



Loop 303, MC 85 to Van Buren Street

Federal Aid No. 303-A(AS0)T

ADOT Project No. H6870 01D

Public Meetings Summary Report

June 2023

Prepared by John Tucker
Arizona Department of Transportation
Communications and Public Involvement
1655 W Jackson St., Phoenix, AZ 85007

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact John Tucker at 480.695.4027 or JTucker2@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con John Tucker al 855.712.8530 o por correo electrónico al JTucker2@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

1. INTRODUCTION

2. PUBLIC MEETINGS

2.1 PUBLIC MEETING NOTIFICATION

2.1.1 Website

2.1.2 GovDelivery and Email Notices

2.1.3 Social Media

2.1.4 News Release

2.1.5 Media Coverage

2.1.6 Direct Mailer

2.1.7 Public Meeting Materials

3. PUBLIC COMMENTS

3.1. Comment Period and Methods

3.1.1 Public Comment Topics

4. TITLE VI REPORTING

4.1. Self-ID Surveys

4.2. Title VI Meeting Summary

APPENDICES

Appendix A: Public Meeting Notifications

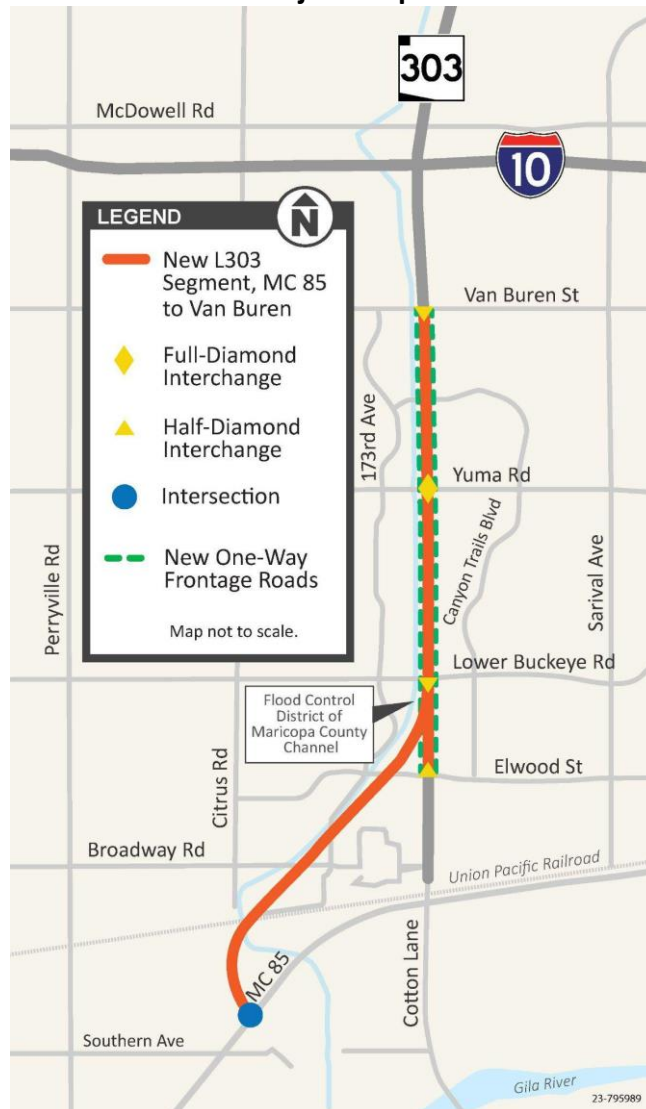
Appendix B: Public Meeting Materials

Appendix C: Public Comments

1. INTRODUCTION

The Arizona Department of Transportation (ADOT), in coordination with the city of Goodyear and the Maricopa Association of Governments is designing a project to construct a new four-mile segment of Loop 303 in Goodyear from MC 85 to Van Buren Street. The project will include two general purpose lanes in each direction from MC 85 to Lower Buckeye Road and three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street. Also included are new interchanges and interchange improvements, frontage roads, sound walls where warranted, drainage improvements, lighting and other features. The project is currently in the final design phase, with construction expected to begin in 2025.

Project Map



2. PUBLIC MEETINGS

ADOT held two public meetings in May 2023 to share the final design plans (post 60% submittal) with the public and seek comments. One in-person and one virtual meeting were held. The public meeting dates, times, locations and attendance are listed in Table 1.

Table 1. Public Meeting Details

Date/Type	Time	Location	Attendance
Wednesday, May 10 In-Person Meeting,	5:30-7 p.m.	Desert Edge High School 15778 W Yuma Rd, Goodyear, AZ 85338	123
Thursday, May 11 Virtual Meeting,	6-7:30 p.m.	Zoom Platform	61

Project team members from ADOT and Aztec Engineering, as well as staff from Maricopa Association of Governments, served as panelists at both meetings. Panelists included:

- Tricia Brown, ADOT Project Manager
- Eric Watkins, AZTEC Engineering, Design Project Manager
- Bradlee Williams, Maricopa Association of Governments, Transportation Engineer
- Stacie McKenzie, ADOT Right of Way Coordinator
- Diana Dunn, AZTEC Engineering, Environmental Planner
- Taylor Gustafson, ADOT Environmental Planning Program Manager
- Andrew Moreno, AZTEC Engineering, Traffic Group Manager
- Curt Slagell, AZTEC Engineering, Consultant Project Manager
- Daina Mann, ADOT Community Relations Assistant Director
- Nikki Green, Community Relations Project Supervisor
- John Tucker, ADOT Community Relations Project Manager

Other project partner staff were invited to participate in the meetings including:

- Hugh Bigalk, City of Goodyear, City Traffic Engineer
- Chris Bridges, City of Goodyear, Transportation Planning Manager
- Jennifer Acuna, FHWA, Area Engineer

Additional project team staff, including the ADOT Right of Way acquisition team and a Spanish Interpreter, were present to assist in facilitating the in-person and online meetings and Q&A sessions.

May 10 In-Person Public Meeting

Attendees were greeted at a sign-in table, which included printed sign-in sheets, a Welcome exhibit

board with the presentation time, and information on how to provide comments. Attendees were also informed that a Spanish interpreter was available with individual headsets. Bilingual English and Spanish fact sheets on the project, as well as comment forms, were also available. The sign-in table featured Civil Rights information, which was staffed by a bilingual English/Spanish speaker and included the Title VI Nondiscrimination and Title II ADA posters, Title VI brochures and self-identification printed surveys. Attendees were encouraged to complete the survey and return it in the box.

The public meeting featured an open house area where attendees could view aerial roll plots of the project design plans and ask questions of the project team members, as well as exhibit boards with aerials of the project design and location of planned sound walls. Exhibits were in English with Spanish handouts of the exhibits available for Spanish speakers. Participants could also provide specific addresses for input to a computer program to see a simulation of what the proposed freeway will look like from that address. A Spanish interpreter, as well as several Spanish speaking staff members, were present if needed. The Spanish interpreter also read the Title VI Nondiscrimination Notice in Spanish to all attendees.

The project team gave a live project presentation in English with simultaneous Spanish interpretation available via headsets. No Spanish speakers requested to use the Spanish interpretation services.

The presentation included the project purpose and need, an overview of the project elements, the project schedule, a simulation of the project and future plans for Loop 303 and the SR 30 connection. The presentation also included the Title VI slides in English and Spanish (this was inadvertently included as we had this information at the sign in table). The presentation was followed by a question and answer session. Due to the large turnout, attendees were asked to write their questions on comment cards and hand them to a project team member. Questions were read by the ADOT facilitator and answered by the ADOT project team. The ADOT facilitator also took verbal questions at the end of the Q&A session.

Participants were notified that comments and questions about the project could also be submitted during the public comment period through email, telephone, mail or the online comment form. Participants were notified that all project-related materials, including the presentation, were available online.

The presentation and script were translated into Spanish and posted to the project website on May 9, 2023, prior to the meeting, for those unable to attend.

May 11 Virtual Public Meeting

The virtual public meeting provided an opportunity for participants to join online or by phone, with a separate English and Spanish call in number and simultaneous interpretation on a Spanish language channel. The meeting began with a formal presentation on the project, followed by a Q&A session where participants could write their questions or comments in the Q&A feature, or “virtually” raise their hand to be called upon by the Q&A moderator to be unmuted and ask a verbal question. Questions and comments were answered in the order they were received.

Attendees were encouraged to complete a voluntary Self-ID Survey. A URL link to the survey was posted in the meeting chat. The meeting presentation included the ADOT Title VI Nondiscrimination and Auxiliary Aids and Services slides.

2.1 PUBLIC MEETING NOTIFICATION

2.1.1 Website

ADOT hosts a website for the project at azdot.gov/L303-MC85-VanBuren. It was launched in September 2022. It contains a project overview, a map, a list of the project elements, a schedule, the noise-analysis report, project fact sheets in English and Spanish and information on how to stay informed about the project.

Beginning April 19, 2023, information on the public meetings was made available on the project website. It included:

- Public meeting dates, times and instructions on how to participate.
- The comment period and how to provide comments.
- All public meeting materials including:
 - Public meeting presentation and script
 - Exhibits shown at the in-person public meeting
 - Recording of the May 11, 2023 virtual meeting, including the Q&A session
 - Links to two simulations of the project (one narrated, one interactive)
 - Links to a Final Noise Report and an Addendum to the Final Noise Report.

Copies of the public meeting materials posted to the website are included in Appendix B.

2.1.2 GovDelivery and Email Notices

ADOT Community Relations staff distributed GovDelivery notices about the public meetings to more than 13,000 subscribers of ADOT's Loop 303 email topic lists with information on how to participate and provide comments. The same information was emailed to other stakeholders on the project contact list, as well as to the project partners, MAG and the city of Goodyear, to share through their communications channels.

GovDelivery notices and emails were distributed on April 19, April 26 and May 9 to inform and remind the public of the meetings and encourage them to comment on the project before the May 25 deadline. On May 17, Community Relations used GovDelivery and email to inform stakeholders that a video recording of the May 11 virtual public meeting had been posted to the project website. On May 23, Community Relations again used GovDelivery and email to remind stakeholders that May 25 was the deadline for submitting comments. Copies of the GovDelivery and emails can be found in Appendix A.

2.1.3 Social Media

Community Relations created a social media calendar and provided content and art (map and photos) for the ADOT Digital Team. Facebook, Twitter and Nextdoor were used to invite people to attend the public meetings, make comments or ask questions using the various methods available. The social media posts were uploaded on the following dates:

Nextdoor, Twitter and Facebook

- April 19
- April 26
- May 9

Copies of the social media posts can be found in Appendix A.

2.1.4 News Release

ADOT Public Information staff distributed a news release about the two public meetings to media outlets on May 5, 2023. The ADOT Spanish-Media PIO shared the same information with the Spanish-Language Media. The news release can be found in Appendix A.

2.1.5 Media Coverage

Several media outlets covered the public meetings, inviting the public to attend in-person or virtually. Most included a link to the project website and information on how to provide comments. The information appeared in the following media outlets.

- Goodyear Independent newspaper
- West Valley View newspaper
- Phoenix Business Journal
- KTAR radio
- Telemundo TV (Spanish)
- KNUV radio (Spanish)

Clips of media coverage can be found in Appendix A, Public Meeting Notifications.

2.1.6 Direct Mailer

A bilingual English/Spanish direct mailer was mailed to 6,294 residential and commercial properties within one mile of the project limits, as well as to any property owners of record with addresses outside the area, to provide information on the public meetings, and how to participate, as well as information on how to submit comments. The mailer was distributed between April 20 and April 26. A copy of the direct mailer can be found in Appendix A.

2.1.7 Public Meeting Materials

Public meeting materials were made available in both English and Spanish and included:

- Presentation with script
- Exhibits
- Fact sheets
- Comment forms
- Video Simulation of the project

The May 11 virtual public meeting was recorded in English and Spanish (interpreter voice-over) and

posted to the project website on May 17, 2023. The public was notified via GovDelivery, email and Nextdoor that the recording was accessible.

Copies of the materials listed above can be found in Appendix B.

3. PUBLIC COMMENTS

3.1 Comment Period and Methods

Throughout the public comment period (April 19 through May 25, 2023) comments were accepted in the following ways:

- In-person and virtual public meetings
- Online comment form
- Email: JTucker2@azdot.gov
- Phone: 480-695-4027
- Mail: ADOT Communications, Loop 303, MC 85-Van Buren, 1655 W Jackson, Rm 170, MD 126F, Phoenix, AZ Arizona, 85007

A copy of the comment form can be found in Appendix C.

A total of 133 comments were submitted through the following methods:

- In-person public meeting: 27
- Virtual public meeting: 45
- Email: 27
- Online: 34
- Telephone: 0
- Mail: 0

The public comments and questions are included in Appendix C.

3.1.1 Public Comment Topics

Comments and questions received during the public comment period and at the in-person and virtual public meetings addressed the following topics. (The number of comments made about a topic appears in parenthesis):

- Right Of Way (17)
- Desire For Interchange at Lilac/Canyon Trails (15)
- Other (15)
- Crossroads/streets/neighborhoods (14)
- Future L303/SR 30 (13)
- Design (11)
- Schedule (11)
- Noise Concerns (10)
- In Favor Of The Project (8)
- Bicycle/Pedestrian (6)

- Opposed To The Project (4)
- Construction Impacts (3)
- Aesthetics (1)
- Drainage (1)
- Environmental (1)
- Lighting (1)
- Safety (1)
- Speed limits (1)

Stakeholders made or asked a variety of comments and questions. Right of Way was the most common topic participants brought up as they were concerned about their properties being impacted. Many other participants made comments or asked questions related to their desire for an interchange at Lilac Street/Canyon Trails Road. Construction and Noise Concerns comments/questions were also popular topics.

A Comment Log containing all comments and questions submitted during the Comment Period are included in Appendix C.

4. TITLE VI REPORTING

4.1. Self-ID Surveys

Participants of both meetings were asked to complete ADOT's self-identification survey for Title VI reporting purposes. The survey results are broken into two categories: In-person meeting and virtual meeting.

IN-PERSON MEETING

A total of 34 people completed the self-ID survey out of 123 attendees, a 28% response rate. The results are listed below.

- Asian: 1
- Black/African American: 3
- American Indian/Alaskan Native: 0
- Hispanic/Latino: 2
- Native Hawaiian/Other Pacific Islander: 0
- White: 28

VIRTUAL MEETING

A total of 22 people completed the self-ID survey out of 61 attendees, which was a 36% response rate. The results are listed below.

- Asian: 1
- Black/African American: 0

- American Indian/Alaskan Native: 1
- Hispanic/Latino: 3
- Native Hawaiian/Other Pacific Islander: 0
- White: 17

4.2. Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on May 24, 2023.

Appendix A: Public Meeting Notifications

Website

Public Meetings

Loop 303, MC 85 to Van Buren Street Project

In-Person Public Meeting

Wednesday, May 10

5:30 p.m. open house, 6 p.m. presentation, followed by a Q&A session

Desert Edge High School Cafeteria, 15778 W Yuma Rd, Goodyear, AZ

Participants will have an opportunity to review the detailed design plans with project team

Virtual Public Meeting

Thursday, May 11

6-7:30 p.m.

The meeting will include a presentation on the project, followed by a Q&A session.

JOIN ONLINE (Zoom): <https://tinyurl.com/4vzn6thr>

MEETING ID: 873 8781 5425

JOIN BY PHONE: 669.900.6833 (English)

866.730.7514 (español) pin de participante 984619#

QUESTIONS/COMMENTS

Submit questions and comments by May 25, 2023 in any of the following ways:

Online Comment Form: <https://azdot.gov/L303MC85-VanBuren-CommentForm>

Phone: 480.695.4027 - John Tucker

Email: JTucker2@azdot.gov

By Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

News Release



Arizona Department of Transportation www.azdot.gov
to mcrandall, dpacey, ccarpenter2, JMcCoy, jstephens, ldouglas, sellott2, ggroff, mbeggs, rharding, nunderwood, sdyer, dmann, klarson, drnick, NGreen, shassinan, wLamoreaux, llopez4, DMiller5, CKing3, dhintzel, cludington, vsnow, dcarroll, cmuller, cwolfe, knoetzel, dcreran

Wed, May 3, 2:48 PM (18 hours ago)

This is a courtesy copy of an email bulletin sent by Doug Nintzel.

This bulletin was sent to the following groups of people:

Subscribers of Loop 303 (MC 85 to Van Buren St) or News Releases (45878 recipients)

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/35892b2>



SHARE

Public meetings set for May 10-11 about Loop 303 segment south of I-10 ADOT to host meetings about planned Van Buren Street to MC 85 project

The Arizona Department of Transportation will hold two public meetings next week (May 10 and May 11) to provide information, gather comments and answer questions about plans for a new four-mile segment of Loop 303 south of Interstate 10 in the Goodyear area.



The meeting on May 10 will be held at Desert Edge High School while a virtual meeting is scheduled on May 11.

The Loop 303 project, currently in design with construction targeted to start in 2025, would build three lanes in each direction between Van Buren Street and Lower Buckeye Road and two lanes in each direction between Lower Buckeye Road and Maricopa County 85. Other additions, including new or improved interchange connections, also are planned.

The May 10 in-person meeting details are as follows:

- When: Wednesday, May 10, from 5:30 to 7 p.m. (presentation at 6 p.m.)
- Where: Desert Edge High School Cafeteria, 15778 W. Yuma Road, Goodyear

The May 11 virtual meeting details are as follows:

- When: Thursday, May 11, from 6 to 7:30 p.m.
- Join online (Zoom): tinyurl.com/4vzn6thr (Meeting ID: 873 8781 5425)
- Join by phone: For English call 669.900.6833
- Join by phone: For Spanish call 866.730.7514 (PIN number 984619#)
- Register for the meeting (optional) at <https://surveymonkey.com/trZ96V8XY>

For more information visit the project website at azdot.gov/L303-MC85-VanBuren. For those not able to attend the meetings, presentation slides will be posted to the [project website](#) prior to the May 10 in-person meeting. Public comments can be submitted through May 25 via an online form at azdot.gov/L303MC85-VanBuren-CommentForm or through other methods, which are listed on the website.

The project is scheduled as part of the Maricopa Association of Governments' Regional Freeway Plan. Projects are funded in part by Proposition 400, a dedicated sales tax approved by Maricopa County voters in 2004.

Media Coverage




DAILY INDEPENDENT

PHOENIX, AZ
PARK ST
FULL FORECAST

[DAILY INDEPENDENT](#) | [ANIMEM](#) | [APACHE JUNCTION](#) | [BUCKEYE](#) | [CHANDLER](#) | [FLORENCE](#) | [GILBERT](#) | [GLENN](#)
[MESA](#) | [PARADISE VALLEY](#) | [PEORIA](#) | [PHOENIX](#) | [QUEEN CREEK](#) | [SCOTTSDALE](#) | [SUN CITY](#) | [SUN CITY WEST](#)

[NEWS](#) - [STATE](#) - [OPINIONS](#) - [THINGS TO DO](#) - [VALLEY FAVORITES](#) - [SPORTS](#)

TRANSPORTATION

ADOT sets May 10 meeting in Goodyear for Loop 303 project information, ideas



(ADOT)
Posted Sunday, May 7, 2023 6:01 am

INDEPENDENT NEWSMEDIA

Two public meetings this week will provide information and gather comments about plans for a new four-mile segment of Loop 303 south of Interstate 10 in the Goodyear area.

The Arizona Department of Transportation is conducting the sessions Wednesday and Thursday, May 10-11.

The meeting on May 10 will be at Desert Edge High School, 15778 W. Yuma Road in Goodyear, and a virtual meeting is scheduled for May 11.

The Loop 303 project, currently in design with construction targeted to start in 2025, would build three lanes in each direction between Van Buren Street and Lower Buckeye Road and two lanes in each direction between Lower Buckeye Road and Maricopa County 85, according to ADOT.

Other additions include new or improved interchange connections.

The May 10 session will be 5:30-7 p.m., with a presentation at 6 p.m.

The May 11 virtual meeting will be 6-7:30 p.m.:



- Join online (Zoom): [zoom.com/4726584](https://zoom.us/j/4726584) (Meeting ID: 873 8781 5425)
- Join by phone: For English call 669-900-8833
- Join by phone: For Spanish call 866-730-7514 (PIN No. 9846196)
- Register for the meeting (optional) at <https://survey.monkey.com/r/Z94V8XKY>
- For more information visit the project website at azdot.gov/L303-MC85-VanBuren.

E-NEWS



Regis news
Simply sul click on th your inbo Independe for readin

Daily Your
Sign up fo Phoenix a

Email

SUBSC

MOST RI
Neigh over r north
A neighbor regarding a acres locate corner of 16
Gilbert build-c

West Valley View

- Home
- News
- Features
- Youth
- Business
- Opinion
- Sports
- Special Issues
- Recommended
- Classifieds



ADOT to host public meetings for Loop 303 expansion

By West Valley View Staff May 10, 2023



The Arizona Department of Transportation will hold public meetings on Wednesday, May 10, and Thursday, May 11, to provide information, gather comments and answer questions about plans for a new four-mile segment of Loop 303 south of Interstate 10 in the Goodyear area.

The meeting on May 10 will be held at Desert Edge High School, while a virtual meeting is scheduled on May 11.

The Loop 303 project, currently in design with construction targeted to start in 2025, would build three lanes in each direction between Van Buren Street and Lower Buckeye Road and two lanes in each direction between Lower Buckeye Road and Maricopa County 85. Other additions, including new or improved interchange connections, also are planned.



For more information visit the project website at azdot.gov/L303-MC85-VanBuren. For those not able to attend the meetings, presentation slides will be posted to the project website prior to the May 10 in-person meeting. Public comments can be submitted through Thursday, May 25, via an online form at azdot.gov/L303MC85-VanBuren-CommentForm.

The project is scheduled as part of the Maricopa Association of Governments' Regional Freeway Plan. Projects are funded in part by Proposition 400, a dedicated sales tax approved by Maricopa County voters in 2004.

If You Go...

May 10 meeting

Presentation begins at 6 p.m.

Digital Editions

Never miss an issue. Sign up for free



Click to read this week's



ADVERTISEMENT



Click to read The Enter

NEWS > BUSINESS



ADOT progressing on 4-mile extension of Loop 303 in Goodyear



Photo by: Arizona Department of Transportation

By: Audrey Jonson, Phoenix Business Journal

Posted at 8:35 AM, May 08, 2023 and last updated 8:35 AM, May 08, 2023

The Arizona Department of Transportation is hosting two public meetings next week on the new 4-mile extension of Loop 303.

This extension will bring the existing Loop 303 from Van Buren Street south to MC 85 and the future State Route 30, which could connect to Loop 202 if built out. ADOT is planning to give presentations on the project and allow time for questions and comments.



Arizona Department of Transportation

The Arizona Department of Transportation is in the process of designing a four-mile extension of Loop 303 south of Interstate 10 in Goodyear.



Benefiting
THE SOCIETY OF
ST. VINCENT DE PAUL

Donate Now
thru June 30

ABC15 CW61 [LEARN MORE](#)

Donate to the ABC15 Water Drive benefitin St. Vincent de Paul!

ADVERTISEMENT



The Volvo XC40 With smart storage

[LEARN MORE](#)

May 10, 2023 | 04:00 PM MST

Telemundo

KTAZ (Telemundo)

Anchor read: ADOT is holding public meetings about plans for a new segment of Loop 303 south of I-10 in the Goodyear area.



