

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

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

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

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

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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.

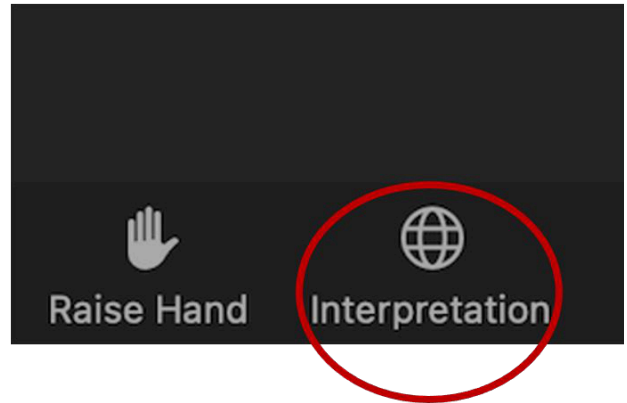
Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y cómo podrá mejorar la participación de miembros de minorías.

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



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(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”

ADOT

Loop 303, MC 85 to Van Buren Street Project

Welcome!

John:

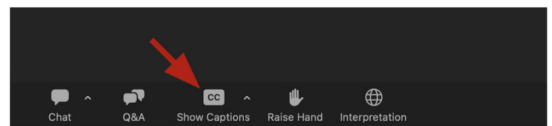
Good evening everyone and welcome to the public meeting for the Loop 303 project from Maricopa County Route 85 to Van Buren Street. My name is John Tucker, Community Relations Project Manager with the Arizona Department of Transportation.

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



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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.

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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

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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:

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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.

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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

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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

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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

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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

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

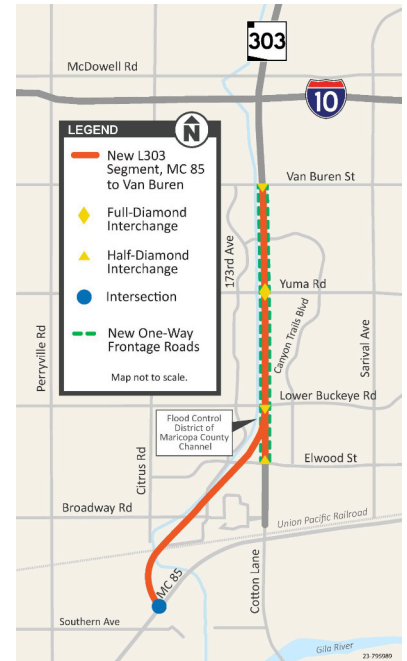
The current Loop 303 project will serve as an interim configuration, with a direct connection to MC 85, fewer lanes and an arterial parkway concept south of Lower Buckeye Road, until it is expanded to more lanes in the future and connects directly to the future SR 30.

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

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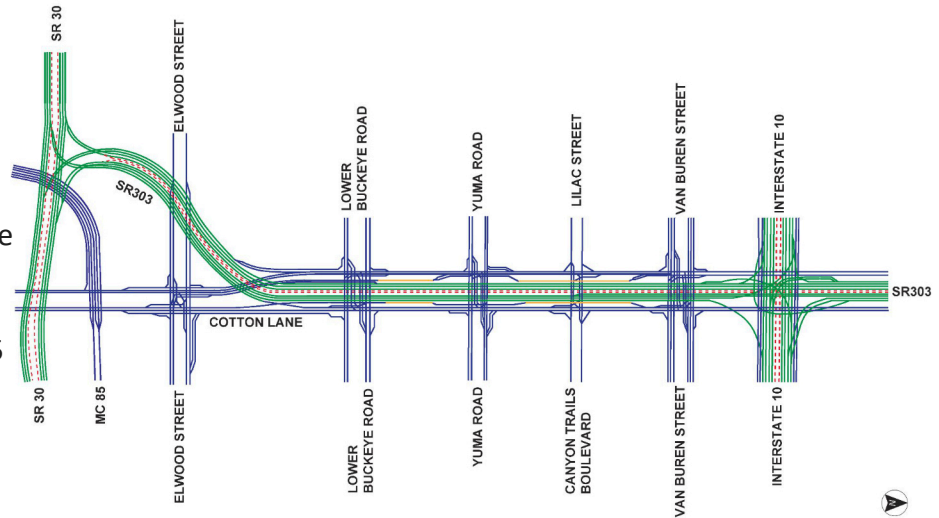


The current interim Loop 303 project consists of a new 4-mile segment of Loop 303 between the current endpoint at Van Buren Street to connect with MC 85, primarily along the Cotton Lane corridor. The project features:

- 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.

