



Sonoran Corridor Survey Results

October 2024

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Section 1: Introduction

The Arizona Department of Transportation (ADOT) has begun pre-scoping efforts for the Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) study for the Sonoran Corridor, also known as State Route 410 (SR 410). The Sonoran Corridor is a proposed new freeway in Pima County that would connect Interstate 19 and Interstate 10, south of Tucson International Airport. The Sonoran Corridor would help improve the local transportation system by providing a new, faster connection to the airport and other activity centers, reducing traffic congestion and shortening east-west freight movement between southern Arizona and Mexico.

During the previous Sonoran Corridor Tier 1 Environmental Impact Statement (EIS), the study team selected a 2,000-foot-wide corridor route based on information gathered about land use, existing and planned transportation options, freight movement, economic resources, wildlife, adjacent communities, cultural concerns, noise and other environmental considerations, as well as public and agency input.

The current Tier 2 EIS/DCR study will:

- Develop and evaluate a range of 400-foot-wide freeway alignment alternatives within the 2,000-foot corridor. The study will also evaluate a “no-build” alternative.
- Evaluate environmental considerations and proposed mitigation.
- Develop design concepts and features, such as interchange locations and bridges.
- Select a preferred freeway alternative, which would include the alignment, interchange locations and other design features.
- Provide several opportunities for public and stakeholder input throughout the process.

ADOT conducted a public survey to seek early public input and determine public sentiment about the project, including verifying public concurrence regarding the corridor purpose and need from the Tier 1 study, to establish the baseline purpose and need for Tier 2. A mapping exercise was included to identify any conditions that may have changed over the past few years within the study corridor that should be considered by the study team.

The public survey was available online from July 31 to September 1, 2024, and was linked to ADOT’s Sonoran Corridor study web page. The survey was available in English, Spanish, Arabic, Korean, Hindi, Russian, French (Canadian), Portuguese (Brazilian), Tagalog, Vietnamese and Chinese (Mandarin).

In addition to questions about the proposed project purpose and need, the survey included an interactive map commenting tool, which allowed participants to identify locations on the map, and provide comments for various areas of consideration or concern.

During the survey period, there were a total of 4,603 visits to the site and 734 contributions were made to the survey, while 328 responses were added to the mapping exercise. An additional seven comments were sent via email.

Image 1 shows the landing page on which information about the project was shown, along with graphics and links to a project area map and a button for language selection.



Image 1 – Landing Page

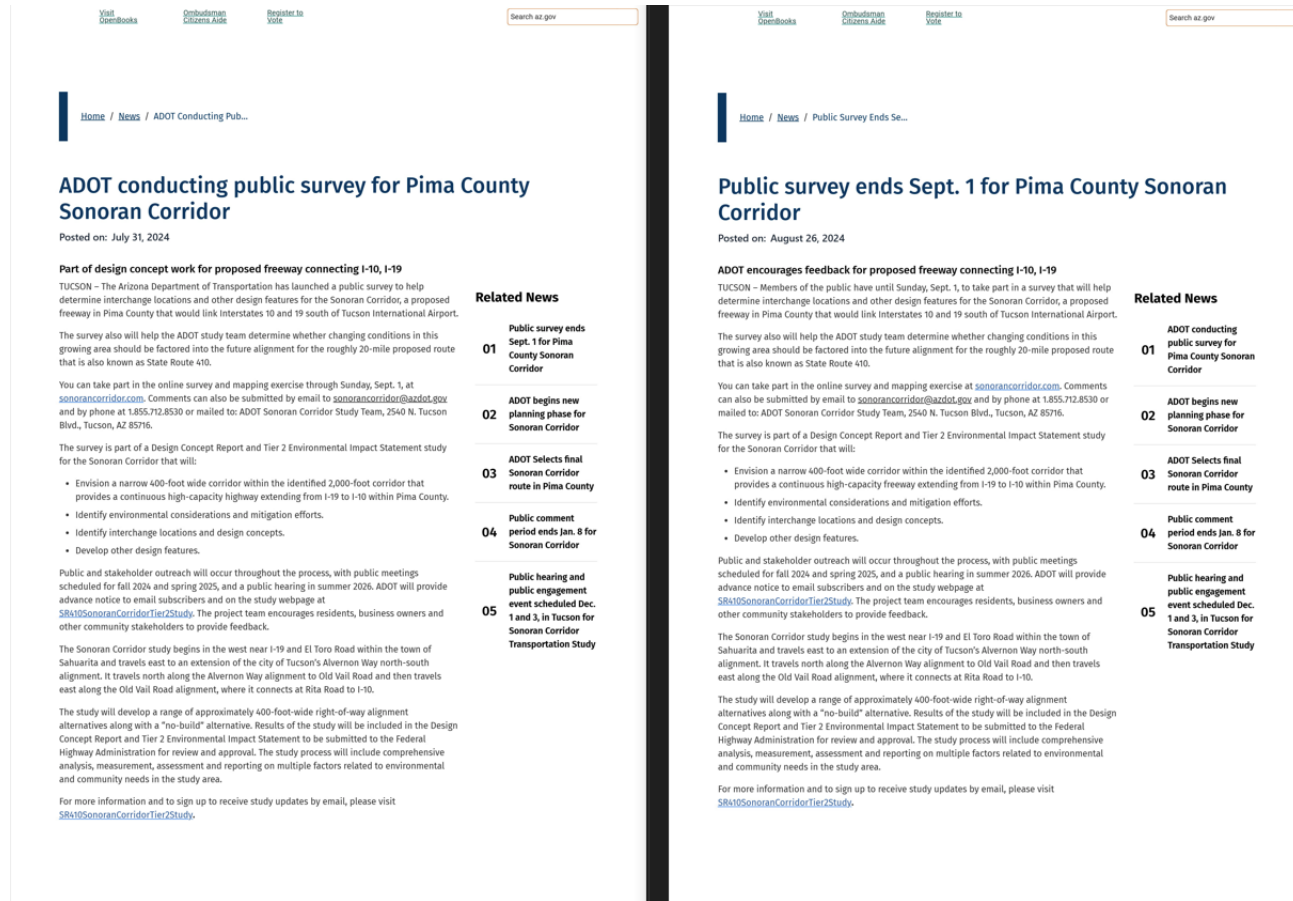
Section 2: Distribution

The survey was distributed via various methods, including a link on the project web page, ADOT social media channels, GovDelivery notifications, newsletters and outreach to key stakeholders like tribal partners, Councils of Government and Metropolitan Planning Organizations.

2.1 Media Outreach

ADOT distributed news releases on July 31 and August 26, 2024 (Image 2).

Image 2 – 7.31.24 and 8.26.24 News Releases



Earned Media

Several news outlets were used to inform and educate the public about the project and advertise the study survey (Figure 1).

Figure 1 – Earned Media

Media Type	Outlet	Date	Local Audience
News Clip	KOLD (CBS) Tucson	8/1/2024	12,281
News Article	Tucson.com	8/2/2024	n/a
News Clip	KVOA (NBC) Tucson	8/7/2024	41,326
News Article	KVOA.com	8/7/2024	n/a
News Article	KVOA.com	8/26/2024	n/a

2.2 GovDelivery Email Alerts

ADOT staff promoted the study survey via GovDelivery email alerts to the study email list. A total of three email alerts were sent to 78,869 emails subscribers with a median open rate of 26% (26,506 opened emails), which is higher than the median open rate of other government GovDelivery users at 21%. The messages generated 16,242 unique clicks on the survey or website links.

Figure 2 - Email Message Blast Distribution

Email Message Title	Date	Recipient Pool	Open Rate	Unique Clicks
Your Input is needed for the Sonoran Corridor (SR 410) study	7/31/2024	51,627	30%	14,918
Reminder: Your Input is needed for the Sonoran Corridor (SR 410) study	8/19/2024	13,607	26%	412
Time is running out! Your input is needed for the Sonoran Corridor (SR 410) study	8/26/2024	13,635	26%	912

2.3 Social Media

The project team developed social media posts to promote the survey on ADOT's Facebook, Nextdoor and X accounts.

Facebook and X

Overall, seven posts were made on ADOT's Facebook and X social media channels throughout the comment period. The total impressions were 65,145 and total overall engagements were 2,148. There were also 985 video views. To view the posts by platform, see Appendix A.

Nextdoor

Two posts were published to Nextdoor during the public comment period. Figure 3 shows the total impressions through the platform. To view the posts, see Appendix A.

Figure 3 - Nextdoor Impressions

Post Date	Nextdoor Impressions
7/31/2024	26,831
8/26/2024	5,554

Section 3: Survey Results

The survey covered the following elements:

- Ranking Current and Potential Future Conditions
- Purpose of the Corridor
- Using the Corridor

- Demographic Information


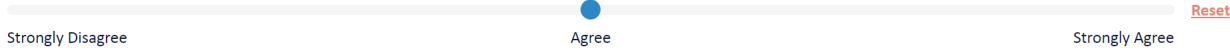
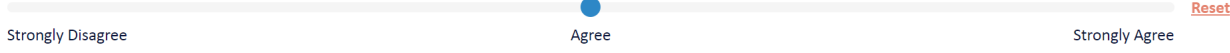
A mapping exercise allowed participants to share areas of concern and interest along the potential Sonoran Corridor alignment.

3.1 Ranking Current and Potential Future Conditions

In the first section of the survey participants were asked to provide their feedback on Tier 1 conclusions based on a Likert scale to indicate level of agreement with the statement (Image 3).

Image 3 – Likert Scale Questions

Please provide your feedback on the following statements.

1. The existing transportation network in this study area will meet traffic needs by 2050.

2. The increase in congestion expected in the study area by 2050 will be unacceptable, and additional roadways such as the Sonoran Corridor (SR 410) should be considered.

3. The lack of a transportation link between I-19 and I-10 south of Tucson International Airport inhibits mobility associated with regional, national and international travel.


Q1: Perception of Existing Transportation Network to Meet 2050 Traffic Needs

Survey participants selected whether they agreed or disagreed on the statement, “The existing transportation network in this study area will meet traffic needs by 2025,” by ranking from ‘Strongly Disagree’ to ‘Strongly Agree’ (Figure 4).

Overall, **most respondents disagreed or strongly disagreed that the current transportation network will meet 2050 traffic needs (69.26%).**

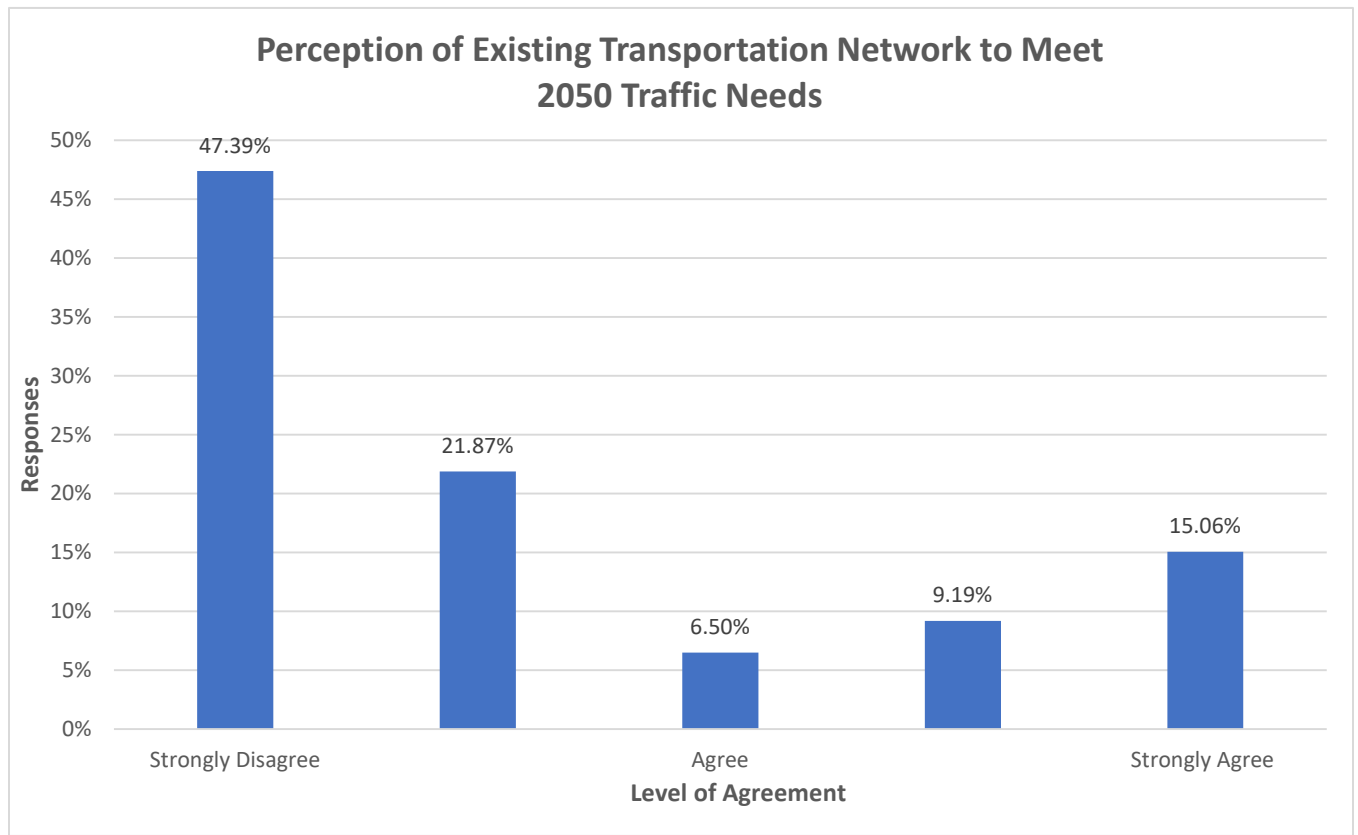
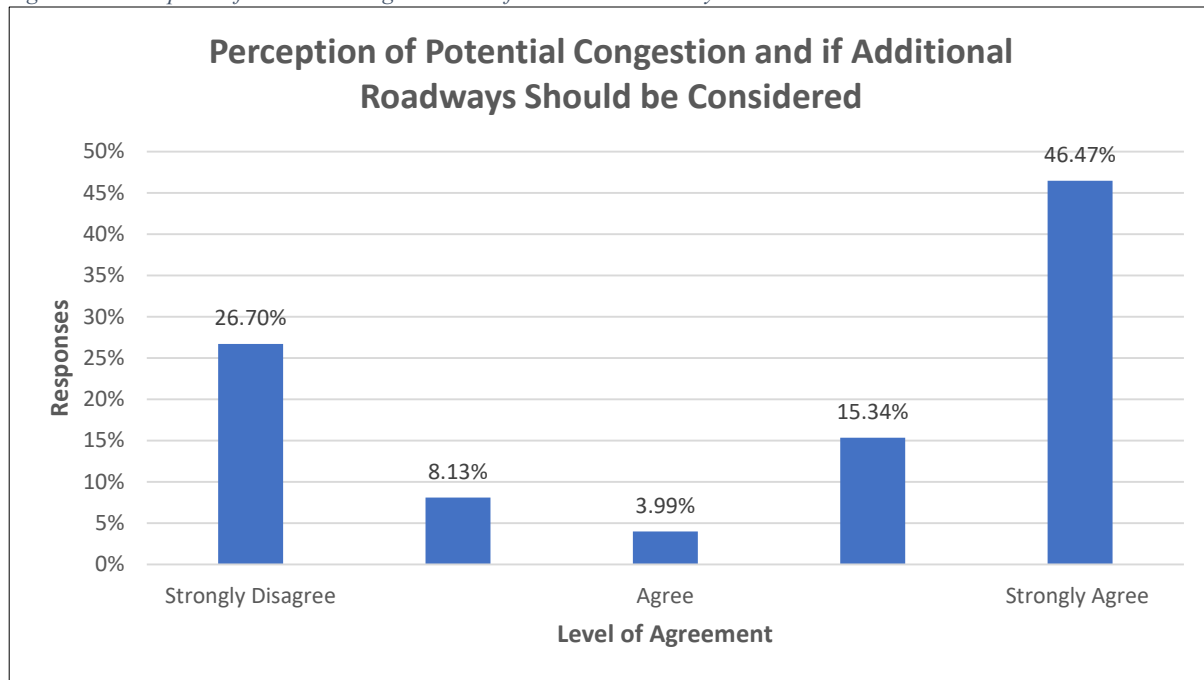


Figure 4 – Perception of Existing Transportation Network to Meet 2050 Traffic Needs

Q2: Perception of Potential Congestion and if Additional Roadways Should be Considered

Survey participants mostly agreed that the increase of congestion in the study area would be unacceptable and additional roadways such as the Sonoran Corridor should be considered. **About 65% of respondents were in agreement that the roads will be congested in the future and additional roadways should be considered (Figure 5).**

Figure 5 – Perception of Potential Congestion and if Additional Roadways Should be Considered

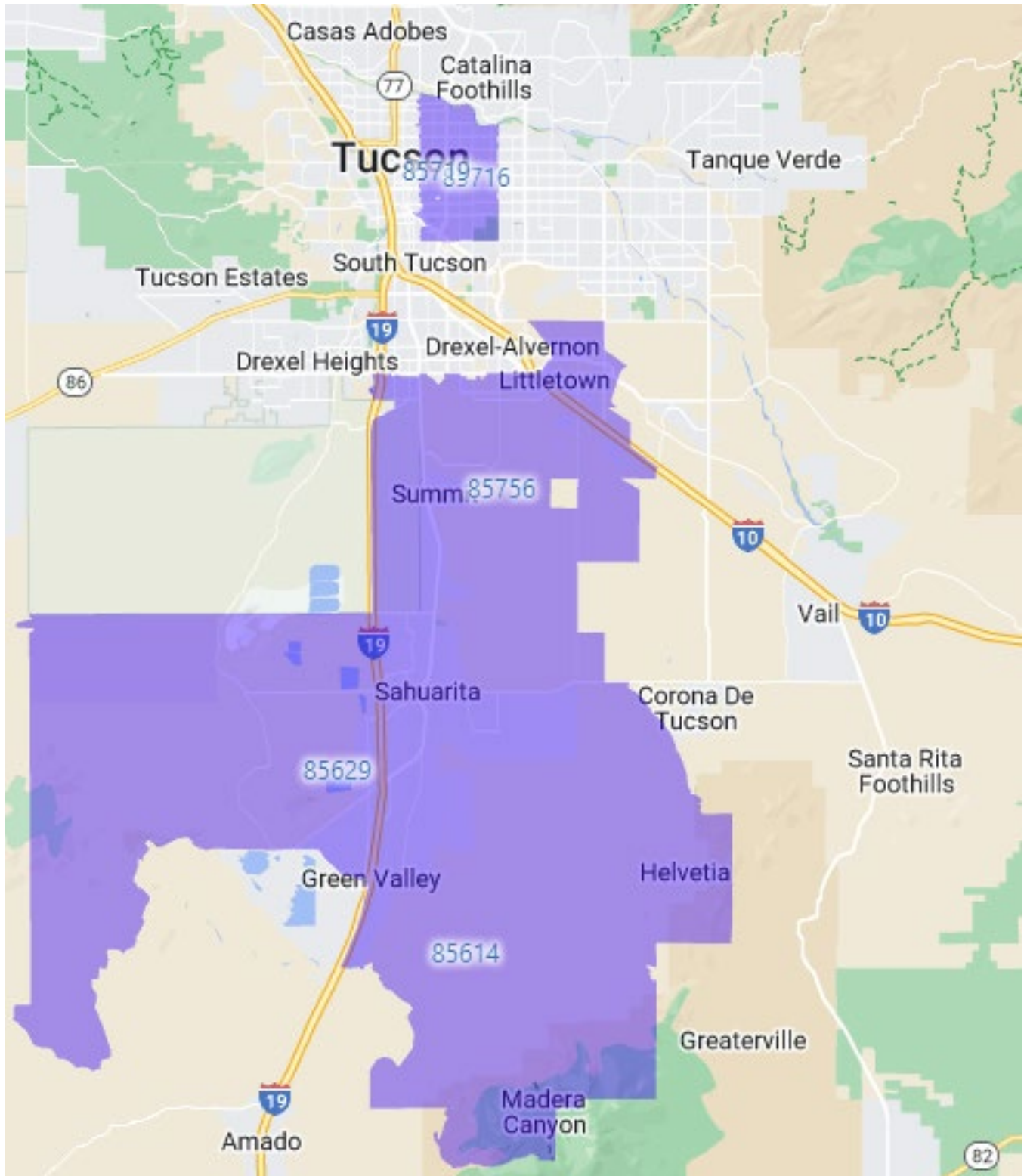


About a third of respondents disagreed that there would be an unacceptable increase of congestion in the study area and that additional roadways should be considered (36.24%). The top five zip codes of these respondents who disagreed include the following:

Figure 6 - Top Five Zip Codes of Respondents Disagreeing with Question Two

Zip Codes	Number of Respondents	Towns, Census Designated Places and Neighborhoods within Zip Code
85629	58	Sahuarita, East Sahuarita, Rancho Sahuarita, Ocotillo Ranches and Helvetia
85756	24	Littleton, Barrio Nopal, Wilmot and Old Vail, San Pedro Estates and Southlands West
85614	17	Green Valley, Valle Verde del Norte and Quail Creek
85719	14	University of Arizona campus, Hedrick Acres and Rincon Heights
85716	13	Winterhaven, Palo Verde, Miramonte, Broadmoor-Broadway and El Conquistador

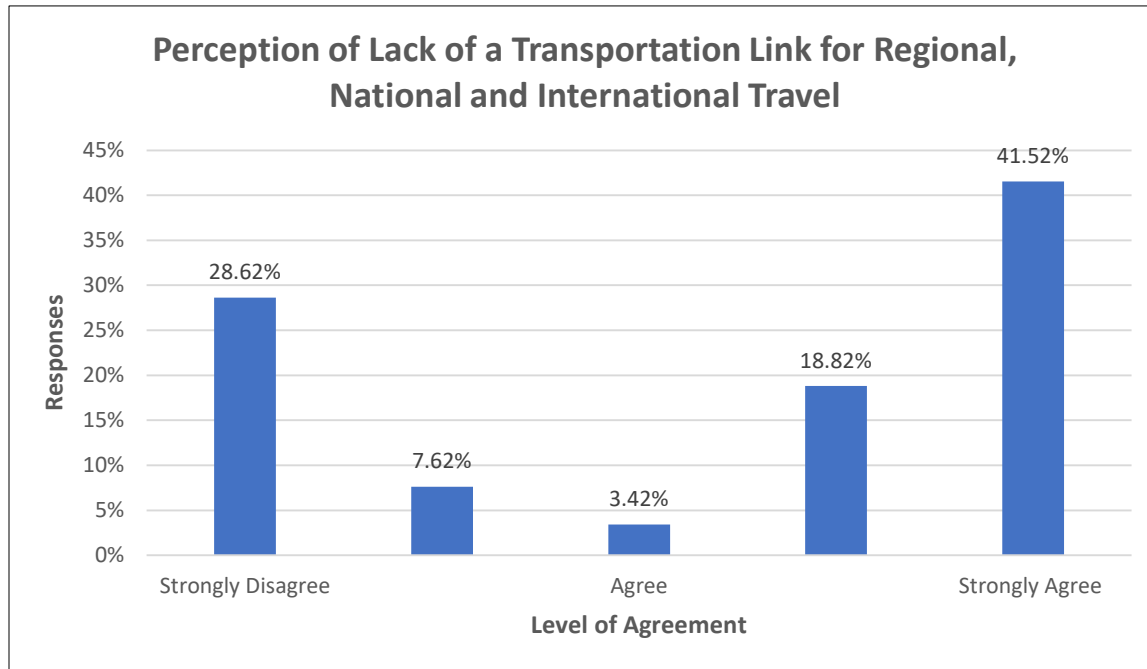
Figure 7 - Map of Most Common Respondent Zip Codes that Disagreed Congestion would be Unacceptable and Additional



Roadways Should Be Considered

Q3: Perception of Lack of a Transportation Link for Regional, National and International Travel
Survey participants were given the statement, “The lack of a transportation link between I-19 and I-10 south of Tucson International Airport inhibits mobility associated with regional, national and international travel.” Shown in Figure 8, **survey respondents mostly agreed with the statement (63.76%).**

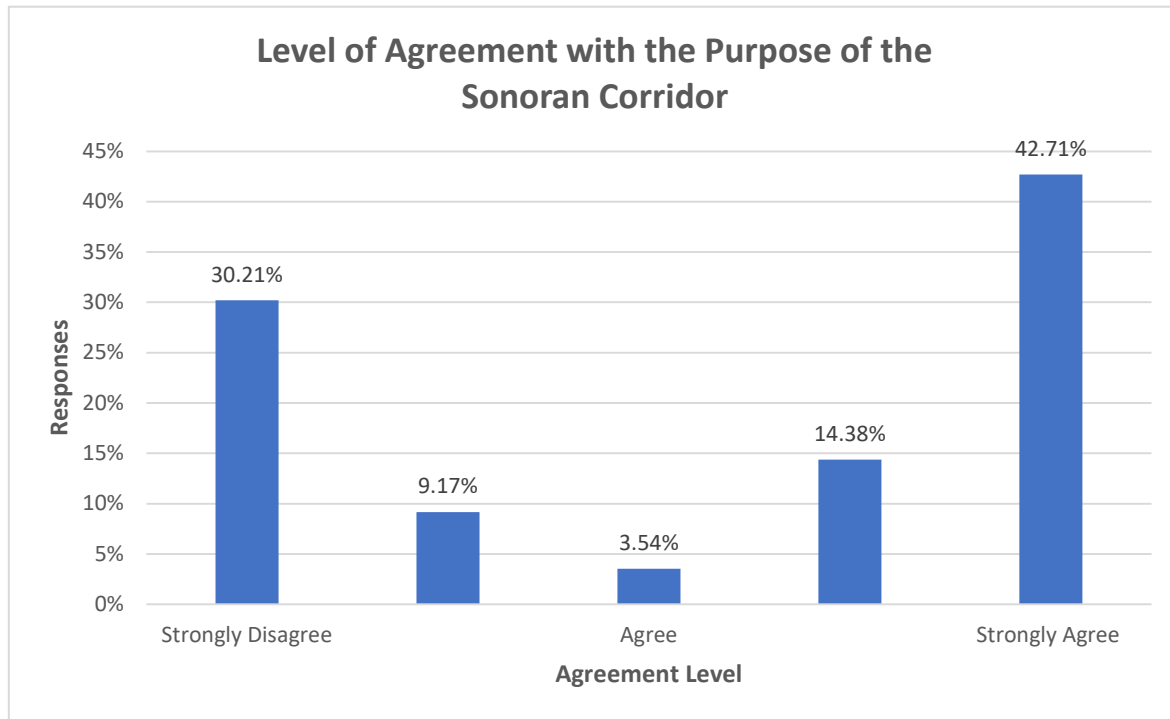
Figure 8 – Perception of Lack of a Transportation Link for Regional, National and International Travel



Q4: Level of Agreement with the Purpose of Sonoran Corridor

Survey participants were given the statement, “What is your level of agreement with the purpose of the Sonoran Corridor.” As shown in Figure 9, **survey respondents mostly agreed or strongly agreed with the purpose of the Sonoran Corridor (60.63%).**

Figure 9 – Level of Agreement with the Purpose of the Sonoran Corridor



Survey respondents that disagreed with the purpose of the Sonoran Corridor were generally from the same zip codes that disagreed with question two (increase of congestion in the study area would be unacceptable and additional roadways such as the Sonoran Corridor should be considered). Of the 39.38% of respondents who disagreed or strongly disagreed, the following were from these top five zip codes:

Figure 10 - Top Five Zip Codes of Respondents Disagreeing with Question Four

Zip Codes	Number of Respondents	Towns, Census Designated Places and Neighborhoods within Zip Code
85629	61	Sahuarita, East Sahuarita, Rancho Sahuarita, Ocotillo Ranches and Helvetia
85756	16	Littletown, Barrio Nopal, Wilmot and Old Vail, San Pedro Estates and Southlands West
85614	14	Green Valley, Valle Verde del Norte and Quail Creek
85716	12	Winterhaven, Palo Verde, Miramonte, Broadmoor-Broadway and El Conquistador
85719	10	University of Arizona campus, Hedrick Acres and Rincon Heights

A map of these zip codes is shown in Figure 7, indicating respondents who did not agree with the purpose of the Sonoran Corridor also had higher levels of disagreement with Tier 1 findings in these areas.

