’s Eco-logical Framework, and new guidelines and policies from the Department of Interior and the Bureau of Land Management on regional mitigation. We would we happy to work with you and other partner agencies on data and tools that can be used to help evaluate and implement these opportunities.

If you have questions regarding our recommendations or the background information, please do not hesitate to contact me. I can be reached at [rmarshall@tnc.org](mailto:rmarshall@tnc.org) or 520-237-8778.

Sincerely,

[Redacted signature]

[Redacted name]

Cc:

Governor [Redacted]

Congressman [Redacted]

[Redacted] Director, Arizona Game & Fish Department

[Redacted] Executive Director Interstate 11 Coalition



## Appendix A. Methods and Criteria

We designed our analysis to facilitate the purposes of the Level 2 PEL review, namely to complete a quantitative analysis of potential impacts of the proposed segments on environmentally sensitive areas, and to identify potential mitigation strategies and opportunities to offset impacts where they are unavoidable.

Two primary factors were used to distinguish the scope and magnitude of potential impacts. The first is the change in baseline infrastructure conditions for the proposed segment, which is necessary to determine the magnitude of impacts, such as habitat loss or fragmentation, relative to current conditions. In order to do this, we categorized all segments into one of three groups: existing, expand, and new. Those segments characterized as ‘existing’ include all interstates and divided limited-access highways. We classified segments as ‘expand’ for those areas with paved road infrastructure that would need to be expanded in order to accommodate the requirements of a multi-modal corridor. ‘New’ segments would require construction of paved roads in area with minimal infrastructure (e.g., unimproved dirt roads or trails).

**Appendix B** is a map of the proposed segments shown by these categories.

The second factor is to quantify the potential direct and indirect impacts to wildlife resources of regional importance in the area. We evaluated potential impacts of the proposed segments on 9 conservation and wildlife criteria. These criteria were developed to correspond with Level 2 “environmental sustainability” criteria established for this corridor study. Specifically, we quantified adverse direct or indirect impacts to:

1. ESA species
2. BLM Desert Tortoise Lands
3. Areas managed for conservation purposes
4. Core wildlife habitat not represented or limited elsewhere in state
5. Perennial surface waters important to wildlife
6. Relatively intact riparian and xero-riparian habitat
7. Relatively intact Sonoran Desert Habitat
8. Relatively intact Mojave Desert Habitat
9. Wildlife Corridor/Linkage or Unfragmented Habitat Blocks

Using the best available data for these resources (see **Appendix C** for a list of these data sets), we quantified direct impacts within 1000 feet (500 foot buffer either side) of the proposed segments and indirect impacts within 2000 meters (1000 meter buffer either side, drawn beyond the direct impacts buffer). Following Council of Environmental Quality criteria<sup>1</sup>, we define direct effects/impacts as those “...that are caused by the action and occur at the same time and place”, and indirect effects/impacts as those “...that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable”, including indirect effects on urban and suburban growth patterns. This distance of 1000 feet for direct impacts was chosen based on consultations with ADOT on the probable width that would be

impacted with construction or other activities. We estimated indirect impacts within 2000 meters of the segment based on field research of threatened desert tortoises in the Mojave Desert<sup>2</sup> and a global analysis of birds<sup>3</sup> that indicate that these animals avoid or exhibit lower population densities within 1000 meters of roads. The effects zone for mammals has been measured to much larger distances<sup>3</sup> and we elected to evaluate this effect using data related to the fragmentation effect of road construction (i.e., linkages and unfragmented blocks). We note that these distances are preliminary and subject to change once more precise alignments are drawn. Their primary value is to offer a comparative analysis of the impact of segments relative to one another.

To standardize our assessment, we evaluated all of these impacts in relation to the regional importance of the resource and the feasibility of offsetting impacts. **Appendix D** summarizes our impacts assessment, sorting segments with the least impacts to the most impacts. It allows for a direct comparison of the potential impact of each segment in relation to one another. The last column in Appendix D also provides our recommendation in terms of mitigation strategies and opportunities to offset impacts. For example, proposed alignments that would have limited direct or indirect impacts to wildlife were indicated as such. In the cases where wildlife habitat loss would result in significant impacts, there are two potential assessments: (1) impacts may be offset through mitigation measures or (2) mitigation measures are unlikely to offset impacts. Significant impacts do not categorically rule out a particular alignment. It's the regional significance of the wildlife resources and the importance of the habitat for the long-term sustainability of wildlife populations that determines whether impacts can be offset. Given that our transportation system was not originally designed to facilitate movement patterns by wildlife, we also indicate which segments present an opportunity to improve wildlife passage over existing conditions. This assessment was made using data from the Arizona Game and Fish Department on wildlife linkages.

Categories in **Appendix D** include:

1. Segments with **limited impacts** to wildlife
2. Segments with opportunities to **study and/or improve wildlife linkages**
3. Segments with significant impacts to wildlife but where options to **minimize and/or offset** these impacts are feasible
4. Segments with significant impacts to wildlife that should be **avoided** because mitigation options are unlikely to offset impacts

**Appendix E** provides a more descriptive narrative for each segment, summarizing the nature of the impacts, including specific resources that would be impacted, and options and opportunities to avoid these impacts or minimize and offset where impacts are unavoidable.

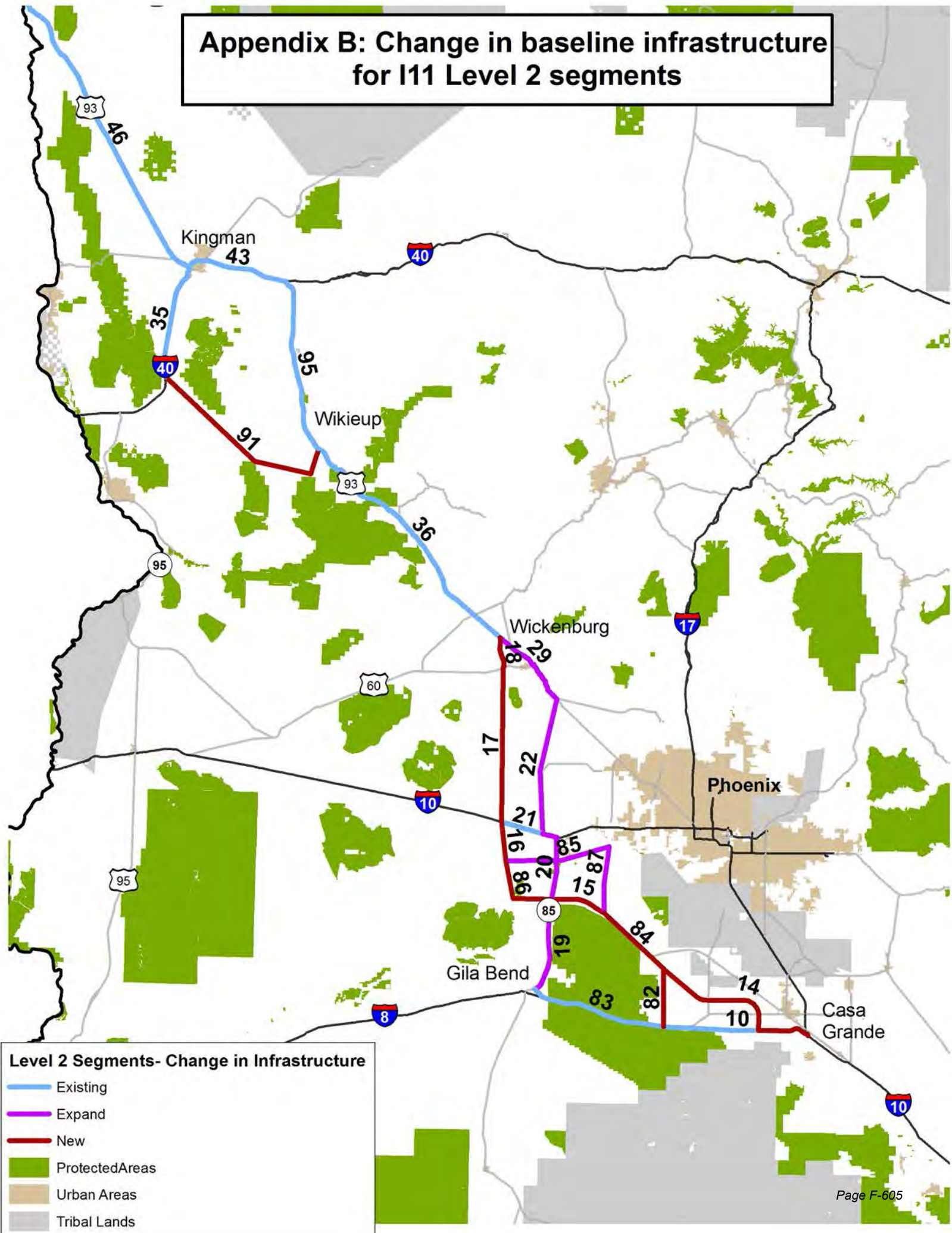
## References

<sup>1</sup>Council for Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR §§ 1500-1508.

<sup>2</sup>Borman, WI and M Sazaki. 2006. A highway's road-effect zone for desert tortoises (*Gopherus agassizii*). *Journal of Arid Environments* 65: 94-101.

<sup>3</sup>Benitez-Lopez A, R Alkemade, and PA Verweij. 2010. The impacts of roads and other infrastructure on mammal and bird populations: A meta-analysis. *Biological Conservation* 143: 1307-1316.

# Appendix B: Change in baseline infrastructure for I11 Level 2 segments



**Level 2 Segments- Change in Infrastructure**

- Existing
- Expand
- New
- Protected Areas
- Urban Areas
- Tribal Lands

## Appendix C. Definitions of Resource Criteria and List of Source Datasets

- 1) **ESA Species:** Species with following statuses under Endangered Species Act: Endangered, Threatened, Candidate, or Proposed
  - a. USFWS Designated Critical Habitat; <http://criticalhabitat.fws.gov/crithab/>, latest update from USFWS, Feb, 2013
  - b. Heritage Data Management System, data requested from AGFD, Nov 2013
- 2) **BLM Desert Tortoise Lands:** Category 1 and 2 lands under BLM Desert Tortoise Mitigation Policy to avoid development or mitigate for losses.
  - a. Updated GIS data requested from BLM, Nov 2013
  - b. Tortoise habitat identified by BLM policy to avoid development or mitigate for losses; Final Report on “Compensation for the Desert Tortoise” Instructional Memorandum, 1991.
- 3) **Areas managed for conservation purposes**
  - a. Protected Areas Database v2 (PAD-US), Conservation Biology Institute; <http://consbio.org/products/projects/pad-us-cbi-edition>
- 4) **Core wildlife habitat not represented or limited elsewhere in state**
  - a. TNC Grasslands Assessment; [http://azconservation.org/downloads/category/grassland\\_assessment](http://azconservation.org/downloads/category/grassland_assessment)
  - b. TNC Habitat Conservation Priorities; TNC Ecoregional Assessments Roll-up, Dec. 2007; [http://azconservation.org/downloads/category/ecoregional\\_assessment](http://azconservation.org/downloads/category/ecoregional_assessment)
- 5) **Perennial surface waters important to wildlife**
  - a. TNC Freshwater Assessment; [http://azconservation.org/downloads/category/freshwater\\_assessment](http://azconservation.org/downloads/category/freshwater_assessment)
  - b. Groundwater basins connected to surface water flow; Anning, D.W., and Konieczki, A.D., 2005. Classification of Hydrogeologic Areas and Hydrogeologic Flow Systems in the Basin and Range Physiographic Province, Southwestern United States. U.S. Geological Survey Professional Paper #1702, 37p.
- 6) **Relatively intact riparian and xero-riparian habitat:** Identified for segments where majority of lands within direct impact buffer (1000 feet) are relatively intact (areal extent of human use <25%).
  - a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
  - b. TNC Human Use Intensity dataset, 2013
- 7) **Relatively intact Sonoran Desert Habitat:** Identified for segments where majority of lands within direct impact buffer (1000 feet) are relatively intact (areal extent of human use <25%).
  - a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
  - b. TNC Human Use Intensity dataset, 2013
- 8) **Relatively intact Mojave Desert Habitat:** Identified for segments where majority of lands within direct impact buffer (1000 feet) are relatively intact (areal extent of human use <25%).

- a. USGS ReGAP vegetation data, modified by AGFD for SWAP, 2010
  - b. TNC Human Use Intensity dataset, 2013
- 9) Wildlife Corridor/Linkage or Unfragmented Habitat Block:** Wildlife corridors are identified from sources (a-c) below. Unfragmented habitat blocks are contiguous blocks of native habitat with highest landscape integrity (areal extent of human use <5%) (TNC 2013).
- a. Arizona Missing Linkages (modeled); NAU Study 2007-2008
  - b. Detailed Linkage Designs (modeled); AGFD 2012
  - c. County Level Linkage Assessments; AGFD, [http://www.azgfd.gov/w\\_c/conn\\_whatGFDdoing.shtml](http://www.azgfd.gov/w_c/conn_whatGFDdoing.shtml))
  - d. TNC Human Use Intensity dataset, 2013

**Appendix D.** Criteria Used to Assess Impacts and Evaluate Options to Offset Impacts for Proposed Level II Segments. Green boxes indicate direct impacts found; cross-hatching indicates indirect impacts. Segments are sorted by 'Options to Offset' and then geographically from North to South.

Segment #	Segment Name	Segment Type	ESA Species	BLM Desert Tortoise Lands	Conservation Managed Area	Core/Limited Wildlife Habitat	Perennial Surface Waters	Riparian/Xero-Riparian Habitat	Sonoran Desert Habitat	Mojave Desert Habitat	Linkage/Unfrag. Habitat	Options to Offset
21	I-10	Existing										Impacts Limited
16	Hassy Fwy	New										Impacts Limited
46	US 93	Existing	Green		Cross-hatch	Green					Green	Wildlife Linkages
43	I-40	Existing	Green			Green					Green	Wildlife Linkages
95	US 93	Existing	Green		Cross-hatch	Green	Green				Green	Wildlife Linkages
35	I-40	Existing	Green	Cross-hatch	Cross-hatch	Green					Green	Wildlife Linkages
36	US 93	Existing	Green	Green	Cross-hatch	Green	Cross-hatch				Green	Wildlife Linkages
87	SR 303	Expand									Green	Wildlife Linkages
19	SR85	Expand	Cross-hatch	Cross-hatch	Cross-hatch						Green	Wildlife Linkages
14	Hassy Fwy	New		Cross-hatch							Green	Wildlife Linkages
83	I-8	Existing	Cross-hatch	Green	Cross-hatch						Green	Wildlife Linkages
10	I-8	Existing	Green	Green	Green	Cross-hatch					Green	Wildlife Linkages
18	Hassy Fwy	New						Cross-hatch	Cross-hatch		Green	Minimize & Offset
20	SR85	Expand	Green	Green							Green	Minimize & Offset
85	SR 30	Expand	Green		Cross-hatch						Green	Minimize & Offset
86	Hassy Fwy	New	Green	Cross-hatch	Cross-hatch						Green	Minimize & Offset
15	Hassy Fwy	New		Cross-hatch				Green	Cross-hatch		Green	Minimize & Offset
84	Hassy Fwy	New	Cross-hatch	Cross-hatch	Cross-hatch			Green	Cross-hatch		Green	Minimize & Offset
91	Chicken Sprs	New	Green	Green	Green	Cross-hatch	Green	Green	Cross-hatch	Cross-hatch	Green	Avoid
29	Hwy 60	Expand	Green	Green	Green	Green	Green	Green			Green	Avoid
22	Sun Valley P	New/Expand	Green	Cross-hatch		Cross-hatch		Green	Cross-hatch		Green	Avoid
17	Hassy Fwy	New	Green	Green				Green	Cross-hatch		Green	Avoid
82	Vekol Valley	New		Cross-hatch	Cross-hatch			Green	Cross-hatch		Green	Avoid

**Appendix E.** Detailed Evaluation of Proposed I-11 Alignments, Including Overall Impact Assessment and Options for Offsetting impacts. Segments are sorted by recommended option, then from North to South.

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
21	I-10 (9 miles)	Existing	N				X	Minimal new impacts.
16	Hassayampa Freeway (12 miles)	New	N				X	Minimal new impacts.
46	US 93 (70 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages. This segment is in Mohave County, which has not yet completed a County-level Stakeholder Assessment; additional studies for wildlife connectivity are advised.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing highway, habitat loss or degradation to ESA Endangered and Candidate species, Bonytail Chub, Razorback Sucker and Sonoran Desert Tortoise, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation.</p>



Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
43	I-40 (23 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages. This segment is in Mohave County, which has not yet completed a County-level Stakeholder Assessment; additional studies for wildlife connectivity are advised.</p> <p><b>Comparison:</b> Segments 95 &amp; 43 have fewer impacts than 91 &amp; 35. Existing routes offer transportation connectivity with less impact.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing interstate, habitat loss or degradation to Candidate species, Sonoran Desert Tortoise, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
95	US 93 (32 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages. This segment is in Mohave County, which has not yet completed a County-level Stakeholder Assessment; additional studies for wildlife connectivity are advised.</p> <p><b>Comparison:</b> Segments 95 &amp; 43 have fewer impacts than 91 &amp; 35. Existing routes offer transportation connectivity with less impact.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing highway, habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise, and to an area acquired and/or managed for conservation purposes (Carrow-Stephens Ranches ACEC) could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
35	I-40 (25 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages. This segment is in Mohave County, which has not yet completed a County-level Stakeholder Assessment; additional studies for wildlife connectivity are advised.</p> <p><b>Comparison:</b> Segments 95 &amp; 43 have fewer impacts than 91 &amp; 35. Existing routes offer transportation connectivity with less impact.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing interstate, habitat loss or degradation to Candidate species, Sonoran Desert Tortoise, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
36	US 93 (65 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages.</p> <p><b>Note:</b> This segment traverses the groundwater basin supporting perennial surface flows in Burro Creek, Big Sandy River, Santa Maria River and Upper Hassayampa River. The Water Resources Development Commission in 2011 (WRDC 2011) found that water demand in the Hassayampa basin would exceed supplies by 2035 under a low-growth scenario. Given the current status of groundwater and surface flows in the Hassayampa basin, additional development and associated groundwater pumping facilitated by a new transportation corridor would increase impacts to wildlife and habitat above baseline conditions assessed by the WRDC. Given the rarity of perennial surface water, riparian habitat, and associated wildlife, it would be difficult if not infeasible to offset impacts through mitigation measures.</p> <p>Additionally, if the new multi-modal footprint is significantly greater than the existing highway, habitat loss or degradation to ESA Endangered and Candidate Species, Southwestern Willow Flycatcher, Roundtail Chub, and Sonoran Desert Tortoise, and to areas acquired and/or managed for conservation purposes (Burro Creek and Poachie Desert Tortoise ACECs) are likely to occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
87	SR 303 (14 miles)	Expand	N			X		Opportunity to study and improve wildlife linkages.
19	SR-85 (21 miles)	Expand	Y		X	X		<p>Opportunity to study and improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing highway, habitat loss or degradation to ESA Candidate species, Tucson-Shovel-nosed Snake, and to desert tortoise habitat could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>
14	Hassayampa Freeway (32 miles)	New	N			X		<p>Opportunity to study and improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
83	I-8 (29 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing interstate, habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
10	I-8 (33 miles)	Existing	Y		X	X		<p>Opportunity to study and improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p><b>Note:</b> If the new multi-modal footprint is significantly greater than the existing interstate, habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
18	Hassayampa Freeway (7 miles)	New	N		X	X		<p>We recommend minimizing and offsetting impacts for this segment, including conducting studies to improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 17 &amp; 18 have fewer impacts than 22 &amp; 29. There are options to offset impacts to habitat resources in the 17/18 area, whereas impacts to rivers and riparian areas along the segment 29 route would be difficult to offset.</p> <p><b>Note:</b> This segment traverses the groundwater basin supporting the Hassayampa River near Wickenburg. The Water Resources Development Commission in 2011 found that water demand in the basin would exceed supplies by 2035 under a low-growth scenario. Given the current status of groundwater and surface flows in the Hassayampa basin, additional development and associated groundwater pumping facilitated by a new transportation corridor would increase impacts to wildlife and habitat above baseline conditions assessed by the WRDC. Given the rarity of perennial surface water, riparian habitat, and associated wildlife, it would be difficult if not infeasible to offset impacts through mitigation measures.</p>



Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
20	SR-85 (17 miles)	Expand	Y		X	X		<p>We recommend minimizing and offsetting impacts for this segment, including conducting studies to improve wildlife linkages.</p> <p>Habitat loss or degradation to ESA Endangered and Proposed Threatened species, Yuma Clapper Rail and Western Yellow-Billed Cuckoo, to desert tortoise habitat, and to areas acquired and/or managed for conservation purposes (Gila River and Robbins Butte Wildlife Areas) could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>
85	SR 30 (23 miles)	Expand	Y		X	X		<p>We recommend minimizing and offsetting impacts for this segment, including conducting studies to improve wildlife linkages.</p> <p>Habitat loss or degradation to ESA Endangered and Proposed Threatened species, Yuma Clapper Rail and Western Yellow-Billed Cuckoo, could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
86	Hassayampa Freeway (16 miles)	New	Y		X	X		<p>We recommend minimizing and offsetting impacts for this segment and also conducting studies to improve wildlife linkages.</p> <p>The level of new construction required to establish an interstate along this segment would result in habitat loss or degradation to ESA Endangered and Candidate species, Southwestern Willow Flycatcher, Yuma Clapper Rail and Sonoran Desert Tortoise, to areas acquired and/or managed for conservation purposes (Arlington and Powers Butte Wildlife Areas), and to native habitat, in particular riparian, xero-riparian, and Sonoran Desert habitats could occur. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
15	Hassayampa Freeway (12 miles)	New	Y		X	X		<p>We recommend minimizing and offsetting impacts for this segment and also conducting studies to improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p>The level of new construction required to establish an interstate along this segment could result in habitat loss or degradation to desert tortoise habitat and native habitat, in particular riparian, xero-riparian, and Sonoran Desert habitats. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy. Additionally, new construction would have the effect of isolating wildlife populations in the northern portion of the Sonoran Desert National Monument (i.e., north of I-8), from the critical native habitats in Buckeye Hills. The extent of this effect and options for restoring connectivity should be carefully studied.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
84	Hassayampa Freeway (19 miles)	New	Y		X	X		<p>We recommend minimizing and offsetting impacts for this segment and also conducting studies to improve wildlife linkages.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 14, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p>The level of new construction required to establish an interstate along this segment could result in habitat loss or degradation to native habitat, in particular xero-riparian and Sonoran Desert habitats and to ESA Candidate species, Sonoran Desert Tortoise. If these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p>Construction of an interstate along this route would the effect of isolating wildlife populations in the northern portion of the Sonoran Desert National Monument (i.e., north of I-8), from the critical native habitats in Buckeye Hills. The extent of this effect and options for restoring connectivity should be carefully studied.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
91	Chicken Springs Rd (42 miles)	New	Y	X	X			<p>We recommend that the construction of an interstate along this segment should be avoided because of the direct and indirect impacts to the resources in this area cannot be adequately mitigated. If, however, these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation, including conducting studies to improve wildlife linkages. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p><b>Comparison:</b> Segments 95 &amp; 43 have fewer impacts than 91 &amp; 35. Existing routes offer transportation connectivity with less impact.</p> <p>Construction of an interstate along this segment would fragment an area of regional importance, at 357,760 acres representing the 11<sup>th</sup> largest unfragmented intact area in the state and the 4<sup>th</sup> largest in the Apache Highlands (TNC 2013). This area also straddles the boundaries of three ecoregions (Apache Highlands, Sonoran Desert, Mojave Desert), indicating its importance to landscape scale habitat connectivity and potentially to resilience. This segment would also fragment two areas identified as ecologically core areas in the 2010 TNC Mojave Desert Ecoregional Assessment (Randall et al. 2010). Habitat loss or degradation to ESA Endangered and Candidate species, Southwestern Willow Flycatcher, Yuma Clapper Rail, Sonoran Desert Tortoise, and Roundtail Chub, to rare plant species, White Margined Penstemon, to an area acquired and/or managed for conservation purposes (McCracken Desert Tortoise ACEC), and to perennial waters (Big Sandy River) important to wildlife could occur.</p> <p><b>Note:</b> The November 2013 revision to this segment traverses the Bill Williams groundwater basin supporting the Big Sandy River. The Water Resources Development Commission in 2011 found that water demand within this basin would exceed supplies by 2035 under a low-growth scenario. Given the current status of groundwater and surface flows in the Bill Williams basin, additional development and associated groundwater pumping facilitated by a new transportation corridor would increase impacts to wildlife and habitat above baseline conditions assessed by the WRDC. Given the rarity of perennial surface water, riparian habitat, and associated wildlife, it would be difficult if not infeasible to offset impacts through mitigation measures.</p>

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
29	US93 (26 miles)	Expand	Y	X	X	X	<p>We recommend that the expansion of this segment should be avoided because direct and indirect impacts to the perennial waters and associated riparian areas that support important wildlife, including threatened and endangered species, cannot be adequately mitigated. If, however, these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation, including conducting studies to improve wildlife linkages. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p><b>Comparison:</b> Segments 17 &amp; 18 have fewer impacts than 22 &amp; 29. There are options to offset impacts to habitat resources in the 17/18 area, whereas impacts to rivers and riparian areas along the segment 29 route cannot be offset.</p> <p><b>Note:</b> This segment traverses the groundwater basin supporting the Lower Hassayampa River near Wickenburg. The Water Resources Development Commission in 2011 found that water demand in the basin would exceed supplies by 2035 under a low-growth scenario. Given the current status of groundwater and surface flows in the Hassayampa basin, additional development and associated groundwater pumping facilitated by a new transportation corridor would increase impacts to wildlife and habitat above baseline conditions assessed by the WRDC. Given the rarity of perennial surface water, riparian habitat, and associated wildlife, it would be difficult if not infeasible to offset impacts through mitigation measures.</p> <p>Additionally, habitat loss or degradation to perennial surface waters (Hassayampa River) and riparian areas important for wildlife, notably ESA Endangered and Proposed Threatened species, Bonytail, Southwestern Willow Flycatcher, Western Yellow-billed Cuckoo, to ESA Candidate species Sonoran Desert Tortoise, to an area acquired and/or managed for conservation purposes (Hassayampa River Preserve), and to a genetically distinct and resilient population of Lowland Leopard Frog (Savage et al. 2011) could occur.</p>	

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
22	Sun Valley Pkwy (30 miles)	New & Expand	Y	X	X	X	<p>We recommend that the construction of an interstate along this segment should be avoided because of the direct and indirect impacts to the resources in this area cannot adequately be mitigated. If, however, these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation, including conducting studies to improve wildlife linkages. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p><b>Comparison:</b> Segments 17 &amp; 18 have fewer impacts than 22 &amp; 29. There are options to offset impacts to habitat resources in the 17/18 area, whereas impacts to rivers and riparian areas along the segment 29 route would be difficult to offset.</p> <p>Habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise, and to native habitat, in particular xero-riparian and Sonoran Desert habitats could occur.</p> <p><b>Note:</b> We classified southern half of this segment as 'expand' because there is existing infrastructure and northern half as 'new'.</p>	

Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
17	Hassayampa Freeway (33 miles; 3 options, spaced 5km apart)	New	Y	X	X	X	<p>We recommend that the construction of an interstate along this segment should be avoided because of the direct and indirect impacts to the resources in this area cannot adequately be mitigated. We evaluated alternative parallel alignments 3 miles to west and 3 miles to east of this segment and found similar impacts. If, however, these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation, including conducting studies to improve wildlife linkages. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p><b>Comparison:</b> Segments 17 &amp; 18 have fewer impacts than 22 &amp; 29. There are options to offset impacts to habitat resources in the 17/18 area, whereas impacts to rivers and riparian areas along segments 22 &amp; 29 route cannot be offset.</p> <p>Habitat loss or degradation to ESA Candidate species, Sonoran Desert Tortoise, to an area acquired and/or managed for conservation purposes (Vulture Mountains ACEC), and to native habitat, in particular xero-riparian and Sonoran Desert habitats could occur depending on final alignment.</p>	



Proposed Segment Number	Proposed Segment Name	Proposed Change in Infrastructure	Are Resources covered by Statute, Regulation, or Policy Impacted?	Opportunities				Assessment & Recommendation Description
				Avoid Impacts	Minimize & Offset Impacts*	Study & Improve Wildlife Linkages <sup>+</sup>	Impacts Limited	
82	SR 303 Ext – Vekol Valley (13 miles)	New	Y	X	X	X	<p>We recommend that the construction of an interstate along this segment should be avoided because of the direct and indirect impacts to the resources in this area cannot adequately be mitigated. If, however, these impacts are unavoidable, measures should be taken to minimize or offset loss or degradation, including conducting studies to improve wildlife linkages. Opportunities exist to offset impacts to Sonoran Desert Tortoise habitat through existing BLM Desert Tortoise Mitigation Policy.</p> <p><b>Comparison:</b> Segments 10, 83, &amp; 19 have fewer impacts than 10, 82, 84, &amp; 15. Existing routes offer transportation connectivity with less impact to wildlife connectivity than new routes north of Sonoran Desert National Monument.</p> <p>Habitat loss or degradation to desert tortoise habitat and to native habitats, in particular riparian, xero-riparian, and Sonoran Desert habitats could occur. Additionally, the Vekol Valley is important habitat for Sonoran Desert Toads, representing the northern extent of this species' range (Sullivan et al. 1996). Similar to Segments #84 and 15 construction of an interstate along this route could contribute to isolating the northern portion of the Sonoran Desert National Monument (i.e., north of I-8). The extent of these effects and options for mitigation should be carefully studied.</p>	

\* Any new construction, whether minor or major expansion of existing routes or construction of entirely new roads, could result in habitat loss or degradation to native habitat, in particular riparian, xero-riparian, Sonoran and Mojave Desert habitats. Methods to offset impacts to these native habitats should be considered for every route.

+ For detailed information on Opportunities to Improve Wildlife Linkages examine data and reports available from AZ Game and Fish Department (at [http://www.azgfd.gov/w\\_c/conn\\_whatGFDoing.shtml](http://www.azgfd.gov/w_c/conn_whatGFDoing.shtml)), and consult with experts at AZ Game and Fish Department. Additional studies for wildlife connectivity are advised for all proposed segments, in particular for those segments where new construction is planned and in Mohave County, which has not yet completed a County-level Stakeholder Assessment.

### **References:**

Randall, J.M., S.S. Parker, J. Moore, B. Cohen, L. Crane, B. Christian, D. Cameron, J. MacKenzie, K. Klausmeyer, and S. Morrison. 2010. The Nature Conservancy, San Francisco, California. 106 pages + appendices. Available at: <http://conserveonline.org/workspaces/mojave/documents/mojave-desert-ecoregional-2010/@@view.html>.

Savage AE, Sredl MJ, Zamudio KR. 2011. Disease dynamics vary spatially and temporally in a North American amphibian. *Biol Conserv* 144:1910–1915.

Sullivan, B. K., R. W. Bowker, K. B. Malmos, and E. W. A. Gergus. 1996. Arizona distribution of three Sonoran Desert anurans: *Bufo retiformis*, *Gastrophryne olivacea*, and *Pternohyla fodiens*. *Great Basin Naturalist* 56: 38-47.

Water Resources Development Commission. WRDC. 2011. Water Resources Development Commission Final Report: Volume II Committee Reports.

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 3:11 PM  
**To:** I-11ADOTstudy  
**Subject:** Comments regarding proposed I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Comments for proposed I-11

1. The state has only begun to incorporate wildlife crossings but none for interstates. This would be a biodiversity disaster. There are already countless dead animal carcasses littering I-10 which is a very ugly image to those traveling in Arizona.
2. The Tucson to Phoenix corridor on I-10 passes through some of the least attractive landscape in Arizona. The proposed I-11 rips up and passes through some of Arizona's most pristine and valuable habitat. Imagine the slaughter of animals, destruction to an already sensitive and dwindling desert!
3. I-10 is just fine. What it needs is to be widened to 3 and 4 lanes all the way from Tucson to Phoenix instead of the hapless 2 lanes then 3. This is ridiculous.
4. The proposal significantly cuts Tucson out of any economic benefit. Moneys should go to upgrading I-19 and I-10. It is already difficult enough for the local economy to not be cut out of a major trade and commerce corridor.

I am profoundly against this proposal.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Saturday, July 09, 2016 8:54 AM  
**To:** I-11ADOTstudy  
**Subject:** Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please do not build the I-11 thru Avra Valley. The damage to the very delicate environment in the area would be catastrophic.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 7:38 PM  
**To:** I-11ADOTstudy  
**Subject:** flood plain

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

The Gila River has a flood control dam at Painted Rock that is to protect Yuma farmers from flooding. Its spillway is at 740 elevation from sea level. In 1993 there was a major flood and water was backed up to Gillespie dam. The river was a mile wide between the bend in the river going north to the Gillespie bridge.

**From:** [REDACTED]  
**Sent:** Tuesday, July 05, 2016 2:42 PM  
**To:** I-11ADOTstudy  
**Cc:** Ed LaRue  
**Subject:** Formal Comment by the Desert Tortoise Council  
**Attachments:** I 11 final letter.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am a member of the Ecosystem Advisory Committee (EAC) and the Board of the Desert Tortoise Council and I submit this comment for Ed LaRue, Chair of the EAC. A hard copy will follow in tomorrow's mail  
Thank you

--

[REDACTED]  
For the board of the Desert Tortoise Council



**DESERT TORTOISE COUNCIL**

4654 East Avenue S #257B  
Palmdale, California 93552

[www.deserttortoise.org](http://www.deserttortoise.org)

██████████  
5 July 2016

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

Re: Interstate 11 Corridor - Nogales to Wickenburg  
(sent by email and hard copy by ██████████, member of the Ecosystem Advisory Committee)

The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of these species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council regularly provides information to individuals, organizations and regulatory agencies on matters potentially affecting the desert tortoise within its geographic range.

We appreciate the opportunity to comment on the initial study of the proposed corridor for Interstate 11 (I-11) between Nogales and Wickenburg. We understand that the proposed corridor is between 5-25 miles wide, and that this comment period is to solicit input to form potential corridor alternatives and that those will include a no action alternative.

The Council asks to be informed as an interested party of all future material released on this project including the route between Nogales and Wickenburg as well as any northern extension of the I-11.

We understand that the Arizona Game and Fish Department (AGFD) has models and observational data on the Sonoran Desert Tortoise (*Gopherus morafkai*) within the corridor area. We attached the map obtained from AGFD, although we do not have access to the data behind the model or the set of observations depicted. How does your team intend to analyze the habitats, habitat linkages and occurrences of *G. morafkai* in the course of setting alternatives for the I-11?

We notice that the corridor shown in your current study includes several important protected lands and negotiated habitat linkages. We believe that it is important that I-11 not take any desert tortoise habitat or disrupt important linkages between known populations. The recent decision not to list the Sonoran Desert Tortoise as threatened or endangered under the Endangered Species Act was based on the assumption that populations are currently stable; any take might well reverse that situation.

Please keep us fully informed as this project moves forward.

Thank you for your time,

[REDACTED]

[REDACTED]

Desert Tortoise Council, Ecosystems Advisory Committee, [REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 11:37 AM  
**To:** I-11ADOTstudy  
**Subject:** FW: I-11 Study Area (i-11adotstudy@hdrinc.com)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Dear Mr. [REDACTED],

I own land in Tonopah. I would like to suggest that the west valley boundary line of the study, since this will benefit west valley residents tremendously. Currently, there is no north/south freeway in the west valley, so this would be helpful to residents that live in the west valley and commute to the east valley. Please do whatever you can to make this happen.

Best Regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 1:19 PM  
**To:** I-11ADOTstudy  
**Subject:** Fw: I-11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear [REDACTED]

I am a large landowner in Tonopah.

I would really recommend the west valley boundary line of the study area. This would enormously assist the west valley residents due to the absence of north south freeway further west. This would also spur growth and development in the area, since it would open up transportation to the east valley.

Thank you for your cooperation in this matter.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 10:23 AM  
**To:** I-11ADOTstudy  
**Subject:** Fw: I-11 Study scoping meeting comment TRACS #M5180

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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**From:** [REDACTED]  
**Sent:** Thursday, July 7, 2016 11:46 AM  
**To:** [REDACTED] AMER-US-AZ Phoenix-i11doccontrol  
**Subject:** FW: I-11 Study scoping meeting comment TRACS #M5180

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**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 1:30 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** I-11 Study

Dear [REDACTED],

It was a pleasure meeting with you in Casa Grande a few weeks ago.

Our company Vermaland has large land holdings in Tonopah, Buckeye, Gila Bend and Eloy.

I would really recommend I-11 route to be on old us 80 and close to West valley boundary line of the study area going north. This would enormously assist the west valley residents in Tonopah and Buckeye due to the absence of north south freeway further west. This would also spur growth and development in the area, since it would open up transportation to the east valley.