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



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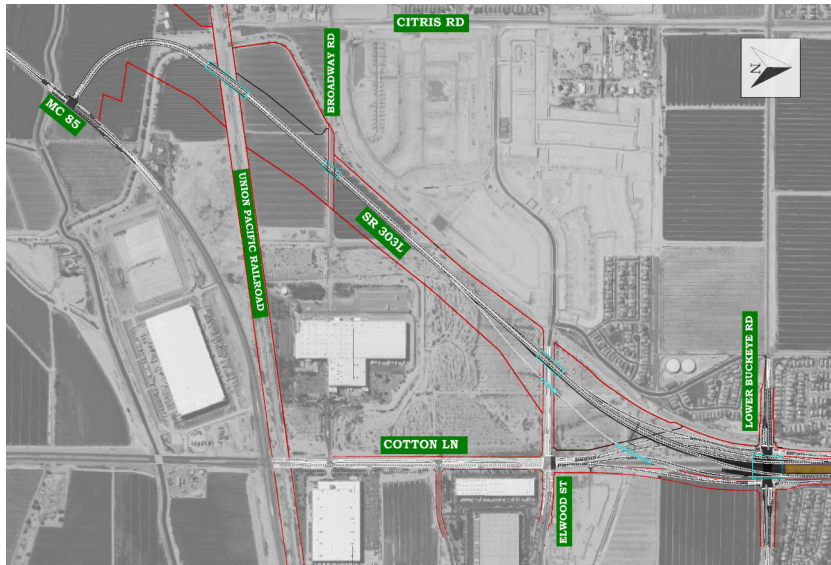
Eric

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.

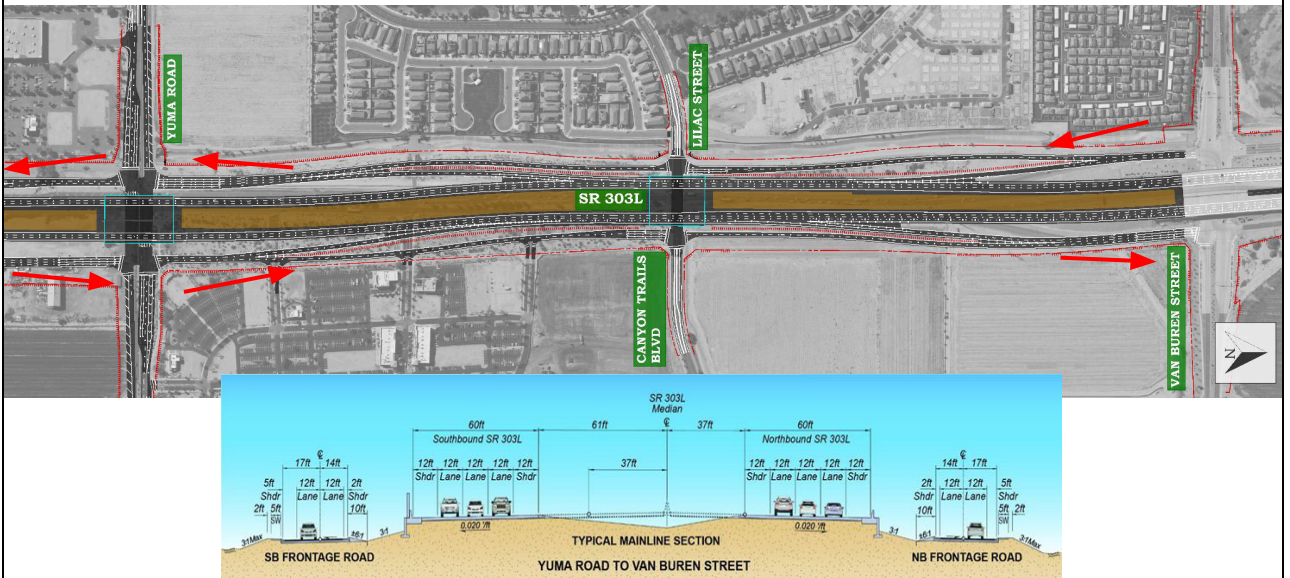
Loop 303, Van Buren Street to MC 85



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.