Additional Findings in Zip Code 85629 (Sahuarita, AZ)

Due to the higher level of respondents who disagreed with the project and project purpose in zip code 85629 (Sahuarita, AZ), additional research was done to compare the overall findings in this area. Question two (Perception of Potential Congestion and if Additional Roadways Should be Considered) and question four (Level of Agreement with the Purpose of Sonoran Corridor) were used to compare the overall sentiment of this group with the Tier 1 findings.

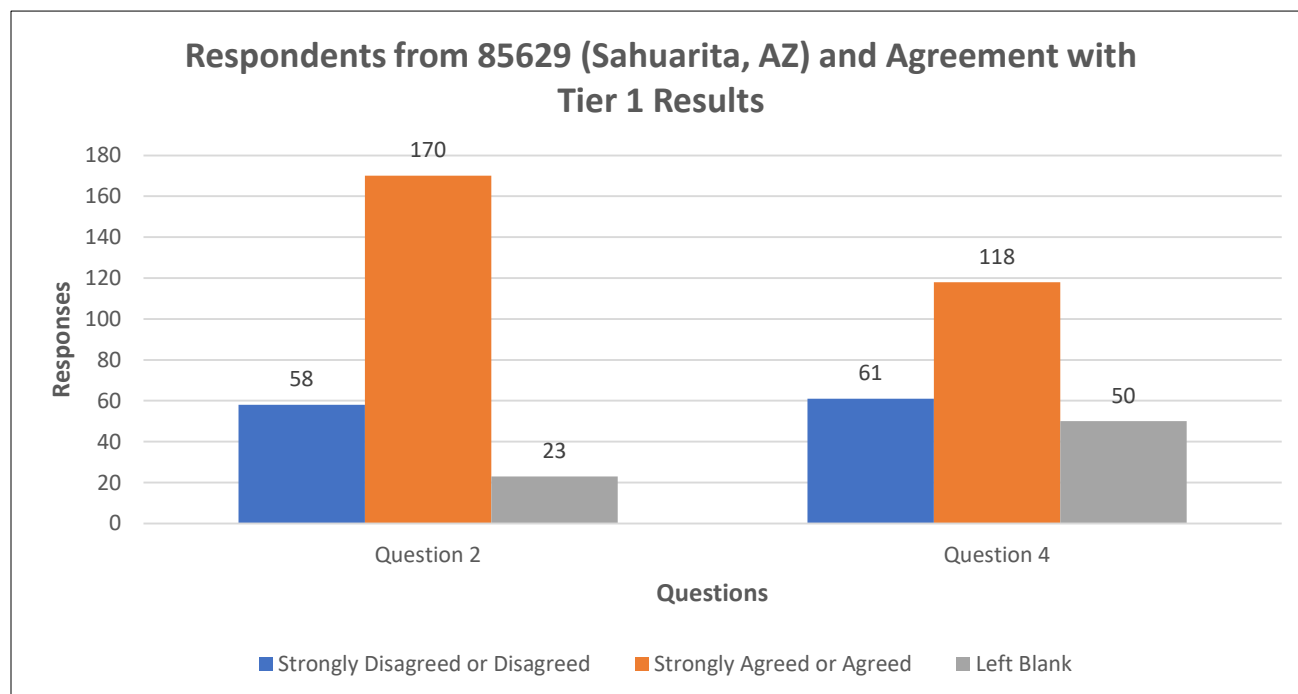


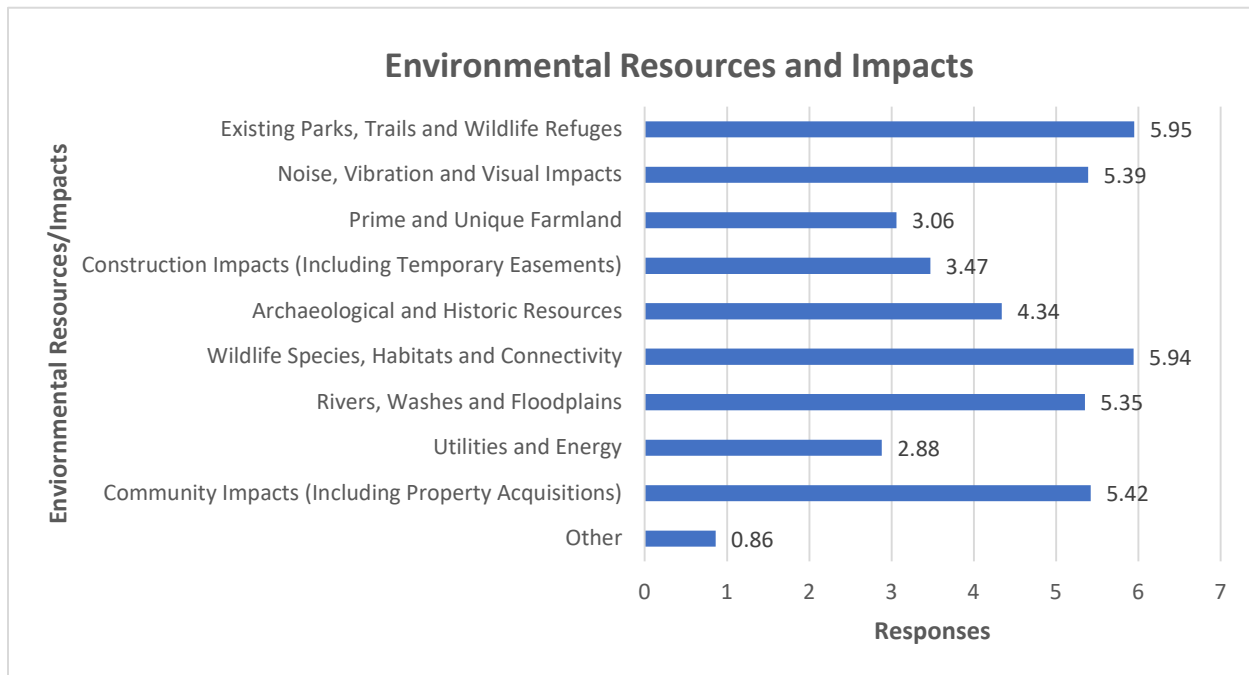
Figure 11 – Comparison of 85629 Respondents to Questions Two and Four

Overall, the majority of respondents (170) from area code 85629 (Sahuarita, AZ) strongly agree or agree that additional roadways should be considered to alleviate future congestion (67.72%). About half (118, 51.53%) of 85629 residents agree or strongly agree with the purpose of the Sonoran Corridor, with 61 respondents (26.64%) strongly disagreeing or disagreeing and 50 respondents (21.83%) leaving the answer blank.

3.2 Environmental Resources and Impacts

Survey participants were asked to rank which environmental impacts were the most important to minimize on the surrounding area and community. Figure 12 show ‘**Existing Parks, Trails, and Wildlife Refuges**’ and ‘**Wildlife Species, Habitats and Connectivity**’ were the top categories selected as most important overall, followed by ‘Community Impacts’ and ‘Noise, Vibration and Visual Impacts.’

Figure 12 – Environmental Resources and Impacts



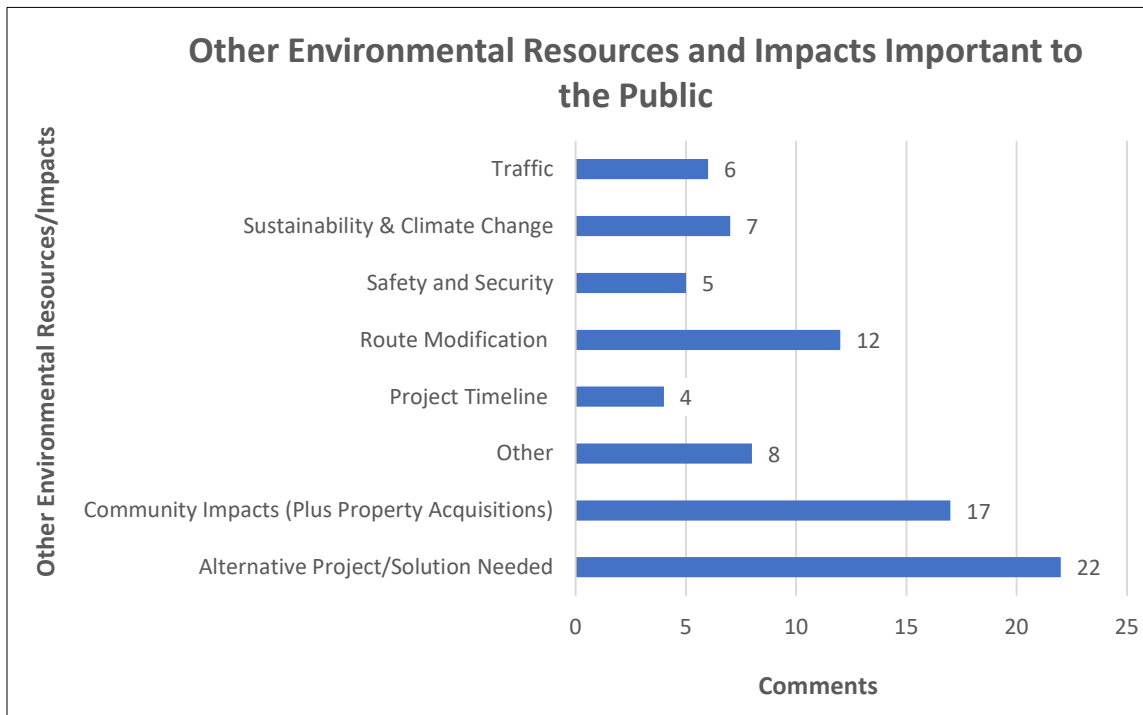
Other Environmental Resources and Impacts Important to the Public

Of the 634 participants, 95 respondents selected the ‘Other’ option. Each of these comments was categorized by the general themes of the comment. These results are shown in Figure 13.

General comment themes on the Environmental Impacts question included:

- Alternative project/solution needed
- Community impacts (including property acquisitions)
- Project timeline
- Route modification
- Safety and security
- Sustainability and climate change
- Traffic

Figure 13 – Other Environmental Resources and Impacts Important to the Public



Anticipated Corridor Use

Participants were asked how they anticipated using the corridor once built, selecting one of six options. As shown in Figure 14, there were 569 responses with **the most anticipated use being ‘A faster connection between I-19 and I-10’** with 67.31% of the responses.

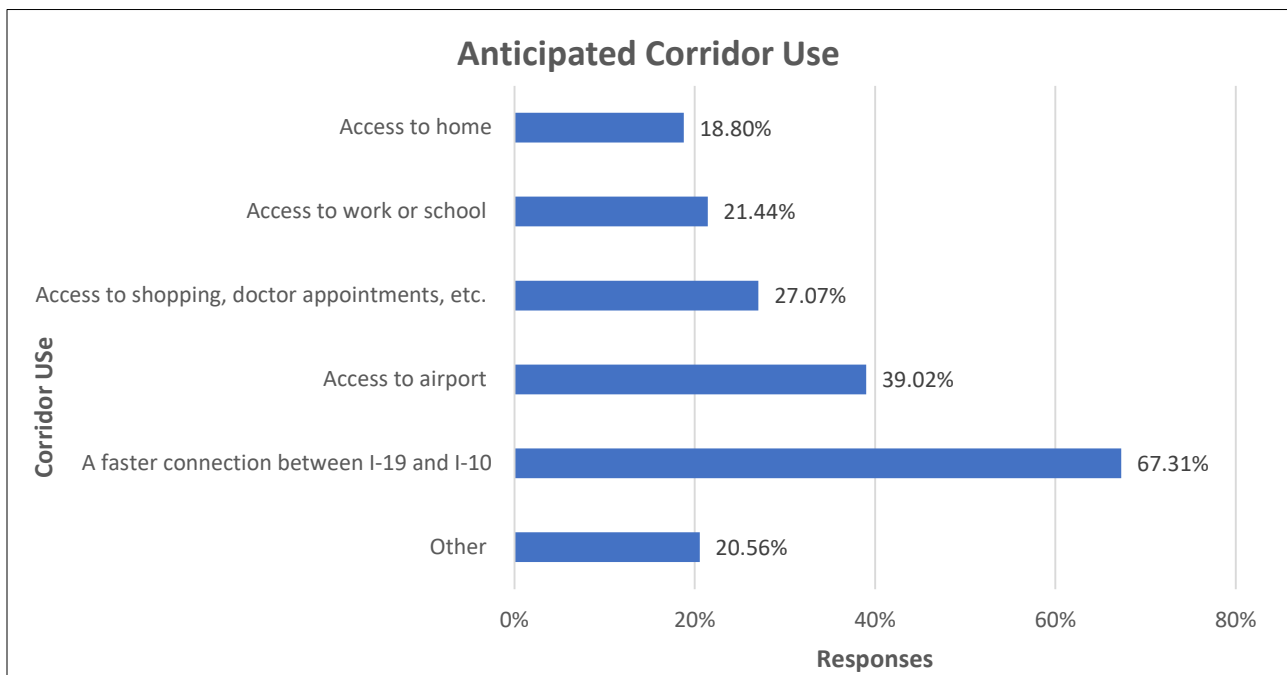


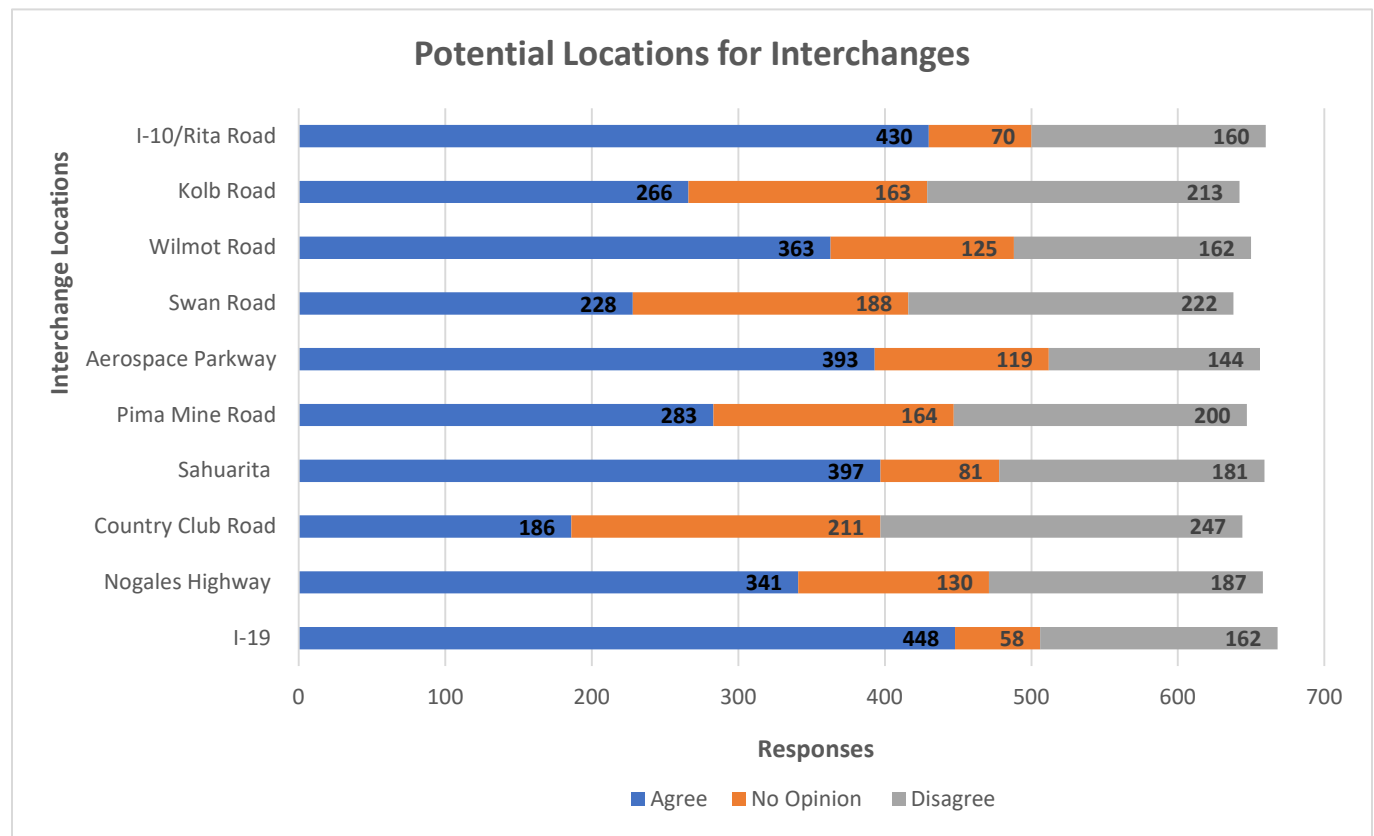
Figure 14 – Anticipated Corridor Use

3.3 Suggested Locations for Interchanges

Potential Locations for Interchanges

Respondents were given a selection of potential interstate locations along the Sonoran Corridor route and were asked to rank each location based on their agreement with the location. As shown in Figure 15, **‘I-19’ and ‘I-10/Rita Road’ were the highest agreed with locations for interchanges while ‘Country Club Road’ and ‘Swan Road’ received the most ‘Disagree’ responses.**

Figure 15 – Potential Locations for Interchanges



Other Potential Locations Important to the Public

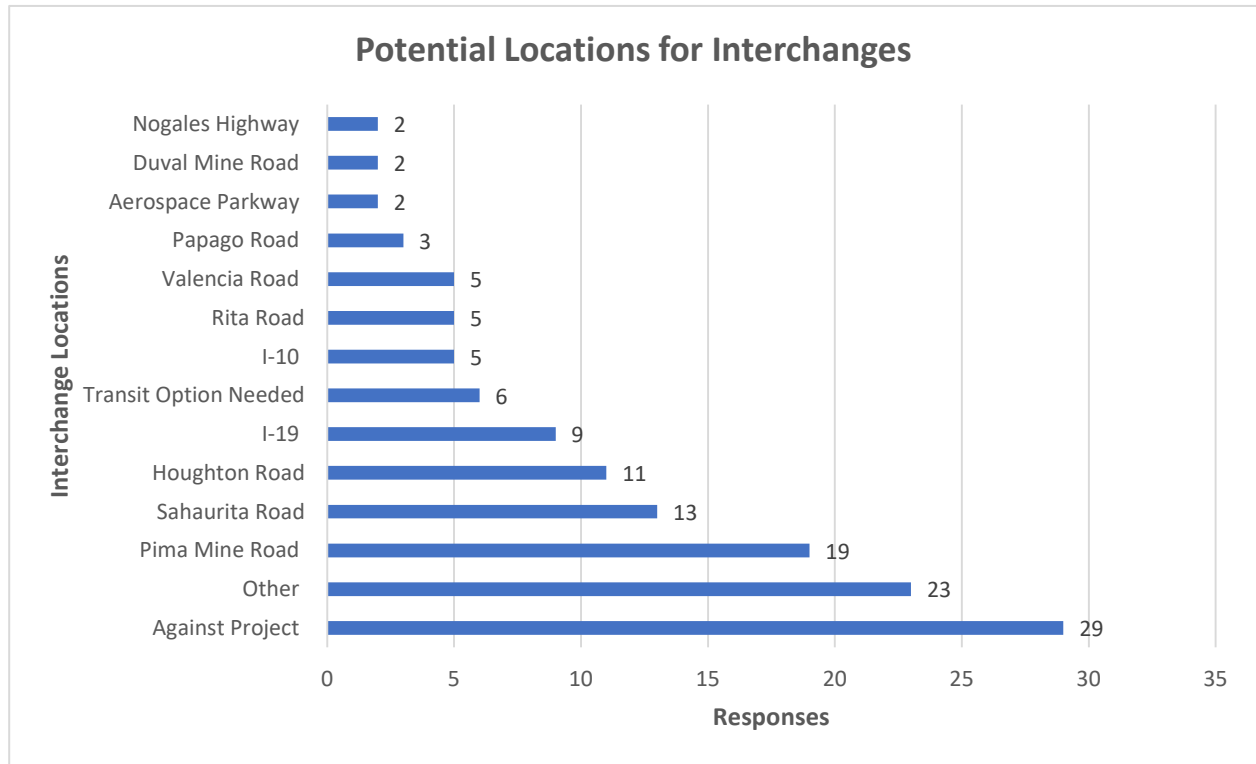
Of the 690 respondents, 138 provided additional suggestions for locations for interchanges. Each of these comments was categorized by the general location/theme of the comment. Several comments expressed concern about the project overall and wanted to evaluate other options while other frequent comments were to **consider interchange locations at Pima Mine Road and Houghton Road** (Figure 16).

Some examples of the comments include:

- “Due to the current building of new homes along the El Toro area, I believe that this new roadway should start at the Pima Mine Rd. area as beyond the casino there is a lot of desert and not as much congestion.”

- “I strongly disagree that this is needed and/or warranted. It will cause invaluable damage to the desert environment.”

Figure 16 – Potential Locations for Interchanges



3.4 Wrap up and Demographics

Additional Comments for the Sonoran Corridor Study Team

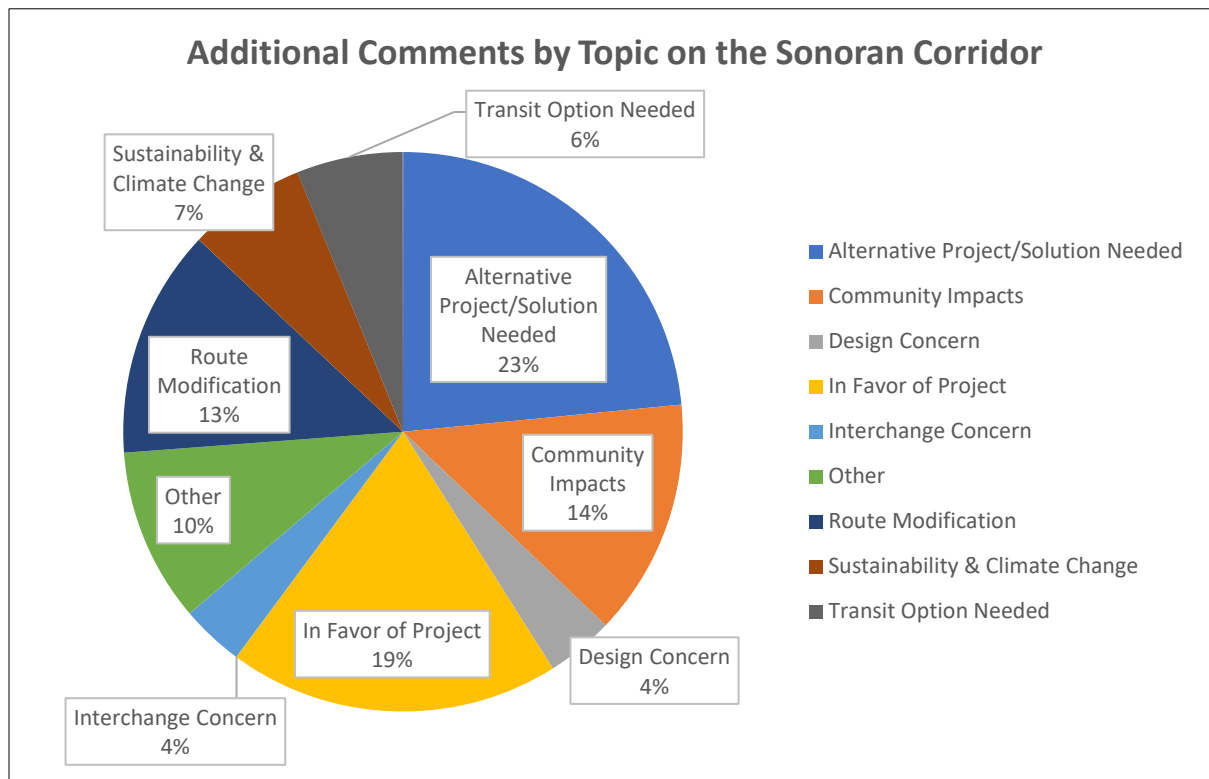
Respondents were able to provide additional comments for the study team; 439 respondents provided additional comments. As shown in Figure 17, the comments have been categorized into the most common topics, including ‘Alternative Projects/Solutions Needed’ (23% of responses), comments ‘In Favor of Project’ (19% of responses) and concern for ‘Community Impacts’ (14% of responses).

The topic categories include:

- Alternative project/solution needed
- Community impacts
- Design concerns
- In favor of project
- Interchange concern
- Route modification
- Sustainability and climate change
- Transit option needed

- Other

Figure 17 - Additional Comments by Topic



The most common comment topics had a general theme of concern about the location of the Sonoran Corridor route, including community concerns from residents. Some examples of the comments included:

- “I’d suggest not building it. If it is built, please move further south. There is a lot of wildlife in this area. Building the road here will push those animals more into neighborhoods like Sycamore Park Community.”
- “Stop wasting taxpayer money this is a boondoggle on par with the big dig. Build a freeway on top of Sahuarita Road and Wilmot? What are you thinking?”
- “This road should not bisect the community in Sahuarita and build alongside existing homes and push out existing farmland planted with trees. Push the connecting road more north past Pima Mine Road. Will reduce costs due to lower number of miles needed and plan to merge traffic past the Rita exit (more West) so as to not impact homeowners who use this exit to get home to communities north of the interstate.”
- “Your proposed route is too close to the two prison complexes and also travels straight through existing and growing residential areas. There is much undeveloped land south of the proposed route area (near Pima Mine Road) where the route could continue straight through to intersect I-10.”

Other comments were in favor, but with a ‘Route Modification’ (13% of responses), such as comments like:

- “I think the route should follow as much State land as possible and avoid as much private land as possible.”
- “Why Rita? It's the weird, redheaded stepchild of exit choices. Houghton or Kolb both make infinitely more sense, one acting as an important interchange for freight, and the other being the commercial center of Vail.”

A full list of comments by category is in Appendix B.

Survey Respondents by Zip Code

Survey respondents were asked to provide their zip code to understand the location of respondents. As shown in Image 4, zip codes have been highlighted depending on the frequency of responses that were provided by participants. An additional heat map shows high participation in the zip codes surrounding Sonoran Corridor, within Pima County (Image 5).