I also suggest a route from Eloy to go on Baumgarten Road to I-8 to Old us 80 to Wickenburg.

Our land has approximately 5 miles of frontage on Baumagarten. We'll provide the land free of charge.

Thanks.

k

[REDACTED]  
[REDACTED]  
[REDACTED] [REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[Largest Land Holdings Of 50-1200 Acre Parcels In Metro Phoenix](#)

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**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 6:07 PM  
**To:** I-11ADOTstudy  
**Subject:** Fw: I-11 Tier 1 environmental Impact Statement

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Interstate 11 Tier 1 EIS Study Team

c/o ADOT Communications

1655 W. Jackson St. MD 126F

Phoenix, Arizona 85007

Re: Scoping Comments on the I-11 Tier 1 Environmental Impact Statement

To whom it may concern:

I strongly believe the best solution would be to ship by rail (BNSF) to existing distribution ports in Tucson or to the proposed one at Picacho Peak and then to be trucked from there.

The Santa Cruz Valley is too narrow in places and restricted by Pima County's Canoa Ranch and by Tumacacori National Park as well as by the communities of Green Valley and Sahuarita.

The west side of the Tumacacoris and the Avra Valley have already been ruled out for routes because of their important environmental value.

Thank you for giving this proposal serious consideration.

Yours truly,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 7:12 PM  
**To:** I-11ADOTstudy  
**Subject:** Fwd: I-11 Corridor Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

*Why not expand I-19, I-10 and I-8 to meet demands (if there are any). Why would we consider invading the beauty of our Saguaro Nat'l Park or polluting our Avra Valley water by even considering going thru Avra Valley--not to mention the dark night skies being illuminated (Kitt Peak). Can you imagine all those 18 Wheelers from Mexico spewing fumes as they drive thru our desert. What's more, many private farms and residences would be disturbed. We choose to live in the quiet and beauty of the valley even though we enjoy little conveniences. This pristine area has a beauty found no where else and draws many tourists to Tucson. I highly object to any part of I-11 being re-routed thru Avra Valley.*

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 11:57 AM  
**To:** I-11ADOTstudy  
**Subject:** Fwd: Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg  
**Attachments:** I-11 Freeway Scoping\_Nogales-Wickenburg\_final.pdf; Pima County Resolution.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am resubmitting these with the attached resolution. Thanks.

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Fri, Jul 8, 2016 at 10:44 AM  
**Subject:** Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg  
**To:** [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)

Please see attached comments. Thank you.

--

[REDACTED]

[REDACTED]

Sierra Club - Grand Canyon Chapter

514 W Roosevelt St.

Phoenix, AZ 85003

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [/www.sierraclub.org/arizona](http://www.sierraclub.org/arizona)

[Facebook.](#)



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[REDACTED]

[REDACTED]

Sierra Club - Grand Canyon Chapter

514 W Roosevelt St.

Phoenix, AZ 85003

[REDACTED]

[REDACTED]

[REDACTED]

<http://www.sierraclub.org/arizona>

[\*Facebook.\*](#)



Grand Canyon Chapter • 514 W. Roosevelt St. • Phoenix, AZ 85003  
Phone: (602) 253-8633 Email: [grand.canyon.chapter@sierraclub.org](mailto:grand.canyon.chapter@sierraclub.org)

July 8, 2016

Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson St., MD 126F  
Phoenix, AZ 85007  
Sent via email: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)

**Re: Comments on the Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

Dear Interstate 11 EIS Study Team:

Thank you for the opportunity to comment on the *Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg*. Please accept these comments on behalf of the Sierra Club's Grand Canyon (Arizona) Chapter, including our more than 12,000 members in Arizona and more than 40,000 supporters.

Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments." Sierra Club has long been committed to protecting public lands and public health and to ensuring that transportation and development accommodate ecological considerations. Our members have a significant interest in the proposed I-11 as many live in or use areas within these corridors and will be affected by the additional air pollution, destruction of wildlife habitat, significant noise, and other negative impacts of the proposed freeway and associated corridor.

**Background**

Our country annually invests more than \$200 billion of our taxes in transportation infrastructure, including freeways, bridges, airports, public transportation, and sidewalks associated with roads. In 2014, \$279 billion was spent on transportation infrastructure, 60 percent of which was allocated to highways.<sup>1</sup> These projects have by-and-large continued to promote our nation's reliance on oil and gas, exacerbate public health and safety issues, and are a huge hit to federal, state, and local taxpayers.

The National Environmental Policy Act (NEPA) and the regulations promulgated to implement the act (42 U.S.C. § 4321, *et seq.*, 40 CFR § 1500.1, *et seq.*) mandate that the lead agency, Arizona

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<sup>1</sup> Congressional Budget Office. 2015. Public spending on transportation and water infrastructure, 1956 to 2014. Available online at <https://www.cbo.gov/sites/default/files/114th-congress-2015-2016/reports/49910-Infrastructure.pdf>.



Department of Transportation (ADOT), assess and evaluate the environmental impacts of the I-11 Corridor and that reasonable alternatives be considered (42 U.S.C. § 4332 102 C). NEPA requires the lead agency to “[r]igorously explore and objectively evaluate all reasonable alternatives,” including those that are “not within the jurisdiction of the lead agency” (40 CFR 1502.14(a) and (c)). The Study Area for the proposed I-11 should not be arbitrarily limited, nor should the range of options, including the no-build option. ADOT must seriously consider addressing transportation issues via improving infrastructure outside the Study Area and how improved mass transit both in and outside the Study Area could improve transportation and reduce the need to construct new roadways.

ADOT, as the lead agency for this project, must consider cumulative impacts as well as direct and indirect impacts of the proposed corridor. The potential impacts of this project are large and significant. Due to the scale of this project and its potential environmental impacts, it certainly warrants an Environmental Impact Statement (EIS). As mandated by NEPA, the draft EIS should include all reasonable alternatives, an evaluation of those alternatives, and mitigation measures to minimize the disturbance and impact of the project.

In looking at proposed corridor projects and related facilities, decision-makers need to ensure the following:

- any new transportation corridor is truly needed, based on current traffic and transit projections
- the corridor minimizes local and regional environmental impacts, including to public lands
- any corridor is appropriately located to avoid or minimize harm to wildlife, wildlife habitat, and wilderness values, among other important issues.

### **Purpose and Need**

We have expressed this previously but ask again that ADOT demonstrate the need for this corridor and why it is being proposed for this particular location. Economics and congestion were the main factors considered in order to justify moving forward with this project. Although these are both important elements, many other issues should also be taken into account when justifying whether or not a project is needed and should proceed. Examples of other factors to consider include public needs and desires, environmental impacts, public health concerns, land use, and more. By only focusing on economics and congestion, the “justification” for this corridor is biased from the beginning and clearly swayed toward the need for it. If even one or a combination of the other factors were used without considering economics or congestion, the justification outcome would be quite different. In order to provide a complete picture and to truly understand whether or not this corridor is justified, all factors must be included in the analysis.

ADOT must consider appropriate growth projections relative to the proposed corridor. Frequently, numbers used to justify additional roads are misleading and quite possibly inaccurate. Merely predicting extensive growth is not enough. As evidenced by the past decade, such growth is not a certainty and projections are frequently unrealistically high<sup>2,3</sup> By ignoring the reality of the

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<sup>2</sup> Rex, T.R. 2013. New population projections for the United States, Arizona, and Arizona counties. Arizona State University Report. Available online at <https://wpcarey.asu.edu/sites/default/files/uploads/research/competitiveness-prosperity-research/Projections.pdf>.

<sup>3</sup> U.S. Bureau of Economic Analysis. U.S. GDP growth rate by year. Available online at <http://www.multpl.com/us-gdp-growth-rate/table/by-year>. Accessed 6 July 2016.

significant downturn in the economy, the planning agencies are clearly biasing the outcome. Furthermore, ADOT should consider the fact that the corridor, especially if associated with a major freeway as has been indicated, will drive additional growth in now pristine areas and particularly will drive more urban sprawl throughout south central Arizona.

As car travel across the states has been at a steady decline, the construction of a new freeway may be unwarranted. Vehicle miles driven per capita has been flat or declining for the past decade throughout the nation.<sup>4</sup> It is likely this trend will prevail. Therefore, resources should be used to further alternative modes of transportation rather than continuing to focus on vehicle-oriented transportation.

In order to provide a fair representation and to determine if this corridor is truly needed, the planning agencies must consider all reasonable scenarios. In addition to the four included in the report, the continued economic recession, an economic depression, no-change, a slower or more moderate growth, and other scenarios must be represented and considered. It must also acknowledge the impact of the corridor on projected growth and growth patterns. Without taking such possibilities into account, the planning agencies cannot state that this corridor is justified.

### **Negative Impacts of Freeways**

The construction of freeways can introduce various negative impacts to local economies, ecology, and public health, especially for vulnerable populations. Freeways create a bypass system, whereby travelers or even locals can reach their destinations without exposure to local markets and services. Although tax dollars contribute immensely to the building and long-term maintenance of freeways, this infrastructure presence does not pay back these funds and even potentially decreases cities' revenues as well the property values of taxpayers living near the freeway.<sup>5</sup> Such effects must be evaluated in the NEPA analysis for this corridor.

Interstates and freeways continue America's forced addiction to vehicles, in which people must have access to an automobile in order to commute or travel. This disproportionately affects low-income residents and is a huge burden to taxpayers. In addition, these roads frequently cut through low-income and predominantly minority neighbors, resulting in fragmentation of neighborhoods and displacement of people who do not have good housing alternatives.<sup>6</sup>

Local ecology suffers enormously. In fact, roads are a chief threat to both local and global biodiversity.<sup>7,8</sup> Regarding wildlife, the leading cause of death for many animals and for reductions in local wildlife populations can be attributed to road mortality. More than one million vertebrates die on roads every day in the United States,<sup>9</sup> but this number may be a significant underestimate of true

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<sup>4</sup> Mayors Innovation Project. 2013. Rethinking the urban freeway. Available online at [http://www.ssti.us/wp/wp-content/uploads/2013/12/SURDNA\\_freeway-brief.pdf](http://www.ssti.us/wp/wp-content/uploads/2013/12/SURDNA_freeway-brief.pdf).

<sup>5</sup> Mayors Innovation Project 2013

<sup>6</sup> Dreier, P., J.H. Molenkopf, and T. Swanstrom. 2004. Place matters: metropolitics for the twenty-first century. University Press of Kansas.

<sup>7</sup> Jackson, N.D., and L. Fahrig. 2011. Relative effects of road mortality and decreased connectivity on population genetic diversity. *Biological Conservation* 144:3143–3148.

<sup>8</sup> Laurence, W.F., and A. Balmford. 2013. Land use: a global map for road building. *Nature* 495:308–309.

<sup>9</sup> Environmental Science. 2016. The environmental impact of roads. Available online at <http://www.environmentalscience.org/roads>.

mortality rates<sup>10</sup> and also does not account for impacts on invertebrate species. Effects extend far beyond just direct mortality and the immediate roadway, however.<sup>11</sup> The presence of a freeway fragments and alters species' habitats, which is the leading cause of species' declines and sensitivity.<sup>12,13</sup> Chemical, light, and noise pollution associated with freeways act as a detriment to various species' breeding and migration patterns and can negatively affect normal behaviors.<sup>14,15</sup> Lands cleared for roads can also foster invasive species, which substantially alter ecosystem composition and processes.<sup>16</sup> In short, the cumulative impacts of roads on the natural system are enormous and overwhelming.<sup>17,18</sup> These are not trivial impacts, yet they are often overlooked or brushed aside in transportation planning.

Further, the implementation of road infrastructure threatens public health in multiple regards. Vehicle injuries are one of the leading causes of death in the world.<sup>19</sup> Both motorists and non-motorists are affected. Freeways and interstates pose a risk to pedestrians and bicyclists, as these non-automobile users are exposed to hard-to-navigate areas near on and off ramps where vehicles are traveling at higher speeds in areas with restricted visibility.<sup>20</sup> As with wildlife, effects are not limited to just direct mortality. Increased vehicle emissions from freeways can exacerbate numerous health conditions, including asthma, and can increase ground-level ozone production.<sup>21,22</sup> Additionally, freeways contribute to elevated temperatures through the urban heat island effect, an issue with which many communities in Arizona struggle.<sup>23,24</sup>

### **Environmental Impacts that Should be Considered in NEPA Process**

The draft EIS should evaluate the impacts of the proposed corridor and associated infrastructure to protected lands; wildlife, habitat, and wildlife-movement corridors; native vegetation and vegetation communities; endangered and special-status species (animals and plants); riparian areas and desert washes; air quality, including to all Class I airsheds, nonattainment areas, and attainment areas that may be driven closer to nonattainment with the increased traffic associated with a freeway; and implications relative to climate change, among others. An in-depth analysis specific to this project of

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<sup>10</sup> Zimmerman Teixeira, F., A.V. Pfeifer Coelho, I. Beraldi Esperandio, and A. Kindel. 2013. Vertebrate road mortality estimates: effects of sampling methods and carcass removal. *Biological Conservation* 157:317–323.

<sup>11</sup> Holderegger, R., and M. Di Giulio. 2010. The genetic effects of roads: a review of empirical evidence. *Basic and Applied Ecology* 11(6):522–531.

<sup>12</sup> Environmental Science 2016

<sup>13</sup> Jackson and Fahrig 2011.

<sup>14</sup> Environmental Science 2016

<sup>15</sup> Summers, P.D., G.M. Cunnington, and L. Fahrig. 2011. Are the negative effects of roads on breeding birds caused by traffic noise? *Journal of Applied Ecology* 48:1527–1534.

<sup>16</sup> Christen, D.C., and G.R. Matlack. 2009. The habitat and conduit functions of roads in the spread of three invasive plant species. *Biological Invasions* 11(2):453–465.

<sup>17</sup> Balkenhol, N., and L.P. Waits. 2009. Molecular road ecology: exploring the potential of genetics for investigating transportation impacts on wildlife. *Molecular Ecology* 18(20):4151–4164.

<sup>18</sup> Trombulak, S.C., and C.A. Frissell. 2000. Review of ecological effects of roads on terrestrial and aquatic communities. *Conservation Biology* 14(1):18–30.

<sup>19</sup> World Health Organization. 2016. Road traffic injuries. Available online at <http://www.who.int/mediacentre/factsheets/fs358/en>.

<sup>20</sup> Mayors Innovation Project 2013

<sup>21</sup> Frumkin, H., L. Frank, R. Jackson. 2004. *Urban sprawl and public health: designing, planning, and building for healthy communities*. Island Press.

<sup>22</sup> Van Vliet, P., M. Knape, J. de Hartog, N. Janssen, H. Harssema, and B. Brunekreef. 1997. Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research* 74(2):122–132.

<sup>23</sup> Hart, M.A., and D.J. Sailor. 2009. Quantifying the influence of land-use and surface characteristics on spatial variability in the urban heat island. *Theoretical and Applied Climatology* 95(3):397–406.

<sup>24</sup> Mayors Innovation Project 2013

any potential effects should be conducted and provided in the draft EIS. These impacts should be evaluated across the life of the project, including during surveying, construction, and implementation and maintenance.

Every attempt should be made to avoid sensitive lands, riparian areas, important wildlife habitat and movement corridors, special status plants, and archaeological sites. Potential effects include, but are not limited to, soil disturbance and eradication of plant communities; soil erosion; disturbance of ground-dwelling species including amphibians, reptiles, mammals, and ground-nesting birds; interference with species that prefer locations distant from roads; effects on species that do not cross open areas; interference with birds and bats, whether migrating or not; and potential for pollution or diversion of waterways.

Limiting and eliminating negative impacts to wildlife, vegetation, riparian areas, and cultural sites should be a top priority for ADOT. Significant efforts have been made within the proposed corridor to maintain large natural open spaces, to protect sensitive and common species, to provide wildlife movement corridors, to eradicate invasive species, and much more. Diverse groups from across the spectrum have collaborated on these efforts. The proposed I-11 corridor is highly likely to reverse those efforts and to negate decades of work among collaborative stakeholders. ADOT should work closely with other agencies and groups, such as the Arizona Game and Fish Department and Coalition for Sonoran Desert Protection, to determine the validity and need for this project, to identify potential problems, to implement appropriate avoidance and mitigation measures, and to ensure adequate monitoring.

Monitoring any anticipated impacts of the proposed project on wildlife species and natural resources will be essential for identifying ways to minimize and offset negative impacts. The draft EIS should disclose how environmental monitoring and mitigation will be undertaken, including the type, timing, and frequency of surveys, protocols and thresholds to initiate impact minimization, and methods to be employed to offset unavoidable impacts, increased vehicular traffic, accelerated erosion/sedimentation, human disturbance, impairment of visual resources, etc.

The draft EIS should evaluate whether the current economic structure of the region is even sustainable and whether the proposed corridor could exacerbate some of the problems associated with developing a more sustainable economy. In light of long-term drought, dwindling Colorado River water supplies, more extreme heat, more extreme fires, and the various implications of climate change, assuming that business-as-usual can continue and that a new major interstate will help the economy is a great leap.

### **Analyze a Rail Only Alternative**

The Grand Canyon Chapter of Sierra Club has long supported a passenger rail line connecting Tucson to Phoenix with stations at key points in between. Such a line could be expanded to other communities within the proposed I-11 corridor in order to meet the needs of the proposed interstate. A high-capacity passenger rail line is essential for relieving congestion on highways and getting people to their destinations. Such a rail system can also help protect public health, benefit our economy, and reduce negative environmental effects by decreasing transportation-related pollution and energy use and by reducing the need to build additional roadways and other infrastructure.

ADOT is currently considering a rail line between Phoenix and Tucson. Unfortunately, the routes under consideration track through currently undeveloped lands, which would not meet the presumed needs that I-11 is meant to address. By locating a rail line in an already-developed area, such as

along the I-10 corridor, which is already fragmented by the freeway, the needs of I-11 could be met while providing opportunities for safer and more efficient travel. A thorough EIS and evaluation of alternatives is needed to determine the full impacts, however. I-10 is the most commonly traveled route between Tucson and Phoenix and is used by travelers from most of the Phoenix area, including in the East Valley. Similarly, this route would provide a more direct connection between the Phoenix and Tucson population centers. Following the route that is most commonly traveled could promote ridership as the rail would act as both an introduction and a reminder to users of I-10 that alternative transportation options are available. It also provides more of what is needed to make this successful – mass transit on each end of the line. There is still work to do in these communities, but Tucson and Phoenix have the most developed transit. By placing the rail line through more remote areas, including areas that are not as heavily traveled or through a new corridor, ridership may not be as high.

By concentrating in areas that are already disturbed, such as along existing freeways or rail lines, damage to environmental resources could be greatly diminished and less infrastructure may be needed, as well. As noted above, by aligning the rail in areas that are already developed, the maximum number of people will be able to utilize the rail, increasing its effectiveness. At least three of ADOT's own studies have found passenger rail from Phoenix through Tucson to Nogales in existing rail corridors to be viable. Passenger rail enjoys healthy success in California, Utah, and the Pacific Northwest, and there is no reason to believe it would not succeed in Arizona. In these times of global climate change, rail must be our transportation future; the sooner we begin developing it, the better.

The draft EIS should study the visual impacts a major freeway would have throughout the state, as well as the resulting air quality impacts. Particular attention should be given to class 1 areas in the state, such as national parks, national monuments, and national wilderness areas, as these zones are granted special air quality protections under Section 162(a) of the federal Clean Air Act.<sup>25</sup>

### **Analyze Impacts on Urban Sprawl**

We are also concerned that the proposed corridor would result in or even be used to promote more development in currently undeveloped lands. Although some believe this area will be built up in the next several decades, such development is not certain, and ADOT should not seek to facilitate it with infrastructure development. Routing the corridor in certain areas would itself cause irreparable damage to environmental resources; the subsequent growth spurred in these areas would further facilitate environmental destruction and degradation. Any time a new road or rail line is constructed in undisturbed areas, it causes direct wildlife mortality, fragments wildlife habitat, causes or exacerbates air and water pollution, and much more.

As stated in our previous comments, ADOT must thoroughly analyze impacts to environmental resources, including public and sensitive lands, water resources, wildlife, cultural areas, and more. This analysis should be specific to this project and should focus on direct and indirect effects. We encourage ADOT to work with cooperating agencies to gain a full understanding of how these resources would be affected by the different alignments and what mitigation options would be most effective.

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<sup>25</sup> [https://www3.epa.gov/region9/air/maps/az\\_cls1.html](https://www3.epa.gov/region9/air/maps/az_cls1.html)

## **Impacts to Specific Areas**

The discussion below addresses some of the areas that could be affected by this proposal. This is by no means a complete list. ADOT must thoroughly analyze potential impacts to these areas as well as other sensitive lands and resources. We encourage ADOT to work with local conservation organizations to identify potentially-affected lands and resources as well as possible mitigation efforts.

### ***Maricopa County***

Maricopa County includes several regional parks, national monuments, and other public lands, wilderness areas, and protected lands that could be affected by this proposed corridor. Special consideration should be given to the Hassayampa River and other riparian and flood-prone areas relative to environmental impacts, as well as public safety. The Juan Bautista de Anza National Historic Trail runs through portions of Maricopa County and could be affected by this proposed corridor. Special consideration and avoidance of parks and wildlands should be given and impacts thoroughly evaluated, including to Buckeye Hills, White Tanks, and Estrella Mountain regional parks; Sonoran Desert National Monument; Sierra Estrella Wilderness; North and South Maricopa Wilderness, and others. A specific and in-depth study should be conducted regarding the sprawl effects on Rainbow Valley if I-11 were to be built through it. The Vulture Mountains area is an important wildland area that should also be considered and protected from the impacts of development. The draft EIS should study the visual impacts of a major freeway and associated infrastructure to air quality in these areas, especially to all Class 1 airsheds.

### ***Pima County***

Pima County is home to the landmark Sonoran Desert Conservation Plan, which directs growth to appropriate areas and preserves our rich habitat and wildlife movement corridors that 44 identified vulnerable species, some of them endangered, need for survival. New high-speed, divided, multi-lane superhighways are not compatible with the plan, would threaten the viability of these unique species, and are inconsistent with the county's Section 10 permit and approved Multi-Species Habitat Conservation Plan with U.S. Fish and Wildlife Service. In 2007, when an Interstate 10 "bypass" quite similar to the I-11 concept was under study, the county's elected Board of Supervisors passed Resolution 2007-343 in strident opposition to any such roadway. A copy of that resolution is attached. This well-reasoned resolution calls for ADOT to reject any such new controlled-access highways in favor of expanding travel capacity in the existing I-10 and Union Pacific corridors and particularly to consider rail alternatives instead of additional car and truck capacity.

Among the most sensitive areas in Pima County are Saguaro National Park and the adjacent Tucson Mountain Park. These areas are squarely within the study area, just west of downtown Tucson. A route through the Avra Valley west of the Tucson Mountains would irreparably isolate this unit of the national park from other important habitat areas. Furthermore, when the Central Arizona Project canal was built through the Avra Valley, a Wildlife Mitigation Corridor was purchased and set aside so that wildlife linkages would be maintained. This corridor links the Garcia Strip of the Tohono O'odham Nation to Tucson Mountain Park and Saguaro National Park. The draft EIS analysis should include effects of all routes on viewsheds, dark night skies, natural soundscapes, wilderness values within the park, air quality and nitrogen deposition. There is no room for a freeway to be routed between these protected land designations. Maintaining these linkages for wildlife and scenic values is critically important for protecting the national park.



### ***Pinal County***

Pinal County has a variety of state parks, wilderness areas, and national monuments that could be affected by this proposed I-11 corridor. The draft EIS should thoroughly analyze impacts to these areas, and alternatives should be included that avoid impacts to Ironwood Forest National Monument, Sonoran Desert National Monument, Picacho Peak, and other protected areas.

### ***Santa Cruz County***

The Tumacacori National Historical Park, historic Tubac, and the Juan Bautista de Anza National Historic Trail could be affected in Santa Cruz County. Special care should be taken to avoid these areas, and any impacts should be evaluated in the draft EIS.

### ***Tribal Lands***

The draft EIS must evaluate impacts to tribal lands, traditional tribal lands, and cultural resources. Per NEPA, the National Historic Preservation Act, and other laws and rules, ADOT must consult with specific tribes that have connections to these lands, including, but not limited to, the Gila River Indian Community, the Ak Chin Indian Community, the Tohono O’odham Nation, and the Pascua Yaqui Tribe.

### **Impacts to specific at-risk species**

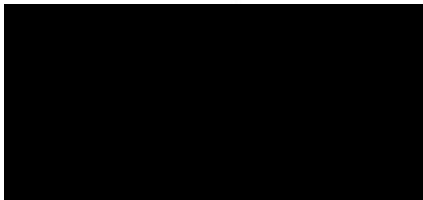
The draft EIS should fully analyze the impacts to all native plant and animal species present in the project area, and especially those classified as federally “endangered” or “threatened,” by the state of Arizona as a “species of concern,” and by Pima County as “vulnerable” under the Sonoran Desert Conservation Plan. Species to be considered should include, but should not be limited, to the following:

Chiricahua leopard frog  
western yellow-billed cuckoo  
Southwest willow flycatcher  
Arizona shrew  
Swainson’s hawk  
rufous-winged sparrow  
Mexican spotted owl  
giant spotted whiptail  
Yuma clapper rail  
Pima pineapple cactus  
Nichol turk’s head cactus  
Arizona hedgehog cactus  
Huachuca water umbel  
western red bat  
Mexican long-tailed bat  
pale Townsend’s big-eared bat  
lesser long-nosed bat  
desert pupfish  
Gila chub  
Apache trout  
Gila topminnow  
razorback sucker  
Sonoran pronghorn  
Sonoran desert tortoise

**Summary**

Thank you again for the opportunity to provide scoping comments on this proposal. ADOT must seriously consider whether this project is necessary and appropriate or whether it is being pushed forward based on outdated and inaccurate data and needs. Negative impacts to our state’s diverse natural resources are unavoidable with a project of this magnitude, and mitigation efforts will not be able to adequately offset the direct, indirect, and cumulative effects. We expect a thorough analysis of the impacts and a hard look at the full range of reasonable alternatives, including those that do not envision a freeway and its associated infrastructure.

Sincerely,

A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the name of the sender.

Sierra Club – Grand Canyon Chapter

**RESOLUTION NO. 2007- 343**

**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN  
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK  
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE  
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and


WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. Opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.



Chairman, Pima County Board of Supervisors

ATTEST:



Clerk of the Board

APPROVED AS TO FORM:



Deputy County Attorney

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 12:32 PM  
**To:** I-11ADOTstudy  
**Subject:** I oppose I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

Not long ago two bighorn sheep were spotted in the Tucson Mountains. Biologists traced thier tracks west across a break in the CAP canal that was designed and built for wildlife passage. Now a proposed freeway, I-11, could keep them from returning—and threatens far more.

The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "*the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated.*"

Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 11:48 AM  
**To:** I-11ADOTstudy  
**Subject:** I oppose I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."

Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]





**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 4:41 PM  
**To:** I-11ADOTstudy  
**Subject:** I oppose I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

Not long ago two bighorn sheep were spotted in the Tucson Mountains. Biologists traced their tracks west across a break in the CAP canal that was designed and built for wildlife passage.

Now a proposed freeway, I-11, could keep them from returning—and threatens far more.

The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing *"the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."*

Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, June 28, 2016 9:53 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11: Pima County Board of Supervisors Resolution 2007-343

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

RESOLUTION NO. 2007- 343

**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN  
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK  
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE  
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. Opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.

  
\_\_\_\_\_  
Chairman, Pima County Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
Clerk of the Board

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Deputy County Attorney

**From:** [REDACTED]  
**Sent:** Wednesday, June 29, 2016 4:59 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Comment

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 12:34 PM  
**To:** I-11ADOTstudy  
**Cc:** Coalition for Sonoran Desert Protection  
**Subject:** I-11 Comments and Concerns  
**Attachments:** CSDP-I-11-Scoping-Comments-070716-FINAL-with-attachment.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern,

I am opposed to the I-11 corridor. Around the world transportation professionals have realized the folly of projects like this, and it is time that ADOT and others rethink transportation, because earth and climate change matter.

I'm a long time member of the Coalition for Sonoran Desert Protection and have attached the scoping comment letter from this important organization.

I'm also a grandmother who has seen the "endless production of more" mentality and it's consequences. Won't you consider how we can plan for access while taking care of the world our grandchildren and future generations will inherit?

Thank you for the opportunity to comment.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED] *supplies desert foods and inspiration to the community, integrating conservation, sun power, water harvesting, permaculture and eco-logical design. We partner with schools and organizations to provide engaging, hands-on experiences for students, volunteers and participants.*



## Coalition for Sonoran Desert Protection

300 E. University Blvd., Suite 120  
Tucson, Arizona 85705  
p (520) 388-9925 • f (520) 791-7709  
www.sonorandesert.org

July 7, 2016

Arizona Center for Law  
in the Public Interest  
Arizona Native Plant Society  
Bat Conservation  
International  
Cascabel Conservation  
Association  
Center for Biological  
Diversity  
Center for Environmental  
Connections  
Center for Environmental  
Ethics  
Defenders of Wildlife  
Desert Watch  
Empire Fagan Coalition  
Environmental and Cultural  
Conservation Organization  
Environmental Law Society  
Friends of Cabeza Prieta  
Friends of Ironwood Forest  
Friends of Madera Canyon  
Friends of Saguaro National  
Park  
Friends of Tortolita  
Gates Pass Area  
Neighborhood Association  
Genius Loci Foundation  
Native Seeds / SEARCH  
Northwest Neighborhood  
Alliance  
Protect Land and  
Neighborhoods  
Safford Peak Watershed  
Education Team  
Save the Scenic Santa Ritas  
Sierra Club – Grand Canyon  
Chapter  
Sierra Club – Rincon Group  
Sky Island Alliance  
Sky Island Watch  
Society for Ecological  
Restoration  
Sonoran Permaculture  
Guild  
Southwestern Biological  
Institute  
Tortolita Homeowners  
Association  
Tucson Audubon Society  
Tucson Herpetological  
Society  
Tucson Mountains  
Association  
Wildlands Network  
Women for Sustainable  
Technology

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

### **RE: Scoping Comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

To Whom It May Concern:

The Coalition for Sonoran Desert Protection appreciates the opportunity to provide scoping comments for the *Interstate 11 Tier 1 Environmental Impact Statement (EIS), Nogales to Wickenburg*.

We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection, founded in 1998 and comprised of 34 environmental and community groups working in Pima County, Arizona. Our mission is to achieve the long-term conservation of biological diversity and ecological function of the Sonoran Desert through comprehensive land-use planning, with primary emphasis on Pima County's Sonoran Desert Conservation Plan. We achieve this mission by advocating for: 1) the protection and conservation of Pima County's most biologically rich areas, 2) directing development to appropriate land, and 3) requiring appropriate mitigation for impacts to habitat and wildlife species.

In summary, our scoping comments highlight the need for further evaluation of the purpose and need for this project and major environmental impacts that should be considered in Pima County as this study area is evaluated. These potential environmental impacts include impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor; local conservation lands such as Tucson Mountain Park, planned mitigation lands for Habitat Conservation Plans under development by the City of Tucson, Pima County, and Town of Marana, and Pima County's Conservation Lands System; critical wildlife linkages and connectivity between large wildland blocks such as are described in Arizona's Wildlife Linkages Assessment, the Coyote-Ironwood-Tucson Wildlife Linkage, the Ironwood-Picacho Wildlife Linkage, and the 2012 Pima County Wildlife Connectivity Assessment conducted by the Arizona Game and Fish Department (AzGFD); and increasingly rare riparian habitat.



**Purpose and Need**

First and foremost, we strongly believe that ADOT should clearly and thoroughly demonstrate the need for this corridor based on the best available science and data. This includes the most current transportation and growth models for this region, current and projected traffic volumes, and established plans to continue widening Interstate 10. Other factors that need to be evaluated include how continued climate change will impact Arizona's water resources and project population growth; public health implications; environmental impacts; and long-term impacts on land-use.

**Major Environmental Impacts for Evaluation*****Impacts to Federal and Local Protected Areas***

The EIS should fully outline the impacts to all federal and local protected areas and the biological resources they contain. In particular, the study area for the EIS encompasses Avra Valley west of the Tucson Mountains in Pima County. Any alignments considered in Avra Valley would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and planned mitigation lands for Habitat Conservation Plans (HCPs) under development by the City of Tucson, Pima County, and the Town of Marana (the Pima County Multi-Species HCP has been officially approved by the U.S. Fish and Wildlife Service and the 30-year Incidental Take Permit will be voted on by the Pima County Board of Supervisors in September 2016; Tucson's Avra Valley HCP was submitted in November 2014 and is currently under review by the U.S. Fish and Wildlife Service; the Marana HCP is currently on hold).

In addition, the study area encompasses smaller, yet still vitally important, local protected areas such as Tortolita Mountain Park, the Hardy Wash system and Arthur Pack Regional Park, and others. All of these protected lands are public investments in conservation. Reduced ecological values due to the effects of fragmentation by any proposed infrastructure developments, including highways, should be avoided to the greatest extent practicable; any unavoidable impacts should be minimized; and all impacts should be mitigated for to the fullest extent where avoidance and minimization are deemed impossible.

***Impacts to Wildlife Linkages***

The EIS should fully outline the impacts to all of the identified wildlife linkages in the study area. In Pima County, an Interstate 11 alignment through Avra Valley would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally-recognized regional conservation plan developed and implemented over the last 18 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The Arizona Wildlife Linkages Workgroup, spearheaded by the Arizona Department of Transportation and AzGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. And most recently, AzGFD's

2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. Any Interstate 11 alternatives that are located in Avra Valley would also sever the Ironwood-Picacho wildlife linkage.

The study area also encompasses a highly threatened wildlife linkage between the Tucson and Tortolita Mountains and skirts the edge of another highly threatened wildlife linkage between the Tortolita and Santa Catalina Mountains. Both of these wildlife linkages have been the focus of substantial public investment in recent years by the state of Arizona, Pima County, and other local jurisdictions. In March 2016, the Sonoran Desert's first wildlife bridge, funded by Pima County's Regional Transportation Authority, was completed in the Santa Catalina-Tortolita Mountains wildlife linkage. Smaller wildlife underpasses are planned for Tangerine Road and Silverbell Road within the Tucson-Tortolita Mountains wildlife linkage. Impacts to these wildlife linkages in particular should be fully considered in the EIS.

Lastly, severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature such as a new highway, severing an important movement area for wildlife, cannot be adequately mitigated off-site.

#### ***Impacts to Pima County's Conservation Lands System***

The EIS should fully outline impacts to Pima County's Conservation Lands System. All possible alignments of Interstate 11 would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS). The CLS was adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's Comprehensive Land Use Plan. The County convened a Science Technical Advisory Team (STAT), comprised of members of the U.S. Fish & Wildlife Service, Arizona Game & Fish Department, National Park Service, professional biologists and natural resource academics. The CLS consists of a STAT-driven, scientifically-based map and set of policy guidelines for Pima County's most biologically-rich lands. These lands include Important Riparian Areas, Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request rezoning or other discretionary actions from the County.

The CLS is a cornerstone of the Sonoran Desert Conservation Plan and has guided many conservation decisions in Pima County since its adoption. Impacts to Pima County's Sonoran Desert Conservation Plan and the CLS should be considered for all potential corridor alignments. All impacts to CLS acreage need to be fully mitigated as close to the area of impact as possible, with habitat as good, or better, than that impacted.

### ***Impacts to Riparian Habitat***

The EIS should fully outline impacts to riparian habitat within the study area. Any possible Interstate 11 alignments through unincorporated Pima County would undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest region are dependent on riparian areas for at least part of their life cycle; over half of these cannot survive without access to riparian areas (Noss and Peters 1995).

The Arizona Partners in Flight Bird Conservation Plan states:

“Riparian woodlands comprise a very limited geographical area that is entirely disproportionate to their landscape importance... and immense biological interest (Lowe and Brown 1973). It has been estimated that only 1% of the western United States historically constituted this habitat type, and that 95% of the historic total has been altered or destroyed in the past 100 years (Krueper 1993, 1996). Riparian woodlands are among the most severely threatened habitats within Arizona. Maintenance of existing patches of this habitat, and restoration of mature riparian deciduous forests, should be among the top conservation priorities in the state.”<sup>1</sup>

Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of the floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Riparian habitat contains higher water availability, vegetation density, and biological productivity. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS’s Important Riparian Areas and other riparian systems. Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas. The CLS set aside guideline for IRAs is 95% of any given area of impact.