Phoenix (Prescott) Sentiment: Audience: 29,415 \$514.34

KTAR NEWS 92.3 FM

Top Stories Listen Live Podcasts Conte

ARIZONA NEWS

ADOT to host 2 meetings about planned Loop 303 project

May 4, 2023, 4:45 AM



(Screenshot via ADOT YouTube)

BY KTAR.COM

Share ↗

PHOENIX – The Arizona Department of Transportation (ADOT) has scheduled two public meetings in mid-May to provide information, gather comments and answer questions about plans for a new four-mile segment of Loop 303 in the Goodyear area.

The first meeting will be held at Desert Edge High School at 15778 W. Yuma Road in Goodyear on May 10 from 5:30 to 7 p.m.

The second meeting will be a virtual meeting on May 11 from 6 to 7:30 p.m.

L4 LUND MORTGAGE TEAM

Personalized Mortgage Solutions
Customized Quotes
Great Rates



----- Forwarded message -----
From: ADOT News <News@azdot.gov>
Date: Fri, May 5, 2023 at 5:27 PM
Subject: ADOT Media Update: 5/5
To:

I-10 reopens in southeastern Arizona

Skyview Networks (Steve Clawson) interviewed Garin Groff about I-10 westbound reopening late Thursday night in southeastern Arizona following an early Wednesday crash that damaged a bridge and closed one direction of the highway. Garin said ADOT worked with a contractor to quickly make temporary repairs so the highway could reopen safely, with steel columns now supporting part of the structure. ADOT will now begin evaluating the long-term repair plans to repair or rebuild as determined by engineers.

PIO worked with IDO to develop [a news release](#) highlighting efforts by ADOT and contractors to reopen the westbound freeway in less than two days.

Arizona ID issues at the TSA

AZFamily 3-5 (Jason Barry) reached out with a viewer email about issues with a state-issued ID card at Sky Harbor. Bill Lamoreaux explained the acceptance issue is on the TSA side and that they are working quickly to address it. They have assured us that the card can be accepted either through the system or by physical check. Each location has a guide book they can reference. So if the card is scanned and declined, they would check the guide book for the new card. They have assured us nobody is missing a flight due to this. Jason said he would share that with any additional contacts he receives.

I-10 dust detection and warning system

12 News (William Pitts) interviewed Garin Groff about ADOT's dust detection and warning system as part of a NOAA study that dust-related fatalities are not fully accounted for in traffic statistics. Garin outlined how ADOT's dust detection system is working as designed to warn drivers of hazardous conditions. Since going online three years ago, the system successfully activates itself when blowing dust reduces visibility, and data shows drivers do reduce their speeds to move through the area more safely when dust storms are present.

Public meetings next week for planned Loop 303 project south of I-10

KTAR Radio (John Roller) interviewed Doug Nintzel by phone today to get sound bites for a story about public meetings scheduled next week about the planned Loop 303 project (4 miles between Van Buren St and MC 85). Doug discussed

ADOT's role in planning for the project with the Maricopa Association of Governments (construction slated to start as soon as 2025). Here's the link to this week's ADOT news release: [Public meetings set for May 10-11 about Loop 303 segment south of I-10 in West Valley | Department of Transportation \(azdot.gov\)](#)

Loop 303 northbound incident

KTAR Radio (John Roller) reached out about a closure on Loop 303 northbound in Sun City West. Julian Lopez responded it was closed at Grand Ave due to law enforcement activity.

GovDelivery and Email Notices

A Arizona Department of Transportation via service.govdelivery.com to mcrandall, ggroff, dpacey, ldouglas, llopez4, ccarpenter2, rharding, vsnow, dmarrn, JMcCoy, nunderwood, cmuller, dnrintzel, DMiller5, NGreen, cludington, shassinan, wLamoreaux, dnick, cwolfe, klarson,

This is a courtesy copy of an email bulletin sent by John Tucker.

This bulletin was sent to the following groups of people:

Subscribers of Loop 303 (South of I-10) or State Route 30 (13234 recipients)

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/355dbce>



SHARE

ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street

In-person meeting on May 10; virtual meeting on May 11

The Arizona Department of Transportation and its project partners will hold two public meetings in May to present information on the plans for a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. The project, currently in design with a construction target of 2025, will include two general-purpose lanes in each direction from MC 85 to Lower Buckeye Road and three general-purpose lanes in each direction from Lower Buckeye Road to Van Buren Street.

New interchanges, interchange improvements, frontage roads, sound walls (where warranted), lighting and other features are also part of the project improvements.



PUBLIC MEETINGS

For both meetings, the project team will give a presentation on the project, followed by an opportunity to ask questions or make comments.

In-Person Public Meeting
Wednesday, May 10, 5:30-7 p.m.
5:30 p.m. open house | 6 p.m. presentation
 Desert Edge High School Cafeteria, 15778 W Yuma Rd, Goodyear, AZ

The public can view design plans and roll plots at the in-person meeting and speak one-on-one with the design team.

Virtual Public Meeting
Thursday, May 11, 6-7:30 p.m.
 Join Online (Zoom): <https://tinyurl.com/4vzn6thr>
 Meeting ID: 873 8781 5425
 Join By Phone: 669.900.6833 (English)
 866.730.7514 (español) pin de participante 984619#

Register for either meeting (optional) at <https://www.surveymonkey.com/r/Z96V8XY>.

If you do not have the technology to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or JTucker2@azdot.gov for assistance.

CAN'T ATTEND?

The meeting presentation slides will be posted to the project website prior to the May 10 in-person meeting. The virtual meeting will also be recorded and posted to the project website following the

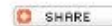
ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street



Email (HTML) Email (Plain Text)

From: Arizona Department of Transportation <adot@info.azdot.gov>
 Subject: ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/355d8ce>



ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street

In-person meeting on May 10; virtual meeting on May 11

The Arizona Department of Transportation and its project partners will hold two public meetings in May to present information on the plans for a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. The project, currently in design with a construction target of 2025, will include two general-purpose lanes in each direction from MC 85 to Lower Buckeye Road and three general-purpose lanes in each direction from Lower Buckeye Road to Van Buren Street.

New interchanges, interchange improvements, frontage roads, sound walls (where warranted), lighting and other features are also part of the project improvements.



PUBLIC MEETINGS

For both meetings, the project team will give a presentation on the project, followed by an opportunity to ask questions or make comments.

In-Person Public Meeting

Wednesday, May 10, 5:30-7 p.m.

5:30 p.m. open house | 6 p.m. presentation

Desert Edge High School Cafeteria, 15778 W Yuma Rd, Goodyear, AZ

The public can view design plans and roll plots at the in-person meeting and speak one-on-one with the design team.

Virtual Public Meeting

Thursday, May 11, 6-7:30 p.m.

Join Online (Zoom): <https://tinyurl.com/4vzn6thr>

Meeting ID: 873 8781 5425

Join By Phone: 669.900.6833 (English)

866.730.7514 (español) pin de participante 984619#

Register for either meeting (optional) at

<https://www.surveymonkey.com/r/Z96V8XY>.

If you do not have the technology to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or JTucker2@azdot.gov for assistance.

CAN'T ATTEND?

The meeting presentation slides will be posted to the project website prior to the May 10 in-person meeting. The virtual meeting will also be recorded and posted to the project website following the May 11 meeting.

QUESTIONS/COMMENTS

Project comments can be provided through May 25, 2023, in the following ways:



Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/35739ee>



SHARE

ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street

In-person meeting on May 10; virtual meeting on May 11

The Arizona Department of Transportation and its project partners will hold two public meetings in May to present information on the plans for a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street.

The project, currently in design with a construction target of 2025, will include two general-purpose lanes in each direction from MC 85 to Lower Buckeye Road and three general-purpose lanes in each direction from Lower Buckeye Road to Van Buren Street.

New interchanges, interchange improvements, frontage roads, sound walls (where warranted), lighting and other features are also part of the project improvements.



PUBLIC MEETINGS

For both meetings, the project team will give a presentation on the project, followed by an opportunity to ask questions or make comments.

In-Person Public Meeting

Wednesday, May 10,
 5:30-7 p.m. | 5:30 p.m. open house | 6 p.m. presentation
 Desert Edge High School Cafeteria, 15778 W Yuma Road, Goodyear

The public can view design plans and roll plots at the in-person meeting and speak one-on-one with the design team.

Virtual Public Meeting

Thursday, May 11,
 6-7:30 p.m.
 Join Online (Zoom): <https://tinyurl.com/4vzn6thr>
 Meeting ID: 873 8781 5425
 Join By Phone: 669.900.6833 (English)
 866.730.7514 (español) pin de participante 984619#
 Register (optional) at <https://surveymonkey.com/r/Z96V8XY>

If you do not have the technology to attend the virtual public meeting, or to review the project information online, please contact John Tucker at 480.695.4027 or JTucker2@azdot.gov for assistance.

CAN'T ATTEND?

The meeting presentation slides will be posted to the project website prior to the May 10 in-person meeting. The virtual meeting will also be recorded and posted to the project website following the May 11 meeting.

QUESTIONS/COMMENTS

Project comments can be provided through **May 25, 2023**, in the following ways:

- Online Comment Form: <https://azdot.gov/L303MC85-VanBuren-CommentForm>
- Phone: 480.695.4027 | Email: JTucker2@azdot.gov
- Mail: ADOT Communications, Attn: Loop 303, MC 85-Van Buren, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

MORE INFORMATION/SUBSCRIBE FOR UPDATES

For more information and to subscribe for project updates by email, visit the project website at azdot.gov/L303-MC85-VanBuren.



Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/35c3281>



SHARE

ADOT Reminder: May 25 is deadline to provide comments on planned Loop 303 project between Van Buren Street and MC 85

Thursday, May 25, is the deadline to provide comments about the [Loop 303, MC 85 to Van Buren Street Improvements project](#). The project will extend Loop 303 south of Van Buren Street to a connection with MC 85 in the Goodyear area.

Project information is posted online, including a recording of the presentation from the May 11 virtual public meeting (English and Spanish), as well as other project documents and simulation videos.

Provide your comments through Thursday, May 25, using any of the following ways:

- Online Comment Form: azdot.gov/L303MC85-VanBuren-CommentForm
- Email: JTucker2@azdot.gov
- Phone: 480.695.4027
- Mail: Attn: Loop 303, MC 85 to Van Buren Street, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007





Arizona Department of Transportation via service.govdelivery.com to me

Wed, May 17, 4:53 PM (2 days ago)

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/35b2c8a>



SHARE

Missed the Loop 303, MC 85 to Van Buren Street public meeting? Meeting materials now online



Did you miss the May 10 and 11 public meetings for the Loop 303, MC 85 to Van Buren Street project? You can still learn about it and provide comments by visiting the [project website](#).

All meeting materials are posted online including a recording of the presentation from the May 11 virtual public meeting (English and Spanish), as well as other project documents and videos

The project team is accepting comments from the public through May 25 in the following ways:

- Online Comment Form: azdot.gov/L303MC85-VanBuren-CommentForm
- Email: JTucker2@azdot.gov
- Phone: 480.695.4027
- Mail: Attn: Loop 303, MC 85 to Van Buren Street, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Twitter



Arizona DOT @ArizonaDOT · Apr 26

PUBLIC MEETING

ADOT will hold two **public meetings** in May to present information on the plans for a new four-mile segment of **Loop 303** in Goodyear, from **MC 85 to Van Buren Street**.

MORE: bit.ly/3LyE5he



Profile

More

Tweet

Arizona DOT @ArizonaDOT · May 10
LOOP 303 PUBLIC MEETING

ADOT will hold an in-person public meeting TONIGHT, Wednesday, May 10, and a virtual public meeting on Thursday, May 11, about plans for a new segment of Loop 303 south of I-10 in the Goodyear area.



Public meetings set for May 10-11 about Loop 303 segment south of I-10
ADOT to host meetings about planned Van Buren Street to MC 85 project

The Arizona Department of Transportation will hold two public meetings next week (May 10 and May 11) to provide information, gather comments and answer questions about plans for a new four-mile segment of Loop 303 south of Interstate 10 in the Goodyear area.

The meeting on May 10 will be held at Desert Edge High School while a virtual meeting is scheduled on May 11.

The Loop 303 project, currently in design with construction targeted to start in 2025, would build three lanes in each direction between Van Buren Street and Lower Buckeye Road and two lanes in each direction between Lower Buckeye Road and Maricopa County 85. Other additions, including new or improved interchange connections, also are planned.

The May 10 in-person meeting details are as follows:

- When: Wednesday, May 10, from 5:30 to 7 p.m. (presentation at 6 p.m.)
- Where: Desert Edge High School Cafeteria, 15778 W. Yuma Road, Goodyear

The May 11 virtual meeting details are as follows:

- When: Thursday, May 11, from 6 to 7:30 p.m.
- Join online (Zoom): tinyurl.com/Avznd6hr (Meeting ID: 873 8781 5425)
- Join by phone: For English call 669.900.6833
- Join by phone: For Spanish call 866.730.7514 (PIN number 984619#)

5 3,723

Facebook

Arizona Department of Transportation · Follow

4d · 🌐

Save the date!

ADOT will host two public meetings in May to share design plans for a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. An in-person public meeting will be held May 10, from 5:30-7 p.m. at Desert Edge High School, 15778 W. Yuma Road in Goodyear. The online virtual meeting will be held from 6 to 7:30 p.m., on May 11.

For details on the meetings visit: azdot.gov/projects/central-district-projects/loop-303-mc-85-van-buren-street-im... See more

LEGEND

- New L303 Segment, MC 85 to Van Buren
- Interchange Locations
- New One-Way Frontage Roads

Map not to scale.

198 115 comments · 102 shares


Like Comment Share

Arizona Department of Transportation · Follow
5d · 🌐

Learn about a new segment of L303 from MC 85 to Van Buren Street in Goodyear.

Two public meetings: In-person, May 10, 5:30-7 pm, Desert Edge High School, 15778 W. Yuma Road. Virtual meeting, May 11, 6 to 7:30 pm.

MORE: <https://azdot.gov/central/303-mc85-van-buren>



👍 247 90 comments 92 shares

👍 Like 💬 Comment ➦ Share

Nextdoor

State of Arizona
ADOT Communications Office of Community Relations • Just now

Reminder: ADOT hosting public meetings for new Loop 303 segment south of Van Buren Street

ADOT will hold an in-person public meeting tomorrow, Wednesday, May 10 to present information on a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. The project, currently in design with construction targeted for 2025, will include two general-purpose lanes in each direction from MC 85 to Lower Buckeye Road and three general-purpose lanes in each direction from Lower Buckeye Road to Van Buren Street.

The in-person public meeting will be held at Desert Edge High School in the Cafeteria, 15778 W. Yuma Road in Goodyear. Starting at 5:30 p.m., the public can view design plans and roll plots and speak one-on-one with the design team. At 6 p.m. there will be a formal presentation followed by a question and answer session.

An online virtual meeting about the project will be held from 6 to 7:30 p.m., Thursday, May 11.

For details on both meetings visit <https://azdot.gov/projects/central-district-projects/1303-mc85-van-buren#section-4>

Loop 303: MC 85 to Van Buren St...
azdot.gov

Posted to Subscribers of State of Arizona in 44

Direct Mailer

**LOOP 303, MC 85 TO VAN BUREN STREET IMPROVEMENTS
PUBLIC MEETINGS**

Wednesday, May 10 (in-person)
and Thursday, May 11 (virtual)


The project team will give a presentation on the project, followed by an opportunity to ask questions or make comments. The in-person meeting will include the opportunity to view design plan roll plots and speak one-on-one with the design team.

**MEJORAS DE LOOP 303, MC 85 A VAN BUREN STREET
REUNIONES PÚBLICAS**

Miércoles 10 de mayo (presencial)
y jueves 11 de mayo (virtual)

El equipo a cargo del proyecto dará una presentación sobre el proyecto, seguida por la oportunidad de hacer preguntas o comentarios. La reunión presencial incluirá la oportunidad de observar los planos del diseño, y de conversar cara a cara con el equipo de diseño.

HOW TO PARTICIPATE



COMO PARTICIPAR

In-Person Public Meeting
Wednesday, May 10, 5:30-7 p.m.
5:30 p.m. open house | 6 p.m. presentation
Desert Edge High School Cafeteria
15778 W Yuma Rd, Goodyear, AZ

Virtual Public Meeting
Thursday, May 11, 6-7:30 p.m.

▶ **JOIN ONLINE (Zoom):**
<https://tinyurl.com/4vzn6ttr>

▶ **MEETING ID:** 873 8781 5425

▶ **JOIN BY PHONE:** 669 9006833 (English)

If you do not have the technology to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or JTucker2@azdot.gov for assistance.

Reunión Pública Presencial
Miércoles, 10 de mayo, 5:30-7 p.m.
5:30 p.m. puertas abren | 6 p.m. presentación
Cafetería de Desert Edge High School
15778 W Yuma Rd, Goodyear, AZ

Reunión Pública Virtual
jueves, 11 de mayo, 6-7:30 p.m.


▶ **ACOMPÁÑENOS EN LÍNEA (Zoom):**
<https://tinyurl.com/4vzn6ttr>

▶ **MEETING ID:** 873 8781 5425

▶ **ACOMPÁÑENOS POR TELÉFONO:**
866.730.7514 (español) pin de participante 984619#

Si no tiene la tecnología para asistir a la reunión virtual o de revisar la información del proyecto en línea, favor de contactar a John Tucker al 855.712.8530 o a la dirección electrónica JTucker2@azdot.gov para recibir asistencia.

CAN'T ATTEND?



Scan to Register (Optional)
Escanee para Registrarse (opcional)

<https://surveymonkey.com/r/Z96V8XY>

¿NO PUEDE ASISTIR?

QUESTIONS/COMMENTS

Project comments can be provided through May 25, 2023, in the following ways:

▶ **Online Comment Form:**
<https://azdot.gov/L303MC85-VanBuren-CommentForm>

▶ **Phone:** 480.695.4027

▶ **Email:** JTucker2@azdot.gov

▶ **Mail:** ADOT Communications, Loop 303, MC 85-Van Buren
1655 W Jackson St., MD 126F, Phoenix, AZ 85007

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact John Tucker at 480.695.4027 or JTucker2@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

¿NO PUEDE ASISTIR?

La presentación de la reunión estará disponible en la página web del proyecto antes de la junta del 10 de mayo. La reunión virtual también será grabada y publicada en la página web del proyecto después que haya concluido la junta del 11 de mayo.

PREGUNTAS/COMENTARIOS

Comentarios sobre el proyecto pueden ser proporcionados hasta el 25 de mayo de 2023, de las siguientes maneras:

▶ **Formulario en Línea:**
<https://azdot.gov/L303MC85-VanBuren-CommentForm>

▶ **Teléfono:** 855.712.8530

▶ **Email:** JTucker2@azdot.gov

▶ **Dirección:** ADOT Communications, Loop 303, MC 85-Van Buren
1655 W Jackson St., MD 126F, Phoenix, AZ 85007

Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA): De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés) ADOT (el Departamento de Transporte de Arizona) no discrimina según raza, color, nacionalidad, edad, género o discapacidad. Las personas que requieren acomodaciones razonables basadas en su idioma o por cualquier discapacidad deben comunicarse con John Tucker al 855.712.8530 o JTucker2@azdot.gov. Las solicitudes deben hacerse lo antes posible para asegurar que el Estado tenga la oportunidad de encargarse de los arreglos necesarios.

ADOT
ADOT Project No. H6870 01D | Federal Aid No. 303-AJAS0T

For more information and to subscribe for project updates by email visit the project website at azdot.gov/L303-MC85-VanBuren.

Para más información y para suscribirse y recibir actualizaciones sobre el proyecto por correo electrónico, visite la página web del proyecto en azdot.gov/L303-MC85-VanBuren.



ADOT Communications and Public Involvement
1555 W. Jackson St., 100 126F
Phoenix, AZ 85007

**LOOP 303, MC 85 TO
VAN BUREN STREET IMPROVEMENTS**

PUBLIC MEETINGS
Wednesday, May 10 (in-person)
and Thursday, May 11 (virtual)

REUNIONES PÚBLICAS
10 de mayo (presencial)
11 de mayo (virtual)



LOOP 303, MC 85 TO
VAN BUREN STREET IMPROVEMENTS

YOU'RE INVITED! (¡ESTÁ INVITADO!)

PUBLIC MEETINGS: MAY 10 & 11

REUNIONES PÚBLICAS: 10 Y 11 DE MAYO

The Arizona Department of Transportation is currently designing a project to construct a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. The project will include two general purpose lanes in each direction from MC 85 to Lower Buckeye Road, and three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street. The project will include new interchanges and interchange improvements, frontage roads, sound walls where warranted, drainage improvements, lighting and other features.

El Departamento de Transporte de Arizona está diseñando un proyecto para construir un nuevo segmento de cuatro millas del Loop 303 en Goodyear, desde ruta MC 85 hasta Van Buren Street. El proyecto incluirá dos carriles de propósito general en cada dirección desde MC 85 hasta Lower Buckeye Road, y tres carriles de propósito general en cada dirección desde Lower Buckeye Road a Van Buren Street. El proyecto incluirá nuevos intercambios y mejoras a los intercambios, carreteras de acceso, muros anti-ruido donde sea necesario, mejoras de drenaje, alumbramiento y otras características.



Flyer - Spanish

LOOP
303

Mejoras en Loop 303, MC 85 hasta la calle Van Buren

PARTICIPA EN UNA REUNIÓN PÚBLICA DE ADOT

REUNIÓN PÚBLICA EN PERSONA
Miércoles 10 de mayo | 5:30-7 p.m.
 (5:30 pm. puertas abren, 6 p.m. presentación)
 Cafetería de la escuela secundaria Desert Edge,
 15778 W. Yuma Road, Goodyear

REUNIÓN PÚBLICA VIRTUAL
Jueves 11 de mayo | 6-7:30 p.m.
 ÚNASE EN LÍNEA (Zoom): tinyurl.com/4vzn6thr
 ID DE LA REUNIÓN: 873 8781 5425
 866.730.7514 (español) pin de participante 984619#
 Regístrese (opcional) en surveymonkey.com/r/Z96V8XY

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona está diseñando un proyecto para construir un nuevo segmento elevado de cuatro millas del Loop 303 en Goodyear, desde MC 85 hasta Van Buren Street. El proyecto incluirá dos carriles de uso general en cada dirección desde MC 85 hasta Lower Buckeye Road, y tres carriles de uso general en cada dirección desde Lower Buckeye Road hasta Van Buren Street. También incluirá nuevos intercambios y mejoras en los intercambios existentes, caminos laterales, muros anti-ruido donde se justifique, mejoras en la iluminación y señalización y otras características.

CRONOGRAMA DEL PROYECTO

- ▶ El proyecto se encuentra actualmente en la fase de diseño.
- ▶ Se prevé que la construcción comience en 2025 y se espera que tome aproximadamente tres años en completarse.

PREGUNTAS/COMENTARIOS

Envíe preguntas y comentarios antes del 25 de mayo de 2023, de cualquiera de las siguientes maneras:

- ▶ **Formulario de comentarios en línea:** azdot.gov/L303MC85-VanBuren-CommentForm
- ▶ **Teléfono:** 480.695.4027
- ▶ **Correo electrónico:** JTucker2@azdot.gov
- ▶ **Por correo:** Comunicaciones ADOT, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

MÁS INFORMACIÓN/ACTUALIZACIONES

Para obtener más información suscribirse a las actualizaciones del proyecto por correo electrónico, visite el sitio web del proyecto en azdot.gov/L303-MC85-VanBuren.