Image 4 - Survey Participants by Zip Code (Counties Highlighted)

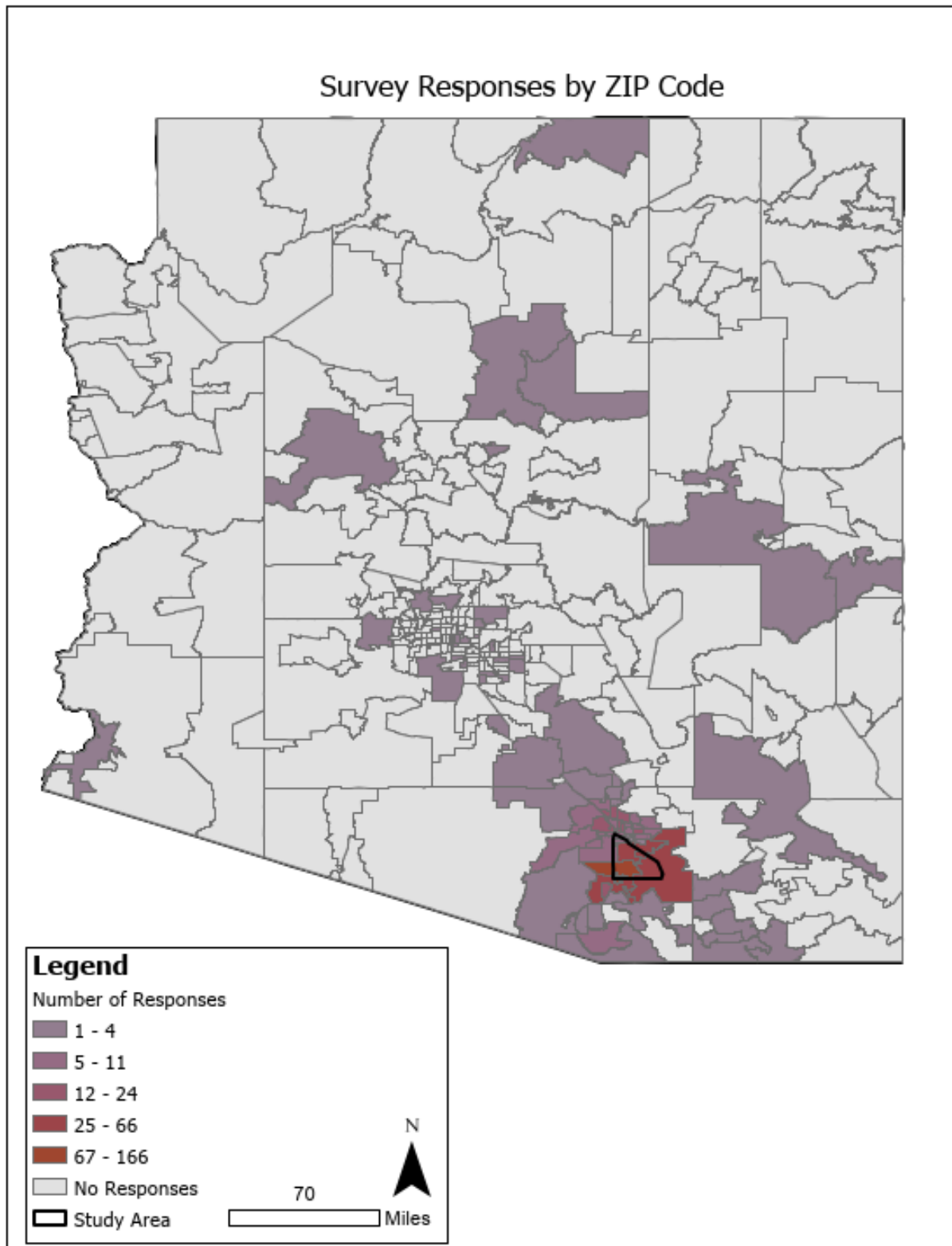
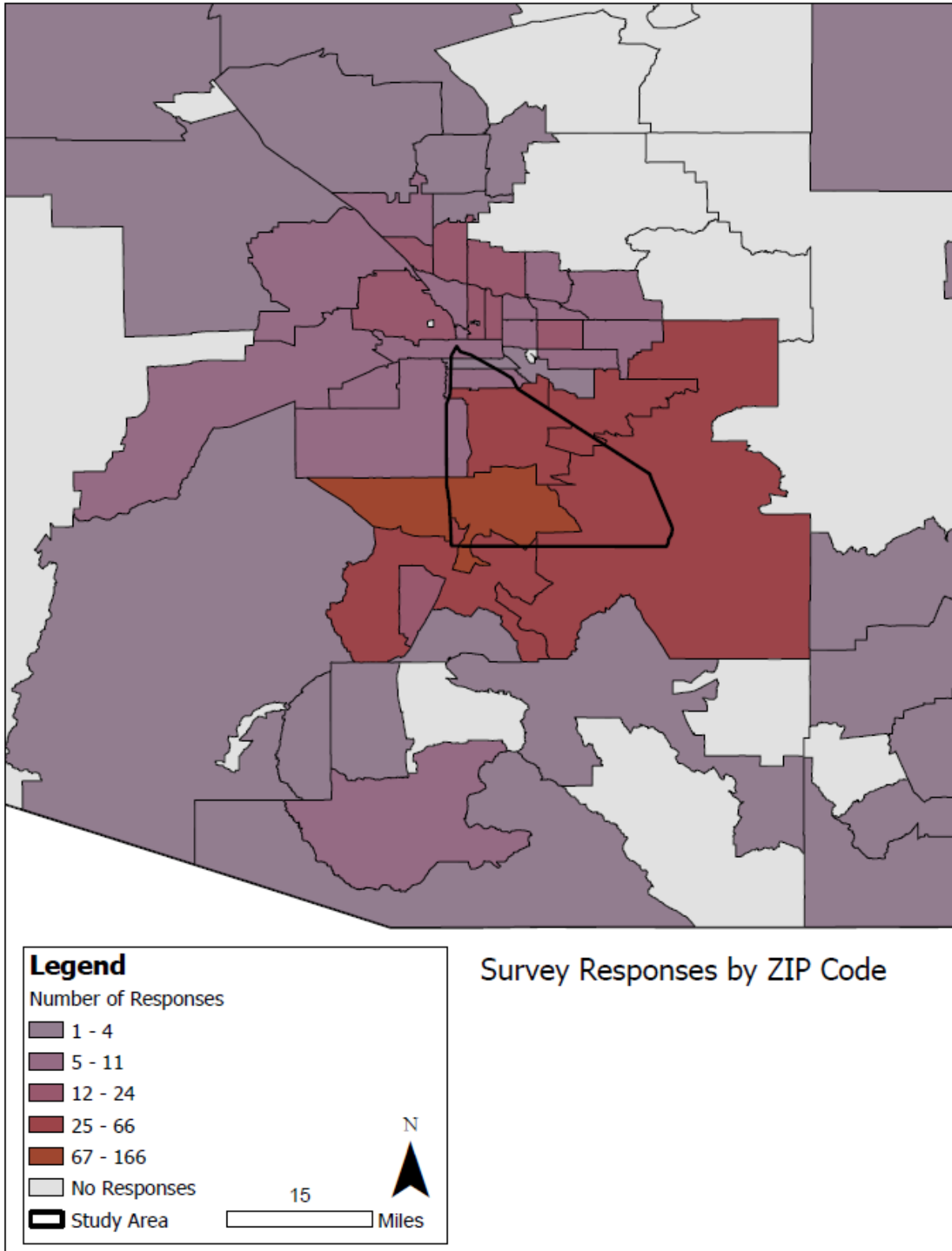


Image 5 - Survey Participants by Zip Code in Southern Arizona (Counties Highlighted)



3.5 Social Mapping Exercise

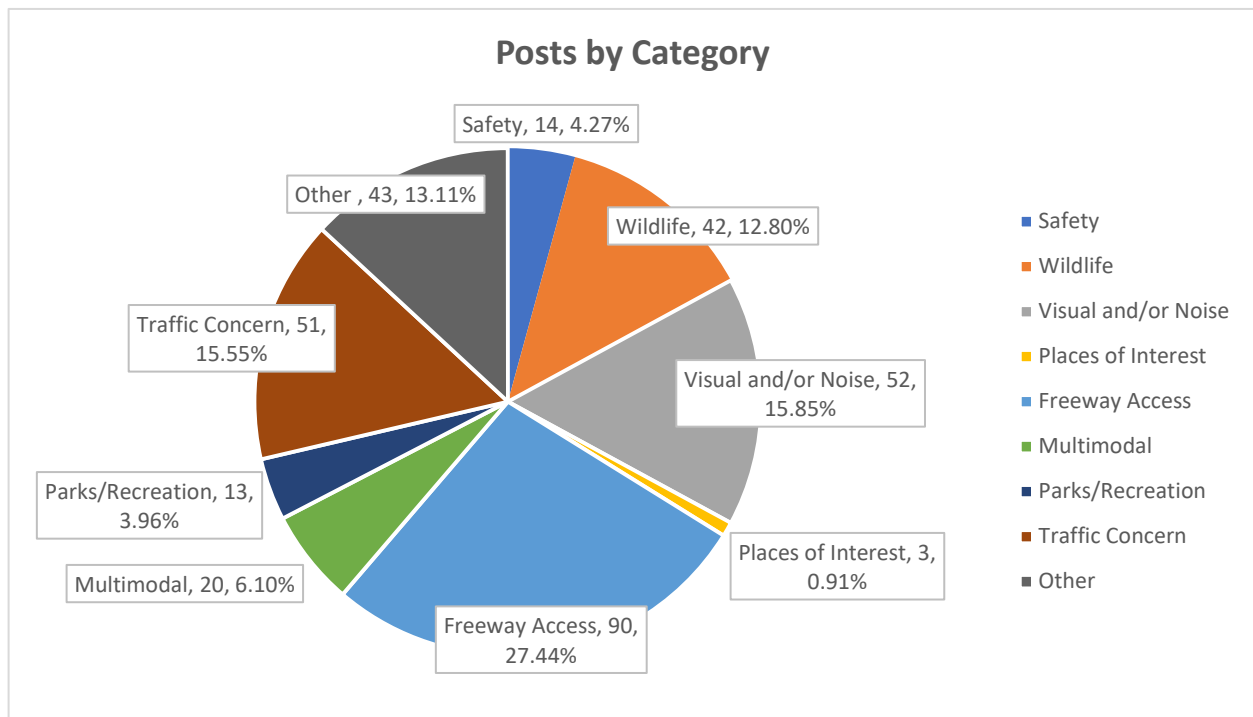
Survey respondents were asked to complete a secondary activity to map areas of interest and concerns along the potential Sonoran Corridor alignment. Participants were asked to select from nine comment categories and drop a marker on a GIS map with their comment.

The comment category options were:

- Freeway access
- Multimodal
- Parks/recreation
- Places of interest
- Safety
- Traffic concern
- Visual and/or noise
- Wildlife
- Other

There were 328 contributions to the mapping activity added to the map by 122 contributors. Figure 18 shows the number and percentage of posts per comment category. **The top comment category was ‘Freeway Access’ with 90 markers (27.44%). The next highest categories were ‘Visual and/or Noise’ (52 markers) and ‘Traffic Concerns’ (51 markers) which both received 15% of the markers.**

Figure 18 – Posts by Category



Participants were able to view other contributors' comments and indicate agreement with the comment by "upvoting" them. Figure 19 shows the number of upvotes by category. In total, there were 651 total upvotes made, with the category 'Freeway Access' receiving the most upvotes to comments posted (264).

Figure 19 – Upvotes by Categories

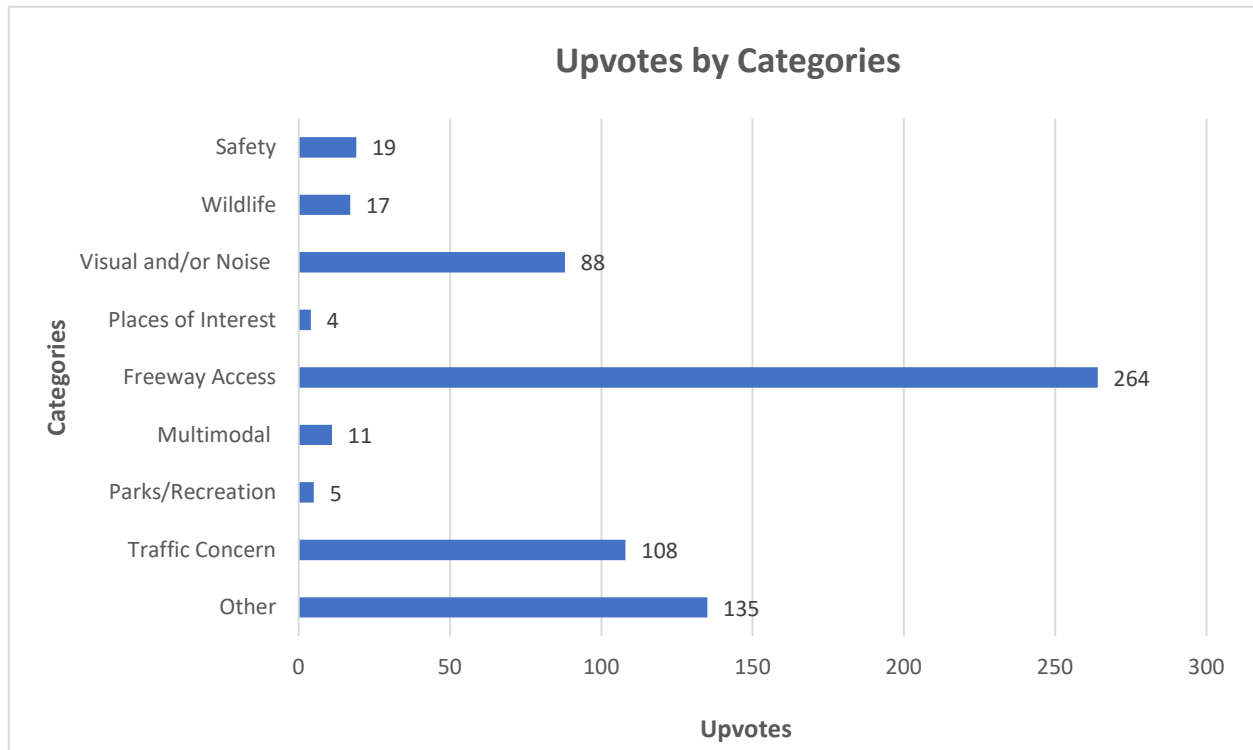
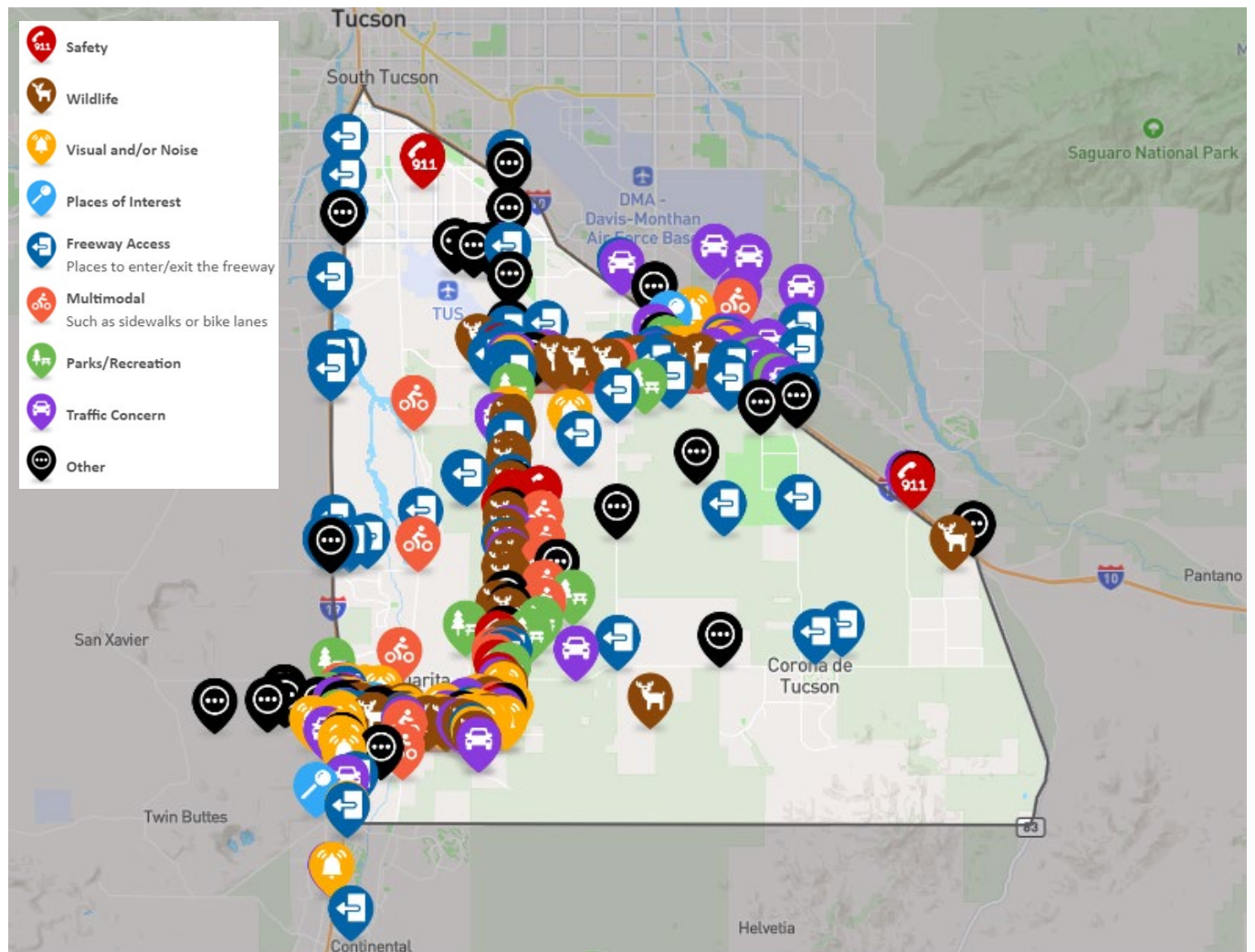


Image 6 shows the location of the comments or markers placed within/near the study area. See Appendix C for a list of all the mapping comments by category.

Image 6 – Mapping Activity Markers



3.6 Self-ID Survey

As part of ADOT’s goal to seek participation from a broad spectrum of Arizonans, an optional self-ID survey in English and Spanish was available on the survey website during the comment period. As shown in Figure 20, the majority of survey participants (82.8%) to the English version of the survey identified as ‘White.’ The next highest response was ‘Hispanic/Latino’ at 111 respondents or 16.6% of total participants. Three participants participated in the Spanish self-ID survey, as shown in Figure 21.

Figure 20 – Race/Ethnicity of Respondents to English Self-ID Survey

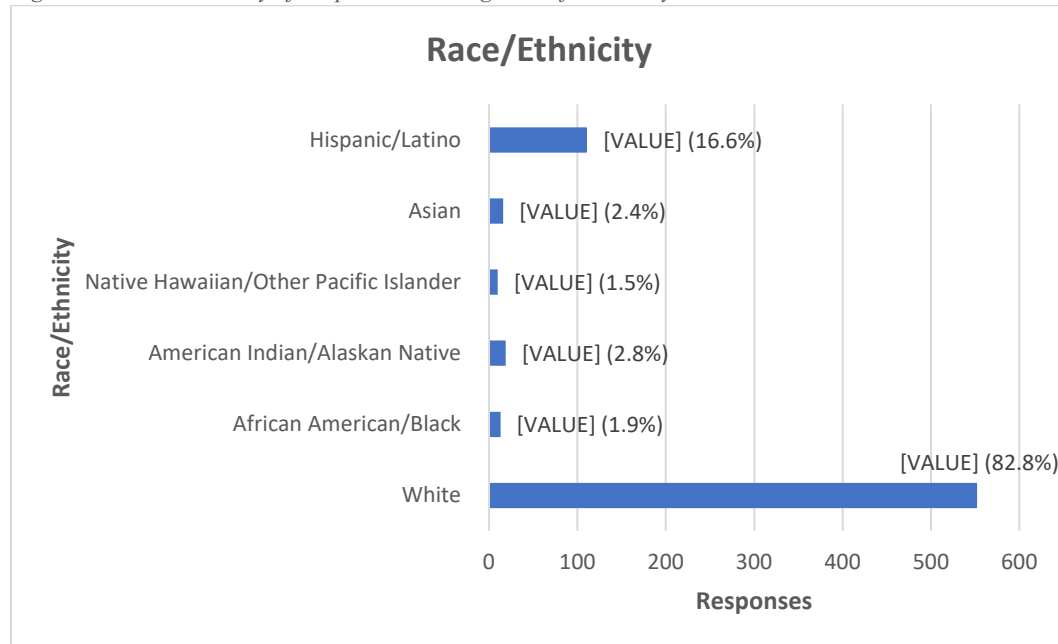
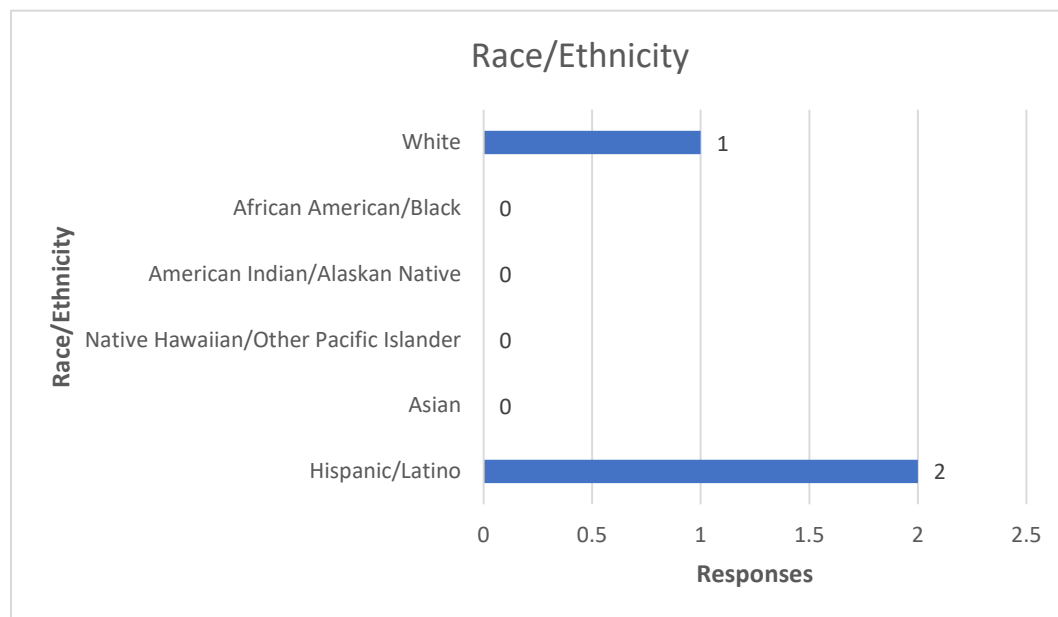


Figure 21 – Race/Ethnicity of Respondents to Spanish Self-ID Survey



In comparison, the overall




study area contains approximately 53.41% people identifying as white, and 36.52% identifying as Hispanic/Latino, as shown in Figure 22.




Figure 22 – Sonoran Corridor Study Area Race/Ethnicity

Race	Study Area Total Population	Study Area Percentage	Pima County Percentage
White	25,842	53.41%	50.39%
Hispanic/Latino	17,671	36.52%	38.00%
Black	1,853	3.83%	3.17%
Native American	564	1.17%	2.22%
Asian	953	1.97%	2.74%
Pacific Islander	9	0.02%	0.14%
Some other race	71	0.15%	0.21%
Population reporting two or more races	1,424	2.94%	3.14%

Appendix A – Social Media Posts

Facebook

<p> Arizona Department of Transportation  July 31 · 🌐</p> <p>We want to hear from you! 🗣️</p> <p>ADOT has begun the next study phase for the Sonoran Corridor (State Route 410) in Pima County. This proposed new freeway would connect Interstates 19 and 10, south of Tucson International Airport.</p> <p>Learn more about the study and provide your input by taking our survey through Sept. 1 at sonorancorridor.com</p> <p>#SonoranCorridor</p> 	<p>Date: July 31, 2024</p> <p>Platform: Facebook</p> <p>Impressions: n/a</p> <p>Engagements: 1,400</p> <p>Comments: 64</p>
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<p> Arizona Department of Transportation  August 15 · 🌐</p> <p>Your input is needed!</p> <p>ADOT has begun the next study phase for the Sonoran Corridor and is looking to hear from you!</p> <p>This study considers freeway alternatives for a new connection between Interstates 19 and 10, south of Tucson International Airport.</p> <p>Learn more about the study and provide your input through Sunday, Sept. 1, at sonorancorridor.com</p> <p>#SonoranCorridor</p> 	<p>Date: August 15, 2024</p> <p>Platform: Facebook</p> <p>Impressions: n/a</p> <p>Engagements: 58</p> <p>Comments: None</p>
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Arizona Department of Transportation

August 27 at 8:00 AM · 🌐

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Closing soon! If you haven't provided your input on the Sonoran Corridor study yet, head over to sonorancorridor.com now.

This study considers freeway alternatives for a new connection between Interstates 19 and 10, south of Tucson International Airport.

The survey closes on Sunday, Sept. 1.

#SonoranCorridor



Date: August 27, 2024

Platform: Facebook

Impressions:

Engagements: 436

Comments: 6

X



Arizona DOT
@ArizonaDOT

...

We want to hear from you!

ADOT has begun the next study phase for the Sonoran Corridor in Pima County. This proposed new freeway would connect I-19 and I-10, south of Tucson International Airport.

Learn more and provide input at sonorancorridor.com



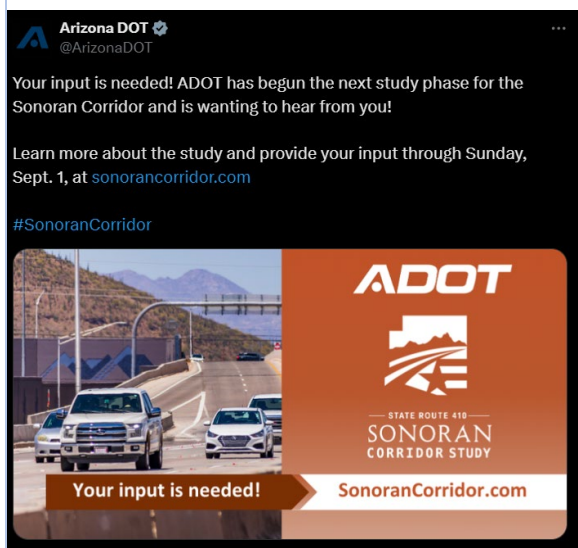
Date: July 31, 2024

Platform: X

Impressions: 3,402

Engagements: 27

Comments: None



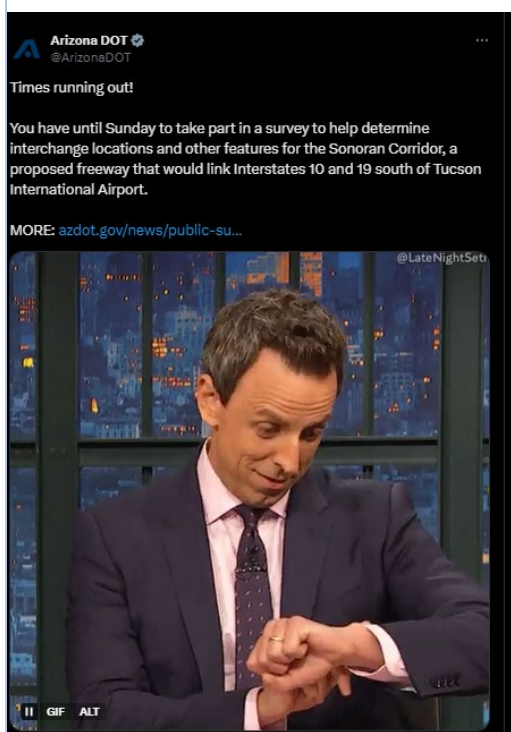
Date: August 15, 2024

Platform: X

Impressions:

Engagements: 97

Comments: 1



Date: August 26, 2024

Platform: X

Impressions: 3,916

Engagements: 62

Comments: None



Date: August 27, 2024

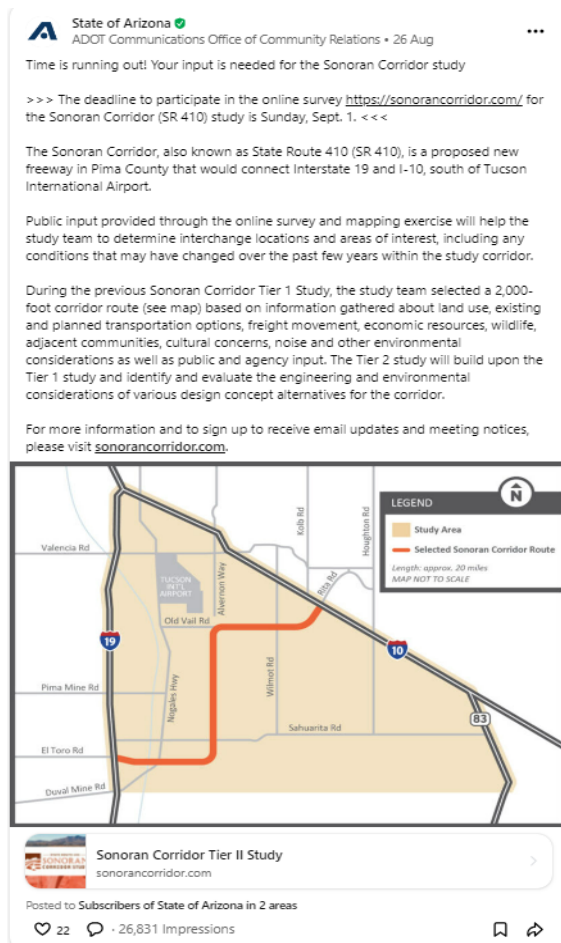
Platform: X

Impressions: 3,925

Engagements: 68

Comments: 2

Nextdoor



Date: August 26, 2024

Platform: Nextdoor

Appendix B – Additional Comments by Topic for the Survey Team

Comments have not been corrected for spelling or grammar and are listed as the commenter wrote them.