### ***Impacts to at-risk species***

The EIS should fully outline the impacts to all species present in the project area, and especially those classified as federally “endangered” or “threatened,” by the state of Arizona as a “species of concern,” and by Pima County as “vulnerable” under the SDCP. Some of these species include:

Sonoran Desert tortoise  
Chiricahua leopard frog  
Western yellow-billed cuckoo

---

<sup>1</sup> [http://www.azgfd.gov/pdfs/w\\_c/partners\\_flight/APIF%20Conservation%20Plan.1999.Final.pdf](http://www.azgfd.gov/pdfs/w_c/partners_flight/APIF%20Conservation%20Plan.1999.Final.pdf)

Southwest willow flycatcher  
Mexican spotted owl  
Cactus ferruginous pygmy-owl  
Burrowing owl  
Yuma clapper rail  
Tucson shovel-nosed snake  
Nichol turk's head cactus  
Arizona hedgehog cactus  
Pima pineapple cactus  
Huachuca water umbel  
Lesser long-nosed bat  
Desert pupfish  
Gila chub  
Apache trout  
Gila topminnow  
Razorback sucker

***Broader Impacts***

Finally, the EIS should fully consider the broader impacts of all alternative alignments. Any Interstate 11 alignments through Avra Valley would dramatically increase accessibility and thus encourage commercial and residential development. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs, and force major changes to existing land-use and zoning designations. Existing land use plans have identified the areas most appropriate for growth and any new transportation corridors should be appropriately sited within those existing growth areas. **In consideration of the proposed Interstate 11 between Nogales and Wickenburg, we argue that improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best minimize environmental impacts. The Coalition questions the need for a new interstate between Nogales and Wickenburg at all.**

***2007 Pima County Resolution***

In 2007, the Pima County Board of Supervisors passed Resolution No. 2007-343 opposing “the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated.” Additionally, the Board called for the expansion of “capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.” We strongly concur with Pima County’s 2007 resolution. Rather than investigating the potential for new transportation corridors in Pima County, we encourage all transportation planners to work to develop multi-modal transportation options within existing transportation corridors.

***Pima County Draft Alignment***

Lastly, on July 2, 2013 Pima County's Administrator released a report entitled *Transportation Planning Activities in the Area West of the Tucson Mountains Linkage with Interstates 19 and 10 through the Aerospace and Defense Corridor*. This report included a "Draft Pima County Interstate 11 Alignment" that runs through Avra Valley west of the Tucson Mountains. We continue to strongly oppose this alignment and any iteration of an alignment that bisects Avra Valley. Ninety-four percent (94%) of the Draft Pima County Interstate 11 Alignment impacts land in one or more categories of the CLS. According to the County's own calculation, these impacts would require nearly 5,000 acres of mitigation. All of our comments above related to wildlife linkages, riparian habitat, sensitive wildlife species, and especially broader impacts related to infrastructure costs and long-term land-use changes, apply to the Draft Pima County Interstate 11 Alignment. The location of this alignment lies within the study area for the *Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg*.

Thank you for the opportunity to provide scoping comments on the *Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg*. We look forward to your assessment and to commenting further in future phases of the process. If we can be of any assistance, please do not hesitate to contact us.

Sincerely,

[Redacted signature]

[Redacted name]

[Redacted title]

**RESOLUTION NO. 2007- 343**

**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN  
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK  
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE  
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. Opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.


Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.

  
\_\_\_\_\_  
Chairman, Pima County Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
Clerk of the Board

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Deputy County Attorney



**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 2:33 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** I-11 Corridor Study Comments  
**Attachments:** I-11 Tier1 comment.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please find comments from the Arizona professional astronomy and space sciences community attached.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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

July 7, 2016



[info@apss-az.org](mailto:info@apss-az.org)

Dear Study Team Members,

As you consider various constraints on I-11 development and implementation, we urge you to consider the impact of artificial lighting. Our group, APSS, is an association of professional astronomical observatories and space sciences programs within the State of Arizona. Southern Arizona has a unique concentration of major optical observatories, supported by Federal, State, and other research consortium funding. The initial investment in observatories was in all cases made on the basis of extraordinarily good observing conditions, including the dark desert skies. Continuing and considerable investment in these facilities has been made based on expectations that the sites would continue to be reasonably protected by sensible design of roadway, signage, and other outdoor lighting to minimize the impact of artificial sky glow. Our goal is to work with any new developments to reduce as much as possible the glare added to the dark night sky by outdoor lighting. Although any development adds to that artificial background, we believe that rigorous and enforceable standards can allow for safety and vigorous commercial activity while keeping uplighting to a practical minimum.

The current routing of I-19 comes within seven miles of the Fred Lawrence Whipple Observatory (FLWO) located on Mt. Hopkins. The Observatory is the site of 20 telescopes, with the largest being the 6.5-m MMT, the 14th largest telescope in the world, operated jointly by the University of Arizona and the Smithsonian Institution. Lighting from the Tucson metro area impacts all the professional observatories in Southern Arizona, including Kitt Peak National Observatory on the Tohono O'odham Reservation and Mt. Lemmon, within the Coronado National Forest.

Currently, local codes protect the near zones around these observatories on Mt. Hopkins and Mt. Lemmon by restricting the total amount of light permitted and requiring fully shielded fixtures allowing no light above horizontal. We urge that design requirements should at minimum adhere to the existing local codes.

We note that ADOT has exerted special care in the replacement and upgrade of highway lighting in Southern Arizona, for which the astronomy community is appreciative.

Community expectation is that state-of-the-art roadway lighting design and implementation will be employed, including deployment of light fixtures only at major interchanges, minimum

*Lowell Observatory*

*University of Arizona  
Steward Observatory*

*University of Arizona  
Planetary Sciences Department*

*Kitt Peak National Observatory*

*Fred Lawrence Whipple Observatory*

*Vatican Observatory*

illumination required to meet safety standards, and motion-activated systems for low traffic late night hours. Additional care should be taken in the choice of spectral output for highway lights, with all blue light blocked, low correlated color temperature, and employment of narrow-band amber at closest approach to high mountain observatories.

We appreciate your consideration, and are available to meet with you and participate in any future stage of the planning and implementation process.

With best regards,

[Redacted]  
Dark Sky Partners, LLC

[Redacted]  
University of Arizona

[Redacted]  
MMT Observatory

[Redacted]  
Steward Observatory

[Redacted]  
FLWO

[Redacted]  
Kitt Peak National Observatory

[Redacted]  
Vatican Observatory

[Redacted]  
Lowell Observatory

[Redacted]  
University of Arizona

[Redacted]  
FLWO

[Redacted]  
National Optical Astronomy Obs.

[Redacted]  
University of Arizona

[Redacted]  
Vatican City State

[Redacted]  
National Optical Astronomy Obs.

[Redacted]

*Lowell Observatory*

*University of Arizona  
Steward Observatory*

*University of Arizona  
Planetary Sciences Department*

*Kitt Peak National Observatory*

*Fred Lawrence Whipple Observatory*

*Vatican Observatory*

**From:** [REDACTED]  
**Sent:** Friday, June 24, 2016 9:39 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Corridor Study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I attended the I-11 Public Scoping Meeting held June 23 at the Marana Middle School, and have the following comments and input.

The meeting focused on identifying 2,000-foot wide corridors that would form the basis for future selections of route alternatives. One component not addressed was connections from the I-11 corridors back to I-10, using exiting or new roadways.

1. Identify any new connections between I-11 and I-10, along with traffic projections and impacts.
2. Identify the existing roadways that would be used, along with the traffic projections and impacts.
3. Identify expected infrastructure connections from new infrastructure facilities included as part of the I-11 project to existing infrastructure facilities; and their impacts.

Submitted by,

[REDACTED]  
[REDACTED]  
[REDACTED]  
  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, May 26, 2016 10:31 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Corridor Study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed  
**Expires:** Tuesday, November 22, 2016 12:00 AM

Please add me to your mailing list for public information regarding this project.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 3:40 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Corridor Study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern;  
As a broker in the Tonopah area, I would suggest that the West Valley boundary of the study would create a huge advantage for the residents in the area as well as to promote the future growth of the west valley. There are no other north/south routes until you reach the far west portion of Arizona

*Best Regards,*

[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 3:35 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** I-11 Corridor Tier 1 EIS Comments  
**Attachments:** SIA I-11 Tier 1 Scoping Comments 7.8.2016.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Interstate 11 EIS Study Team,

On behalf of Sky Island Alliance, thank you for the opportunity to submit the following comments in response to the ADOT's Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg.

Our comments are attached.

We look forward to your assessment and participating in future phases of the process. If we can be of any assistance, please feel free to contact us.

Many thanks,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**"...the choice is not between wild places and people;  
it is between a rich or impoverished existence for man."  
— Thomas Lovejoy**



July 8, 2016

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

**RE: Comments on the ADOT Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

Dear Interstate 11 EIS Study Team,

Thank you for the opportunity to submit the following comments in response to the ADOT's Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg.

The southern half of the I-11 Corridor Study Area as defined by the Tier 1 EIS lies within the Madrean Sky Islands. This binational region of mountain ranges and intervening valleys is recognized as a World Biodiversity Hotspot and is treasured for its ecological diversity and the economic vitality it brings in the form of ecotourism and other environmental and quality of life benefits. The region's value is evidenced by the concentration of natural protected areas and public investment in open space and wildlife corridor conservation within the southern portion of the I-11 Corridor Study Area. For 25 years, Sky Island Alliance has engaged the community, local volunteers, and a network of partners to achieve our mission to protect and restore the biodiversity and natural heritage of the Sky Islands. We have a significant interest in the proposed I-11 Corridor and the direct and indirect impacts this project could have on environmental sustainability, climate change adaptation, wilderness, open space, wildlife, air quality, riparian habitat, watersheds, viewsheds, dark skies, noise, vegetation management, and recreational visitor use, as well as to our community and the people who live and work here.

Due to the significant impacts this project would have within our region, we urge ADOT to consider the following recommendations and concerns:

- Justify the need for this project using current growth projections relative to the proposed corridor.
- Analyze and take into consideration the full cost of mitigation measures, and prioritize on-site mitigation, including wildlife crossing structures, over off-site mitigation.
- Analyze an All-Rail Alternative and prioritize expanding multi-modal capacity.
- Avoid any alternatives that propose new highway or bypass routes.
- Avoid or minimize harm to wildlife, wildlife linkages, and open space values.



## **Purpose and Need**

*ADOT should clearly and thoroughly demonstrate the need for this corridor based on the best available science and data.* This includes the most current transportation and growth models for this region, current and projected traffic volumes, and established plans to continue widening I-10 and I-19. Factors that need to be evaluated include how continued climate change will impact Arizona's water resources and project population growth; public health implications; environmental impacts; and long-term impacts on land-use.

Climate change impacts should be considered with increases in vehicle traffic and gas and oil dependency that comes with expanded transportation corridors such as this. Instead of investing time and resources on potential new transportation corridors, we encourage transportation planners to prioritize and develop multi-modal transportation options which will increase the quality of life for residents and visitors and help address the issue of climate change.

ADOT must consider appropriate and justifiable growth projections relative to the proposed corridor, and needs to acknowledge the impact of the corridor on projected growth and growth patterns. The study area for the proposed I-11 should not be arbitrarily limited, nor should the range of options, including the no-build option, all-rail option, and other multi-modal options. ADOT must seriously consider addressing transportation issues via improving infrastructure outside the study area and how improved mass transit both in and outside the study area could improve transportation and reduce the need to construct new roadways. ADOT, as the lead agency for this project, must consider cumulative impacts as well as direct and indirect impacts of the proposed corridor.

*The draft EIS should evaluate whether the current economic structure of the region is sustainable and whether the proposed corridor could exacerbate some of the problems associated with developing a more sustainable economy.* In light of long-term drought, dwindling water resources, more extreme heat, more extreme fires, and the various other implications of climate change, we cannot afford to assume business as usual or that a new major freeway will help the economy.

## **Pima County Resolution No. 2007-343**

*We strongly support the Pima County 2007 elected Board of Supervisor's Resolution No. 2007-343. This Resolution states that Pima County is "in opposition to construction of an interstate highway link that bypasses Tucson and transverses pristine and invaluable Sonoran desert areas."* The Resolution also calls for the continuation of studies relating to the full costs of mitigation measures, and studies relating to expanding multi-modal capacity along I-10, including intercity passenger rail, bicycle and the beautification of the existing corridor. Bypassing the existing Interstate-10 would create environmental, historic, archeological and urban form impacts that cannot be adequately mitigated. Further, we fail to see any need for such construction. The Resolution's arguments need to be addressed in the draft EIS.

## **Impacts to Wildlife Linkages**

*We strongly urge that every consideration is taken to reduce or improve the impact this project will have on wildlife and their ability move east and west across the proposed I-11 Corridor.* Wildlife linkages are becoming increasingly constrained, and this proposed interstate project would impact the ability for wildlife to move as they need between mountain ranges, water sources, protected areas, and essential core habitat areas. *We unfalteringly support the construction of new wildlife crossings (bridges or underpasses) with wildlife exclusion fencing at multiple locations within every key wildlife linkage on the existing Interstate-10 and Interstate-19 corridors.* The existing Interstate-10 and Interstate-19

corridors are one of the largest barriers to wildlife movement in this area, especially when the cumulative impacts of the CAP canal, urban sprawl, and border-related activities and infrastructure are taken into consideration. Alleviating the Interstate barrier is critical for sustainable wildlife populations, and also for human safety through the reduction of wildlife-vehicle collisions.

*The EIS should fully outline the impacts to all of the identified wildlife linkages in the study area (see the attached map provided by SIA, summarizing this information). In Pima County, an Interstate 11 alignment through Avra Valley would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes.* Pima County's Sonoran Desert Conservation Plan, a nationally-recognized regional conservation plan developed and implemented over the last 18 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. In 2006, the Arizona Wildlife Linkages Workgroup, spearheaded by the Arizona Department of Transportation and the Arizona Game and Fish Department, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the Arizona's Wildlife Linkages Assessment. Most recently, in 2012, AZGFD's Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. Any Interstate 11 alternatives that are located in Avra Valley would also sever the Ironwood-Picacho Wildlife Linkage.

The study area also encompasses a highly threatened wildlife linkage between the Tucson and Tortolita Mountains, the Tortolita and Santa Catalina Mountains, and the Tumacacori and Santa Rita Mountains. These wildlife linkages have been the focus of substantial public investment in recent years by the state of Arizona, Pima County, and other local jurisdictions. In March 2016, southern Arizona's first wildlife bridge, funded by Pima County's Regional Transportation Authority, was completed in the Santa Catalina-Tortolita Mountains wildlife linkage. Smaller wildlife underpasses are planned for Tangerine Road and Silverbell Road within the Tucson-Tortolita Mountains wildlife linkage. Impacts to these wildlife linkages, in particular, should be fully considered in the EIS.

Severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they adapt to rapidly changing habitat conditions driven by climate change. The impact of a new highway, severing an important movement area for wildlife, cannot be adequately mitigated off-site.

### **Impacts to At-Risk Species**

*The EIS should fully outline the direct and indirect impacts to all species present in, or near, the project area, and especially those classified as federally "endangered" or "threatened," by the state of Arizona as a "species of concern," and by Pima County as "vulnerable" under the Sonoran Desert Conservation Plan.* These species include, but are not limited to: desert bighorn sheep, jaguar, ocelot, Chiricahua leopard frog, ornate box turtle, Sonoran desert tortoise, Gila monster, giant spotted whiptail, Western yellow-billed cuckoo, Southwest willow flycatcher, Arizona shrew, Swainson's hawk, rufous-winged sparrow, Mexican spotted owl, Yuma clapper rail, Pima pineapple cactus, Nichol Turk's head cactus, Arizona hedgehog cactus, Huachuca water umbel, western red bat, Mexican long-tailed bat, pale Townsend's big-eared bat, lesser long-nosed bat, desert pupfish, Apache trout, Gila topminnow, and razorback sucker.

### **Impacts to Bat Roost Sites**

*We support additional bat roosting opportunities on existing infrastructure to increase needed habitat and roost sites for several important bat species found in the area.* I-10 and I-19 currently provide bat roost habitat on some bridges and culverts, particularly where the Interstate interfaces with the Santa Cruz River and other riparian areas. These roost sites should be maintained and if possible, expanded to additional areas, to provide year-round habitat for at-risk and common native bat species. Surveys should be done to determine which bridges and culverts bats are currently using. I-10 and Ina Road and I-10 and Cortaro Road are examples of places of importance where public investment has already been made to improve bat roosting sites. Bats are essential to managing insect populations, reducing incidences of disease such as Zika (*Aedes aegypti* is one of the most common mosquito species in Pima County and is the Zika vector) and West-Nile Virus, and assisting in the pollination of native and cultivated plants. Bat-friendly structures are simple and cost effective and provide a significant improvement for bat migration and home range movements.

### **Impacts to Connectivity between Jaguar Critical Habitat Blocks**

*Impacts to jaguars and ocelots and their ability to move between the Santa Rita and Tumacacori Mountains must be considered in the draft EIS and impact analysis.* Jaguar Critical Habitat occurs within the defined I-11 Corridor Study Area and both jaguar and ocelot have been recently documented in the Santa Rita Mountains. Although Critical Habitat has not yet been established for the ocelot, ocelots use the same habitat as the jaguars in the Sky Island region and are frequently harbingers of jaguar presence. The ability for jaguars and ocelots to use the identified Tumacacori – Santa Rita Wildlife Linkage across Interstate -19 or the I-11 Corridor is necessary for the movement of these species between the Tumacacori and Santa Rita Mountains, and ultimately necessary for north-south movement across the international border. This provides a critical lifeline for these species to become naturally established in the U.S. Before Jaguar Critical Habitat was created, this wildlife linkage was identified in the Arizona Wildlife Linkage Assessment, Pima County Wildlife Linkage Assessment, and modeled in Dr. Paul Beier's Arizona Missing Linkages Report out of Northern Arizona University. *Further, the cumulative impacts of proposed mining in the Santa Rita and Patagonia Mountains to the east make the integrity and efficacy of this wildlife linkage increasingly important, as it is one of the few providing connectivity to a documented jaguar cross-border linkage, and must be taken into consideration.*

### **Impacts to Protected Areas**

*The EIS should fully outline impacts to Pima County's Conservation Lands System. All possible alignments of Interstate 11 would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS).* The CLS was adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's Comprehensive Land Use Plan. These lands include Important Riparian Areas, Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request rezoning or other discretionary actions from the County. The CLS is a cornerstone of the Sonoran Desert Conservation Plan and has guided many conservation decisions in Pima County since its adoption. Impacts to Pima County's Sonoran Desert Conservation Plan and the CLS should be considered for all potential corridor alignments. All impacts to CLS acreage need to be fully mitigated as close to the area of impact as possible, with habitat as good, or better, than that impacted.

The EIS should fully outline the impacts to all federal and local protected areas and the biological resources they contain. In particular, the study area for the EIS encompasses Avra Valley west of the Tucson Mountains in Pima County. Any alignments considered in Avra Valley would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation’s Central Arizona Project Mitigation Corridor, and planned mitigation lands for Habitat Conservation Plans (HCPs) under development by the City of Tucson, Pima County, and the Town of Marana.

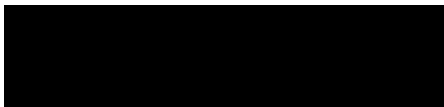
In addition, the study area encompasses other important protected areas including Tortolita Mountain Park, the Hardy Wash system, Arthur Pack Regional Park, Tumacacori National Historical Park, and Wilderness and proposed Wilderness areas including the Tumacacori Highlands, Pajarito Wilderness, and others. All of these protected lands are public investments in conservation. *Reduced ecological values due to the effects of fragmentation by any proposed infrastructure developments, including highways, should be avoided to the greatest extent practicable; any unavoidable impacts should be minimized, and all impacts should be mitigated for to the fullest extent where avoidance and minimization are deemed impossible.*

### **Impacts to Riparian Habitat**

Water is one of our most important resources. *The EIS should fully outline impacts to riparian habitat within the study area. Any possible Interstate 11 alignments through unincorporated Pima County would undoubtedly destroy and/or degrade important, and increasingly rare riparian habitat.* Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of the floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS’s Important Riparian Areas and other riparian systems. *Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas.*

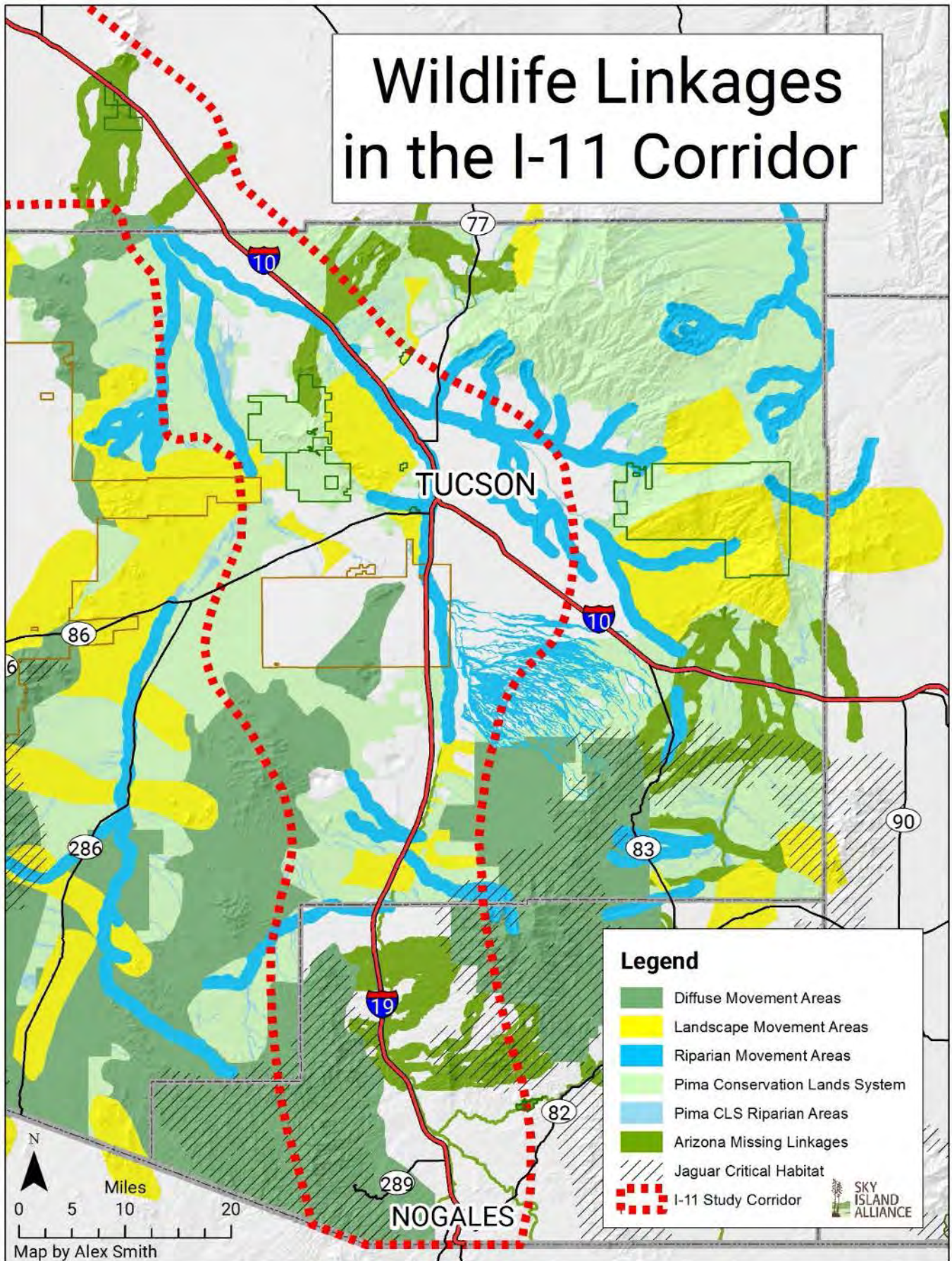
Thank you for the opportunity to provide scoping comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg. We look forward to your assessment and participating in future phases of the process. If we can be of any assistance, please feel free to contact us.

Sincerely,



*Attached: Wildlife Linkages within the I-11 Corridor Study Area*

# Wildlife Linkages in the I-11 Corridor



**From:** [REDACTED]  
**Sent:** Tuesday, July 05, 2016 10:22 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

As a long time resident of Southwest Arizona, I wish to express my concern that the I-11 corridor is still a possibility for Southern Arizona. The construction of this unnecessary highway would be an environmental disaster, and cause irreparable damage to the Sonoran Desert.

I will fight this proposal with my vote and my money. Please reconsider such a careless and wasteful project in service of the Almighty Dollar.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, June 22, 2016 4:10 PM  
**To:** I-11ADOTstudy  
**Subject:** I11 corridor

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Interested in marana middle school meeting - what time?

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 12:08 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 corridor

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

In my humble opinion, why not expand I-19, I-10 and I-8 to meet demands (if there are any). Why would we consider invading the beauty of our Saguaro Nat'l Park or polluting our Avra Valley water by even considering going thru Avra Valley--not to mention the dark night skies being illuminated (Kitt Peak). Can you imagine all those 18 Wheelers from Mexico spewing fumes as they drive thru our desert. What's more, many private farms and residences would be disturbed. We choose to live in the quiet and beauty of the valley even though we enjoy little conveniences. This pristine area has a beauty found no where else and draws many tourists to Tucson. I HIGHLY object to any part of I-11 being re-routed thru Avra Valley. I know it is just being studied, but that is my opinion.

Thank you,  
[REDACTED]



**From:** [REDACTED]  
**Sent:** Monday, June 06, 2016 10:08 AM  
**To:** I-11ADOTstudy  
**Subject:** i-11 input

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**From:** [REDACTED]  
**Subject:** i-11 input  
**Date:** June 6, 2016 at 10:01:42 AM MST  
**To:** <[i-11adotstudy@hdrinc.com](mailto:i-11adotstudy@hdrinc.com)>

Hi Public Scoper,

Please tell the folks you are spinning your report for that the people of Arizona do not want the I-11 freeway. This is such a terrible idea. How much faster do you want to export our jobs oversea, export our water through alfalfa shipments to asia and destroy our beautiful landscapes?

Please give up the i-11 project, [REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, June 21, 2016 9:57 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 IS A BAD IDEA

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

## **WHY INTERSTATE 11 IS A BAD IDEA**

1. **I-11 is about jobs...in Mexico.** Among the “Business Case” scenarios projected in the ADOT-NDOT *Corridor Justification Report* is “nearshoring.” That means attracting US companies from China to Mexico where “hourly compensation costs are nearly as low as China.” They propose research and development in Arizona and Nevada and production in Mexico. They call that “integrative manufacturing
2. **I-11 is about stealing good American jobs** from the West Coast and sending them to Mexico where the Port of Guaymas is seen as an “alternative” port that will “attract a share of traffic destined for the United States.”
3. **An I-11 highway through the Avra Valley – the only route really on the table -- would hurt tourism and kill existing jobs.** Saguaro National Park, Arizona-Sonora Desert Museum, Tucson Mountain Park, Kitt Peak, Ironwood National Monument, hundreds of ancient archaeology sites, bighorn sheep, deer, mountain lions and more will be negatively impacted. Existing businesses catering to truckers and tourists along the present I-10 corridor would be hurt along with communities.
4. **The Avra Valley I-11 route proposed by Pima County Administrator Chuck Huckelberry will enrich real estate speculators while evicting 47 local families.** According to Pinal and Pima County Assessor records, Mesa real estate millionaire and two-time political candidate Wilford Cardon owns over 1500 vacant acres along the “Huckelberry Highway” route. Huckelberry has not named the affected property owners.
5. **Some call it “crony capitalism,”** the rich helping each other get richer with taxpayer money. Local millionaire real estate moguls Don Diamond and Diamond Ventures president Eliot Goldstein served on Cardon’s campaign committee in his failed bid for Arizona Secretary of State. Diamond owns 3000 acres along Huckelberry’s “Sonoran Corridor,” a piece of I-11 east of I-19. His “Swan Southlands” project would get a free highway. Huckelberry’s proposed \$30 million for the Sonoran Corridor was decisively rejected by voters as part of the November, 2015, bond package.
6. **If you like I-11, there’s a cheaper way to do it.** ADOT State Engineer Jennifer Toth, speaking at a State Transportation Board meeting in December 2008, raised and dismissed the idea of double-decking a piece of the existing I-10, from Ruthrauff to I-19. It would, she said, accomplish everything ADOT wanted, but would cost too much. What she didn’t say was that while the cost-per-mile of double-decking is higher, double-decking just six miles of I-10 would

cost one-third of the \$3 billion the 56-mile highway proposed by Huckelberry adds up to. That would save taxpayers nearly \$2 billion! ADOT's numbers.

7. **Part of I-11 in the Avra Valley will be elevated**, according to Huckelberry. That's because there is only an 80-foot right-of-way on Sandario Road at Mile Wide between the Tohono O'odham Nation and the federal Bureau of Reclamation's Wildlife Mitigation Corridor established when the CAP canal was built. I-11 needs at least several hundred feet ROW, preferably 2,000 feet.
  
8. **An Avra Valley I-11 route is in violation of the Board of Supervisors' own policy.** In BOS Resolution 2007-343, Pima County policy stated: "NOW, THEREFORE BE IT RESOLVED that the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated."

[REDACTED]

We can't cure the world of sorrows,  
but we can choose to live in joy.  
--Joseph Campbell

**From:** [REDACTED]  
**Sent:** Thursday, June 23, 2016 1:03 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Meeting 6/21/2016

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Will the Powerpoint presentation used at the meeting yesterday be made available on your website? It provides a consolidated package of the various graphics & info from your web page.

regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, July 01, 2016 6:16 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Project

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Don't cut through natural wildlands and the Saquaro National forest. Leave these untamed and uncut lands alone find alternatives using existing travel corridors.  
Peace,  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 9:21 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear I-11 Study Team,

We would like to voice our opposition to the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West. Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, view-sheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

We are also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation’s Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

We are in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Under the right circumstances, we could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, June 23, 2016 6:45 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 public comment, 6/22/16 open house  
**Attachments:** i\_11 public comment.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Whom It May Concern:

It is way past time for all levels of our government to consider the true needs of the people for whom decisions concerning our collective future are being made, and nationwide, travelers have expressed a strong desire for multimodal options beyond the automobile. We, the citizens, are exasperated by seeing transit-based projects that we support be proposed with one hand, while the other hand undermines the potential success of those programs by prioritizing implementation of out-dated plans. We are especially tired of our elected officials being told that they have to rob Peter to pay Paul to do so, when the ultimate goals of each agency should be compatible and complimentary, rather than contradictory and competitive. It is possible to accomplish that sort of synergistic cooperation, as demonstrated in many cities and countries worldwide. Arizona wants to be connected, both with the other major surrounding regions, and within as well as between our own municipalities. Our road network is already essentially complete, so instead of paving a single new travel lane, capacity should first be maximized within the existing roadway footprint by adding passenger rail, with additional freight considerations as each situation warrants. Being in Arizona, we are among the sunniest areas in the nation, making the potential nearly unlimited for solar-powered high-capacity transit vehicles, whether light rail, streetcar, or electric bus. If shaded with photovoltaic panels, as are many of TUSD's athletic fields, park-n-rides can serve double-duty as local, or regional, transit hubs and public charging stations for last-mile trips with electric passenger vehicles and even electric bicycles.

<http://solartoday.org/2014/05/tucson-schools-getting-11mw-of-pv/>

ASUM is one of a handful of student-led transit agencies in the United States, demonstrating that the next generation of transit market leaders will regard sustainable transport as a priority rather than a luxury...

“As part of our ongoing effort to innovate service, align with student advocacy and reduce our carbon footprint, we take great pride in our decision to go electric. We hope this encourages – and challenges – other universities to seriously consider the economic and environmental benefits of zero-emission buses.”

Founded in 1999 by a student referendum, ASUM Transportation has a unique history of fostering student governance and tackling critical issues to ensure a safe and efficient transit experience for the university's population. Since its inception, ASUM's weekly ridership has grown to nearly 15,000; last year alone it provided more than 400,000 complimentary rides to students, faculty and visitors and 14 percent of all trips to campus occur on ASUM's UDASH service. ASUM's purchase of zero-emission, battery-electric buses is a testament to its community leadership and environmental stewardship and will help the UM meet its goals of carbon neutrality by 2020. When the Proterra buses enter service in September 2016, ASUM Transportation expects them to immediately improve local air quality, reducing emission by 1,392 tons over their 12-year lifespan.

<http://www.proterra.com/first-student-led-transit-agency-in-the-u-s-to-prioritize-ev-mass-transit/>

To lure Ho Chi Minh City residents away from personal modes of transit, the city is building a more modern transportation infrastructure. When the project is complete, Ho Chi Minh City will have six metro rail lines (also referred to as the MRT system), three light rail lines, and a bus rapid transit (BRT) system, moving the seven million people who live in its center, and 10 million on the fringe. The first MRT began construction in 2012 and is scheduled to open in 2018.

The resilience-minded project includes an inter-operator fare-collecting system (similar to London's Oyster Card or Switzerland's Swiss Pass, which let travelers access all modes of transport with an all-access pass), and an integrated traffic management system (ITMS).

The integrated traffic system — surveillance cameras, traffic signals, sensors, messaging signs and more — will cost the city \$299 million initially. Add that to the inter-operator fare system, and the bill could be around \$700 million. However, Siemens estimates that the benefits of this system will override the costs in the long run: Such an investment could mean \$1.6 billion in savings.

<https://nextcity.org/daily/entry/moving-from-moped-to-metro-transit>



“As most everyone knows who commutes to work using the region’s roads and highways or the MBTA, the area’s transportation system is not meeting current demand and certainly not potential demand,” says the report...

The transit system, which carries almost 20 percent of Greater Boston’s commuters, will absorb 25,000 new riders a day, according to the report — which predicts a slightly higher rate of growth for transit use than driving.

<https://nextcity.org/daily/entry/booming-boston-gridlock-commuting-traffic-transit-growth>

Presumptive Democratic nominee Hillary Clinton will speak at the US Conference of Mayors in Indianapolis on Sunday and, in doing so, she'll be facing the urban leaders who are increasingly at the forefront of innovative policy change...

Former Secretary of State Clinton is expected to discuss [the strengthening of federal-local partnerships](#) to address issues faced by cities across the country including public safety and crime, mass transit expansion, and water and air quality...

Phoenix Mayor Greg Stanton [attended a climate change summit in China](#) last week to share lessons from his efforts to transform Phoenix into a leading sustainable city. An extensive new light rail and bike lane system contributed to the city's [7.2 percent decrease in greenhouse gas emissions in seven years](#).

One of the most natural policy areas for mayors to take a leading role is in the planning of sustainable cities. Recognizing the power of local leaders to design creative ways to integrate new technologies into their localities, the [US Department of Transportation \(DOT\) launched the Smart City Challenge](#) in December, as Ben Thompson previously reported for The Christian Science Monitor. Seventy-eight cities submitted proposals to fully utilize technologies in their transportation networks, including the integration of self-driving buses and citywide travel planning apps.

<https://www.yahoo.com/news/clinton-address-mayors-conference-mayors-innovators-155110966.html>

ADOT has already completed a Tier 1 EIS for the majority of the proposed I-11 route; please see the attached comment form for a visual depiction of this situation. Thank you for your consideration on this important matter.