LEYENDA

- Nuevo Segmento de L303, MC 85 a Van Buren
- Ubicaciones de Intercambio
- - - Nuevas Carreteras de Acceso de un Solo Sentido

Mapa no a escala real.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con John Tucker al 855.712.8530 o por correo electrónico al JTucker2@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

23-804024

ADOT Project No. H6870 01D
Federal Aid No. 303-A(A50)T

Flyer - English

LOOP
303

Loop 303, MC 85 to Van Buren Street Improvements

JOIN ADOT FOR TWO PUBLIC MEETINGS

IN-PERSON PUBLIC MEETING
Wednesday, May 10 | 5:30-7 p.m.
 (5:30 p.m. open house, 6 p.m. presentation)
 Desert Edge High School Cafeteria,
 15778 W. Yuma Road, Goodyear

VIRTUAL PUBLIC MEETING
Thursday, May 11 | 6-7:30 p.m.
 JOIN ONLINE (Zoom): tinyurl.com/4vzn6thr
 MEETING ID: 873 8781 5425
 JOIN BY PHONE: 669.900.6833 (English)
 866.730.7514 (español) pin de participante 984619#
 Register (Optional) at surveymonkey.com/r/Z96V8XY

OVERVIEW

The Arizona Department of Transportation is currently designing a project to construct a new elevated four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. The project will include two general purpose lanes in each direction from MC 85 to Lower Buckeye Road, and three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street. It also will include new interchanges and interchange improvements, frontage roads, sound walls where warranted, lighting and signage improvements and other features.

PROJECT SCHEDULE

- ▶ The project is currently in the design phase.
- ▶ Construction is anticipated to begin in 2025 and is expected to take approximately three years to complete.

QUESTIONS/COMMENTS

Submit questions and comments by May 25, 2023, in any of the following ways:

- ▶ **Online Comment Form:** azdot.gov/L303MC85-VanBuren-CommentForm
- ▶ **Phone:** 480.695.4027
- ▶ **Email:** JTucker2@azdot.gov
- ▶ **By Mail:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

MORE INFORMATION/UPDATES

For more information and to subscribe for project updates by email visit the project website at azdot.gov/L303-MC85-VanBuren.

Civil Rights/ADA: Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact John Tucker at 480.695.4027 or JTucker2@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

U.S. Department of Transportation
Federal Highway Administration

23-804024
ADOT Project No. H6870 01D
Federal Aid No. 303-A(AS)T

Appendix B: Public Meeting Materials

Fact Sheet (English)

Future Loop 303, I-10 to SR 30

The ultimate plans for this section of Loop 303 include four to five general purpose lanes and an HOV 3+ lane in each direction between I-10 and Elwood Street, with a direct system interchange connection to the future SR 30. Future access between Loop 303 and SR 85 would be available at the Elwood Street interchange.

303
Loop 303, MC 85 to Van Buren Street

OVERVIEW

The Arizona Department of Transportation, in conjunction with the City of Goodyear and Maricopa Association of Governments (MAG) is currently designing a project to construct a new elevated four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street.

The existing street network will be unable to accommodate the anticipated growth in the area. Without a higher capacity facility, traffic congestion in the Cotton Lane corridor will continue to worsen. This project will help address travel demand projected to 2050 and beyond while improving traffic capacity and safety and expanding regional connectivity of the transportation network to accommodate future growth.

PROJECT ELEMENTS

- Constructing three general purpose lanes in each direction from Van Buren Street to Lower Buckeye Road
- Constructing two general purpose lanes in each direction from Lower Buckeye Road to MC 85
- Constructing one-way frontage roads between Elwood and Van Buren streets
- Constructing a full-diamond traffic interchange at Yuma Road
- Constructing a half-diamond traffic interchange at Van Buren Street, Lower Buckeye Road and Elwood Street
- Constructing a signalized intersection at MC 85
- Adding new sound walls where warranted
- Installing new lighting, signage and other features

PROJECT TIMELINE*

*Schedule is subject to change

MORE INFORMATION/UPDATES

For more information and to subscribe for project updates by email visit the project website at www.adot.gov/303/303-303-303

QUESTIONS/COMMENTS

Submit questions and comments by May 25, 2023 in any of the following ways:

- Online Comment Form: adot.gov/303/303-303-303/CommentForm
- Phone: 480-695-4027
- Email: 303@adot.gov
- By Mail: ADOT Communications, 3655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and a certification, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact John Tucker at 480-695-4027 or 303@adot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadadounidenses con Discapacidades (ADA) por sus siglas en inglés y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o discapacidad deben generar un contacto con John Tucker al 480.713.2030 o por correo electrónico al 303@adot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

ADOT Project No. 480-695-4027
Federal Aid No. 303-49002

The following maps show the project design in one-mile segments.

VAN BUREN STREET TO YUMA ROAD

The existing interchange ramps on the south side of Van Buren Street will be reconstructed. This new section of Loop 303 will be elevated with a grade separation bridge above Cotton Trails Boulevard. The freeway will have three 1.2-foot lanes in each direction with 1.2-foot inside and outside shoulders. There will be a larger center median to accommodate future expansion of Loop 303. The frontage roads will each have two 1.2-foot lanes with a 2-foot inside shoulder and a 3-foot outside shoulder. Speed limit will be 55 mph.

LOWER BUCKEYE ROAD TO BROADWAY ROAD

South of Lower Buckeye Road the roadway transitions down from the freeway section to the arterial section, that includes two 1.2-foot lanes in each direction with a 2.5-foot shoulder on the southbound lanes and a 10-foot shoulder on the northbound lanes, as well as 2-foot inside shoulders. This section will have an 8-foot raised median with curbs. There will be a sound wall along the west side of the road down to Broadway Road. This section was designed to be an interim roadway until the future expansion of Loop 303. Speed limit will be 40 mph.

YUMA ROAD TO LOWER BUCKEYE ROAD

Between Lower Buckeye and Yuma roads the freeway configuration here is the same as the section to the north with three lanes in each direction and two-lane frontage roads. This segment will also have retaining walls and sound walls on both sides of the freeway just south of Lower Buckeye Road. Speed limit will be 55 mph.

BROADWAY ROAD TO MC 85

This segment will have the same configuration as the segment to the north up to Lower Buckeye Road. It too will be an interim segment of roadway until the future expansion of Loop 303 development of the system interchange with the future State Route 30. Speed limit will be 40 mph.

Loop 303, MC 85 to Van Buren Street - Sound Wall Locations

New sound walls shown in orange.

Fact Sheet (Spanish)

La Futura Loop 303 hasta SR 30

Los planes últimos para esta sección de la Loop 303 incluyen cuatro hechos clave: cambio de uso general y un carril HOV (2+ pasajeros) en cada dirección entre la I-20 y Elwood Street, con una conexión directa de intercambio con la futura ruta SR 30. El acceso futuro entre la Loop 303 y la SR 85 estará accesible desde el intercambio en la Elwood Street.

MÁS INFORMACIÓN/ACTUALIZACIONES
Para obtener más información y suscribirse para las actualizaciones del proyecto por correo electrónico, visite el sitio web del proyecto al www.adot.az.gov/Loop303.

PREGUNTAS/COMENTARIOS
Envíe preguntas y comentarios antes del 25 de mayo de 2023 por cualquiera de los siguientes maneras:

- Formulario de comentarios en línea: adot.az.gov/Loop303/Voluntario-Comentarios
- Correo electrónico: Julian@adot.az.gov
- Teléfono: 855.712.8550
- Correo electrónico: Julian@adot.az.gov
- Correo: ADOT Communications, 3655 W. Jackson St., MD 1206, Phoenix, AZ 85009

Subject to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and a contract, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact John Tucker at 480.995.4027 or JohnTucker@adot.az.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con John Tucker al 855.712.8550 o por correo electrónico al JohnTucker@adot.az.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

ADOT Arizona Department of Transportation

Número del Proyecto de ADOT: A237310
Número de la Administración: 0544303

303 Loop 303, MC 85 hasta Van Buren Street

DESCRIPCIÓN GENERAL
El Departamento de Transporte de Arizona, junto con la Ciudad de Goodyear y la Asociación de Gobiernos de Maricopa (MAG) actualmente está diseñando un proyecto para construir un nuevo segmento elevado de cuatro carriles de la Loop 303 en Goodyear, desde MC 85 hasta Van Buren Street.

La red de calles existente no podrá acomodar el crecimiento anticipado en el área. Sin una instalación de mayor capacidad, la congestión del tráfico en el corredor de Cotton Lane seguirá empeorando. Este proyecto ayudará a abordar la demanda de viajes proyectada de 2050 en el área mientras mejora la capacidad y la seguridad del tráfico y amplía la conectividad regional de la red de transporte para adaptarse al crecimiento futuro.

ELEMENTOS DEL PROYECTO

- Construcción de tres carriles de uso general en cada dirección desde Van Buren Street hasta Lower Buckeye Road.
- Construcción de dos carriles de uso general en cada dirección desde Lower Buckeye Road hasta MC 85.
- Construcción de una intersección de acceso unidireccional entre las calles Elwood y Van Buren.
- Construcción de un intercambio tipo diamante total en Rama Road.
- Construcción de intercambios tipo medio diamante en las calles Van Buren Street, Lower Buckeye Road y Elwood Street.
- Construcción de una intersección con semáforo en la MC 85.
- Agregar nuevos arbolado nuevos donde se justifique.
- Instalación de iluminación, señales y otras características.

CRONOGRAMA DEL PROYECTO*

2021	2022	2023	2024	2025	2026	2027	2028
		DISEÑO	CONSTRUCCIÓN				

*El cronograma está sujeto a cambios.

Los siguientes mapas muestran el proyecto dividido en segmentos de una milla.

VAN BUREN ST HASTA YUMA RD

Se reconfigurará los carriles de intercambio existentes en el lado sur de la calle Van Buren. Esta nueva sección de la Loop 303 se elevará con un puente de desarrollo sobre Canyon Trails Boulevard. La autopista tendrá tres carriles de 12 pies en cada dirección con anchos laterales y entornos de 12 pies. Habrá una gran mediana central para acomodar la futura expansión de la Loop 303. Cada uno de los carriles secundarios tendrá dos carriles de 12 pies con un ancho interior de 2 pies y un ancho exterior de 5 pies. La velocidad máxima será de 65 mph.

LOWER BUCKEY RD HASTA BROADWAY RD

Al sur de Lower Buckeye Road, la carretera pasa de la sección de la autopista a la sección arterial, que incluye dos carriles de 12 pies en cada dirección con un ancho de 12 pies en los carriles hacia el sur y un ancho de 10 pies en los carriles hacia el norte, y anchos interiores de 2 pies. Esta sección tendrá una mediana elevada de 8 pies con bordillo. Habrá un muro anti-ruido a lo largo del lado este de la carretera hasta Broadway Road. Esta sección fue diseñada para ser una carretera temporal hasta la futura expansión de la Loop 303. La velocidad máxima será de 40 mph.

YUMA RD HASTA LOWER BUCKEY RD

Entre las carreteras Lower Buckeye y Yuma, la configuración de la autopista es la misma que la sección hacia el norte con tres carriles en cada dirección y carriles secundarios de dos carriles. Este segmento también tendrá muros de contención y muros anti-ruido en ambos lados de la autopista al sur de Lower Buckeye Road. La velocidad máxima será de 65 mph.

BROADWAY RD HASTA MC 85

Este segmento tendrá la misma configuración que el segmento al norte hasta Lower Buckeye Road. También será un segmento provisional de la carretera hasta la futura expansión y desarrollo del sistema de intercambio entre la Loop 303 y la futura ruta estatal 30.

Loop 303, MC 85 hasta Van Buren Street - Ubicaciones de los muros anti ruido

Las áreas sombreadas representan los muros anti ruido nuevos.

Exhibit Boards (May 10, In-Person Meeting)



Welcome!

Loop 303, MC 85 to Van Buren Street Project
Public Meeting | Presentation: 6-6:30 p.m.



Please Sign In at the Welcome Table
Please see a staff member if you need Spanish interpretation assistance.
Consulte a un miembro del personal si necesita asistencia de interpretación en español.

Provide Your Comments
You may submit comments through May 25, 2023 in any of the following ways:

- ▶ **Submit written comments using a comment form, available at the Welcome Table.**
- ▶ **Submit comments using the online comment form at:**
<https://azdot.gov/L303MC85-VanBuren-CommentForm>
- ▶ **Phone:** 480.695.4027
- ▶ **Email:** JTucker2@azdot.gov
- ▶ **Mail:** ADOT Communications, Loop 303, MC 85-Van Buren
1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

SCAN TO FILL OUT COMMENT FORM



ADOT | Arizona Department of Transportation

ADOT Project No. H6870 01D | Federal Aid No. 303-AJAS01T

Project Aerial Maps

Loop 303, MC 85 to Van Buren Street Project

LOOP
303

YUMA ROAD TO VAN BUREN STREET

LEGEND:

- RIGHT-OF-WAY
- SOUND WALL LOCATIONS
- BARRIER / RETAINING WALLS
- BRIDGE
- CURB / SIDEWALK
- FENCE

TYPICAL MAINLINE SECTION
YUMA ROAD TO VAN BUREN STREET

LOWER BUCKEYE ROAD TO YUMA ROAD

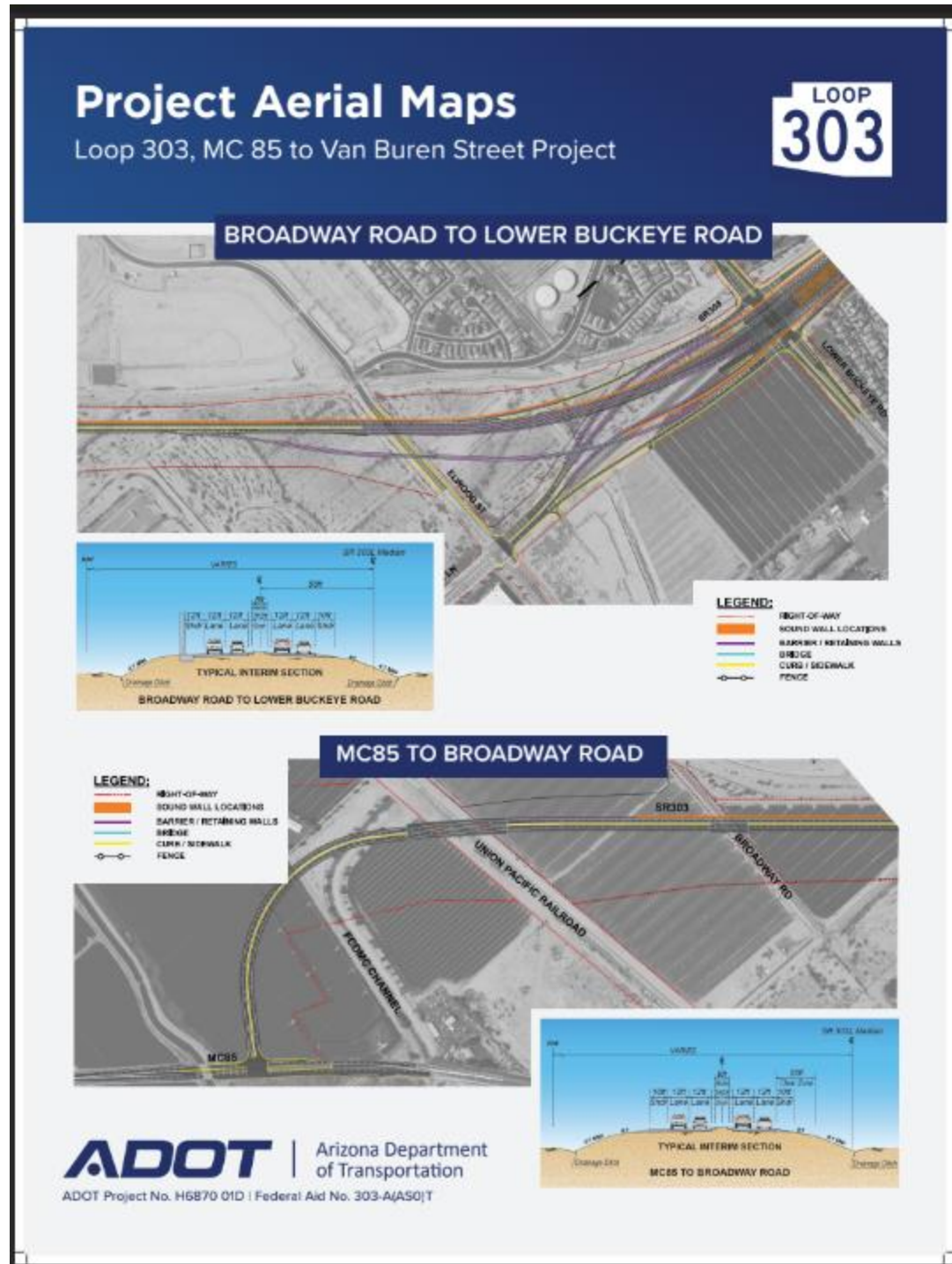
LEGEND:

- RIGHT-OF-WAY
- SOUND WALL LOCATIONS
- BARRIER / RETAINING WALLS
- BRIDGE
- CURB / SIDEWALK
- FENCE

TYPICAL MAINLINE SECTION
LOWER BUCKEYE ROAD TO YUMA ROAD

|
Arizona Department of Transportation

ADOT Project No. H6870 01D | Federal Aid No. 303-A(AS)T



Sound Wall Locations

Loop 303, MC 85 to Van Buren Street Project

LOOP 303

ADOT | Arizona Department of Transportation

ADOT Project No. H6870 01D | Federal Aid No. 303-AJAS01T

Anticipated Schedule

Loop 303, MC 85 to Van Buren Street Project

LOOP 303


PROJECT TIMELINE*

2021	2022	2023	2024	2025	2026	2027	2028
	DESIGN	DESIGN	DESIGN	DESIGN	CONSTRUCTION	CONSTRUCTION	

**Schedule is subject to change*

ADOT | Arizona Department of Transportation

ADOT Project No. H6870 01D | Federal Aid No. 303-AJAS01T



The Loop 303, MC 85 to Van Buren Street, Public Meeting will begin shortly

While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation. azdot.gov/ENGLISH-Survey-L303-MC85-VanBuren

La Reunión Pública sobre Loop 303, MC 85 to Van Buren Street, comenzará en breve.

Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación de miembros de minorías. azdot.gov/SPANISH-Survey-L303-MC85-VanBuren

ARIZONA DEPARTMENT OF TRANSPORTATION

Script - Welcome. I'm John Tucker with ADOT Community Relations. While we wait for the meeting to start, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.

We will paste the links in the meeting chat for your convenience.

[Moderator reads this 10 minutes prior to the meeting and two more times before meeting starts to allow time for people to take the Self ID survey.]

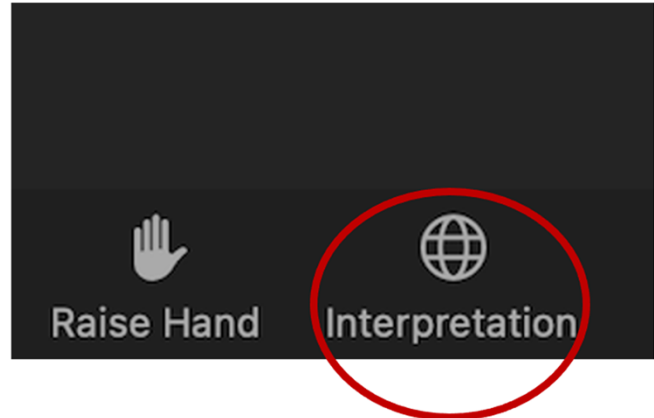
Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y cómo podrá mejorar la participación de miembros de minorías.

Spanish Interpretation

- Spanish call-in number: 866.730.7514
- Pin: 984619#
- Zoom interpretation feature below

Interpretación al español

- Por teléfono: 866.730.7514 (español)
- Pin de participante: 984619#
- Función de interpretación de Zoom



(Information read in both languages for how to participate and hear the presentation in Spanish. The same information will be included in the chat feature.) This meeting will be presented in English, and simultaneously interpreted in Spanish through a separate call-in number and online language channel.

If you would like to hear the presentation in Spanish by phone, please call 866.730.7514. The PIN is 984619 followed by the pound sign.

If you are online you can click on the Interpretation symbol at the bottom of your screen as shown on this slide to hear the meeting presented simultaneously in Spanish as soon as we have completed this slide.

(Pause after reading in English for it to be spoken in Spanish). Once you have clicked the interpretation icon in your meeting/webinar controls, then click Spanish. If you would like to hear Spanish only, click "Mute Original Audio"



John:

Good evening everyone and welcome to the public meeting for the Loop 303 project from Maricopa County Route 85 to Van Buren Street.

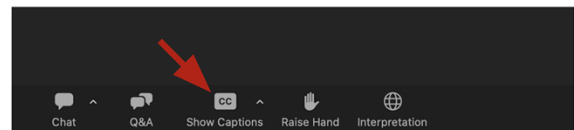
My name is John Tucker, Community Relations Project Manager with the Arizona Department of Transportation.

Meeting Housekeeping

- All participants have been muted to avoid background noise
- Following the meeting presentation, we will take questions and comments online and by phone. Instructions will be provided.
- To turn on closed captioning select that option from the menu

No Sound?

- Call into the meeting: 669.900.6833
- Meeting ID: 873 8781 5425



Participants are joining us via their computers on Zoom or through their phones and are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect.

Please note this meeting is being recorded. The presentation will be posted to the project website.

If you would like to turn on closed captioning, click "Show Captions" on the bottom of your screen to start viewing closed captioning. Click Live Transcript, then select Show Subtitle. You can also click View Full Transcript to view the transcript in the side panel of the meeting.

The format for tonight is a short presentation, followed by an open question and answer session. After the presentation, we'll provide instructions on how to ask a question or comment by phone or online.



ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257

CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Coordinator
DValentine@azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities.

Any person, who believes his or her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at civilrightsoffice@azdot.gov within 180 days of the alleged violation.



AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257

CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Coordinator
DValentine@azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

We will have a brief pause to allow individuals to read this information in Spanish.

ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a 602.712.8946 o civilrightsoffice@azdot.gov.

AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the Civil Rights Office at 602.712.8946.

ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please contact me, John Tucker at 480.695.4027 or JTucker2@azdot.gov

Tonight's Presenters

- Tricia Brown, PE, ADOT Project Manager
- Eric Watkins, PE, Senior Project Manager, Aztec Engineering
- Other project team experts available for the Q&A session

Before we start the presentation, I'd like to introduce tonight's presenters. They are:

- Tricia Brown, PE, ADOT Project Manager
- Eric Watkins, PE, Senior Project Manager, Aztec Engineering
- Other project team Experts who will be available for the question and comment session

Now, I will hand the presentation off to Tricia.

Purpose of Tonight's Meeting

- Overview of the project
- Present design plans
- Provide opportunity for questions and comments



L303 and Van Buren St, looking south on Cotton Lane

Tricia - The purpose of the meeting tonight is to present information on the planned four-mile extension of Loop 303, from the existing endpoint at Van Buren Street south to MC 85. This project is currently in the final design phase. We will be sharing the project design details and providing an opportunity to ask questions and make comments.