Topic categories:

- Alternative Project/Solution Needed
- Community Impacts
- Design Concerns
- In Favor of Project
- Interchange Concern
- Other
- Route Modification
- Sustainability & Climate Change
- Transit Option Needed

Topic	Comment
Alternative Project/Solution Needed	<p>75 or 65 MPH freeway not 55 MPH parkway is ideal. No point in a 55 MPH parkway, traffic already goes 55+ on Houghton and Sahuarita. Two lanes minimum, three ideal. Room to expand into median to 5 lanes in each direction. Pima County spent decades approving single family homes without care street capacity.</p> <p>Rubberized asphalt nice, diamond grinding first is best. Saves years of suffering potholes in the asphalt waiting for funds to diamond grind. The concrete surface on 10 near Ina Rd, is bumpy and noisy compared to the 101 in Chandler, which is ideal.</p> <p>When terminating the freeway at Rita Rd, a proper rip and replace with a full system interchange is longest lasting and most economical. A traffic light will create congestion needlessly. There's a general sentiment in Tucson that ADOT delivers a subpar experience as compared to Phoenix. ADOT has a chance to make it right by providing a high quality freeway</p>

Topic	Comment
	experience like it does for the Phoenix area.
Alternative Project/Solution Needed	Again, stop the nonsense and put this project on permanent hold.
Alternative Project/Solution Needed	All of it seems to serve only future further damage to the area, especially regarding access to mines that want to deplete the underground water supply to all those who live in the area.
Alternative Project/Solution Needed	Connection between 19 and 10 already exists, the town of sahuarita does NOT want this, it's unnecessary, this adds no value
Alternative Project/Solution Needed	Do not do it
Alternative Project/Solution Needed	Don't expand urban sprawl
Alternative Project/Solution Needed	Don't want it going through Sahuarita at all. Will bring tons of traffic and extra crime with increased freeway access.
Alternative Project/Solution Needed	Don't make it
Alternative Project/Solution Needed	Focus investments on current highway maintenance to address life safety of commuters on current roadways.
Alternative Project/Solution Needed	I am opposed to spending billions of dollars to line the pockets of the road building lobby
Alternative Project/Solution Needed	I disagree with the El Toro Rd connection at I-19
Alternative Project/Solution Needed	I disagree with the selected route and think it needs another look. The alignment is awkward and inefficient, resulting in increased travel times, higher construction costs, and impacts to a larger number of people. Something more closely resembling a straight shot between I-19 and I-10 would be far superior.
Alternative Project/Solution Needed	I do not want to see the expansion of sprawling corporate development in Tucson.
Alternative Project/Solution Needed	I drive to green valley from east Tucson multiple times weekly, this road would be nothing but more infrastructure promoting urban sprawl. The current roadways are perfectly fine. No new highways
Alternative Project/Solution Needed	I hate this idea. As a Rita Ranch resident I moved to this community for the lack of light pollution and for the vast open spaces and wildlife. It's bad enough that we are tearing up the desert for more housing developments but we do not need to tear up even more desert for a freeway!! Invest in connecting the Loop to those spaces and in light rail or enhanced bus routes. This is a waste of money and space
Alternative Project/Solution Needed	I strongly disapprove of any projects that will introduce new freeways into the tucson/pima county region. These are technologies we know do not reduce congestion in an efficient or sustainable way. If the goal of the team is to identify ways to reduce congestion in the Tucson metro I would implore any relevant teams to look into ways that we can invest in other modes of transportation. Road/freeway widening is useful to an extent, but with far less useful returns on investments when

Topic	Comment
	compared to other methods of transportation. Please think long-term and about how to best encourage development in the city that will be sustainable.
Alternative Project/Solution Needed	I think that additional freeways in the Tucson area are unneeded and will just encourage sprawl. If the goal of this project is a truck/freight bypass, then it should include few interchanges along the route to discourage sprawl development at exits.
Alternative Project/Solution Needed	I work along I-19 and can not see justification for this highway. The area has not grown as anticipated and it is unlikely to grow at the projected rates. The area should be left undisturbed to allow for wildlife habitat and migration.
Alternative Project/Solution Needed	I'd suggest not building it. If it is built please move further south. There is a lot of wildlife in this area. Building the road here will push those animals more into neighborhoods like Sycamore Park Community.
Alternative Project/Solution Needed	I'm a native of these parts (southern Arizona) and I cannot see any reason to run a freeway thru the town of Sahuarita and then head north to I-10. Sahuarita is going in population with people and not industrial population. Keep the freeway south of TIA (airport) and north of the population centers where the industrial complex can continue growth away from the population centers. Thank you.
Alternative Project/Solution Needed	I'm not sure why this is being considered if it only saves about 15 minutes at the expense of unique Sonoran Desert landscape. It's only minimally advantageous if you're coming from I-10. It's a short easy drive now to get from I-19 to I-10 via Sahuarita Rd and Wilmot, or Old Nogales Highway and Aerospace Drive. There must be better ways to mitigate traffic holdups than bulldozing the Sonoran Desert. This seems like a very short sighted FOR PROFIT of someone, action. It is not a solution that is needed. Who is asking for this shortcut?
Alternative Project/Solution Needed	Is this really necessary?
Alternative Project/Solution Needed	It wasn't clear to me how many lanes would this freeway be at the beginning. This doesn't address the congestion and issues on the existing I-10. Even if trucks are rerouted to the new freeway there still needs to be additional widening of the I-10. I think that would be a priority over this new freeway.
Alternative Project/Solution Needed	It's an unnecessary investment when at most it will save people 5 minutes to the airport.
Alternative Project/Solution Needed	Living in Sycamore Park on south Kolb, I don't want a freeway behind our neighborhood. If it is going to happen though, I would want it far enough away to limit noise, or noise cancelling barriers installed. Barriers would also prevent the eyesore from the community.
Alternative Project/Solution Needed	Money could be better spent elsewhere
Alternative Project/Solution Needed	New highway projects are completely outdated and counter-productive to our local, state, and federal climate goals. Their

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	<p>impact to "save time" is completely irrelevant in the wake of the disastrous environmental and public health toll they pose not to mention a complete waste of tax payer dollars that can be better spent connecting communities via modes of transportation that are not the motor vehicle. This project serves to create more exhaust and rubber pollution in the desert. Every highway ends up creating more wasteful suburban sprawl permanently altering and destroying the natural ecosystems that already exist including the destruction of the local ecology and immense death toll on wildlife from motor vehicle traffic. Scholars have published numerous well cited studies showing highways do not create the benefit departments of transportation perpetuate in their dogma. The time of new highways is over. Want to make a difference? Toll truck traffic on existing highways.</p>
Alternative Project/Solution Needed	No build.
Alternative Project/Solution Needed	Please do not build this! Do not destroy our beautiful desert and put this bext to our homes. Do not displace the families that have been here for GENERATIONS.
Alternative Project/Solution Needed	PLEASE DO NOT GO FORWARD WITH THIS!
Alternative Project/Solution Needed	<p>Quit messing with stuff. Why would you spend our money on this? You just can't ruin the desert and Tucson fast enough .</p> <p>..</p>
Alternative Project/Solution Needed	STOP THIS BOONDOGGLE IMMEDIATELY!!! This project is completely unnecessary and a waste of MONEY THAT SHOULD INSTEAD BE USED TO REPLACE OUR LITERALLY CRUMBLING ROADS ALL OVER GREEN VALLEY AND IN TUCSON, LIKE ROGER RD. AND LIMBERLOST DR.
Alternative Project/Solution Needed	Stop wasting tax payer money this is a boondoggle on par with the big dig. Build a freeway on top of Sahuarita road and wilmot? What are you thinking?
Alternative Project/Solution Needed	The entry point for the new freeway is at Rita Road. That makes zero sense. Kolb and I-10 would be a better place for an interchange, so that east side residents would have better access to the new freeway via kolb since south Kolb is already like a mini freeway with a 55 MPH speed limit. It would also provided better access from Aviation highway. From Rita Road, the freeway would serve a small population.
Alternative Project/Solution Needed	<p>The map isn't all that accurate but having said that I feel that this proposal is just another way of opening the back door to the I-11 corridor conversation and forcing that on us.</p> <p>I am not opposed to growth, but plowing down precious desert environments where homes already exist in order to put in this corridor is wrong, unwarranted and a waste of funding.</p>

Topic	Comment
Alternative Project/Solution Needed	The more ramps the more traffic
Alternative Project/Solution Needed	The way the layout is, you are asking for a disaster to happen. Also, it's going to get busier even more.
Alternative Project/Solution Needed	There is no reason for this corridor. It literally runs parallel to existing roadways. It does more harm to our ecosystem and small town than it does good. I do not know one person living in the surrounding areas that is in favor of this development
Alternative Project/Solution Needed	This area is sparsely populated and not in need of a Freeway. It is ridiculous to continue to build freeways with the intent of creating sprawl. Create corridors within already existing developed areas that include non-car forms of transportation. This is an ill advised project.
Alternative Project/Solution Needed	This corridor does nothing that utilizing Sahuarita rd to wilmont rd doesn't already do. It will be a waste of funds and CRITICALLY impact residential areas in Sahuarita.
Alternative Project/Solution Needed	This is a 20th century solution to a 21st century issue and is both a waste of money as well as ignoring the will of Pima County voters as expressed in the last county bond election. So drop the whole idea and save the taxpayers some money.
Alternative Project/Solution Needed	This is a bad proposal that encourages urban sprawl and pushes Tucson towards the myopic car centric design that currently negatively impacts the citizens of Phoenix, AZ. As a 5th generation Tucson I would be devastated to see this change.
Alternative Project/Solution Needed	This is a horrible alignment that solves nothing.
Alternative Project/Solution Needed	This is a stupid idea and waste of money.
Alternative Project/Solution Needed	This is NOT needed at I-19 and El Torro Rd. You will be putting a freeway entrance/exit in the middle of a neighborhood. There are properties right along that area and currently building new homes which is only going add more congestion to our area, we do not need added to it with the corridor starting there. Please DO NOT have it at this location. I do NOT want it at all. If it does approve to go forward, please start it at an existing exit along I-19. We bought our home because it was between freeway exits and anticipated thus being our forever home, now that can possibly change.
Alternative Project/Solution Needed	This is one of the least useful and poorly conceived projects imaginable for Pima County transportation. The area south of the airport is on the far fringes of the Tucson metro area and should be a far lower priority than projects for higher growth more populated areas in the metro region. This project will waste significant amounts of resources and tax payer dollars for insufficient impact and return on investment.
Alternative Project/Solution Needed	This is ridiculous waste if time and money. Sahuarita highlands was built hete to be away from traffic and congestion. We dont want jt in our back yard literally! I have zero issues getting to i10 or i19 from my home. We dont need more roads through residential neighborhoods!!

Topic	Comment
Alternative Project/Solution Needed	This project is completely useless traffic on I19 is already minimal there are to many turns a straight line or swooping curve would be better if it does happen this money would be better spent on other projects in the city
Alternative Project/Solution Needed	This project is not needed and would significantly alter landscape and wildlife habitats as well as increase traffic on kolb which would not be able to handle an increase in traffic at this time and would require further construction which would increase noise traffic and likely crime to my neighborhood.
Alternative Project/Solution Needed	This project is unnecessary and based on outdated transportation practices. ADOT needs to invest in high capacity transit projects rather than more roads, like the Sonoran Corridor, that just induce more congestion. I'm tired of ADOT wasting my tax dollars on irresponsible projects that harm our environment, community, and local economy. If ADOT built infrastructure that gave people an alternative to their cars, we would not need to build more roads to help freight move efficiently. It's 2024, not 1960 -- wake up ADOT and develop sensible projects. Three decades later and I'm still waiting for the train between Phoenix and Tucson....
Alternative Project/Solution Needed	<p>This proposed route will negatively impact hundreds of residents of Sahuarita, including many who moved to areas for the quietness. People will loose their homes. This will not help traffic and is not needed. Use the money instead to improve Sahuarita Road all the way down. Previously, other routes were proposed to the WEST and they would impact people LESS then this route. Why would those be taken off the table?? A route to the West would make more sense as it would not impact as many people.</p> <p>In the end, this is note needed and will not help anything for traffic. It's a waste of time and money.</p>
Alternative Project/Solution Needed	This road is not needed 80 % of the traffic on I19 comes from the west on I 10 not the east I 19 needs to be widened to 3 lanes to green valley You need to build roads where the traffic is. 86 needs to be converted to a freeway going west there is enough right of way look at the gridlock on valencia and ajo way
Alternative Project/Solution Needed	This whole project should be reconsidered. It is a big waste of money, and will cause environmental damage to this part of town. There is no congestion problems on I 19 or I 10, so trying to justify this project is just malarkey. This project is only being considered to support developers who want to damage the desert with cheap development. Our taxpayer dollars should be spent maintaining the infrastructure we have an upgrading inter that already exist. This is going to be a big scar on the desert and make the area look junky.
Alternative Project/Solution Needed	To use the least populated routes. High traffic & issues already in the south Tucson area including Country Club and Alvernon. I see LOTS of potential traffic problems there. Thank you for including our input! Good luck.

Topic	Comment
Alternative Project/Solution Needed	Tucson is not Phoenix, we do not want another highway. We want regional transportation in the form of a TRAIN!
Alternative Project/Solution Needed	Waste of taxpayer resources. We do not need more freeways anywhere in this State. Fix the current roads.
Alternative Project/Solution Needed	<p>We are very much opposed to bringing this to or near Sahuarita, Green Valley or Tubac! Why not bring it to Papago that is currently a dead end off of I19?!</p> <p>The drug and human trafficking is already too much in Sahuarita and south. Adding roads, traffic and noise ruins our surrounds and lifestyle!</p>
Alternative Project/Solution Needed	We do absolutely do not need another freeway in Tucson
Alternative Project/Solution Needed	<p>We do not need this new road. Adding a new corridor will not decrease traffic.</p> <p>This is a waste of money that should go toward better public transportation... something that would actually help traffic.</p> <p>https://usa.streetsblog.org/2023/06/29/study-two-thirds-of-americans-know-highway-expansions-dont-cure-traffic</p>
Alternative Project/Solution Needed	We don't want this built.
Alternative Project/Solution Needed	Who ever is trying to engineer this project has 0 common sense and should be fired immediately!!
Alternative Project/Solution Needed	Why build this road? Why not expand the existing roads? Sahuarita, Old Nogales Highway, Wilmot, and Houghton can all be expanded easier than this brand new thing that doesn't help anything because we already have 4 ways up to Tucson on existing roads.
Alternative Project/Solution Needed	With asphalt plants, mining, and other infringements on our residential peacefulness constantly being thrown at us, I am firmly opposed to any greater access to massive transportation in this area, as it would primarily be used to increase industrial vehicle use in the area. We do not need or want that.
Alternative Project/Solution Needed	Yes! For the amount of money being spent on this project and saving only 16 minuets of travel time, is NOT being resourceful! All of I-10 from Kino Blvd to Rita Rd should be 3 lanes in both directions. This is where the money should be spent. This would cut into the 16 minutes saved.
Alternative Project/Solution Needed	Yes. This project looks like a "make work" project intended to reward some contractors with millions of our tax dollars for a mostly useless new freeway. It's true that people living in Sahuarita and Green Valley might use this new freeway occasionally (although some may NEVER use it!), but the cost is enormous in terms of materials and environmental impact and dollars spent. Please consider canceling this project. Instead of spending millions of dollars on this freeway that will receive little use, please consider spending some of that money on fixing existing roads and infrastructure, and LOWERING the tax burden on the residents of Pima County. Thank you!

Topic	Comment
Alternative Project/Solution Needed	ADOT should focus needs on the existing infrastructure, which is inadequate and dangerous. The corridor will only be beneficial to the trucking industry. Studies tend to be costly and ultimately be stored away in the “dusty closets”
Alternative Project/Solution Needed	Finish I-10 first. You've been "improving" it for 20 years. I have honestly never driven on it when I wasn't torn up or detoured to the frontage.
Alternative Project/Solution Needed	Address the traffic needs. No road diets. Combine peds and bikes on shared sidewalk
Alternative Project/Solution Needed	Also need to widen I-10 between 6th Ave and Rt 83 to 3 lanes in each direction . This a very scary dangerous stretch of road ignored by ADOT as the population in Vail and further east explodes.
Alternative Project/Solution Needed	Consider long term connection for SR 210 down alvernon alignment to allow better regional connectivity between Green Valley / Sahuarita and Central Tucson/ Davis Monthan Air Force Base. Many people who live in Sahuarita work at Raytheon near TIA or at DMAFB and connecting this corridor to SR 210 would alleviate future and current surface street traffic. It would also provide better access to TIA from the south and east parts of the Tucson Metro. Also consider preserving ROW for rail connections using this corridor as well as this would be a major freight corridor. Note, Town of Sahuarita is currently allowing a lot of residential development near the projected I-19/SR-410 interchange which will make land acquisition here much more expensive if ADOT does not jump on ROW preservation in this area immediately.
Alternative Project/Solution Needed	Expand Sahuarita Rd to four lanes to Highway 83. Then expand 83 to four lanes out to I-10.
Alternative Project/Solution Needed	Expansion of Sahuarita Road makes the most straightforward pathway and less intersection congestion. The baseline of a road is already there. Build up from that.
Alternative Project/Solution Needed	Fix the congestion along i-10 first before something new is built to connect. Fix the interstate from Kino to 83
Alternative Project/Solution Needed	From the beginning there really has only been one plan seriously considered. Why haven't there been others?
Alternative Project/Solution Needed	How about fixing existing county roads faster.
Alternative Project/Solution Needed	I assume that I-II will come in somewhere around El Toro and be a major center for commercial and access. I spent ten years working on plans for this road while on Sahuarita Town Council. It is a critical link for Tucson and for Sahuarita and you have selected the right corridor with the minimum impact to existing development.
Alternative Project/Solution Needed	I don't think the proposed route does anything to solve the problem. Is this going to be a raised highway? Why not make Sahuarita road a highway?
Alternative Project/Solution Needed	I suggest refraining from adding additional paths and widening the existing I-19 corridor into Tucson.

Topic	Comment
Alternative Project/Solution Needed	I work at Raytheon Rita Road and the afternoon commute to Alvernon via I-10 West Bound is sketchy at 4pm everyday.
Alternative Project/Solution Needed	I-19 to a widened sahuarita rd.to swan to I-10
Alternative Project/Solution Needed	If it's going to be expanded, plan for the future. Sahuarita Road and Duval Mine Rd. are already overcrowded with traffic. Should have been more lanes.
Alternative Project/Solution Needed	<p>Most doctor, auto repair, social engagements, are all in mid-town and this would considerably be a less congestive route to take instead of driving all the way to Wilmot and then back West to my appointments via Broadway or Speedway.</p> <p>Please consider repaving Alvernon from Aerospace North to 22nd. It destroys us on motorcycles and older cars without smooth rides. Horribly pot-hole road.</p>
Alternative Project/Solution Needed	<p>Please also consider the following:</p> <p>A northern route, following the Pantano and Rillito Washes to connect to I-10 at about Orange Grove Rd - or joining the connection from I-10 to Aviation Pkwy back to I-10.</p> <p>A complete expansion of I-10 from Kino Pkwy to Rt 83, to at least 3 lanes in each direction.</p>
Alternative Project/Solution Needed	<p>Proposed route does not make sense over existing access to TIA.</p> <p>Better consideration would be a route to connect I-19 with I-10 in the Vail area. Possible improvement to Sahuarita Road to make it 4 lanes with semi-controlled access, etc.</p>
Alternative Project/Solution Needed	<p>Routing this connector that far South makes no sense. Not to mention the cost to build a new interchange less than a mile from an existing interchange. The new road should run from Rita road on I-10 directly West to Papago Road on I-19.</p> <p>Alvernon Way could still be extended South to Sahuarita Road to help develop that area. This would save millions of dollars by not requiring a new interchange on I-19.</p>
Alternative Project/Solution Needed	Seems like there are locations that would be better suited for the bypass, that would affect fewer homes than the location chosen.
Alternative Project/Solution Needed	<p>The I10 corridor between Rita Rd, Houghtn Rd, and Wentworth Rd is already excessively congested. This new connector highway will not solve this. Recommend considering making the eastern start of this new highway further east on I10.</p> <p>Perhaps at the existing I10 and SR83 interchange. This will eliminate a lot of the heavy truck traffic into central Tucson and allow them to bypass the metropolitan area completely. It will also provide the Corona De Tucson area with a potential</p>

Topic	Comment
	highway connection (where none exists today).
Alternative Project/Solution Needed	The overwhelming majority of residents in the proposed area are vehemently opposed to the route near Sahuarita Rd/Country Club/El Toro Rd. It will destroy our quality of life. We cannot afford the amount of land that we have anywhere else in town. No one wants a freeway running through their yard. This route makes no sense. Traffic is not that bad on Sahuarita Rd/Nogales Hwy. How about put this money towards widening I-19 instead? Makes much more sense. Along with the Sonoran Corridor comes increased traffic, crime, accidents, pollution, noise. It's a nightmare for thousands of us.
Alternative Project/Solution Needed	The Sonoran Corridor should be Sahuarita Road as that is a so much better route.
Alternative Project/Solution Needed	There are plenty of alternatives that don't include ruining people's lives and destroying their homes and neighborhood. We don't want you here, go use some state trust land and make a route that doesn't disrupt anyone's home. You are all more concerned with wildlife than people and it's disgusting. Go build your pollution project elsewhere. We WILL fight you tooth and nail all the way.
Alternative Project/Solution Needed	There is much more uninhabited land farther south from Kolb/I-10 intersection that would alleviate all the associated problems connected to current location
Alternative Project/Solution Needed	This money would be better spent expanding the suntran or building a rail line between Tucson and Phoenix.
Alternative Project/Solution Needed	This project should not be a regional priority. Traffic projections do not justify the investment. Re-scope as 2 lane road from Aerospace Parkway to I-10.
Alternative Project/Solution Needed	This proposed Sonoran Corridor is a boondoggle, look up that definition please, even if you think you know it. Save time, labor, energy and widen I-19 from Valencia to its linkup with I-10, that is a much shorter distance than the proposed 20+ mile Sonoran Corridor. I truly hope a majority of Tucsonans will reject this project on its true lack of merits.
Alternative Project/Solution Needed	This route makes no sense. It connects to I-10 at a location that is already heavily traveled and underdeveloped (Rita Rd, Houghton Rd, Wentworth Rd. Hwy 83) If they want to connect it at Rita Rd, it needs to continue eastward towards Corona de Tucson and travel northward between Wilmot and Houghton. As designed, I also believe this will cause heavier truck traffic on Sahuarita Rd as it will lead them right into the underdeveloped and congested section of I-10 From Rita Rd to Hwy 83. The project should have freeway from 19 to 10/83 area and a freeway route from that stretch going north between Wilmot and Houghton to Rita Rd. As planned, this route does very little for the fast-growing southeast side of the metro other than speed up a small distance for accessing Green Valley (assuming there is an interchange at Sahuarita Rd.)

Topic	Comment
Alternative Project/Solution Needed	This survey presupposes that this is a good idea and in the right place. If it is needed it should be moved north of Pima Mine road where it would benefit more drivers and impact fewer neighborhoods.
Alternative Project/Solution Needed	try to align new roads with existing roadways rather than tearing up more undisturbed desert. the desert is what makes tucson unique
Alternative Project/Solution Needed	We need to provide an I10 bypass to I19 starting well outside of the city area, East of Houghton and connecting South of Green Valley to plan for the future while most of the area affected is still state trust lands....
Alternative Project/Solution Needed	Wentworth/Colossal Cave Road Exit off I-10 over to Pima Mine Road/I-19 makes a lot more sense and be a lot cheaper to build, all is vacant land now, and will remove far more large trucks from Tucson freeways than the current proposed.
Alternative Project/Solution Needed	While an nice bypass on paper, it will just create more sprawl, which is obviously the point. Existing roadways could be widened or paved to cause less disturbance. If local municipalities can't afford it, tough luck. Stop subsidizing single family development and strip malls. State resources, the infinite costs upkeep, should not be wasted on this. If "truck bypasses" are so important build a new highway farther south or widen SR 82.
Alternative Project/Solution Needed	While I agree this travel corridor will be necessary, I still feel that widening I-19 from Irvington to Canoa Ranch is desperately needed. Or even Irvington to Continental. I'd prefer that all of I-19 were widened but I'd settle for Irvington to Duval Mine. I lived in Nogales for many years back in the 80s and 90s. And I have commuted to work in Nogales from Sahuarita over the last 24 years. Let's just say I have traveled I-19 extensively and the current congestion levels during peak daily drive times have made it increasingly dangerous and restrictive. Too often I am reminded of how horrible it is to drive through the Casa Grande to Phoenix corridor. It's super congested - bumper to bumper in both lanes - all while traveling below the posted speed limit.
Alternative Project/Solution Needed	Why is the people's money being used for such funding, when we already have a road (Sahuarita) that goes this whole length? Make Sahuarita Road a four lane as this would be much cheaper and then your not destroying the beautiful desert and causing more traffic and noise to the area in which we moved to for the sake of the area and low noise.
Alternative Project/Solution Needed	Why not use Pima Mine Road to Wilmot? There are many homes being built as I write that El Toro will go right through. I would likely still use Sahuarita Road to get to I-10 to go to NM
Community Impacts	A lot of homes were recently built in this area (and are still being built currently). We bought a home here and this will cause problems with our new house. My family and I are completely against this Sonoran Corridor.
Community Impacts	All we need is heavy truck noise coming from both the north and the south.