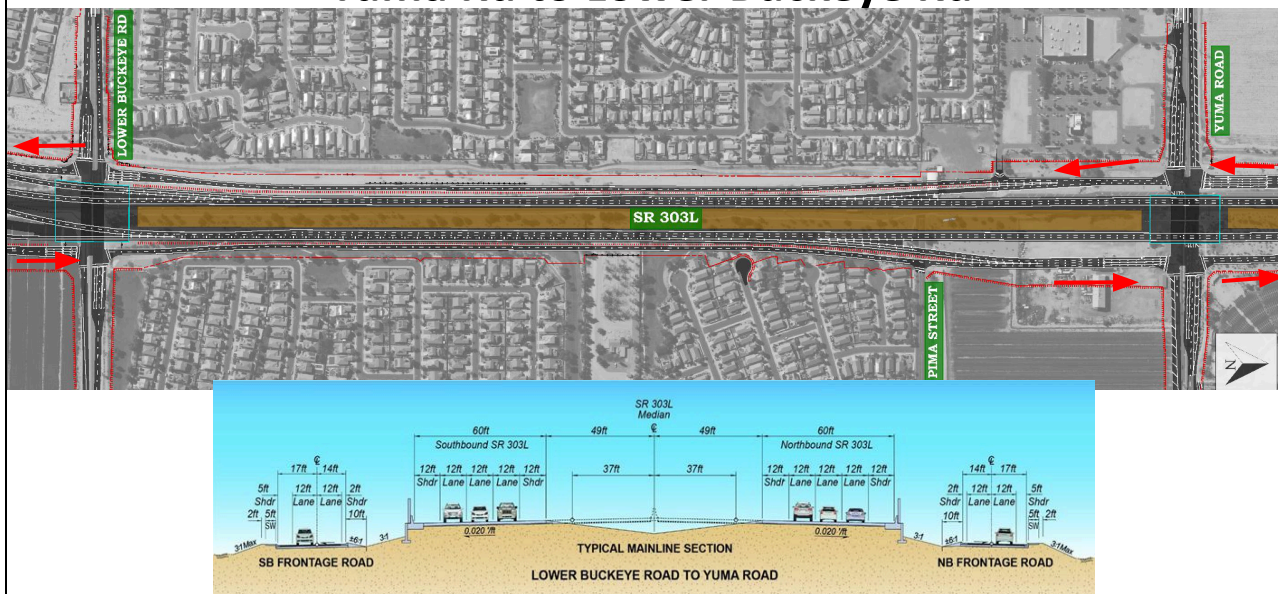
Continuing south, this new section of 303 will remain elevated on new bridges over Canyon Trails Boulevard and Yuma Road.

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 lanes at each cross road intersection.