Project Background, Purpose and Need

- Loop 303 included in Regional Transportation Plan for Maricopa County
 - Funded through Prop. 400 half-cent sales tax
- Completed environmental study and Design Concept Report in 2018
 - Identified configuration of Loop 303, frontage road, interchanges
 - Interim and ultimate Loop 303
- Extension of Loop 303 is needed to:
 - Address projected local and regional traffic demand
 - Provide a high-capacity roadway to relieve traffic on existing arterial street network

Before we go into the details of the project design, I wanted to provide some brief background on the project history. The extension of Loop 303 south of I-10 has been identified in the MAG Regional Transportation Plan for approximately 20 years. In 2004 voters in Maricopa County passed a half cent sales tax as part of Proposition 400 to fund the Loop 303 extension and other transportation projects .

ADOT began studying the Loop 303 extension south of I-10 in 2005 but the recession and other factors caused a reduction in revenues and the study was put on hold. The study was later reactivated and completed in 2018. The study identified ADOT's selected ultimate design concept for the Loop 303 extension and its future connection with SR 30. This study established the

freeway footprint, lane and frontage road configuration, interchange locations and configurations and other details at a preliminary level of design. It also identified an interim Loop 303 design concept to be implemented initially until the full build out of Loop 303. The Design Concept Report for that study served as the starting point for the development of final design plans, which began in 2021, and are being presented here tonight.

The extension of Loop 303 south of Interstate 10 is needed to help address projected future travel demand in 2050 and beyond. The existing arterial street network will be unable to accommodate the anticipated growth in the area. Most importantly, it will provide a connection to MC 85 and the future SR 30, which will serve as an east/west traffic reliever for I-10 in the west valley.

Loop 303 Current Project & Ultimate Build-Out

- Loop 303, MC 85 to Van Buren Street will be constructed in two phases:
 - Current, interim project
 - Future, ultimate build-out

This section of Loop 303 will be built out over time to accommodate initial and future traffic needs.

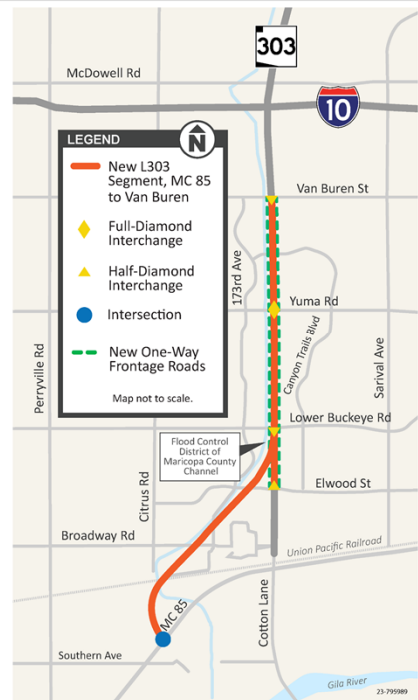
The current Loop 303 project will serve as an interim configuration, with a direct connection to MC 85, fewer lanes and an arterial parkway concept south of Lower Buckeye Road, until it is expanded to more lanes in the future and connects directly to the future SR 30.

We will go over the details of both the initial and future Loop 303 configurations.

L303 Interim Project Overview

- New 4-mile segment of Loop 303
- 3 lanes ea direction Van Buren St-Lower Buckeye Rd
- 2 lanes ea direction Lower Buckeye Rd-MC85
- One-way frontage roads between Elwood and Van Buren streets
- New interchanges, interchange improvements
- New sound walls where warranted
- New lighting, signage and other features

ARIZONA DEPARTMENT OF TRANSPORTATION



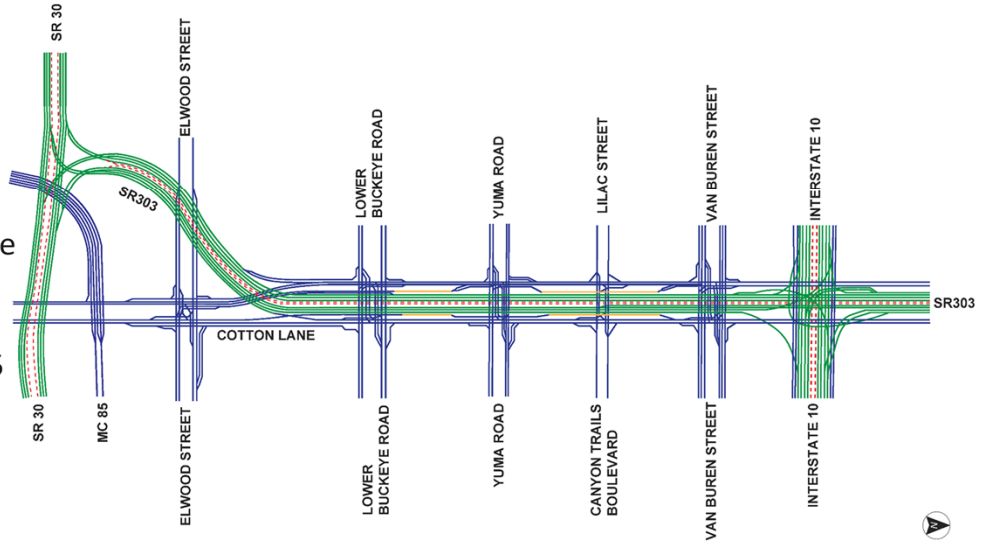
The current interim Loop 303 project consists of a new 4-mile segment of Loop 303 between the current endpoint at Van Buren Street to connect with MC 85, primarily along the Cotton Lane corridor. The project features:

- 3 lanes in each direction between Van Buren Street and Lower Buckeye Road
- 2 lanes in each direction between Lower Buckeye Road and MC 85
- One-way frontage roads between Elwood and Van Buren streets, which will replace the current Cotton Lane.
- Adding full and half diamond interchanges to provide access between Loop 303 and the major arterial streets, with a signalized intersection at MC 85

- New sound walls where warranted
- New lighting, signage and other features

Loop 303 Ultimate Configuration

- 4-5 general purpose lanes + HOV lane, I-10 to Elwood St.
- Direct system interchange to future SR 30
- Access between Loop 303 and MC 85 at Elwood St.



The ultimate plans for this section of 303 include four-to-five general purpose lanes and an HOV lane in each direction between I-10 and Elwood Street, with direct system interchange connections to the future SR 30.

Once the future system interchange with SR 30 is constructed, the interim 303 connection to MC 85 will be removed or relocated, but access between the 303 and MC 85 would still be available through the Elwood Street interchange and along Cotton Lane.

ADOT will acquire the necessary right-of-way as part of this project in order to accommodate the Loop 303 ultimate configuration. Right-of-way acquisitions for the future SR 30 interchange are currently on-going and are funded through a separate advance acquisition project.

[Not sure if we are acquiring ROW for the future SR 30/L303 system TI -

if so mention and if not indicate that will be part of the future expansion.]

Now, I would like to introduce Eric Watkins, who will share more information about the current plan design.

Loop 303, Van Buren Street to MC 85



ARIZONA DEPARTMENT OF TRANSPORTATION

Eric

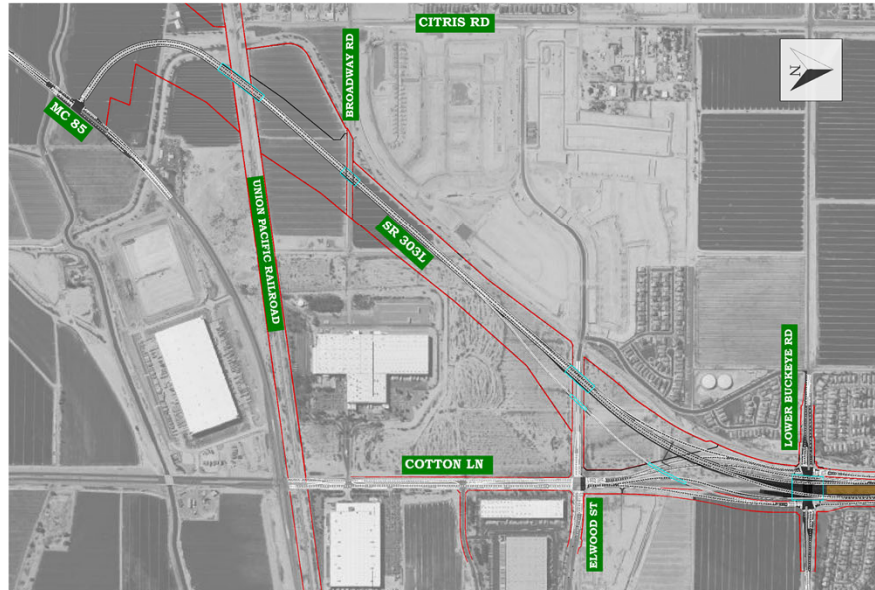
Thank you for the introduction Tricia. So let's walk through the project, beginning up at the north end where the 303 currently ends.

The 4-mile 303 extension can be broken up into two, 2-mile segments: The first segment is from Van Buren Street to Lower Buckeye Road. This segment will be constructed as an elevated freeway with three lanes in each direction and will be signed at 65 MPH. This project will build the future outside travel lanes, ramps and frontage roads, with all future widening occurring on the inside towards the median, minimizing future traffic disruption.

There will be interchanges at the following cross roads; a half-diamond interchange to the south at Van Buren St, a full diamond

interchange at Yuma Rd, and a half-diamond to the south at Lower Buckeye Rd.

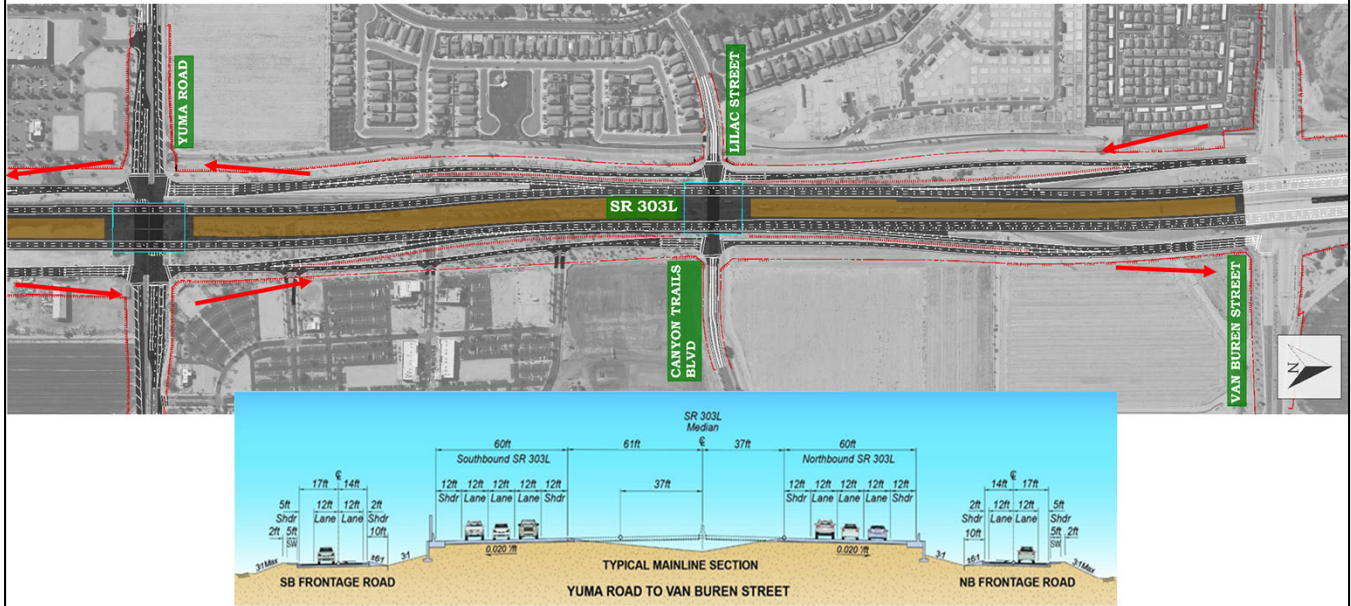
Loop 303, Van Buren Street to MC 85



The second segment from Lower Buckeye Road to MC 85 will also be elevated, but will be constructed similar to an arterial street or parkway, with two lanes in each direction separated by a raised curb center median and with a reduced speed limit of 45 MPH. The southbound interim section can remain in place, mostly undisturbed, during future Loop 303 northbound expansion and the connection to the future SR 30.

There will be a half diamond interchange to the north at Elwood Street. We will get into these interchanges in more detail shortly.

Van Buren St to Yuma Rd



Now we will look a little closer at each of the segments starting at the north end of the project.

Beginning at Van Buren Street, this project will reconstruct the existing ramps with Cotton Lane to realign them and connect into the new 303 to provide a southbound on ramp and northbound off-ramp at Van Buren Street.

Continuing south, this new section of 303 will remain elevated on new bridges over Canyon Trails Boulevard and Yuma Road.

There will be a new full diamond interchange at Yuma Road with ramps to enter and exit the 303 northbound and southbound at Yuma Road.

The red arrows show the interchange ramp movements and we will use these arrows on the additional slides to show those movements.

The freeway will have three 12-foot lanes in each direction with 12-foot inside and outside shoulders. There will be a large center median of approximately 98 feet to accommodate future expansion of the 303. The frontage roads will each have two 12-foot lanes with a 2-foot inside shoulder and a 5-foot outside shoulder, and will include additional turn lanes at each cross road intersection.

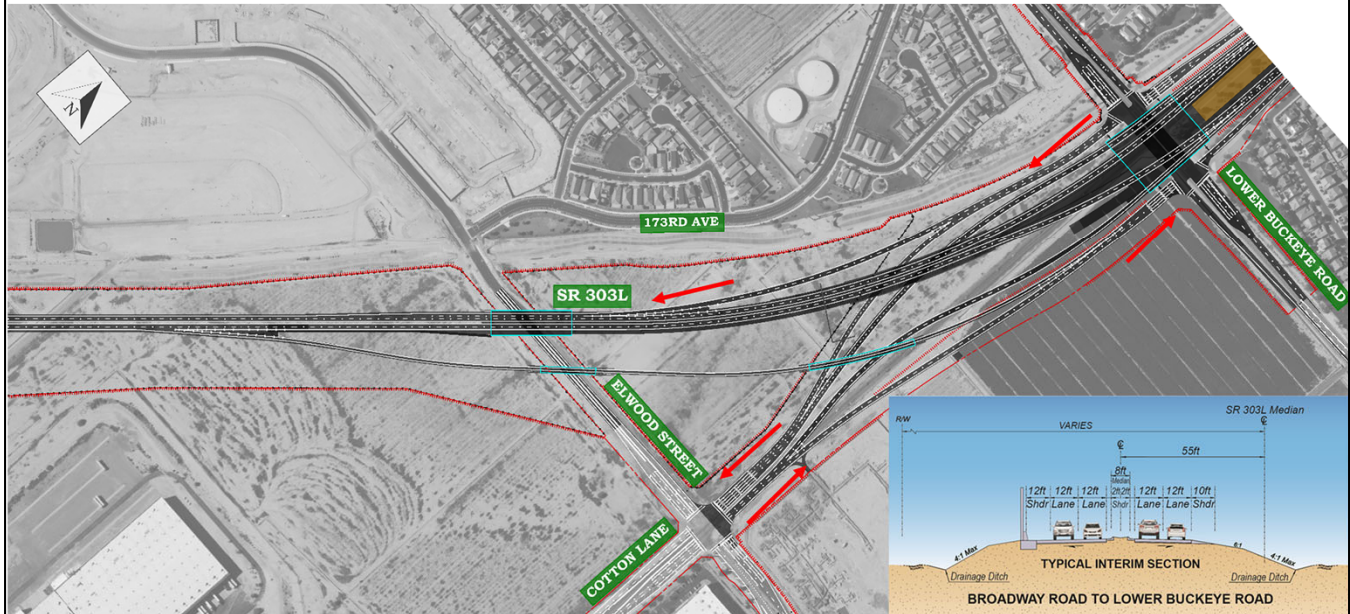
Yuma Rd to Lower Buckeye Rd



Between Lower Buckeye and Yuma roads the freeway configuration is the same as the section to the north with three lanes in each direction, two-lane frontage roads and a large center median for future Loop 303 expansion.

Continuing south, the 303 will remain elevated on a new bridge structure over Lower Buckeye Road. Southbound 303 traffic will have the option of staying on 303 to MC85 or taking the Elwood off-ramp to access Cotton Lane.

Lower Buckeye Rd to Broadway Rd



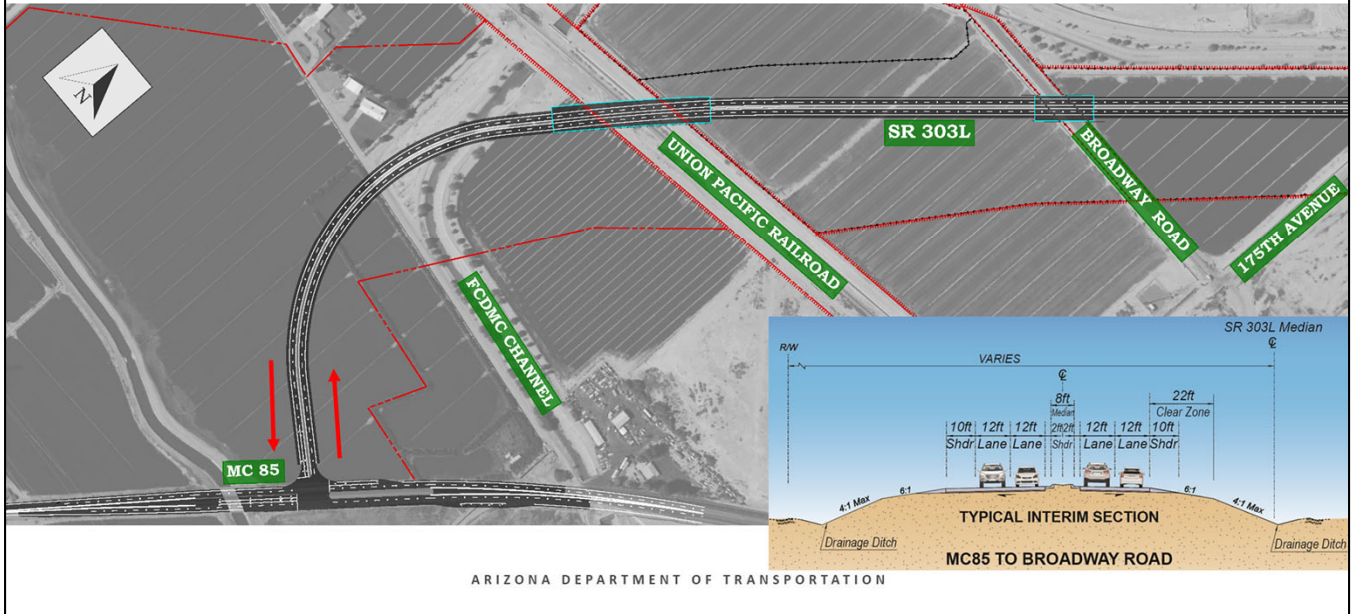
South of Lower Buckeye Road the roadway transitions down from the freeway section to the arterial roadway with two 12-foot lanes in each direction separated by an 8-foot raised curb median. There will be a 12-foot outside shoulder on the southbound lanes and a 10-foot outside shoulder on the northbound lanes, with 2-foot inside shoulders in both directions.

The section of the 303 south of Lower Buckeye Road is designed to be an interim roadway to accommodate projected traffic demands until the future expansion of Loop 303.

There will be half diamond interchanges at Lower Buckeye Road and Elwood Street that will work together with the frontage roads to provide access in all directions. At Lower Buckeye Road there will be a SB 303 on-ramp to access MC 85, as well as a NB 303 exit to Lower Buckeye

Road. Traffic will be able to enter northbound 303 from the intersection of Cotton Lane and Elwood, and exit the 303 southbound at Elwood Street. Two lane frontage roads will be available between Elwood Street and Lower Buckeye Road.

Broadway Rd to MC 85

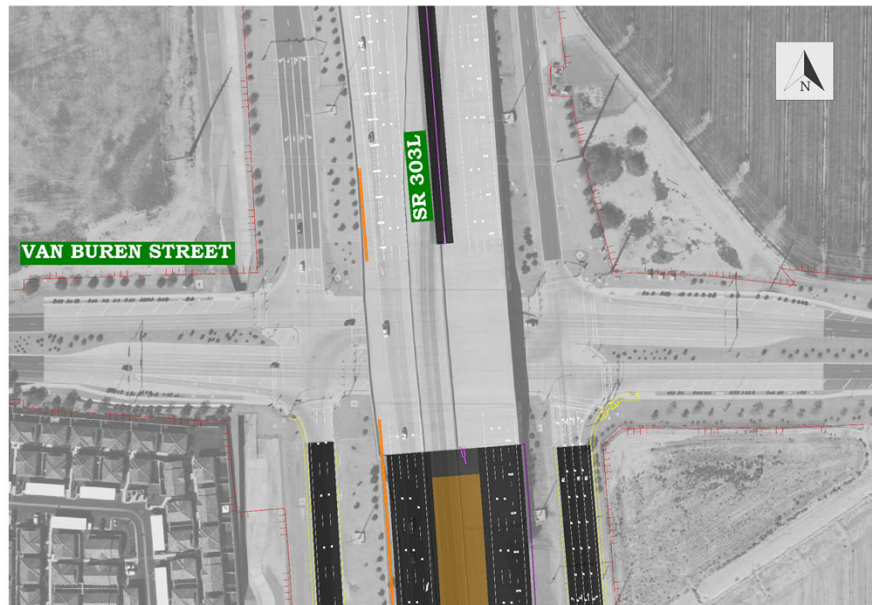


This segment of roadway will have the same configuration and speed limit as the segment to the north up to Lower Buckeye Road. As mentioned before, this is an interim segment of roadway until the future expansion of the 303 and construction of the future system interchange with State Route 30.

Slide 19

- 1** See comment on previous slides. Slide is being revised for new alignment.
Bradlee Williams, 5/4/2023
- 1** This is the revised slide showing the updated EOF alignment with MC85
Eric Watkins, 5/4/2023

Van Buren St Interchange

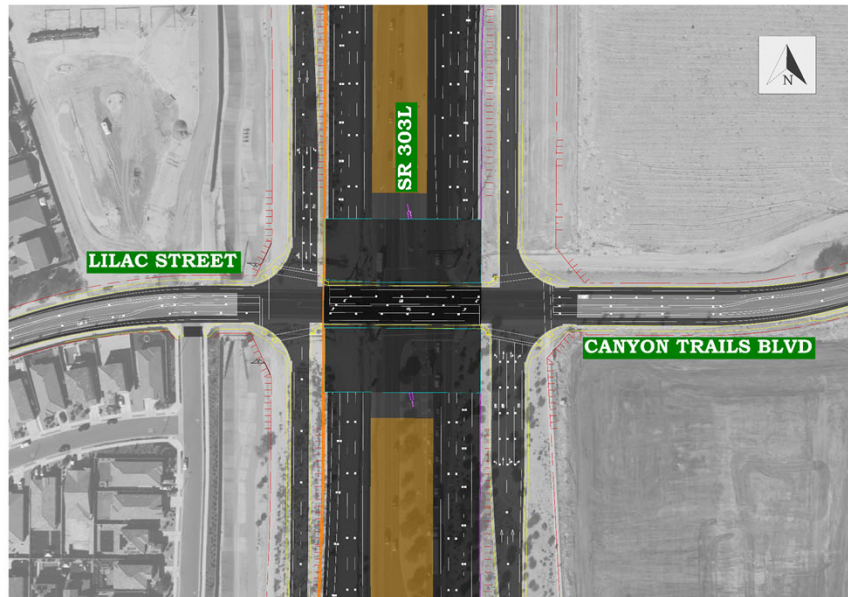


Now, let's talk more about the interchanges. The current interchange at Van Buren Street is a half-diamond. As part of this project, the existing ramps will be reconstructed to the south to accommodate the 303 extension to provide a SB on-ramp and NB off-ramp. There will not be a NB on-ramp or SB off ramp at Van Buren St due to the proximity to the system interchange with I-10.