Sincerely,

[Redacted signature]

\_\_\_\_\_ "be the **change** you wish to see in the **world**..." -Gandhi



# ADOT Interstate 11 Corridor Tier 1 Environment Impact Statement NOGALES TO WICKENBURG

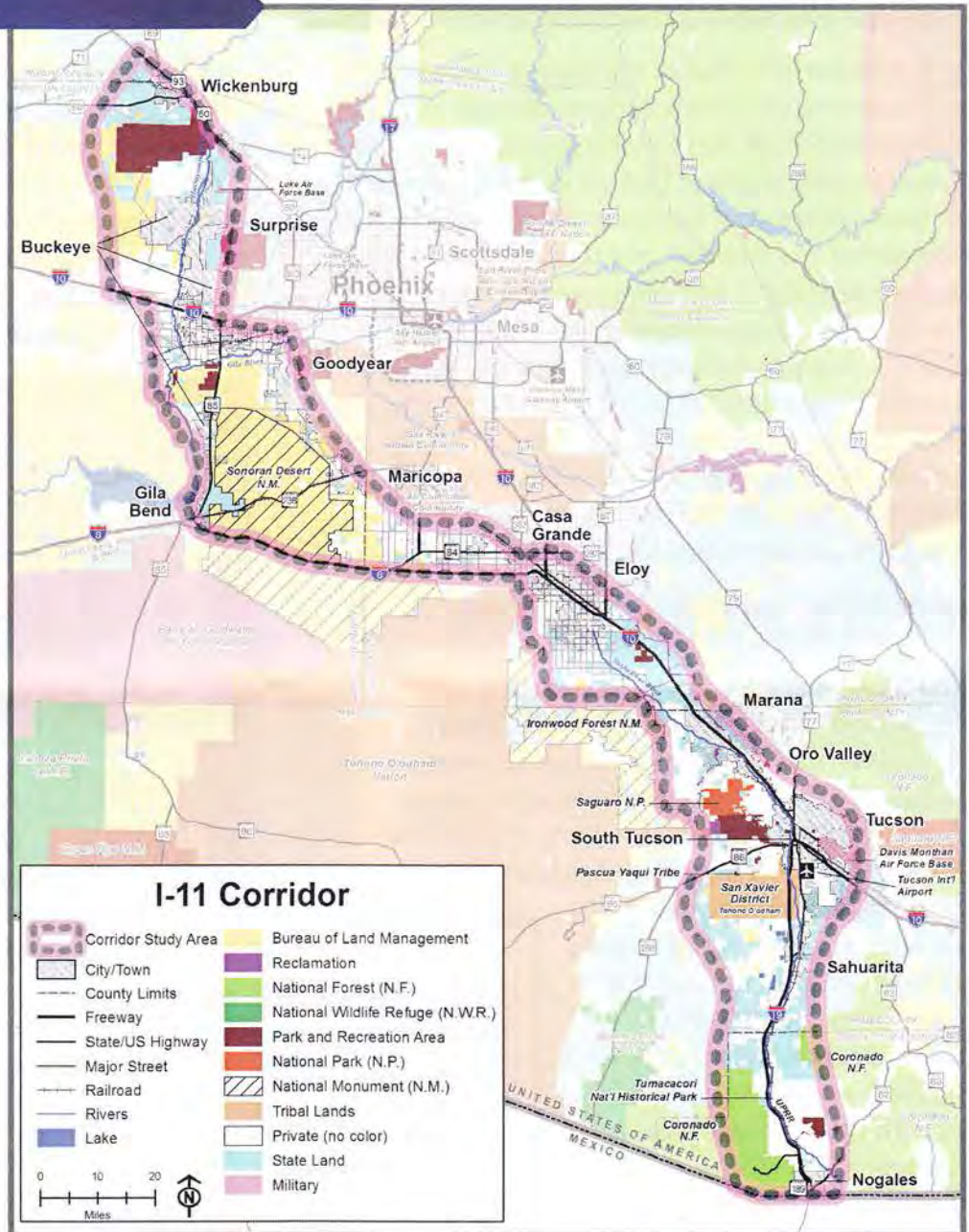
FACT SHEET | SPRING 2016

## ABOUT INTERSTATE 11

In partnership with the Federal Highway Administration (FHWA) and regional planning agencies, the Arizona Department of Transportation (ADOT) has launched a three-year environmental study to select a corridor alternative for a portion of the Interstate 11 (I-11) Corridor, specifically between Nogales and Wickenburg.

## STUDY GOALS

- Provide access-controlled, north-south transportation corridor
- Connect key metropolitan areas and markets in Arizona with Mexico and Canada
- Support improved regional mobility for movement of people, goods, and homeland security
- Provide enhanced transportation opportunities for economic vitality

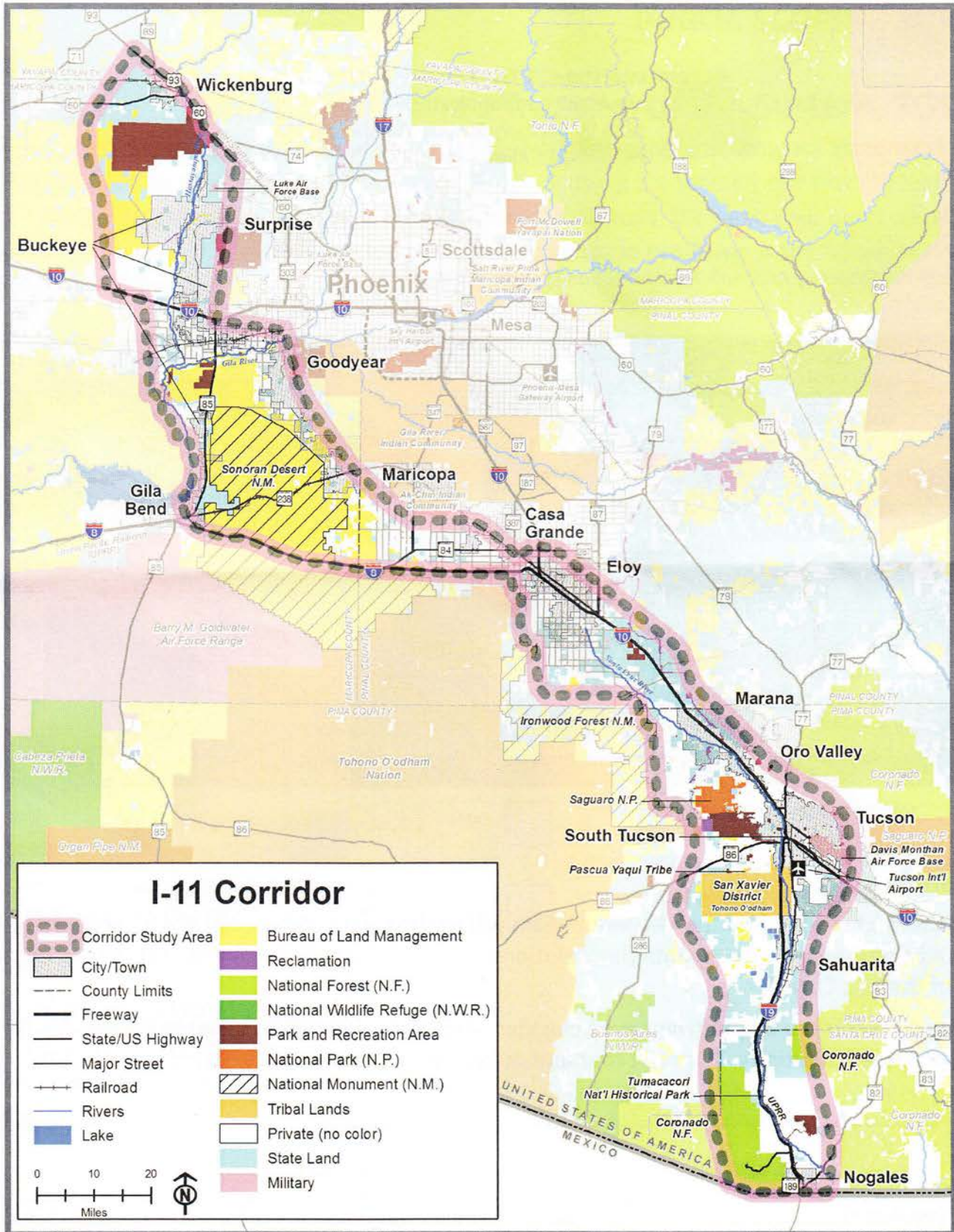


## ABOUT THE CORRIDOR STUDY AREA

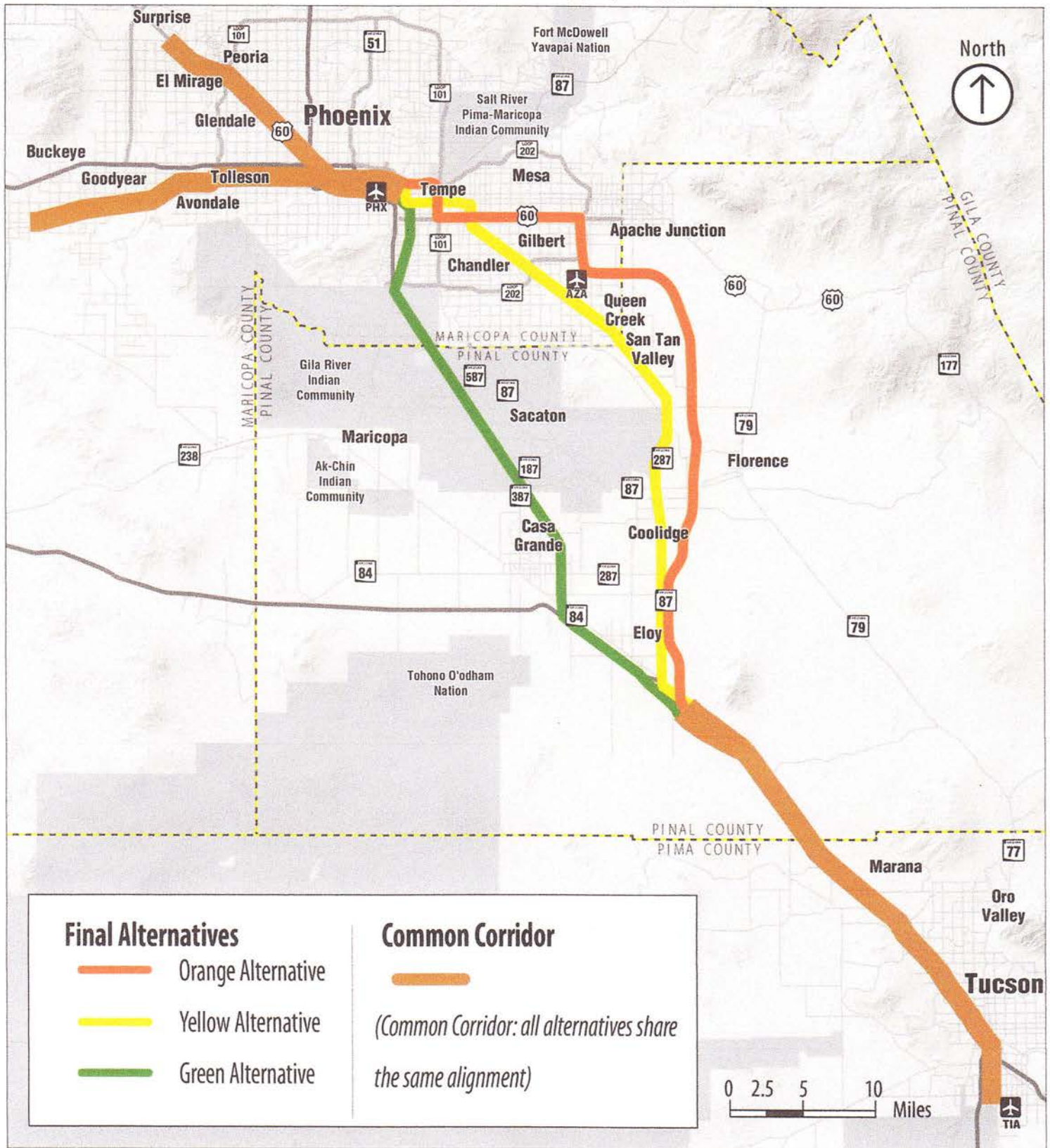
The Corridor Study Area is 280 miles long and traverses four counties—Maricopa, Pinal, Pima and Santa Cruz—and is anywhere between five and

25 miles wide. The purpose of the study will be to identify a Selected Corridor Alternative within this area.

Please use this map to provide any comments on specific areas, ideas and concerns.



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



<http://www.azdot.gov/planning/currentstudies/PassengerRail/>

### 1.4.3 Southwest Regional Context

Each alternative rail corridor was assumed to connect in the future to a larger regional western states rail network connecting California, Arizona, and Nevada, including the California High-Speed Rail System. As identified as part of the *Southwest Multi-State Rail Planning Study* (FRA 2014), the western network is envisioned to include a high-speed rail connection between Phoenix, Las Vegas, and Los Angeles. High-level design and system performance assumptions were made to be compatible with the potential future regional network shown in **Figure 1-2**.

**Figure 1-2. Future Western Regional Rail Network**



Source: *Southwest Multi-State Rail Planning Study* (FRA 2014)

**From:** [REDACTED]  
**Sent:** Wednesday, June 22, 2016 12:23 PM  
**To:** I-11ADOTstudy  
**Subject:** i11 Route - Avoid Tucson Mountain Park

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I object to the i-11 proposed route that runs near Tucson Mountain Park and Saguaro Park West.

It is too close to the parks and will bring noise and pollution into these pristine areas.

Save our parks and natural areas for everyone!

Thanks, [REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, June 14, 2016 3:22 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Scoping Comments  
**Attachments:** 6-14-16 Comments.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello,  
Please review and include the attached comments in the scoping phase of the Tier 1 EIS. I also sent a copy of these comments today via the USPS.

Thank you and sincerely,

[REDACTED]



June 14, 2016

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

Thank you for the opportunity to submit comments during the scoping phase of the Tier 1 Environmental Impact Statement (EIS). Last March, I submitted comments regarding the Alternative Selection Report (ASR) which are attached to this correspondence. Please consider all of the topic areas included in that letter pertaining to a route through the Avra Valley as scoping issues.

In addition to these previously identified items, there is another issue that renders the Avra Valley as an unsuitable infrastructure corridor. That issue is available right-of-way, and it appears there is no suitable public right-of-way through the Avra Valley. This is a critical scoping issue.

Utilizing Pima County MapGuide and the map associated with the Pima County Road Proceedings Number 0862 (Book 7, Page 44), I reviewed the land ownership along 1.5 miles of Sandario Road which is bordered on the east by the Bureau of Reclamation Tucson Mitigation Corridor, and on the west by the Tohono O'odham Nation.

This research into the existing Sandario Road right-of-way was done to illustrate that Pima County does not appear to control more than 80' of right-of-way along a 1.5 mile stretch between the Bureau of Reclamation Tucson Mitigation Corridor and the Tohono O'odham Nation.

I understand Pima County Administrator Chuck Huckelberry has proposed elevating the I-11 in this location. Without additional right-of-way, I believe 80' is an insufficient width in which to accommodate surface highway or bridging structures let alone any additional infrastructure components such as future rail and/or utilities.

In recent correspondence with the Bureau of Reclamation, I understand they continue to oppose any further development within the Tucson Mitigation Corridor or use of the Corridor for anything that could adversely affect plants, wildlife, or wildlife movement for which the Corridor was established. Their position has remained consistent through many infrastructure challenges including the recent SunZia Southwest Transmission Project.

Unless the Tohono O'odham Nation chooses to provide right-of-way, I do not believe there is land in this location of Avra Valley that can be utilized for I-11. It is for this reason that I think the potential for right-of-way acquisition is a critical scoping issue.

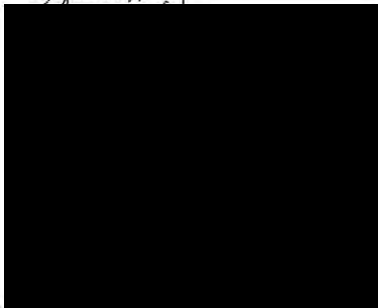
In contrast to the land ownership situation in the Avra Valley, the other route likely to be considered for a future I-11 has existing right-of-way already in place. That route is along the existing I-10 corridor.

Again reviewing maps available from Pima County MapGuide, I see that immediately south of the intersection of I-10 and Speedway Blvd. in a fairly narrow section of I-10, there is approximately 425' of existing right-of-way, plus 100' of existing right-of-way for rail traffic, and no doubt an easement for the existing high voltage electrical transmission lines located west of I-10. According to the June public meeting display boards, I-11 will require 400' of right-of-way, plus an additional 100' for rail, and 200' for utility infrastructure. Clearly the right-of-way needed for a future I-11 already exists in this location.

My research indicates that between these two potential corridors for a future I-11, incorporation of a new highway into the existing I-10 alignment, rather than dealing with all the issues associated with acquiring right-of-way in the Avra Valley, is a great deal more economically feasible. As a final note, the economic issues pale in comparison to the environmental impacts of constructing a new highway in the Avra Valley.

Please consider this issue as well as the many others I raised in my March letter as reasons why an Avra Valley route is unsuitable for transportation and other infrastructure development, and therefore should be eliminated from consideration as a potential corridor.

Sincerely, J



Attachments:

March 16, 2016 Correspondence

March 16, 2016

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

Thank you for the opportunity to provide comments during preparation of the I-11 Alternatives Selection Report (ASR). As the ASR proceeds, it seems likely that the Avra Valley located west of Tucson will be considered a potential corridor. There are a number of issues associated with this particular area that render it unsuitable for transportation and other infrastructure development, and therefore it should be eliminated from consideration as a potential corridor.

First is the existence of the Central Arizona Project Tucson Mitigation Corridor that physically and biologically connects Pima County's Tucson Mountain Park with the Tohono O'odham Nation and the mountains to the west. This 4.25 square mile corridor was acquired by the Bureau of Reclamation as partial mitigation for construction of the Central Arizona Project. It is managed by Pima County and Arizona Game and Fish is a third party to the cooperative agreement that states this area is only to be used to preserve plants and wildlife and to provide an undeveloped corridor for wildlife movement. The Bureau of Reclamation, Pima County Board of Supervisors, and the Arizona Game and Fish Department opposed the previously proposed I-10 Bypass and SunZia Transmission Project through this area. I strongly urge you to contact the Bureau of Reclamation Phoenix Area Office, the Pima County Board of Supervisors, and the Arizona Game and Fish Department regarding the Tucson Mitigation Corridor. The I-11 and Intermountain West Corridor Study – Corridor Concept Report recognized the importance of the Tucson Mitigation Corridor and recommended a future I-11 be sited along the existing I-10 and I-19.

In addition to the agencies noted above, the National Park Service opposed the I-10 Bypass and the SunZia Transmission Project in this location due to inconsistencies with the establishment of Saguaro National Park including its designated wilderness area. The National Park Service recommended that an Environmental Impact Statement consider the effects on natural resources including the spread of invasive species and habitat fragmentation, degradation of cultural resources, and visual impacts from sensitive viewing areas such as the Arizona-Sonora Desert Museum. The SunZia Transmission Project subsequently removed this corridor from consideration due to the potential impacts. I suggest you contact Darla Sidles Superintendent of the Saguaro National Park regarding their concerns.

The Pima County Tucson Mountain Park Management Plan addressed the Tucson Mitigation Corridor, lease properties such as the Arizona-Sonora Desert Museum, and the management of visual, biological, and cultural resources. 62% of visitors to Tucson Mountain Park visit the Arizona-Sonora Desert Museum and park road pull outs. These areas overlook the iconic Sonoran Desert landscape of the Avra Valley, and an interstate corridor in this location may result in negative impacts to the multi-million dollar tourist industry in southern Arizona. Please contact the Pima County Natural Resources, Parks and Recreation Department to discuss this project.

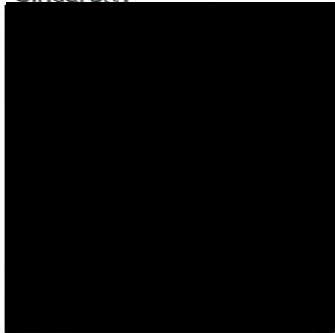
Tucson Mountain Park and the Tucson Mitigation Corridor are part of the Pima County Conservation Lands System. The Pima County Sonoran Desert Conservation Plan identified priority vulnerable species, cultural resources, special management areas, and critical linkages that may be impacted by a highway in this location. The Sonoran Desert Conservation Plan contains a wealth of information regarding these resources and I urge you to contact the Pima County Administrator's Office to access this data.

Local roads such as Sandario Road, Kinney Road, and Gates Pass Road are designated Major Scenic Routes by the Pima County Zoning Code and the intent of that designation is to preserve and enhance the visual resources of the natural and built environment. Areas within one mile of Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor are within the Pima County Buffer Overlay Zone which is an area designated to foster wildlife habitat. Most of the private land adjacent to Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor is included in the Resource Transition Zone land use category of the Pima County Comprehensive Plan, and development of these lands is to blend with the natural landscape and support environmentally sensitive linkages.

In closing, I sent an email comment to Michael Kies, Director of ADOT Multi-Modal Planning and the HDR team on March 7, 2016 to point out that the Tucson Mitigation Corridor was omitted from the I-11 Corridor Study Area Map found on the project website, and requesting the map be updated to include the Tucson Mitigation Corridor and the correct boundary of Tucson Mountain Park. To date, the map remains unchanged.

I am very interested in participating in this project as it may relate to the Avra Valley and appreciate being included in your mailing list.

Sincerely,



**From:** [REDACTED]  
**Sent:** Sunday, July 03, 2016 9:17 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Study /Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Madam/Sir

I would like to congratulate your department on conducting very informative meetings.

I am the land owner in Tonopah, AZ as well as Land Realtor.

Tonopah will be the perfect place to have I-11 go through.

As this highway is going to connect all the way from Canada to Mexico and passing by Las Vegas and Arizona, it will bring lot of commerce business and Trucking.

East part of your study corridor already has 303 and Sun Valley Park way.

There is no north south highway in Tonopah and it is not heavily populated so it will have a minimal environmental impact.

I also recommend the I11 should be from Baumgarten Road in Eloy to I-8 west to old us 80 going north along the west border of the study corridor.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, July 04, 2016 10:45 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 study area comments

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am a concerned citizen and a property owner in the west Maricopa County, Arizona.

My suggestions for the proposed I-11 are as follows;

Highway I-11 coinciding with the West boundary of the proposed area is recommended because of the following;

There are already 303 and Sun Valley Pk. way on the east / center of the proposed area. I-11 needs to be away from these towards the west so that it provides a new alternatives to share the new projected and existing traffic loads.

There are no nearby highway(s) further west of the study area. This will be a new convenient alternative serving west side traffic needs.

West side along the boundary of the proposed area will have minimum environmental impact. This area is not heavily populated.

Thank you for asking the interested people to voice their inputs.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:04 AM  
**To:** I-11ADOTstudy  
**Subject:** I11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Van Echo,

I own land in Tonopah. I would like to suggest that the west valley boundary line of the study, since this will benefit west valley residents tremendously. Currently, there is no north/south freeway in the west valley, so this would be helpful to residents that live in the west valley and commute to the east valley.

Best Regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 1:07 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Kies

I am a large landowner in Tonopah.

I would really recommend the west valley boundary line of the study area. This would enormously assist the west valley residents due to the absence of north south freeway further west. This would also spur growth and development in the area, since it would open up transportation to the east valley.

Thank you for your cooperation in this matter.

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:59 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Van Echo,

I am a large owner of land in Tonopah. I would really like to recommend the west valley boundary line for the I-11 freeway. This will be monumental for growth in that area. Since most of the private available land is in the west valley, as the city of Phoenix grows, the path of growth will take place in the west valley.

Please take this into consideration. We would also be willing to donate land to make this a reality. Would be happy to meet regarding this matter.

Best regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



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attorney, accountant, or tax professional. Vermaland, LLC or its related entities & the officers/representatives.

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:47 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 study area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. [REDACTED],

I own land in Tonopah. I would like to suggest the west valley boundary line of the study, since this will benefit west valley residents tremendously. Currently, there is no north/south freeway in the west valley, so this would be helpful to residents that live in the west valley and commute to the east valley. This would spur growth and development in the area significantly and bring economic growth and development in the area.

Best regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:47 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I am a large land owner in Tonopah and I would really like to recommend the west valley boundary line of the study area.

We don't have any freeways going north/south in this area. One could potentially live in Buckeye and work in Chandler. The west valley is one of the only areas in Phoenix with private land left. As the population of Phoenix grows, these areas will need the appropriate infrastructure in place.

Thanks for your help and cooperation with this.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:12 AM  
**To:** I-11ADOTstudy  
**Subject:** I11 Study Area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear [REDACTED]

I am a large landowner in Tonopah.  
I would really recommend that West valley boundary line of the study area. This would enormously assist the west valley residents due to the absence of north south freeway further west. This would also spur growth and development in the area, since it would open up transportation to the east valley.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 1:08 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 study area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear [REDACTED]

I am a large landowner in Tonopah.

I would really recommend the west valley boundary line of the study area. This would enormously assist the west valley residents due to the absence of north south freeway further west. This would also spur growth and development in the area, since it would open up transportation to the east valley.

Thank you for your cooperation in this matter.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Friday, June 10, 2016 3:27 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 Study Notification List

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please add me to the I-11 Study Notification email list.

Thanks

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, May 26, 2016 2:19 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 study

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Looks like all that needs to be done is upgrade the existing interstates in the corridor to at least six lanes. Make AZ -85 an interstate from I-8 to I-10 with appropriate ramps at Butterfield I-8 exit. Build a new interstate west of Buckeye and Wickenburg north from I-10 mp 100 to AZ-93 northwest of Wickenburg.

Least cost and impact for this road.

[REDACTED]

Sent from my iPad



**From:** [REDACTED]  
**Sent:** Thursday, June 23, 2016 2:39 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11 study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good afternoon. [REDACTED] I talked to a person who has his finger on the pulse of Rocky Point Mexico. He tells me that they are building a cruise ship pier there. It will be operational in two or three years. This will greatly increase traffic on Highway 85. We already have a increase in traffic for there and Yuma dunes. Just passing this along.

**From:** [REDACTED]  
**Sent:** Thursday, June 23, 2016 7:59 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

It appears that [REDACTED] ADOT is managing a project that has outlived its usefulness.

I-11 is a 20th-century idea that has been overtaken by technology. Carbon-based fuels for energy generation are in decline: coal, oil, and natural gas, in that order of weakness. The need for railroad shipment of coal, especially from Wyoming, is dying. Crude oil shipped by rail presents a serious fire threat to populations along the line. Crude oil and natural gas can be shipped efficiently by pipeline, which requires large capital investment, not attractive for resources in permanent decline.

Renewables are ascendant in electricity generation, which will likely require investment in the National Grid for transmission by direct current, perhaps super-cooled. (A belated victory for Nikola Tesla over Thomas Edison.)

We don't know the assumptions about shipping volumes of various industries, which led to the 1995 federal legislation, concluding that this corridor was necessary. For example, if Canada was expected to export timber, wood products and meat, and import fresh fruits and vegetables, the effect of climate change might render those estimates highly inaccurate. Meanwhile the whole concept of a multi-modal corridor seems to be downplayed, reducing it to a road improvement project. That's enough speculation for now. [REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, June 21, 2016 2:41 AM  
**To:** I-11ADOTstudy  
**Subject:** I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Why?? Do we need this interstate? Expand I-10 instead

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 12:34 PM  
**To:** I-11ADOTstudy  
**Subject:** I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Best to keep it close to I-10  
Skirt Tucson Phoenix  
And is it really needed

Your reply appreciated

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Tuesday, June 28, 2016 7:37 PM  
**To:** I-11ADOTstudy  
**Subject:** I-19 traffic increase

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

The proposal takes I-11 to the West off I-19 at Sahuarita Road. Why isn't this takeoff South of Green Valley instead at the Northern boundary of Green Valley? Same question with the proposed cutoff to I-10. There is bound to be a substantial increase in heavy truck traffic because of I-11, its already very heavy and only getting worse. Green Valley is divided in half by I-19; property values are already adversely affected by current traffic, this will only get worse. Aside from the fact that I-11 is a stupid idea in the first place, why compound it with stupid route planning? Could it be that land South of Green Valley isn't owned by some insider?  
Sent from my iPad

**From:** [REDACTED]  
**Sent:** Tuesday, June 28, 2016 9:39 PM  
**To:** I-11ADOTstudy  
**Subject:** Interstale 11

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Sir/Mam

I would not like this near me . I am at Kinney Rd area and your route would impact way to much land for animals . Also might add light pollution in area would go way high. I moved to get away from light pollution and interstate 10 area. Now you want to back door us and surround us. I can see the Huckberry is talking to Tucson City council for a new Annexation attempt on our area again.

**From:** [REDACTED]  
**Sent:** Thursday, June 30, 2016 10:31 AM  
**To:** I-11ADOTstudy  
**Subject:** Interstate 8

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Interstate eight is an underutilized freeway. It has light traffic. It has a wide right of way easement. It has a good transition at Interstate ten. There is a transition planned for highway eighty five.

**From:** [REDACTED]  
**Sent:** Tuesday, July 05, 2016 11:04 AM  
**To:** I-11ADOTstudy  
**Subject:** Interstate 8

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

ADOT has a design for a transition interchange between Interstate Eight and Highway Eighty Five. They have a purchased a lot of right of way for this.



**From:** [REDACTED]  
**Sent:** Saturday, July 09, 2016 4:22 PM  
**To:** I-11ADOTstudy  
**Subject:** Interstate 11 Corridor Tier 1 EIS

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Gentlemen:

I attended the meeting at Marana Middle School on June 23th. It has taken awhile for me to decide how best to present my questions regarding this issue without clouding them with my emotional bias. I understand the problems that ADOT has been burdened with through a mandate by the federal government. I also recognize that any part of I-11 that can impact the Avra Valley area becomes additionally problematic by the social and economic conditions that are prevalent.

My first question is: Can the Tier 1 Environmental Impact Statement (T1EIS) include suggested programs to improve economic conditions in Avra Valley? Reviewing the study goals from your handout, I feel that things could go a lot smoother for all parties if you can demonstrate how each goal will be met in the area. The first stated goal is "Provide access-controlled north-south transportation corridor." Where will the recommended access points be located and what associated infrastructure changes would be required?

The second goal is "Connect key metropolitan areas and markets in Arizona with Mexico and Canada." What are the criteria to be a "key metropolitan area or market"? The Avra Valley area has great potential to be a significant metropolitan area and market for not only our national neighbors but also the people of the United States. Much of that potential hinges on the implementation of goal 1. Will future growth be factored into the T1EIS?

The third goal "Support improved regional mobility for movement of people, goods, and homeland security" is somewhat puzzling for the Avra Valley area. With the existing paths from the Mexican Border to Pinal County the area already has sufficient mobility for people and goods and very limited ability to examine or evaluate homeland security. Of course the people and goods currently using this thoroughfare do not always benefit the United States. So for Avra Valley we would need to realign the kind of people and goods through the area and demonstrate improvement in homeland security. Planning to develop Avra Valley into a key metropolitan area would meet these goals.

The final goal is "Provide enhanced transportation opportunities for economic vitality." In order to have a plan that will sit well with the residents of Avra Valley specifics on the enhancements and opportunities would need to be listed. I understand that commitment to such a program would require input and adoption by more than just ADOT but such cooperation would go a long way to acceptance in the area.

How the stated goals are met is very important to the residents of Avra Valley. You can garner meaningful support for the T1EIS and the I-11 project in general by addressing them with the people in mind. The biggest fear that I see is that if proper planning is not implemented, Avra Valley could be viewed similarly to the desolation described in the song "The City of New Orleans." Such an outcome would be completely contrary to the stated goals and very harmful to the people.

I hope the next set of meetings and the project progress can be acceptable to more people.

Thank You



Virus-free. [www.avast.com](http://www.avast.com)

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 9:00 AM  
**To:** I-11ADOTstudy  
**Subject:** Interstate 11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear developers,

I have noticed that Interstate 11 is not needed and will not be great in the Tucson area. We already have Interstate 10 going through Tucson and traffic facilitates very well on it. It will have a negative impact by caused great amounts of noise pollution and light pollution at night for those exploring Saguaro National Park, Ironwood National Monument, and Tucson Mountain Park. This will be extremely exemplified at the Desert Museum, an economic driver of Tucson and extremely popular area for recreation. Even though there will be wildlife corridors for the animals moving between Saguaro National Park and Ironwood National Monument this will not stop the negative impact on wildlife from not being able to cross Interstate 11.

Thank You for reading my comments, [REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**Sent:** Wednesday, June 29, 2016 4:46 PM  
**To:** I-11ADOTstudy  
**Subject:** Let us come up with another solution

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

I was shocked – as a native Arizonan who was born here in 1953 – to hear of yet another “freeway solution” to transportation congestion in this state. Why are we using such outmoded thinking?

There is no need for this corridor. It is time to get serious about either a short term solution (expanding I-10) or a long range, intelligent solution like light rail.

I am also deeply concerned at the possible impact this will have on wildlife corridors. All of my non-profit giving goes to support wildlife causes in Arizona. I am not alone in wanting to protect the most vulnerable among us. And the most vulnerable are not the trucking companies and individual vehicles who travel by highway in this state, it is the animals that rely on rapidly shrinking habitat to live their very lives. We are threatening that with this plan. There will also be impact on important cultural heritage sites.

It is time to treat this state and its animals and its heritage with respect. It is time to be innovative, bold and creative and not rely on 1950’s style solutions to problems in 2016. Please reconsider this plan and do not move forward with it.

Submitted most respectfully,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Monday, July 04, 2016 10:30 AM  
**To:** I-11ADOTstudy  
**Subject:** New proposed I-11 inputs.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello!

I am a concerned citizen and a property owner in the west Maricopa County, Arizona.

My suggestion for the proposed I-11 are as follows;

Highway I-11 coinciding with the West boundary of the proposed area is recommended because of the following;

There are already 303 and Sun Valley Pk. way on the east / center of the proposed area. I-11 needs to be away from these towards the west so that it provides a new alternatives to share the new projected and existing traffic loads.

West side along the boundary of the proposed area will have minimum environmental impact. This area is not heavily populated.

Thank you for asking the interested people to voice their inputs.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, June 30, 2016 2:51 PM  
**To:** I-11ADOTstudy  
**Subject:** No to I-11 freeway in Avra Valley

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Dear Sirs and Madams,

I would like to submit my opposition to the construction of the new I-11 freeway through Avra Valley. There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I am in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."

Under the right circumstances, I will be willing to support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your consideration of my opinion.  
Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, June 22, 2016 4:00 PM  
**To:** I-11ADOTstudy  
**Subject:** notification list for interstate 11 study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi, can you add my name to the notification list for the EIR phase 1 study currently underway. Thanks

[REDACTED]  
[REDACTED]  
[REDACTED]  
  
[REDACTED]  
  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 7:57 PM  
**To:** I-11ADOTstudy  
**Subject:** Other route.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

If push came to shove another option would be to go on Interstate eight to the Sentinel Interchange, go north thru Hyder to Haraqale to Interstate ten and the Salome road to Highway ninety three.



**From:** [REDACTED]  
**Sent:** Friday, June 03, 2016 10:54 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** Please include me in any new developments regarding proposed routes between Tucson and Wickenburg. [REDACTED]

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 10:08 AM  
**To:** I-11ADOTstudy  
**Subject:** Project Manager I 11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear [REDACTED]  
Project Manager, I-11

I own a lot of land in Tonopah and am also a Realtor.  
As there is no north south freeway farther west, the West valley boundary line of the study area would be really beneficial for the west valley residents.

Best Regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, May 31, 2016 8:52 AM  
**To:** I-11ADOTstudy  
**Subject:** proposed alignment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I have a farm/business and home at [REDACTED], and I'd like to keep track of the proposed alignment in relation to my location.

Could you please send or direct me to a pdf of the latest proposed alignment nearest my location?

The study area map is too general for my use.

Thank you.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, June 29, 2016 5:36 PM  
**To:** I-11ADOTstudy  
**Subject:** Proposed I-11 Highway

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Dear Sirs:

I am opposed to the construction of the proposed I-11 bypass route through the Avra Valley West of the Tucson Mountains. I agree with a 2007 resolution of the Pima County Board of Supervisors that opposed the construction of any new highways in or around the County whose purpose is to bypass the existing Interstate 10 and Interstate 19 highways. Like the Supervisors, I believe the environmental, historic, and archeological impacts of the proposed I-11 corridor could not be mitigated.

Sincerely,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 4:35 PM  
**To:** I-11ADOTstudy  
**Subject:** public comment re Interstate 11 from Tucson Mountains Association

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

July 7, 2016

Tucson Mountains Association (TMA) strongly opposes the Interstate 11 corridor from Nogales to Wickenburg as currently envisioned.

TMA is the resident association of record for a large area spanning portions of the City of Tucson, unincorporated Pima County, and Marana. TMA is the oldest resident organization in the State of Arizona, established in 1934. It includes the area bounded on the north by Twice Peaks Road, on the east by Silverbell Road, on the south by the 22<sup>nd</sup> Street Alignment/Starr Pass Boulevard, and on the west by the Saguaro National Park and Tucson Mountain Park.

Our mission includes working to preserve the Sonoran Desert, protecting adequate wildlife linkages in Tucson and Pima County, advocating for a sensible and appropriate water policy in our region, and advancing the economic and other interests of the residents of the Tucson Mountains.

Construction of a new highway in the area of the proposed I 11 corridor which currently has no transportation or telecommunications infrastructure would cut off essential wildlife linkages, destroy the desert environment and ecosystem, and require huge amounts of fossil fuel and water to build and maintain. It would also harm the economic activities of numerous businesses along Interstate 10, many of which are used by or employee residents of the Tucson Mountains. Finally, the construction, maintenance and use of this new highway would add to dust and noise pollution in sensitive wildlife and national and city park areas adjacent to the new highway.

For all of these reasons, we urge you to either choose a “no build” option, or plan for an improvement in the current Interstate 10 using non-fossil fuel energy sources, employing state of the art methods for dust and noise abatement and local labor.

Thank you.

[REDACTED]  
Tucson Mountains Association Board of Directors

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 8:08 PM  
**To:** I-11ADOTstudy  
**Subject:** railroad

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

If there were talks between the Railroad, the city of Phoenix Sanitation department and ADOT to get rail to the Patterson road Landfill that would take about fifty trucks a day off the roads in Phx and Hway 85. That would reduce air pollution in the Phoenix area a lot. The railroad could use the Highway Eighty Five right of way. It would reduce the Phoenix Sanitation Department costs and extend the life of the landfill by baling the garbage. Chanute Kansas does this. There is no need to daily cover the trash when it is baled. It also reduces the amount of energy used to get the garbage from the home to the landfill.

