

Loop 303: Lake Pleasant Parkway to I-17

ADOT Project No. M698701X & F0424

Federal Aid No. TBD

October 20, 2021 Public Meeting Summary

April 2022

Prepared by:

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Table of Contents

Introduction	3
Virtual Public Meeting	3
Public Meeting Notification	4
Study Website	4
GovDelivery/News Release	4
Social Media	4
Direct Outreach	4
Public Meeting Format	4
Public Meeting Materials	5
Presentation	5
Public Comments	5
Summary of Comments	6
Appendices	
Appendix A: Public Meeting Materials	
Appendix B: Public Comments	
Appendix C: Public Meeting Notification	

1. Introduction

Overview

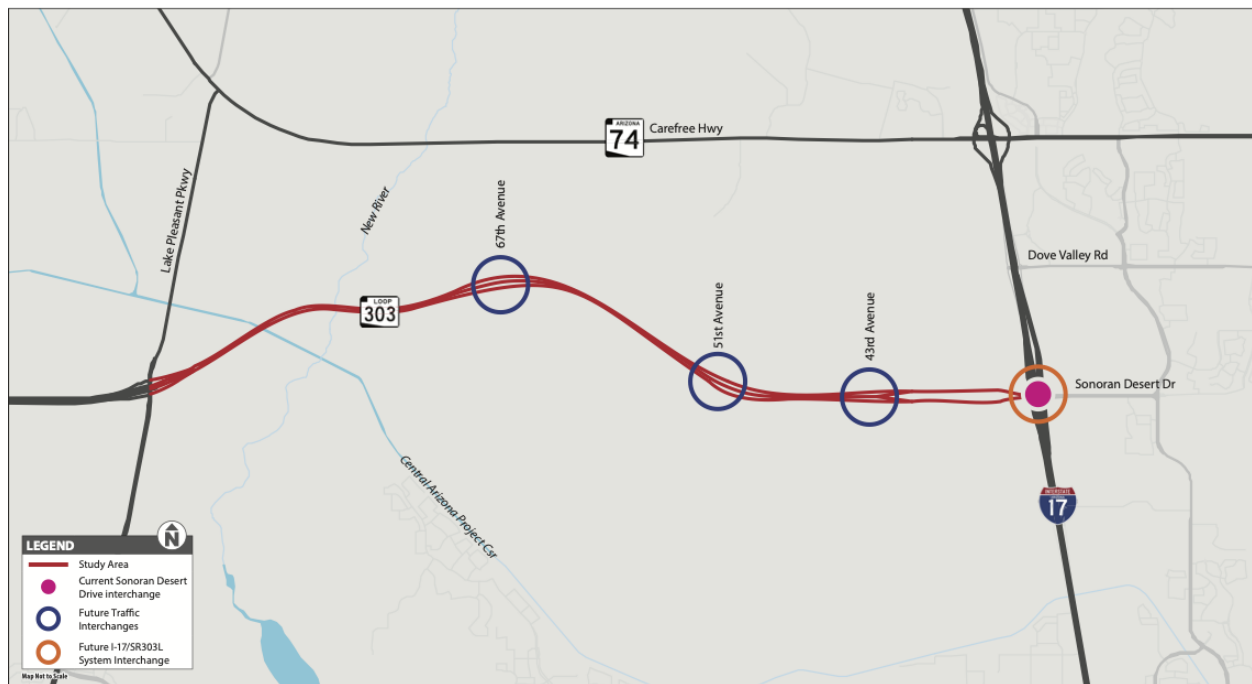
The study is evaluating adding a third general-purpose lane in each direction on Loop 303 from Lake Pleasant Parkway to Interstate 17, with an ultimate future configuration of four general purpose lanes and an HOV lane in each direction. Additionally, the study will evaluate interim and ultimate improvements to the I-17/Loop 303 system interchange, as well as a possible future traffic interchange at 67th Avenue.

ADOT has also initiated a project to construct new Loop 303 traffic interchanges at 51st and 43rd avenues. The freeway was originally constructed to accommodate these traffic interchanges with current Loop 303 freeway traffic using the location of the future ramps. The 51st Avenue interchange will be shifted slightly to the west to accommodate the future alignment of 51st Avenue.

These projects seek to address growing traffic demands on Loop 303.

This document identifies the public outreach activities and public input received during the initial public scoping phase of the study. The outreach goals were to identify overall community sentiment as well as concerns and desires regarding the study and traffic interchanges.

Figure 1: Study Area Map



2. Virtual Public Meeting

ADOT held a virtual public meeting 6 – 7:15 p.m. on Wednesday, Oct. 20, 2021. The purpose of the meetings was to provide information about the study purpose and need, anticipated timeline for the study and improvement project and to seek public comments.

The meeting was hosted using Zoom. Attendees could participate by computer and/or phone. One hundred twenty-five community members participated in the meeting. Study team members and staff from ADOT, the city of Phoenix and MAG also participated in the meeting.

2.1 Public Meeting Notification

2.1.1 Study Website

ADOT hosted the study website (azdot.gov/L303LakePleasantI-17), which was launched on Sept. 30, 2021. All the materials related to the public meeting were posted to the project website, including:

- Public Meeting Information
- Public Meeting Presentation (in English and Spanish)
- Public Meeting Recording
- Title VI/Civil Rights information

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

2.1.2 GovDelivery/News Release

Information on how to participate in the virtual public meeting was distributed by ADOT on Oct. 5, Oct. 15, and Oct. 19, 2021, via GovDelivery. Reminder notices for public commenting were sent via GovDelivery on Oct. 22 and Nov. 2.

ADOT Public Information staff distributed a news release to media outlets on Oct. 6, 2021.

Copies of the GovDelivery notices and the news release can be found in Appendix C.

2.1.3 Social Media

ADOT posted on its Facebook and Twitter pages between Oct. 6 and Nov. 1, 2021, providing information about the public meeting and commenting opportunities.

Examples of the social media posts can be found in Appendix C.

2.1.4 Direct Outreach

Beginning in early October 2021, the Community Relations team called businesses, HOAs, schools and churches near the project study area. The team provided information about the study and the public meeting. Contact information including email addresses were collected and added to the study mailing list. Additional email addresses provided by the cities of Phoenix and Peoria were added to the list. Information about the public meeting, as well as the public meeting flyer, were emailed to this list on Oct. 5 and Oct. 15, 2021.

A copy of the flyer can be found in Appendix C.