Northbound and southbound frontage roads will also be constructed south of Van Buren that will include an additional northbound dedicated right turn lane to Van Buren Street. The existing northbound and southbound frontage roads north of Van Buren Street are not impacted by this project. This project also does not include any improvements on Van Buren Street, the roadway was originally constructed to its ultimate width during the I-10/Loop

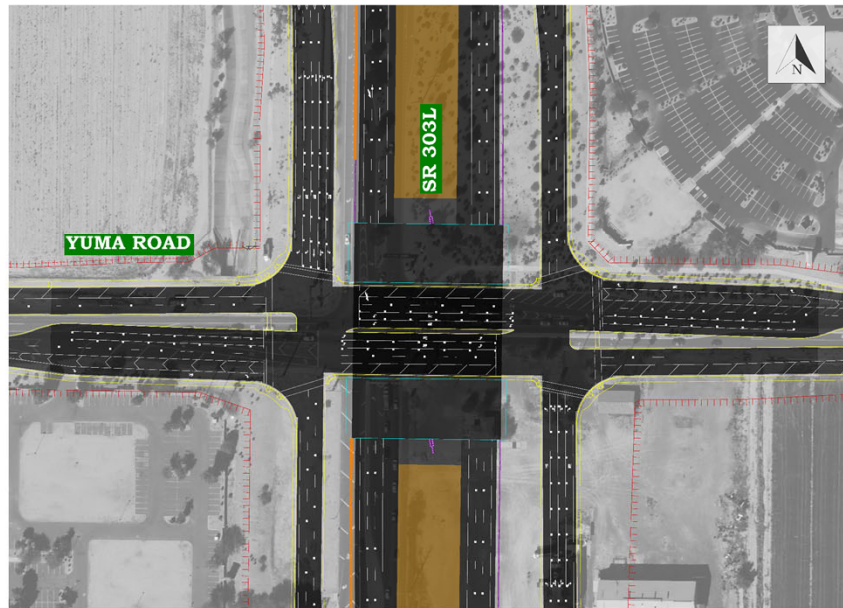
303 system interchange project. Van Buren Street was designed as a major arterial roadway that can accommodate three through lanes in each direction. Currently Van Buren Street provides two through lanes, dual left turn lanes and a dedicated right turn lane in each direction.

Canyon Trails Blvd/Lilac St Intersection



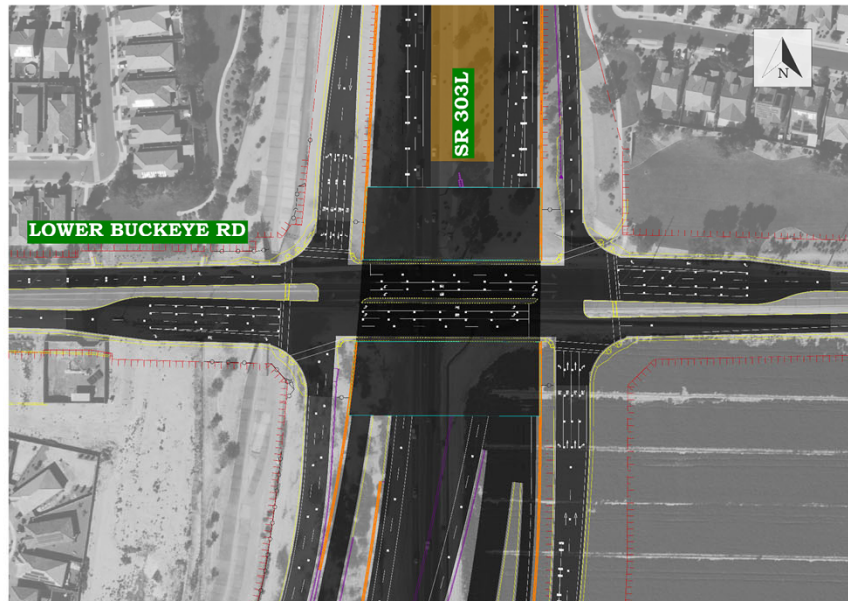
This slide shows the improvements at the 303 and the Lilac Street / Canyon Trails Boulevard cross road. The 303 will pass over Lilac/Canyon Trails on a new bridge with no direct connection to the 303 freeway at this location. The frontage roads can be used to travel northbound to Van Buren Street or southbound to Yuma Road to access the 303. The cross-road will have one through lane and a dedicated left turn lane in each direction with signalized intersections at both the NB and SB frontage roads.

Yuma Rd Interchange



Yuma Road will be designed as a major arterial roadway that will accommodate three lanes in each direction. In the interim, Yuma Road will provide two through lanes, two left turn lanes and a dedicated right turn lane in each direction. The ramp entrances will have three lanes to provide access entering the Loop 303 freeway, or to continue on the frontage roads north or south to Van Buren or Lower Buckeye. Two-lane off-ramps from both northbound and southbound 303L will provide access to the frontage roads approaching Yuma Road.

Lower Buckeye Rd Interchange



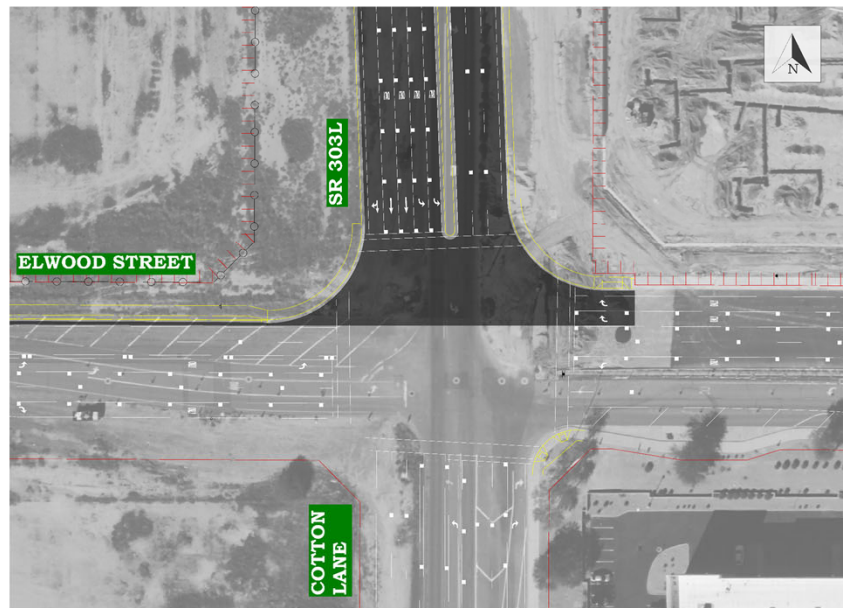
Lower Buckeye Road will be reconstructed to a minor arterial roadway, with two through lanes, dual left-turn lanes and a dedicated right-turn lane in each direction. Signalized intersections will be constructed at both the northbound and southbound frontage roads. There will be three lanes on the ramp entrance to the south that will provide access to the 303L south or the southbound frontage road to the Elwood Street and Cotton Lane intersection. Access to 303, north of Lower Buckeye Road, will be via the northbound and southbound frontage to Yuma Road.

Slide 23

- 2 You might want to describe the dual half-interchanges at Lower Buckeye and Elwood, with a figure that shows how these ramps work together to provide access in all directions.

Bradlee Williams, 5/4/2023

Elwood St Intersection



At Elwood Street, the north half of the intersection will include two southbound through lanes, a shared through/right turn lane and two left turn lanes in the southbound direction. The northbound direction will provide three lanes for the northbound ramp entrance to the 303 or the northbound frontage road to Lower Buckeye Road. Cotton Lane to the south will provide three through lanes in each direction down to MC85. West of the intersection, the 303 will pass over Elwood Street on a new bridge. Elwood Street, west of Cotton Lane will provide one-lane in each direction with a two-way left turn lane.

Loop 303 and MC 85



At MC 85, the 303 will have an interim end of freeway connection until the future system interchange with SR 30 is constructed. Once the system interchange with SR 30 is constructed, the connection to MC 85 will be removed or relocated. The 303 will include two through lanes in each direction separated by an 8' raised median. MC 85 will include two through lanes in each direction, dual left turn lanes in the eastbound direction and a dedicated right turn lane in the westbound direction.

Slide 25

- 3** Figure is being updated.
Bradlee Williams, 5/4/2023
- 2** This is the latest figure for the EOF tie-in at MC 85 using the larger 45MPH design speed radius. Is there something else that needs to be updated?
Eric Watkins, 5/4/2023
- 4** No, these changes are fine.
Bradlee Williams, 5/4/2023

Noise Analysis/Noise Abatement

A noise analysis was conducted within the project limits using current ADOT and Federal requirements.

- Performed noise measurements within project limits
- Predicted noise levels based on future (2050) traffic volumes
- Determined noise mitigation requirements and location locations of new walls

For residential areas, schools and parks, the noise policy impact threshold = $L_{EQ}66dBA$

Now we will get into the noise aspect of the project. A noise analysis was conducted based on current ADOT and Federal requirements. The team performed noise measurements all along the corridor in proximity to the 303.

The project determined future noise levels based on the projected traffic volumes in 2050 for the new 303 extension. After noise levels were predicted, the results were used to determine where to place new sound walls to bring noise levels to the acceptable threshold factoring in engineering feasibility and cost effectiveness.

It's important to note that to be eligible for potential noise abatement, a property must have been permitted for development prior to the completion of the Loop 303 study in 2018, which is

known as the Date of Public Knowledge. For any properties permitted after that date, the noise abatement would be the responsibility of the land owner.

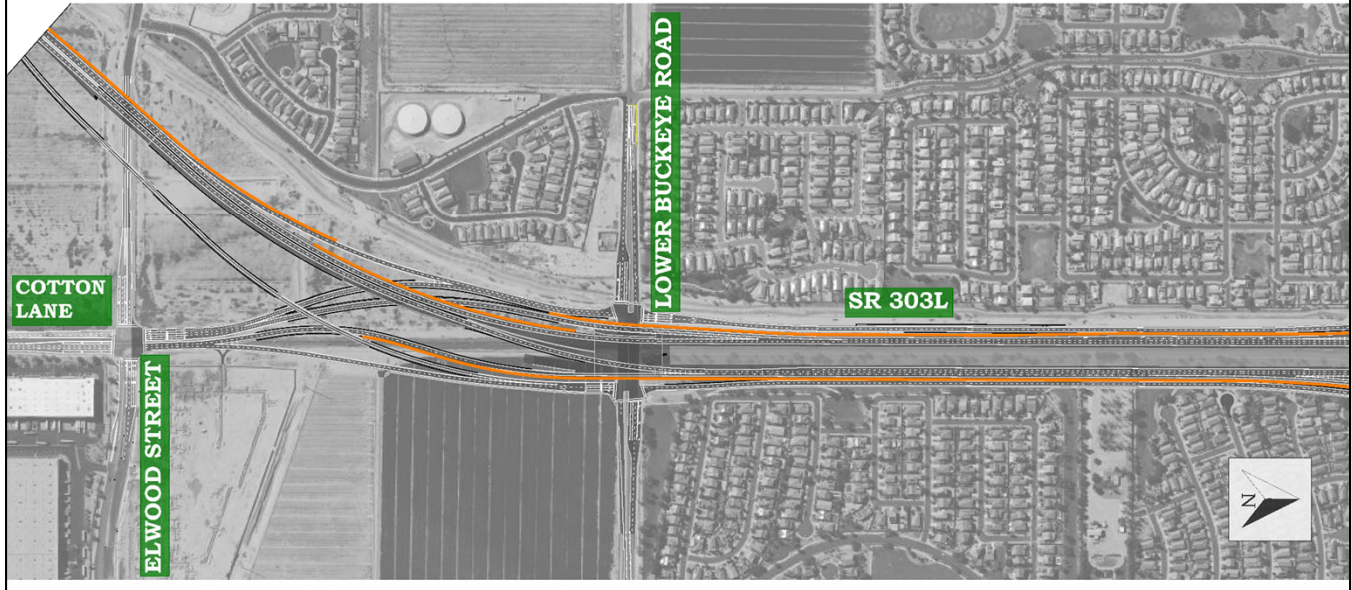
Sound Walls: Van Buren St to Yuma Rd



Now let's talk a little more about the sound walls. All of the sound walls proposed along the 303 corridor for this project, which are shown in orange on the graphics, vary in height from 10 feet to 14 feet above roadway grade.

This graphic shows the locations of the new sound walls between Van Buren Street to just south of Yuma Road. Along the west side of 303, the new noise wall begins just north of Van Buren and continues south of Van Buren Street. The new noise wall starts again north of Lilac Street and continues to south of Yuma Road. On the east side of 303, the new noise wall begins just south of Yuma Road.

Sound Walls: Yuma Rd to Lower Buckeye Rd



This graphic shows the locations of the new sound walls along Loop 303 south of Yuma Road down to just south of Elwood Street.

Along the west side of 303, the new noise wall continues south from south of Yuma Road to just south of Elwood Street. On the east side of 303, the new noise wall also continues from south of Yuma Road to where it ends just south of Lower Buckeye Road.

Sound Walls: Elwood St to MC 85



This graphic shows the locations of the sound walls from Elwood Street down to south project limit at MC 85. New sound wall in this area will be constructed along the west side of 303 from south of Elwood Street to just south of Broadway Road.

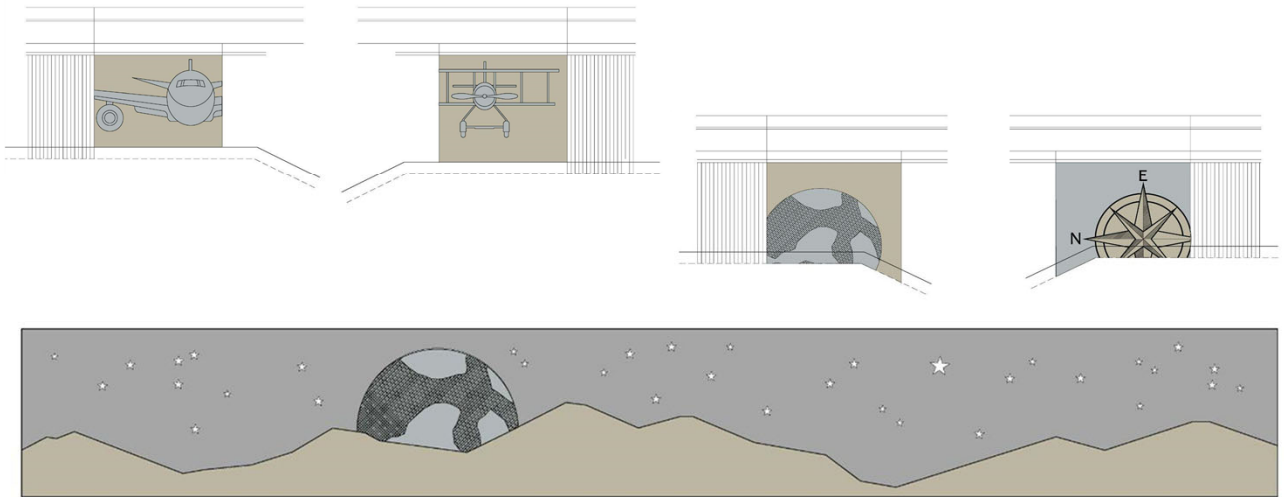
Loop 303, MC 85 to Van Buren St Simulation



ARIZONA DEPARTMENT OF TRANSPORTATION

Next we will play a simulation showing the 303 improvements once construction is completed.

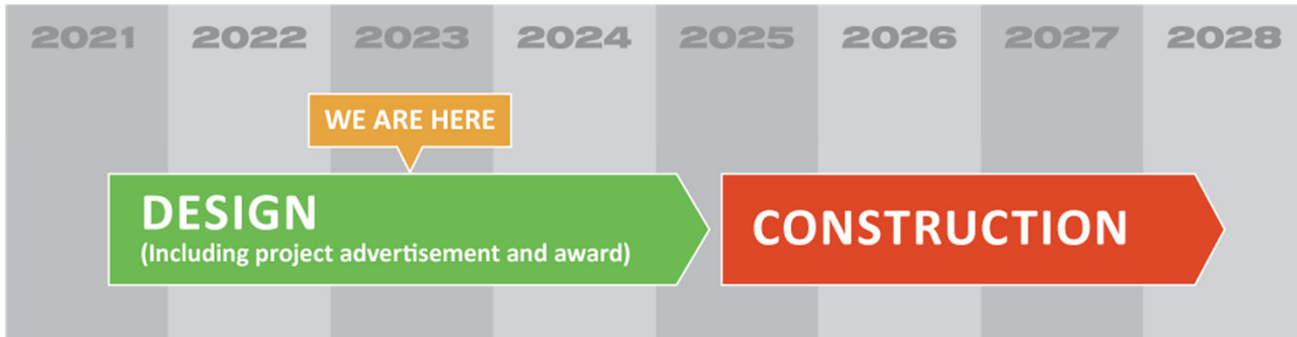
Wall and Bridge Aesthetics



This graphic shows some samples of the public art that will be included on various walls and bridges within the new 303 extension. The art theme features a moon, stars, **airplanes** and a compass. The walls will be painted tan with a gray accent. The stars will have a white reflective paint that will allow them to glow at night.

City of Goodyear provided funding for the enhanced wall artwork and will also be maintaining the paint.

PROJECT TIMELINE*



**Schedule is subject to change*

ARIZONA DEPARTMENT OF TRANSPORTATION

The project is currently in the final design phase and is scheduled to be completed in late 2024. After design is complete, the project will be advertised for construction and a contractor will be selected in early 2025. Construction is anticipated to start in mid-2025 and take approximately three years to complete.

What to Expect During Construction

- Periodic closures/restrictions
- ADOT, contractor and city of Goodyear will work together to minimize closures/restrictions
- Work during special events or holidays will be avoided
- ADOT will send project updates by email. Subscribe at azdot.gov/L303-MC85-VanBuren

ARIZONA DEPARTMENT OF TRANSPORTATION

During construction, there will be periodic closures or lane restrictions on Cotton Lane, as well as on all the crossroads, including the existing ramps at Van Buren Street, to complete construction. ADOT and the design team will work with the contractor and the City of Goodyear to minimize closures and restrictions to the extent possible.

The project will avoid closures during large special events and major holidays.

When the project nears construction as well as during construction, ADOT will share schedule and traffic restriction information with the public via email, the website and social media.

And with that I would like to turn it back over to John before we start the Q&A.

Slide 33

- 1** @jtucker2@azdot.gov - should there be a "More Information and Mailing List" slide in between these?
Reassigned to John Tucker
Nikki Green, 5/4/2023
- 1** Rather than add another slide, how about adding the main page URL to this slide?
John Tucker, 5/4/2023
- 2** there is just no transition from the presentation to the Q&A time. feels weird
Nikki Green, 5/4/2023

Q & A



John: Now we'll begin the question and answer portion of the meeting. I will explain how this will work.

Q & A

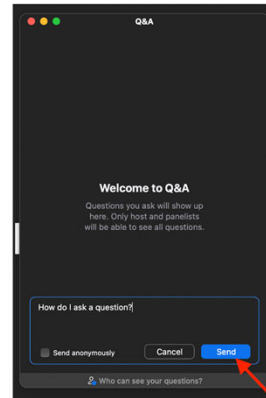
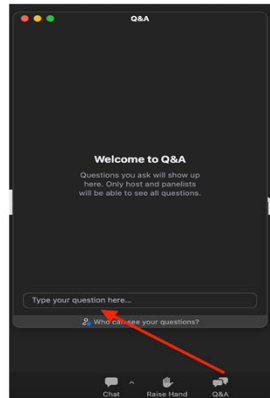
- Written questions, then verbal questions.
- Due to time constraints, to allow others time to comment:
 - Please limit verbal question to no more than 30 seconds.
 - We may consolidate similar comments/questions.
 - Please just ask one question at a time, until all have had an opportunity to comment or ask question.

Script In person: We're asking audience members to write their questions or comments on one of these cards (hold it up) you received when you checked in. If you need a card, please raise your hand. When you are done writing, raise your hand, and a staff member will collect your card. We will read the questions or comments out loud and one of our panelists will respond. We may consolidate similar questions to save time and allow more people to participate. For example, if several people ask when construction will begin, we will consolidate those into one question.

John: There are several ways to ask a question or make a comment at tonight's meeting. We will be taking written questions first from the Q&A feature. We will then move to verbal questions. Whichever method you choose, we ask that you be as clear and concise as possible with your question or comment so that we can respond appropriately and get to as many questions as we can. We also may receive similar questions

and will consolidate those to help us respond to as many of you as possible.

How to Ask a Written Question



Chat

Raise Hand

Q&A

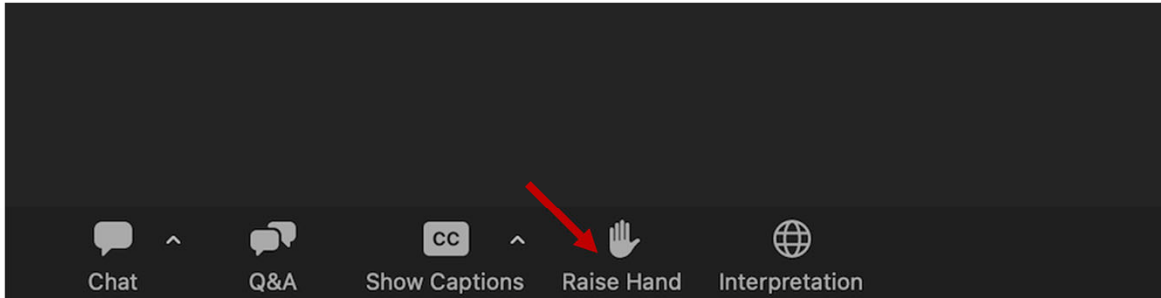
Leave

ARIZONA DEPARTMENT OF TRANSPORTATION

2. If you are participating in the online meeting, you can submit a written question or comment using the Q&A feature seen here. Click on the icon towards the bottom of your screen that says Q&A and the feature will pop up. Then, type your question and click send.

For our Spanish speakers, when you provide comments in Spanish using the Q&A function a Spanish-speaking project team member will provide translation of the question for the panelists and you will hear their response interpreted through the Spanish interpretation room.

How to Ask a Verbal Question



- For those on the phone:
 - Press *9 to raise your hand
 - When prompted, enter *6 to un-mute

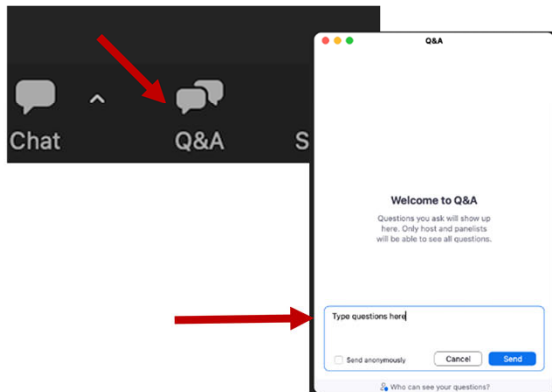
Script: Another way to participate if you're online is to raise your hand by clicking on the Raise Hand icon at the bottom of your screen. When you raise your hand, the moderator will call on you by name and you will be prompted to unmute yourself. Those who ask a question in Spanish will have it repeated in English by our interpreter and hear the response interpreted in Spanish.