**From:** [REDACTED]  
**Sent:** Thursday, June 09, 2016 3:32 AM  
**To:** I-11ADOTstudy  
**Subject:** Re: ADOT launches Interstate 11 environmental study from Nogales to Wickenburg

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



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I support the Hassayampa freeway alignment (*see map by Maricopa Association of Governments*) between I-8 and I-10 to avoid congestion which would be created if I-11 is merged with heavy traffic going to and from Los Angeles and San Diego. I am familiar with local transportation issues because I reside between Gila Bend to Buckeye, and presented my thesis “Annexation and Growth in the Desert”, published by San Diego State University in December 2014.

#### *Route*

Beginning in Casa Grande, if the corridor follows Interstate 8 to Gila Bend, turning North on Highway 85, the use of existing roadways is fiscally sound and pose no additional environmental challenges. From Highway 85, I-11 should generally follow the proposed Hassayampa alignment, the Phoenix bypass route, to Wickenburg.

However, new bridge construction, within a few hundred feet south of the historic Gillespie Bridge as recommended by Maricopa County engineers, and adjoining biologically significant riparian wetlands should be avoided. The new Gila River crossing should be built further south. South of Arizona State Prison (Lewis), an interchange and frontage road exist which could economize the transition of I-11 from the highway 85 corridor where it would veer to the west, generally following the Patterson road corridor, crossing old highway 80 and the Gila River, then north along Enterprise road to the Hassayampa alignment. The West side of Enterprise road is bound almost entirely by BLM lands, so acquiring right-of-way is relatively straightforward.

Building a new bridge further south would help to preserve habitats for sensitive, diverse populations of birds and wildlife. The Hassayampa alignment would support orderly growth in the west valley and avoid traffic congestion.

I would like to participate in the June 15 meeting in Buckeye, but I am in Colorado for the summer. Can I participate or hear part of the meeting by telephone?

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

---

**From:** I-11ADOTstudy <I-11ADOTstudy@hdrinc.com>

**Sent:** Friday, April 1, 2016 2:58 PM

[REDACTED]

**Subject:** RE: ADOT launches Interstate 11 environmental study from Nogales to Wickenburg

Mr. [REDACTED],

Thank you for your interest in the I-11 environmental study from Nogales to Wickenburg.

The Corridor Study Area map found on the study website ([www.i11study.com/arizona/study-area.asp](http://www.i11study.com/arizona/study-area.asp)) and shows the Corridor Study Area within the dotted black and pink line. We are just beginning the environmental process, which will include analysis of multiple alternatives within this Corridor Study Area.

You have been added to our email list to receive updates on the study and opportunities to provide input as we develop corridor alternatives.

Thank you again for your comment, and please feel free to contact us with additional comments or questions.

Sincerely,

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

**Email:** [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)

**Toll-free bilingual telephone hotline:** 1-844-544-8049

---

[REDACTED]

**Sent:** Thursday, March 17, 2016 12:59 AM

**To:** I-11ADOTstudy

**Subject:** Fw: ADOT launches Interstate 11 environmental study from Nogales to Wickenburg





A three-year environmental study will consider possible routes between Nogales and Wickenburg. The first step is developing an Alternatives Selection Report assessing a wide range of corridor alternatives and options, along with opportunities and constraints. A Draft Tier 1 Environmental Impact Statement will evaluate in greater detail a smaller number of corridor alternatives, including segments that may advance as independent projects. There will be a no-build alternative as well.

Input from the public, communities and other stakeholders will contribute to these two reports, as well as a Final Tier 1 Environmental Impact Statement that will list a selected corridor alternative.

“The Arizona Department of Transportation and our partner agencies and stakeholders have long recognized the importance of the Interstate 11 corridor and the benefits that it will bring to our state through trade, commerce, job growth and economic vitality,” ADOT Director John Halikowski said. “This congressionally designated high-priority corridor offers the opportunity for Arizona to stay competitive, create regional and global connections, and provide a direct link to success in the global marketplace.”

In November 2014, the Arizona and Nevada departments of transportation completed a two-year feasibility study as the first step in the Interstate 11 process. ADOT focused on and supported a route through Arizona connecting Nogales and the Hoover Dam bypass bridge near Las Vegas.

In December 2015, Congress approved the Fixing America’s Surface Transportation Act, five-year legislation to improve the nation’s surface transportation infrastructure. While the FAST Act formally designates Interstate 11 from north to south in Arizona, it does not include funding. It does, however, make the corridor eligible for federal funding in the future.

The recommended I-11 corridor would likely follow US 93 from the Hoover Dam bypass bridge south to Wickenburg. The 280-mile corridor study area for the current environmental study begins in Wickenburg and runs west of the Phoenix metropolitan area and then south to the Tucson area and then Nogales.

During the next three years, the public, communities and other stakeholders will have opportunities to comment through regular meetings, community events and other forums. Right now, comments can be sent to:

- Email: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)
- Toll-free bilingual telephone hotline: 1-844-544-8049
- Mail:  
Interstate 11 Tier 1 EIS Study Team  
c/o ADOT Communications  
1655 W. Jackson St., Mail Drop 126F  
Phoenix, AZ 85007

For more information about the I-11 study, visit [i11study.com/Arizona](http://i11study.com/Arizona)

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▪

**From:** [REDACTED]  
**Sent:** Friday, June 24, 2016 2:27 PM  
**To:** I-11ADOTstudy  
**Subject:** Re: Avra Valley Proposed Route

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Hi,

While I respect your quick response, I still would like my questions answered. This looks like a canned response. Please answer my questions or have someone who can contact me.

Thanks,

[REDACTED]  
[REDACTED]

On Friday, June 24, 2016 2:14 PM, I-11ADOTstudy <I-11ADOTstudy@hdrinc.com> wrote:

Dear [REDACTED],

Thank you for contacting the I-11 Study Team. Your email and comments will be documented in the project record, and a response will be included in the Scoping Summary Report that will be produced following the close of the comment period on July 8. It is currently anticipated the Scoping Summary Report will be available on the I-11 study website ([i11study.com/Arizona](http://i11study.com/Arizona)) later this summer.

Sincerely,

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

Email: [I-11ADOTStudy@hdrinc.com](mailto:I-11ADOTStudy@hdrinc.com)

<https://hdrwebmail.hdrinc.com/owa/redir.aspx?REF=DbCLUNYPdTTBo1y5VueHv08R6fv4vv3MUPVnI8RVxLHGQ1kJdJzTCAFodHRwczovL2hkcnDIYm1haWwuaGRyaW5jLmNvbS9vd2EvcmlkaXluYXNweD9SRUY9dFdGcnYyYXNvVUJWVGdHVGVk3bWIGN25GOG1SQ2cxVmhfRGJVSUhxbHJINEh6WnZlYUp6VENBRnRZV2xzZEc4NmFTMHhNVUZVFDFSVGRIVmtlVUJvWkhKcGJtTXVZMjI0>

Toll-free bilingual telephone hotline: 1-844-544-8049

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From: [REDACTED]  
Sent: Monday, June 06, 2016 3:26 PM  
To: I-11ADOTstudy  
Subject: Avra Valley Proposed Route

Dear Sir/Madam,

I live in a subdivision at Anway Road and Manville Road. In looking at the map for the proposed I11 route through Avra Valley, it looks as if this interstate will go right through our subdivision. I'm assuming if this is the case that we will have our houses purchased through eminent domain. I would like to know the timeframe for this process. My husband and I are currently exploring the thought of selling our home. However, with the proposed path of the interstate coming through our subdivision; I'm sure it would be difficult to sell. Of course, if we are only talking about a couple of years until the state buys our home we would probably try to wait. In looking at the on-line information it really doesn't give me any idea how long this process takes.

Please give me a timeframe and verify I'm correct in my assumption about it coming through our subdivision. The subdivision is called Tucson Avra West and I live at [REDACTED]  
[REDACTED]

Thanks,

[REDACTED]

**From:** I-11ADOTstudy  
**Sent:** Tuesday, July 05, 2016 2:04 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Comments on Interstate 11 Tier 1 Environmental Impact Statement

Dear Mr. Marshal,

Thank you for contacting the I-11 Study Team. Your email and comments will be documented in the project record, and a response will be included in the Scoping Summary Report that will be produced following the close of the comment period on July 8. It is currently anticipated the Scoping Summary Report will be available on the I-11 study website ([i11study.com/Arizona](http://i11study.com/Arizona)) later this summer.

Sincerely,

**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](http://i11study.com/Arizona)  
**Email:** [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
**Toll-free bilingual telephone hotline:** 1-844-544-8049

---

**From:** [REDACTED]  
**Sent:** Friday, July 01, 2016 2:23 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** Comments on Interstate 11 Tier 1 Environmental Impact Statement

Dear Sir/Madam: Please accept our comments on the Interstate 11 Tier 1 Environmental Impact Statement.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 1:22 AM  
**To:** I-11ADOTstudy  
**Subject:** Re: New proposed I-11 inputs.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thank you for responding back to my I-11 study comments. Upon further exploration of I-11 route to minimize the environmental impact I will request to include my following comment.

Please include my comments that to minimize the environmental impact of the I-11 highway the preferred route will be Baumgarten Road to I-8 to Old US 80.

Thanks Again.

[REDACTED]

---

**From:** I-11ADOTstudy <I-11ADOTstudy@hdrinc.com>  
**To:** [REDACTED]  
**Sent:** Tuesday, July 5, 2016 2:12 PM  
**Subject:** RE: New proposed I-11 inputs.

Dear Mr. Gupta,

Thank you for contacting the I-11 Study Team. Your email and comments will be documented in the project record, and a response will be included in the Scoping Summary Report that will be produced following the close of the comment period on July 8. It is currently anticipated the Scoping Summary Report will be available on the I-11 study website ([i11study.com/Arizona](http://i11study.com/Arizona)) later this summer.

Sincerely,

**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](http://i11study.com/Arizona)  
**Email:** [i-11ADOTStudy@hdrinc.com](mailto:i-11ADOTStudy@hdrinc.com)  
**Toll-free bilingual telephone hotline:** 1-844-544-8049

---

**From:** [REDACTED]  
**Sent:** Monday, July 04, 2016 10:30 AM

**To:** I-11ADOTstudy

**Subject:** New proposed I-11 inputs.

Hello!

I am a concerned citizen and a property owner in the west Maricopa County, Arizona.

My suggestion for the proposed I-11 are as follows;

Highway I-11 coinciding with the West boundary of the proposed area is recommended because of the following;

There are already 303 and Sun Valley Pk. way on the east / center of the proposed area. I-11 needs to be away from these towards the west so that it provides a new alternatives to share the new projected and existing traffic loads.

West side along the boundary of the proposed area will have minimum environmental impact. This area is not heavily populated.

Thank you for asking the interested people to voice their inputs.

██████████



**From:** [REDACTED]  
**Sent:** Tuesday, May 31, 2016 9:47 AM  
**To:** I-11ADOTstudy  
**Subject:** Re: proposed alignment

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

In addition, can you tell me at what stage in the study will exits/connections to the alignment be determined?

Thanks,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

On Tue, May 31, 2016 at 8:52 AM, [REDACTED] wrote:

I have a farm/business and home at [REDACTED] and I'd like to keep track of the proposed alignment in relation to my location.

Could you please send or direct me to a pdf of the latest proposed alignment nearest my location?

The study area map is too general for my use.

Thank you.

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 5:05 PM  
**To:** I-11ADOTstudy  
**Subject:** Remarks about the proposed route's for Interstate Eleven

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

7 July 2016

**Subject:** Future I-11 Corridor Remarks

**To:** Whom It May Concern:

**From:** [REDACTED]

I respectfully submit these remarks about the two proposed routes of the new I-11 corridor from Nogales, AZ and points North, at least for my part, to as far as Wickenburg, AZ.

In reviewing the Corridor Study Area Map options, I offer these suggestions for serious consideration:

In thinking about this corridor, as it starts from the south, at the Arizona/Mexico border at Nogales AZ, I must say, regardless of where it enters the US from Mexico, presumably at or near Nogales, AZ, the track North **should be only on the West side as depicted in the ADOT I-11 Corridor map.**

Thinking about how, this new traffic route would be controlled at that port of entry, both North and South traffic, and too as a "connector access point" at the connector points in or near the communities along along these two illustrated routes, when you may have the need for "West to East" and/or "East to West" junctions that must be available for vehicles to enter or exit from, and to, the several communities, towns, cities on the East side of the "West" track of the New I-11. As an example: On the current I-19 corridor, ease of access to and from the following communities will be better served, now and in the future, by choosing the "West" side track of the proposed I-11 track. So, from Nogales northward there is these communities: Rio Rico, Tumacacori, Tubac, Arivaca Junction, Amado, Continental, Green Valley, Sahuarita and the city of South Tucson, AZ.

*RATIONAL:* If the East track corridor, as depicted on your map, were chosen, those residents, commuters or travelers on that side **will not have "clear" or "easy" access to the corridor because of the Santa Cruz River and the Union Pacific Railroad, which will cause huge barriers and delays for all trying to cross or go to the West side of these communities.** My judgment would be that this same rational would surely be the same by the folks in Tucson proper, if the East route were chosen.

Furthermore, by not choosing the East corridor, the towns of Three Points, Sells, and a vast expanse of the Indian Reservation will have better access to the West corridor track, both North and South by choosing the new West side track I-11.

I contend too, that the West route would prove more acceptable on this West side track by mostly skirting congested parts of Tucson, Marana, Eloy and the positive interconnect possibility at the junction of Interstate Eight which would likely infuse higher use of I-8 heading west to Gila Bend and further to Yuma, and San Diego, CA. and the connecting junction at Gila Bend to AZ Route 85 north to I-10 at Buckeye, west of Phoenix.

Another positive reason to choose the West route north through Surprise and near Luke AFB is that these two areas are densely populated and building a new interstate on the East track, proposed on the map, would seem to me be very disconcerting, if not outright hostile, by those people in these nearby communities along the East track. Choosing the less dense Westerly track would avoid such, almost sure, resistance from the populace there.

To conclude: From my perspective, what I put forward here in sighting avoidance of populated areas/communities, as much as possible, the full length of the possible East proposed route should be less contentious and safer for all the communities it passes if the East track were chosen, at least up to Wickenburg. The West corridor track, is the best choice.

I would welcome a response.  
Thank you.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, May 26, 2016 4:51 PM  
**To:** I-11ADOTstudy  
**Subject:** Rest area

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please make funds available to open the rest area at SR 87 and 188. I saw this in the proposal and hope it comes to be. We who travel this route often truly need it!

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 7:31 PM  
**To:** I-11ADOTstudy  
**Subject:** right of way

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

When Highway eighty five was widened to four lanes from Patterson road to Gila Bend there was a environmental study done. At that time there was large purchase of right of way because ADOT did not want to furnish access to a lot of property. This gives us lot of right of way already purchased.

**From:** [REDACTED]  
**Sent:** Thursday, May 26, 2016 11:19 AM  
**To:** I-11ADOTstudy  
**Subject:** Route I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Sirs,

I have reviewed the study area and see there are two proposed crossings of Interstate 10. One crossing is along the alignment of SR 85 The other crossing is west of this route. I have several parcels in the area and was wondering if the I-11 corridor will impact any of the sites.

Could you tell me approximately where the westerly crossing is proposed - 300th Ave? 335th Ave? or wherever

Thanks,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 7:43 PM  
**To:** I-11ADOTstudy  
**Subject:** routes.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Connecting Sun Valley Parkway and Highway Sixty would be another option toward keeping air pollution out of the Valley. Trucks going to Phoenix could exit onto Interstate Ten at Buckeye also reducing pollution in the Phoenix area.

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 2:57 PM  
**To:** I-11ADOTstudy  
**Subject:** Scoping Comment Letter  
**Attachments:** Interstate 11 Scoping Letter July 2016.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please accept the enclosed scoping comment letter from Friends of Saguaro National Park.





*Friends  
of  
Saguaro National Park*

*providing financial and volunteer support to Saguaro National Park*

July 7, 2016

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

**RE: Scoping Comments on the Interstate 11 Tier 1  
Environmental Impact Statement, Nogales to Wickenburg**

To Whom It May Concern:

*Friends of Saguaro National Park* is a 501(c)(3) partner of the National Park Service, created to help preserve, protect and enhance the fragile environment and unique cultural heritage of the Sonoran Desert at Saguaro National Park. Our mission is to help protect wildlife and habitat...promote environmental education...improve recreational trails...enhance visitor experiences...and build environmental stewardship for the Park. Since our founding in 1996, *FOSNP* has sought to establish collaborative partnerships within the Tucson community, develop a broad donor base, and provide both funding and volunteer support for some of the Park's most critical needs.

I write to express the unanimous opposition of our Board of Directors to the proposed Interstate 11 segment through the Avra Valley, west of the Tucson Mountains. We believe that any alignments considered for the Avra Valley would negatively impact thousands of acres of protected public lands, including Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor.

The *Friends of Saguaro* Board of Directors has approved a resolution in opposition to the construction of an Interstate 11 corridor alignment through the Avra Valley, noting "...this suggested corridor would cut through sensitive habitat recommended for protection by Pima County's landmark Sonoran Desert Conservation Plan . . . sever critical wildlife movement corridors, and effectively block all animal migration from the Tucson Mountains to the west . . . disturb an unknown number of important archeological sites . . . impede washes and negatively impact surface water flows . . . and aggravate the spread of invasive plants."

The Board's resolution further states that "...this suggested corridor would degrade the visitor experience at Saguaro National Park by eliminating the natural quiet . . . destroying the scenic viewsheds . . . threatening the survival of native wildlife species . . . and polluting the air in a national park that is afforded additional federal protections by the Wilderness Act of 1964."

Thank you for your consideration of our scoping comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg. We would urge your re-consideration of the need for any new corridor through the Avra Valley, and encourage your exploration of expansion or upgrades to existing transportation alignments.

Sincerely,



**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 4:28 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** Scoping Comments for the Interstate 11 Tier 1 EIS, Nogales to Wickenburg  
**Attachments:** CSDP I-11 Final Scoping Comments with attachment 070816.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

Attached are scoping comments from the Coalition for Sonoran Desert Protection on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg.

Thank you for the opportunity to submit these comments and we look forward to continued involvement in this process as it moves forward.

We also want to note that one of our supporters submitted an earlier draft of these comments dated July 7, 2016 as an attachment to their personal comments in an email. Please file the comments attached to this email, dated July 8, 2016, as our official scoping comments on this EIS.

If we can be of any further assistance, please do not hesitate to contact us.

Sincerely,

[REDACTED]

[REDACTED]



## Coalition for Sonoran Desert Protection

300 E. University Blvd., Suite 120  
Tucson, Arizona 85705  
p (520) 388-9925 • f (520) 791-7709  
www.sonorandesert.org

July 8, 2016

Arizona Center for Law  
in the Public Interest  
Arizona Native Plant Society  
Bat Conservation  
International  
Cascabel Conservation  
Association  
Center for Biological  
Diversity  
Center for Environmental  
Connections  
Center for Environmental  
Ethics  
Defenders of Wildlife  
Desert Watch  
Empire Fagan Coalition  
Environmental and Cultural  
Conservation Organization  
Environmental Law Society  
Friends of Cabeza Prieta  
Friends of Ironwood Forest  
Friends of Madera Canyon  
Friends of Saguaro National  
Park  
Friends of Tortolita  
Gates Pass Area  
Neighborhood Association  
Genius Loci Foundation  
Native Seeds / SEARCH  
Northwest Neighborhood  
Alliance  
Protect Land and  
Neighborhoods  
Safford Peak Watershed  
Education Team  
Save the Scenic Santa Ritas  
Sierra Club – Grand Canyon  
Chapter  
Sierra Club – Rincon Group  
Sky Island Alliance  
Sky Island Watch  
Society for Ecological  
Restoration  
Sonoran Permaculture  
Guild  
Southwestern Biological  
Institute  
Tortolita Homeowners  
Association  
Tucson Audubon Society  
Tucson Herpetological  
Society  
Tucson Mountains  
Association  
Wildlands Network  
Women for Sustainable  
Technology

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

### **RE: Scoping Comments on the Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg**

To Whom It May Concern:

The Coalition for Sonoran Desert Protection appreciates the opportunity to provide scoping comments for the *Interstate 11 Tier 1 Environmental Impact Statement (EIS), Nogales to Wickenburg*.

We submit the enclosed comments on behalf of the Coalition for Sonoran Desert Protection, founded in 1998 and comprised of 34 environmental and community groups working in Pima County, Arizona. Our mission is to achieve the long-term conservation of biological diversity and ecological function of the Sonoran Desert through comprehensive land-use planning, with primary emphasis on Pima County's Sonoran Desert Conservation Plan. We achieve this mission by advocating for: 1) protecting and conserving Pima County's most biologically rich areas, 2) directing development to appropriate land, and 3) requiring appropriate mitigation for impacts to habitat and wildlife species.

In summary, our scoping comments highlight the need for further evaluation of the purpose and need for this project and major environmental impacts that should be considered statewide and particularly in Pima County as this study area is evaluated. Specifically, potential environmental impacts in Pima County include impacts to federal lands such as Saguaro National Park, Ironwood Forest National Monument, and the Bureau of Reclamation's Central Arizona Project Mitigation Corridor; local conservation lands such as Tucson Mountain Park, planned mitigation lands for federal Incidental Take Permits and Habitat Conservation Plans under development by the City of Tucson, Pima County, and Town of Marana, and Pima County's Conservation Lands System; critical wildlife linkages and connectivity between large wildland blocks as described in Arizona's Wildlife Linkages Assessment, the Coyote-Ironwood-Tucson Wildlife Linkage, the Ironwood-Picacho Wildlife Linkage, and the 2012 Pima County Wildlife Connectivity Assessment conducted by the Arizona Game and Fish Department (AzGFD); and increasingly rare riparian habitat.

## **Purpose and Need**

First and foremost, we strongly believe that ADOT should clearly and thoroughly demonstrate the need for this corridor based on the best available science and data. This includes the most current transportation and growth models and current and projected traffic volumes. The analysis must include established plans to continue widening Interstate 10 and improving capacity from Mexico's Mariposa Port of Entry and the recent approval of ADOT's 2017-2021 Five Year Plan. Elements of this Five Year Plan that must be considered include, but are not limited to, State Route 189: Nogales to Interstate 19; Interstate 19: Ajo Way traffic interchange, and; Interstate 10: State Route 87 to Picacho, Earley Road to Interstate 8, Ina Road traffic interchange, Houghton Road traffic interchange, Ruthrauff Road traffic interchange, Kino Parkway traffic interchange, and Country Club Road traffic interchange.

Also of note is Representative Ann Kirkpatrick's July 5, 2016 announcement of \$54 million secured in a highway grant for ADOT's I-10 Phoenix to Tucson Corridor Improvements Project, via the U.S. Department of Transportation's competitive FASTLANE program. Tucson Mayor Rothschild said, "Completing expansion of I-10 between Tucson and Phoenix, which now alternates between two and three lanes in each direction, will result in a safer, more efficient highway for people and freight, and that's very good news for Tucson, Phoenix and the state as a whole."<sup>1</sup>

## **Major Environmental Impacts for Evaluation**

### ***Impacts to Federal and Local Protected Areas***

The EIS must fully analyze the direct, indirect and cumulative impacts to all federal and local protected areas and the biological resources they contain in the entire study area. For example, in Pima County the study area for the EIS encompasses Avra Valley west of the Tucson Mountains. Any alignments considered in Avra Valley would negatively impact Saguaro National Park, Tucson Mountain Park, Ironwood Forest National Monument, the Bureau of Reclamation's Central Arizona Project Mitigation Corridor, and planned mitigation lands for federal Incidental Take Permits (ITPs) and Habitat Conservation Plans (HCPs) under development by the City of Tucson, Pima County, and the Town of Marana. The Pima County Multi-Species HCP was officially approved by the U.S. Fish and Wildlife Service (FWS) as published in the Federal Register on May 13, 2016, and the 30-year ITP will be voted on by the Pima County Board of Supervisors in September 2016. Tucson's Avra Valley HCP was submitted to the FWS in November 2014 and is currently under review. The Marana HCP is currently on hold.

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<sup>1</sup> See <http://www.wbtv.com/story/32378220/southern-az-receives-grant-to-improve-i-10-between-phoenix-and-tucson>.

In addition, the study area in Pima and Pinal Counties encompasses smaller, yet still vitally important, local protected areas such as Tortolita Mountain Park, the Hardy Wash system and Arthur Pack Regional Park, and others. All of these protected lands are public investments in conservation.

For the entire project, please note that reduced ecological values due to the effects of fragmentation by any proposed infrastructure developments, including highways, should be avoided to the greatest extent practicable; any unavoidable impacts should be minimized; and all impacts should be mitigated to the fullest extent where avoidance and minimization are deemed impossible.

### ***Impacts to Wildlife Linkages***

The EIS must fully analyze the direct, indirect and cumulative impacts to all of the identified wildlife linkages in the entire study area. For example, in Pima County an Interstate 11 alignment through Avra Valley would sever critical wildlife linkages that have been identified for protection by state and local agencies through various planning processes. Pima County's Sonoran Desert Conservation Plan, a nationally-recognized regional conservation plan developed and implemented over the last 18 years, identifies a Critical Landscape Connection across the Central Arizona Project canal in Avra Valley. The Arizona Wildlife Linkages Workgroup, spearheaded ADOT and AzGFD, identified the Avra Valley linkage zone and Ironwood-Tortolita linkage zone in the 2006 Arizona's Wildlife Linkages Assessment. And most recently, AzGFD's 2012 Pima County Wildlife Connectivity Assessment identified and modeled the Coyote-Ironwood-Tucson Wildlife Linkage Design, including large swaths of land in Avra Valley. Any Interstate 11 alternatives that are located in Avra Valley would also sever the Ironwood-Picacho wildlife linkage.

The study area also encompasses a highly threatened wildlife linkage between the Tucson and Tortolita Mountains and skirts the edge of another highly threatened wildlife linkage between the Tortolita and Santa Catalina Mountains. Both of these wildlife linkages have been the focus of substantial public investment in recent years by the state of Arizona, Pima County, and other local jurisdictions. In March 2016, the Sonoran Desert's first wildlife bridge, funded by Pima County's Regional Transportation Authority, was completed in the Santa Catalina-Tortolita Mountains wildlife linkage. Smaller wildlife underpasses are planned for Tangerine Road and Silverbell Road within the Tucson-Tortolita Mountains wildlife linkage. Impacts to these wildlife linkages in particular must be fully analyzed and mitigated for in the EIS.

In general, severed wildland blocks create isolated wildlife populations, which then become more susceptible to extinction than connected populations. Connectivity is also necessary for wildlife to move across the landscape as they attempt to adapt to rapidly changing habitat conditions driven by climate change. Thus, the impact of a massive linear feature, such as a new highway severing any important movement area for wildlife, cannot be adequately mitigated off-site.

***Impacts to Pima County's Conservation Lands System***

The EIS must fully analyze direct, indirect and cumulative impacts to Pima County's Conservation Lands System, which is the foundation of the county's federal ITP. All possible alignments of Interstate 11 would impact lands identified in the Sonoran Desert Conservation Plan's Conservation Lands System (CLS). The CLS was first adopted in compliance with Arizona state law by Pima County in 2001 (and further amended in 2005) as a part of the Environmental Element of the County's required Comprehensive Land Use Plan. The County convened a Science Technical Advisory Team (STAT), comprised of members of the FWS, AzGFD, National Park Service, professional biologists and natural resource academics. The CLS consists of a STAT-driven, scientifically-based map and set of policy guidelines for Pima County's most biologically-rich lands. These lands include Important Riparian Areas (IRAs), Biological Core Areas, Multiple Use Management Areas, and Species Special Management Areas. Each land category has recommended open space guidelines that are applied when landowners request a rezoning or other discretionary action from the County.

The CLS is a cornerstone of the SDCP and has guided land use and conservation decisions in Pima County since its adoption. We reiterate that implementation of the CLS is a foundational piece of Pima County's federal ITP under Section 10 of the Endangered Species Act. Impacts to Pima County's SDCP and the CLS must be considered when analyzing any potential corridor alignments. All impacts to CLS acreage must be fully mitigated as close to the area of impact as possible, with habitat as good, or better, than that impacted.

***Impacts to Riparian Habitat***

The EIS must fully analyze direct, indirect and cumulative impacts to riparian habitat within the entire study area. Any potential Interstate 11 alignments, as demonstrated by the maps ADOT displayed at the public meetings, will undoubtedly destroy and/or degrade important, and increasingly rare, riparian habitat. Some 80% of vertebrate species in the arid southwest region are dependent on riparian areas for at least part of their life cycle; over half of these cannot survive without access to riparian areas (Noss and Peters 1995).

The Arizona Partners in Flight Bird Conservation Plan states:

"Riparian woodlands comprise a very limited geographical area that is entirely disproportionate to their landscape importance... and immense biological interest (Lowe and Brown 1973). It has been estimated that only 1% of the western United States historically constituted this habitat type, and that 95% of the historic total has been altered or destroyed in the past 100 years (Krueper 1993, 1996). Riparian woodlands are among the most severely threatened habitats within Arizona. Maintenance of existing patches of this habitat, and restoration of mature riparian deciduous forests, should be among the top conservation priorities in the state."<sup>2</sup>

<sup>2</sup> [http://www.azgfd.gov/pdfs/w\\_c/partners\\_flight/APIF%20Conservation%20Plan.1999.Final.pdf](http://www.azgfd.gov/pdfs/w_c/partners_flight/APIF%20Conservation%20Plan.1999.Final.pdf)

Riparian habitat is valued for its multiple benefits to people as well as wildlife; it protects the natural functions of the floodplains, provides shelter, food, and natural beauty, prevents erosion, protects water quality, and increases groundwater recharge. Riparian habitat contains higher water availability, vegetation density, and biological productivity. Pima County has developed riparian conservation guidelines that make every effort to protect, restore, and enhance on-site the structure and functions of the CLS's IRAs and other riparian systems. Off-site mitigation of riparian resources is a less favorable option and is constrained by the lack of riparian habitat available with which to mitigate. Every effort should be made to avoid, protect, restore, and enhance the structure and functions of riparian areas. The CLS set aside guideline for IRAs is 95% of any given area of impact.

### ***Impacts to at-risk species***

The EIS must fully analyze the direct, indirect and cumulative impacts to all species or species habitat present in the project area, and especially those classified as federally "endangered" or "threatened," those identified by the state of Arizona [HabiMap](#) as "species of conservation concern or species of economic and recreational importance," and those identified by Pima County and FWS as "vulnerable" under the SDCP. Some of these species include, but are not limited to:

- Aberts towhee
- Bell's vireo
- Western burrowing owl
- Cactus ferruginous pygmy-owl
- Western yellow-billed cuckoo
- Swainson's hawk
- Rufous-winged sparrow
- Giant spotted whiptail
- Pima pineapple cactus
- Nichol turk's head cactus
- California leaf-nosed bat
- Mexican long-tailed bat
- Pale Townsend's big-eared bat
- Lesser long-nosed bat
- Merriam's mouse
- Jaguar
- Ocelot

### ***Impacts from noise and light pollution***

The EIS must thoroughly analyze the direct, indirect and cumulative impacts of noise and light pollution from any proposed alignments on resident and migratory wildlife and the wildlife habitats and corridors they utilize. The EIS must also thoroughly analyze any direct, indirect and cumulative impacts to the integrity of the dark skies required for astronomical observatories



such as the two reflective telescopes of the MDM Observatory, the Mount Lemmon Observatory, the Kitt Peak National Observatory, the Steward Observatory, the Fred Lawrence Whipple Observatory, and the Massive Monolithic Telescope, from light pollution, both from vehicle headlights and from reasonably foreseeable future commercial and residential development.

***Broader Impacts***

Other factors that must be analyzed include how continued climate change will impact Arizona's water resources and projected population growth; public health implications; environmental impacts; and long-term impacts on local and regional land-use plans.

Finally, the EIS must fully analyze the broader impacts of all alternative alignments. For example, any Interstate 11 alignment through Avra Valley would dramatically increase accessibility and thus encourage commercial and residential development. Such exurban development would result in even more habitat fragmentation, cause local governments to incur large financial responsibilities for new infrastructure costs and maintenance, and force major changes to existing local and regional land-use and zoning designations. Existing land use plans have already identified areas most appropriate for growth as mandated by state law and any new transportation corridors should be appropriately sited within those existing identified growth areas.

Additionally, a cost-benefit analysis of alternative(s) double decking I-19 and/or I-10 should be included in the EIS. This approach could reduce the cost of ROW acquisition and potentially avoid any new impacts in the Avra Valley. However, there would be increased environmental impacts from further fragmentation of the Tucson-Tortolita Mountains wildlife linkage corridor, which could be mitigated by construction of a wildlife crossing structure over I-10, as was recently successfully done on SR 77. The feasibility of such a structure has previously been discussed and accepted in principle by Pima County's RTA Wildlife Linkages Working Group, ADOT, AZ State Land Department, AzGFD, Pima County, Town of Marana, Coalition representatives, and others.

**Regardless, in considering a proposed Interstate 11 alignment between Nogales and Wickenburg, we argue that improvements to existing transportation corridors and reducing congestion on existing highways in order to accommodate future traffic will best avoid and minimize environmental impacts. The Coalition questions the purpose and need for a new interstate between Nogales and Wickenburg at all.**

***2007 Pima County Resolution***

In 2007, the Pima County Board of Supervisors passed Resolution No. 2007-343 opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated." Additionally, the Board called for the expansion of "capacity along Interstate 10 for multiple modes of travel

including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.” We strongly concur with Pima County’s 2007 resolution (attached). Rather than investigating the potential for new transportation corridors in Pima County, we encourage all transportation planners to work to develop multi-modal transportation options within existing transportation corridors.

Thank you for the opportunity to provide scoping comments on the *Interstate 11 Tier 1 Environmental Impact Statement, Nogales to Wickenburg*. We look forward to your analysis and assessment and to commenting further in future phases of the process. If we can be of any assistance, please do not hesitate to contact us.

Sincerely,

*U I*  
[Redacted signature]  
[Redacted contact information]

**RESOLUTION NO. 2007- 343**

**A RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS IN  
OPPOSITION TO CONSTRUCTION OF AN INTERSTATE HIGHWAY LINK  
THAT BYPASSES TUCSON AND TRAVERSES PRISTINE AND INVALUABLE  
SONORAN DESERT AREAS**

WHEREAS, Pima County's landmark Sonoran Desert Conservation Plan identifies 55 rare local species of concern, whose areas of habitat and corridors between habitat areas already are under threat from development; and

WHEREAS, Pima County has established a Sustainability Program that recognizes the detriment of petroleum-fueled car and truck travel to this effort because of their greenhouse-gas and pollutant emissions, and therefore calls for the County to shift its fleet to use alternative fuels; and

WHEREAS, since 1974 Pima County has bought more than 45,000 acres of land and assumed grazing leases on 86,000 acres for open-space and wildlife habitat preservation, and to mitigate impacts from development; and

WHEREAS, Pima County updated its Riparian Mitigation Ordinance in 2005 to avoid and minimize impacts to riparian vegetation along local washes; and

WHEREAS, the Arizona Department of Transportation (ADOT) has undertaken the Interstate 10 Phoenix-Tucson Bypass Study to look at alternative routes for new controlled access highways that Interstate 10 cars and trucks could use to bypass the Tucson and Phoenix metropolitan areas; and

WHEREAS, the study has advanced to the point of identifying two alternative routes which impact Pima County; and

WHEREAS, each of the alternatives would degrade the Sonoran Desert, sever wildlife corridors identified by the ADOT-sponsored "Arizona Wildlife Linkages Assessment," impede washes, open new areas to intense residential and commercial development far from existing urban centers, and thus encourage more car and truck travel at time when global warming and air pollution are growing concerns; and

WHEREAS, one of the alternatives would traverse the San Pedro River Valley impacting both Cochise County and Pima County; and

WHEREAS, the San Pedro River and its valley constitute one of the most biologically diverse and important ecosystems in North America, which also serves as vitally important flyway for hundreds of unique migratory bird species and is a sensitive aquatic and terrestrial wildlife corridor; and

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. Opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archeological, and urban form impacts could not be adequately mitigated.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.
3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.


Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.

  
\_\_\_\_\_  
Chairman, Pima County Board of Supervisors

ATTEST:

  
\_\_\_\_\_  
Clerk of the Board

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Deputy County Attorney

**From:** [REDACTED]  
**Sent:** Friday, July 08, 2016 8:57 AM  
**To:** I-11ADOTstudy  
**Subject:** scoping comments  
**Attachments:** scoping comments I-11 July 2015.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Attached.