2.2 Public Meeting Format

The meeting was hosted online through the Zoom meeting platform. Participants could also call into the meeting if they did not have the ability to participate online. The meeting featured a presentation by the study team, followed by a question and answer period. Participants were provided information on how to ask questions or provide comments. Participants could ask questions verbally or submit questions through the online chat feature.

A panel of study team members and a Spanish speaking Community Relations Project Manager from ADOT were panelists at the meeting. Panelists included: ADOT Project Manager Tom O'Reilly, Jacobs Consultant Project

Manager Troy Seiglitz, ADOT Community Relations Supervisor, Nikki Green and ADOT Community Relations Project Manager, Stephanie Dyer (Spanish speaking). Additional consultant and stakeholder staff were present to assist in facilitating the online meeting and 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, USPS mail or online. Participants were notified that all project related materials, including the presentation, were available online.

Additionally, the presentation was posted to the website that had the script translated into Spanish. At the meeting, Ms. Dyer let the audience know where they could find the Spanish presentation and that she would be available for Q&A. She also read all Civil Rights/Title VI/Accommodation language in Spanish, as well as how to ask questions and take the self ID survey.

2.3 Public Meeting Materials

A variety of meeting materials were made available in both English and Spanish to the public online. These public meeting materials are available in Appendix A and include:

- Presentation
- Fact sheets
- Online comment form
- Self-Identification survey

2.3.1 Presentation

The presentation can be found in Appendix A and covered the following topics:

- Overview
- Schedule
- How to Provide Input
- Q&A

3. Public Comments

This section presents a summary of the comments received during the public comment period that ran from Oct. 5, 2021 through Nov. 3, 2021. During the comment period, comments for the study record could be submitted through the following methods: USPS mail, telephone, e-mail and online. A total of 106 comments were received through the following methods:

- Virtual Public Meeting: 23 comments
- Online Comments (azdot.gov/L303LPPI-17Comments): 69 comments
- Email: 13 comments
- Project Information Line: Two comments
- Mail: No comments received

Community Relations staff worked with the study team to provide responses to each of the comments to include in the comment log.

The public comment log is included in Appendix B.

3.1 Summary of Comments

Many similar comments were received from commenters. Comments primarily focused on issues outside of ADOT's jurisdiction and/or the project scope. Comments were classified into the following categories:

- Support Study/Project
- City Street Extensions
- Project Purpose and Need
- Schedule/Timing of Phases
- System Interchange
- Oppose Project
- Other

The comments received regarding ADOT's area of study indicate community members are generally supportive of proposed improvements along Loop 303. Primary community concerns expressed were in regards to the extension of city streets south of Loop 303. While this is not within ADOT's jurisdiction, staff worked with the city of Phoenix to respond to these comments.

A sample of comments from each category is provided below. All comments received during the public comment period are included in Appendix B.

Supports Study/Project

- This project is on direct target with all of the development. Good job ADOT
- I approve and support ADOT's Loop 303 Lake Pleasant - I-17 Study. The aspect that I love about ADOT's Loop 303 Lake Pleasant - I-17 Study is that Loop 303 will be widened from 2 lanes to 3 lanes and that a system interchange will be built at the Loop 303/I-17 Interchange. These elements will help reduce congestion and improve safety on Loop 303 between Lake Pleasant Parkway and I-17.

City Street Extensions (support and oppose)

- I support additional L303 intersections at 51st and 43rd. If this is not considered with future growth, 67th Ave and the Happy Valley intersection will continue to grow congestion and bottleneck during peak periods.
- I do not support the 67th avenue and 303 interchange. This is a major intersection at Happy Valley and is proving to be more unsafe each day. Adding this additional volume through neighborhoods is dangerous for the many school kids walking and driving to school.

Project Purpose and Need

- Why?

Schedule/Timing of Phases

- Priority needed for improvements on Highway 74 from Highway 60 to 303 & I-17. The corridor for growth in commercial, industrial and residential will add more vehicles and trucks to the rural area as it is now. To my knowledge ADOT Central District doesn't have this Highway as a priority. The Wickenburg Chamber of Commerce Transportation Committee (I recently retired after 33 years as CEO) has advocated for improvements. Traffic today includes trucks, recreational vehicles, horse trailers, automobiles, motorcycles & bicycles using primarily a two lane roadway. Please add dollars to future budgets as requested by our previous statement made in May. If the improvements are not addressed now, we will be far behind. Commercial, Industrial, Recreational & Residential expansion will cause problems on this route. I'm unable

to be present at the October meeting or phone in. I believe other comments from the Chamber will be forthcoming.

- My comment is a recommendation to switch phase 2 and phase 3. The way the current traffic flows on 303 approaching I-17 backs up over a mile some mornings. Due to how the roadway for that last mile plus has curbing, any accident or disabled vehicle shuts down a traffic lane and extremely slows down traffic in the remaining lane. There is no shoulder to move the vehicles out of the traffic lane and responding vehicles have very limited access to clear the vehicles. Changing the approach roadways and the I-17 303 interchange would alleviate a lot of those congestion issues.

System Interchange

- Please consider making the I-17 / 303 ramp tie in as a priority. It'll touch a lot more people than the interchanges for a private business.
- I appreciate the presentation. I would encourage acceleration of the I-17/Loop 303 interchange portion as it currently backs up, especially with the southbound exit right turn lane restriction (from I-17 onto Loop 303). Thank you.

Oppose Project

- Additional interchanges slow traffic flow, just look at the 10-17 and the 10-101 daily congested traffic. Please do not add entries and exits to the 303 and slow traffic on my only available path to work and recreation.

Other

- Just a general comment in that with final design work that adjacent landscaping should be native and natural looking and that lights be fully shielded to preserve the night skies in the northern part of Maricopa County.