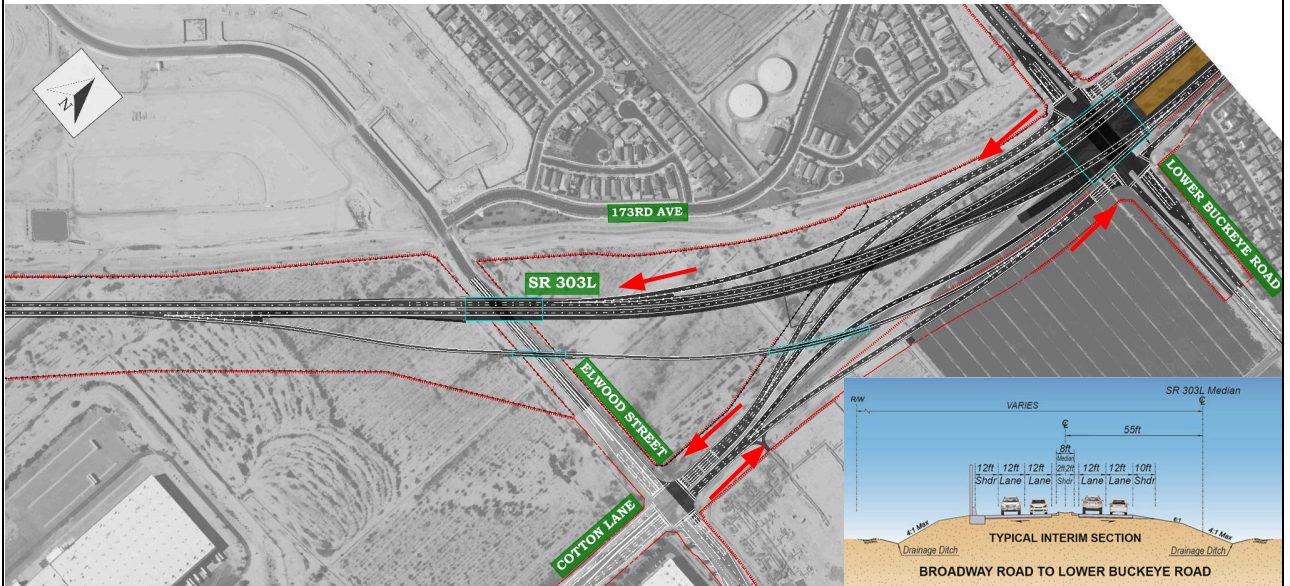
Yuma Rd to Lower Buckeye Rd



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

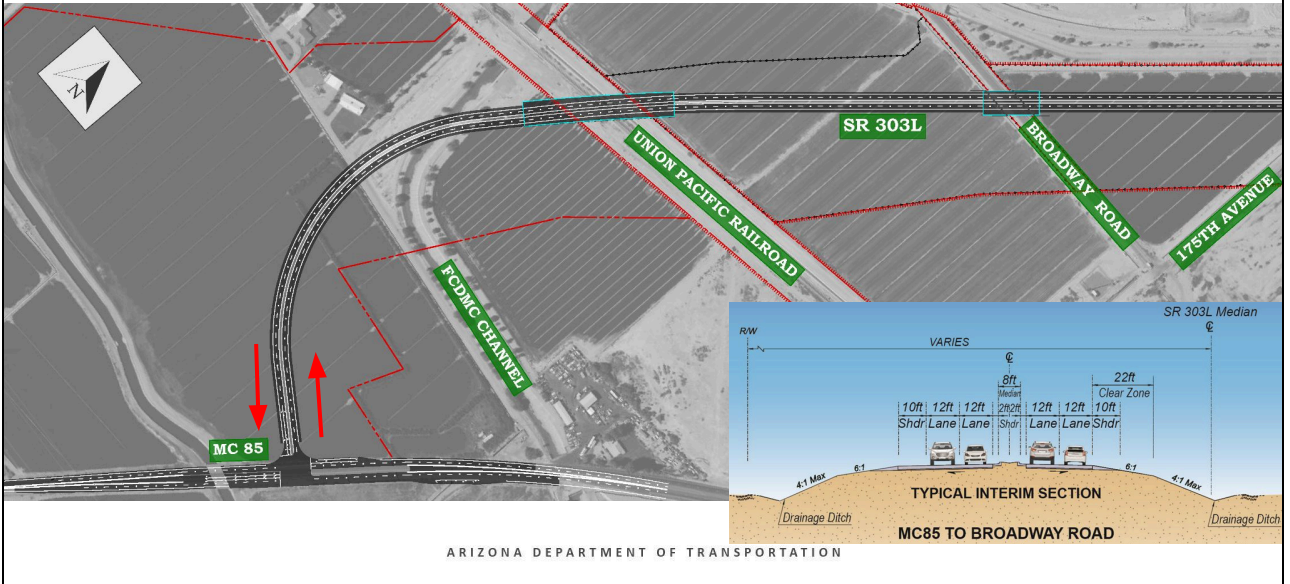


South of Lower Buckeye Road the roadway transitions down from the freeway section to the arterial roadway with two 12-foot lanes in each direction separated by an 8-foot raised curb median. There will be a 12-foot outside shoulder on the southbound lanes and a 10-foot outside shoulder on the northbound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