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Community Impacts	<p>Consider the displacement of numerous homes in the path of the proposed roadway.</p> <p>Also, using maps that show the homes in the path would be better served to show the public the true impact of the roadway.</p> <p>Using maps that just show a line through a town is very deceiving</p>
Community Impacts	Consider the people this plan may displace. Highly consider the impact this plan will have on sacred lands of indigenous people. Consider the impact on natural resources of water and land rights. Make sure that this corridor, this plan has the least impact possible on all of the above.
Community Impacts	Construction and location of interchanges of this corridor will impact the existing routes for the El Tour de Tucson.
Community Impacts	Do everything possible to minimize traffic noise and light pollution in the existing neighborhoods by staying as far as possible from them.
Community Impacts	Do not disrupt the existing new homes
Community Impacts	Even though we don't have resident in the area, we do have property we reside at during winter months and like this project
Community Impacts	Freeways aren't free. They increase traffic wherever they are built; they create a lot of noise and degrade air quality; they increase demands for fuel and medical care (yes, there are inevitably collisions at speed which cause severe injuries and fatalities); and encourage sprawl in areas that would be better left undeveloped.
Community Impacts	Having the Sonoran Corridor run through the town of Sahuarita would be too disruptive and damaging to this flourishing community. We need to preserve this growing community and not divide it or damage it with this corridor. Having it begin at Pima Mine Rd would be the best approach for everyone in this community.
Community Impacts	How this change will effect home values in the area along with views, hiking paths, ranch land and the increase of traffic on the end of roads that are congested to get to small communities. An increase of drivers will likely increase the congestion.
Community Impacts	I agree that a highway to handle larger traffic and future growth will be needed however I do not like how close it's to Sahuarita Highlands community.
Community Impacts	I don't think this is a good solution for the community. We should not continue this unsustainable pattern of destroying what little natural open spaces we have left just for some people to save a few minutes of time. Our local wildlife, and especially large predators, already have such a fragmented, dangerous habitat, and we should not be taking steps that will further increase barriers for our native species. We need to prioritize the environment and the peace and quiet of this

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	community.
Community Impacts	I live adjacent to i19 on Calle herboso and need to know the highway noise will be minimized or I will be relocating
Community Impacts	I live very near the proposed El Toro intersection. I want to make sure noise abatement is a priority for existing residents to the West.
Community Impacts	If it effects property values in Rancho Sahuarita, please use alternative routes.
Community Impacts	If this has anything to do with mining vehicles and other larger impacts on local communities, it should be made clear before fully committing to this route.
Community Impacts	Is this project really needed with the recently announced widening and improvements of I-10 from Kino to Kolb? That needs to be studied as well to ensure both projects are needed for future development. What increased noise and pollution impact will the community of Sycamore Park be impacted by? How will this impact the "heat island" in south Tucson? Will it increase the heat and decrease rain?
Community Impacts	It would be extremely helpful to have alternatives to shopping at I-19 and Irvington. We also like to do many activities in eastern and northern Tucson. This would be very helpful for getting there from Sahuarita. Houghton Road and I-10 is getting a lot of development. Seems that would be a nice place to end.
Community Impacts	My neighborhood is on S Kolb Rd just south of I-10. With the addition of this corridor, my house/neighbors will be wedged between two highways. This will add more noise/exhaust pollution to our neighborhood. Please evaluate other routes that are further away from neighborhoods and avoid adding an exit/entry at Kolb Rd that would add more traffic next to our houses. Thank you for your consideration.
Community Impacts	My primary concern is possible noise pollution at my new home.
Community Impacts	Noise impact to resident. Home value to residents in Sahuarita, Rancho Sahuarita. Keeping anything along the heavily traveled residential clean, with sound mitigation, pretty, artistic, patrolled. Protect the animals and wildlife and appreciate the farmland and greenspace that exists. Truck stops staffed and patrolled for all types of trafficking. Transparency in the entire process, from concept to timelines to impact.
Community Impacts	Once complete, if not before, Sahuarita Road should be restricted to prevent its use for heavy commercial traffic between I-19 and I-10. Sahuarita Road is essentially a residential road that is not built to carry such large vehicles.
Community Impacts	Please consider impacts to green valley farms community. My comments in the survey are specifically mine and do not necessarily reflect the input from the rest of the community. I think the corridor is sorely needed.

Topic	Comment
Community Impacts	Please consider noise mitigation walls for the neighborhoods north of the new roadway along Kolb Road area. We live with I-10 noise; being surrounded by freeways and noise would be too much. Our area has open quiet desert areas and we enjoy that peace and quiet.
Community Impacts	Please consider those people living in the area of the right of way and minimize the impact on their living standards .
Community Impacts	Please do not make this corridor come across peoples homes and properties. We have chosen to live in these areas because there is NOT a traffic impact on us. If we wanted to live closer to the ease of transportation we would have chosen to do so.
Community Impacts	Please study area near El Toro Rd as new housing subdivision is being built and corridor may have untoward impact on that community.
Community Impacts	Running this through an established community makes no sense
Community Impacts	Seems like a huge impact to save me 16 minutes one time in the far far future. Housing, construction, farming, wildlife, existing businesses, current access, etc.
Community Impacts	The amount of upheaval and distress this will cause the families that have lived on these lands for generations is not being addressed at all, let alone fairly. We have been here since before the town incorporated, which we opposed, we moved here for the peace and quiet. All of this along with the development south of Sahuarita road has ruined all of my hopes for my families future.
Community Impacts	The benefits of saving a few minutes and a few percent in congestion in the short term do not outweigh costs to human health, the environment that the increased development will cause in the future. As new subdivisions inevitably spring up around the proposed interchanges, congestion will continue to increase and new loops and traffic corridors will be called for, much like the 101, 202, and 303 in Phoenix which are now massively congested 5-10 years after their construction. Expanding mass transit to actually reduce the number of cars on the road is a more sustainable solution that should be evaluated. Even the Phoenix Metro area has expanded transit to its airport.
Community Impacts	The growing population of the vail area will depend highly on a southern bypass route to major entities such as TIA and Raytheon.
Community Impacts	The number of families this project will displace from multigenerational housing is obscene. Pick another route or end the project.
Community Impacts	The Sonoran Corridor as proposed would greatly impact and displace families that would potentially be unable to find comparable housing. In addition, the current proposal would bring noise pollution to neighborhoods that residents have

Topic	Comment
	chosen to live in because of their distance from traffic areas. Not only this, but the wildlife & natural vegetation would be greatly impacted by the Sonoran Corridor.
Community Impacts	The town of sahuarita is literally building homes right off I-19 / el Toro, this project is like 20 years late. People will have a fit if they find out they all now live next to a freeway. What about all the pecan groves / properties, train tracks etc ADOT would have to purchase.. this is an expensive and difficult battle to fight to save a few mins...
Community Impacts	There has been new residential development along El Toro Rd in Sahuarita that would be negatively impacted by running the Sonoran Corridor from I 19 thru Sahuarita. The Sahuarita Town Plan that had been approved by voters had designated El Toro Road as a future Parkway - which would provide bike & walking paths, & public transport pullouts in order to provide multi modal modes of transport to connect residential and commercial areas within Sahuarita. The Sonoran Corridor, a freeway, would not provide this kind of connectivity. It would essentially be a truck route through the heart of Sahuarita, increasing noise and air pollution, disrupting the quiet, peaceful ambiance that is a special feature of Sahuarita that enhances its desirability as a place to live and work. Instead, move the interchange from I 19 to north of Pima Mine Rd. This would eliminate the negative impact on Sahuarita, yet provide another route to the airport and businesses there, as well as a shorter route to I-10.
Community Impacts	There is a decent sized group of very expensive houses located off near the corner of Santa Rita and country club. widely thought that this highway will greatly diminish our home values due to all the noise and traffic. It will absolutely ruin the quiet peacefulness of our neighborhood and much of the charm people see here. There's also a lot of concern about all the trucking that it is going to bring through Sahuarita. We do not need truck stops in Sahuarita. Let's keep this as safe little town, not full of passers through. I would much rather see the highway get widened and accommodate more traffic between Sahuarita and Tucson and then Tucson east out of town than trying to build this whole new highway. The number of intersections you're looking at putting on it would not make the whole trip be any quicker than just staying on the highway as it is.
Community Impacts	There's a lot of dirt, poor roads that this is lining up with... Seems odd that it's not targeting existing residential neighborhoods
Community Impacts	This corridor will negatively impact the residents of the Sycamore Park and Voyager subdivisions. Most homeowners in these areas purchased with the understanding that the StateTrust land would provide a sanctuary and enjoy the quiet and natural beauty of the area, while engaging in hiking, birding, and other outdoor activities immediately adjacent to their homes. Not only will these features be destroyed, but the property values in the area will be greatly decreased due to

Topic	Comment
	increased noise and traffic.
Community Impacts	This corridor would greatly impact the local community. this is a lower income community that does not deserve extra construction and vehicles in its area just to save a few minutes of driving for others. this is also important wildlife corridors that are important in connecting habitat, this road would likely lead to increase deaths of wildlife.
Community Impacts	This interchange would wipe out where I have lived for 40 years. It could be shifted more towards el toro and have less of an impact on multiple homes
Community Impacts	This is way to close to communities and homes and we do not need the disruption of a road way this is excessive and I do not see how this will help ANY traffic all it will do is negatively affect home values, and our quality of life
Community Impacts	This project, if built, will encourage suburban sprawl. This will lead to increased traffic, energy/utility usage that the residents of Tucson will have to subsidize, and severe habitat degradation. The entire Phoenix metro has proven these results over and over and over.
Community Impacts	This road should not bisect the community in Sahuarita and build alongside existing homes and push out existing farm land planted with trees. Push the connecting road more north past Pima Mine road. Will reduce costs due to lower number of miles needed and plan to merge traffic past the Rita exit (more West) so as to not impact homeowners who use this exit to to get home to communities north of the interstate.
Community Impacts	Traffic Lights in the intersections will have an impact
Community Impacts	<p>Traffic noise from I-19 is already so bad, we can hear it in our home at all hours. We do not need another freeway north of us making more noise. You are trying to block in our property on two sides with freeways, which is unacceptable. You will also be impacting the property values and the quality of life for the residents in this area.</p> <p>Please consider making the route exit from I-19 further to the North at either Pima Mine Road or make it hook up to Aerospace Parkway.</p>
Community Impacts	Urban freeways ruin cities and communities by building giant noisy, dangerous chasms over what used to be a neighborhood. Plus traffic congestion reduction is only temporary as induced demand brings more people driving that way. Instead we should be working on light rail for people and better freight rail options that go around Tucson.
Community Impacts	We have to look at what property's it will take from the tax paying public. We also have to consider traffic on this road and all the intersections that it will pass through.
Community Impacts	We just bought a home in Rancho Sahuarita and with the amount of space required for the freeway, our house would have

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	<p>to be demolished.</p> <p>Nobody wants a freeway in their backyard.</p> <p>Look at how many accidents there are....I don't need some [one] blowing through my backyard.</p> <p>You have so much open space, and to save someone a whopping 10 minutes of drive time, you want to put a freeway system through a neighborhood. Way to bring down the value and desirability of Rancho Sahuarita.</p>
Community Impacts	when will i know whether you're going to purchase my property as you will potentially need it for your flyover.
Community Impacts	While I personally would benefit from the connection from Rita and Aerospace and I believe it would spur growth in the areas it connects I don't believe the economics make sense at this time. I think resources would better be used towards interstate 11 connection west of i 19 to i 10 north of Marana. However consideration for the i11 connection should take considerable care for the environmental and animal impact such as migration bridges for animals and strengthening protections for the environment around the highway to prevent uncontrolled development around the i11 highway connection.
Community Impacts	Will there be more convenience stores, gas stations, and food options near the off / on ramps?
Community Impacts	Would like to see a concrete wall with artistic design constructed between the new highway and Sahuarita Highlands Subdivision. Like the walls they put up on the 303 freeway where it goes through Sun City Grand in Surprise Arizona. Very attractive wall and keeps the noise down in the Sun City Grand neighborhoods. Need an overpass intersection at South Country Club Rd. to give all the surrounding neighborhoods SAFE access to the new highway. The new highway will give Green Valley Fire Department and emergency services faster and safer access to our neighborhood!
Community Impacts	Your proposed route is too close to the two prison complexes and also travels straight through existing and growing residential areas. There is much undeveloped land south of the proposed route area (near Pima Mine Road) where the route could continue straight through to intersect I-10.
Community Impacts	Please do not block access to Sahuarita Road for residents near the 17000 block of S. Alvernon.
Community Impacts	Please do not put it close to Sahuarita Blvd, it will disrupt the nice community
Community Impacts	We are almost complete with a Block Plat for the entire property (700 acres) that includes approximately 2000 homes. The existing 2000 foot corridor appears to include about 700 feet onto our property. If the 400 foot final section is on our property it will make the project unbuildable. Not to mention south of our property the Solar Fields are constructed right up to the west section line. Any right of way east of the section line would also have to compensate the solar farm. There

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	are also a couple of private properties north of Singing Cactus with current homeowners that would need to be purchased or taken. Basically i would suggest that the 400 foot final corridor begin on the western edge of the 2000 foot corridor and keep as far west as possible. In this case the entire roadway would be on state land and be separated from most if not all current and future residential properties.
Community Impacts	Why can't you start the corridor at Pima mine road? That won't impact residents.
Community Impacts	Would very much prefer this route be moved to the North to avoid disruption to the homes and wildlife near Country Club Rd. Noise and pollution from the roadway will be very damaging to the local neighborhoods.
Design Concern	<p>A. Widen I-19 to 3 lanes north and south (as it is at Valencia and going north) starting in Nogales.</p> <p>B. Immediately consider enforcing speed limit from Valencia and then north, OR change speed limit to what you are allowing- like I see 75 -- 80 mph regularly, especially after Ajo on/off ramp as the road at that point gives the appearance to 94% of drivers to "let's take off".</p> <p>C. Immediately ADD light to control entering from Valencia and going north - now 8 - 12+ cars at a time causing major problems for I-19 travel from Green Valley/Sahuarita. I'm amazed this hasn't been noted before.</p>
Design Concern	Any possible "straight across" route? Looks like two 90* turns are inefficient
Design Concern	As I noted, I would move this all to the South and make a STRAIGHT connection from the Hwy 83 existing interchange over to I-19 and not have to disturb existing neighborhoods, no need to do sound mitigation, etc., etc. This eliminates ALL of the expensive interchanges, signals, potential for crashes, etc. Run it STRAIGHT & SIMPLE!!!!
Design Concern	Consider elevated portions, over the railroad tracks, of the new corridor to ensure time efficiency and reducing collision conflicts.
Design Concern	Direct connectors (no stoplights - maybe just for HOV/EV and buses?) in & out of the airport are essential to maximize the efficiency. If a remote rental car site is ever built (like PHX), there should be direct connectors there too.
Design Concern	Do as much as you can to ensure that new highway supports a continuous path from I-19 to I-10 without stopping. Any path that requires traffic lights or means of entering /exiting other than ramps will defeat the entire purpose of this project. I hope there is future consideration for a more direct route on the southern end of the project to avoid the growing Vail area (like a straight shot from I-19 to SR83/I-10
Design Concern	Don't make it narrow (two/four lanes) at the start, then say, 'oops, we need to widen it' five years down the road. Take the time to build the infrastructure large enough at the start, such as bridges and drainage, so that the eventual expansion will be

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	faster. And if this road will have a lot of mining/quarry trucks on it, make sure it will be durable enough. Also, think about an eventual I-10 bypass between I-10 and I-19 that skips downtown. I don't get the impression that this will be a limited access highway, but it should be.
Design Concern	I recommend a 6-lane road with a raised median barrier to prevent head-on collisions.
Design Concern	I would attempt to keep the number of interchanges to a minimum.
Design Concern	My primary interest in the project is reducing traffic volumes along I-19 north of the south connection point, and I-10 between the I-10/19 junction and the east connection point. Strongly recommend using true freeway interchanges at the connection points, without impact to the existing surface road interchanges. In particular, ideal intersection routing at I-10 and Rita would avoid impacting the I-10 to north Rita connections. It's especially important that EB I-10 to NB Rita does not intersect with WB I-10 to SR410. Also, please avoid cloverleafs, there are too many high-turning onramps to I-10 west of this location which severely impact evening commute.
Design Concern	Need a bridge over the Union Pacific Railroad tracks in Sahaurita to prevent traffic tie-ups. Need several 'wildlife crossings' in the plan.
Design Concern	Please avoid Santa Rita rd, country club
Design Concern	Please consider including a multi-use pathway in the design that can be interconnected with the regional multi-use pathway system and would accommodate alternate modes of transportation.
Design Concern	Please coordinate efforts within ADOT, City of Tucson, and Tucson International Airport as they make long range plans for improved access from the north. Their plan is to extend SR-210 south along Alvernon Way - which would align with the N-S segment of SR-410. This combination would greatly improve access to the airport from both the north and the south.
Design Concern	Please make it two lanes in both directions, with as few stops as possible. Maybe consider large roundabouts instead of traditional lighted intersections.
Design Concern	Serious consideration should be given to planning the route while considering the I-11 corridor. I11 is planned and impacts my land so let's work it together so I don't buy into one and get ruined by the next corridor planning through green valley Arizona.
Design Concern	The I-19 has a lot of accidents and sometimes the freeway is detoured to Nogales Hwy. Nogales Hwy is a single line road and is not designed to take the load of a freeway. It would be nice if the Corridor could somehow address this. Maybe have

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	the Corridor accessible to Valencia Rd? Expand Nogales Hwy? Expand I-19?
In Favor of Project	No, not really. But Tucson is growing considerably each and every year because I have been living here for MANY years, and the more corridors that can be built in Tucson, the hopefully the less congestion on the streets will be eliminated.
In Favor of Project	The best time to complete this project was 20 years ago. The second best is today.
In Favor of Project	Again, why wasn't this done years (ie decades ago)? This road should have been built years ago. If, there is any traffic issues on I19, Wilmot, Houghten, Nogales Highway. It is very difficult to get to Sahurita or Green Valley. Also, Nogales Highway has a high volume of traffic and should be 4 lanes from I19 until Aero Space Parkway.
In Favor of Project	Although I don't live in the area I have family there and do frequently travel in the specific zone related to this proposed activity. I support the addition to our freeway system.
In Favor of Project	Best of luck.
In Favor of Project	Build it! Tucson is way behind on a functioning freeway loop system.
In Favor of Project	Build the freeway
In Favor of Project	Built it sooner than later
In Favor of Project	Connection would be good for interstate and international commerce. Provide important infrastructure to airport, Raytheon and large scale commercial developments in the area. Alleviate congestion on I19 and provide alternate transportation during critical events to better serve the region.
In Favor of Project	Continue with project
In Favor of Project	Do it!
In Favor of Project	Do it.
In Favor of Project	Enough studying, get it done.
In Favor of Project	Excellent project that will provide economic development benefits to the region, to both Santa Cruz and Pima County, easier access to airport should make TUS more attractive vs PHX and hopefully this creates new business for airlines to establish more non-stop flights to additional locations. Avoid trucks use Nogales-Patagonia-Sonoita to get to I-10 East, special consideration for this given the traffic South 32 mine in Patagonia will create.
In Favor of Project	Exciting
In Favor of Project	Expedite plz
In Favor of Project	Full speed ahead, time to minimize the big rig trucks coming north on I-19!!!

Topic	Comment
In Favor of Project	Get 'er done! 👍
In Favor of Project	Get I-11 underway -- the environmental impacg won't be nearly as damaging as special interest groups sensationalize it.
In Favor of Project	Get it built already
In Favor of Project	Get it done !!
In Favor of Project	Get it done faster. Should have been done 20+ years ago. Existing inefficient route options have already increased miles driven, emissions, traffic accidents, and lost business development and encouraged good people and jobs to leave the region.
In Favor of Project	Get it done quickly
In Favor of Project	GET THIS PROJECT GOING!
In Favor of Project	Git er done!
In Favor of Project	Glad we are adding a corridor between I-10 and I-19 we need it for the growth of Tucson. Hopefully we also get the I-11 freeway to Las Vegas
In Favor of Project	Go ahead!
In Favor of Project	Good luck
In Favor of Project	Having spent many years volunteering on transportation planning efforts including the RTA I feel this is an essential project moving forward
In Favor of Project	Hurry up
In Favor of Project	I appreciate the department of transportation putting together this survey. For those like myself who live in a direct impact zone-my property will be acquired or have a freeway in the backyard-shortening commutes by 16 minutes is not worth it. Especially when we already have an I-19 and I-10 connection just north of this area.
In Favor of Project	I back the proposal.
In Favor of Project	I drive here occasionally for work. I would limit interchanges to encourage the separation of local and all other traffic
In Favor of Project	I hope this can get completed sooner rather than later
In Favor of Project	I lived in this part of the state for many years and I still travel to the area on a regular basis. I frequently travel from Green Valley to Benson and this corridor would be a blessing to the area as the congestion in southern Pima County has become a great concern over the last 10 years or so. The current infrastructure was not designed to accommodate the volume of vehicles using it. The proposed project will be a great advantage to the area, reducing accidents and improving travel times.

Topic	Comment
In Favor of Project	I love the idea of it and also hope to see the future I-11 and Western bypass completed around Tucson in order to create a North-South interstate from Mexico to Canada through Arizona. Please focus the Sonoran Corridor as primarily a heavy truck transportation route from Nogales to points East on I-10 towards El Paso, and not as a commuter feed route into already busy and underdeveloped roads like S. Swan Rd, as the road itself is poorly built, falling apart, and our only exit from the Rancho Valencia HOA at S. Swan Rd and Valencia Rd. The constant use by: gravel trucks on S. Swan Rd beating the road up on a daily basis, which isn't wide enough to accommodate them anyway; landfill traffic still using S. Swan and Los Reales; big rig parking on the West Side on S. Swan at Valencia in the dirt underneath the TEP transmission lines adding to the congestion, along with the Border Patrol facility at S. Swan and Los Reales with its constant bus and traffic usage. Thank you.
In Favor of Project	I really think this corridor is important for economic growth and viability in this region. There is opportunity to connect this with an entrance to the airport. Diverting freight traffic away from and around the Tucson core is a huge benefit.
In Favor of Project	I think any option that would reduce the heavy traffic on Sahuarita and Wilmont roads would be extremely helpful and safer.
In Favor of Project	I think it's a great idea! I'd love a loop style freeway that saves time through tucson.
In Favor of Project	I think it's extremely important to have this new freeway to help with the exponentially growing area we live in. The congestion is getting so bad that it's creating an unsafe commute for everyone. We should have done this a long time ago.
In Favor of Project	I think it's great and long overdue!
In Favor of Project	I think this corridor will promote economic development in this area.
In Favor of Project	I think this is a wonderful project that will improve traffic in the area. This is absolutely needed with the recent growth and increasing population. My family and I are looking forward to the launch of this project!
In Favor of Project	Is it done yet? Should have been done 20 years ago.
In Favor of Project	I've been dreaming of this corridor for almost a decade. I can just imagine all the Vail residents who will not be cluttering surface streets and I-10 twice a day for work commutes.
In Favor of Project	Keep pushing to get this approved and completed. Traffic congestion is getting worse every day. Tucson and travelers need more alternative routes. Thank you!
In Favor of Project	Let's get it built! And widen I-19 between Green Valley and Tucson while you're at it.
In Favor of Project	Let's put this on the fast track.....PLEASE! This should have been done five years ago. Can we also widen I-19 to three

Topic	Comment
	lanes or make it "commercial traffic right lane only" between Green Valley and Tucson, I-10? There would be a lot less deaths on this small stretch of interstate.
In Favor of Project	Make it happen fast
In Favor of Project	Move as quickly as possible
In Favor of Project	Move quickly and have high speed limits
In Favor of Project	No suggestions, just a thank you to the Sonoran Corridor study team for their efforts to make our travel faster/easier.
In Favor of Project	No, thank you. Looking forward to seeing this project come to fruition.
In Favor of Project	Nope. I hope this passes - my current commute from Sahuarita is 45+ minutes.
In Favor of Project	Please build it. One of our greatest areas for economic growth in our region is the land south of our airport. It should have been developed decades ago. We need to be more competitive as a region.
In Favor of Project	Please consider moving forward more quickly. I-19 and Sahuarita Road is a mess with so many trucks. It would be nice to find an alternative to truck traffic through the middle of Tucson as well.
In Favor of Project	Please make this happen. We lack the freeway transportation in the region thanks to the opposition of certain minority groups who have no respect for the increased traffic flow we've encountered over the past 50 years.
In Favor of Project	Road spur development. To deter residential development in the area south of Tucson international Airport (Noise, danger, quality of life) There should be few or no interchanges in that area. Note; I am a 60 year resident of Pima County, most of my career involved/required much cross town and county driving. Ease of mobility in a community is comparable to good communication systems. It is necessary for a thriving Community and economy.
In Favor of Project	Sensitivity to what is possible should take precedent over perfection.....a new corridor is needed
In Favor of Project	Something needs to be done. Please don't drop this.
In Favor of Project	Sooner the better to relieve traffic issues, which will only be increasing the longer it takes to get this done. Thank you ADOT!
In Favor of Project	Strong supporter of this project!
In Favor of Project	Strongly favor this project.
In Favor of Project	Thank you for involving the community in the development of this corridor. I appreciate seeing our tax dollars and Pima County resources used to improve our infrastructure and ease and safety of transportation.

Topic	Comment
In Favor of Project	Thank you for looking into this! This would be a big benefit to our family.
In Favor of Project	The Sonoran Corridor is critical to the future of Southern Arizona. It will allow Nogales and Tucson to remain competitive as a major components of the Canamex Trade Corridor. It will relieve congestion on I-10. I will allow workers safe and timely access to major employment centers including the UA Tech Park, Tucson International Airport, and Port of Tucson.
In Favor of Project	The Sonoran Corridor project represents a significant opportunity for Southern Arizona and the City of Tucson, potentially facilitating the creation of tens of thousands of jobs and generating billions of dollars in economic activity for the region. By improving mobility and access to the transportation system, the project will open new areas for development and employment opportunities. The City of Tucson is collaborating with the Arizona State Land Department, the largest landowner along the proposed alignment, to ensure that land uses maximize development potential. As a catalyst for economic growth, the Sonoran Corridor can significantly shape the future of the region.
In Favor of Project	The Wilmot and Alvernon interchanges will be critical to getting better access to employers near the airport and those of us living in Corona de Tucson and southern Vail that currently use Sahaurita Road as our origination point.
In Favor of Project	This is a very needed project. Access from I-19 to the airport is a priority. I full support this project.
In Favor of Project	This is badly needed much more than the proposed 11 interstate.
In Favor of Project	This is needed.. the current I-19 I-10 interchange is too crowded as is.. giving people a detour would be fantastic
In Favor of Project	This project is a great idea for many reasons, including connectivity between communities and decrease of freight through the existing routes.
In Favor of Project	Tucson really needs this. Southern Arizona really needs this. Don't let a small number of voices ruin something that is badly needed and is for the greater good.
In Favor of Project	We need better traffic control in southern Arizona. Please make this happen as well as other bypasses or loops in the area.
In Favor of Project	We need more crosstown freeways! This is a good start.
In Favor of Project	We need this corridor built ASAP
In Favor of Project	We need this freeway yesterday
In Favor of Project	We need this new highway soon. Sahuarita Road is being used now to connect I-19 to I-10 via Highway 83. Sahuarita Road and the intersection with 83 are not designed for this traffic.
In Favor of Project	With all the growth planned for southeast Tucson, both employment and housing, the consistent congestion along I-19, growing commerce between Mexico and the US and the connectivity this would provide to the Port of Tucson, I think the

Topic	Comment
	Sonoran Corridor is a much needed addition to the Pima County region.
In Favor of Project	Yes you see my zip code is in Peoria, Az. I lived in Tucson in this specific area for 8 years just off Houghton and Harrison road. This is extremely needed for this area. It would improve the traffic flow as well because the other roads continually get backed up. I go down there once a month to visit friends and it would be so exciting to connect this area finally.
In Favor of Project	Yes. Please consider the total cost of the various alternatives and select the least costly and most efficient. Thank you for your many tireless efforts.
In Favor of Project	This is a first step in a Tucson valley potential freeway system. As a growing metro area, Tucson can not grow and prosper if its citizens can not move thru the valley easily and safely. Tucson lacks any crosstown freeway which is dire need.
In Favor of Project	This is a great start to create freeway loops around Tucson similar to the info structure of the Phoenix area. A must to accommodate the growth of the area. We need to continue to review opportunities for a complete circle around Tucson.
In Favor of Project	Transportation routes in Tucson are already maxed out and DO NOT meet our needs, so additions like this and the widening of I10 from Park/Kino to Houghton are desperately needed!
Interchange Concern	A connection at Wilmot or Kolb would be ideal as we travel to the east side of Tucson from Sahuarita.
Interchange Concern	Efficiency and reduce congestion on 1-10 through the 19 interchange
Interchange Concern	I am concerned that I-10 is ready at Rita Rd for the bypass traffic at rush hour. It is already backed up to Kolb and that traffic merging at Rita will cause a backup. Also, what improvements will be happening at the Rita exit to handle the increase in traffic?
Interchange Concern	<p>I am not sure Rita road is the best interchange point. Houghton road maybe a better location due to eastern Tucson traffic and the plan for Houghton to be three lanes north and south.</p> <p>Rita road leads to the Tech park and the Target warehouse, however all of the feeder roads are two lane. If the tech park access and Target are the main reasons, then Kolb road is better due to its access to a good north/south route through Tucson, access to the tech park and the Port of Tucson. Also if Kolb road is the access point, does a Wilmot road interchange required?</p>
Interchange Concern	If the connection includes Rita Rd I believe heavy traffic congestion is imminent. With no bridge traveling over the railroad tracks on Rita Road, the potential for vehicle collisions and road rage is greatly increased. The connection needs to be in a place that can handle heavy traffic flow.
Interchange Concern	If your doing interchanges (mean on ramps/off ramps) you will need to build up surrounding infrastructure significantly.