For attendees joining us on the phone, please enter *9 to indicate you would like to speak and we will receive the hand raised signal. When we are ready for your question/comment our host will ask you to unmute yourself by pressing *6.

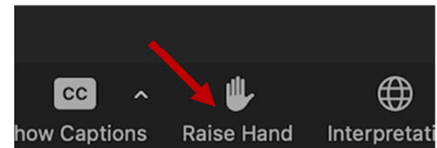
Now, I'd like to introduce tonight's Q & A moderator, Jan Gordley who is a member of the project's outreach team.

Q & A

Ask a Written Question:



Ask a Verbal Question:



ARIZONA DEPARTMENT OF TRANSPORTATION

Jan: – Thank you John. Good Evening everyone. I'll be helping take your questions for the project team to respond to. We want to get to as many as possible. So we may consolidate questions that are the same or very similar in an effort to have time for everyone with different questions to be heard and responded to. If we find that there are more questions than can be responded to by the close of this meeting scheduled for 7:30, we'll extend the meeting until 7:45.

First, we will be reading the questions entered into the Q&A for everyone to hear and the team to respond.

Then we'll take questions from those online with their hands raised by calling on them by name and enabling them to unmute themselves.

After that we'll take questions from those on the phone with their hands raised. They will be called on one-by-one by the last four digits of their phone number and enabled to unmute themselves with *6.

Here is the first question entered in the Q&A...

#

Thank you for your input/comment.

#

Just as a reminder, if you're online and want to ask a question verbally, just click on the Raise Hand icon at the bottom of your screen. If you are on the phone, press *9 to raise your hand. I'll call on you when we're ready for your question and let you know to unmute yourself. If you're on the Spanish language call in line, your question will be taken there and entered into the Q&A for a response that will be interpreted back to you in Spanish.

#

We're at 7:30 which was schedule as our close of meeting time. However we still have more questions to take so we'll keep going until about 7:45 to get more in.

It's now time to close the meeting. *(We do have a few questions we'll not have time to respond to in the meeting but will be responding to in writing and adding to the project website.)* Thank you so much for your time participating and letting ADOT know your questions and comments.

Now back to John to close the meeting.

Optional if needed.

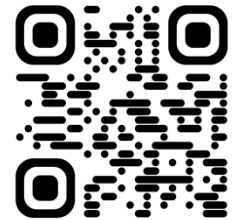
It looks like we've addressed all of the questions we have at the moment, so we'll share a couple of question we hear frequently on similar projects...

Now I see we have someone on the phone with their hand raised... We have enabled you to unmute yourself by pressing *6 now. Please go ahead.

Comments and Questions

Ways to provide comments through May 25

- Tonight's meeting
- Online Survey: azdot.gov/L303MC85-VanBuren-CommentForm
- Email: JTucker2@azdot.gov
- Phone: 480.695.4027
- Mail: ADOT Community Relations
1655 W. Jackson, Room 179, MD 126F,
Phoenix, AZ 85007



I want to thank everyone for attending tonight's meeting. Special thanks to the project team, our project partners and the city of Goodyear. We will be accepting comments through Thursday, May 25. Here is a list of the different ways you can comment or ask questions about the project.

Thank you for attending

- More information, comment, sign up for mailing list: azdot.gov/L303-MC85-VanBuren
- Reminder to take our Self-ID Survey to assist us with federal reporting
 - English: azdot.gov/ENGLISH-Survey-L303-MC85-VanBuren
 - Spanish: azdot.gov/SPANISH-Survey-L303-MC85-VanBuren
- For questions/comments use the comment form or contact John Tucker, JTucker2@azdot.gov - 480.695-4027

ARIZONA DEPARTMENT OF TRANSPORTATION

Script in person: Thank you for your participation in tonight's meeting. We will also have a virtual meeting tomorrow night at 6 p.m. if you have family members, neighbors who weren't able to attend tonight. Team members will be available to review plans and answer your questions until 7:30 p.m. Have a good rest of your evening.

Script online: Thank you for your participation in tonight's meeting. If you haven't done so please take the one-question self-ID survey. We have pasted that in the chat. Before we close, I'd like to remind you that this presentation was recorded and will be posted to the project website. We would like to encourage you to visit the website for more information and to sign up for the mailing list. We have posted the website link in the chat for your convenience. Thank you again for your interest in this project. Have a good rest of your evening.

Also, if you have not already done so, please take the Anonymous Self-ID Survey. We have placed the link to the survey in the chat again for your convenience.

Comments will be accepted until June 22.

If you have any follow-up questions or comments please use the contact form or contact me at Email: cludington@azdot.gov

We will place the survey/comment form in the chat as well: azdot.gov/L202-L101-to-ValVista/comment-form

Thank you very much for your interest in the project and your participation. Have a great evening!

Comment Card (Online)

Loop 303, MC 85 to Van Buren Street Public Meeting Comment Form --- Comentarios sobre la reunión pública acerca la Loop 303, MC 85 hasta Van Buren Street

Please submit comments by May 25, 2023 to have them included in the project record. This project will involve constructing a new four-mile segment of Loop 303 in Goodyear, from MC 85 to Van Buren Street. It also will include new interchanges and interchange improvements, frontage roads, sound walls where warranted, drainage improvements, lighting and other features.

Comparte sus comentarios antes del 25 de mayo de 2023 para que se incluyan en el registro del proyecto. Este proyecto implicará la construcción de un nuevo segmento de cuatro millas del Loop 303 en Goodyear, desde MC 85 hasta Van Buren Street. También incluirá nuevos intercambios y mejoras a los intercambios existentes, caminos laterales, muros anti-ruido donde se justifique, mejoras en el drenaje, iluminación y otras características.

Email / Correo electrónico *

Short answer text
.....

Name/Nombre *

Short answer text
.....

Address/Dirección

Short answer text
.....

Zip code/Código postal *

Short answer text
.....

How did you hear about this public meeting? / ¿Cómo se enteró de esta reunión pública?

- Webpage / Página web
- Email / Correo electrónico
- Social Media / Medios de comunicación social
- Mail / Correo
- Other / Otro

If you have comments about the extension of Loop 303 from Van Buren to MC 85, please provide them below. / Si tiene comentarios sobre la extensión del Loop 303 de Van Buren a MC 85, indíquelos a continuación.

Comments/Questions from May 10, In-Person Public Meeting	Option 1		
	Topic	Comment/Question	Response
	Schedule	Is it possible to accelerate construction	Once the contractor is on board, they will be able to put together a proposed phasing for the project. So, it's too early to tell that now.
	Bicycle/Pedestrian	Will there be bike paths and sidewalks from Van Buren to Elwood? Both sides of of 303 and dedicated/not on Cotton Lane (at least 4' curbing to protect bikers and pedestrians).	Dedicated bicycle lanes are not included as part of this project.
	Crossroads/Streets/Neighborhoods	How far west will Elwood go from Cotton Road?	Once Elwood gets past Loop 303 it turns into El Cidra, which meanders through and ties into Citrus Road.
	Right of Way	Have you notified the landowners south of Elwood Street?	We are in the process of appraising any properties that are affected. That process is going to take from three to six months. So, notifications will occur between late summer and the end of the year. We follow federal guidelines and regulations so any time an offer is made by any government jurisdiction, you do have 30 days to review the appraisal for fair market value and decide if you'd like to counter or make your own real estate valuation, or to let us know about any concerns you may have. We want to work with your community.
	Schedule	Duration of construction, particularly at Cotton Lane and Yuma	The project is expected to last approximately three years. The duration on construction at Cotton Lane and Yuma Road is unknown at this time.
	Crossroads/Streets/Neighborhoods	Impact to Cottonflower Community (South of Yuma Road, closer to Lower Buckeye, east of 173rd Avenue.)	The intersection of Yuma and 173rd Ave will remain as is There will be signalized intersection at the frontage road there on both sides of the 303 and the existing signal at 173rd. So we are not changing it.
	Crossroads/Streets/Neighborhoods	Planned traffic flow at Yuma and Cotton, as well as at Yuma Road and 173rd Ave.	I think we'll need to get you actual traffic volume projections at 173rd and Yuma. Yuma Road is a major arterial and with a full buildout and with the city's classification it will have three lanes in each direction. It will be a full diamond there so there will be full access both directions, north-south, on and off.

	Crossroads/Streets/Neighborhoods	Duration and impact of traffic flow at Cotton and Lower Buckeye.	Lower Buckeye is a different roadway classification. It's a minor arterial, two lanes in each direction. I don't think classification of the roadways is what dictated whether it's a half diamond or a full diamond. It's more just the geometry of the project itself.
	Other	What's the difference between a major and a minor arterial?	A major arterial has three lanes in each direction. A minor as two lanes in each direction. It's determined by the city's master plan.
	Bicycle/Pedestrian	Comment Only - Please build a pedestrian and bicycle path to connect at the crossways; Yuma, Lower Buckeye, Van Buren	Thank you for your comment.
	Schedule	Looks great. Start immediately. These improvements are desperately needed. Traffic is extremely heavy	Thank you for your comment.
	Future L303/SR 30	The future SR 30 west of Cotton Lane should follow the MC 85 alignment with frontage roads on both sides. This is a simpler and cheaper design.	Thank you for your comment.
	Other	At intersection of Cotton Lane and MC 85; How far west is it to the intersection of 303?	
	Other	Why can't you hold off on construction and finish a project you already started? Example: Yuma Road between S Canyon ? and Wildflower Drive next to Krogers??	Thank you for your comment.
	Other	Cotton Lane south of MC 85 - need better illustration	Thank you for your comment.
	Noise concerns	Are the noise wall heights based on full build out? (closing ? in the median). 5 +/- lanes in each direction.	Yes, the soundwall heights are based on the ultimate configuration.
	Design	Why is the new freeway elevated? Why can't the freeway be below Yuma? Has any public input been sought on this issue.	Elevation of the freeway and interchange locations were determined in the DCR, which included public input. The study team evaluated the feasibility of both elevating and depressing Loop 303. They considered several factors, including existing utility and right-of-way impacts, existing development and the presence of a high water table due to its proximity to the river. Ultimately it was determined that the most feasible option was to elevate Loop 303 so the arterial crossroads would remain at grade to better accommodate existing local access and future development. The height of the elevated freeway will be 20-25 feet high.

	Desire for interchange at Lilac/Canyon Trails	Lilac neighborhood - I-10 west to Loop 303 or southbound 303; Everybody needs to go all the way south to Yuma? Same for northbound 303; all traffic to Yuma first?	Traffic traveling south on Loop 303 will need to use Yuma Road. Same going north - traffic will have to go to Yuma Road to enter L303 to go northbound. The location of Lilac and Canyon Trails is a half mile south of Van Buren and half mile north of Yuma so it does not fit into ADOTs criteria for an interchange. It was evaluated as part of the DCR. Because of the location of Lilac/Canyon Trails relative to the I-10-L303 traffic interchanges and ultimately decided to have an overpass over Canyon Trails.
	Crossroads/Streets/Neighborhoods	We operate a business with rigs in and out and our only access is directly onto Cotton Lane. We have 10 wheeler tanks that pull a 36' long horse trailer, travel trailers, long flatbed trailers, garbage trucks etc. and we have irrigation. We want a sound wall.	ADOT is required to maintain access to all properties and businesses during construction. However, when working across driveways there may be some temporary access changes, which will be coordinated with the business in advance. azdot.gov contains information on how we evaluate noise. The noise analysis for this project is also online at https://azdot.gov/projects/central-district-projects/l303-mc85-van-buren .
	Future L303/SR 30	MC 85 is not sufficient as an east/west alternative to I-10. It is slow and has too many lights. When is SR 30 going in?	MC 85 is a County facility so it isn't part of this project. SR 30 is anticipated to be constructed between 2026 and 2030. However, there is a problem right now with financing. After 2025, Prop 400 expires and we don't yet have an extension of Prop 400. Without that extension, it will be hard for us to keep to the scheduled improvements.
	Future L303/SR 30	Will they reconfigure MC 85 to make it a more feasible alternative to I-10.	MC 85 is a County facility so it isn't part of this project.
	Future L303/SR 30	Has a final decision been made on where the 303 will go south of MC 85	No. that is on hold.
	Speed Limits	Why 45 mph off this freeway?	There are two reasons for the transition from 65 to 45 south of Lower Buckeye. One, we want to slow people down because it's end of freeway conditions two miles south of Lower Buckeye. Second: we are only building half the freeway, so we are taking both northbound and southbound traffic and putting them on the southbound side of the freeway. So there will be a raised median with arterial configurations, which is more typical for a 45 mph speed limit.

	Other	How many of you (project team members) live in this area? How is this project going to benefit those who live in the area?	We understand your frustration. We have a public process for these decisions. We sought public input in 2018 when we did the first study. And that's where we made the decision to move forward with the Loop 303. It's designed to address the growing traffic in the area, as the West Valley expands. Also, it provides an important connection to the future SR 30, which will provide an east-west alternative to I-10. ADOT builds freeways to the ultimate configuration to avoid having to go back later and acquire right of way, so we are building for future expansion.
	Bicycle/Pedestrian	I support this project but I'm concerned that it will make a cut through our community for pedestrians and bicyclists. It also will impact the Maricopa Trail, a 315 miles trail located within Maricopa County connecting the major regional and municipal parks in and around the Phoenix metropolitan area. The trail runs parallel to Yuma Road. With the ultimate L303, we'll have to cross 8 or more lanes. I encourage you to please build at least one bridge for pedestrians and bicyclists.	Thank you for bringing this concern to us.
	Noise concerns	I'm at 173rd and Cotton Lane. My backyard faces Cotton Lane. It sounds like a freeway already. There also is the drainage that they build there. Where is that sound wall going to be?	We have sound walls exhibits in the back that show the location of the sound walls. Please see someone from the project team and they will help answer your question.
	Construction Impacts	How will the construction be managed so that negative impacts will be limited?	Once a contractor is on board, we will work closely with them and the other project partners to minimize the impacts to the community and the traveling public.
Comments/Questions from May 11 Virtual Meeting			
		Comment/Question	Response

	Design	Why not extend the 303 all the way down to 85 on Cotton Lane rather than veering off across the desert?	The Design Concept Study considered this as an alternative, but the Cotton Lane alignment south of Lower Buckeye was not selected because it was inconsistent with local and regional planning. It did not maintain local access along Cotton Lane south of Elwood Street, did not utilize land acquired by the city of Goodyear, had potential environmental impacts, and had greater conflicts with the Buckeye Canal system and APS Palo Verde water line.
	Right of Way	When is the Moose Lodge to be relocated?	We are in the process of assisting the Moose Lodge with relocation benefits. They are working with the City of Goodyear on their access to see if they can relocate the western portion of their property.
	Desire for interchange at Lilac/Canyon Trails	a very large amount of people enter on the 303 at Lilac (both sides) am I understanding that we won't be able to enter N303 at Lilac or Van Buren but will have to go down to Yuma?	Correct, traffic traveling south on Loop 303 will need to use Yuma Road. Same going north - traffic will have to go to Yuma Road to enter L303 to go northbound.
	Desire for interchange at Lilac/Canyon Trails	Q1: Are there any changes to the frontage road intersections under the I-10 & Loop 303 stack? There are currently stop signs until the McDowell Rd traffic signals and will likely see increased usage due to the cut-off access from Lilac St & Canyon Trails Blvd. Q2 Follow up: Due to cut-off access from Lilac St & Canyon Trails Blvd, this traffic may reroute to Yuma Rd. The proposed configuration of the Yuma Rd interchange increases the round trip traffic signal encounters from 2 to 5 from both sides. Why is a more efficient intersection design such as a simultaneous left turn (like Bell Rd & Loop 101) or a diverging diamond not an option?	Our project doesn't have any improvements to the frontage roads or Loop 303 north of Van Buren Street. As noted previously, traffic at Lilac Street/Canyon Trails Boulevard will need to use the Yuma Rd interchange.
	Right of Way	what is happening to the Moose lodge south of yuma	We are in the process of assisting the Moose Lodge with relocation benefits. They are working with the City of Goodyear on their access to see if they can relocate the western portion of their property.

	Desire for interchange at Lilac/Canyon Trails	Why no northbound access from Canyon Trails to north bound 303?	The location of Lilac and Canyon Trails is a half mile south of Van Buren and half mile north of Yuma so it does not fit into ADOTs criteria for an interchange. It was evaluated as part of the DCR and ultimately decided to have an overpass over Canyon Trails.
	Other	Can we download the simulated video you just presented to us, which travelled north and south along the 303? We would like to send it to our tenants. David Malin Development Consultant for Canyon Trails Towne Center	Yes the simulation is available on the project website at azdot.gov/L303-MC85-VanBuren
	Design	Are there plans to widen the current Cotton road from Yuma to MC 85?	The 303 improvements will replace Cotton Lane from Yuma to Elwood. From Elwood south to MC85, the west side of Cotton Lane will be constructed by a developer sometime in the next year.
	Design	Did you say 8' median between two lanes of southernmost portion of L303?	Yes, that is correct. The south half will be two lanes in each direction with an 8 foot raised median
	Other	I believe the City of Goodyear plans a major project on Estrella Parkway, the bridge over the river just north of Estrella Mountain Ranch, at the same time of Loop 303 construction. Will there be coordination with the City for road closures and lane restrictions. It would not be good if both have significant restrictions at the same time.	The contractor for the Loop 303 will be required to coordinate closures and restrictions with any local projects in the City of Goodyear.
	Noise concerns	We live in the Canyon Trails neighborhood between Yuma and Lower Buckeye, on the east side of the road. How tall will the sound walls be and how close to the homes will the sound walls be?	The sound walls vary in height (10'-14') and will be located between the frontage road and freeway.

	Future L303/SR 30	Is the New SR30 projected to start 2025?	Construction of the Loop 303 extension is projected to start in mid-2025. We hope that construction of SR 30 will occur between 2026-2030 but we can't be sure exactly when that will happen due to uncertainty in funding. Loop 303 is funded through Proposition 400 which ends in late 2025. The state legislature still needs to give authorization to Maricopa County to authorize the extension of Prop 400 to be able to go on the ballot for voters and fund that projects and others in the region.
	Desire for interchange at Lilac/Canyon Trails	I'm concerned there isn't an on-ramp to the highway from Lilac Street. Is it impossible to add an on-ramp from this frontage road? Otherwise, it seems it will funnel several neighborhoods onto Yuma and will cause excess traffic.	At this time, we will not be evaluating adding an on-ramp; that was evaluated during the DCR.
	Noise concerns	Is this project going to look like Ahwatukee Foothills with barrier walls in homeowners backyards.	The noise walls will be between the freeway and frontage road. The noise barriers will not be the homeowners backyards fence.
	Other	Who maintains the underpasses for cleanliness/graffiti? ADOT or City of Goodyear?	ADOT will take the lead in that, but there are portions of the aesthetics that the City will maintain.
	Aesthetics	Will there be a chance for residents to express desire for sound wall art, or are the proposed designs set in stone? I would think something related to the history of the same area should be included i.e. Cotton	ADOT prepared a report evaluated different concepts for the aesthetics to the City of Goodyear and their Arts Council. The history of the area was taken into consideration when those aesthetics were evaluated and selected.
	In Favor Of The Project	Comment: Recently relocated from my 72 years in Chicago. So refreshing to have 3 lanes added to 303, versus the 3 lanes headed into Chicago from the suburbs in 1955 and still have the 3 same lanes as of today! Great work!!	Thank you for your comment. It will be added to our public meeting summary.

	Crossroads/Streets/Neighborhoods	Is the current Cotton Lane becoming the Eastern frontage road or will it encroach further east into the Canyon Trails community land?	The frontage roads will replace the existing Cotton Lane. You can see the in the exhibits the northbound frontage road on the east side, and the southbound frontage road on the west.
	Schedule	How long will each intersection be closed to build the bridges	We are expecting to have some extended closures of the crossroads for interchange construction. We are coordinating with the city of Goodyear on the east/west and north/south detour routes and will ensure that we are avoiding closures during major events.
	Right of Way	How much of the greenbelt will be lost for the neighborhoods south of Yuma on the East side of Cotton? How close will our homes be to the freeway?	The majority of greenbelt between Pima Street and Lower Buckeye is needed for Loop 303 and frontage road improvements. The distance varies. If we have your address, we can tell you the distance.
	Desire for interchange at Lilac/Canyon Trails	Bad answer for no access to NB 303 from Canon Trails.	Thank you for your comment. The team will refer back to the previous design concept on the decisions related to where interchanges would be located. This information will be included in the meeting summary
	Crossroads/Streets/Neighborhoods	Who voted for access to Van Buren and no access on Canyon Trails??	These decisions are made on the traffic analysis. The team will need to refer back to the original Design Concept Report and decisions that were made regarding Loop 303 access.
	Right of Way	How close to the homes will the 303 come to East Canyon Trails south of Yuma? How much of the neighborhood common area will be taken?	The majority of greenbelt between Pima Street and Lower Buckeye is needed for Loop 303 and frontage road improvements. Distance varies. Please contact us with your address if you would like to see specifics.
	Crossroads/Streets/Neighborhoods	So we live in Rainbow Valley, How will this affect our area?	Loop 303 will not extend south of MC 85.

	Desire for interchange at Lilac/Canyon Trails	Is there any recourse at this time for our communities to add a rider to the design for an exception for an on-ramp at Lilac? Either through petitioning our local/state representatives, or other means? I believe this is an important issue for our communities.	The team will discuss this further and provide a response in the public meeting report.
	Crossroads/Streets/Neighborhoods	How close is the freeway going to be on the Broadway section. To Las Brisas	The southeast corner of the Las Brisas development is located at Citrus and Broadway, which will be about 1,900 feet from the Loop 303 alignment.
	Schedule	How far along is the permitting process?	Permitting for construction will not happen until the contract is awarded.
	Design	How do both frontage roads replace Cotton Lane when you are adding 6 lanes in between?	The frontage roads actually serve as the local streets to provide access to the adjacent developments.
	Right of Way	Ok so for clarification the frontage roads will encroach east of the current Cotton Lane into the greenspace of Canyon Trails? Between Lower Buckeye Road and Yuma.	Yes, a portion of the greenspace at Canyon Trails will be needed for the Loop 303.
	Right of Way	Will any homes be affected? Homes closest to Cotton Lane won't be needed for land?	Yes there are some homes near Cotton Lane that will be affected. ADOT has begun identifying preliminary right of way needs during this current phase of design and will finalize identifying the right of needs as part of the final approved project plans. The ADOT Right of Way Office or its designated agent will contact all affected property owners regarding the right of way process. We are currently in the process of conducting third party appraisals to determine the current fair market value of properties involved. Once the appraisals are completed, which is a 3-6 month process, you will hear from ADOT or the appraisal agent by the end of this year with an offer letter.