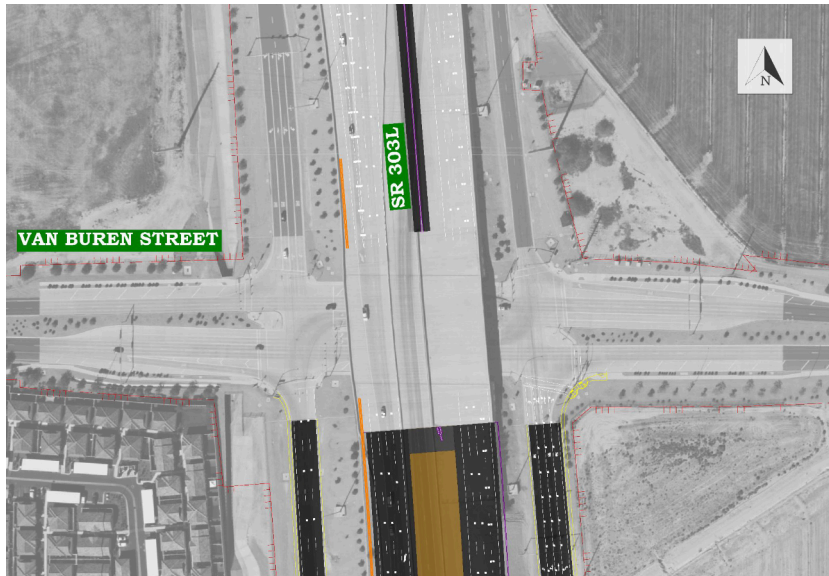
Broadway Rd to MC 85



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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.

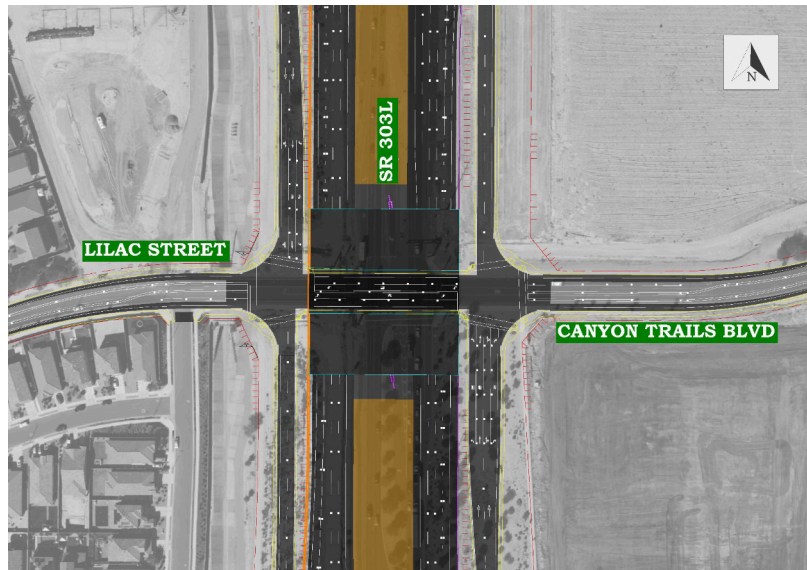
Van Buren St Interchange



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.