Appendix A: Public Meeting and Website Materials

Fact Sheet

Website Content

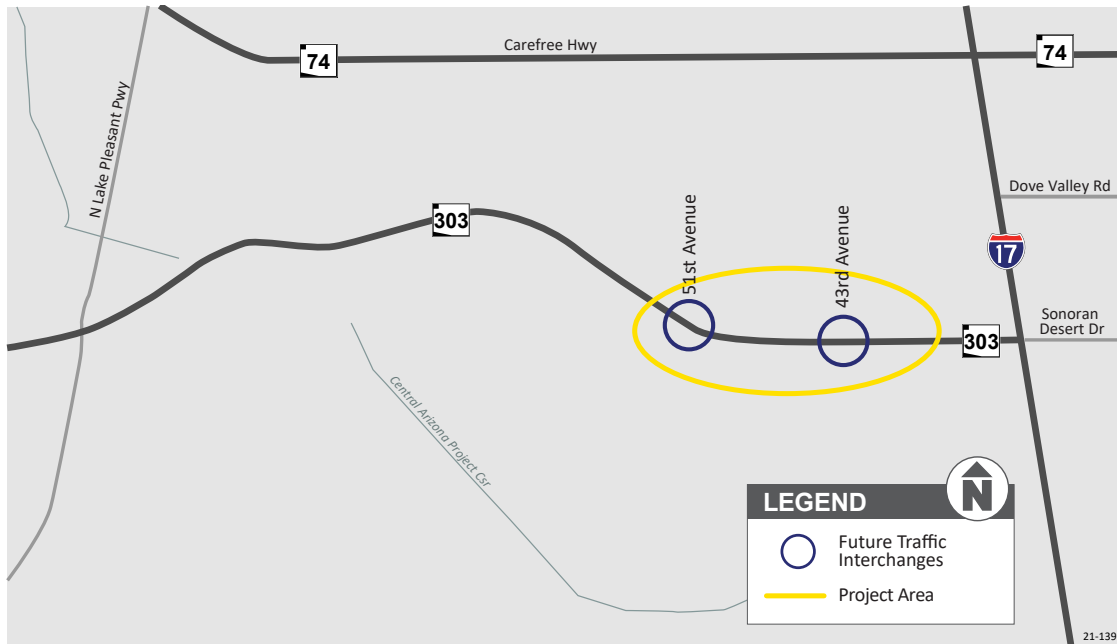
Public Meeting Presentation



Project Fact Sheet

LOOP 303, TRAFFIC INTERCHANGES AT 51ST AND 43RD AVENUES

The Arizona Department of Transportation, in coordination with the Maricopa Association of Governments, the Federal Highway Administration and the city of Phoenix, has initiated a project to construct new Loop 303 traffic interchanges at 51st and 43rd avenues. The freeway was originally constructed to accommodate these traffic interchanges with current Loop 303 freeway traffic using the location of the future ramps. The 51st Avenue interchange will be shifted slightly to the west to accommodate the re-alignment of 51st Avenue.



PROJECT ELEMENTS

- ▶ Construct new traffic interchanges at 51st and 43rd avenues
- ▶ Construct Loop 303 bridges over 51st and 43rd avenues
- ▶ Construct Loop 303 lanes through the new traffic interchange areas
- ▶ Reconstruct drainage channel west of 51st Avenue
- ▶ Install signing, pavement marking, and ramp gore lighting

WHAT TO EXPECT

- ▶ Construction will mostly occur outside the existing roadway, however periodic restrictions and closures on Loop 303 will be necessary.
- ▶ Restrictions and closures will be minimized to the extent possible to lessen impacts.
- ▶ ADOT will provide advance notice of restrictions and closures to email subscribers and on the project web page.

PROJECT SCHEDULE

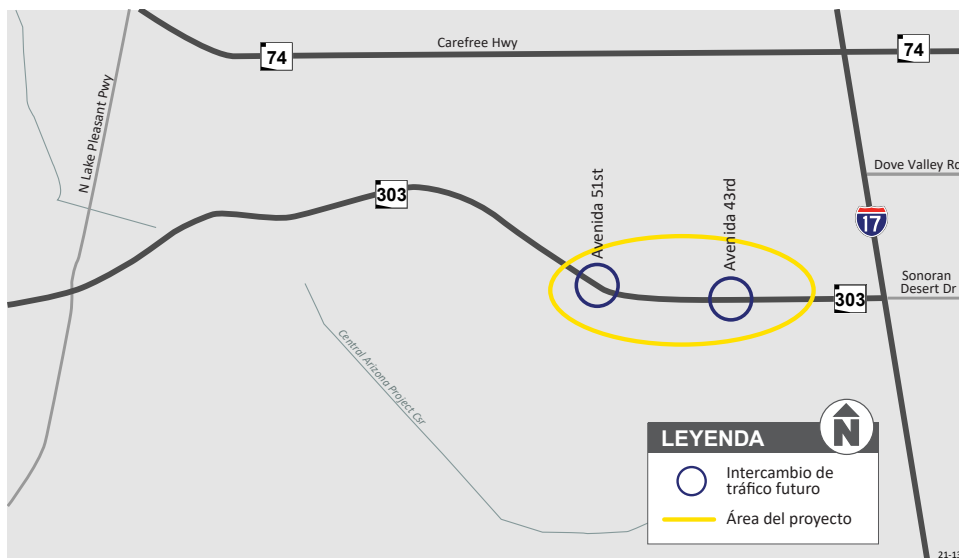
- ▶ Construction is expected to begin fall 2022 and completed summer 2023.

STAY INFORMED

- ▶ By email: Sign up to receive project updates and traffic alerts at public.govdelivery.com/accounts/AZDOT/subscriber/new
- ▶ Website: Visit the project web page at: azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements
- ▶ By phone: Call the ADOT Bilingual Project Information Line at 855.712.8530.
- ▶ Questions/Comments: Email: NGreen@azdot.gov
Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or ngreen@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 Nikki Green al 855.712.8530 o ngreen@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

El Departamento de Transporte de Arizona, en coordinación con la Asociación de Gobiernos de Maricopa, la Administración Federal de Carreteras y la ciudad de Phoenix, ha iniciado un proyecto para construir nuevas intersecciones de tráfico en la autopista Loop 303 en las avenidas 51 y 43. La autopista se construyó originalmente para acomodar estos intercambios de tráfico con el tráfico actual de la autopista Loop 303 utilizando la ubicación de las futuras rampas. El intercambio de la Avenida 51 se desplazará ligeramente hacia el oeste para dar cabida a la realineación de la Avenida 51.



ELEMENTOS DEL PROYECTO

- ▶ Construir nuevas intersecciones de tráfico en las Avenidas 51 y 43.
- ▶ Construir puentes en las intersecciones sobre las Avenidas 51 y 43.
- ▶ Construir carriles a través de las nuevas áreas de las intersecciones de tráfico.
- ▶ Reconstruir el canal de drenaje al oeste de la avenida 51.
- ▶ Instalar señalización, señalización en el pavimento e iluminación de rampas.

¿QUÉ SE ANTICIPA?

- ▶ La construcción ocurrirá principalmente fuera de la calzada existente; sin embargo, pueden ser necesarias restricciones periódicas y cierres en la autopista Loop 303.
- ▶ Las restricciones y cierres se minimizarán en la medida de lo posible para disminuir los impactos.
- ▶ ADOT notificará con anticipación las restricciones y cierres a los suscriptores de correo electrónico y en la página web del proyecto.