[REDACTED]  
[REDACTED]

National Parks Conservation Association  
738 N. Fifth Ave., Suite 222  
Tucson, AZ 85705

[REDACTED]  
[REDACTED] [www.npca.org](http://www.npca.org)

***Educating, Engaging and Empowering national park advocates.***  
Find Your Voice for national parks: [findyourvoice.camp](http://findyourvoice.camp) #FindYourVoice





**RE: NPCA scoping comments on the proposed Interstate 11 alignment through Avra Valley**

July 8, 2016

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

Also submitted by email: I-11ADOTStudy@hdrinc.com

To Whom This May Concern:

Thank you for this opportunity to participate in scoping as part of the environmental study for Interstate 11 (I-11) between Nogales and Wickenburg. These comments are submitted on behalf of National Parks Conservation Association (NPCA). NPCA was formed in 1919 to advocate on behalf of and in support of our national parks and has more than one million members and supporters.

These comments are limited to the potential for a preferred corridor for the Interstate being chosen during this Tier 1 NEPA process. In the enlarged study area going north and south through Pima County it is clear that there are two possible choices: improve the existing freeways to handle the increased load of creating an Interstate 11 route, or building a new freeway that would travel through the sparsely populated Avra Valley. We would think that the decision to choose between these two alternatives would require more in-depth analysis than is normally done during a Tier 1 phase, and ask that you do this analysis if you plan to make such a choice during this initial phase.

Our concern is that placing a multi-modal transportation corridor in Avra Valley would especially generate huge and unacceptable impacts to Saguaro National Park. We are also sympathetic to impacts to the world-famous Arizona-Sonora Desert Museum, Tucson Mountain Park, other protected federal lands, the rural character of this part of Pima County, the sovereign lands of the Tohono O'odham Nation. If the Avra Valley route is chosen, a simple statement that impacts would be mitigated would not be acceptable – each mitigation action contemplated must be examined for effectiveness, funding source, etc., and be subject to stakeholder and public review. This is the level of detail that I understand is typical for the next phase of NEPA analysis, and is the level of detail absolutely needed before a corridor selection is made.

Here are our concerns specific about an Avra Valley alignment. We urge you to consider the total impacts of what you are proposing, which would include at a minimum a freeway, but also opens the door for a transmission line, railroad, etc. You should of course include all the impacts that secondary development a freeway would encourage (gas stations, motels, fast food restaurants, etc.) in your analysis.

By the way, including a transmission line is odd in two ways. First, when transmission lines have been proposed in southern Arizona in the last couple of decades it was clearly decided not to route them along the existing freeways because we were told it would be too hard for maintenance or in case of disruption (if a line fell it would block freeway traffic, for instance). Second, there have been transmission line proposals recently that included a possible Avra Valley routing – but because of the complexity this location presented alternative routes were selected.

Our concerns with a potential Avra Valley Interstate 11 route:

1. The impact it would have on visitors' views from Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park.
2. The impact of noise it would generate on wildlife and visitors in Saguaro National Park, the Arizona-Sonora Desert Museum, and Tucson Mountain Park.
3. The added air pollution impacts. Saguaro National Park has a Class 1 designation under the Clean Air Act, and as it stands is not expected to meet future mandatory air quality goals (see [http://tucson.com/news/local/saguaro-national-park-ranks-th-on-list-of-most-polluted/article\\_25b239f4-3fb1-5e7d-adb5-699d7b01fb0a.html](http://tucson.com/news/local/saguaro-national-park-ranks-th-on-list-of-most-polluted/article_25b239f4-3fb1-5e7d-adb5-699d7b01fb0a.html) and <https://www.npca.org/resources/3137-polluted-parks-how-dirty-air-is-harming-america-s-national-parks>).
4. Impacts of light pollution would have on Saguaro National Park resources and visitors, on astronomy facilities in the region, and on migratory wildlife.
5. Impacts to the congressionally designated Saguaro Wilderness Area located in the park, especially to the wilderness values visitors to this area expect and deserve.
6. How increased production of pollutants from this project would contribute to climate change. If there is a per-mile algorithm that is typically used, this route would be more miles than improvement of existing freeways. The resulting development in this rural area would generate a lot more fossil fuel use.
7. While I earlier in this letter requested that you include the impacts that would occur from the development of support facilities (such as gas stations and fast food restaurants) and subdivisions that inevitably develop around new highway construction, this is a point I wish to make very strongly. If your plan is to place a highway in this sparsely developed area, impacts from such additional development needs to be included in your decision-making process.



By the way, it is deceiving and incorrect to advertise this process as one in which (quoting from your website and clearly announced in the public presentation I attended), “[t]he primary goal of the I-11 ASR and Tier 1 EIS is to reach consensus on a Selected Corridor Alternative.” NEPA is designed to help a federal agency make a good federal decision, and while the FHWA is posed to do a good job in involving stakeholders and the public in informing the decision, it is still a decision made by the agency and not by consensus. I currently serve on a Federal Advisory Committee to a Bureau of Recreation that operates by consensus, which works well for us as we are just developing recommendations. I seriously doubt that the FHWA is prepared to give its decision-making authority over to a group of transportation stakeholders in this matter (but if you do, I hereby volunteer for that committee). What I am really saying is that you shouldn’t use the word consensus unless you are committed to implement a process that is at least close to what is commonly considered consensus.

Again, we appreciate this opportunity to comment on scoping, and look forward to being involved in the NEPA process as it proceeds.

Sincerely,

[Redacted signature block]

[Redacted contact information]

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 10:27 PM  
**To:** I-11ADOTstudy  
**Subject:** Spare the rare desert wildlife

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

Not long ago two bighorn sheep were spotted in the Tucson Mountains. Biologists traced their tracks west across a break in the CAP canal that was designed and built for wildlife passage.

Now a proposed freeway, I-11, could keep them from returning—and threatens far more.

The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

There is no need for a new freeway. I oppose the proposed I-11 highway bypass route through the Avra Valley, west of the Tucson Mountains. I'm in agreement with the 2007 Pima County Board of Supervisors Resolution opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."

Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, July 05, 2016 7:16 PM  
**To:** I-11ADOTstudy  
**Subject:** study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

ADOT. did have public hearing and did a environmental study on the transitional between interstate 8 and Highway 85.

**From:** [REDACTED]  
**Sent:** Wednesday, July 06, 2016 11:57 AM  
**To:** I-11ADOTstudy  
**Subject:** study

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

The environmental study and design and right of way for the transitional between I-8 and A 85 is less than five years old. The connection between I-8 business, Pima street, A 85 and A 238 was completed about 2 years ago. The transitional connection between I-8 and A 85 was put off to a later date, however the primary work was done.

**From:** [REDACTED]  
**Sent:** Thursday, July 07, 2016 2:40 PM  
**To:** I-11ADOTstudy  
**Cc:** [REDACTED]  
**Subject:** Subject: I oppose I-11

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Subject: I oppose I-11

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To whom it may concern:

Not long ago two bighorn sheep were spotted in the Tucson Mountains. Biologists traced their tracks west across a break in the CAP canal that was designed and built for wildlife passage.

Now a proposed freeway, I-11, could keep them from returning—and threatens far more.

The proposed roadway will have severe and unrepairable impacts on wildlife connectivity between the Tumacacori Highlands and Santa Rita mountains—a known jaguar movement corridor—and surrounding Saguaro National Park West.

Wildlife corridors are becoming extremely scarce, and this proposed interstate project would impact the ability for wildlife to move as they need. Impacts to environmental sustainability, wilderness, air quality, riparian habitat along the Santa Cruz river, viewsheds, dark skies, noise, vegetation management, and recreational visitor use are all of great concern as well.

I'm also concerned about impacts to federally and locally protected open space, including Ironwood Forest National Monument, Saguaro National Park, the Bureau of Reclamation's Central Arizona Project mitigation corridor, City of Tucson mitigation lands for their Avra Valley Habitat Conservation Plan, and Pima County mitigation lands for their Multi-Species Habitat Conservation Plan.

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Under the right circumstances, I could support enhancing or expanding the existing I-10 and I-19 freeways to reduce congestion and accommodate future traffic volumes, while minimizing environmental impacts and maintaining the beauty and quality of life we enjoy in southern Arizona.

Thank you for your kind consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]



**THE PERFECT MELONS YOU HAVE COME TO EXPECT  
PACKAGED IN A BRIGHT SUMMER BIN!**



**From:** [REDACTED]  
**Sent:** Thursday, June 02, 2016 5:07 AM  
**To:** I-11ADOTstudy  
**Subject:** To the Interstate 11 Tier 1 EIS Study Team

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**To the Interstate 11 Tier 1 EIS Study Team;**

I am against both of these proposed corridors for the following reasons. These proposed corridors parallel both I19 and I10. It appears to me the whole point of this study is to make the drive to Wickenburg easier. Looking at the map there are two bottle necks: Tucson and Phoenix.

Looking at the bottle neck at Phoenix, I favor the Eastern route. Since there is build-out from the highway, I would prefer to keep the highway from non-populated/sensitive areas. This would also provide those communities with an added source of income, and better access to goods.

Do we really need a highway that parallels I10? Since it has been build-out to six lanes. It is much more pleasant to drive on. Similarly, do we need a highway that parallels I19? I would be more in favor to buy the appropriate right-of-way to build-out another lane each way.

The last issue is the bottle neck in Tucson. Since we want to get to Wickenburg in the shortest amount of time/distance, I would prefer an interchange on I19 near Green Valley and another interchange I10 near Marana.

I believe these suggestions will keep the cost down and protect some of the sensitive areas this highway is proposed to traverse thorough.

Very Respectfully

[REDACTED]



# Mailed Comments

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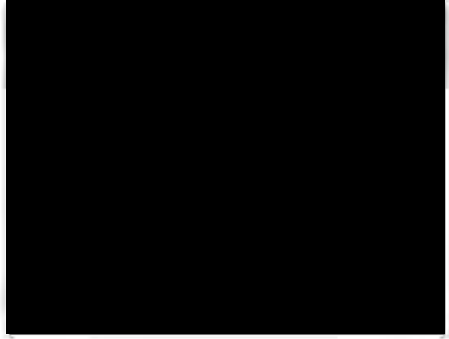
5-28-16



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

RE: INTERSTATE 11

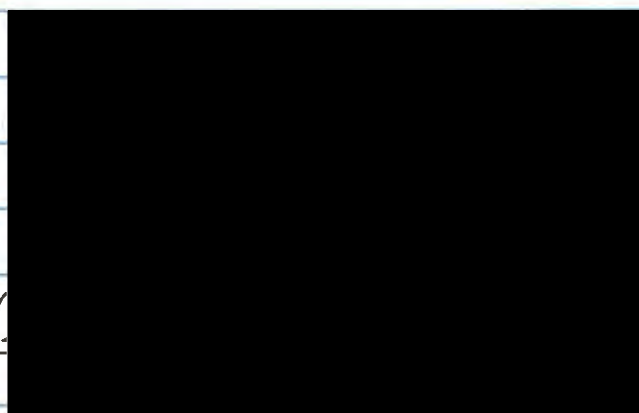
The proposal to build is completely unfathomable. Future generations will shake their heads in absolute disbelief that we allowed such incomprehensible damage to Arizona's environment.




30 May 16

NO! don't put I-11 thru Picture Rocks. It'll destroy the community. It will ruin everything out here that makes people live here. When you needed a place to put the CAP you put it out here. Now I-11. It's like we're seen as low-lives and no one will care what Tucson dumps on us. This is a beautiful area. Please don't put I-11 out here. I've lived out here since 1982 and I've no doubt your highway will destroy the area. If it is cheaper to stack I-11 on the existing freeway in Tucson I cannot understand why you want to build it out here and destroy all the desert - a national park no less. And what will it do to the wild-life? Can't be good. Please reconsider.

Sincerely,




6-2-16



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

RE: INTERSTATE 11 HIGHWAY

As very concerned taxpayers and voters, please record our opposition to the planned Interstate 11 Highway for Southern Arizona. Please consider the rights of the citizens to protest.



June 6, 2016

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

Dear Study Team Leader:

For the past thirty years, **Archaeology Southwest**, a non-profit organization based in Tucson, has been dedicated to exploring and protecting the places of the past. Archaeology Southwest has practiced a holistic, conservation-based approach that we call Preservation Archaeology. By exploring what makes a place special, sharing this knowledge in innovative ways, and enacting flexible site protection strategies, we foster meaningful connections to the past and respectfully safeguard irreplaceable cultural resources. It is towards these ends that Archaeology Southwest submits the following comments in response to the Interstate 11 Corridor Tier 1 Environmental Impact Statement (EIS), Nogales to Wickenburg scoping.

As a preliminary matter, Archaeology Southwest urges Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) to initiate the Section 106 process immediately because the proposed Interstate 11 has the potential to adversely affect historic properties. *See* 36 C.F.R. § 800.1(c). Thorough and timely consultation with Native American tribes, state historic preservation officers (SHPOs), historic trail managers and non-governmental organizations, local communities and other interested parties must be a central component of the Section 106 process. Although FHWA and ADOT can coordinate the requirements of Section 106 with the EIS process, *id.* § 800.8, the agency must provide advance notice to the Advisory Council on Historic Preservation (ACHP) and the SHPOs and meet explicit standards for coordination, which are spelled out in the Section 106 regulations, *id.* § 800.8(c)(1)(i)-(v). Archaeology Southwest respectfully requests to participate as consulting parties in the Section 106 process pursuant to *id.* §§ 800.2(c)(5), 800.3(f).

Through our experience working in the Southwest, it is evident that impacts to cultural resources in the central portion of Arizona have been severe as a result of attendant growth and development during the past 25 years. Major roads play a significant role in fostering these impacts not only from the direct effects of the roadway and its construction but the indirect and cumulative effects of the residential, commercial and industrial development that major roadways inevitably facilitate in many geographic areas. With this in mind, selection of alternatives should be designed to avoid significant cultural

resources and to consider both direct and indirect and cumulative effects of the alternatives under consideration.

Rather than rely solely on the known occurrence of historic properties which are eligible or potentially eligible for the National Register, it is essential that early planning incorporate landscape level planning for cultural resources. The importance of this has been highlighted recently by the Society of American Archaeology's online journal *Advances in Archaeological Practices Volume 4 Number 2* which is an outgrowth of the Society's three task forces on landscape scale cultural resource management. In particular we call attention to an article: *"Incorporating Archaeological Resources in Landscape Level Planning and Management"* (enclosed herein). The article describes three planning approaches that ensure historic resources receive serious attention in the early planning phases of projects when alternative development is under consideration.

With these recommendations in mind and at a minimum we strongly encourage your consideration of the cultural resource priority area information developed by Archaeology Southwest working with partners in a number of areas here in the Southwest. The methodology behind the development of this information is included in the attached article and we include specific spatial data (polygons and attribute files) for the identified priority areas within the I-11 Corridor Study Area (please note that priority area planning has not occurred in Santa Cruz County). Three of the priority areas are also National Register listed Historic Districts: Gunsight Mountain Archaeological District, Los Robles Archaeological District and Canoa Ranch Headquarters Historic District. There appears to be at least six National Historic Landmarks: Gatlin Site; Casa Grande Ruins National Monument; Mission Santos Angeles de Guevavi, San Xavier del Bac; San Cayetano de Calabasas; and Tumacacori Museum.

Another area of particular note is the area adjoining and including the Highway 80 crossing of the Gila River at Gillespie Dam Bridge. Dominated in part by a low shield volcano associated with the Sentinel-Arlington Volcanic Field, this area is known specifically in Pee-Posh as Chuk Shapijk ("Black Narrow Gap" and in O'odham as Vi Nyil Dukyeva ("Where the Black Mountains Come Together") and contains multiple significant archaeological and historical sites as well as serving as a traditional cultural property (Wright and Hopkins 2016<sup>1</sup>).

Both Gillespie Dam and the Gillespie Dam Bridge are significant historic sites, with the latter currently listed on the National Register of Historic Places for its unique architecture and engineering. Several other significant archaeological sites are found within one mile of this corridor. For instance, a large ancient village of mixed Hohokam and Patayan material culture is located just southeast of the Gillespie Dam. Known as the Gillespie Dam Site, AZ T:13:18 (ASM), the village is notable for its size, unique adobe architecture, and mixed cultural affiliation. Previous mitigation projects uncovered human remains, which triggered compliance under the Native American Grave Protection and Repatriation Act. This was the first instance in which Patayan remains were repatriated to affiliated tribes in southern Arizona. An unknown

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<sup>1</sup> Wright, Aaron A. and Mariet Hopkins 2016. *Tribal Histories and Ties to the Great Bend of the Gila, Southwest Arizona*. Archaeology Southwest Technical Report, Tucson Arizona (manuscript in preparation).

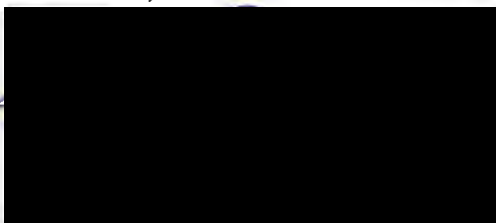
number of additional burials remain preserved at the Gillespie Dam Site. Upstream above the Dam is a Hohokam ballcourt village first identified by Gwynn Vivian in the mid-1960s.

Across the river from the Gillespie Dam Site is a cluster of several large concentrations of petroglyphs known as the Gillespie Dam Rock Art Complex. The size and extent of the Gillespie Dam Rock Art Complex has never been fully evaluated, but it is believed to be one of the largest concentrations of petroglyphs in the state of Arizona. The thousands of petroglyphs on the basalt escarpment overlook several Hohokam and Patayan habitation areas, one of which located on the Enterprise Ranch includes a ballcourt village site. Furthermore, the headgate of the precontact Enterprise Canal, which irrigated Hohokam fields for over 10 miles below the narrows is located just southwest of the Gillespie Dam. Each of the above-mentioned archaeological sites is eligible for listing on the National Register of Historic Places and we maintain that area from Power Butte to approximately one mile below the crossing is potentially eligible for listing on the National Register as an archaeological district and a cultural landscape and should be considered as such for purpose of the I-11 Tier I alternatives development.

We recognize that many considerations are at play in the development and selection of alternatives for a linear facility of this size. The priority area information submitted integrates known data with expert opinion to identify the most significant archaeological resources in the region, many of which are also traditional cultural properties. Avoidance of these areas in any alternatives design and selection would reflect significant consideration of cultural resources. Because of the density and significance of sites within these areas, avoidance of these areas has the added, likely benefit of reducing the costs of mitigation associated with potential effects on historic properties by directing effects to areas where density of significant of sites is reduced.

We look forward to our future participation in this project and your consideration of the information we have submitted.

Sincerely

A large black rectangular redaction box covering the signature of the Southwest Field representative.

Southwest Field representative

encl: Archaeology Southwest Priority Area Spatial Data  
SAA Online Journal Article Vol. 4 No 2.

# Incorporating Archaeological Resources in Landscape-Level Planning and Management

William H. Doelle, Pat Barker, David Cushman, Michael Heilen, Cynthia Herhahn,\* and Christina Rieth

In July 2015, the Bureau of Land Management (BLM) approached the Society for American Archaeology (SAA) about developing a discipline statement regarding the efficacy of incorporating archaeological resources in regional land-use plans (see Altschul 2016). The SAA established a task force charged with assessing the kinds of landscape-scale planning tools that exist for cultural resources and advancing recommendations about when and how to use them (See

Supplemental Appendix A). The BLM, like all federal land-managing agencies, is responding to increased development pressure on public and private land in the United States, while safeguarding cultural resources. The agency is shifting to landscape-scale approaches to land-use planning and to mitigation responses to impacts or threats to resources, spurred in part by the Secretary of the Interior's (Jewell 2013) department-level directive to take a landscape-level approach

## ABSTRACT

The increasing importance of landscape-scale research and preservation goals within the archaeological profession coincides with expanded threats to the archaeological record through massive energy exploration and infrastructure projects and through the cumulative effects of smaller-scale development. It is further stimulated by the recognition that conservation strategies that span multiple resource classes and disciplines are best formulated at multiple and larger spatial scales. These are key drivers behind efforts to improve the ways that archaeological resources are considered in the context of development-related planning and implementation, including mitigation measures. In a prominent example, recent department-level direction from the Secretary of the Interior calls specifically for landscape-level planning as a critical component of responses to both large-scale development and climate change. This article reviews three current approaches to landscape-level planning in archaeology and calls for increased commitment to advancing their development and effectiveness.

Dentro de la arqueología, la creciente importancia de investigaciones a nivel de paisaje y objetivos de conservación coincide con nuevas amenazas al registro arqueológico creadas tanto por proyectos de exploración e infraestructura para la generación masiva de energía como por los efectos cumulativos del desarrollo en pequeña escala. Ésta se estimula más al reconocer que las estrategias de conservación que abarcan varias disciplinas y categorías de recursos se formulan mejor en escalas espaciales múltiples y más grandes. Estos son factores impulsores claves en los esfuerzos por mejorar la consideración de los recursos arqueológicos en el contexto de la planificación y ejecución de los proyectos de desarrollo, incluyendo las medidas de mitigación. En un ejemplo destacado reciente, el Secretario del Interior exigió expresamente y a nivel de departamento la planificación a nivel de paisaje como componente crítico de las respuestas tanto al desarrollo en escala grande como al cambio climático. Este artículo revisa tres enfoques actuales para la planificación a nivel de paisaje en la arqueología y pide un mayor compromiso con fomentar su desarrollo y eficacia.

\*Cynthia L. Herhahn's affiliation is listed for identification purposes only. This article does not represent the views of the Bureau of Land Management.



when developing mitigation measures to address the increasing scale and intensity of development across the nation.

Current landscape-scale planning processes tend to be driven by biological and natural resource concerns (see resulting Energy and Climate Change Task Force Report by Clement et al. 2014), while cultural resource concerns are still being addressed largely on a site-specific scale. As a consequence, archaeological resources rarely receive serious attention in the initial stages of development projects when alternatives are under consideration. When addressed later, after critical decisions have been made regarding the selected alternative and even the precise configuration of the undertaking has been determined, archaeological management options are very limited. Minor design or implementation adjustments may allow for preservation through avoidance of some sites, but generally a data recovery and monitoring plan is formulated based on the outcome of a process that involved little direct archaeological input. The landscape-scale planning processes for cultural resources that are explored here are essential tools that we must understand and further develop if we are to bring relevant information to bear within regional planning processes by government agencies and within a variety of initiatives that fall outside of the National Historic Preservation Act (NHPA).

To understand why archaeological resources are treated differently from natural resources, we need to examine the process by which cultural resources, of which archaeological resources are a subset, are managed by federal agencies. Potential damage to cultural resources from land-use authorizations on federally managed land or from federally permitted or funded activities on nonfederal land is managed under Section 106 of the NHPA. Section 106 requires that federal agencies take into account the effects of their undertakings on cultural resources and afford the president's Advisory Council on Historic Preservation (ACHP) and the state historic preservation officer (SHPO) an opportunity to comment on these undertakings before they are implemented. Since the NHPA became law in 1966, implementing Section 106 has evolved through rule-making, congressional amendment, and judicial decisions into a relatively standardized and somewhat complex process. The way in which the NHPA is usually applied has led to an overemphasis on site-by-site evaluation at the expense of more regional approaches to historic preservation such as discussed here. Recent guidance issued by the ACHP and Council on Environmental Quality for the integration of Section 106 and National Environmental Policy Act (NEPA) review offers a framework within which cultural resource management may be undertaken on a regional scale and therefore be more meaningfully incorporated into regional land-use planning efforts.

In addition, there are activities that do not fall under NHPA that are considered here. For example, oil and gas exploration and extraction that is undertaken on private land and privately owned mineral rights commonly fall outside of NHPA. The effects of energy extraction on archaeological sites on private lands are generally not given the same consideration as the effects on sites on federal lands. Yet, industry and historic preservation groups would like to find some accommodation. As the Frack-Tracker Alliance (<http://www.fracktracker.org/2014/03/>

gapp/) notes: "There is, therefore, much to be gained by all stakeholders in generating a model that will help companies manage risk effectively and protect these [195,000 cultural, historic, and archaeological] sites with consistent, thoughtful approaches."

In short, there are multiple positive reasons to move the archaeological profession toward effective ways of being a part of a trend among federal agencies to promote landscape-scale approaches to their core land-management missions.

## WHAT IS A LANDSCAPE?

The definition of a landscape depends on who you ask. For a federal land manager, a landscape generally includes a relatively large area that has clear boundaries. Landscapes include not only multiple types of natural and cultural resources, but also many individual resources of each type. Landscapes often include lands managed by different federal, state, tribal, and municipal owners, as well as private property. They often are not "natural" units defined by physiography, hydrology, or vegetation, but instead are lands joined together by one or more land-use or management purposes. Rarely are cultural resources part of the decision to define a federally managed landscape.

A landscape can be many things to an archaeologist. Landscapes can be defined and investigated not only along ecological and environmental dimensions, but also along social, historical, and relational dimensions (Whittlesey 2004; Zedeño 1997, 2000). From a landscape perspective, these dimensions of landscape are intricately and holistically intertwined, historically contingent, and mutually causative (Barton et al. 2004; van der Leeuw and Redman 2002). Archaeologists increasingly look to landscape not simply as the environment where activities take place and with which people interact, but as a material medium for structuring and reproducing social relations and historical interactions (Hood 1996). From an archaeological perspective, landscapes are no longer viewed as the environmental backdrop of human activities, but the historical, cumulative result of people living in, adapting to, and manipulating the natural and built environment as well as interacting with each other. While people derive sustenance through technological and ecological interactions within landscapes, they also construct meaning and social memory through the experience and conceptualization of places and landmarks (Ingold 1993; Johnson 2012; Tilley 1994). As a result, social identity and history become embedded and materialized in landscapes, reflecting how people use and interact with the landscape. In this way, landscapes are culturally and historically constructed and are dynamic and changing (Bender 1993; Gailing and Leibenath 2015; Thomas 1996). Because of the distinctive technological, economic, political, and ideological ways that individual groups may interact with each other and their environment, the same physical parcel of land could contain remains from multiple past landscapes. In this sense, landscapes are in a constant state of becoming as they are used, transformed, or abandoned in the context of environmental and cultural change.

The archaeological literature on landscapes is far too immense to review here (see Anschütz et al. 2001; David and Thomas 2008; Fowles 2010; Wandsnider and Rossignol 1992). In this

paper, our main concern is with landscape in terms of geographical scale and as a unit of analysis, interpretation, and management. Managing at a landscape level requires an appreciation for issues of scale and units of analysis and the consideration of resource patterns and processes from multi-scalar perspectives. The social, temporal, and spatial scales at which landscapes are investigated depends on the processes and patterns that are of interest (Crumley and Marquardt 1990; Wandsnider 1998). Emically, spatial scale is socially constructed based on how social relations are expressed geographically and structured by social networks and characteristics of the landscape, including aspects of both the natural and built environment (Head 2008; Strang 2008). From an etic perspective, the spatial scale of a landscape is measured in both grain (size of smallest observation unit) and extent. When grain size decreases, the variance and detail of a landscape increases. When the spatial extent of a landscape is increased, broad-scale patterns can be observed with greater frequency and finer-scale patterns become more variable (Heilen et al. 2008; Wu and Qi 2000). Understanding both the broad-scale and fine-scale patterns provides for the development of more robust conservation strategies.

Archaeologists often think of landscapes as being substantially larger than individual sites or clusters of sites and smaller than a region. The scales at which archaeologists have investigated landscapes vary from tens to hundreds of thousands of square kilometers. For example, one might think of landscapes as encompassing the land and resources needed to support a particular community, ethnic group, population, or technological system. Ultimately, the scale and shape of a landscape is process- and problem-oriented. The size and configuration of a hunter-gatherer landscape for a pre-agricultural time period may be of a different size and shape than a later agricultural landscape. Thus, individual regional planning efforts in archaeology will likely have to consider multiple landscapes and may also need to consider, where possible, multiple spatial scales.

To some extent, our objective is to marry the management of current land use with ancient land use. To do so, we consider three current approaches to regional planning in archaeology. The approach with the longest developmental history within the discipline is predictive modeling, and it is addressed first. Two more recent developments are significance modeling and regional priority area planning. Each approach is briefly described and their particular contributions are considered.

A discussion of when and where these different approaches may be most appropriate for land-use planning is presented. In the final section, a set of desired outcomes is identified. In most cases, there will be several ways to advance toward those outcomes. Not surprisingly, it will often be the realities of development threats, funding availability, and/or the nature and number of involved land managers that will determine which options are feasible. As an online supplement, further consideration of land-use planning issues and links to several online examples of the different types of archaeological regional studies are provided (See Supplemental Appendix B).

## PREDICTIVE MODELING

Many archaeologists have expectations about where sites are likely to be located, based on behavioral inference, ethnographic analogy, regional culture history, and prior experience with archaeological survey and excavation. As such, archaeologists often have a model “in their heads” concerning the environmental settings where sites of different types are more or less likely to be located. Archaeological locational models leverage this professional insight and archaeological and environmental data in a systematic and replicable manner to predict the density and distribution of sites relative to environmental and/or cultural variables (Sebastian et al. 2005).

The theoretical underpinnings for locational models include cultural ecology (Steward 1938, 1955), site catchment analysis, and optimal-foraging theory (Bettinger 1991; Kelly 1995; Kohler 1988). Overall, such studies have shown that the range of possible group behavior in a given area was limited by local or regional environmental constraints in predictable ways and revealed statistical associations among site locations and environmental variables (Bettinger 1975, 1979, 1991; Plog and Hill 1971; Thomas 1971, 1972, 1973, 1983, 1988; Trigger 1989). Although early attempts at modeling found simple correlations among variables, they lacked a sound theoretical foundation. In the 1990s, optimal-foraging theory, landscape approaches, and other middle-range theories provided an improved theoretical basis for making and testing predictions about settlement and subsistence systems.

In recent decades, advances in geographical information systems (GIS) and relational databases allowed researchers and managers to map large numbers of sites against environmental zones in ways that facilitated regional resource planning (Kvamme 1989; Mehrer and Wescott 2006). Major improvements in statistical computing techniques and in the quality and availability of digital environmental data used in modeling have also led to substantial improvement in locational modeling. Now, it is possible to systematically model the density and distribution of archaeological sites across ecological zones in ways that can reliably quantify the likelihood of impacting significant cultural resources (Ingbar et al. 2000; Sebastian et al. 2005). Such models allow archaeological resources to be fully integrated in regional resource management planning and replicable and defensible choices among competing alternatives in environmental documentation and planning to be made.

### Predictive Model Building

There are many different ways to construct locational models, including both deductive and inductive approaches (Altschul 1988; Green et al. 2012; Ingbar et al. 2000; Kohler 1988; and Sebastian et al. 2005). The standard approach is to create a modeling dataset using a representative sample of sites and non-site locations derived from available survey data and a set of spatially explicit predictor variables representing environmental and/or cultural factors hypothesized to be associated with site location. Predictor variables are generally considered to serve as proxies for some of the major factors that influenced settlement decisions, such as the availability of arable soils or potable water. They often include soil types or attributes, plant communities, and variables related to topography and hydroi-

ogy, but may also include cultural variables such as proximity to roads or central places. The values of predictor variables are then analyzed and compared among sites and non-site locations to test for associations and to develop a series of expectations regarding the influence of predictor variables on site location. The art in selecting or developing predictor variables lies in having enough variation to produce large homogeneous stratification zones, while not having so much variation that sampling becomes an issue. Experimentation in creating or refining variables relevant to the specific historic and environmental context of the study area is often prudent and necessary. Care also needs to be taken in accounting for correlations between predictor variables that could influence modeling results.

Sample locations and predictor variables useful in distinguishing site and non-site locations are then used to develop a model. Sometimes, this is accomplished by weighting predictor variables and combining them using Boolean logic to derive a sensitivity map. More powerful approaches involve the use of multivariate statistics, such as logistic regression or classification and regression tree (CART) analysis. Such approaches can handle interactions among variables and calculate for each land parcel in a study area the probability that a site will be present, based on the values of multiple predictor variables (Green et al. 2012).

Locational models are typically depicted as a series of sensitivity zones indicating within a region of interest where sites are more or less likely to be located (e.g., low, moderate, and high sensitivity zones). Such maps allow researchers and managers to comprehend regional variation in archaeological sensitivity “at a glance” and can be readily used within a GIS to organize planning and research efforts according to sensitivity zone and other spatial parameters. In many cases, models are created to predict archaeological sensitivity for sites of any type, but some of the most effective models are those created for individual site types, such as those defined according to site function, period, and/or cultural affiliation (e.g., Heilen et al. 2013). For some contexts, it may also be important to predict the location of especially significant sites and/or sites that would likely require special consideration to mitigate (Altschul 1990). To do this, models are developed using site types that may be especially important or sensitive, such as large residential sites or sites with burials. Alternatively, models may be created using sites that fulfill particular NHPA significance criteria, such as modeling separately the location of sites that fulfill criterion D versus those that fulfill criteria A, B, or C. Since many models are based on data from surface or near-surface survey, it can be useful to combine a statistically derived locational model with a buried sites model. Such models use geoarchaeological information and an understanding of landscape-formation processes to identify where within a study area cultural deposits are likely to be buried. When operationalized in a GIS, individual site type models and buried site models can be readily integrated into a single planning model indicating where sites of different types are located as well as where sites are likely to be buried but may lack a surface component (Green et al. 2012).

## Predictive Model Performance

To gain stakeholder confidence, the performance of a locational model should be tested using data that are independent of those used to build the model. Often, testing data consist of an environmentally stratified random sample of available survey

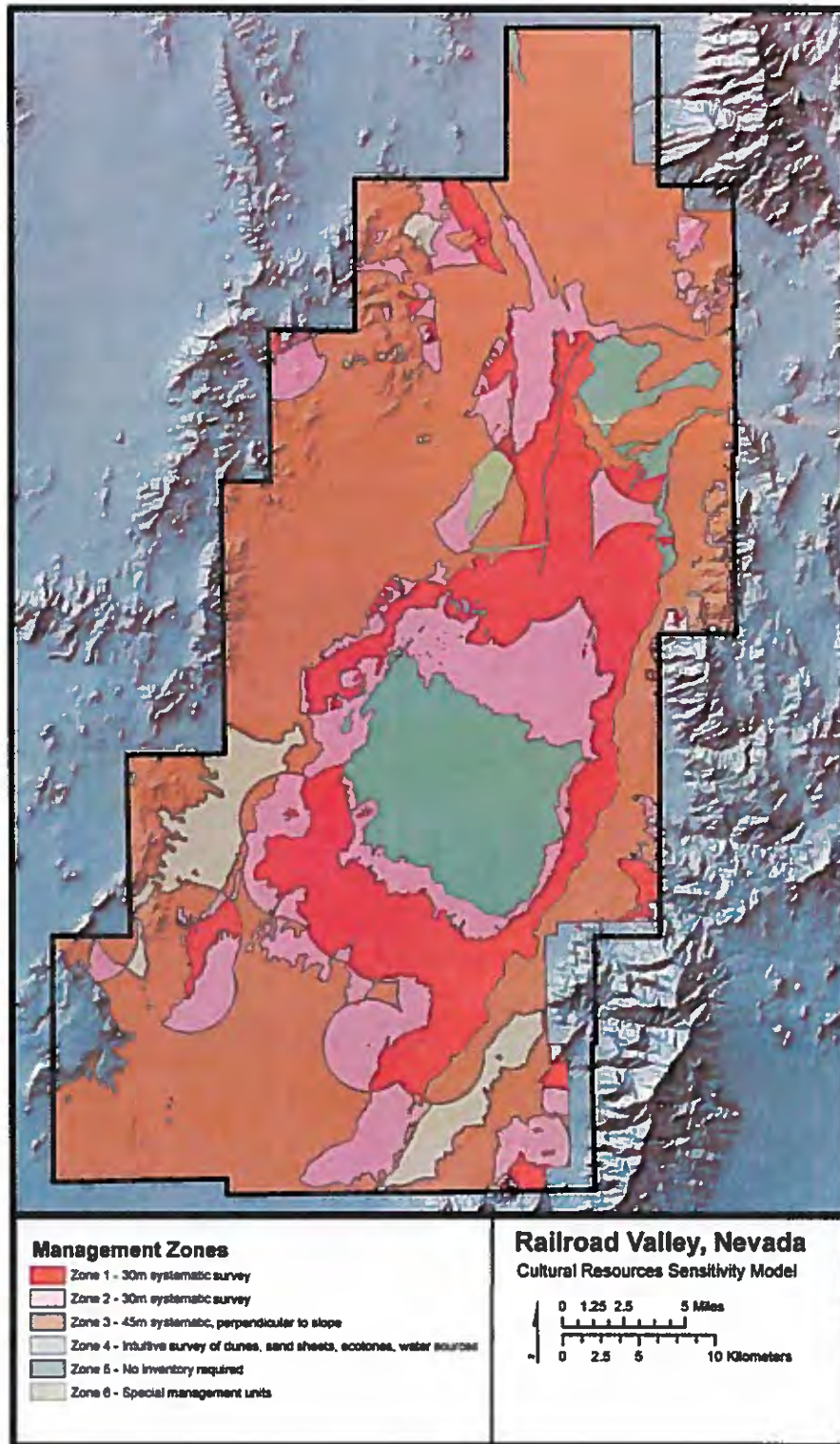
data not used to build the model, but may also include new field data developed for test purposes. For example, a model can be refined with targeted field inventory, until there is a good fit among the expectations and available data and a planning model can be derived from the results.