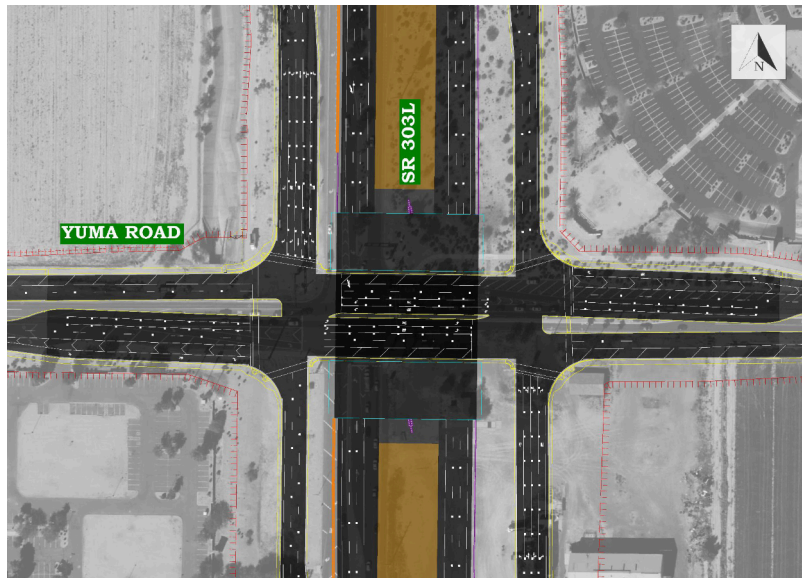
Northbound and southbound frontage roads will also be constructed south of Van Buren that will include an additional northbound dedicated right turn lane to Van Buren Street. The existing northbound and southbound frontage roads north of Van Buren Street are not impacted by this project. This project 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



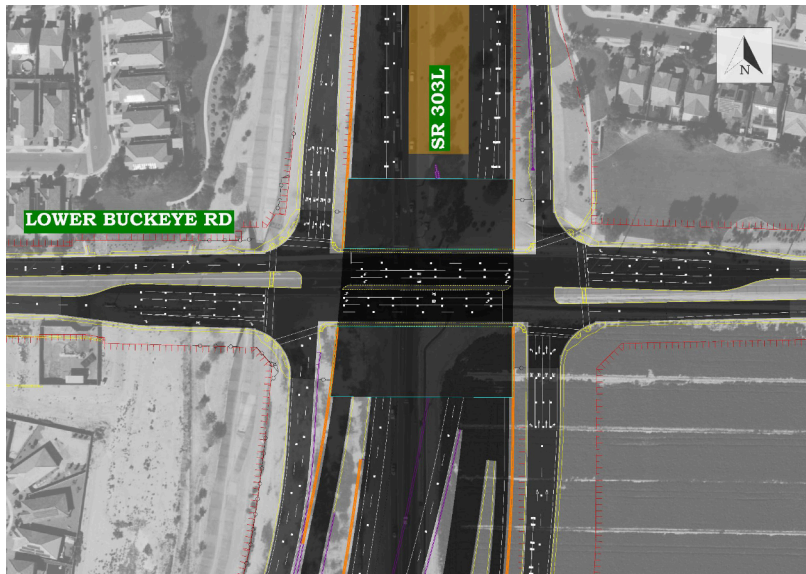
This slide shows the improvements at the 303 and the Lilac Street / Canyon Trails Boulevard cross road. The 303 will pass over Lilac/Canyon Trails on a new bridge with no direct connection to the 303 freeway at this location. The frontage roads can be used to travel northbound to Van Buren Street or 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



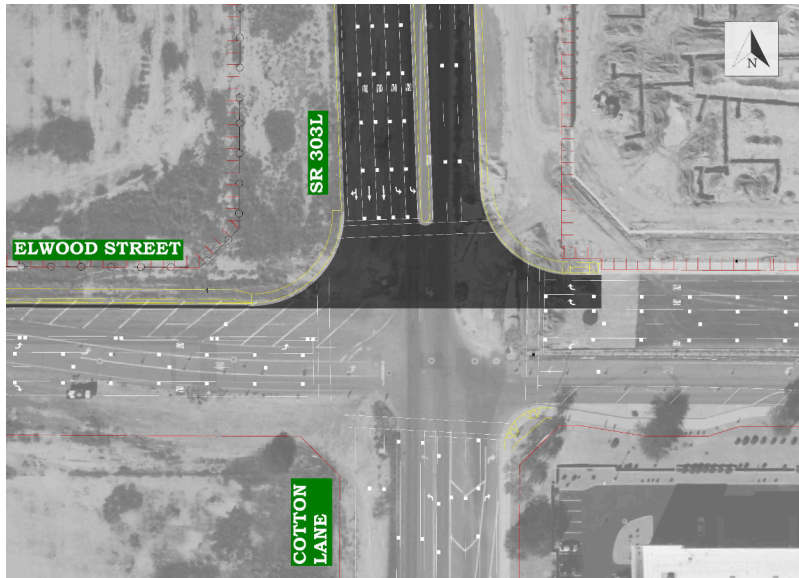
Yuma Road will be designed as a major arterial roadway that will accommodate three lanes in each direction. In the interim, Yuma Road will provide two through lanes, two left turn lanes and a dedicated right turn lane in each direction. The ramp entrances will have three lanes to provide access entering 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.