CRONOGRAMA DEL PROYECTO

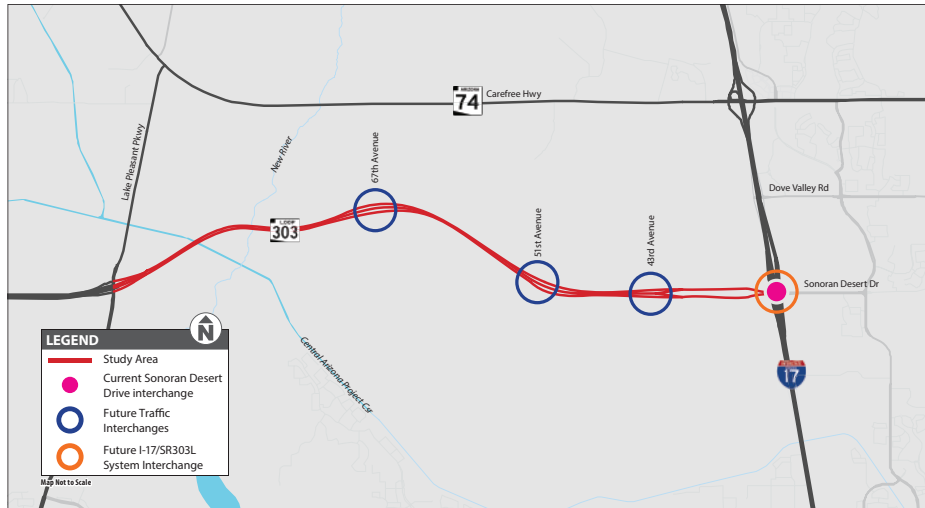
Se espera que la construcción comience en el otoño del 2022 y se complete en el verano del 2023.

MÁNTENGASE INFORMADO

- ▶ **Por correo electrónico:** Regístrese para recibir actualizaciones del proyecto y alertas de tráfico en: public.govdelivery.com/accounts/AZDOT/subscriber/new
- ▶ **Sitio Web:** Visite la página web del proyecto en: azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements
- ▶ **Por teléfono:** Llame a la línea de información bilingüe del proyecto de ADOT al: 855.712.8530
- ▶ **Preguntas/comentarios:** Correo electrónico: NGreen@azdot.gov

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The Arizona Department of Transportation, in association with the Maricopa Association of Governments, and in coordination with the Federal Highway Administration and the cities of Phoenix and Peoria, is currently conducting a study to evaluate improvements to Loop 303 between Interstate 17 and Lake Pleasant Parkway.



STUDY/PROJECT INFORMATION

The study is evaluating adding a third general-purpose lane in each direction on this segment of Loop 303, with an ultimate future configuration of four general purpose lanes and an HOV lane in each direction. Additionally, the study will evaluate interim and ultimate improvements to the I-17/Loop 303 system interchange ramps, as well as a possible future traffic interchange at 67th Avenue.

ADOT has also initiated a project to construct new Loop 303 traffic interchanges at 51st and 43rd avenues. The freeway was originally constructed to accommodate these traffic interchanges with current Loop 303 freeway traffic using the location of the future ramps. The 51st Avenue interchange will be shifted slightly to the west to accommodate the future alignment of 51st Avenue.

These projects seek to address growing traffic demands on Loop 303.

STUDY/PROJECT ELEMENTS

- ▶ Evaluate the addition of a third general-purpose lane in each direction, with an ultimate build-out of four lanes and an HOV lane in each direction.
- ▶ Develop and evaluate interchange alternatives at 67th Avenue.
- ▶ Develop and evaluate direct connecting ramps at the I-17/Loop 303 system interchange, and their implementation.
- ▶ Construct new traffic interchanges and cross street improvements at 51st and 43rd avenues within ADOT's right-of-way, as well as new bridges.
- ▶ Construct new freeway lanes on Loop 303 between 51st and 43rd avenues.
- ▶ Reconstruct the drainage channel west of 51st Avenue.
- ▶ Install signing, pavement marking and ramp lighting.

SCHEDULE

The project is currently in the study phase for the general-purpose lane widening and the design phase for the 51st and 43rd avenues traffic interchanges. Construction of the new traffic interchanges is anticipated to begin in fall 2022 and be completed in summer 2023.

WHAT TO EXPECT

Construction will mostly occur outside the existing roadway; however, periodic restrictions and closures on Loop 303 may be necessary. Restrictions and closures will be minimized to the extent possible to lessen impacts. Schedules are subject to change.

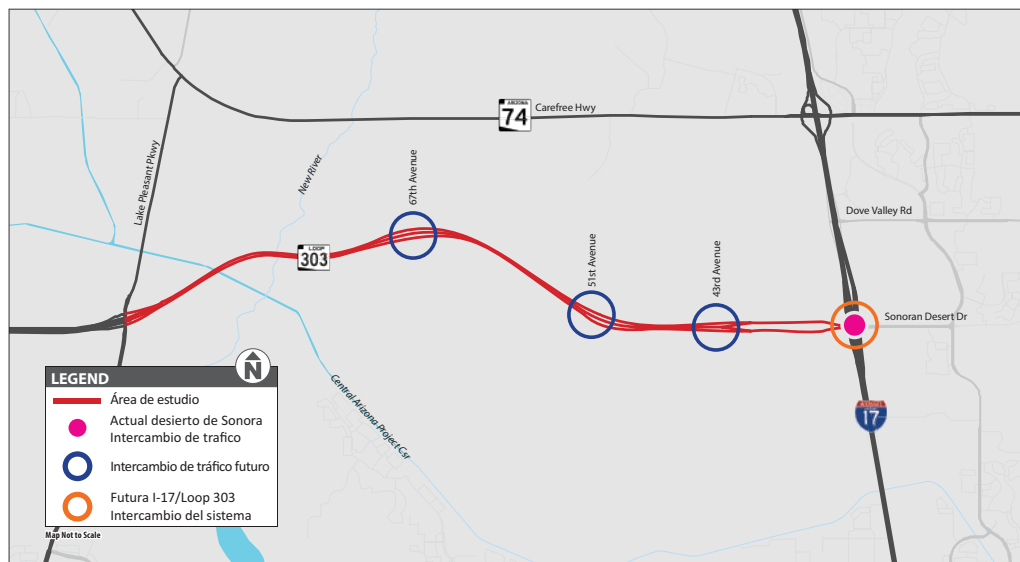
MORE INFORMATION/STAY UP TO DATE

For more information or to subscribe to our project email list, visit the project website at azdot.gov/L303LakePleasantI-17.