A variety of statistics have been developed to test model performance, including several designed specifically for assessing archaeological locational models: Gain, Gain Over Random, and Sensitivity Score (Altschul et al. 2004; Green et al. 2012; Kvamme 1988). Essentially, these statistics are used to quantify the proportion of sites or the site area that falls within each sensitivity zone, relative to the amount of area covered by the sensitivity zone. Overall, the goal in using such statistics is to maximize the proportion of sites found within moderate and high sensitivity zones while minimizing the area covered by those zones. For example, to implement a locational model developed for the state of Minnesota, stakeholders agreed that an acceptable level of performance would be achieved when 85 percent of sites were found within moderate and high sensitivity zones comprising no more than 33 percent of the study area (Hudak et al. 2002). While models with high prediction success are clearly the goal, useful information for planning purposes can be gained from models that still require additional refinement.

## Predictive Models in Action

A predictive model developed for Railroad Valley in east central Nevada (Ingbar et al. 2000) illustrates a combined payoff in terms of resource management practices by the BLM and compliance processes with small-scale oil and gas developers with federal leases. The model applies to roughly 2137 km<sup>2</sup> (825 mi<sup>2</sup>). It incorporates anthropological theory, a diversity of mapped environmental variables, and archaeological data from roughly 254 km<sup>2</sup> (98 mi<sup>2</sup>) of the study area that was previously surveyed. The predictive model process defined six management zones that have explicit archaeological compliance requirements prior to land development activities, primarily oil and gas development at present. These mapped zones in some cases have moderate to dramatic cost implications for archaeological compliance (Figure 1). One zone requires no inventory whatsoever, and two zones require reduced intensity of survey coverage. Together, these three zones of lower sensitivity comprise 65 percent of the area covered by the model. The other advantage to potential developers, even if the land they are interested in lies in the higher sensitivity zones, is that they have this information from the outset. They don’t have to await the outcome of a project-specific intensive survey to find out that they have leased themselves a major archaeological problem that will affect both their development costs and their schedule. BLM can use resource significance as a reliable variable in defining parcels for lease, and developers can balance costs and potential benefits as they evaluate whether to place a bid on a particular parcel. Ingbar et al. (2000:9) note:

The goal of the entire approach is to minimize the impacts to cultural resources through sound planning and management tools; this in turn lessens the collateral impact of cultural resources on fossil energy extraction. We think this is wise use of resources: cultural resources, natural resources, manpower, and capital.



**FIGURE 1.** Management zones defined for the Bureau of Land Management’s Railroad Valley cultural resource management plan in east-central Nevada. The valley has a large central playa, and habitat zones relate to elevation, water resources, and special conditions such as dunes. A predictive modeling study by Ingbar et al. (2000) combined environmental data with both anthropological models and existing data from previous archaeological surveys that covered 254 km<sup>2</sup> (98 mi<sup>2</sup>) of the 2551 km<sup>2</sup> (985 mi<sup>2</sup>) study area. They defined the six management zones shown here, and each zone has specific cultural resources inventory requirements prior to development activities. Zones 1 and 2 have standard systematic survey requirements, but Zones 3, 4, and 5 have a reduced level of effort for inventory [Courtesy of Gnomon, Inc.]

## Discussion: Predictive Planning Models

Current methods for inventory and evaluation often treat all areas as having an equal potential for containing archaeological sites, as if no knowledge exists regarding where sites tend to be located. Modeling leverages information about cultural resources that was collected at considerable cost to the American public and can be an important tool for considering the potential effects on cultural resources across broad planning areas, in addition to predicting the kinds of resources likely to occur where survey is absent or incomplete. Because models focus on prediction in ecological zones, data from all jurisdictions willing to share data (federal, tribal, state, local, and private) can be used to build the model. Models can also be used to measure the knowledge gained through additional survey efforts, helping managers decide how to best use scarce resources to identify and protect significant resources. In addition, such models provide a valuable tool for analyzing in a NEPA document the environmental consequences of different alternatives considered in a land-use plan, something that is nearly impossible without regional data.

Prior to predictive modeling, federal land-use plans usually included a discussion of the Section 106 process, a list of special management areas, if any, and possibly a list of known significant resources. Other than stating that archaeological resources will be managed according to the Section 106 process, plans may have included management prescriptions usually intended for interpretation of the most significant places. Land-use plans represent decisions about where and how land uses will be managed. If these basic decisions are made without appropriate consideration of archaeological resources, such as can be attained through the use of modeling, then managers are forced to rely exclusively on project-specific compliance processes, with all their inherent inefficiencies and uncertainty (Barker 2009).

Planning models provide empirically sound and legally defensible ways to justify cultural resource land-use restrictions in general land-use plans. By providing spatially explicit expectations regarding the nature and distribution of cultural resources according to transparent and replicable methods, decisions can be made consistently and reliably according to a programmatic approach (McManamon 2016). As such, compliance processes can move away from a reactive single site/single undertaking management and towards defensible and proactive adaptive management (Green et al. 2012). Ways in which predictive models can be translated into planning models are well described by Ebert (2001), Sullivan (2001, 2008), and Zeanah et al. (2004). With predictive planning models, individual undertakings in areas open to other land uses can still be subject to standard compliance processes; in limited areas, undertakings can be managed with predefined best management practices that are factored into undertaking budgets and timelines. There would be a basis for prescriptive land-use policies if the agency desired to exclude certain classes of activities in areas of known highly sensitive cultural resources, or at a minimum the cost implications of proposed development in such areas would be highlighted. Such decisions are best made within a consultative framework that makes the best use of available data, professional insight, and the limited resources available for research and management.

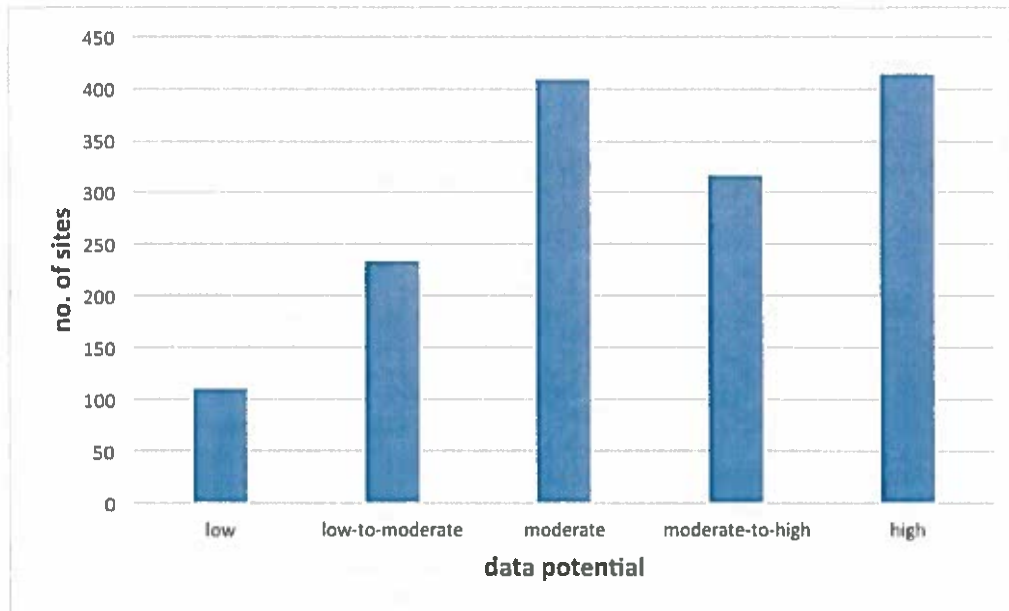
The acceptance and implementation of planning models is a social process that needs to take into account stakeholder concerns and perceptions regarding modeling. In the past, many researchers and managers have been cautious about applying models in their work, with some harboring a long-standing mistrust of models. As noted above, the data available for use in modeling are often far from perfect, leading to the concern that available data are inadequate to produce a reliable model. Predictions can be faulty, sometimes resulting in unforeseen impacts or project delays when too much reliance is placed on a model. There is also a common concern that modeling will be used as a substitute for inventory or that rare site types in anomalous locations will be missed. These concerns can be allayed by clearly explaining how a model was built and why; demonstrating the ways in which a model works well or does not; calculating the potential for error and communicating that potential clearly to stakeholders; developing agreements that stipulate periodic evaluation of model performance; updating models where appropriate with new data and professional insight; and working with stakeholders to decide on how a planning model can be used in making management decisions.

## SIGNIFICANCE MODELING

Issues related to the formal process of determining the significance of archaeological resources by applying National Register eligibility criteria are discussed elsewhere (McManamon et al. 2016; NRHP 1991; Sebastian et al. 2005). Significance modeling as discussed here refers to a suite of techniques for predicting the information potential and/or cultural sensitivity of sites using their recorded attributes. Common site attributes, such as site size, types and counts of artifacts, presence or absence of features, etc. can be used as proxies for inferring information potential and potential traditional cultural sensitivity. Using recorded characteristics, sites can be grouped into categories by period, type, and attribute or other characteristics to reflect different kinds of information potential and management implications. Sebastian (2009:100) suggests that these categories can include: sites whose information potential is so limited that the act of recording them exhausts their information potential; sites whose information potential cannot be captured with current research approaches and methods; sites that have information potential but whose current research potential has largely been exhausted by previous excavation of similar sites; sites likely to contribute significantly to current research questions and theoretical issues; and sites with high traditional cultural values as identified by descendant communities and other sources.

### Significance Models in Action

There is a variety of ways that significance models can be built. What is important is that the methods applied appropriately match how the archaeological record is conceptualized, interpreted, and managed and that the approach followed is transparent, objective, and replicable. For example, there may be particularly rare or important site types or periods, such as Paleoindian sites, that warrant their own category by virtue of their high research value. Alternatively, sites that are likely to be of high importance to Native Americans, such as sites with petroglyphs, could be categorized for special management purposes. Rule-based sorting algorithms are developed to



**FIGURE 2.** Significance modeling was applied to a sample of 1,500 of the several thousand sites on San Clemente Island, administered by the U.S. Navy. Sites were ranked according to data potential using algorithms that sorted sites into significance categories based on recorded site attributes.

assign sites into their respective categories and are based on the nature of the archaeological record of the region. These rules take the form of if/then statements, as in “if site has less than 100 artifacts and no features, then assign to category 1,” where category 1 is for sites with low information potential. For a site significance model developed for the White Sands Missile Base in New Mexico, physical data on over 3,400 archaeological sites representing 10,000 years of prehistory were sorted through three separate sorting stages, each with its own sorting rules, to create multiple categories reflecting different kinds of information potential for individual site components (Heilen et al. 2012). Since a majority of sites used in the study had not been evaluated for National Register eligibility, the installation can now make better and more informed decisions regarding the management of its archaeological resources.

Another significance model was recently developed for Navy Auxiliary Landing Field San Clemente Island (SCI), California, following an approach that replicates how the archaeological record is conceptualized and managed on the island, using multiple research proxies. At SCI, site density is very high, and thousands of sites have been recorded. The vast majority of sites consist primarily of a shell midden, many of which have similar characteristics when viewed from the surface. The research potential of these sites and their eligibility for listing on the NRHP under criterion D has for the past 25 years been evaluated based on four research proxies that correspond to specific kinds of information identified in SCI’s research design as being integral to answering research questions and addressing data gaps: debitage potential, formed artifact (tool) potential, marine shell potential, vertebrate faunal potential (Raab and Yatsko 1990, 2001). To evaluate a site’s eligibility, standardized testing procedures are used to estimate artifact and ecofact densities according to the above four proxies for research potential. If a

tested site exceeds a critical density threshold for one or more of the four research proxies, then the site is considered eligible. Based on this method, some 83 percent of tested sites at SCI are considered eligible under criterion D.

The significance model for SCI uses multiple categories of information derived from survey and site-recording efforts to individually predict debitage, formed artifact, marine shell, and vertebrate potential, using a series of sorting algorithms that place sites into categories of low, low-to-moderate, moderate, moderate-to-high, and high research potential (Heilen et al. 2015). Comparison of model predictions with the results of eligibility testing efforts suggests that the algorithms perform well in predicting research potential according to each of the four proxies. Individual research potential predictions were also combined to develop an overall data potential score that ranges from 1 to 5, with 1 being very low overall information potential and 5 being very high overall information potential (Figure 2). For the first time, the model allows managers to view research potential along a graded continuum and to predict the kinds and degree of research potential for thousands of sites with broadly similar characteristics. Importantly, the model shows that, while relatively small percentages of sites have either very low or very high research potential, most sites fall between these extremes. Moreover, spatial analysis of model results shows that sites tend to cluster spatially according to research potential. These clusters could be used to select samples of sites for testing, identify priority areas, create archaeological reserves and preserves, and develop creative mitigation approaches. The Navy is currently considering how to best use the model predictions as part of a programmatic agreement that specifies how the model should be used to make planning and management decisions.

## Discussion: Significance Models

There are a number of advantages to significance modeling. Significance models:

- leverage available data to provide a proactive, transparent approach to evaluating information potential and cultural sensitivity,
- can be tailored to meet a variety of research and management objectives
- can be refined over time to reflect changing management priorities and research agendas
- promote attention to properties of high cultural significance to tribes and descendant communities, rather than focusing primarily on the information potential of a property.

A criticism of the National Register evaluation process is that it forces the user to consider only our current understandings about the past. With a significance modeling approach, land managing agencies can set aside a sample of sites that may yield important information in the future when new questions arise and new investigative technologies are available (Sebastian 2009). Special consideration can be given to sites of high traditional cultural significance, such as the establishment of preserves. Sites can also be formally evaluated, as necessary, according to a sampling approach that focuses on site types and significance categories and also contributes to model refinement.

Modeling site significance has its limits. It requires enough information of sufficient detail to allow categorization and the data must be available in a computerized database. The modeling is best achieved in places where the archaeological record is well-known and well-described. An understanding of the relationship between surface and subsurface contexts is also important, as is an appropriate sample of tested or excavated sites that can be used to test model predictions. The significance categories may require field verification through archaeological testing to establish the relationship between surface and subsurface context, where that relationship is unclear. Lastly, site significance modeling requires a proactive approach to managing archaeological sites and may be more suitable to land managing agencies that have control over and responsibility for their resources.

## EXPERT-INFORMED PRIORITY AREA PLANNING

A third approach to regional modeling involves expert-informed planning. Archaeologists and other cultural resource professionals represent a high-value source of information about the archaeological record. These are the people who know the sites and can assist planners and resource managers to organize site data, assign value, and identify management priorities.

### The Elements of Priority Area Planning

Recent efforts in Arizona and New Mexico have convened groups of cultural resource experts with local knowledge in order to identify specific high-priority areas for consideration in long-term preservation plans (Cushman 2002; Laurenzi 2012; Laurenzi et al. 2013). The methods include five basic elements

described by Laurenzi et al. (2013:63): "geospatial data organization within a defined area (typically watersheds), expert opinion, field assessments, more detailed site survey information (when available), and land ownership records review." Each of these elements is briefly discussed.

**Geospatial Data Organization.** Many states have digital databases that are the official or primary inventories for the archaeological resources of the entire state. Other databases also exist for lands administered by other government agencies. Many of these databases began as or were transitioned to geodatabases. Experience in the Southwest has shown that these administrative databases, even if their data are georeferenced, contain large numbers of sites with "low information content," sometimes due to insufficient data recording in the distant past, sometimes because they represent marginal resources, and sometimes both (see Wilshusen et al. 2016). Thus, a significant initial effort in assembling geospatial data within a study area involves informal discussion with experts to identify types of sites and features they see as important. This discussion leads to the development of an explicit set of criteria to winnow large databases into greatly reduced geospatial datasets comprised of "focal sites" that are the basis for subsequent planning. For example, site types such as "habitation, cave/rockshelter, petroglyph, or pictograph" were deemed of interest. The category "habitation" was further sorted according to presence of 10 or more pithouses or 12 or more adobe or masonry rooms. Further, Laurenzi et al. (2013) suggest that leveraging research databases compiled for other studies (e.g., regional compilations of large sites or sites of certain categories) can prove useful in such priority-setting exercises. Indeed, in an ideal world, such priority setting efforts can both inform and be responsive to ongoing programs of regional scale research (Peeples et al. 2016).

**Expert Opinion.** An essential element of this process is to solicit the direct input of as many experts as possible in a workshop framework. Experts generally include professional archaeologists, tribal representatives, and other heritage management specialists. Displaying the focal sites and their distribution on a base map projected on a large screen allows the entire group of experts to engage in direct discussion of what is known about focal sites, their relationships in time and space to other sites, and their significance, integrity, representativeness, and uniqueness. In the workshop context, polygons are drawn around areas that experts consider to be priority areas. Specific statements by the experts are also attached to individual priority areas as part of the documentation process in the workshop. For identified experts who were not able to participate directly in the workshop, arrangements were made for follow-up interviews, sometimes by phone but preferably in person. The outcome of the solicitation of expert opinion is a map of priority areas that is ready for further refinement through three more steps.

**Additional Site Survey Information.** Because focal sites are a subset of the total site universe currently known, there often is additional information on sites in the vicinity of expert-defined priority areas. This information is reviewed and helps to refine the boundaries of many areas. In addition, information on site condition is sometimes available.

**Field Assessment.** Where feasible, field visits are made to evaluate the location and current condition of sites within priority

areas. If direct access is not possible, then recent development or land modifications are assessed by examining the latest imagery available via Google Earth or other landscape imaging sources.

**Land Ownership Records.** The final factor considered in creating priority area boundaries is land ownership. Rather than the irregular polygons established in the workshops, the goal is to create polygons that conform to the half-section (half-mile) land subdivisions, so that the sensitive areas are generalized and can be shared with public audiences. In addition, as Laurenzi et al. (2014:66) note: "In general, we sought to minimize the inclusion of private property where preservation targets were not located on private holdings. Private property rights are a sensitive issue and merit careful consideration in the priority setting process."

### Priority Area Planning in Action

Eight examples of completed planning projects illustrate the flexible nature of defining study areas. One employed a hydrologically defined river valley, two were defined as major portions of an Arizona county, four were portions of watersheds and comprised culture-historical units of relevance to archaeologists, and one focused on a particular past cultural unit and limited time period. The upper limit to the size of such a planning area is constrained by general factors, such as the effort required to assemble geospatial data, the number of available experts and the spatial extent of their knowledge, available time and funding, and specific goals of a particular planning effort. Figure 3 shows the spatial coverage of the eight such projects undertaken to date, and they cover roughly half of the spatial extent of the U.S. Southwest.

Pima County, in south-central Arizona, developed the first such priority area plan (Cushman 2002), and it has guided the county's selection of archaeological sites for purchases using voter-approved bond funds. To date, they have purchased major portions of four Hohokam ball court villages for long-term preservation and interpretation. This cultural resources effort is part of a larger Sonoran Desert Conservation Plan developed by Pima County that includes open-space acquisition and ranch conservation elements that provide additional protections for archaeological resources. Archaeology Southwest, a private nonprofit organization, led the development of the other seven plans. The priorities identified serve to guide the organization's efforts to establish conservation easements or to gain fee ownership of priority archaeological properties in private ownership. Archaeology Southwest has become a formal "Consulting Party" on several major federal undertakings. In such cases, the formally prepared plan provided a basis for communicating a professional consensus regarding cultural resource priority areas and provided planning information of relevance to the agency at the initial stages of their large-scale land modification project.

### Discussion: Expert-Informed Priority Area Planning

Expert-informed priority area planning identifies spatially explicit areas that complement assessments of individual site eligibility for purposes of listing on the National Register by providing an added layer of regionally contextualized information at larger geographic scales. While users of the information should

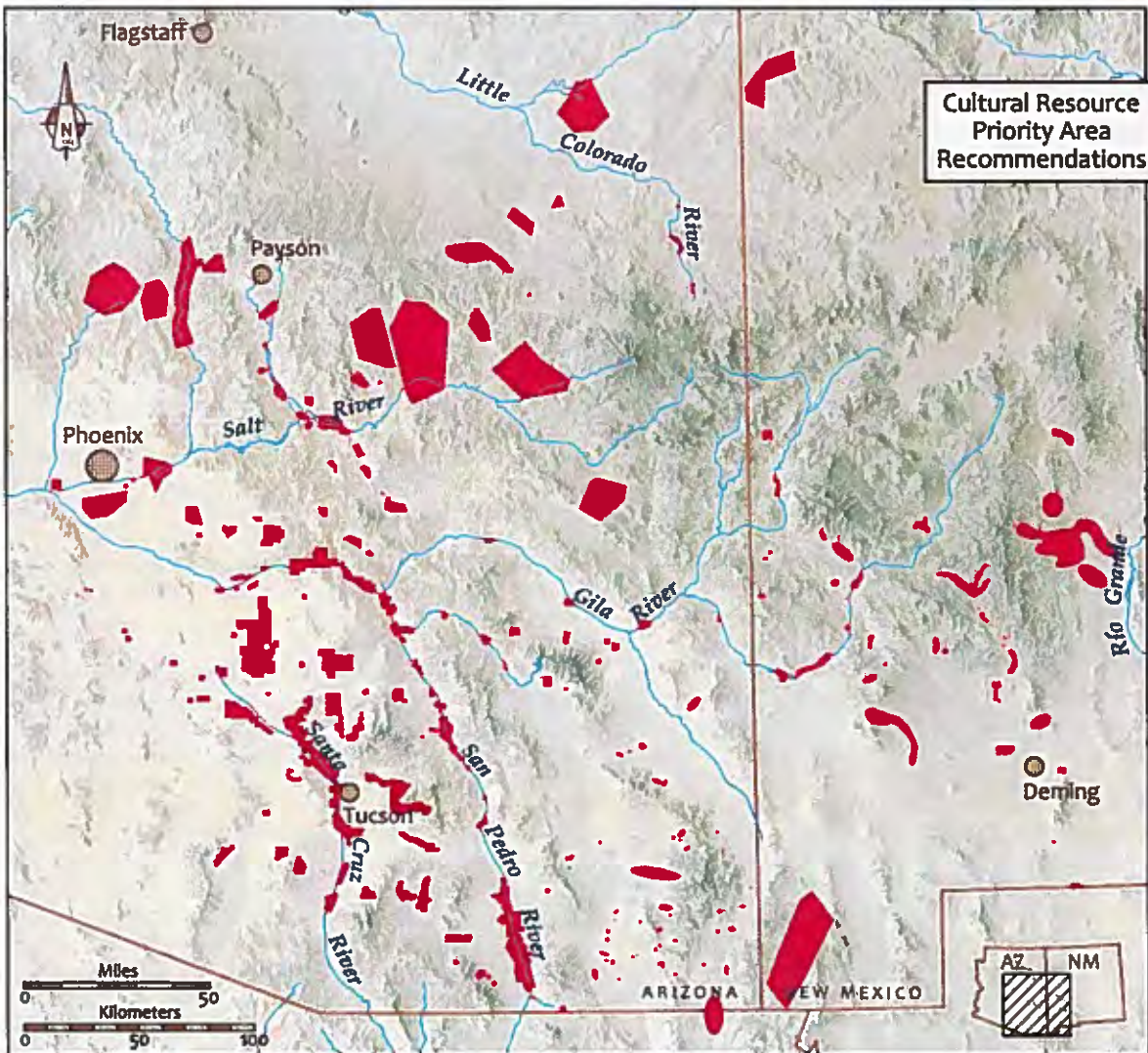
acknowledge that boundaries are abstractions based on current knowledge and, in some instances, land ownership, they nonetheless provide a means of organizing site information to allow for consideration of cultural resources at landscape scales. The identification of areas where high-value cultural resources are clustered provides the land management agency with a mechanism to better contextualize cultural resources for purposes of "planning across landscapes and at multiple scales," as called for in BLM Planning 2.0 ([www.blm.gov/plan2](http://www.blm.gov/plan2)). This is similar to the concept of "biodiversity hotspots" often employed in natural resource planning efforts. Priority area identification can also inform special management area designations, both administrative and legislative. This information enables better coordination between agencies to define and achieve shared planning priorities, thus maximizing the use of limited time and financial resources. Principles of adaptive planning can be employed, resulting in better preservation outcomes over time. By focusing on site clusters and areas with substantial time depth of past use, the priority planning process often identifies areas with other resource values. For example, springs, perennial streams, and mountain settings often have high value for recreation and wildlife. Thus, protection priorities for multiple resources often come together.

Similarly, this approach allows for earlier and more substantive consideration of cultural resources in project planning efforts that occur at larger scales where Class III survey information is unlikely to occur until project location and, in some instances, design are fixed. A case in point is a recent BLM transmission line planning effort in Arizona and New Mexico that, at early stages, examined multiple alignments and sub-alignments. Avoidance of priority areas becomes one consideration in the alignment selection process and allows for robust comparison of alignments as they pertain to cultural resource impacts. At present, such projects invest less effort to avoid cultural resources relative to ecological resource values (and even less to avoid indirect effects) and address them as a mitigation cost.

Experts play a strong role in this process, which has several positive aspects. Application of this process to date has shown that it has been relatively quick and easy for experts to come to agreement on which known resources should be considered high-priority resources for preservation planning. Because the amount of time that each expert needs to contribute to the overall process is rarely more than a single day and often less, the process is relatively inexpensive to implement. Data coverage is frequently uneven and, in some instances, expert perspective can account for data shortcomings. It has been noted that the information that guides the opinions of the experts is often unique to them and many times is not adequately recorded. Thus, this process helps to preserve the knowledge of our experts.

However, for the most part, expert opinion is well-grounded in the geospatial data. While tribal experts have attended multiple priority area planning sessions, efforts to date have not attempted to map tribal concerns such as traditional cultural properties (where they do not intersect with archaeological resources). Given that tribal participants could bring the relevant expertise to this process, there is no reason to doubt that such resources could be incorporated into the priority area planning process.





**FIGURE 3.** Cultural Resource Priority Areas defined for seven completed planning units within Arizona and New Mexico based on meetings with experts and site data from the Heritage Southwest database maintained by Archaeology Southwest. Criteria varied slightly by planning unit, but the kinds of focal sites considered in the initial meetings were habitation sites (especially with special attributes such as ball courts, platform mounds, kivas, or reservoirs), larger petroglyph or pictograph sites, and caves or rock shelters with cultural deposits.

## DISCUSSION OF PLANNING ISSUES

This paper has identified current practices in use by cultural resource professionals for regional-scale planning. The nature of the methods has been considered, and some common impediments to implementation and some common strengths were noted. An important principle employed by the authors and that we underscore here is that an invaluable resource in the regional planning effort is the knowledge of existing archaeological experts. The growth of the discipline has greatly expanded the numbers of individuals with practical field experience and with specialized skills in regional analysis. The systematic tapping of that knowledge in group settings can elicit and document substantial amounts of regional information on priority resource

areas. In addition, specialization within the larger pool of professional archaeologists has led to the development of experts' skills in ever more powerful geospatial and statistical tools. This is another invaluable form of professional expertise.

Brief consideration is given to some core issues that affect how regional assessment of archaeological resources is accomplished under the three approaches reviewed above.

### Data

Each of the approaches we highlight here have elements in common that are key to their success, or could cause them to fall short. The most obvious and important is the quality of the existing archaeological site inventory. For many land-managing agencies, only a small proportion of land area has been

surveyed for archaeological resources. Moreover, vast areas of private land potentially affected by development projects have been subject to limited or no survey. The better the quality and the currency of the archaeological survey information, the greater the potential for success—for all approaches. When the data are in a well-designed and well-maintained geodatabase, potential for success is further increased. There is broad agreement that the initial cost of developing a high-quality geodatabase is often a challenge. However, once such a geodatabase is established, the value of maintaining it and using it to improve the quality of archaeological management and planning is obvious and hopefully will be effectively implemented in most, if not all, cases. Further, it can often be useful to take advantage of existing research database resources compiled for other purposes.

## Significance

For planning studies, which must consider both present and future conditions, it is useful to adopt a more flexible view of significance than the binary view of the National Register eligibility criteria. Sebastian (2009) argues that all archaeological resources have information potential on a sliding scale from low to high. All three approaches, alone or in combination, provide information regarding resource significance that is useful in making planning decisions. In general, predictive modeling can generate zones of high, moderate, or low sensitivity that reflect multiple factors related to the significance of the resources expected within those zones. Significance modeling employs explicit algorithms to assess significance for large numbers of resources within a study area. Priority area planning employs expert opinion to identify consensus areas of high information value or other values such as cultural values. In these ways, all three approaches can provide relevant information for land-use planning on regional scales.

## Study Area Size

There is no single factor determining study area size for any of these regional approaches. In fact, flexibility of study area size is notable for the different approaches. Areas do need to be sufficiently homogeneous environmentally and culturally to allow reliable and meaningful predictions to be made. Considerations of archaeological theory are often part of the process. For example, hunter-gatherer adaptations and settled agriculturalist adaptations imply different decision-making processes, and modeling their past behaviors is best considered separately. It may be necessary to consider multiple landscapes for a study area when time is factored in. Finally, all approaches can incorporate information about where in a study area information is insufficient for making reliable predictions.

## Land Management Status

Areas with a single or very few land managers provide better conditions for planning studies. Agencies that manage larger land areas are likely to undertake integrated planning studies and to develop land-use management plans and protocols. The reality, however, is that much of the nation is highly fragmented in terms of land ownership and land management. As a result, partnerships between federal agencies (e.g., BLM and Forest Service) or regional (e.g., Metropolitan Planning Organizations) or state-level agencies (e.g., SHPOs or state departments of

transportation) are likely to be logical coordinators of larger-scale planning studies. Private conservation organizations or industry-focused groups such as the Leaders in Energy and Preservation partnership, known as LEAP ([www.gasandpreservation.org](http://www.gasandpreservation.org)), can also be factors in overcoming fragmented land-management impediments to regional planning.

## Potential to Combine Methods

As these different approaches were being described and discussed, the potential to combine the methods, or at least aspects of them became increasingly apparent. For example, the significance modeling approach could be applied as a more rigorous and explicit way of defining the focal sites employed in the priority area planning process. Similarly, predictive models could help to identify potential priority areas within zones where only limited previous survey had been conducted. Alternatively, if sufficient numbers of focal sites exist, then a focal site sensitivity map could be created, which in turn could then be a point of departure for discussion. It is clear that there is significant potential for cross-fertilization between these approaches.

# CONCLUSIONS AND RECOMMENDATIONS

In this final section, we briefly address the issue of how to move these archaeological planning tools into an active presence in the regional land-use planning process. The focus is on identifying a pragmatic and flexible set of options that provide high-quality cultural resource data on a regional scale to affirmatively guide planning efforts for development projects, as well as general land-use plans. This goal places a premium on timely assessment of current data so that the data are available in a form that is relevant to planners. The following principles and practices will provide information of direct value to regional planning efforts:

- Priority resource areas, high-sensitivity resource zones, or a combination of the two must be identified and should be clearly identified as areas to avoid or as areas for which special considerations need to be made in permitting specific land uses. Ideally, this would be done at the land-use planning stage (e.g., BLM's Resource Management Plans, U.S. Forest Service Forest Plans, NPS General Management Plans), but would also be useful in travel management plans (e.g., BLM or Forest Service plans that designate roads and trails and specify authorized uses), and large-scale project-specific plans.
- It is highly desirable that low-sensitivity resource zones be defined with a clear statement that such zones are preferred for any land use because the impact on cultural resources would be far less than in other sensitivity zones.
- Information about priority planning areas and sensitivity zones must be publicly available for planners. The information will be conveyed as spatially aggregated priority areas or sensitivity zones, which are not the boundaries of single archaeological resources.
- Modeling should be viewed as a process. Models and priority planning areas should be periodically evaluated.

and updated to incorporate new methods and information about the distribution of significant resources or changes in land use that may have altered the condition of significant resources, rendering them no longer significant.

- Wherever possible, regional planning efforts for heritage resources should take advantage of existing regional planning efforts that address natural and biological resources or partner with teams undertaking such planning. Working with the state departments of transportation and Metropolitan Planning Organizations through their transportation planning processes is an example.
- Continued involvement of the SAA in this process is essential. Engagement in advocacy is an essential function of the nation's primary professional organization for archaeologists.

The most effective way to achieve these goals will vary geographically, based on the state of current knowledge, the availability and quality of cultural resource databases, the varying patterns of land ownership and land management across the nation, and the level of development threats to the cultural resources of the region. Perhaps most challenging is the issue of securing the funding to advance the above goals. Partnerships with large land-managing agencies or with state-level agencies (e.g. SHPOs or State Archaeologists) who maintain state-level cultural resource databases are likely one promising avenue. In some cases, large land managers will contract for regional plans, but, for much of the nation's land base, a single large land manager is not a reality.

To close, archaeologists have an opportunity to be "at the table" as the nation's land managers transform the ways in which they implement their obligations to manage cultural resources on federal lands and to address the compliance requirements of major (as well as numerous lesser) land modification undertakings. Archaeological modeling approaches have been under development for several decades. It is notable that the modeled environments, significance assessments, and priority areas considered here are based on large regional samples of sites, rather than on viewing each archaeological site independently. That is a critical conceptual step in transforming the ways that land managers shift to landscape-scale thinking. It is time for the archaeological profession to focus on sharing its current approaches with federal planners and land managers and for archaeologists to engage both with each other and with the diverse agencies to further advance the utility of these tools for landscape-scale planning and management.

## Data Availability Statement

No data were used in preparing this manuscript. References are to other previously published examples.

## Supplemental Materials

Supplemental materials are accessible via the SAA member login at [www.saa.org/members-login](http://www.saa.org/members-login):

Supplemental Appendix A: Task Force on Incorporating Archaeological Resources in Regional Land-Use Plans

Supplemental Appendix B: Example Applications of Archaeological Planning Tools

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## AUTHOR INFORMATION

**William H. Doelle** ■ Archaeology Southwest (wdoelle@archaeologysouthwest.org)

**Pat Barker** ■ University of Nevada, Reno (barkerj@unr.edu)

**David Cushman** ■ SRI Foundation (dcushman@srifoundation.org)

**Michael Heilen** ■ Statistical Research, Inc. (mheilen@sricrm.com)

**Cynthia Herhahn** ■ Bureau of Land Management, New Mexico State Office (cherhahn@gmail.com)

**Christina Rieth** ■ New York State Museum (Christina.Rieth@nysed.gov)

June 7, 2016

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



**Preserving & Protecting Arizona's  
Cultural Resources**

Re: Interstate 11 Corridor Environmental Study Area

To whom it may concern:

We have been members of the Arizona Site Stewards Program, State Historic Preservation Office, Arizona State Parks, for over 20 years and are familiar with the cultural sites in the Gillespie Dam area on Old Hwy 80 north of Gila Bend, AZ. Adding to our knowledge of the area is the experience of having lived on [REDACTED] our entire adult lives. The chief objective of the Stewards Program is to report to the various land managers destruction or vandalism of prehistoric and historic archaeological and paleontological sites in Arizona through site monitoring.

The western edge of the Corridor Study Area Map appears to include the area adjacent to Gillespie Dam/Gillespie Bridge. This is not a good location for the Interstate 11 alignment for the following reasons:

- 1) Just below the Gillespie Bridge is a right-of-way for numerous utilities such as the large APS utility towers and the El Paso Natural Gas lines
- 2) Numerous cultural sites are located on top and down the sides of the mountain on the western side to which Gillespie Dam is affixed.
- 3) Along Old Hwy 80 east of the Gillespie Bridge is a prehistoric village called the Gillespie Dam Site, AZ T:13:18
- 4) If the I-11 alignment is located farther downstream from the utility right-of-way near Gillespie Bridge, then it would likely destroy the petroglyphs located on the malapai bluffs on the west side of the river. Locally, these are known as the Gillespie Dam Petroglyph Sites.
- 5) The Gila River widens quickly south of the Gillespie Bridge and utility right-of-way and it would be very expensive to build bridges there even if the cultural sites were not present.
- 6) Adding another large paved corridor to this area would further disrupt wildlife corridors for the larger wildlife moving from the Gila Bend Mountains to the Sonoran Desert National Monument and Maricopa Mountain ranges.