Topic	Comment
Interchange Concern	Instead of Rita Rd. you should have pushed the interchange down east of Houghton Rd. All you are doing is dumping the I-19 traffic off before the BIG interchange at Houghton which will jam up that area going east. If you went east of Houghton, then all the traffic getting off at Houghton would not be impacted by 410 traffic. My original comments suggested paralleling Sahuarita Road and then cutting north past Houghton. I'll likely be dead by the time this project is built, but YOU and future generations will have to live with the consequences. An unrelated issue - from Wilmot rd over to the Rita interchange, the land is Arizona Trust properties. These are used for ranching and recreational (biking, hiking, ATV...). You need to put 2 to 3 underpasses under this alignment if you want to meet the needs of those users.
Interchange Concern	Major update needed at I-10 and Rita Road interchange if this happens. Diverging diamond like Houghton? Something significant. The amount of truck traffic between the Amazon facility, Target, etc., and the corridor all combined will create a significant challenge for homeowners and businesses on Rita Road/Old Vail area.
Interchange Concern	Please connect Raytheon Parkway with the new freeway to continue Alvernon section to the North
Interchange Concern	Please connect with alvernon/aviation highway/ sr210
Interchange Concern	Please do not select the El Toro Rd option. This route will displace too many residents and wildlife.
Interchange Concern	Prefer I19 to Houghton Rd. As Houghton bridge can handle the traffic. Kolb already has Amazon and traffic would be worse if open at Kolb. Thus lead to pollution and wildlife decimations. Rita Rd is too small and will take years for construction expansion.
Interchange Concern	Safety on Aerospace Pkwy is highly concerning. I understand people want quicker access to go between Raytheon sites, but I think access from Aerospace Pkwy is not the answer.
Interchange Concern	SR 410 should meet up with I-10 at Houghton Rd. Houghton interchange was just expanded and has capacity for more traffic. Rita Rd and UPRR is an at-grade crossing with delays and stoppages for long trains. Rita Rd is small and residential north of UPRR. Traffic SB on Houghton will cut through the Rita neighborhood to get to SR 410 - same with EB 410 traffic, will take Rita to Houghton NB. Rita Rd has 2 schools with school zones, a city park, and a 4-way stop sign between Nexus and Houghton. Possibly extend Rita Rd south of I-10 to an interchange with SR 410, and continue SR 410 to terminate at Houghton.
Interchange Concern	The connector point at I-19 should be the same point where the planned I-11 connection will be, thus smoothing traffic and making for more efficient traffic flow between I-19, SR 410 and the upcoming I-11.
Interchange Concern	This survey does not indicate if there will be access to the I-19 / I-410 interchange from El Toro Road area. Perhaps that

Topic	Comment
	was ruled-out already; however, it should be considered if it has not yet been decided. Similarly, on the other end, the Rita Road connection may need access to the I-10 / I-410 interchange from Rita Road.
Other	16 minutes of saved travel time. . . I have not seen anything that validate the importance of this time span.
Other	I would encourage higher quality construction materials than what is currently being used for highway construction.
other	Innovate. Don't repeat mistakes.
Other	N/A
Other	N/a
Other	N/A
Other	NA
Other	No
Other	No
Other	no
Other	No
Other	No
Other	No
Other	no
Other	no
Other	no
Other	No
Other	No.
Other	No.
Other	None
Other	None
Other	None
Other	None
Other	Not at this time
Other	NOTHING FURTHER

Topic	Comment
Other	Please consider paving more roads out there. I have to make deliveries out there and the dirt roads are horrible and have damaged my car.
Other	Please do not set the speed limit too slow - try to use the 85th percentile honestly.
Other	See earlier I-19 interchange comment
Other	The freeway should have to pay for all maintenance for the next 30 years, how will this be achieved? Will there be a toll? Otherwise it's a waste of our money.
Other	The map is unclear on if access will increase on Rita Rd north of the freeway or if this is more of a "loop" where it is used only by freeway traffic as a Tucson bypass. Please provide more clarity.
Other	The Sonoran Corridor doesn't change the fact that ADOT has completely failed to expand and improve I-10 East of Park. How many more fatalities do you need before you do something? Billions have been spent on I-10 to the West. Someone needs to be held accountable.
Other	The speed at which the project can be completed. We need to be in front of the problem, trying to mitigate it, not reacting and trying to implement a solution after the problem has arrived.
Other	The time line to start of construction needs to be reduced. It is possible to condense and overlap the studies. It has been done before. Tucson was promised a fast track project, this is anything but!
Other	What is the transportation problem that this corridor purports to solve?
Other	As was already stated, lack of foresight for future growth in the area. The new highway should have 6 lanes and not 4 lanes. Build it now while you have the equipment on the site. This what I noticed living in this area, no one in Pima County government wants to spend the money today for future growth, that will happen! Instead, lack of foresight is to built it once it's congested and costs 10x more. Two lane highways that should have been 4 lanes. Constant tearing up the road for hook ups to needed utilities. Not maintaining the roads in Pima County. The road maintenance in Pima County is very embarrassing for me when friends and family visit us. Thank you for asking me for my opinion and suggestions.
Other	I guess I am missing one of the key points. How does this get me to the airport. It seems like it goes around the airport. Don't get me wrong I think this bypass is great, but linking it to airport access doesn't make sense since it avoids the airport.
Other	I'm concerned about truck traffic through the Green Valley I-19 corridor. I do appreciate the connection to the airport.
Other	I'm surprised it doesn't go straight with Sahuarita Rd, since it appears to be a cutoff to the east and ElPaso. Alvernon/Old

Topic	Comment
	Vail Rd are going to blossom with industrial, so this route makes sense. Not exactly a quick way to get to eastbound I-10, but certainly useful.
Other	Impacts should be documented and sent to the home owner now
Other	In the survey, it wasn't particularly clear how the corridor would connect to the airport. I assumed it did somehow, and this is reflected in my answers. My main use would be accessing TUS from the south on I19.
Other	Route seems roundabout, and not very fast.
Other	The growth that already exists in the proposed area and the extended area. Building the corridor further out would have greater benefits for the future. Otherwise, by the time this project is done, the area will be so congested that you will be looking back saying we should have...
Other	<p>Traffic on Valencia Rd from the I-10 exit west to Cardinal is too heavy. Relief is badly needed.</p> <p>Traffic has gotten too heavy on I 19 from Tucson to Green Valley also. I've driven on these roads for 32 years and seen the increase in traffic.</p> <p>I am supportive of wildlife under/overpasses.</p>
Other	Will there be an access road on old vail connection between wilmont and aero space pkw?
Route Modification	<p>1. Isn't there an old bombing range along the proposed alignment north of Sahuarita Road that would add cost to the project.</p> <p>2. I believe that Amazon, Home Goods, UPS, Etc should pay for any road improvements to access their site from the Soronan Corridor &</p> <p style="padding-left: 40px;">the route should be more direct between I19 to I10.</p> <p>3. I prefer connection at I19 @ Pima Mine & I10 @ Wentworth</p>
Route Modification	<p>1.The Survey did not ask for perceived benefits, only negative impacts to avoid. Be balanced!</p> <p>2. The Aerospace Parkway TI should also reference Alvernon as there is connectivity to Alvernon from the Parkway.</p> <p>3. Additional info to number 2. While not a formal part of this study, planning for and reference in the Tier II Study should include connecting SR410 and SR210 along the Alvernon alignment.</p> <p>4. Consider the International logistics traffic exceeding 380,000 trucks per year (growing at 3-5%) and over 10 million people and \$32 billion in trade crossing the border at Nogales each year. Nearshoring is causing rapid employment growth in Northern Sonora that will turn into traffic on I-19 and SR410. Fresh produce crossing the border is picked up by US trucks for distribution resulting in 2 trips on I-19. When modelling the level of service and congestion numbers, those</p>

Topic	Comment
	factors are important. The Greater Nogales, Santa Cruz County Port Authority provided the numbers cited.
Route Modification	<p>Again. If your going to build this why can't you extend it to Houghton. Why build a whole new interchange when you've spent millions on one there.</p> <p>You have not provided any relief to the existing homes south of I 10 on Kolb, noise is number one. Safety is number 2 last years hazmat on I 10 is evidence the hundreds of homes south of the freeway at risk that accident shows we are stuck with no viable escape route from airborne poisons. Now plan to encircle our community with yet another freeway hauling even more Hazmat. This freeway needs to be much further south.</p>
Route Modification	Also have priority in 85756
Route Modification	Avoid El Toro Road all together. Realign either North along Pime Road or further south at Duval Mine Road. El Toro Road is residential and this would significantly impact the rail lines and Pecan trees.
Route Modification	begin the corridor further north on I-19
Route Modification	Build the North/South corridor between I-10 and Apache Junction.
Route Modification	Connection to Aerospace Parkway would serve thousands of Raytheon employees who currently commute via Valencia and other surface streets, reducing traffic on those roads. Please help ensure access to Aerospace Parkway is possible. Thank you!!
Route Modification	Consider the corridor between the Federal Prisons and the State Prison on Wilmot.
Route Modification	Continue aerospace West to i19 instead of heading south to El toro
Route Modification	Currently there are 2 major intersections proposed at El Torro Road, State Route 410 and Interstate 11. This area is poor choice given the high density of homes and business. Given the wide open space north of Pima Mine Rd and south of Continental Rd. other options are a better location.
Route Modification	<p>Exiting I-10 at Rita and going through the natural area would damage too much animal and plant life for the benefit. There are nature trails and hiking in this area that would be destroyed. It would also cost a ton of money to produce new roads from nothing.</p> <p>Using the Wilmot exit would be better as it's already a thoroughfare of sorts and doesn't really require a lot of road building through vacant land. Just a proper interchange from I-10 to Wilmot, easy for big rigs to navigate.</p>
Route Modification	Great work so far. Perhaps a roundabout at SR410 and Sahuarita Rd?

Topic	Comment
Route Modification	Having 90 degree bends in a highway seems less than optimal. Sahuarita road could be considered if significantly widened - currently one large truck is enough to reduce traffic flow to barely moving. There is no current infrastructure at El Toro road to access I-19 and there are now large neighborhoods on either side of El Toro (on the east side of I-19). Pima Mine Rd could be considered if widened, impact to residents would be minimal and access to I-19 is already established.
Route Modification	Hopefully for sahuarita (pima mine)and not green valley(El tora).
Route Modification	I am sure much thought was converting Sahuarita Rd to be major access with a exit to airport, allows traffic flow on a southerly route
Route Modification	I believe it should be more east-west oriented.
Route Modification	I do not want Kolb Rd to connect with the new roadway. Kolb currently dead-ends at the Sycamore Park neighborhood and we would like that to remain.
Route Modification	I like the idea just away from the Alvernon and El Toro area
Route Modification	I liked the Alternative 1 route best. It gives access to the west side of Tucson and I-19 without having to connect so far south.
Route Modification	<p>I do not know how this corridor will affect exactly where I live. I cannot tell if the ramp will be south of El Toro road or not. New subdivisions are going up off of El Toro Road which makes the map even more confusing.</p> <p>Are there more map specifics as to where the corridor will potentially run?</p>
Route Modification	I represent Granite Construction and our construction materials facility at the northeast corner of Swan Road and proposed Sonoran Corridor. It is imperative that we have access to the Sonoran Corridor at a Swan Road interchange. This will greatly reduce mileage getting to I-10 for materials delivery to the southeast valley growth corridor. Thank you for your consideration.
Route Modification	I strongly disagree with bringing it up from Sahuarita to Old Vail - Run the route along Sahuarita to Houghton and then to I-10
Route Modification	I think it might be better to connect to I-10 further east
Route Modification	I think it's the wrong alignment. Putting the main east-west at Old Vail Road is simply too close to the existing I-10 corridor. It should be Pima Mine Road or Sahuarita Road.
Route Modification	I think the route should follow as much State land as possible and avoid as much private land as possible.

Topic	Comment
Route Modification	I think the zig zag nature of this freeway inhibits its use. Truckers or people driving are going to be looking on a map and it's not a smooth normal road that would link I-19 to I-10. I think it'll be dangerous for large semi's and it only adds to the mileage needing construction. I think the terminal at El Toro Rd is spot on because if I-11 is ever built it should link up to the Sonoran Corridor right at this point. But the I-10 terminal should be Houghton.
Route Modification	I wish it would be more of a direct line between I-19 and I-10. Like down Sahuarita. Having it turn several times and basically run the same path as what it's trying to avoid is self defeating. Seems like a lot of money and effort for minimal benefit. If we weren't expanding as much then the Sahuarita path would be available. It's like the unmitigated expansion of Tucson itself is the overall problem. We shouldn't be trying to be Phoenix. We need more natural habitat to keep our temps lower and help with flash flood mitigation. "How do we build more in order to feel less congested" is a self defeating process. It'll always not be enough. The real question should be, is it actually worth it? I don't think it is for this particular plan.
Route Modification	I-10 is the only east-west route for those individuals who live on the outer elements of the Tucson areas. It's also the only route for travelers on I-10. Growth potential and projections reflect a northwest/southeast trend. Pursuing a southern corridor doesn't mitigate our primary bottlenecks in the county. Divert through traffic around Tucson, similar to the "Loop" concepts in several US cities.
Route Modification	Improved access to Alvernon Way and the airport would be beneficial to include with this corridor.
Route Modification	Improving the I10/Rita Road interchange. Widening the existing overpass or constructing a new one to handle increased traffic
Route Modification	IT is the intent of traffic to move quickly without added congestion.
Route Modification	It would make more sense to run this (new) highway directly West from Rita Road and connect to an EXISTING (unused) Papago #87 interchange on I-19. That would eliminate the construction of a completely new interchange. It would still be possible to add a Southbound access road later as needed.
Route Modification	Kolb to Pima mine to alleviate i10 traffic
Route Modification	Kolb to Pima mine would be excellent
Route Modification	Make a corridor that takes houghton straight down to Corona de Tucson then shoot over to I19.
Route Modification	Make the road go further south. AWAY from the communities. There are numerous bike trails and running paths near our community that will likely be demolished since the road will go north of the powerlines and new construction from TEP.

Topic	Comment
	This will likely also bring this highway to within 100yds of our community which increases noise and will disperse a lot of wildlife that we see on a regular basis. There is plenty of open land further south with no communities to contend with.
Route Modification	Need to reconsider proximity to established communities in southeast Tucson and its impact in both noise and light pollution. Move east-west portion an additional mile south and connect at Houghton Road which already has an improved multi-lane reverse diamond traffic flow over I-10.
Route Modification	No need to go through Sahuarita - This should go on Pima Mine
Route Modification	<p>Old Vail and Rita Rd can't handle the increased traffic volume that this route will induce. Create a terminus/start at Houghton which CAN handle the increased volume that will come from the North and East. Traffic from the Houghton corridor or Mary Ann Cleveland traffic from Vail WILL NOT turn south on Houghton to take I-10 to this new route, they'll take the more direct route via Rita or Old Vail rd. Do it in phases if you need to, but design Rita as an interchange that would give State Route access from both I-10 and Rita, then continue South of the Pilot and Target through the undeveloped desert to Houghton south of the SPRR bridge.</p> <p>Access at Aerospace Pkwy/Alvernon is a requirement. If not, then the stupid sharp curve that was designed to accommodate this parkway interchange years ago would be a total waste. If not redesigned into the parkway interchange, it's unnecessarily dangerous and should be rounded out. Aerospace Tech Park/Raytheon/Airport Cargo all need freeway access.</p>
Route Modification	only that, were it possible, to have a more direct diagonal route
Route Modification	Perhaps another way to get from urban Tucson to the airport should be considered
Route Modification	Perhaps the possibility of the actual I-10/I19 junction being located south of Sahuarita.
Route Modification	Pima Mine Road & I-19 NE between solar farms to south of prison to Rita Road and I-10. A nice 45 degree high-speed, access controlled corridor.
Route Modification	Pima Mine Road to East Wilmont or possibly East Old Vail West to I-19
Route Modification	Please consider the starting of this roadway out of the main traffic area of Sahuarita where new home construction is booming along the El Toro area. Why not go closer to Pima Mine Rd. where the land opens up and no building of homes is ongoing. This major highway going thru a town that has had tremendous growth the past several years makes no sense when you have open desert two miles or so north of El Toro Rd. There are also safety and noise issues to consider when cutting a highway through the almost center of a town. Makes no sense.

Topic	Comment
Route Modification	Please see my previous, keep the new Sonoran corridor away from Rita Ranch begin the corridor at Craycroft Road and I 10 to aviation Parkway to Nogales highway to Pima road then connect to I 19
Route Modification	Stay away from Wilmot and Sahuarita. The existing construction is already making it more of a flood zone with the diverted runoff from the new subdivisions
Route Modification	Suggest starting further East at Hwy 83 and follow Sahuarita Rd all the way West to I-19. It's more direct. Besides Sahuarita needs better drainage anyway.
Route Modification	the 19 interchange is too far south to alleviate commuter traffic headed north.
Route Modification	The Sonoran Corridor limited added utility does not justify the expense of the project but for those living in Sahuarita it would be beneficial.
Route Modification	This corridor should connect with Houghton Road & I-10, and have an interchange for Rita Road instead Rita Road being the connection with I-10.
Route Modification	While I do see the attempt to ease traffic and promote "growth" through study area. I do believe there are alternative routes that include already established roads to achieve the same desire to the study area. For example; connecting I19 through Old Vail Road to S Rita Rd still provides access to Wilmot, Swan, Alvernon and Nogales Hwy. Or if the intended desire is to avoid I19 - I10 cross section through Tucson altogether, connecting W Sahuarita Rd at I19 to Wentworth Rd/I10 would be more of a "straight shot" from I19 (Nogales) to I10 (Vail) all while connecting several surrounding communities in-between.
Route Modification	Why Rita? It's the weird exit choices. Houghton or Kolb both make infinitely more sense, one acting as an important interchange for freight, and the other being the commercial center of Vail.
Route Modification	Wish the corridor connected further east on interstate 10 at Houghton road.
Route Modification	Would it be possible to have a connecting road somewhere nearer to E. Valencia Rd. & E. Littletown Rd.?
Route Modification	Would like to make sure Corridor does not impede northbound travel on existing roads, i.e Swan & Wilmot. Hoping overpasses would be installed so no additional traffic lights/stop signs would be needed.
Route Modification	You need to expand your thought process for the future. Your route needs to start before westbound traffic gets to Houghton and go to a location south of Green Valley. The only thing that will alleviate the traffic on I-10 east of I-19 would be to expand both sides to three lanes. Don't waste our tax dollars on this short sighted boondoggle.....
Sustainability & Climate Change	After doing and passing all the environmental studies, this road is very necessary to alleviate traffic (trucks, etc) from I=10

Topic	Comment
	and to increase the flow from east to west. This road should have been built 30 years ago.
Sustainability & Climate Change	Curious if ADOT plans to create a "formal landscaped" area around this route or to keep more natural? If natural landscaping, how will ADOT address the noise impact potentially affecting neighborhoods and environmentally sensitive areas?
Sustainability & Climate Change	Don't do it. Don't destroy what's left of our unique environment and heritage for fleeting benefits and special interests.
Sustainability & Climate Change	Fix the roads we already have and make them work instead of building more making this city hotter and destroying our desert and wildlife that is unique and needs protection
Sustainability & Climate Change	Floodplain.
Sustainability & Climate Change	I appreciate that this issue is being looked at in such a thorough way and a plan is being formulated. I look forward to the changes in the far distant future. You aren't going to please everyone, but it looks good to me. Protect the desert!
Sustainability & Climate Change	<p>I commute to Tucson for work almost every day from Sierra Vista. I hate seeing all the developing houses. We should not be building so much urban sprawl into the sonoran desert. If there aren't any homes available, people can live somewhere else.</p> <p>Additionally, how is 16 minutes of driving time really worth all the desert habitat that will be destroyed or fragmented? It's not worth that. Why can't we focus on mass transit options like the light rail in Phoenix or trains or anything else? If you encourage more traffic then the urban sprawl will spread. Focus on the needs in the city yes but not at the expense of the biodiversity of the sonoran desert that draws people here. 16 minutes...? Not worth it. If the traffic is too bad it's because we aren't focusing on public mass transit systems that are reliable and affordable.</p>
Sustainability & Climate Change	<p>I disagree with presumption that more highways will solve congestion/ traffic issues. Why not invest the money in your existing infrastructure (ie: I-10). Below is a link to an article, that I think sums this up pretty nicely.</p> <p>https://www.vox.com/future-perfect/363013/wide-highways-climate-environment-pollution</p>
Sustainability & Climate Change	I'm more concerned about Sustainability & Climate Change, but good planning helps with minimizing the risk.
Sustainability & Climate Change	Incorporate wildlife linkages, either below or above grade for wildlife to safely cross transportation corridors.
Sustainability & Climate Change	My question is why does the desert, which is already being severely encroached upon, need to be destroyed for this roadway? Why not use the existing corridor through South Wilcox to the interstate? It already exists, and if the road needs

Topic	Comment
	to be widened to accommodate this, then widen it instead of spending millions of taxpayer dollars destroying wildlife habitat? It makes absolutely no sense to put in this road when there is already a road in place that can be modified and used.
Sustainability & Climate Change	No just to try and protect noise, light, animals and cactus
Sustainability & Climate Change	Please leave the desert alone and find another way
Sustainability & Climate Change	Please quit ripping apart our desert and using up our water. We are doing fine without another highway. This is a waste of our resources.
Sustainability & Climate Change	Please work with wildlife and native plant conservation organizations to minimize impact.
Sustainability & Climate Change	Slow down development and slow the population growth in Sahuarita area. The desert can't handle this number of people!
Sustainability & Climate Change	<p>SR-410 efficiently connects high growth areas in the Tucson metro area east and south, greatly increasing regional mobility for workforce and travelers in the communities of Nogales, Vail, Sahuarita, Green Valley, Tribal Communities, and Tucson's east side.</p> <p>The city Gudvangen in Norway has 100 people, the city of Flam in Sweden has 350 and are connected by The Gudvanga Tunnel (7.1 miles) and the Flenja Tunnel (3.1 miles). It opened on December 17, 1991, after a construction period of less than a year.</p> <p>We are Americans, we can build roads to facilitate the moving of people and things in a flat surface and avoid pollution because all the vehicles are idle waiting for a green light.</p>
Sustainability & Climate Change	the devastating longterm ecological and Sustainability & Climate Changeshould not be ignored for only 12% decrease in traffic congestion.
Sustainability & Climate Change	The environmental and social impacts of creating another highway in the desert are incalculable. Uncontrolled suburban sprawl will be imminent. This is not something smart cities do. It's anti-science and anti-progress. The induced demand for car-centrism will ensure we're on a fast-track to being Phoenix. Tucson should be building up, not out. All this to make it a little easier to get to the airport. A train line or rapid bus lane is a much more sustainable investment. The fact that this is even being considered is a testament of ignorance and incompetence.
Sustainability & Climate Change	The history of highways through urban centers and their devastating impact on community connectivity and environmental air and water quality and land erosion will never be worth time saved for a commute
Sustainability & Climate Change	The pecan groves are a natural resource. Do not take any of the trees
Sustainability & Climate Change	The proposed route through Sahuarita will be very detrimental to the community in terms of current resources, wildlife,

Topic	Comment
	noise, air and light pollution, It does not take long at all to get to the airport - in fact it is rather convenient already.
Sustainability & Climate Change	<p>The Sonoran Desert is special. We live with the desert, appreciate all it has to give and must respect its natural rhythm. Wildlife and people are effected by noise levels.</p> <p>Please recognize that attempting to engineer a change in the flow of water must be thoroughly studied. The land/property below the changes needs to be consciously considered. Models are only as good as the data entered. Twice my experience as a property owner was rather negative because the design engineers and flood control did not listed to those who had property down flow of the project.</p> <p>I recommend an overview that includes more than the edges of the proposed corridor.</p>
Sustainability & Climate Change	There are way too many intersections. A diagonal line running south east from Rita to I-19 between Green Valley and Sahuarita would make more sense. The impact on the natural and fragile Sonoran Desert and wildlife should be considered and minimal impact should be mandatory.
Sustainability & Climate Change	There is so much open desert that can be accessed that there is no need to ruin established properties and home.
Sustainability & Climate Change	this cuts across large stretches of wildlife habitat
Sustainability & Climate Change	Traffic flow is never a problem on I-19 or I-10. These two interstate highways get me to where I want to go quickly and stress free. Another roadway impacts our quiet communities, costs the taxpayer, and destroys a most unique desert worldwide.
Sustainability & Climate Change	<p>Transportation planning nationally has taken a turn toward better land use (e.g., for housing and retail) and transportation infrastructure (e.g., rail, bus rapid transit, etc.)</p> <p>Transportation planners nationally are starting to recognize the horrors done by highway development for people, the environment, and transportation generally. Transportation planners nationally are recognizing the harm they can cause by induced demand (https://en.wikipedia.org/wiki/Induced_demand).</p> <p>Quite frankly, this entire survey, study, etc. make it seem like your minds are already made up - you plan to build this highway and literally bulldoze any opposition. However, if there are any young, forward thinking transportation planners in the entire department, please take the time to highlight my comments.</p>

Topic	Comment
	I grew up in Tucson. Arizona and in particular Southern Arizona have some of the most spectacular natural environments in the country. Please consider how better zoning could help protect these enviros.
Sustainability & Climate Change	<p>Would Aerospace interchange connect to Alvernon Way?</p> <p>An exit at Wilmot Rd is dangerously close to the prison complex, but good for access to the Pima Air Museum.</p> <p>Infrastructure will be costly if considering the supporting commerce along the whole route.</p> <p>Where will water and debris be directed?</p> <p>Any open spaces or parks for the residents near the corridor?</p> <p>Have we taken into consideration the (undesired) mining operation that is attempting to begin on the north slope of the Santa Rita Mountains?</p>
Sustainability & Climate Change	<p>Yes. Instead of wasting money destroying desert and uprooting people from their homes, and destroying massive untold volumes of wildlife habitat, spend a fraction of the money this absolute boondoggle will require to improve/widen I-19.</p> <p>This is completely unnecessary and an abject waste of my tax dollars. Nothing says “your state and local government hate you” like burning millions of dollars of my tax revenue building an unnecessary highway through my backyard. This whole idea is peak ignorance.</p>
Transit Option Needed	Please scrap this idea, and instead focus on improving the public transportation network for Pima County.
Transit Option Needed	<p>Stop building highways. Build real transit options that will not induce demand causing you to build new highways in 20 more years, further ruining Arizona.</p> <p>Just stop.</p>
Transit Option Needed	<p>We don’t want another highway. We want better public transportation. More trams and trains, more efficient bus schedules.</p> <p>I want my car to rust out in my driveway from lack of use.</p>
Transit Option Needed	We don't need any more urban highways. Spend this money on more efficient ways to move people, such as trains and rapid buses.
Transit Option Needed	<p>I have never thought “oh I wish Tucson’s roads were more like phoenix” and I sincerely doubt anyone else has. If you want Tucson to be another boring metro area, this is a great idea! But if we want to make the city a beautiful community, we should make the bus routes more accessible and have better routes. Traffic in Tucson is not bad and if we want to decrease congestion, public transportation is where we should turn NOT more roads!!</p>

Topic	Comment
Transit Option Needed	Arizona has real transportation needs now. Studies like this and the "Interstate 11 Corridor" take money away from fixing current traffic woes. Further, highway studies only serve to spur speculation and urban sprawl. You talk about "transportation," but this project only addresses automobile and truck traffic. Where is the mass transit planning that we need so desperately? Passenger rail service between our major cities - Flagstaff, Prescott, Phoenix, Tucson, and Yuma, including the many communities between - is becoming more and more important and desirable. Those of us who live in Northern Arizona are driving on essentially the same highway infrastructure that we had 50 years ago - with five times the population. This project only serves to encourage more traffic congestion and car-dependent urban sprawl. Please address our current and near term needs before engaging in developing new roads to nowhere. "Fix the roads!"
Transit Option Needed	Arizona should invest in high speed rail and other mass transit options rather than contributing to more space for cars.
Transit Option Needed	Consider alternate modes of transportation to support congestion reduction rather than increasing surface area for cars to move around.
Transit Option Needed	Don't do it. RAIL is better. Don't increase i-19 traffic any more. Lots of truckers now...
Transit Option Needed	Hi Speed Train Systems
Transit Option Needed	NO MORE FREEWAYS! Do you guys know how to build trains? Ask our neighbors. They all have them or will soon have them. We don't want to be Phoenix, covered in freeways and smog. We want transit options. All your going to do is induce demand for more car travel.
Transit Option Needed	Please build a big bike lane NO ROAD FOR CARS.
Transit Option Needed	Please consider a high speed public transit option. Parking at the airport is terrible. These new road construction projects are nice when they're new but aren't a very modern or adaptable solution to growth. Does it really make sense to build more highway when there isn't a sustainable funding source to maintain it? Gas tax hasn't increased since the 90s and people are choosing more fuel efficient vehicles. Trucks that deliver our food and everything else we need should have access to all the highway anyway.
Transit Option Needed	Please consider future use beyond cars. This city desperately needs alternative transportation routes . It may not seem necessary now but once growth begins it will be very important to our quality of life
Transit Option Needed	Please consider investing in freight and passenger rail instead of highway growth, which encourages endless, unsustainable sprawl. This is an unnecessary project that will create growth where we don't need it.
Transit Option Needed	PUBLIC TRANSPORTATION. HEARD OF IT?