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El Departamento de Transporte de Arizona, en asociación con la Asociación de Gobiernos de Maricopa y en coordinación con la Administración Federal de Carreteras y las ciudades de Phoenix y Peoria, está llevando a cabo un estudio para evaluar las mejoras a la autopista Loop 303 entre la Interestatal 17 y Lake Pleasant Parkway.



INFORMACIÓN DEL ESTUDIO/PROYECTO

El estudio evalúa agregar un tercer carril de uso general en cada dirección en este segmento de la autopista Loop 303, con una configuración futura final de cuatro carriles de uso general y un carril de vehículo de alta ocupación (HOV, por sus siglas en inglés) en cada dirección. Además, el estudio evaluará las mejoras provisionales y definitivas a las rampas de la intersección del sistema de la interestatal I-17 y la autopista Loop 303, así como una posible intersección de tráfico futuro en la avenida 67.

ADOT también ha iniciado un proyecto para construir nuevas intersecciones de tráfico en la autopista Loop 303 en las avenidas 51 y 43. La autopista se construyó originalmente para acomodar estas intersecciones de tráfico con el tráfico actual de la autopista Loop 303 utilizando la ubicación de las futuras rampas. La intersección de la avenida 51 se desplazará ligeramente hacia el oeste para acomodar la futura alineación de la avenida 51.

Estos proyectos buscan abordar la creciente demanda de tráfico en la autopista Loop 303.

ELEMENTOS DEL ESTUDIO/PROYECTO

- ▶ Evaluar la adición de un tercer carril de uso general en cada dirección, con una construcción final de cuatro carriles y un carril HOV en cada dirección.
- ▶ Desarrollar y evaluar alternativas de la intersección en la avenida 67.
- ▶ Desarrollar y evaluar rampas de conexión directa en el sistema de la intersección de la I-17 / Autopista Loop 303 y su implementación.
- ▶ Construir nuevas intersecciones de tráfico y mejoras en los cruces de calles en las avenidas 51 y 43 dentro del derecho de paso de ADOT, así como nuevos puentes.
- ▶ Construir nuevos carriles en la autopista Loop 303 entre las avenidas 51 y 43.
- ▶ Reconstruir el canal de drenaje al oeste de la avenida 51.
- ▶ Instalar señalización, señalización en el pavimento e iluminación de rampas

CALENDARIO

El proyecto se encuentra actualmente en fase de estudio generales para la ampliación de carril y fase de diseño de las avenidas 51 y 43 en las intersecciones de tráfico. La construcción de las nuevas intersecciones de tráfico se prevé que comience en el otoño del 2022 y se complete en el verano de 2023.

¿QUÉ SE ANTICIPA?

La construcción ocurrirá principalmente fuera de la calzada existente; sin embargo, puede que sean necesarias restricciones y cierres periódicos en la autopista Loop 303. Las restricciones y cierres se minimizarán en la medida de lo posible para disminuir los impactos. Los horarios están sujetos a cambios.

MÁS INFORMACIÓN/MANTÉNGASE AL DÍA

Para obtener más información o para suscribirse a nuestra lista de correo electrónico del proyecto, visite el sitio web del proyecto en azdot.gov/L303LakePleasantI-17.

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WEBSITE

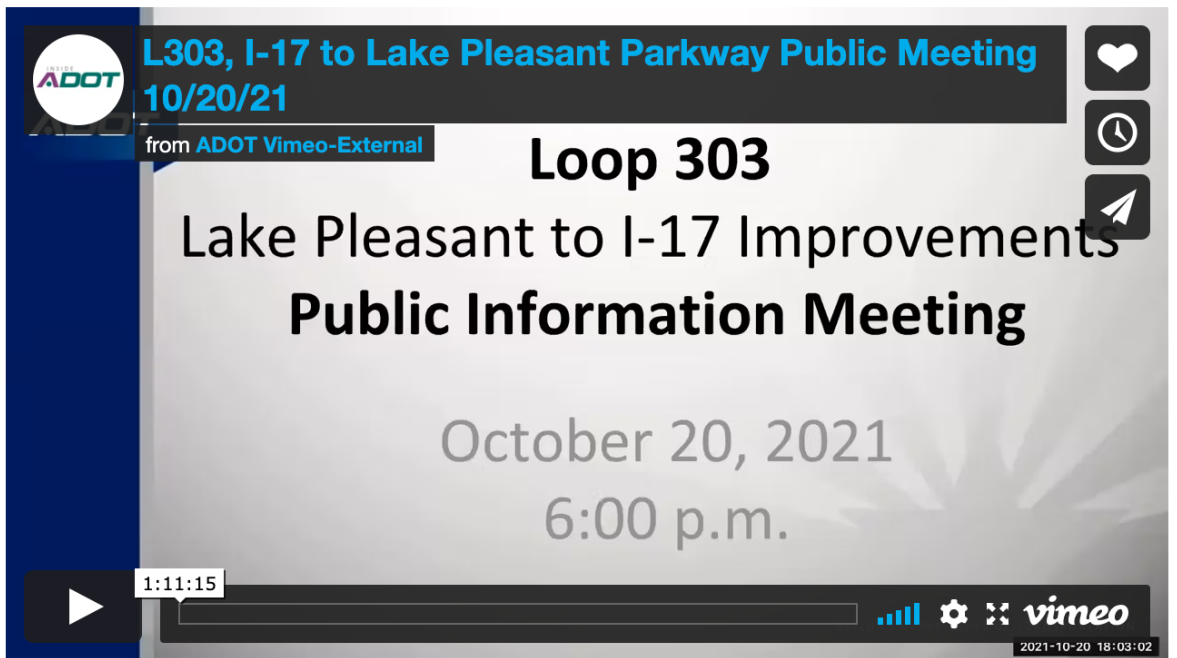
Public Meeting - Loop 303, Lake Pleasant Parkway to I-17 Improvements

- Overview
- 51st and 43rd avenues Traffic Interchanges
- Documents
- Public Meeting

Virtual Public Meeting Information

On October 20, 2021, ADOT held a virtual public meeting to provide information about the proposed near-term and long-term improvement plans to Loop 303 between Lake Pleasant Parkway and Interstate 17.

View a recording of the presentation




- [Meeting Slides - English Script](#)

- [Meeting Slides - Spanish Script](#) 


Questions/Comments


Submit questions and comments or request information in any of the following ways:

- **By Phone:** ADOT Bilingual Project Information Line: 855.712.8530
- **By Email:** Contact Nikki Green at NGreen@azdot.gov 
- **By Mail:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Stay Informed

Please [subscribe](#)  to receive updates by email.