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.

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

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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



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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.

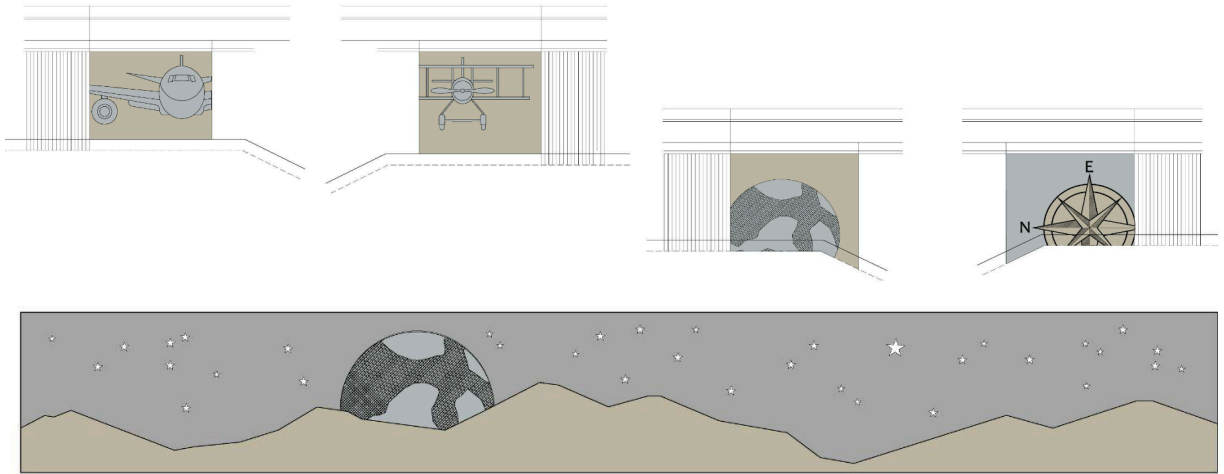
Loop 303, MC 85 to Van Buren St Simulation



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

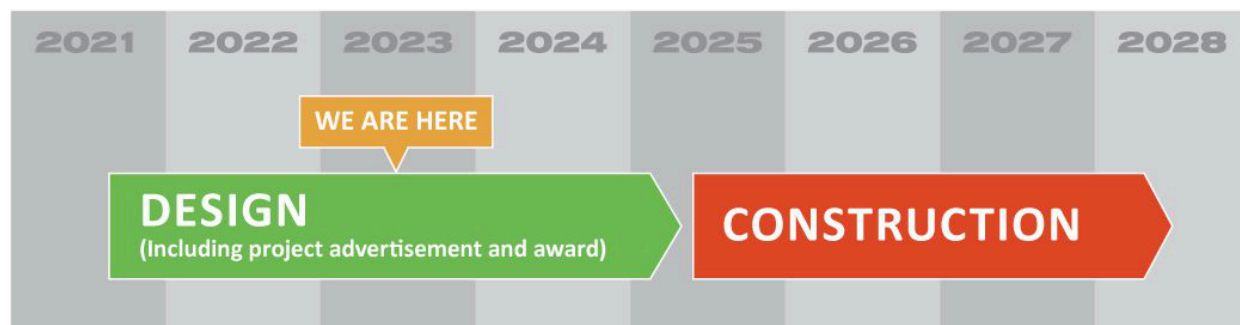
Wall and Bridge Aesthetics



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*

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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

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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.