	Right of Way	Will any homes be affected? Homes closest to cotton lane won't be needed for land?	If you have questions about the process or whether your property has a potential right of way impact, you can contact Stacey McKenzie, ADOT Right-of-Way assigned Project Coordinator, at mckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) when emailing her.
	Right of Way	In response to greenbelt question - location of home is just south of Pima, specifically Sonora Street	If you have questions about the process or whether your property has a potential right of way impact, you can contact Stacey McKenzie, ADOT Right-of-Way assigned Project Coordinator, at mckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) when emailing her.
	Design	What will happen to the Industrial business access once construction begins on Cotton Lane?	The contractor and ADOT will be required to maintain access to all private property during construction.
	Crossroads/Streets/Neighborhoods	Clarification of the Van Buren vs Canyon Trails access: I think most Canyon Trails residents would prefer a northbound 303 access from Canyon Trails, rather than a southbound 303 access from Van Buren. How can we stress our desire for this?	There are several ways to comment on the design of this project. We are documenting your desire for this access as part of our public meeting comments for the team's consideration.
	Future L303/SR 30	When they turned the construction of the future 303 west before going to SR85 will this basically turn the construction towards Rainbow Valley?	As mentioned, there are no current plans to extend the Loop 303 south of MC 85.
	Future L303/SR 30	Will it take this around Estrella Mountain Ranch?	There are no current plans to extend Loop 303 south of MC 85
	Future L303/SR 30	It will be closer to El Cidro than Las Brisas. Las Brisas is on the south west side of citrus and north of Broadway from lower buckeye to Broadway	Thank you for that information.

	Right of Way	I still would like clarification on the frontage road encroaching into Canyon Trails land	If you have questions about the process or whether your property has a potential right of way impact, you can contact Stacey McKenzie, ADOT Right-of-Way assigned Project Coordinator, at smckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) when emailing her.
	Future L303/SR 30	Why was the 303 S extension not continued south to the intersection of Cotton Lane and MC 85?	The Design Concept Study considered this as an alternative, but the Cotton Lane alignment south of Lower Buckeye was not selected because it was inconsistent with local and regional planning. It did not maintain local access along Cotton Lane south of Elwood Street, did not utilize land acquired by the city of Goodyear, had potential environmental impacts, and had greater conflicts with the Buckeye Canal system and APS Palo Verde water line.
	Crossroads/Streets/Neighborhoods	How close will the freeway be to Las Brisas. It's not about impacta, it's about mileages.	The southeast corner of the Las Brisas development is located at Citrus and Broadway, which will be about 1,900 feet from the Loop 303 alignment.
	In Favor Of The Project	Thank you all for the GREAT information. God Bless and have a phenomenal evening.	Thank you for attending!
	Future L303/SR 30	Is there a way to see the future conceptual layout of the overall 303 South	If you are asking about the extension of the potential Loop 303 south of SR 30, there was a study approximately 10 years ago that might have that information. There was also a Hassayampa Valley study. If you would like to get information about those please reach out to John Tucker at tucker 2@azdot.gov or 480.695.4027

	Future L303/SR 30	What you are doing now affects the future of the 303? It's not okay with Rainbow Valley and stakeholders of Rainbow Valley need to be notified.	Thank you for your comment. We encourage you to sign up for our Loop 303 mailing list to be notified of future Loop 303 updates and studies.
	In Favor Of The Project	Sounds good. Also thank you for your hard work! I know projects like this are not easy and I am happy you are proactive about our transportation!	Thank you for attending and for your participation!
	Desire for interchange at Lilac/Canyon Trails	The DCR is already 5 years old. Just off Lilac 3 new developments have come in. How is Yuma Road going to be able to handle all of these communities coming out onto one road, where currently we have multiple lights and way to enter the 303?	It is something on our list and we will provide more information about the rationale for the design of the access to Lilac.
Comments/Questions received by email/phone call			
		Comment/Question	Response
	Noise concerns	Noise, congestion. Traffic. Safety.	<p>ADOT's policy follows the federal guidelines to determine where noise abatement is warranted. ADOT took noise measurements along the path of the new Loop 303 extension and conducted a noise analysis to model future noise levels in neighborhoods to determine where noise abatement was warranted. In addition to exceeding the allowable noise threshold, other criteria must be met to qualify for sound walls. Based on the noise analysis, there are several locations on this project where sound walls will be constructed.</p> <p>The extension of Loop 303 south of I-10 is needed to help address projected future travel demand through 2050 and beyond. The existing arterial street network will be unable to accommodate the anticipated growth in the area. This segment of Loop 303 will provide a connection to MC 85 and the future SR 30, which will serve as an east/west traffic reliever for I-10 in the west valley. The extension of Loop 303 will expand regional connectivity of the transportation network.</p>

	Safety	The amount of traffic that goes through that road every Day.	The extension of Loop 303 south of I-10 is needed to help address projected future travel demand through 2050 and beyond. The existing arterial street network will be unable to accommodate the anticipated growth in the area. This segment of Loop 303 will provide a connection to MC 85 and the future SR 30, which will serve as an east/west traffic reliever for I-10 in the west valley. The extension of Loop 303 will expand regional connectivity of the transportation network.
	Schedule	Duration of construction, Yuma and cotton residential congestion	Construction of the new Loop 303 extension is anticipated to begin in mid-2025 and take approximately three years to construct.
	Schedule	When will it start and duration of the project.	Construction of the new Loop 303 extension is anticipated to begin in mid-2025 and take approximately three years to construct.
	In Favor Of The Project	SR303 is a vastly improved highway! I began my west valley residency in 2007.	Thank you for your comment.
	Design	Methodology of construction of the raised freeway.	It's too early to tell. ADOT does not dictate construction methods to the contractor.
	Right of Way	Our ~10 acre property, (Aghtamar LLC) has a frontage on MC85 within less than a mile West of Cotton Lane. We would like to know if it falls within the designed plan, partially or totally.	The property listed will be impacted by the State Route 303 Extension project, H6870.
	Desire for interchange at Lilac/Canyon Trails	Will bridges be built at existing interchange locations (ex: Yuma and Lower Buckeye). What about small interchange at Canyon Trails and Lilac St? Why does the Loop 303 segment loop too to the west instead of going straight to MC-85 along Cotton Lane? Seems like unnecessary detour given the natural existing path of Cotton Lane.	<p>Yes, Loop 303 will pass over the cross streets at each interchange, with the exception of at MC 85, which will be an at grade intersection with a traffic signal. In each case, the arterial street will be at grade, with the freeway bridging over the cross street.</p> <p>The Design Concept Study considered this (straight down Cotton Lane) as an alternative, but the Cotton Lane alignment south of Lower Buckeye was not selected because it was inconsistent with local and regional planning. It did not maintain local access along Cotton Lane south of Elwood Street, did not utilize land acquired by the city of Goodyear, had potential environmental impacts, and had greater conflicts with the Buckeye Canal system and APS Palo Verde water line.</p>

	Noise Concerns	Access to the Shopping Center and Sound Walls.	<p>From Loop 303, the Canyon Trails Towne Center shopping area will be accessible off of the northbound frontage road north of Yuma Road.</p> <p>We have a map that shows the locations of the sound walls, which is included in the meeting presentation. The map of the soundwall location is also available on the project website at azdot.gov/L303-MC85-VanBuren</p>
	Construction Impacts	We would like to learn where the traffic will be redirected during the construction until the project is completed.	We have not finalized the plan for construction but possible detours during construction include: For north or south closures of Cotton Lane/L303, motorists will be detoured to Citrus Road and Sarival Avenue. For any east or west closures, vehicles will be detoured to adjacent east or west arterials. The city of Goodyear would need to review and approve traffic control plans using local roadways.
	Other	Is it going to be a freeway, or larger road? What are you going to do to help prevent homelessness in the open spaces created by this?	This project will be a freeway with three lanes in each direction.
	Other	I need to see the 303 to SR-85 alignment established along MC-85 as you enter Buckeye from the east.	ADOT provided a link to a map.
	Schedule	Timelines - expected start/finish of project stages as outlined so I know how long I have to avoid area.	Construction of the new Loop 303 extension is anticipated to begin in mid-2025 and take approximately three years to construct.
	Environmental	What's the environmental impact (AZ and Federal Wildlife Protection) of this project concerning the Western Burrowing Owl's habitat along Cotton Lane?	The project will impact suitable habitat for Western burrowing owl along Cotton Lane. However, environmental commitments will be implemented to avoid project impacts to the Western burrowing owl. These commitments include pre-construction surveys for Western burrowing owl in accordance with the Arizona Game and Fish Department's "Burrowing Owl Project Clearance Guidance for Landowners" (January 2009), avoidance of active burrows, and relocation of the burrowing owls, if necessary.

	Right of Way	Why was our property appraisal cancelled without any explanation prior to the 10 May public meeting? During the 10 May meeting Stacie could not answer our question. Were all scheduled property appraisals cancelled? We want an answer.	<p>Your property was originally identified as being impacted in the original design of this project and your property information was given to the appraiser as being affected. Since then there have been some design changes, and with those design changes your property is no longer impacted by this project.</p> <p>After further analysis, we determined that the area impacted is owned by the HOA. This was determined by the design team, title work and survey.</p>
	Noise concerns	If the NB frontage road speed limit proposal of 45 mph and only 37 ft from the eastside of our home property wall why isn't ADOT, AZTEC design team and project contractor(?) building a secondary sound wall east of the N bound frontage road? With all the project design changes from the 2018 project plan of only 1 lane N & S frontage roads additional sound/vibration sensor testing must be conducted when Cotton Lane is closed and NB/SB traffic is detoured onto the frontage roads to determine if a secondary sound wall should be built prior to the construction of the S 303 Van Buren to MC85. A NB/SB 2 lane one-way frontage road will increase vehicle speeds, vehicle passing, noise and accidents.	<p>As per the noise analysis that included all traffic-induced noise sources (mainline and frontage roads), it was determined that the Loop 303 mainline is the predominant noise source affecting the community, due to higher traffic volumes and the operational speed. In proposing a location of a sound barrier we look for the best solutions, representing a common denominator between the acoustical performance and cost-effectiveness. Having a wall on the east side of the frontage road would require wide "gaps" in the proposed barrier to allow access to adjacent commercial areas and streets, and that would degrade its acoustical performance and cost effectiveness.</p> <p>The statement that there was a change in the 2018 DCR on the number of lanes for the frontage roads is partially true. While the text says one way frontage roads, there are exhibits which show that both the NB and SB frontage roads will have two lanes of traffic. The noise model included the two lanes.</p>
	In Favor Of The Project	I am glad to see a better connection in this area. I also think 303 should be expanded past I-17 and drop down into Scottsdale, Hwy 101 can not keep widening to take care of the traffic, especially with the new Chip factory being built. We need to plan ahead.	Thank you for your comment.
	Schedule	Do it ASAP. Just make sure the connection from/to Cotton Lane south of MC85 is smooth and easy.	Thank you for your comment.

	Other	We work with the owner of the Canyon Trails Shopping Center at the NEC of Cotton (303) & Yuma. I watched the presentation last week and have viewed the materials on the ADOT project website, but was wondering if there was a way to get the "flyover" video that was used during the presentation so we could share that with prospective tenants at our project to understand and see how the access and visibility. The Project Simulation online is really cool but we'd like to be able to see if from south or north of the 303/Yuma intersection, not just directly over the top of it.	Below is the link to the Loop 303, MC 85 to Van Buren Project Simulation (narrated) https://vimeo.com/827424935/7fc18d8e5a . Let me know if there are any problems accessing the video. You can also find it on the project website under the "Public Meeting Content" section.
	Desire for interchange at Lilac/Canyon Trails	Do you know if southbound frontage road traffic at Yuma, or northbound frontage traffic at Lilac/Canyon Trails would have a U turn lane to go the opposite direction, or will they have to go thru two left turn lights at each intersection?	There will not be a dedicated U-turn lane to go the opposite direction. Southbound frontage road traffic will need to go through two traffic signals, first to turn left at Yuma and then left to get onto the northbound frontage road. Northbound frontage road traffic at Lilac/Canyon Trails would need to go through two traffic signals as well, to turn left onto Lilac and then left again to get onto the southbound frontage road.
	Desire for interchange at Lilac/Canyon Trails	Thank you for the slides. I was able to attend the virtual meeting which addressed most of my questions, however the answers were very top level in nature, and did not dig into the details of why a certain intersection was chosen, or why on ramps were selected in a certain location and direction. I'm an engineer, and I like to see numbers attached to decisions, so I was not happy with the answer "It was ultimately decided in the DCR." I'd like to again highlight that access to the on ramps on the north side of Lilac/Canyon Trails is highly desired, as many others stated in the meetings. I believe the community would rather have these than the southbound 303 access from Van Buren (which is currently planned and is taking up the necessary space). I'll also mention that I believe most of these issues could be alternatively addressed with a redesign of the Yuma Rd intersection to a more efficient traffic flow design (the goal is to keep cars on the highway and frontage roads, and not meandering through the neighborhood side streets). ADOT recently installed Diverging Diamond Interchanges on I-10 at Watson and Miller. Installing this now would improve traffic flow and limit the need for future projects. I would appreciate a follow-up response from the engineering team regarding this question:- Why was a full diamond interchange selected at Yuma Rd, rather than a more efficient design such as a Diverging Diamond? I'm looking for justification in the form of number of vehicles, space required, cost difference, construction time, and anything else relevant. The bottom line here is that too many residents currently use the Lilac / Canyon Trails on ramps to access 1-10 and Loop 303 north. Since there is no space available for northbound access at Van Buren, Yuma is currently the only planned option, and the intersection design does not appear to support the increased flow without adding delays. I appreciate the outreach and look forward to a response.	We've heard from several people who would like an interchange at Lilac/Canyon Trails but the location of Lilac and Canyon Trails is a half mile south of Van Buren and half mile north of Yuma so it does not fit into ADOTs criteria for an interchange. It was evaluated as part of the DCR. Due to the location of Lilac/Canyon Trails relative to the I-10-L303 traffic interchanges, they ultimately decided to design an overpass over Lilac/Canyon Trails. A diverging diamond design is not feasible at Yuma Road because there is on enough right of way for it.

	Right of Way	<p>Hi I attended the online meeting last Thursday evening during which they told us to email you for further clarification on questions. Our home is located on the corner of Lower Buckeye Road and Cotton Lane, I would like to know how much of our current green belt will be taken up by the new expansion. The renderings online don't appear to be accurate (at least I'm really hoping not) as the development appears to take up the entire green belt on the east side of cotton lane just north of Lower Buckeye, including the retention area used for drainage of the Canyon Trails South community. Please provide further information or an accurate rendering. Thank you.</p>	<p>The orange shape in the image below (provided by Aztec) highlights the limits of ADOT's proposed right-of-way. The entire green belt between Cotton Lane and the west boundary of the Canyon South Community will be taken for the Loop 303L improvements. These are the same limits of new right-of-way that were identified in the Design Concept Report (DCR) from 2018. All existing drainage getting into the greenbelt that is being removed will be routed into an ADOT drainage system that will flow into the existing Flood Control District of Maricopa County Channel on the west side of Loop 303. There are also some minor modifications to the south side of the greenbelt that run along the north side of Lower Buckeye to accommodate new fill slopes and to reestablish the existing landscaping.</p>
	Crossroads/Streets/Neighborhoods	<p>Will I be able to access the NB L303 frontage road from Pima Street, east of the freeway?</p>	<p>Traffic travelling west on Pima Street will be able to turn right onto the northbound frontage road and stay on the northbound frontage road north of Yuma and access the Canyon Trails Towne Center from any of the three existing driveway locations.</p>

	Right of Way	<p>I'm amazed you all are planning a meeting yet the property's that you plan to "take" (like mine) that are in the direct path, you haven't even approached us yet and had a sit down discussion. This affects us in so many ways. You literally can not build this freeway without some of my land. And you expect me to have a freeway in my front yard with limited access and only one way in and out. I strongly suggest someone contacts us ASAP!!! Arizona Department of Transportation.</p>	<p>ADOT will need to acquire some new right of way for the Loop 303 project. ADOT has begun identifying preliminary right of way needs during this current phase of design and will finalize identifying the right of needs as part of the final approved project plans. The ADOT Right of Way Office or its designated agent will contact all affected property owners regarding the right of way process.</p> <p>We are currently in the process of conducting third party appraisals to determine the current fair market value of properties involved. ADOT has begun the appraisal process for the section of Loop 303 between Van Buren and Elwood, and most of the affected property owners in this location should already have been contacted for their scheduled appraisal. The appraisals for the properties south of Elwood Street will come in the later part of 2023 and early part of 2024. We anticipate offer letters to be mailed out late summer and early fall for properties that have a signed and reviewed appraisal.</p> <p>If you have questions about the process or whether your property has a potential right of way impact, you can contact Stacie McKenzie, ADOT Right-of-Way's assigned Project Coordinator, at smckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) when emailing her.</p>
	Other	<p>For the zoom meeting on May 11th at 6pm-7:30pm Will the zoom have caption for the the deaf people to watch about the 303 public meeting?</p>	<p>The May 11 virtual meeting, 6-7:30 p.m. on Zoom will have captions. Look for this on the screen. (Sent her an image of what CC button looks like on screen)</p>
	Schedule	<p>I was hoping you could assist me. We are tracking this project and I wanted to know if there is and anticipated advertisement date for this project yet? I understand the project is currently in the design phase per the information on the website. I appreciate any information you are able to provide.</p>	<p>As you may know, the project is expected to begin sometime in 2025, but it's too early to know when it will begin or when it will advertise. You can track the project at https://azdot.gov/projects/central-district-projects/l303-mc85-van-buren and sign up through the website to receive updates.</p>

	Right of Way/Design	<p>I recently attended the Zoom meeting regarding the Loop 303 project. I have a couple of questions about how my property at 17052 W Sonora St will be directly affected.</p> <p>1. Will the Loop 303 project require my house to be removed? 2. If my house remains, what will the distance be between my property and the barrier wall / loop? 3. What is the height of the barrier wall and will it cast shadow on my existing solar panels?</p> <p>Follow-up questions: 1. What is the distance between my property and the frontage road shown in this diagram? 2. Will there be an additional wall between the frontage road and my property? 3. Is the portion of the freeway near my home elevated? If so, does that mean the sound wall is also elevated in addition to the 12' or is the height of the wall 12' total from the ground up?</p>	<p>Here are answers to your questions. 1. The Loop 303 improvements will not require a right-of-way take from your property at 17052 W Sonora Street.</p> <p>2. The closest distance to the soundwall (bright orange line) is at the northwest corner of the property, which is approximately 63'. Please see the graphic below. 3. The soundwall adjacent to this property is 12' in height above the NB 303L proposed grade.</p> <p>Answers to her follow-up questions - 1. The distances shown in green (23' and 45') are from the edge of travel way to the approximate corners of the existing property wall. 2. There is no additional wall proposed between the frontage road and existing property wall. 3. The proposed freeway adjacent to this property is not elevated. It generally follows a similar grade to existing Cotton Lane.</p>
Comments/Questions from Online Comment Form			
		Comment/Question	Response

	Right of Way	What businesses and/or developments will be required to move, if any?	<p>ADOT will need to acquire some new right of way for the Loop 303 project. ADOT has begun identifying preliminary right of way needs during this current phase of design and will finalize identifying the right of needs as part of the final approved project plans. The ADOT Right of Way Office or its designated agent will contact all affected property owners regarding the right of way process.</p> <p>We are currently in the process of conducting third party appraisals to determine the current fair market value of properties involved. ADOT has begun the appraisal process for the section of Loop 303 between Van Buren and Elwood, and most of the affected property owners in this location should already have been contacted for their scheduled appraisal. The appraisals for the properties south of Elwood Street will come in the later part of 2023 and early part of 2024.</p> <p>We anticipate offer letters to be mailed out late summer and early fall for properties that have a signed and reviewed appraisal. If you have questions about right of way, you can contact Stacie McKenzie, ADOT Right-of-Way's assigned Project Coordinator, at smckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) if you contact her.</p>
--	--------------	-----------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>Opposed To The Project</p>	<p>This proposed project should be reconsidered and is not wise use of funds for the following reasons:</p> <ul style="list-style-type: none"> * Population decline. With Arizona's fertility rate falling faster than almost every US state, and 28 US states losing population, the writing is on the wall: population decline is coming. * Miles per Capita and Vehicles per Household is dropping. Fewer miles are being driven each year as there are fewer and fewer reasons to be driving, and this also results in fewer vehicles being needed per household. * Vehicle ownership will drop due to autonomous ride sharing. With Waymo as proof-of-concept working well, and increasing from 700 vehicles in Phoenix to over 10,000 vehicles in the next few years, fewer people will need to own vehicles. Furthermore, with rumored plans to start a \$50-\$100/mo subscription service with unlimited rides, 24/7/365, there's no doubt that this will cause a significant drop in registered vehicles in Arizona, resulting in massive losses in tax revenues. * AI. With AI eliminating many jobs in the very near future (36 months), we need to shift focus to other societal needs. * Lighting - eliminate all roadway lighting, vehicles have lights, there's no need for additional light pollution. If many of LA's freeways have existed for decades without lighting, we can eliminate lighting as well. Save money, save energy, save maintenance, and bring back the stars. * There is no possible budget forecast scenario where tax revenues will increase to support construction or maintenance on these roads, and there is no possible scenario where vehicle miles per capita will increase in the next 10 years... it seems that all models are based upon historical data with no consideration for the combination of the drop in fertility rates with advances in automation, AI, self-driving and recent changes in workplace locations. You must also consider changes in employment - from autonomous warehouses to work at home to jobs that will be eliminated by AI. <p>Focus must be on High Speed Rail, not Roads!</p> <p>ADOT must focus on high speed rail. This is the biggest missed opportunity. With a high speed rail segment from Metro Phoenix to Metro Los Angeles, door-to-door, downtown-to-downtown trips could be made in half the time as flying, for as little as \$25 each way. Consider:</p> <ul style="list-style-type: none"> * Stations should be in downtown Tempe, Sky Harbor, downtown Phoenix, Goodyear Airport, Gila Bend, Yuma, Indio/Coachella/Palm Springs, Riverside, Ontario, Burbank Downtown Los Angeles. * The right-of-way already exists for most of this route. * No construction past Riverside is necessary, as there's already rail here, and it can currently handle 110 mph from Riverside to downtown LA. * Remainder of route could handle 250 mph trains. * Night trains could be high speed freight trains, removing freight traffic from I-10 * Brightline High Speed Rail is now under construction from LA to Las Vegas, and the Miami to Orlando Segment opens next month, they're preparing to announce the Houston to Orlando segment. If ADOT doesn't build Phoenix to LA, be prepared, as LA to PHX to Houston is on their list of future considerations. * There are almost 425 flights per day between PHX, Yuma, Palm Springs, Ontario, Burbank, LA, Long Beach, Orange County - once rail comes in, nearly 100% of this air traffic will be eliminated. * It's faster, safer, cheaper, more comfortable. One train set can hold 1,352 people, and depart every 3 minutes if necessary. That's about 10 planes worth of passengers, with energy/fuel costs that are 90% less, and staffing costs that are 95% less, and a 1,352 passenger train costs under \$50M while 10 planes could cost about \$1B 	<p>Thank you for your comments. They have been shared with the project team.</p>
--	-------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------

	Desire for interchange at Lilac/Canyon Trails	I am very concerned about the traffic on 173rd between Yuma and Van Buren. There are gobs of little apartment homes being built, which means 600-700 more cars that will not be able to use Lilac as an interchange. They'll likely use 173rd, probably speeding. That's too many cars. How will you mitigate dangerous speeders? You've told others you can't put speed bumps on 173rd because of response times for emergency vehicles. Will this change once Lilac isn't an interchange?	
	Future L303/SR 30	At the southern termini of the project, at the MC85 connection; please plan for a triple stack system that allows vehicle to freely continue into Buckeye or head to south Phoenix. The 'Y' Intersection should look like the "Flux Capacitor" from the movie.	Thank you for your comments. They have been shared with the project team.
	Right of Way	I have a question Will any homes have to be torn down in order to make room for all the lanes of the freeway? If so how soon will people who need to move be told ?And will they be compensated for having to move? Plus you see my address my backyard is on Cotton Ln with a nice greenbelt behind our home If the home does not have to be removed would the freeway be so close that it would require a sound wall fence ? I would really miss the greenbelt and lit up walkways back behind my home too	ADOT will need to acquire some new right of way for the Loop 303 project. ADOT has begun identifying preliminary right of way needs during this current phase of design and will finalize identifying the right of needs as part of the final approved project plans. The ADOT Right of Way Office or its designated agent will contact all affected property owners regarding the right of way process. We are currently in the process of conducting third party appraisals to determine the current fair market value of properties involved. ADOT has begun the appraisal process for the section of Loop 303 between Van Buren and Elwood, and most of the affected property owners in this location should already have been contacted for their scheduled appraisal. The appraisals for the properties south of Elwood Street will come in the later part of 2023 and early part of 2024. We anticipate offer letters to be mailed out late summer and early fall for properties that have a signed and reviewed appraisal. If you have questions about right of way, you can contact Stacie McKenzie, ADOT Right-of-Way's assigned Project Coordinator, at smckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) if you contact her.
	Other	While I like the 303, right now the roads going to Las Vegas are like 3rd world country roads and they need to be repaired, and the \$50 million isn't enough please consider this before adding on the 303	Thank you for your comments. They have been shared with the project team.