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The Loop 303 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/L303SelfIDSurvey

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/L303EncuestaParalIdentificarse

Thank you for joining us. The meeting will begin shortly. If you are having technical difficulties, please contact our team at (352) 246-5246.

While we are waiting for the meeting to begin, we invite you to visit the link shown on the screen – azdot.gov/L303selfIDSurvey to complete a confidential, one question survey for our reporting purposes. We've also put this link in the chat.

Mientras esperamos que comience la reunión, lo invitamos a visitar el enlace que se muestra en la pantalla: azdot.gov/L303EncuestaParalIdentificarse para

completar una encuesta confidencial de una pregunta con el propósito de informar. También pusimos este enlace en el chat.

The logo for the Arizona Department of Transportation (ADOT), featuring the letters "ADOT" in white on a dark blue background.

Loop 303

Lake Pleasant to I-17 Improvements

Public Information Meeting

October 20, 2021
6:00 p.m.

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening. Welcome and thank you for joining us for the public information meeting for the Loop 303, Lake Pleasant Parkway to I-17 Improvements

I'm Nikki Green, ADOT Community Relations Supervisor.

WELCOME!

- All participants have been muted to avoid background noise
- Following the meeting presentation, we will take comments and questions online and by phone
 - Instructions will be provided

No sound?

Call into the meeting: (253) 215-8782

Meeting ID: 8793 592 4208

Passcode: *303303

Issues with Zoom?

Call (352) 246-5246 for support from our team

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. If that does not work, please contact our team at (352) 246-5246. Again, that number is (352) 246-5246.

After the presentation, we'll describe and display instructions for asking a question or making a comment.

Please note this event is being recorded and will be

posted to the project website.

Now I'm going to hand it off to Stephanie Dyer with ADOT Communications.



ADOT Non-Discrimination Notice

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, age, sex, disability, low income status or limited English proficiency (LEP) 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 at: 602.712.8946 or civilrightsoffice@azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

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Aviso De No Discriminación De ADOT

El Departamento de Transporte de Arizona (ADOT) por la presente notifica al público que es la política de la Agencia asegurar el pleno cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras autoridades relacionadas en todos sus programas y actividades. Los Programas de Título VI y ADA de ADOT requieren que ninguna persona, por motivos de raza, color, origen nacional o discapacidad, sea excluida de la participación, se le niegue los beneficios de, o de otra manera ser sujeta a discriminación bajo cualquier programa o actividad.

Cualquier persona que considere que sus derechos de Título VI o ADA han sido violados, puede presentar una queja. Cualquier queja debe ser por escrito y presentada ante la Oficina de Derechos Civiles de ADOT dentro de los ciento ochenta (180) días siguientes a la fecha de la presunta ocurrencia discriminatoria. Para obtener información adicional sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, comuníquese con la Oficina de Derechos Civiles de ADOT al: 602.712.8946 o civilrightsoffice@azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

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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 modifications 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

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Servicios y Asistencia Adicional

En cumplimiento con el Título II de la ley de ciudadanos Americanos con Discapacidades y la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte del estado de Arizona no discrimina contra individuos con discapacidades en sus programas, servicios y actividades administrados por el departamento.

ADOT hará modificaciones razonables para asegurar que individuos con discapacidades tengan las mismas oportunidades de disfrutar y participar en todos los programas, servicios y actividades de ADOT.

Las personas que requieran asistencia o una adaptación razonable por discapacidad por favor informe a un empleado de ADOT. Si tiene cualquier pregunta o desea más información sobre el programa de no discriminación de ADOT, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT al 602.712.8946.

ARIZONA DEPARTMENT OF TRANSPORTATION

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Presentación en español

Para ver esta presentación en español, visite la pestaña de reunión pública en el sitio web del proyecto: azdot.gov/L303LakePleasantI-17

Una vez que haya revisado la presentación, únase a nosotros para las preguntas y respuestas, a partir de las 6:30 p.m.

ARIZONA DEPARTMENT OF TRANSPORTATION

Para ver esta presentación en español, visite la pestaña de reunión pública en el sitio web del proyecto:
azdot.gov/L303LakePleasantI-17

Una vez que haya revisado la presentación, únase a nosotros para las preguntas y respuestas, a partir de las 6:30 p.m. Estaré disponible para interpretar todas las preguntas en español.



Tonight's Presenters

- Nikki Green, ADOT Community Relations Supervisor
- Stephanie Dyer, ADOT Community Relations Project Manager
- Tom O'Reilly, P.E., ADOT Project Manager
- Troy Sieglitz, P.E., Design Manager, Jacobs
- Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you, Stephanie.

Additional presenters this evening include:

Tom O'Reilly, ADOT's Project Manager

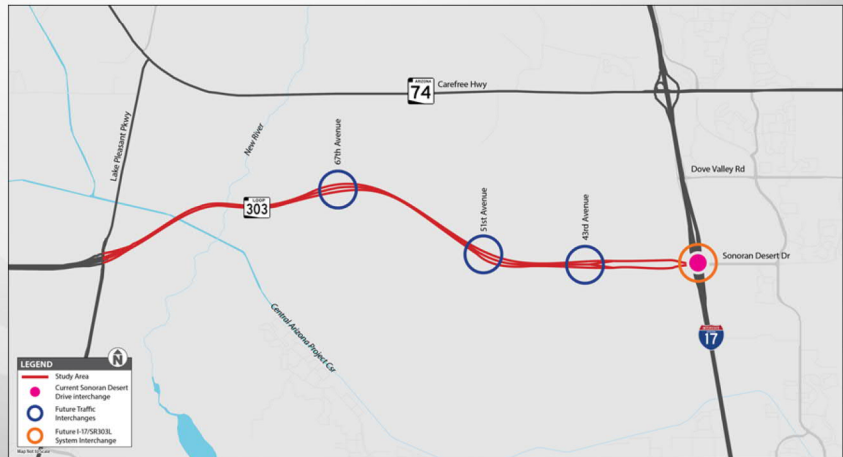
and

Troy Sieglitz, the Design Manager with Jacobs

Other project team members will be available during Q&A.

Purpose of Tonight's Meeting

- Overview of Loop 303 improvements between Lake Pleasant Parkway and I-17
- Timing of near-term and long-term improvements
- Opportunity to ask questions and provide comments



ARIZONA DEPARTMENT OF TRANSPORTATION

The purpose of this meeting is to present information on the proposed near-term and long-term improvement plans to Loop 303 between Lake Pleasant Parkway and Interstate 17.