Topic	Comment
Transit Option Needed	Quit making this city so car dependent. Cars ruin cities.
Transit Option Needed	<p>Research shows that widening roads and increasing highways causes a temporary decrease in traffic but ultimately traffic adjusts back to the level of availability and provides no long term benefits.</p> <p>We can see this in Phoenix, where no amount of loops and additions fixes their traffic issues.</p> <p>What does fix traffic issues is to provide sustainable, reliable alternatives to cars. Tucson should invest this money in options like light rails. Even Phoenix has done so! Another highway is a temporary fix and we only Need to look to Phoenix to see how useless it will be. Decrease traffic by providing reasonable, attractive alternatives to car traffic to the airport.</p>
Transit Option Needed	Saving “16 minutes” and a few percent congestion in the short term is not worth the environmental, human health, and increased development costs in the long term. Once each of the proposed interchanges along the route has filled with new subdivisions, then another rotary route will be needed, just like the 101, 202, and 303 in Phoenix — each of which only alleviated traffic for 5-10 years before new development on those routes made traffic worse than ever. Mass transit options to the airport would be so much better in the long run. Even Phoenix has expanded their light rail to their airport.
Transit Option Needed	Stop building more freeways and build a transit system that will actually address traffic, improve air and water quality, decrease noise pollution, and be more efficient.
Transit Option Needed	There are better ways to move lots of people around.
Transit Option Needed	This is ridiculous! I-19 already exists. Expand I-19 or develop a high speed rail line along I-19. We need MASS TRANSIT more than encouraging more cars on the road and MORE pollution. Why destroy MORE desert and wildlife habitat just to encourage More growth and development. You ask people to complete a survey but you already have decided this project will be completed. What about the homeowners whose property values will decrease once a freeway is built next to their property ? ADOT can't maintain the roads that are already built. DON'T BUILD MORE !
Transit Option Needed	Tucson doesn't need more freeways. We need more infrastructure that focuses on pedestrians, bicycling, and public transportation. Given the current climate crisis, it is irresponsible to continue promoting and funding these car-centric options.
Transit Option Needed	We do not need less congestion, we need less driving. The development is not what the people in the area want, it is just for

Topic	Comment
	“business” and a fast paced life.
Transit Option Needed	We need to be considering more public transportation options instead of continuing to focus on automobile primacy in and around our cities. This proposed state route will not help traffic, except anybody travelling from Mexico to Texas, and there are better ways to help funnel that traffic around Tucson instead of through it.
Transit Option Needed	Why not commuter rail instead?
Transit Option Needed	Why not provide more transport options to get people out of their cars. This will provide little improvement, and move less people than if we invested in light rail and high speed bus service. Our regional transport plan must move away from its car dependency

Appendix C – Social Map Comments

The marker and comment categories are listed below. Participants could also “like” or upvote comments that they agreed with, and those are also listed. Comments have not been corrected for spelling or grammar and are listed as the commentor wrote them.

Marker/comment categories:

- Freeway Access
- Multimodal
- Other
- Parks/Recreation
- Places of Interest
- Safety
- Traffic Concern
- Visual and/or Noise
- Wildlife

Map Category	Comment	Upvote
Freeway Access	Agree with the comment about traffic increases on Rita Rd to access SR-410. Perhaps to alleviate this, ADOT could extend SR-410 to run parallel with I-10 (like US-60 in Phoenix between 17 and 10), then a short mile or two up Houghton to Mary Ann Cleaveland. Traffic on Houghton already frequently goes 60-75 (yes even police), so by making this an official extension of SR-410, it will encourage traffic to not speed down Rita past two schools, through many traffic lights, one stop sign, and rail road tracks. You can also see the ramps on Houghton are very large, virtually system interchange sized. Keep the diverging diamond, make flyover ramps for free flowing traffic, add a center crash barrier (wire is even good enough), barrier to separate bicycle traffic, and a 65 MPH speed limit.	0

Map Category	Comment	Upvote
Freeway Access	<p>The north-side ramps already exist in the SR-210 plan, but they're currently plain exit ramps on the south-side. Still, there is room for a later SR-210 extension project that takes it a few miles south, builds the connector ramps from I-10 westbound to SR-210 southbound, and SR-210 northbound to I-10 westbound. Then upgrade the eastbound ramps and you have full system-system interchanges if you also make one at the bend in SR-410 below. This would create an amazing local loop for the booming traffic south and east of SR-210, with robust connections to Sahuarita.</p> <p>And PLEASE, leave room for HOV lane access and ramps. It's a shame we don't have them already.</p>	0
Freeway Access	Just make Sahuarita Rd the new freeway - it's more of a straight shot and would require less twists and turns - would e more gas efficient and convenient	0
Freeway Access	System Interchange at Rita Road should include planning for expanded traffic going south on Rita Road incorporating Master Planning efforts with the City of Tucson for State Land and access to the 2,000+ acre Southeast Employment & Logistics Center being developed by Pima County west and south of the Fairgrounds.	0
Freeway Access	Concur with the needed access to the Port of Tucson and Amazon, but a less viable alternative could be via Wilmot. Thinking community wide traffic system planning, Kolb has great value for improving access to/from the east side of Davis-Monthan and Northeast Tucson since Kolb loops around to Grant and Tanque Verde.	1
Freeway Access	Sunbelt holdings is developing lots for several hundred homes in the NW corner of Verano plus there are wildcat subdivision homes in that area. Maybe need to get with Sunbelt to understand needs for access since I saw, and agree with, the comment that a TI at Swan is of marginal value. That would be the only other access into the Sunbelt subdivision and there is no significant demand south (Solar Farm) and north of the Sonoran Corridor has minor logistics that could use Alvernon plus State Land between Drexel and Valencia east of Swan is slated for residential.	0
Freeway Access	Concur with access west to Pima Mine Road comment to the left but also do the TI for an extension of Pima Mine Road eastbound to at least Wilmot as that area develops and long term extension to Houghton and potentially SR-83. This would also relieve significant traffic that exists now on Sahuarita Road to Houghton and facilitate long term development of the State Trust Land between I-19 and SR-83	0
Freeway Access	Avoid a TI at this location. Access into this area from Nogales Highway should be adequate.	0

Map Category	Comment	Upvote
Freeway Access	Maybe not justified now, but plan for a TI or two between the southern edge of Verano and Pima Mine Road to allow access to State Trust Land which will be developed over the next couple of decades as this route opens up access similar to SR-303 in the west Phoenix area. State Land may ask for at least one now.	0
Freeway Access	Plan for a full interchange here with the intermediate term plan of extending SR-210 to this Interchange for excellent access to the airport and surrounding logistics facilities along Alvernon as well as create a "Loop" for traffic between Sahuarita and Tucson to relieve commuter traffic on I-19	1
Freeway Access	The Arizona Center for Nature Conservation/Phoenix Zoo is planning for an imperiled species conservation park nearing 2030 to include a public element. We would appreciate access to the Corridor that is convenient for our intended local and tourist guests alike.	0
Freeway Access	This highway needed to be "BUILT -YESTERDAY". Coming from points east to Sahuarita and Green Valley and vise versa, is so time consuming taking the current two way surface streets. Unless you want to take that INSANE U-TURN (going to the I-19 and I-10 jctn. in S.Tucson) and backtracking to those same areas to the south. Moreover, in anywhere else in the country, this Highway would have already been built. Take a look at El Paso , Tx,(only 4hrs to the east). That city which is nearly as populous as Tucson, has the absolute best freeway system for a city its size. And yet Tucson HAS THE WORST ! Build this thing Already !	1
Freeway Access	Freeway access should be started here and diverted from the El Toro area where there is much building ongoing. There is no logic to starting a highway where there is so much new construction ongoing and much more available land in the Pima Mine Rd. area.	2
Freeway Access	Build corridor off Pima mine Rd. Stay away from the houses	0
Freeway Access	Freeway access via Aerospace Parkway	1
Freeway Access	Current plan is bisecting multiple new home building areas, and new buyers will not know of this	2
Freeway Access	Wilmer road needs acces	2
Freeway Access	Kolb Rd access would be awesome, gives us another way out of the area other than 10	1
Freeway Access	Access from Alvernon is a must!	4
Freeway Access	Consider changing consolidating existing frontage road with off ramp and i19 roadway.	1

Map Category	Comment	Upvote
Freeway Access	Already a terrible intersection and increased traffic without a redesign of bridge and intersection will create nightmare traffic and revenue shrink for walmart	0
Freeway Access	Add the interchange at Papago exit that is dead ended without causing diaturbance to existing neighbors!	3
Freeway Access	Access to Aerospace Parkway and Tucson International Airport is needed.	5
Freeway Access	Realignment. This junction would facilitate a new road for expansion- South Rita Road.	6
Freeway Access	Corridor East/West exit entry on S. Houghton Rd. south of the fairgrounds.	3
Freeway Access	Terminate/Start the SR here. To avoid commuters from North Houghton and East Mary Ann Cleveland/Vail using Rita and Old Vail to get to the new freeway. Provide an interchange at Rita, but allow thru-traffic to bypass and continue to Houghton, Saving Rita Ranch from the excess traffic. Rita is 2 lane residential.	4
Freeway Access	access for employees of the prisons on Wilmot.	1
Freeway Access	access for Raytheon Aerospace corridor and the airport... kinda obvious	9
Freeway Access	Move the freeway interchange to the north side of Rancho sahuarita. This will reduce much of the impact to our beautiful little town, especially a lot of the noise. It's not much up here and you should be able to run straight east to your existing route.	5
Freeway Access	Absolute must!! No other exits have capacity for this traffic	3
Freeway Access	If you want to make this useful for locals, you will absolutely have to put a interchange here to access the airport and Raytheon.	10
Freeway Access	access from Pima Mine Rd on/off ramp	2
Freeway Access	There should be a freeway access from an extension of SR210 making Los Reales Rd the new entry point into Tucson Intl Airport with a proper freeway connection.	1
Freeway Access	An access point to/from El Toro Road could be helpful to some (a problem for others) and should be considered. (If not part of this project, a separate ramp project.)	2
Freeway Access	Freeway access at Kolb would be detrimental and potentially devastating to the nearby community. This single lane portion of the road already is the single point of entry/exit into multiple neighborhoods and traffic flow can be disrupted when school buses are operating in the area. Making it a major access point to the proposed state route will only further exacerbate the problem by increasing the number of vehicles exponentially.	2
Freeway Access	90 degree turn is really unsafe, dangerous and impractical. Extend SR 210 all the way south to this corridor and make it a proper interchange will avoid that issue.	3

Map Category	Comment	Upvote
Freeway Access	This freeway should be connected at Houghton. It's kind of ridiculous it's not being that the fairgrounds are right here and you already have Houghton expanded that would act as a corridor for East Tucson for access. Rita Rd is a small road.	7
Freeway Access	Moving the interchange from I-10 and Rita to I-10 and Wilmot would allow existing roads to be used, Cost less to build and this is an existing route to the South. Using Wilmot would keep costs down because you are not building completely new road and infrastructure through vacant land.	1
Freeway Access	Kolb Rd Entrance/Exit needed	4
Freeway Access	This will add additional traffic and noise to our neighborhood	4
Freeway Access	This will give Green Valley Fire Department and emergency services safer faster access to Sahuarita Highlands	6
Freeway Access	Concerned about the mixture of vehicle and large commercial trucks.	2
Freeway Access	Build additional CD lanes to exit I-10 traffic to Rita/SR410 to provide max capacity during this interchange connection.	7
Freeway Access	New alignment of 410 Corridor that passes south of the prison. Going at 45 degrees will save on cost by reducing the length of new construction.	1
Freeway Access	Curve corridor here around Swan Haven neighborhood. Sound wall to the north to reduce noise pollution.	2
Freeway Access	New alignment to pass here, south of the prison. No worries with proper signage of hitch-hiker warnings. Cutting across the desert at 45 degrees. Provide traffic interchange here at Wilmot Road.	3
Freeway Access	New alignment of Sonoran Corridor here!	2
Freeway Access	Here the new proposed alignment of 410 cutting across the desert will near the corner of Wilmot Energy Center. Place traffic interchange here for Alvernon Way.	1
Freeway Access	It would make more sense to run this (new) highway directly West from Rita Road and connect to an EXISTING (unused) Papago #87 interchange on I-19. That would eliminate the construction of a completely new interchange.	5
Freeway Access	Place new 410 alignment here and place traffic interchange with Nogales Hwy at this location.	1
Freeway Access	Extend the freeway using Old Vail Road to I-19. Keeping the industrial area south of the TIA (airport) for future growth. Not thru the population town of Sahuarita and the Pecans fields and then head north to I-10. Does not make sense (to me) to do that. The wildlife/insets and the washes will be just fine!	6
Freeway Access	Connect the corridor here at Pima Mine Road. Follow comments herein to Rita Road & I-10. Stay away from towns and neighborhoods.	8

Map Category	Comment	Upvote
Freeway Access	connect the new SR410 interchange with the planned I-11 interchange at I-19	5
Freeway Access	A diverging diamond here would be ideal.	5
Freeway Access	A Kolb exit is a must. Looking at the SR210 project diagrams, ADOT is building an interchange at Kolb/10 with *enormous* capacity. Diverging diamonds already move a lot of traffic, yet there are flyover lanes in the plans. Not even Phoenix gets this level of throughput. Why have all this capacity and not have an SR410 exit here? Nearly a foregone conclusion.	5
Freeway Access	<p>Rip and replace the Rita Rd exit with a system interchange like how Price Rd turns into the 101 and how the ramps are threaded to allow for free flowing access between the 202 and 101, while still allowing local traffic at Frye and Price to access Chandler Blvd without using the freeway.</p> <p>Having the freeway terminate before 10 and forcing all traffic through a diverging diamond would be shortsighted considering the explosive growth in the area out here.</p>	10
Freeway Access	With the SR210 project providing full system interchange access at Alvernon, this is an ideal time to leave room for another system interchange. Having the ability for traffic from 19 to be able to access central Tucson without using all of 19 or any of I-10 would be extremely beneficial. Although this isn't in plan for 210 now, it's a straight shot south for a handful of miles. I can already see traffic doing this and taking Alvernon because the traffic increases on 19 will only keep going.	8
Freeway Access	Free flowing system interchange ramps are a must. As the area grows for the next 50 years, eventually I-19 might need 3 lanes + HOV lane. Keeping in room for HOV ramps from 19 to this freeway would be a good idea.	3
Freeway Access	This would save I-11 and I-19 traffic from having to exit at Sahuarita Rd and backtrack to get into the town.	5
Freeway Access	Connect this corridor to the South Alvernon curve so Raytheon can take advantage of the ease to move between both Facilities	13
Freeway Access	Make access easier to I10 east and the east side of Tucson	4
Freeway Access	While an issue that could be worked out, having the 410 start at Pima Mine Road makes more sense from a design perspective. Pima Mind Road is already raised up/grade separated. With Tribal lands on the north side, it seems a raised roadway along the southern edge or over the railroad would be the best alternative. I wouldn't allow any access from local roads until outside of Sahuarita-they shouldn't get any benefit from this roadway.	3
Freeway Access	How will the existing underpass and new highway access align? Will there be issues with rail? What kind of backups are being considered for exiting traffic from I-19?	3

Map Category	Comment	Upvote
Freeway Access	The type of interchange or junction with I-10 and local roads will be critical to several developments in the area, namely the U of A's Tech Park and Rita Ranch.	10
Freeway Access	Kolb access would be beneficial to the Port of Tucson	8
Freeway Access	Access at Aerospace/Alvernon is necessary to promote supply line and industrialization of the Aerospace Corridor, also would be very close to FEDEX and other warehousing at the Airport.	16
Freeway Access	Wilmot needs on and off ramps	5
Freeway Access	This freeway needs to intersect I19 north of Sahuarita. Putting it through the middle of town will create noise, traffic and will look terrible. There is lots of open land north of town to put in your freeway.	11
Multimodal	The planned rail access from the Nogales Line should be placed along the southern portion of the ROW as the large parcels of State Trust Land south of the planned alignment alignment and east of Wilmot are excellent opportunities for employers needing rail service.	0
Multimodal	Expanding multimodal transportation options would reduce the need for a new highway and create a more sustainable transportation network for all.	0
Multimodal	Building a highway contradicts the need for a multimodal transportation system. We should be encouraging alternative forms of transportation that are better for the environment and the community.	1
Multimodal	Encouraging multimodal transportation can reduce traffic, pollution, and road maintenance costs. A highway isn't the answer; let's invest in diverse transportation options.	1
Multimodal	A multimodal approach to transportation planning would better serve our community than more highways. Let's consider bikes, buses, and rail instead.	1
Multimodal	We need to prioritize multimodal transportation options that reduce reliance on cars, like bike lanes, pedestrian paths, and reliable public transit.	1
Multimodal	Bike lanes, please, Rita Rd both north and south of I-10, Rocket Stra	4
Other	El Torro Is a very Poor location. Improve Pima Mine Rd and extend from there.	0
Other	There is plenty of other roadways in place or open desert where you won't be disrupting personal properties.	2
Other	I-10/83 Sonoita Hwy, 83 Sonoita Hwy/Sahuarita, Sahuarita/I-19 area is growing, and being proactive in road widening improvements, keeping traffic moving without bringing it in would be most beneficial.	0

Map Category	Comment	Upvote
Other	Sahuarita Road is already established. Can the Corridor exist between I-19 and Sonoita Hwy with an I-10 interchange of some sort? It is a beautiful area, maybe a raised corridor with possibility of biking/hiking/riding trails/Rest Areas and shade, lots of shade.	0
Other	New alignment. Freeway should go due south from Rita Rd to Sahuarita Rd. This would allow access to the fairgrounds and offer a route for the southeast side of the metro to get to town without having to deal with flooded roadways. It would also save money on the inevitable work that needs to be done to Wilmot, Houghton, and Wentworth if it doesn't go this route. That said, it also needs to continue eastwards to I-10 and Hwy 83 to truly bypass the congested and underdeveloped parts of I-10. Otherwise I don't see this project doing much to prevent the heavy truck traffic on Sahuarita Rd already bypassing the area.	2
Other	Would be nice if the route went east from here further south	1
Other	This is a good size flood plain. Please be careful with the runoff planning	0
Other	Another complex sheet flood area, but in this case very little adjacent development. Work with Flood Control and State to use road to locate and plan new development and floodplain areas.	1
Other	Very complex sheet flood conditions at this location, with residential development nearby.	2
Other	Santa Cruz River floodplain and floodway is nearly a mile wide. It may be more cost effective to improve/upgrade the Nogales Hwy Bridge, rather than build new one	0
Other	This will induce suburban sprawl and worsen our already problematic heat island. This project will be a disaster	1
Other	Route should go west to provide least impact on residents in Sahaurita.	1
Other	This will not shorten anything and is useless. Use the money instead to widen Sahuarita Road all the way down	2
Other	I'm concerned about new houses being built in this area, which may need to be demolished after being lived in for a relatively short time. I'm worried that new residents in these homes might not be aware of the Sonoran Corridor alignment.	5
Other	Move Entry/Exit to Wentworth Rd. It draws through traffic away from a major local populous traffic route.	4
Other	Sahuarita town government has many long term plans an visions for development down la vilita rd that this project likely will negatively impact.	4
Other	Direct road from TIA to a parkway to hit and extended SR210 that connects south with SR410	2
Other	Freeway or Parkway to SR210	1
Other	Should be a freeway or large parkway from TIA to SR210 which could then give you access to SR410	2
Other	Extend SR210 to SR410	3
Other	Extend SR210 to SR410	1

Map Category	Comment	Upvote
Other	Extend SR210 to SR410 along Alvernon	1
Other	This would be a logical and beneficial extension of SR 210 past I-10, past TIA and connect with SR410.	3
Other	Should be route of proposed I-11 west route.	3
Other	Link with Proposed I-11.	1
Other	This should be the proposed west route of the proposed I-11.	3
Other	Eliminate this entire segment from Alvernon eastward to Rita Road. Use Houghton as a terminal with a diagonal freeway. This crazy zig zag, S shape thing is bonkers.	5
Other	This should be the new alignment and have it divert off headed toward Houghton staying south of Wilmot Energy plant going by Pima Fairgrounds. I would still keep this segment going northbound along Alvernon straight to Airport.	4
Other	New Alignment	8
Other	New alignment.	9
Other	New alignment	10
Other	SR410 should go from Houghton south of Wilmot Solar Plant and then connect with this existing alignment.	9
Other	I believe this terminal with I-19 should eventually link up with the proposed I-11. It would therefore make a loop in this area. Just make sure the proposed I-11 links up with this SR410	4
Other	Realign freeway to end/start at Houghton and go by Pima County Fairgrounds and westward.	10
Other	Stay away from El Toro, either utilize W. Duval Mind Rd/Nogales Highway or Pima Rd. Why build an entire new road, use existing roads that have the capacity with improvements.	3
Other	Align road to existing Nogales Hwy and improve the existing road rather than start at El Toro Rd. El Toro is primarily residential with existing rail line. There isn't sufficient land to place a SR410 on El Toro.	5
Other	This would make more sense to start the freeway interchange from at Pima Mine road. It would be more sense if this freeway were a loop from Pima Mine Road to Kolb road with a parkway on Sahuarita road that takes one to the new freeway.	6
Other	It would make more sense for the interchange to go here at Kolb and I-10 verses Rita Road. Rita Road would serve a very small portion of the community whereas Kolb and I-10 could serve Tucson's entire east side and visitors from Tucson International to east Tucson. Kolb is already setup as a mini freeway, so and with the proper grade separated interchange, it would provide access to east Tucson and Aviation Highway.	6
Other	Widen I-19 from Valencia Rd to its connection with I-10. Forget the Sonoran Corridor boondoggle.	0

Map Category	Comment	Upvote
Other	This entire project is a great idea. We will always have that need to complain but most of them are from somewhere else and want to turn AZ into where they came from. These are not 90 degree turns, it is just an illustration to show the route plan. When the project is finalized then it will probably show a gradual turn.	10
Other	Domicile of Interested Party	1
Parks/Recreation	Highways encourage low-density, car-dependent development that spreads into natural areas, harming wildlife and increasing pollution. Mixed-use zoning promotes higher-density, walkable neighborhoods where people can live and work without needing to drive. This, combined with rail transit, reduces traffic congestion and the environmental impact of development, allowing us to protect wildlife habitats and build more resilient communities.	1
Parks/Recreation	Highways lead to urban sprawl and habitat destruction, threatening local wildlife. Mixed-use zoning encourages compact, efficient land use, reducing the need to encroach on natural areas. By focusing on rail transit and smarter urban planning, we can create communities that are both environmentally sustainable and economically vibrant, preserving wildlife habitats and improving quality of life.	1
Parks/Recreation	Building new highways has been shown to increase congestion, not decrease it. Let's explore sustainable solutions that actually address traffic problems.	0
Parks/Recreation	Let's use this opportunity to invest in smarter, greener transportation options, rather than defaulting to highway expansion.	0
Parks/Recreation	This highway project is an outdated solution to modern transportation challenges. We need innovation (rail, BRT, mixed use zoning), not more concrete.	0
Parks/Recreation	Highway development near parks will reduce the quality of these green spaces due to noise, pollution, and increased traffic.	0
Parks/Recreation	Instead of building highways, we should be preserving our parks and creating more recreational opportunities for residents and visitors.	0
Parks/Recreation	The proposed highway would destroy or degrade valuable parkland and recreational spaces. We need to protect these areas for public enjoyment and environmental health.	0
Parks/Recreation	This area is used by a lot of young people with bicycles. Also is the rock art still out there?	0
Parks/Recreation	Anamax park needs cement walls to quiet existing traffic noise.	0
Parks/Recreation	Best park around. Always needs traffic sound barriers because highway sound is unenjoyable	1
Parks/Recreation	This section of the corridor has been used for recreation and ranching as Arizona Trust Lands. There must be 2-3 underpasses between Wilmot and Rita to allow these activities to continue.	2