Q & A



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

Q & A

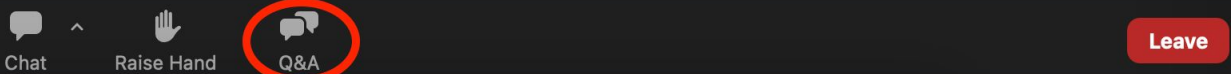
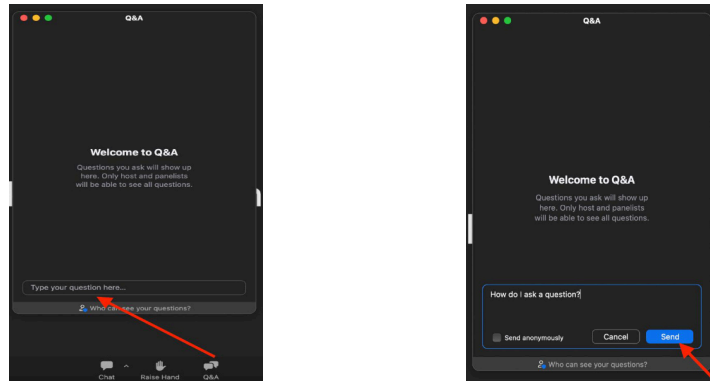
- Written questions, then verbal questions.
- Due to time constraints, to allow others time to comment:
 - Please limit verbal question to no more than 30 seconds.
 - We may consolidate similar comments/questions.
 - Please just ask one question at a time, until all have had an opportunity to comment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

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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

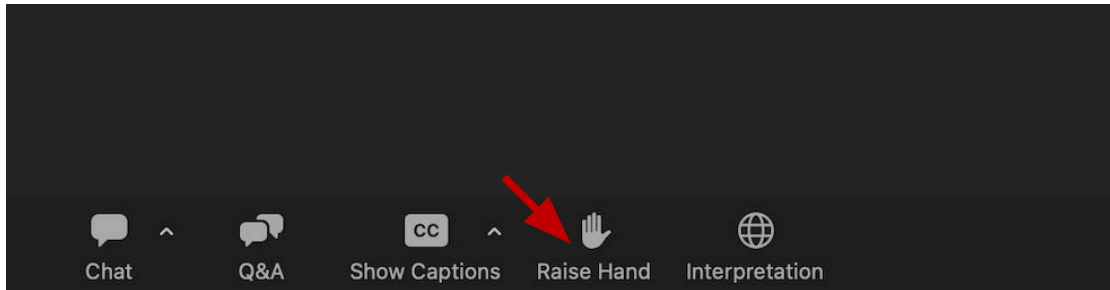


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2. If you are participating in the online meeting, you can submit a written question or comment using the Q&A feature seen here. Click on the icon towards the bottom of your screen that says Q&A and the feature will pop up. Then, type your question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

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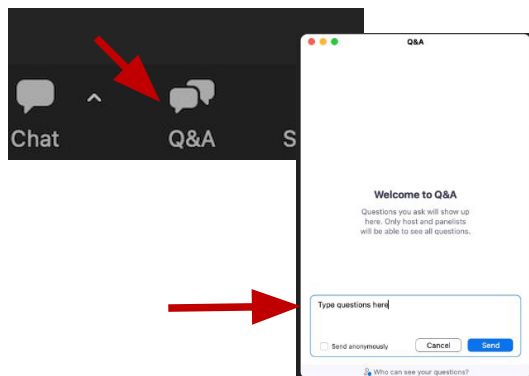
Script: Another way to participate if you're online is to raise your hand by clicking on the Raise Hand icon at the bottom of your screen. When you raise your hand, the moderator will call on you by name and you will be prompted to unmute yourself. Those who ask a question in Spanish will have it repeated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

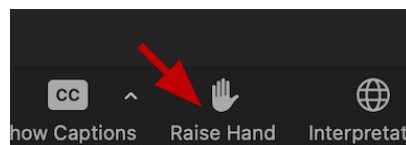
Now, I'd like to introduce tonight's Q & A moderator, Jan Gordley who is a member of the project's outreach team.

Q & A

Ask a Written Question:



Ask a Verbal Question:



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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.

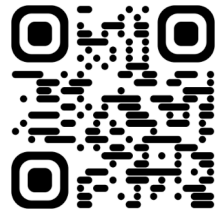
It looks like we've addressed all of the questions we have at the moment, so we'll share a couple of question we hear frequently on similar projects...

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



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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

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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.