We will also let you know how you can comment tonight, as well as after the meeting through the comment period ending Nov. 3.

I will now turn the presentation over to Tom who will start us off with the background of the project.

Project Background

- In 2006, ADOT completed a Design Concept Report and Environmental Assessments that established ultimate vision for the Loop 303 corridor.
 - Four general purpose lanes and one high occupancy vehicle (HOV) lane in each direction
 - Traffic interchanges at Happy Valley Parkway, Jomax Parkway, Lone Mountain Parkway, Westland Drive, 99th Avenue, Lake Pleasant Parkway, 67th Avenue, 51st Avenue, and 43rd Avenue
 - System to System traffic interchanges at New River (to SR 74, Carefree Highway), and I-17

Thank you, Nikki.

In 2006, ADOT prepared a Design Concept Report and Environmental Assessment that identified the ultimate footprint and alignment for Loop 303 from Happy Valley Road to Interstate 17.

This established the ultimate vision for this segment of the Loop 303 freeway and identified the ultimate widening of Loop 303 to provide four general-purpose lanes and one high occupancy vehicle lane (HOV) in each direction. Traffic interchanges at major cross streets were also identified, along with system-to-system interchanges

at Loop 303 and I-17, as well as New River Road to Carefree Highway.

The purpose of this current study is to update the 2006 study for the segment of Loop 303 between Lake Pleasant Parkway and I-17 to reflect new conditions and future traffic projections. The DCR will consider the addition of a third general-purpose lane in each direction and evaluate interchange alternatives at 67th, 51st and 43rd Avenues, and determine when the I-17/Loop 303 direct connecting ramps will be needed.

Project Need

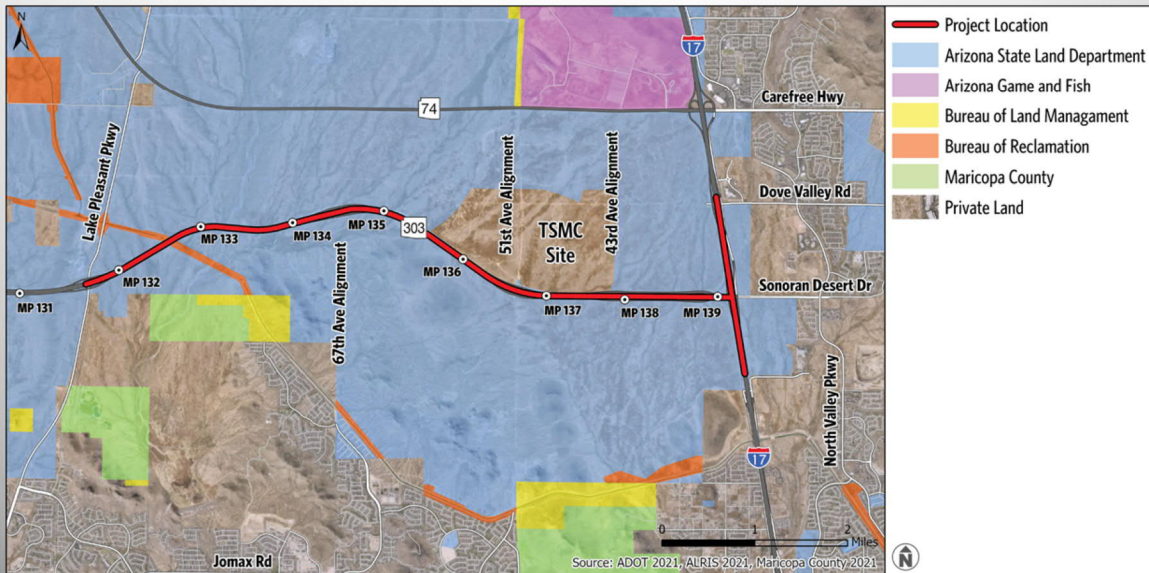
- Loop 303
 - Accommodates traffic from Interstate 10 to Interstate 17
 - Major element of the MAG-adopted Regional Transportation Plan Freeway Program
 - A third general-purpose lane in each direction is consistent with other area projects and would alleviate future congestion.
- Growth
 - Maricopa County has been one of the fastest growing regions in the U.S.
 - Several west valley communities rank among fastest growing in the U.S.
 - Population growth is contributing to increasing traffic congestion
 - Population within Maricopa County will continue to increase over time

Loop 303 is a major element of the Maricopa Association of Governments adopted Regional Transportation Plan Freeway Program. This segment of Loop 303 accommodates traffic from Interstate 10 to Interstate 17, serving several west valley communities.

Maricopa County has been one of the fastest growing regions in the United States and projections predict the population will increase by nearly 30 percent by 2040. Several of the west valley communities rank among the fastest growing in the United States and this growth is contributing to increasing traffic congestion throughout the region, including along the Loop 303 corridor.

A construction project is currently underway on Loop 303 between Happy Valley Parkway and Lake Pleasant Parkway that will add a third general purpose lane in each direction and will also construct the Jomax Parkway traffic interchange. The Loop 303, Lake Pleasant Parkway to I-17 project would also add one additional general-purpose lane in each direction and includes potential implementation of direct-connecting ramps at the I-17/Loop 303 system interchange. This would help alleviate future congestion and is consistent with the Loop 303 segments to the south.

Land Use



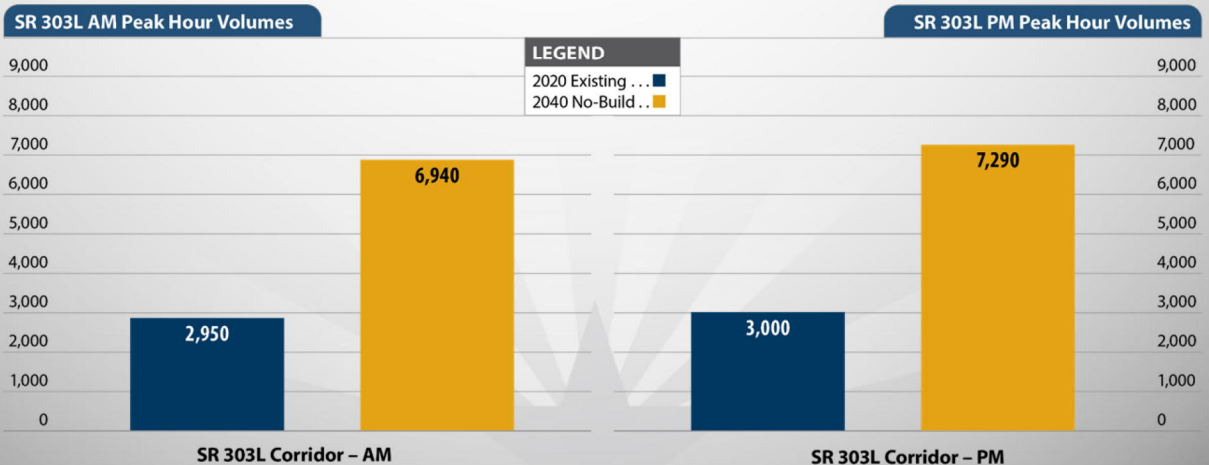
The area adjacent to Loop 303 is comprised primarily of undeveloped Arizona State Trust Land managed by the Arizona State Land Department (ASLD) within the Cities of Peoria and Phoenix. Rapidly developing parcels north of Loop 303 will further contribute to deteriorating traffic operational performance.