Map Category	Comment	Upvote
Places of Interest	I am afraid of the damage the construction a freeway like this would have on current communities. It appears the alignment would go through areas that have people living in them close to the corridor, so destruction of existing homes and dividing communities would occur if this freeway is built. I am STRONGLY opposed to building such a thing.	3
Safety	May make access to this neighborhood and surrounding neighborhoods more difficult.	1
Safety	Car-centric developments increase the risk of road fatalities. Investing in public transportation would reduce this risk significantly.	1
Safety	Highway expansions lead to more traffic crashes. We need safer, more sustainable transportation options like rail and public transit.	0
Safety	The intersection is unsafe for the amount of traffic. The offramp backs out to the interstate and cars cannot see over the safety rails. There always seems to be some kind of accident there.	1
Safety	If freeways access/exit is granted at this corner, there will need to be a lot of changes to the current section as this is a terrible corner.	3
Safety	Need a bridge over the RR tracks.	1
Safety	If someone is concerned about passing a prison complex then maybe we should remove all roads near prisons. Sounds like an unfounded concern...	7
Safety	this propose route will pass both the Arizona and Federal prison complexes. Escapes and escape attempts could result in our area being exposed to dangers	3
Traffic Concern	Colossal cave exit congested during high traffic areas with not enough traffic flow	0
Traffic Concern	I do not want this dead-end part of Kolb Rd extended to the new roadway. I do not want an increase in traffic along Kolb Rd.	0
Traffic Concern	Due to homes on Singing Cactus, the final alignment should be the western 400 feet of the 2000 ft preferred corridor.	0
Traffic Concern	Acces to Quail Creek and Green Valley	0
Traffic Concern	It has been shown that building freeways like this increase the demand in use of the freeway system. Claiming this is a project that will alleviate demand along the corridor is a narrative I do not buy. A viable alternative would be to simply upgrade the existing roads along the corridor/in the network. A freeway would incur externalities that are far too costly for our community to endure. Please find other alternatives to a freeway.	0
Traffic Concern	Building a freeway here would spur development in an unsustainable way and increase the amount of traffic on the current existing I-19. Other methods of transit should be invested in before we decide to put billions into a new or expanded freeway. We should do what we can to move away from urban sprawl.	0
Traffic Concern	Will the Rita Road bridge at the I10 interchange be widened or demolished and rebuilt similar to the Houghton Rd/I10 interchange? I see a high potential for heavy traffic in that area during morning and afternoon commutes	2

Map Category	Comment	Upvote
Traffic Concern	The huge bumps on either side of this bridge are a full construction failure by the contractor. When will they be milled smooth going eastbound?	2
Traffic Concern	This intersection is very concerning due to age and poor driving abilities of the average population in Green Valley	1
Traffic Concern	Please reduce speed limit on La Canada between Duval Mine and Sahuarita from 45 to 35 to maintain consistency with speed limit to the south. Cars going 45 are very loud, and many go in excess of 65 with minimal enforcement.	0
Traffic Concern	Nobody wants this	2
Traffic Concern	Access to the airport via Los Reales and Corona Roads feels like a "back door" to get to the main entry road, Tucson Blvd. The city of Tucson should consider how drivers will travel from the Sonoran Corridor to the terminal in order to minimize turns, provide better quality roads, and improve the intersection of Tucson Blvd and Corona Road.	1
Traffic Concern	Add a sufficient interchange at Rita Rd, but don't terminate it there. Continue through the undeveloped desert and terminate at Houghton south of the SPRR bridge. Houghton has been upgraded to handle the capacity, and would take much of the traffic load that would otherwise be funneled through the low capacity Rita and Old Vail roads.	6
Traffic Concern	I 19 needs to be widened to at least 3 lanes going north and south between Green valley and Tucson both ways. the entrance and exits at the intersection of I-19 and I-10 will need special attention if the lanes remain that narrow. I-11 has had universal rejection by all at town hall meetings on the subject. am interested to see how it will be crammed down our throats.	1
Traffic Concern	Do not put an interchange here. The low amount of traffic is not worth slowing everything down for.	4
Traffic Concern	What is the plan for all of these roads that this highway crosses? There's already extremely limited access for exiting our neighborhood.	2
Traffic Concern	Sahuarita Road is heavily used by large commercial vehicles for which this road is not designed. It should be restricted to prevent large commercial vehicles from using it as a bypass between I-19 and I-10.	6
Traffic Concern	Need to widen this section all the way to Sonoita highway	6
Traffic Concern	Not aligning SR410 with Houghton is gonna cause a huge traffic mess from Rita Rd to Houghton.	3
Traffic Concern	Not aligning SR410 with Houghton is gonna cause a huge traffic mess from Rita Rd to Houghton.	2
Traffic Concern	Not aligning SR410 with Houghton is gonna cause a huge traffic mess from Rita Rd to Houghton.	5
Traffic Concern	Not aligning SR410 with Houghton is gonna cause a huge traffic mess from Rita Rd to Houghton.	2

Map Category	Comment	Upvote
Traffic Concern	People southbound on Houghton will cut over Rita Rd through this quiet subdivision to get to SR410 because undoubtedly...having to take Houghton southbound to only go westbound on I-10 for 2miles to then get to southbound SR410 just doesn't make sense to me.	2
Traffic Concern	People southbound on Houghton will cut over Old Vail to get to the small Rita Rd to access SR410. Not a good idea.	1
Traffic Concern	This is a small road that the City of Tucson already needs to do something about. Having SR410 empty out onto Rita Rd will triple capacity. The road needs to go over or under the railroad. And it empties out north of Old Vail into Rita Ranch home development. It's very impractical to have SR410 land at Rita Rd. Whats going to happen is people driving on Houghton wanting to get to SR410 will take side streets like Rita Rd or Old Vail Rd to get to Rita Rd to go south to get onto this freeway. I dont know who is paying or swaying ADOT or City of Tucson to have the freeway start here but it really needs to be Houghton.	4
Traffic Concern	19/410 interchange may have heavy traffic.	1
Traffic Concern	Traffic concern	1
Traffic Concern	Could this portion through the middle of nowhere be made 75 MPH?	1
Traffic Concern	Similarly, SR410 to Houghton Road needs another lane. It's only a handful of miles, the additional traffic will put a huge strain on 10. Already traffic frequently slows to 20-30 MPH under the limit due to congestion.	10
Traffic Concern	It seems vital that ADOT add at least one lane to I-10 from Kolb to SR410. The SR210 project terminates just after Kolb, so it would be a significant bottleneck to dump all the new traffic onto 10 from SR210 with only two lanes. This also gives speedy access to Sahuarita, Nogales, and Mexico for anyone in the vicinity of Kolb Road, so that eastbound direction will be bottlenecked too.	8
Traffic Concern	A 90-degree turn is less than ideal. The selected alternative needs another look.	12
Traffic Concern	A 90-degree turn is less than ideal. The selected alternative needs another look.	9
Traffic Concern	The interchange with I-10 needs to be carefully considered, as this is already a congested area.	13
Visual and/or Noise	Concerned about noise and light pollution for surrounding neighborhoods. Also worried about exhaust pollution.	0
Visual and/or Noise	this is too close to too many current communities and people that moved here before this was even proposed	0
Visual and/or Noise	Living in near the proposed freeway worried about traffic and noise concerns as well as having a visual of the freeway.	0
Visual and/or Noise	Waste of money	0
Visual and/or Noise	This is one of the few low lying desert areas around tucson that is relatively untouched and plowing a freeway here would be disastrous for wildlife and the greater environmental region. Critters and animals going from the Santa Ritas to these open areas would be impeded.	0

Map Category	Comment	Upvote
Visual and/or Noise	Need huge improvement in road sound and visual barriers. Traffic noise at current is rating 7 or 10 loudness. Property owners should be offered improvement or buy them out.	0
Visual and/or Noise	Add wall to reduce noise pollution West and North	0
Visual and/or Noise	Too close to a residential area. Will negatively impact property values, unless local government is willing to compensate with a market value.	0
Visual and/or Noise	People live here, these are their homes. Why destroy people's lives when there are many better alternatives? This makes 0 sense, and needs to be moved. Widen Sahuarita road or use a different route. We will fight this.	2
Visual and/or Noise	Rural Housing	1
Visual and/or Noise	Town of Sahuarita Council take note that this will not help our town in any positive way and will only negatively impact residents of Sahuarita.	2
Visual and/or Noise	There are hundreds of residences along this route. BAD idea	3
Visual and/or Noise	Why are we spending money when there is already a route down Sahuarita Road? Make Sahuarita Road a four lane and keep our desert free from more traffic and noise. We live out here for a reason, and that includes no heavy traffic and noise to bother the community.	2
Visual and/or Noise	We live at Voyager and this will put us between 2 major highways.	2
Visual and/or Noise	We have a nice quiet peaceful neighborhood. The last thing I want is a highway running right next to it. This literally destroys our neighborhood.	6
Visual and/or Noise	Added traffic on this route may result in more noise. This should be addressed near the residential areas.	3
Visual and/or Noise	Proximity to established community in the area is of great concern as it relates to noise and light pollution.	5
Visual and/or Noise	Freeway noise for sycamore park community	6
Visual and/or Noise	To neighborhood	3
Visual and/or Noise	Stay as far south as possible in this area to avoid noise and light pollution in the existing neighborhood.	8
Visual and/or Noise	This neighborhood is desired by the people living there as it is remote from traffic. If they wanted to live closer to a major intersection they would have chosen to do so. Putting the corridor along this route will directly impact property and home values and desirability of the more remote positive impacts in this area.	7
Visual and/or Noise	ADOT did an amazing job with the South Mountain Loop 202 in terms of addressing noise and visual appeal issues in Ahwatukee. A rolling-profile through the town would be a good way to handle these issues.	4

Map Category	Comment	Upvote
Visual and/or Noise	Sound walls seem like a must for the entire Sahuarita portion of the project.	6
Visual and/or Noise	Current noise and visual abatement efforts are not working with the sonoran corridor coming I want better efforts to be made to reduce noise and visual pollution	3
Visual and/or Noise	This is a developing residential area and thought should be given to minimizing visual and noise impact in this area	6
Visual and/or Noise	Multiple houses along this corner	8
Visual and/or Noise	The proposed route is too close to several existing housing communities. The traffic noise/pollution and almost guaranteed future highway commercial and service construction project will NOT decrease traffic congestion, but will simply relocate the problem to our immediate area. Anticipated criminal activity will occur in the areas of drug smuggling and human trafficking.	8
Wildlife	Javelinas frequent this area at night, I think this would be hazardous to have an on/off ramp near Sahuarita, it would be better to move it further south near Duval Mine Road	0
Wildlife	Good place for a wildlife under or overpass	0
Wildlife	This roadway will have severe impacts on wildlife and wildlife corridors. It will impact residents who have chosen to live in more rural areas and will create negative opportunities to commodify open space. It appears to be a project intended to accommodate truck commerce and not something to increase quality of life for residents both human and wildlife.	0
Wildlife	Highways cut through natural landscapes and encourage development in previously untouched areas, threatening wildlife and ecosystems. Mixed-use development, combined with robust public transit options like rail, allows for more efficient use of land within urban areas, reducing the pressure to develop in ecologically sensitive zones. This approach supports both environmental conservation and economic vitality, making our communities more livable and sustainable.	1
Wildlife	Building more roads encourages development further away from city centers, increasing the demand for land and fragmenting wildlife habitats. By implementing mixed-use zoning, we can create denser, more efficient communities that make better use of available land and reduce the need for further development in natural areas. This approach not only protects wildlife but also fosters a sense of community and reduces environmental degradation.	1
Wildlife	Highways encourage urban sprawl, leading to the destruction of natural habitats and increased pollution. By promoting mixed-use development, we can create walkable neighborhoods where people can live, work, and shop without needing to drive long distances. This reduces car dependency, lowers emissions, and helps protect the surrounding environment. Investing in rail transit and public transportation supports this vision by connecting these communities without the need for more roads.	1

Map Category	Comment	Upvote
Wildlife	Highways lead to increased pollution and habitat destruction, harming wildlife and degrading the environment. Rail transit, with its lower emissions and smaller footprint, provides a cleaner, more sustainable transportation option. By investing in rail, we can protect wildlife and create healthier, more livable communities for everyone.	0
Wildlife	Highways often threaten endangered species by destroying or fragmenting their habitats, reducing their chances of survival. Rail transit, designed with wildlife conservation in mind, can avoid critical habitats and include measures to protect vulnerable species. Choosing rail over highways allows us to support endangered species recovery and maintain biodiversity.	0
Wildlife	Noise from highways can disrupt animal communication, breeding, and feeding behaviors, leading to population declines. Rail transit, especially underground or elevated systems, produces less noise and can be routed away from sensitive wildlife areas. By choosing rail over highways, we can reduce noise pollution and create a more hospitable environment for wildlife.	1
Wildlife	Highways contribute significantly to greenhouse gas emissions, which drive climate change and threaten wildlife habitats. Rail transit, particularly electric rail, produces far fewer emissions and can be powered by renewable energy sources. By investing in rail transit, we can reduce our carbon footprint, slow climate change, and protect the habitats that wildlife rely on.	0
Wildlife	Highway construction often disrupts natural water flows, leading to erosion and pollution that can harm aquatic ecosystems and the wildlife that depend on them. Rail transit systems, especially elevated or underground lines, have a smaller environmental footprint and can be designed to preserve natural watercourses. By prioritizing rail, we can protect vital water resources and support healthy ecosystems for wildlife.	0
Wildlife	The construction and maintenance of highways require vast amounts of land and materials, leading to habitat destruction and pollution. Rail transit requires less space and can be integrated into existing urban areas, minimizing its impact on natural habitats. By choosing rail over highways, we can protect wildlife from unnecessary harm and promote a more sustainable approach to transportation.	0
Wildlife	Highways often intersect wildlife corridors, leading to an increase in vehicle collisions with animals. This not only endangers wildlife but also poses a safety risk to drivers. Rail transit systems, designed with wildlife crossings and fewer road intersections, can significantly reduce these conflicts. By investing in rail, we create safer environments for both wildlife and people, helping to maintain stable wildlife populations.	0

Map Category	Comment	Upvote
Wildlife	Highways promote urban sprawl by making distant areas more accessible for development, leading to habitat destruction. In contrast, rail transit encourages denser, more sustainable urban development, reducing the need to encroach on natural habitats. By focusing on rail transit, we can protect wildlife areas from further fragmentation and create more sustainable communities that coexist with nature.	0
Wildlife	Highways contribute to air and noise pollution, which can disrupt wildlife and degrade habitats. Rail transit, especially electric-powered systems, produces significantly less pollution and operates more quietly, reducing the stress on local wildlife. By choosing rail transit over highways, we can minimize our ecological footprint, preserve biodiversity, and protect the natural environment for future generations.	1
Wildlife	When animal populations are separated by highways, it can limit gene flow between groups, leading to inbreeding and reduced genetic diversity. This genetic isolation can make populations more vulnerable to disease and environmental changes. Public transit systems, like rail and bus networks, can provide a less intrusive alternative that preserves connectivity between habitats. By prioritizing public transit development, we can help maintain healthy wildlife populations and protect biodiversity.	0
Wildlife	Many animals rely on sound for communication, hunting, and avoiding predators. The constant noise from highways can interfere with these behaviors, leading to stress and decreased survival rates. Public transit options, especially electric buses and trains, produce less noise pollution and provide a more wildlife-friendly alternative. Investing in quieter transportation solutions can help protect wildlife from the harmful effects of noise pollution.	0
Wildlife	Vehicle collisions are a major cause of death for many wildlife species. Highways with heavy traffic increase the likelihood of these accidents, causing unnecessary harm to animals and endangering drivers. By investing in public transit, we can reduce the number of vehicles on the road and decrease the risk of wildlife-vehicle collisions. This approach not only protects wildlife but also enhances road safety for all.	0
Wildlife	Animals often need to move across large areas to find food, water, and mates. Highways can act as barriers, preventing wildlife from reaching these essential resources and leading to population declines. Creating wildlife corridors and investing in sustainable transportation options, like public transit, can help mitigate these effects. These alternatives provide a more environmentally friendly solution that supports wildlife conservation while meeting transportation needs.	1

Map Category	Comment	Upvote
Wildlife	As highways stretch farther into undeveloped areas, they often pave the way for new developments, leading to the destruction of previously untouched natural environments. This urban sprawl reduces the available habitat for wildlife and increases human-wildlife conflicts. A better approach would be to focus on improving public transit within existing urban areas, promoting higher-density development, and preserving natural habitats. By doing so, we can limit urban sprawl and protect the habitats that wildlife need to survive.	0
Wildlife	Many wildlife species are highly sensitive to changes in their environment, and the noise, light, and pollution from highways can disrupt their natural behaviors. This disruption can affect feeding, mating, and migration patterns, leading to a decline in wildlife populations. In contrast, investing in public transit infrastructure, such as rail systems, can provide a quieter, less intrusive alternative that minimizes environmental disruption. By choosing public transit over highway expansion, we can help protect our local ecosystems and the wildlife that depend on them.	0
Wildlife	Runoff from roads can carry harmful chemicals like oil, gasoline, and de-icing salts into nearby ecosystems, affecting water quality and soil health. These pollutants can poison wildlife and degrade habitats, further threatening the delicate balance of our local ecosystems. In contrast, public transit systems, especially electric options, produce fewer pollutants and help maintain a healthier environment for both humans and wildlife. By prioritizing public transit development over highway expansion, we can protect our ecosystems from further degradation and ensure that local wildlife thrives.	0
Wildlife	The loss of vegetation and disruption of ecosystems caused by highways can have long-lasting impacts on biodiversity. Many animals depend on continuous tracts of forest and other natural habitats for shelter, food, and breeding. When these areas are cut through by highways, it can lead to a decline in species populations and even local extinctions. Public transit, such as expanded bus networks and rail lines, offers a better alternative that can coexist more harmoniously with the natural environment. Investing in these systems can help protect our forests and wildlife while providing efficient, sustainable transportation solutions.	0
Wildlife	Highways cause significant habitat fragmentation, which can isolate animal populations and disrupt their natural migration and feeding patterns. This fragmentation often leads to a decline in wildlife populations, especially for species that require large territories or specific environmental conditions. By expanding public transit and reducing reliance on cars, we can mitigate these environmental harms. Transit solutions like electric buses and trains not only provide more sustainable transportation options but also preserve the integrity of our natural landscapes. It is crucial to prioritize the protection of these habitats and consider alternative transportation investments that do not jeopardize the survival of local wildlife.	1

Map Category	Comment	Upvote
Wildlife	Induced demand from highway expansion leads to more cars, pollution, and accidents, all of which threaten local wildlife. The development of a new highway will undoubtedly encourage more car use, leading to higher traffic volumes and increased air pollution. This not only degrades air quality but also directly affects wildlife by fragmenting their habitats and increasing road mortality rates. Public transit options, like bus rapid transit (BRT) and rail systems, can serve as better environmental and safety alternatives. By investing in these sustainable transportation methods, we can reduce the number of vehicles on the road, minimizing both pollution and the risk of animal-vehicle collisions. Protecting our natural environment and wildlife should be a priority, and we need to explore transportation solutions that do not further degrade our ecosystem	0
Wildlife	The proposed highway will fragment important habitats, leading to decreased biodiversity. Let's invest in sustainable solutions like rail that don't jeopardize our wildlife.	0
Wildlife	Highways lead to increased vehicle collisions with wildlife, causing unnecessary deaths. We should focus on alternative transportation methods that protect our wildlife.	0
Wildlife	Wildlife corridors are essential for species survival, and this highway would cut through critical migration paths. We need to rethink this project to avoid harming our native fauna.	0
Wildlife	The area is home to endangered species that will be at risk if this highway goes through. Protecting wildlife should be a priority, not expanding urban sprawl.	1
Wildlife	This highway threatens the delicate ecosystems in Southern Arizona. Countless species depend on the habitat that will be disrupted or destroyed. We should prioritize preserving our natural spaces over building more roads.	0
Wildlife	This is a gorgeous area in Southern Arizona. There are numerous wildlife species that use the area. We do not need a highway and further environmental sprawl. We need more progressive transportation solutions like rail and BRT! We need to bring people into the core and make Tucson the thriving center of this region - not a wasteland of sprawl. Have you considered usage fees instead of unbridled highway development?	0
Wildlife	Wildlife migration and safety with designated crossing bridges or tunnels.	1
Wildlife	Very concerned about a new freeway alignment being plowed through this beautiful pristine environment. I doubt current volumes would necessitate this expensive endeavor. It does not make sense to me that we would want our valuable transportation funds to go to this when other projects are being called for in and around the city.	0

Appendix D – Additional Comments

ADOT received seven additional comments via email during the survey public outreach period. The comments and ADOT's responses are listed below.

Date Received	Comment Received	Response
8/2/2024	I am really upset about this whole project. This new interchange will go right through new neighborhoods that haven't even been finished yet in Sahuarita. Why can't we just keep using Sahuarita Rd? Why do we need a completely new stretch of concrete that will ruin those neighborhoods and only cause more problems and damage? Use this money to fix the roads we already have!	Hello, Thank you for your email. We have noted your comments and shared them with the study team. Sonoran Corridor Study Team
8/4/2024	I have been looking at the plan for new construction close to the Voyager Resort, a place that I live. Wouldn't it be less expensive to take the new road to Houghton. It has a new exchange and a wide entrance to Hwy 10. When you start a new project with Hwy 10 entrance at Rita Rd. Seems like quite a bit of expensive new entrances to Hwy 10.	Hello, Thank you for your email. We have noted your comments and shared them with the study team. Sonoran Corridor Study Team

Date Received	Comment Received	Response
8/27/2024	<p>I moved here about a month ago across the country as did my in-laws who are right next door. We purposely chose our house location due to the lack of neighbors behind us and beautiful view of the mountains. I understand the thought process of this corridor and what its intentions are for traffic control, shorter distances for goods shipped freight and the time saving commute to the airport. However, I am concerned about many factors on this project that directly affect me and my neighbors...</p> <p>Will this highway now be in my view? Or will it be low enough that I won't even notice it from my location? Can you elaborate on the elevation of this highway? Will I now be seeing this highway everyday from my own backyard and regretting my decision to move here? Is the noise I already hear from the highway going to double? Will the hundreds of thousands of dollars I have invested in the house of my dreams just put a hole in my pocket?</p> <p>I would love some data on the elevation of this proposed corridor and how it will be seen from my backyard the proposed db noise level increase at my location and the estimated decrease in value of my house.</p> <p>I took a chance at moving across the country 2,650 miles away to what I thought as the perfect location. This project is making me and all of the neighbors I have talked to uneasy. I am not only writing on behalf of my family, but told them I would get answers for them as well. I hope I will get a response to these questions.</p> <p>Thank you for your time.</p>	<p>Thank you for your email. We have noted your comments and shared them with the study team. The Sonoran Corridor is in the study phase. For more information, please visit:</p> <p>https://azdot.gov/planning/transportation-studies/sonoran-corridor-sr-410-study/sonoran-corridor-sr-410-tier-2-environmental-impact-study-and-design-concept-report</p> <p>Currently, there is no timeline to build the Sonoran Corridor as there is no funding identified for design, right-of-way or construction.</p>

Date Received	Comment Received	Response
8/28/2024	<p>Do you have a map you can send me with the proposed corridor overlaid on to a satellite map so I can identify streets and houses?</p> <p>What would become of the homes and or businesses in the path of the corridor?</p> <p>Thank you for your time.</p>	<p>Thank you for contacting the Arizona Department of Transportation. I have reached out to the study team for assistance with your questions.</p>
8/29/2024	<p>Please find the attached Comment Letter for Sonoran Corridor ("Corridor"). <i>Text from letter:</i> The Arizona Center for Nature Conservation, also known as the Phoenix Zoo (the "Zoo"), is a non-profit zoological park that serves nearly 1.4 million guests annually at its Phoenix-area park. Our mission is to advance the stewardship and conservation of animals and their habitat while providing experiences that inspire people and motivate them to care for the natural world. To further this mission, the Zoo is committed to supporting wildlife and habitat conservation throughout Arizona.</p> <p>To this end, the Zoo is in the early stages of developing an Imperiled Animal Conservation Park (the "Park") in Southern Arizona, not far from the proposed Corridor. The Park will include an endangered wildlife sanctuary and animal veterinary care center, a drive-through safari, and an eco-tourism campus that will include glamping/camping and an RV park, and a residential campus for employees. The Park will be located on 1,070 acres of vacant land just east of the intersection of Pima Mine Road and S. Nogales Highway (the "Property"). The Property is in and around the Town of Sahuarita (the "Town"), and we have been working closely with the Town on the early stages of the Project. We are extremely excited about the Park's potential for the Zoo, for the Town, and all of Southern Arizona. We believe the Park will further our mission by bringing a world-class conservation facility to Southern Arizona. The Park will also bring jobs and new eco-tourism opportunities to the Town. Our goal is to open the Park by approximately 2030.</p> <p>Because of the proposed Park, the Zoo fully supports the construction of this critical</p>	<p>Thank you for your email. We have noted your comments and shared them with the study team.</p>

Date Received	Comment Received	Response
	<p>roadway improvement, including the location of the proposed Alternative 7. We believe the Corridor will benefit both the Park and the region. By connecting Interstate 10 and Interstate 19, the Corridor will make it much easier for motorists in the east half of Tucson to access the Town. This increased accessibility will provide additional opportunities for people to live in, work in, and visit the Town. We feel this will directly benefit the Park by making it easier for visitors and employees to access the Park. We also believe that the new Corridor will open up land for additional residential and commercial development in the Corridor, which will indirectly benefit the Park.</p> <p>We appreciate that much of the proposed Corridor runs through land owned by government entities, which will reduce the impact on private landowners. We encourage ADOT to design the final roadway alignment in a way that is sensitive to existing residential landowners.</p> <p>Thank you for the opportunity to express our support for the Corridor and the location described in Alternative 7. If you have any questions, please do not hesitate to reach out to me.</p>	
8/29/2024	<p>To Whom It May Concern:</p> <p>On behalf of the Mayor and Council for the Town of Sahuarita, please find the following as our formal request that during the Tier 2 Environmental Impact Assessment process the Arizona Department of Transportation (ADOT) include a thorough and detailed analysis of the impacts of the Sonoran Corridor project on various aspects of our community.</p> <p>As the Sonoran Corridor represents a significant infrastructure development that will affect many facets of our town, we request that the impact analysis strongly consider the following key areas:</p>	<p>Thank you for your email. We have noted your comments and shared them with the study team.</p>

Date Received	Comment Received	Response
	<p>Residential Homes: It is crucial to evaluate how the corridor will impact the residential neighborhoods adjacent to or near the planned route. This includes minimizing property acquisitions, changes in noise levels, and overall quality of life for our residents.</p> <p>Sense of Community: Understanding the effect on the community's cohesion is important. We seek insights into how the corridor might alter local social interactions, community events, access to schools, shopping, and places of business as well as the overall sense of place for our residents.</p> <p>Connectivity Within the Town: The analysis should examine how the corridor will influence local connectivity. This encompasses potential changes to traffic patterns, access to essential services, and the integration of the corridor with existing transportation infrastructure.</p> <p>Connectivity to I-19: Given the proximity of residential development to the future interchange location, it is crucial that the study assesses how different configuration options could reduce property acquisitions and other potential disruptions to our residents and other property owners in this vicinity.</p> <p>Anamax Park: As a significant recreational asset for our community, the impact on Anamax Park is a critical concern. We request a detailed assessment of how the project might affect the park's infrastructure, recreational opportunities, and environmental conditions.</p> <p>In addition to these specific areas, we urge ADOT to complete this analysis in a timely manner to ensure that the findings can be incorporated into the Town's future planning and decision-making process effectively. Early and comprehensive assessment will facilitate</p>	

Date Received	Comment Received	Response
	<p>informed discussions and help address potential issues proactively.</p> <p>Thank you for considering our request. Should you need any additional information or wish to discuss this request further, please feel free to contact me directly.</p>	
8/30/2024	<p>This project will kill the area's property value, increase noise level, increase air pollution and be dangerous to citizens. I strongly oppose this project. I will be contacting city officials.</p>	<p>Hello,</p> <p>Thank you for your email. We have noted your comments and shared them with the study team.</p>