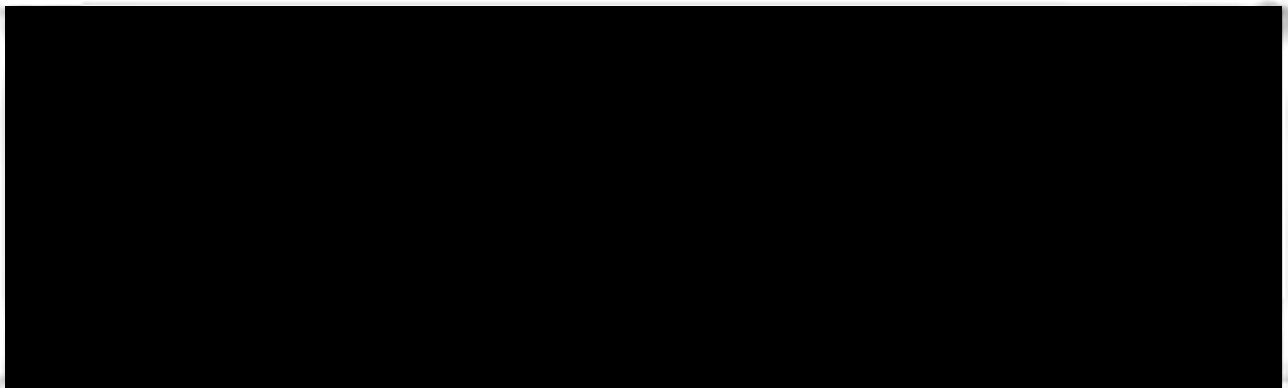
ADOT I-11 Corridor Study

The Mexican trucks are already using State Route 85 to move through this area. Why not add the infrastructure required for an interstate and another two lanes to SR 85? That makes the most sense since there are two bridges constructed already over the Gila River on SR 85 southwest of Buckeye.

Perhaps the City of Goodyear would be the most interested stakeholder in the I-11 alignment since that city has annexed the area of Mobile.

Maricopa County Department of Transportation was made aware of the cultural sites near Gillespie Dam/Gillespie Bridge during their Hidden Waters Parkway Study in 2010. Perhaps ADOT personnel should contact MCDOT regarding their findings concerning the Gillespie Bridge/Old Hwy 80 area.

Sincerely yours,



June 15, 2016

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



Preserving & Protecting Arizona's  
Resources

Re: Interstate 11 Corridor Environmental Study Area

To whom it may concern:

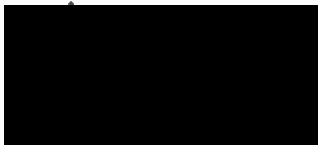
It has come to my attention as a site steward who has visited the cultural sites in the Gillespie Dam area on Old Hwy 80 north of Gila Bend, AZ that there may well be plans to build a new highway in the area adjacent to Gillespie Dam/Gillespie Bridge. This is not a good location for the Interstate 11 alignment for the following reasons, all of which you have received from other site stewards:

Just below the Gillespie Bridge is a right-of-way for numerous utilities such as the large APS utility towers and the El Paso Natural Gas lines. In addition, numerous cultural sites are located on top and down the sides of the mountain on the western side to which Gillespie Dam is affixed. Along Old Hwy 80 east of the Gillespie Bridge is a prehistoric village called the Gillespie Dam Site, AZ T:13:18 The Gillespie Dam Petroglyph site is put at risk by the planned alignment. And wildlife corridors would also be disrupted by addition of another highway in the area.

I agree with the Pierpoints, whose letter you have already received, that since Mexican trucks are using State Route 85, why not add the infrastructure required for an interstate and another two lanes to SR 85? That makes the most sense since there are two bridges constructed already over the Gila River on SR 85 southwest of Buckeye.

In any case, if the planned ADOT I-11 corridor study leads to construction of a major highway in the Gillespie Dam area, this would be a most unfortunate development and I hope that you will reach some other conclusion.

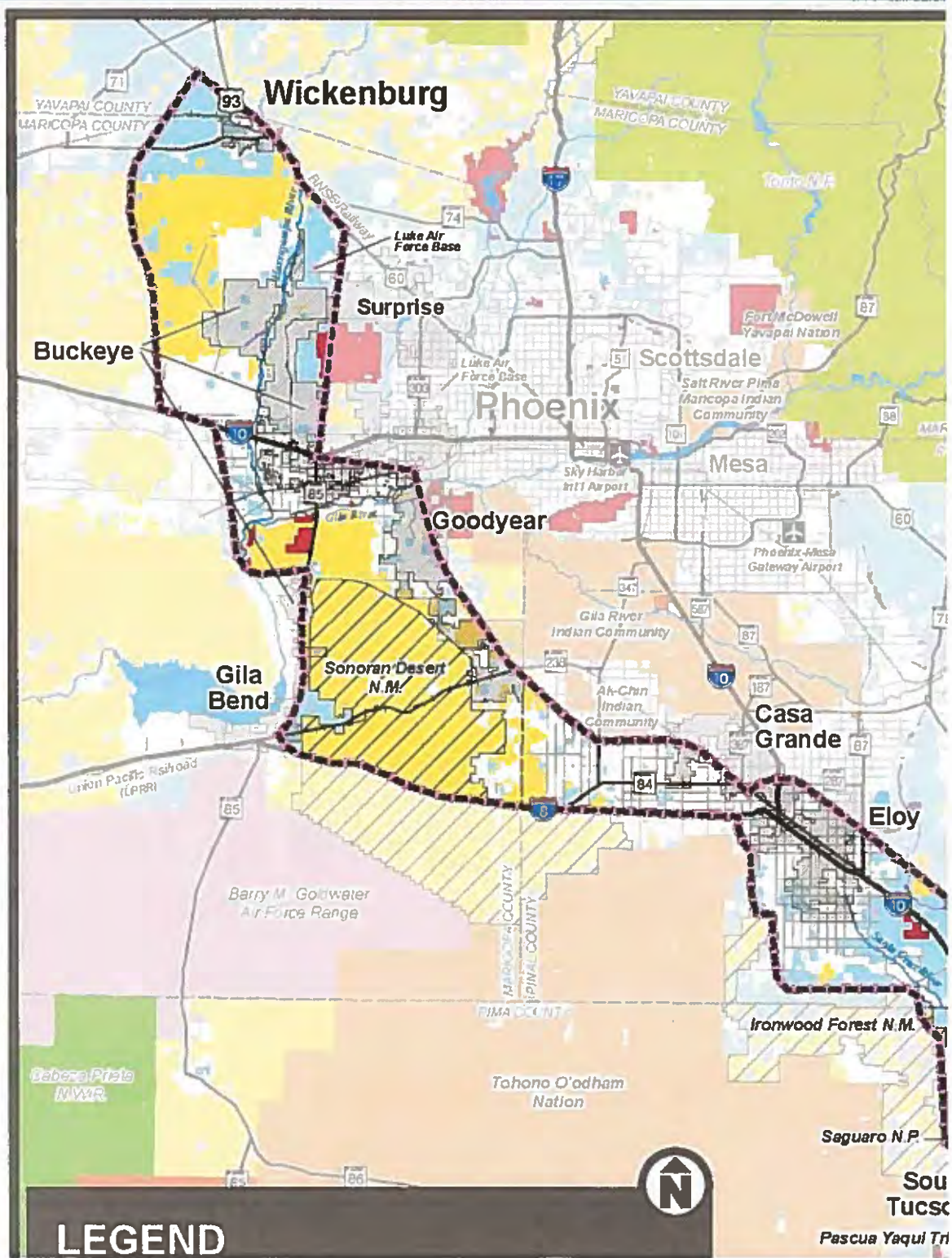
Sincerely yours,





5-31-16

# Interstate 11 Corridor Tier I Environmental CORRIDOR STUDY AREA



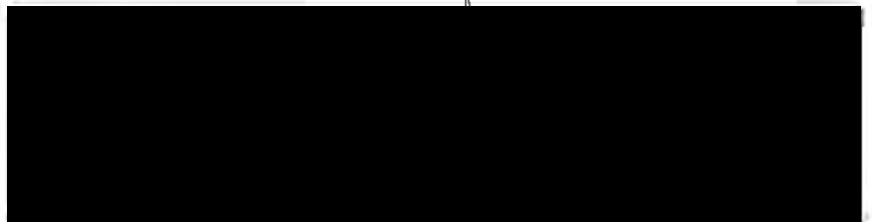
6/10/16

To Interstate II Tier I EIS study Team —

The proposed I-II route through Avra Valley would displace people from their homes and businesses, create noise and air pollution for miles around, kill or displace wildlife, and strip the land of native vegetation, contributing to further desertification and less rainfall in the Tucson area.

What is the advantage of this route to anyone besides wealthy developers? The option of double-decking six miles of I-10 would be considerably cheaper and create much less disruption.

We are long-time Pima County residents asking you to act in consideration of people and the earth rather than the rich and powerful.



Triangle Airpark  
(AZ-50)  
20496 N Mooney Dr.  
White Hills AZ 86445  
MM 27.5 HWY US93  
(Interstate 11)

June 10 2016

ADOT  
206 S 17<sup>th</sup> Ave  
Phoenix, AZ 85007

Re: Your Letter of April 14 2015  
Requesting Comments

The Triangle Airpark (AZ50) suggests you place "Low Flying Aircraft" signs for the North and South US93 vehicle traffic.

Two of our runways have approaches/departures which overfly the highway.

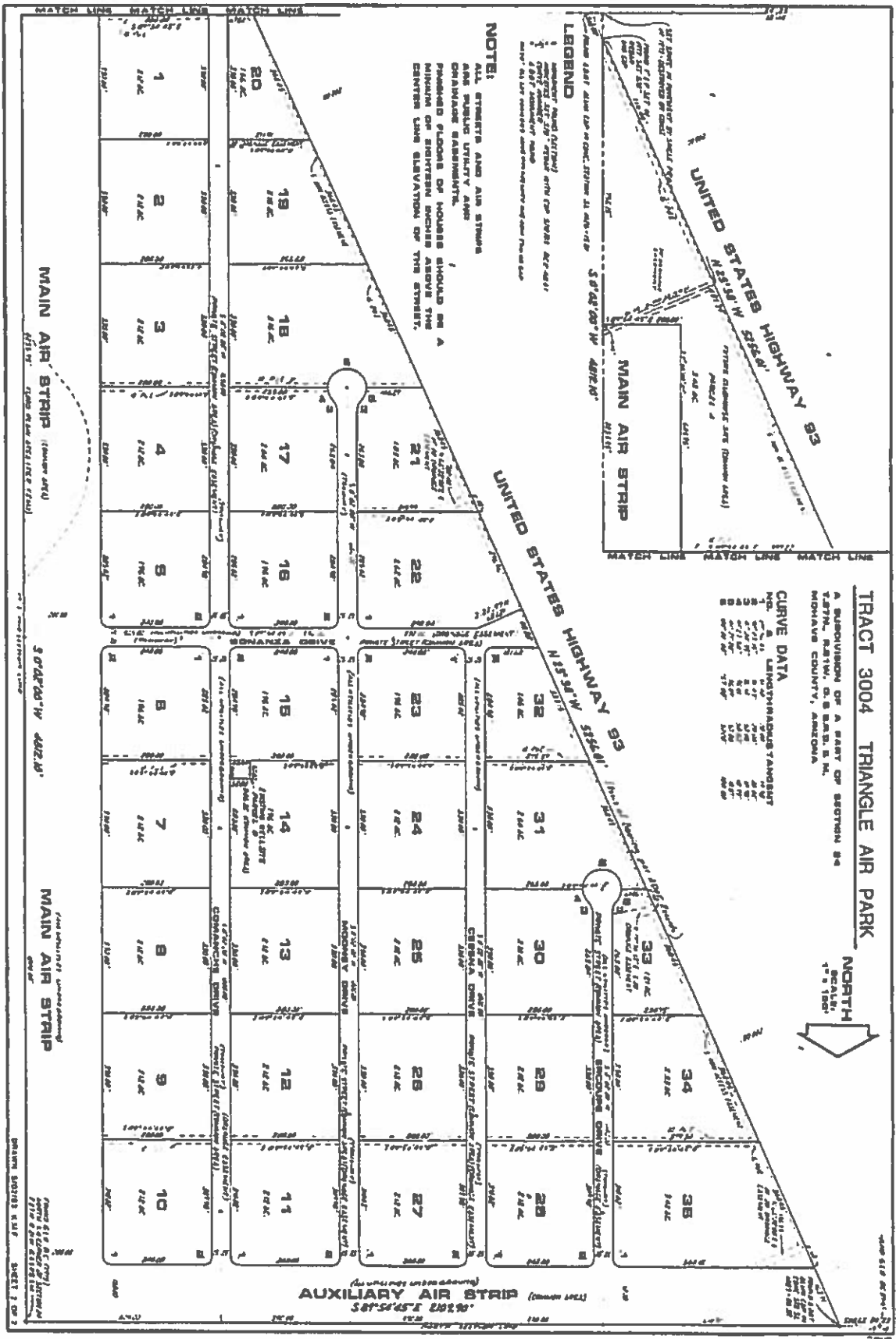
It would also help safety if our highway vehicle entrance had a Deceleration Lane and a Acceleration Lane.

All overhead wires /obstructions in our RUNWAY approaches need to marked (orange balls etc.) to increase visibility for landing and departing aircraft operations.

SEE ENCLOSED MAP:

Thank You





SEC. 24, T27N, R21W.

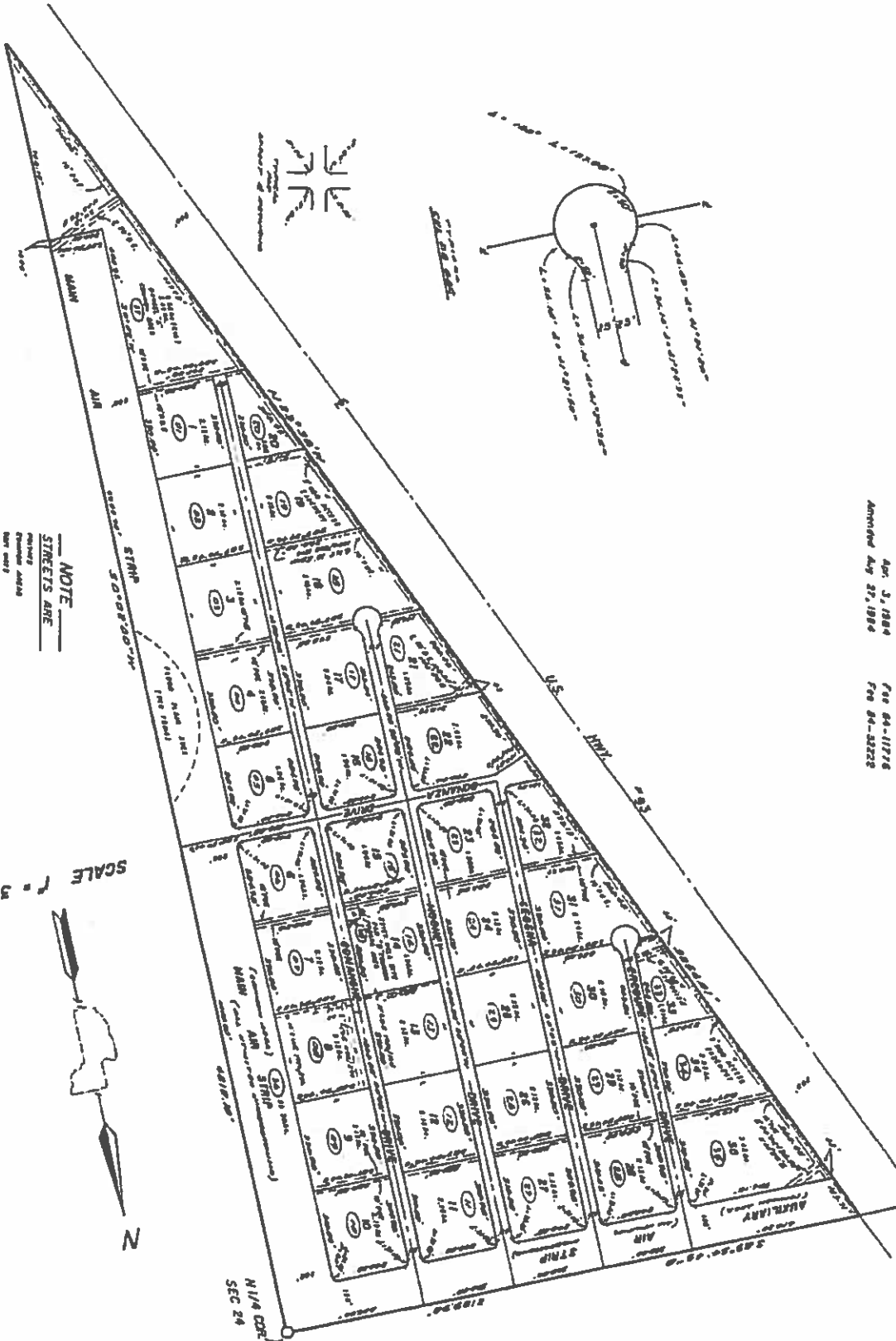
AMENDED  
TRIANGLE AIR PARK  
TRACT 3004

Apr. 3, 1884  
Amended Aug 27, 1884

For 64-11776  
For 64-23225

BOOK 317  
MAP 54

Code 1100



27N. 21W. 24.  
D.W. A.W. E.C. 1892

**NOTE**  
STREETS ARE  
PLANNED  
THROUGH LOTS  
AND ARE  
TO BE OPENED  
BY THE LAND OWNERS  
AT THEIR OWNERS RISK

SCALE 1" = 300'



MOHAVE COUNTY  
ASSESSOR'S MAP

6-25-16

please don't Build this thru - phx  
OR please find another route.

I have no need for FAST TRAINS  
I'm not FROM JAPAN. I like it  
the way it is. I don't mind slow  
travel by the way 75 mph is not slow

plus the roads already Est in  
phx mean something like McDowell  
& VAN BUREN These men were  
great men in phx history & helped  
Build AZ's meaning today

you can't just dig that up &  
discard the names

AZ <sup>MAYOR</sup> ~~GOVERNOR~~ just got a proposition  
passed for Higher taxes for the  
next 35 years to pay for a light-  
RAIL system thru- Phoenix & keeps  
trying to portray AZ like Sacramento  
OR SAN FRANCISCO. A Light RAIL system  
I will not use but I will pay for  
for the rest of my life. I have  
had enough Idealistic (what's good for me)  
ideas. I realize we get fed money for —

projects but SURELY There must be other things that have not been invented yet that we need more, these funds are misdirected we ~~are~~ need to solve societies issues which ARE!

1. NATURAL DISASTERS (RELIEF)
2. How to protect people FROM TSUNAMIS
3. HURRICANE WALLS.
4. PROBLEMS THAT MOTHER EARTH HAS
5. AGRICULTURE ISSUES

you know things that will really help people

we still flit around like ants in a flood

I draw attention to Henry Ford <sup>American's</sup> & Thomas Edison who ~~was~~ with there Ideas helped every person country on earth. This is the way our \$ is supposed to be spent. It is important to preserve the most

Thank you



# BOULDER CITY AERO CLUB INC

20496 N Mooney Dr  
White Hills AZ 86445

To:

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

06/29/2016

Dear Team,

Thank you for the meeting notices concerning the new Interstate Hwy 11 through NW AZ that will follow along US93.

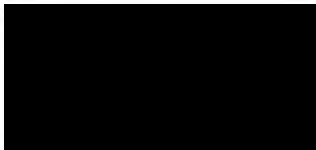
Triangle Airpark is a Residential Community and Airport located north of Kingman AZ on HWY US93 mile marker 27.5 .

Approaches and departures from our Runways overfly HWY US93

We are interested in seeing your options for the highway elevations and obstacles.

Also options for service roads.

Thank You,





# Telephone Responses

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# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> Thursday, June 9, 2016	<b>CONTACT TIME:</b> 3:29pm
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

[REDACTED] Architect and lives in the Laveen area. He saw the ad in the paper regarding the meeting in Buckeye on the 15<sup>th</sup>. He is hoping to make it, but he may not be able to and would like someone to call him so he can obtain more information.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> Friday, June 10, 2016	<b>CONTACT TIME:</b> 3:21pm
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

[REDACTED] would like to discuss the potential route of I-11 through Maricopa county and Phoenix area. It is his understanding that there are 2 potential routes and he would like to find out when a final route will be determined and discuss the routes that are being considered.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 06/22/2016	<b>CONTACT TIME:</b> 5:37 PM
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

States the I-11 project will serve as the backbone for the CANAMEX Highway which aligns the project directly to the Trans Pacific Partnership (TPP). Highly against project as he believes it is illegal. States land barons will benefit from the project in an illegal way. Believes the project will take away U.S. sovereignty. No call back requested on this record of Conversation.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 06/23/2016	<b>CONTACT TIME:</b> 2:33 PM
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

**Comments/Questions:**

Would like to know if her subdivision in Avra Valley will be condemned for eminent domain if a route is selected in that region. Subdivision located near Amway Rd and Manville Rd.

**Response:**

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
6/27/16	10:30 AM	[REDACTED]	Informed [REDACTED] we are in Tier 1 of the EIS, there are still several steps before a route is selected and funded. Advised the process may take up to 20 years.

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 06/23/2016	<b>CONTACT TIME:</b> 10:35 AM
<b>STAKEHOLDER NAME:</b> N/A	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

Concerned that I-11 corridor will be used for sex-trafficking crimes. Wants the project team to consider sex-trafficking as a serious concern for the I-11.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE
6/24/2016	1:45 PM	[REDACTED]	Stakeholder refused to give her name. She was directed to study site for more information about i-11.

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 06/30/2016	<b>CONTACT TIME:</b> 2:30pm
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

On the proposed I-11 corridor between the central section of phoenix to the northern section of phoenix, what was the road south of the I-10 that it is coming up? Is that 355<sup>th</sup> or 339<sup>th</sup> where the TA is?

Please have someone call me to answer these questions.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE

# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 07/07/2016	<b>CONTACT TIME:</b> 11:13AM
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b>
<b>CONTACT METHOD:</b> Phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

Trying to figure out exactly what roads are impacted. Buying property near Whitman towards Wickenburg and wondering what areas are directly impacted by the I-11 corridor. Looking for more details.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE



# RECORD OF CONVERSATION

<b>CONTACT DATE:</b> 07/08/2016	<b>CONTACT TIME:</b> 4:09pm
<b>STAKEHOLDER NAME:</b> [REDACTED]	<b>ADDRESS:</b>
<b>PHONE:</b> [REDACTED]	<b>EMAIL:</b> [REDACTED]
<b>CONTACT METHOD:</b> phone	<b>RECORDED BY (STAFF NAME):</b> [REDACTED]

## Comments/Questions:

Regards to corridor going through Aber Valley  
 She wishes to voice their Disapproval of I-11.  
 She would like to have someone call her back so she can explain why she and her husband disapprove of the I-11 project.

## Response:

DATE	TIME	RESPONDER (STAFF NAME)	CONTENT OF RESPONSE



## **APPENDIX G**

### **Media Coverage**

## I-11 Tier 1 EIS

### Public Involvement Summary

#### Media Activity: May 20 – July 8, 2016



#### Interstate 11

*Arizona Range News*, July 6, 2016

Interstate 11 – what they aren't telling you.

Link: [http://www.willcoxrangeneews.com/opinion/letters\\_to\\_editor/article\\_176f03ae-42fc-11e6-8340-c701a29385a7.html](http://www.willcoxrangeneews.com/opinion/letters_to_editor/article_176f03ae-42fc-11e6-8340-c701a29385a7.html)

*Casa Grande Dispatch*, July 2, 2016

The Eloy City Council has given its support to an environmental impact study of the proposed Interstate 11, while Casa Grande will consider the matter next week.

Link: [http://www.trivalleycentral.com/casa\\_grande\\_dispatch/area\\_news/eloy-backs-interstate-plan-casa-grande-considers-it/article\\_9f7d2020-407a-11e6-9719-83860ddca24c.html](http://www.trivalleycentral.com/casa_grande_dispatch/area_news/eloy-backs-interstate-plan-casa-grande-considers-it/article_9f7d2020-407a-11e6-9719-83860ddca24c.html)

#### Eloy council backs study [Interstate 11]

*The Eloy Enterprise*, June 30, 2016

The support of an environmental impact study of the proposed Interstate 11 and the renegotiation of a 20-year-old fixed based operator agreement for Eloy Municipal Airport were the most noteworthy happenings at this week's City Council meeting.

Link: [http://www.trivalleycentral.com/eloy\\_enterprise/news/eloy-council-backs-study/article\\_c2585f68-3e4c-11e6-b3d2-1ba8311bc2fc.html](http://www.trivalleycentral.com/eloy_enterprise/news/eloy-council-backs-study/article_c2585f68-3e4c-11e6-b3d2-1ba8311bc2fc.html)

#### Interstates are key commerce corridors fueling economic growth

*Arizona Range News*, June 30, 2016

With the U.S. marking the 60th anniversary of the national interstate highway system, John Halikowski, director of the Arizona Department of Transportation, said this essential infrastructure requires adequate and sustained investment.

Link: [http://www.willcoxrangeneews.com/news/article\\_1b9e41fc-3edc-11e6-bc0b-9b93f8a52342.html](http://www.willcoxrangeneews.com/news/article_1b9e41fc-3edc-11e6-bc0b-9b93f8a52342.html)

#### Letter: New Interstate 11 would harm Avra Valley

*Arizona Daily Star*, June 29, 2016

More than 300 people turned out June 22 and 23 in Tucson and Marana to hear Arizona Department of Transportation representatives tout Interstate 11 ... what happened is that most of those people expressed opposition to the proposed highway running through the Avra Valley.

Link: [http://tucson.com/news/opinion/letters/letter-new-interstate-would-harm-avra-valley/article\\_909d1374-6d57-50d5-887e-a9428b4eeb77.html](http://tucson.com/news/opinion/letters/letter-new-interstate-would-harm-avra-valley/article_909d1374-6d57-50d5-887e-a9428b4eeb77.html)

#### Locals learn about, react to Interstate 11 plan

*Nogales International*, June 24, 2016

Tubac is in the narrowest part of the Santa Cruz River Valley and putting the proposed Interstate 11 corridor on the east side of the railroad tracks there would destroy the small communities of Tubac and Tumacacori, concerns expressed by local residents when the Arizona Department of Transportation (ADOT) held a "scoping" meeting for the I-11 project Tuesday evening at Nogales High School.

Link: [http://www.nogalesinternational.com/news/locals-learn-about-react-to-interstate-plan/article\\_2acf71e8-398f-11e6-b5ac-9b55af894db4.html](http://www.nogalesinternational.com/news/locals-learn-about-react-to-interstate-plan/article_2acf71e8-398f-11e6-b5ac-9b55af894db4.html)

### **Public invited to weigh in on Arizona's newest interstate**

TucsonNewsNow.com, June 22, 2016

The Arizona Department of Transportation wants to hear from the public and where they think the newest interstate in Arizona should go. The new route could get drivers to Las Vegas and the international border faster. Over the last few of years, ADOT has held information sessions about the proposed interstate. Now ADOT is officially getting the public's input and will iron out two to three routes to be studied over the next year.

Link: <http://www.tucsonnewsnow.com/story/32279281/public-invited-to-weigh-in-on-arizonas-newest-interstate>

Related Story: [http://www.tucsonsentinel.com/local/report/062016\\_i-11\\_meetings/public-meetings-take-input-proposed-interstate-11/](http://www.tucsonsentinel.com/local/report/062016_i-11_meetings/public-meetings-take-input-proposed-interstate-11/)

Related Story: <http://sedonaeye.com/environmental-study-goes-public-on-i-11-corridor/>

Link to video from KMSB-TV Tucson today at 7 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=42f0e1e9-c514-42ac-9712-97274c6cf037>

Link to video from KOLD-TV Tucson today at 6:30 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=30318e4a-5ac7-4811-9016-74aa056b00d9>

Link to video from KOLD-TV Tucson today at 5:30 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=115b1aa4-e64b-46a2-8c00-3652358a81ba>

Link to video from KOLD-TV Tucson Tuesday at 10 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=850d2ab9-daa8-4f2c-93fe-4de2891b138f>

Link to video from KMSB-TV Tucson Tuesday at 9:30 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=dc9e3907-2380-4699-86fe-a6efcc2ca25d>

Link to video from KVOA-TV Tucson Tuesday at 6 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=747729f2-6804-4f09-bb46-8a10615bf9e3>

Link to video from KOLD-TV Tucson Tuesday at 6 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=bbed4000-3a5b-4697-a01c-7e4c47f89af8>

Link to video from KOLD-TV Tucson Tuesday at 12 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=01ed26ab-1d00-48df-9527-97e0ce90cb94>

### **Southern Arizona hosts Interstate 11 meetings inviting public input**

*Casa Grande Dispatch*, June 22, 2016

The Arizona Department of Transportation is holding public meetings this week in southern Arizona as part of a three-year environmental study for the proposed Interstate 11.

Link: [http://www.trivalleycentral.com/casa\\_grande\\_dispatch/arizona\\_news/southern-arizona-hosts-interstate-meetings-inviting-public-input/article\\_250c013a-3896-11e6-b309-7b18ec4b75b8.html](http://www.trivalleycentral.com/casa_grande_dispatch/arizona_news/southern-arizona-hosts-interstate-meetings-inviting-public-input/article_250c013a-3896-11e6-b309-7b18ec4b75b8.html)

Related Story: [http://www.willcoxranenews.com/news/article\\_39ef18a8-38be-11e6-8d05-57f479277d8b.html](http://www.willcoxranenews.com/news/article_39ef18a8-38be-11e6-8d05-57f479277d8b.html)

Link to video from KVOA-TV Tucson yesterday at 10 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=09060d0c-03dc-44bd-9bc9-c0dc58d5fd09>

Link to video from KGUN-TV Tucson yesterday at 6 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=f94bb72f-fea8-48f6-9af5-5ba1d88a2040>

Link to video from KOLD-TV Tucson yesterday at 4 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=0baf8a66-6976-4487-9b1d-0b535c000532>

### **Nogales businesses, residents weigh in on proposed Interstate 11**

TucsonNewsNow.com, June 21, 2016

The Arizona Department of Transportation held a public input meeting in Nogales Tuesday afternoon. The proposed I-11 is a 280-mile corridor that will go from Nogales to Wickenburg.

Link: <http://www.tucsonnewsnow.com/story/32277723/nogales-businessesresidents-weigh-in-on-proposed-interstate-11>

### **Public meetings scheduled to help plan proposed Interstate 11**

KVOA-TV, June 20, 2016

As part of a three-year environmental study, the Arizona Department of Transportation will host three public meetings this week to help in the planning of the newly proposed Interstate 11.

Link: <http://www.kvoa.com/story/32266441/public-meetings-scheduled-for-proposed-interstate-11-plan>

Related Story: [http://www.willcoxrangeneews.com/news/article\\_5a53cba0-373f-11e6-a468-d7bf3f46580d.html](http://www.willcoxrangeneews.com/news/article_5a53cba0-373f-11e6-a468-d7bf3f46580d.html)

Link to video from KVOA-TV Tucson Monday at 6 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=9d21a44a-12ba-41a8-ac70-46752606cda7>

### **McCain talks transportation, national defense and Arizona**

*Kingman Daily Miner*, June 16, 2016

If there is a federal issue out there that could have a huge impact on Kingman, it's the proposed Interstate 11 that would link Phoenix and Las Vegas - and ultimately Mexico and Canada ... McCain has been a huge proponent.

Link: <http://kdminer.com/main.asp?SectionID=1&SubsectionID=1&ArticleID=70245>

Related Story: <http://kdminer.com/main.asp?SectionID=1&SubsectionID=1&ArticleID=70246>

### **Location of I-11 under intense scrutiny**

Casa Grande Dispatch, June 15, 2016

CASA GRANDE — Arizona City could end up between two major freeways if the proposed Interstate 11 ever becomes a reality.

Link: [http://www.trivalleycentral.com/arizona\\_city\\_independent/news/location-of-i--under-intense-scrutiny/article\\_4e61e9ba-3255-11e6-ae6c-3f548f2acf06.html](http://www.trivalleycentral.com/arizona_city_independent/news/location-of-i--under-intense-scrutiny/article_4e61e9ba-3255-11e6-ae6c-3f548f2acf06.html)

### **I-11 Environmental Study Meeting in Buckeye**

June 15, 2016

Link to video from KSAZ-TV today at 7:10 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=e67b00e3-a551-4dfe-8d30-38c24aaf9439>

Link to video from KNXV-TV today at 6:50 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=397c84c9-97eb-4ead-a1f6-ece6955b16ee>

### **No one wants freeway too close, Public input inconclusive on route through western Pinal**

Tri-Valley Dispatch, June 11, 2016

[http://www.trivalleycentral.com/casa\\_grande\\_dispatch/area\\_news/no-one-wants-freeway-too-close/article\\_5ff89e9a-2ffc-11e6-9777-1f3dd618eb2b.html](http://www.trivalleycentral.com/casa_grande_dispatch/area_news/no-one-wants-freeway-too-close/article_5ff89e9a-2ffc-11e6-9777-1f3dd618eb2b.html)

### **Public meeting set in Nogales on I-11 project**

*Nogales International*, June 2, 2016

The Arizona Department of Transportation will hold a public meeting in Nogales this month on the proposed Interstate 11, a multi-modal corridor meant to connect Arizona with regional and international travel/trade markets.

Link: [http://www.nogalesinternational.com/news/public-meeting-set-in-nogales-on-i--project/article\\_96d8fa32-2907-11e6-b3a3-c36a816ab0ec.html](http://www.nogalesinternational.com/news/public-meeting-set-in-nogales-on-i--project/article_96d8fa32-2907-11e6-b3a3-c36a816ab0ec.html)

### **Southern Arizona interstate 11 environmental impact study begins**

*Desert Times*, May 31, 2016

Planners for the controversial Interstate 11 highway proposed for Southern Arizona are moving to formally identify possible routes through the federal NEPA process.

Link: [http://www.tucsonlocalmedia.com/deserttimes/article\\_b42e4b12-2779-11e6-bee3-b7ccf5f34b1f.html](http://www.tucsonlocalmedia.com/deserttimes/article_b42e4b12-2779-11e6-bee3-b7ccf5f34b1f.html)

Related Story: [http://www.gvnews.com/news/i--route-meetings-in-june/article\\_5e2ba016-2814-11e6-887b-d71669f97c36.html](http://www.gvnews.com/news/i--route-meetings-in-june/article_5e2ba016-2814-11e6-887b-d71669f97c36.html)

Related Story: [http://www.trivalleycentral.com/trivalley\\_dispatch/news/public-meeting-about-proposed-i--planned-for-casa-grande/article\\_3bee5bfa-2757-11e6-99ff-d3c44c0901bc.html](http://www.trivalleycentral.com/trivalley_dispatch/news/public-meeting-about-proposed-i--planned-for-casa-grande/article_3bee5bfa-2757-11e6-99ff-d3c44c0901bc.html)

### **ADOT To Have Public Meetings Over Proposed Interstate 11 Freeway**

KJZZ-FM, May 27, 2016

We're at the beginning of a public comment period for a proposed freeway that would span from Nogales to Wickenburg. There will be six public meetings about Interstate 11 across the state in June.

Link: <http://kjzz.org/content/311078/adot-have-public-meetings-over-proposed-interstate-11-freeway>

Related Story: [http://tucson.com/news/local/govt-and-politics/arizona-seeks-feedback-on-proposed-interstate/article\\_cfc681df-53bb-507d-a92e-52acbd526274.html](http://tucson.com/news/local/govt-and-politics/arizona-seeks-feedback-on-proposed-interstate/article_cfc681df-53bb-507d-a92e-52acbd526274.html)

Related Story: [http://azdailysun.com/news/state-and-regional/arizona-to-hold-june-meetings-on-corridor-for-interstate/article\\_5bfadae2-245d-5b84-8a95-66925bb9f3c7.html](http://azdailysun.com/news/state-and-regional/arizona-to-hold-june-meetings-on-corridor-for-interstate/article_5bfadae2-245d-5b84-8a95-66925bb9f3c7.html)

*Associated Press* story also posted on the *YourWestValley* and *KOLD/KMSB-TV Tucson* websites.

Link to video from KGUN-TV Tucson Friday at 6 p.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=50dea29c-b59c-474b-88c6-247c1f88c9e1>

### **I-11 Study Public Comment Period**

Link to video from KTVK-TV today at 6:30 a.m.:

<http://mms.tveyes.com/PlaybackPortal.aspx?SavedEditID=6ff28276-857e-4263-a020-f79d41e11152>

### **Tier 1 Environmental Impact Statement for Interstate 11 Corridor Between Nogales and Wickenburg, Arizona**

*Federal Register*, May 20, 2016

The FHWA, as the Federal Lead Agency, and the ADOT, as the Local Project Sponsor, are issuing this notice to advise the public of our intention to prepare a Tier 1 EIS for the Interstate 11 (I-11) Corridor between Nogales and Wickenburg, AZ (I-11 Corridor).

Link: <https://www.federalregister.gov/articles/2016/05/20/2016-11694/tier-1-environmental-impact-statement-for-interstate-11-corridor-between-nogales-and-wickenburg>