	Design	<p>Please use</p> <ol style="list-style-type: none"> 1. low output temperature concrete and or paint. 2. Install bike paths 3. Sync hi tech traffic lights 4. Pedestrian walkways with buttons at crossings on traffic lights 5. Determine best speed for passing target et al shopping area 6. Add addition high-tech safety measures <p>Is this a route for semi trucks to get to warehouses on MC 85? Is this road carrying hazardous materials including hazardous waste?</p>	Thank you for your comments. They have been shared with the project team.
	Bicycle/Pedestrian	The Maricopa Trail is a major regional multi-use trail the runs through Maricopa County. This trail travels east/west along Yuma Rd and will intersect this 303 project at Yuma Rd. To promote the safety of users of this trail, please include a dedicated grade-separated trail crossing over or under the 303 extension. Do not force trail users to use an at-grade crossing at the automobile on/off ramps, as that is highly dangerous and will discourage the use of the Maricopa trail. A dedicated pedestrian/bicycle bridge or tunnel is needed here to allow for the safe and free flow of pedestrians and bicycles between the areas east and west of the 303.	Thank you for your comments. They have been shared with the project team.
	Crossroads/Streets/Neighborhoods	The intersection of Yuma Rd and Loop 303 will be the first full diamond interchange on this section of the 303 south of I-10. Three miles to the east, the intersection of Yuma and Bullard is home to many large industrial warehouses. Along Yuma Rd between these two intersections is almost exclusively residential. Per the Goodyear City Code 13-2-13, Yuma Rd is NOT a designated truck. Given the convenience the new 303/Yuma Rd interchange will create, it is likely that the heavy truck traffic along Yuma Rd going to/from the warehouses will increase, resulting in a decrease in the quality of life for the residents in the area. Please install signage along the 303, prior to the exit ramps for Yuma Rd, indicating that truck traffic is prohibited on Yuma Rd per Goodyear City Code 13-2-13.	Thank you for your comments. They have been shared with the project team.
	Other	Van Buren a MC 85, Business Development.	Thank you for your comments. They have been shared with the project team.
	Lighting	Light pollution needs to addressed. Balance safety and keeping it dark as possible to minimize light pollution to community. Sound barriers are important but so are light barriers. Will lighting be directional to not bleed into homes	Thank you for your comments. They have been shared with the project team.
	Design	WHY trash my home value by elevating Cotton Lane? This project COULD have been slated to run a few miles west through farm lands and not ruin the property values of both the Canyon Trails and Cottonflower neighborhoods! This is NOT acceptable as the noise and frequent accidents on Cotton Lane have already negative impact on the area.	Thank you for your comments. They have been shared with the project team.

	Drainage	What is a First Flush Basin? Will there be odors wafting into the nearby Las Brisas Neighborhood?	<p>Here is an explanation of what a First Flush basin is with reference to the Maricopa County Drainage Standards and Policy Manual: "Maricopa County has established a minimum level of control for development for which stormwater pollution prevention practices must be put in place. The Flood Control District requires first flush treatment prior to any discharge into District owned or maintained flood conveyance facilities. The first flush policy is a result of ARS48-3622 to comply with local, state, and/or federal water quality laws.</p> <p>In short, the first flush basin is a "retention" basin that will hold stormwater and infiltrate it into a drywell or outlet control structure within 36 hours, or less. Design standards for stormwater storage basins "retention basin" must meet Maricopa County drainage design standards where they must be deep enough and have appropriate design parameters to prevent vector issues."</p>
	In Favor Of The Project	Looking forward to it because it will provide a safer and quicker route from Estrella Mountain Ranch. Hoping road restrictions during construction are coordinated with City of Goodyear's major bridge building project on Estrella Parkway between MC85 and Vineyard, as it is our only other major alternative to/from I-10.	Thank you for your comments. They have been shared with the project team.
	Opposed To The Project	Why not compensate the homeowners who will see a rapid decline in property values as a result of this plan? Your moronic plan will literally cost homeowners THOUSANDS OF DOLLARS in property values... I hope NONE of you plan on being reelected to your sham commission!	Thank you for your comments. They have been shared with the project team.

	Right of Way	<p>Will any residential private property be taken? If so will it be the entire parcel, 10 feet and how many? Will residents on fixed incomes be forced to move and be priced out of the market for what there financial given??? Don't want to see any residential land owners on the News. Thanks! Will any residential private property be taken as eminent domain? If so will the entire parcel be taken or just 10-20 feet and they can still live there? Will residents/ families on fixed incomes be forced to move and be priced out of the market in financial hardship for what there financially given ? \$! Also can you tell me anything about the future 303 Mcdowell Road Improvements from the 303 west to perryville road in Goodyear on Mcdowell Road ? How many total lanes and who's residential private property land owners might be partly taken? This is a very important issue different than residents complaining of traffic congestion! Don't want to see any homeowners on the news! Thanks for listening. Dave of Canada Village residential community. E mail.-is dbsilver@netzero.net. Please let your engineers know. Thanks</p>	<p>ADOT will need to acquire some new right of way for the Loop 303 project. ADOT has begun identifying preliminary right of way needs during this current phase of design and will finalize identifying the right of needs as part of the final approved project plans. The ADOT Right of Way Office or its designated agent will contact all affected property owners regarding the right of way process.</p> <p>We are currently in the process of conducting third party appraisals to determine the current fair market value of properties involved. ADOT has begun the appraisal process for the section of Loop 303 between Van Buren and Elwood, and most of the affected property owners in this location should already have been contacted for their scheduled appraisal. The appraisals for the properties south of Elwood Street will come in the later part of 2023 and early part of 2024.</p> <p>We anticipate offer letters to be mailed out late summer and early fall for properties that have a signed and reviewed appraisal. If you have questions about right of way, you can contact Stacie McKenzie, ADOT Right-of-Way's assigned Project Coordinator, at smckenzie@azdot.gov or (602) 712-7167. Please include your property address and/or APN (parcel number) if you contact her.</p>
	Opposed To The Project	<p>This will ruin our neighborhood. There is plenty of room to just widen Cotton Lane, Yuma and Lower Buckeye Rd and keep the traffic lights at those intersections and not ruin our neighborhoods with an elevated freeway monstrosity. If the Goodyear City Council is in favor of this they should resign or be voted out of office.</p>	<p>Thank you for your comments. They have been shared with the project team.</p>
	Desire for interchange at Lilac/Canyon Trails	<p>You're taking away the ability for the people in Canyon Trails West 4 to get onto the freeway by eliminating access at Lilac Street. Ok. But where do we go then? Where is the ease of access for us to get onto the 10? Am I now going to be driving south to get to Yuma, so that I can then go back North on the 303, or head west on the 10? Are we now going to be clogging the Yuma/303 intersection because you're forcing our neighborhood into this as the access point?</p> <p>The art theme features a moon, stars, airplanes and a compass." - this seems really random. What is the actual "theme" that incorporates these elements? How does that tie in with the area, or even the city of Goodyear?</p>	<p>The location of Lilac and Canyon Trails is a half mile south of Van Buren and half mile north of Yuma so it does not fit into ADOTs criteria for an interchange. It was evaluated as part of the DCR and ultimately decided to have an overpass over Canyon Trails.</p> <p>Thank you for your comments. They have been shared with the project team.</p>

	Desire for interchange at Lilac/Canyon Trails	We need access to Canyon Trails communities off of Lilac Street. The proposed closest access point is Yuma Rd and there are several communities off of Lilac (Apartments, housing, shopping, etc.) Will you all really be using the study from 5 years ago? A lot has changed in 5 years and I feel a new study should be completed.	The location of Lilac and Canyon Trails is a half mile south of Van Buren and half mile north of Yuma so it does not fit into ADOTs criteria for an interchange. It was evaluated as part of the DCR and ultimately decided to have an overpass over Canyon Trails.
	Bicycle/Pedestrian	<p>There are thousands of residents on both sides of the proposed extension and safe complete streets are necessary to continue the cohesive feel of the area. The frontage road (Cotton) needs to have sidewalks and dedicated bike paths (NOT shoulder only paths) at Yuma and Lower Buckeye traveling E/W, and the length of the Cotton/Frontage road N/S from Canyon Trails Town Center Plaza to Elwood. Ideally these would be two paths, one paved (sidewalk for ADA/strollers, walking) and one grit for biking, walking and running.</p> <p>The amount of traffic along Cotton already makes it a dangerous place to walk and improving the street to make it faster/wider will only increase the danger to pedestrians and cyclists. The City of Goodyear is dedicated to safe and accessible recreation which includes biking and walking. The ADOT plan needs to consider the community in its planning and development and ensure the resulting roadways are safe for all users.</p>	Thank you for your comments. They have been shared with the project team.
	Opposed To The Project	<p>The wall and all the other BS you are doing is not good nor was it ever legally told to me when I bought my house in 2009. There is a better way to expand it without destroying the homes and families. You're destroying 100s of homes and families.</p> <p>So when the crackhead gang members tag the walls up and you are still charging us 130.00 a month, who ho will be the first one that gets shot?</p>	Thank you for your comments. They have been shared with the project team.
	Crossroads/Streets/Neighborhoods	We have grave concerns about maintaining our full access to our property on the SWC of Cotton Lane & Yuma Road that is protected by a recorded development agreement with the City of Goodyear and to which ADOT was a beneficiary and received the Right of Way along Cotton Lane in exchange for such assurance of full access per the recorded development agreement. The current design for the Yuma Road intersection show our development losing our full access on Yuma Road. Will ADOT redesign the current design to maintain our full access on Yuma Road?	Thank you for your comments. They have been shared with the project team.
	Future L303/SR 30	Please extend further out to help with congestion with I-10. We need the SR-30 if can give more updates to that and further expansion. It's really tough dealing with being stuck on the I-10. We really need for the westside growth it's not slowing down at all.	Thank you for your comments. They have been shared with the project team.
	Bicycle/Pedestrian/	Lilac Street and Cotton Lane is a very busy intersection for the neighborhood. A lot of apartments are also currently being built at this intersection. Now that the road is being blocked off and kids can't get to the other side to get to school or stores, can a pedestrian bridge be considered at this intersection for kids to be able to walk to school and easily/safely be able to get to the other side? Also, will a walking path be built along the canal?	Thank you for your comments. They have been shared with the project team.
	Desire for interchange at Lilac/Canyon Trails	I'm legally blind and can't drive. I often use the Lilac St. and Cotton Lane intersection to walk across to get to the stores and restaurants. I hear this is now being blocked off for the new freeway. Van Buren and Yuma intersections are too far especially in the heat.	Thank you for your comments. They have been shared with the project team.

	In Favor Of The Project	Yes it's needed	Thank you for your comments. They have been shared with the project team.
	Design	<p>Our family concerns about this project are relative to both quality of life here, within yards of the proposed extension loop, and the relative value of our property due to said quality of life. The proximity to our neighborhood is abhorrent and the noise will be untenable. We agree with the following:</p> <p>1. Project elevation: As currently contemplated, the Plan calls for the new Loop 303 to be "elevated" with the Loop 303 traversing bridges over West Yuma Road and West Lower Buckeye Road. We note that in many cases throughout Maricopa County where freeways bisect residential neighborhoods, those freeways are commonly below the grade of the surface streets that intersect with the freeways.[1] We believe that the current Project should be revised to plan for the Loop 303 being built below the grade of the current surface streets that the Project will bisect, namely, West Yuma Road and West Lower Buckeye Road. During the Public Meeting, a representative indicated that such a request may not be feasible due to certain concerns. We are confident that the Arizona Department of Transportation and other associated parties (collectively, "ADOT") can work with their skilled engineering team overseeing this Project to develop acceptable and cost-effective plans to accommodate the foregoing.</p> <p>Part 2 of this comment (Noise Concerns) is below.</p>	<p>Elevation of the freeway and interchange locations were determined in the DCR as part of the environmental study phase. The DCR evaluated the feasibility of both elevating and depressing Loop 303. The study team considered several factors, including existing utility and right-of-way impacts, existing development and the presence of a high water table. Ultimately it was determined that the most feasible option was to elevate Loop 303 so the arterial crossroads would remain at grade to better accommodate existing local access and future development.</p>

	<p>Noise Concerns</p>	<p>2. Noise: We believe that if the Project is completed as planned, then tremendous volumes of noise will emit from the Project resulting in severe discomfort and loss of the current pleasure of living in the Project's family friendly, residential vicinity and as well as on the teachers and students at the Elementary School. This will only be exacerbated as the Project connects to the future freeways planned for the area such as the planned Arizona State Route 30 and the eventual further southern expansion of Loop 303. When this stretch of the Loop 303 is "built out" and becomes a busy freeway, the noise will be unbearable resulting in a substantial degradation of this portion of the City of Goodyear generally. Furthermore, we believe there will be a significant diminution of the value of the long-standing residences in the Project's vicinity and a material degradation of the learning experience at the neighborhood Elementary School. To that end, the time is now to plan for appropriate noise abatement and mitigation that will accommodate a busy freeway in this area. Therefore, we again promote the proposal that the Project be constructed below the grade of West Yuma Road and West Lower Buckeye Road.</p> <p>Furthermore, the Plan calls for noise walls to be constructed along certain portions of the Project. We believe that the contemplated noise abatement measures are insufficient for at least three reasons. To wit:</p> <p>(a). First, the noise walls are projected to be only ten to 14 feet in height. We believe these heights are insufficient if ADOT is sincerely concerned in reducing the negative impact of noise emanating from a busy freeway intersecting stretches of long-standing residential neighborhoods and the Elementary School. It appears that the current Project plan attempts to incorporate the "minimum" amount of noise abatement tools available to accommodate this portion of the planned Loop 303 and does not appear to accommodate the Loop 303 after it is "built out" and becomes a very busy freeway. At the very least, these noise walls need to be twice the proposed height to provide proper and appropriate noise abatement to these very long-standing residential neighborhoods and the Elementary School that are more in line with noise walls traditionally found along the many similar stretches of existing freeways in Maricopa County, Arizona.</p> <p>(b). Second, the noise walls are only project to be constructed in limited locations along the Project. Given that the Project is being built in or very near the Elementary School and long-standing neighborhoods where many Goodyear residents have lived for decades, the noise walls need to be incorporated along the entire stretch of the new Loop 303 extension on both sides of the freeway – at least between West Van Buren Street and West Lower Buckeye Road. In particular, we note that the Project plan contemplates that noise walls will neither be constructed on the bridges that traverse West Van Buren Street, West Yuma Road and West Lower Buckeye Road, respectively, nor will they be constructed along the east side of the Loop 303 between West Van Buren Street and West Yuma Road. It appears that the Project plans do not give appropriate consideration to the Canyon Trails neighborhoods and the Elementary School to the east of the Project that are in very close proximity to the Project, just behind the current commercial properties that are adjacent to the east side of the Project. We question this lack of consideration given to the many, many City of Goodyear residents living in the Canyon Trails neighborhoods and the students and teachers attending this neighborhood Elementary School. We believe it is imperative that noise walls be built along the entire east side of the Project because, as we are sure you are aware, traffic noise emitted from a busy freeway does not stop at a commercial property.</p> <p>(c). Third, as to noise abatement and mitigation, the Project proposal does not appear to address the surface pavement of the Loop 303. Given that this Project will introduce expansive roads along and near currently relatively peaceful residential neighborhoods and the Elementary School, we believe that the Loop 303 should be surfaced with rubberized asphalt along the entire stretch of the</p>	<p>Here is an explanation of what a First Flush basin is with reference to the Maricopa County Drainage Standards and Policy Manual: "Maricopa County has established a minimum level of control for development for which stormwater pollution prevention practices must be put in place. The Flood Control District requires first flush treatment prior to any discharge into District owned or maintained flood conveyance facilities. The first flush policy is a result of ARS48-3622 to comply with local, state, and/or federal water quality laws.</p> <p>In short, the first flush basin is a "retention" basin that will hold stormwater and infiltrate it into a drywell or outlet control structure within 36 hours, or less. Design standards for stormwater storage basins "retention basin" must meet Maricopa County drainage design standards where they must be deep enough and have appropriate design parameters to prevent vector issues."</p>
--	-----------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	Other	<p>Greetings!</p> <p>Question in two parts...</p> <p>1- My question is quite simple...Can you address why the State of Arizona is taking their sweet time in getting this project started? It is just something that is amazing...We have so many roadway related projects that need to start...Question is when?</p> <p>2- Why does the State of Arizona allow for the construction of developments to begin before the ample road improvements are carried out? Again...In this area, you will see growth on both sides of the proposed roadway project...AFTER the the roadway project was even considered! This is some poor planning if I should say so myself...</p>	Thank you for your comments. They have been shared with the project team.
	Schedule	We hope this doesn't get delayed again. We've been waiting a very long time.	Thank you for your comments. They have been shared with the project team.
	In Favor Of The Project	<p>I think it's a good idea for the area. Especially with the road going over the railroad tracks. It would relieve some traffic off the other roads around the area as well.</p> <p>Why would it take 3 years to complete? Weather? Cost?</p>	Thank you for your comments. They have been shared with the project team.
	Construction Impacts	<p>Please don't leave cones blocking areas not being worked on at the present time.</p> <p>Please try to keep the flow of traffic moving whenever possible .</p>	Thank you for your comments. They have been shared with the project team.

	<p>Noise concerns</p>	<p>After reviewing the public meetings that have been held regarding this project my major concern is noise. We live in very close proximity to this new freeway. My children's school is very close as well. While I appreciate the efforts to accommodate the growth of our city and communities, it must be done in the right way. It appears that a 10-14 ft sound wall that only runs in limited sections of the new freeway is really the bare minimum of sound control. I think it is vital that the plan incorporate noise walls that that run the entire stretch of the freeway (at least between West Van Buren Street and West Lower Buckeye Road). The height of the sound walls is concerning as well. As I drive past other freeways in Arizona I notice that freeways in close proximity to residential neighborhoods have much higher sound walls. Please make this a project our city and community can be proud of. If extra noise control measures are not implemented this project will make life for residents and students of these particular neighborhoods much less enjoyable as they deal with daily noise and disruption.</p>	<p>ADOT's policy follows the federal guidelines to determine where noise abatement is warranted. ADOT took noise measurements along the path of the new Loop 303 extension and conducted a noise analysis to model future noise levels in neighborhoods to determine where noise abatement was warranted. The noise analysis included the interim Loop 303 roadway and ultimate future build out. In addition to exceeding the allowable noise threshold, multiple factors go into the noise analysis and other criteria must be met to qualify for noise abatement. Residences, schools and other noise-sensitive property types are included in the noise analysis. Based on that analysis, we have identified all locations along Loop 303 where new noise walls are warranted, as well as the wall height and length needed to provide the required noise abatement. As noted at the public meeting, properties must be permitted for development prior to the completion of the environmental document (known as the Date of Public Knowledge) to be eligible for noise abatement as part of the project. The date of public knowledge for this project was Nov. 6, 2018. For properties permitted after this date, any noise walls or other abatement would be the responsibility of the developer/property owner. There are locations along Loop 303 where properties were not permitted prior to this date. The noise analysis, which provides more details, is available on the project website azdot.gov/L303-MC85-VanBuren. We encourage you to read through it, and if you have questions, we'd be happy to address those.</p> <p>Elevation of the freeway and interchange locations were determined in the DCR as part of the environmental study phase. The DCR evaluated the feasibility of both elevating and depressing Loop 303. The study team considered several factors, including existing utility and right-of-way impacts, existing development and the presence of a high water table. Ultimately it was determined that the most feasible option was to elevate Loop 303 so the arterial crossroads would remain at grade to better accommodate existing local access and future development.</p>
--	-----------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>Noise concerns</p>	<p>I have read through the proposals for this project and I am deeply concerned about the lack of noise control. Having sound walls in just a few select sections of the freeway hardly seems sufficient to really mitigate the noise that is sure to come from this freeway. I understand the necessity of this project to address future and current traffic needs but please make the wellbeing of the residents who currently live, work, and learn in these nearby communities a priority. Please do all that you can to allow them to enjoy their homes and lives that they have built in this community. After discussing this project with other neighbors in the community it seems that there are more sound control options that could be implemented in this plan. It has been suggested that this part of the freeway could be built below the grade of the surface streets that intersect the freeways (W Yuma Rd and W Lower Buckeye Rd). Taller sound walls and continuous sound walls should also be considered. And the use of rubberized asphalt on the surface should be implemented as well.</p>	<p>ADOT's policy follows the federal guidelines to determine where noise abatement is warranted. ADOT took noise measurements along the path of the new Loop 303 extension and conducted a noise analysis to model future noise levels in neighborhoods to determine where noise abatement was warranted. The noise analysis included the interim Loop 303 roadway and ultimate future build out. In addition to exceeding the allowable noise threshold, multiple factors go into the noise analysis and other criteria must be met to qualify for noise abatement. Residences, schools and other noise-sensitive property types are included in the noise analysis. Based on that analysis, we have identified all locations along Loop 303 where new noise walls are warranted, as well as the wall height and length needed to provide the required noise abatement. As noted at the public meeting, properties must be permitted for development prior to the completion of the environmental document (known as the Date of Public Knowledge) to be eligible for noise abatement as part of the project. The date of public knowledge for this project was Nov. 6, 2018. For properties permitted after this date, any noise walls or other abatement would be the responsibility of the developer/property owner. There are locations along Loop 303 where properties were not permitted prior to this date. The noise analysis, which provides more details, is available on the project website azdot.gov/L303-MC85-VanBuren. We encourage you to read through it, and if you have questions, we'd be happy to address those.</p> <p>Elevation of the freeway and interchange locations were determined in the DCR as part of the environmental study phase. The DCR evaluated the feasibility of both elevating and depressing Loop 303. The study team considered several factors, including existing utility and right-of-way impacts, existing development and the presence of a high water table. Ultimately it was determined that the most feasible option was to elevate Loop 303 so the arterial crossroads would remain at grade to better accommodate existing local access and future development.</p> <p>We are still determining the final pavement surface for this project. The two options are a</p>
--	-----------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------