The Taiwan Semiconductor Manufacturing Company (TSMC) is a planned facility located on the north side of Loop 303. The TSMC development is north of Loop 303 and extends from 43rd Avenue to west of 51st Avenue.

The additional general-purpose lanes and proposed

service interchanges along Loop 303 would increase the freeway capacity and help accommodate traffic generated from population growth and these future employment areas.

Travel Demand



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Over the next 20 years traffic is anticipated to grow by almost two and a half times the current levels, leading to increased traffic congestion on Loop 303.

Now, Troy Sieglitz, our design project manager, is going to walk through the planned improvements and our implementation plan.

Overview of Planned Improvements

- Loop 303 widening
 - Three lanes in each direction
 - Ultimate: four lanes + HOV lane each direction
- New traffic interchanges at 67th, 51st and 43rd avenues
- New system interchange at I-17/Loop 303
- Extension of City streets beyond interchange areas are jurisdiction of the local agency



Thank you, Tom.

Currently Loop 303 has been constructed as an interim facility with two lanes in each direction and accommodates future implementation of traffic interchanges at 67th, 51st and 43rd Avenues.

Loop 303 is ultimately planned to provide 4 general purpose lanes and a high occupancy vehicle lane (carpool lane) in each direction.

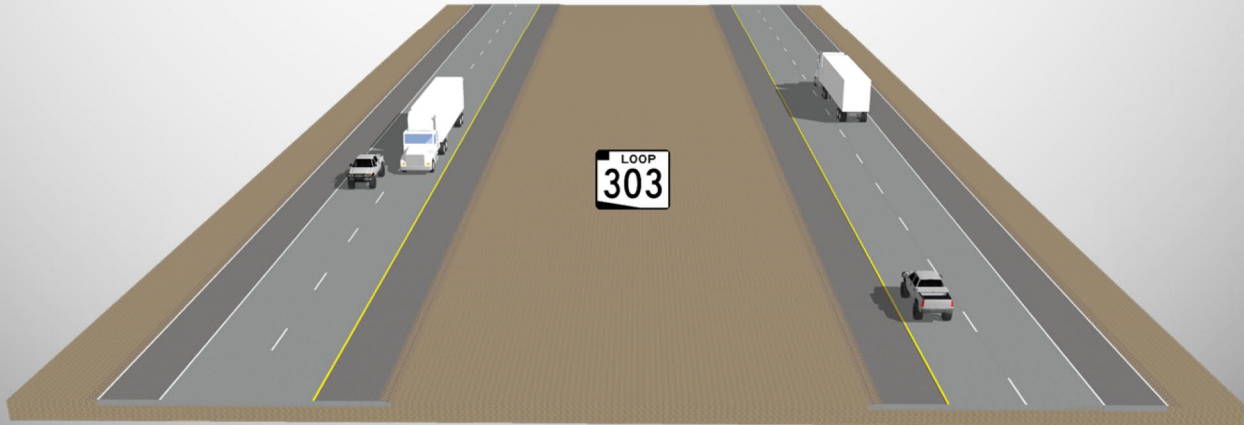
This study update is looking at potential implementation of a third general purpose lane in each direction, traffic

interchanges at 67th, 51st and 43rd Avenues, and the timing of the direct connecting ramps at the I-17/Loop 303 system to system interchange.

This study focuses on the Loop 303 freeway system but considers connection points for future local roadways. Extension and timing of the City streets beyond the interchange areas is not part of this study and will be determined by the respective local agencies.

Loop 303 Widening

Existing Loop 303
2 Lanes

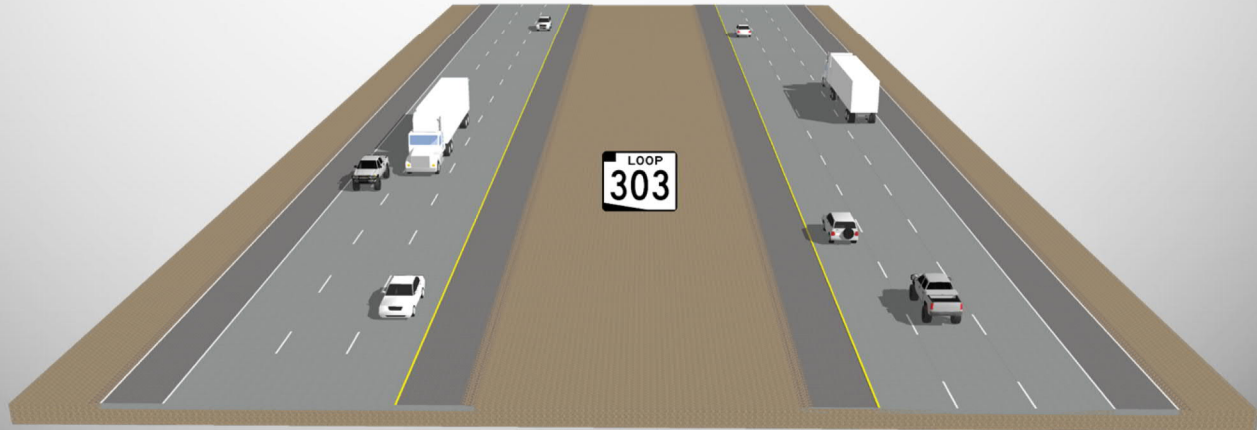


Exst 10' Shldr	Exst 12' Lane ▼	Exst 12' Lane ▼	Exst 12' Shldr		Exst 12' Shldr	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 10' Shldr
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Loop 303 has been constructed as an interim facility with two 12-foot lanes in each direction with 10-foot outside shoulders and 12-foot inside shoulders. The freeway was originally designed and constructed to allow for future lane additions within the median.

Loop 303 Widening

Improved Loop 303
3 Lanes

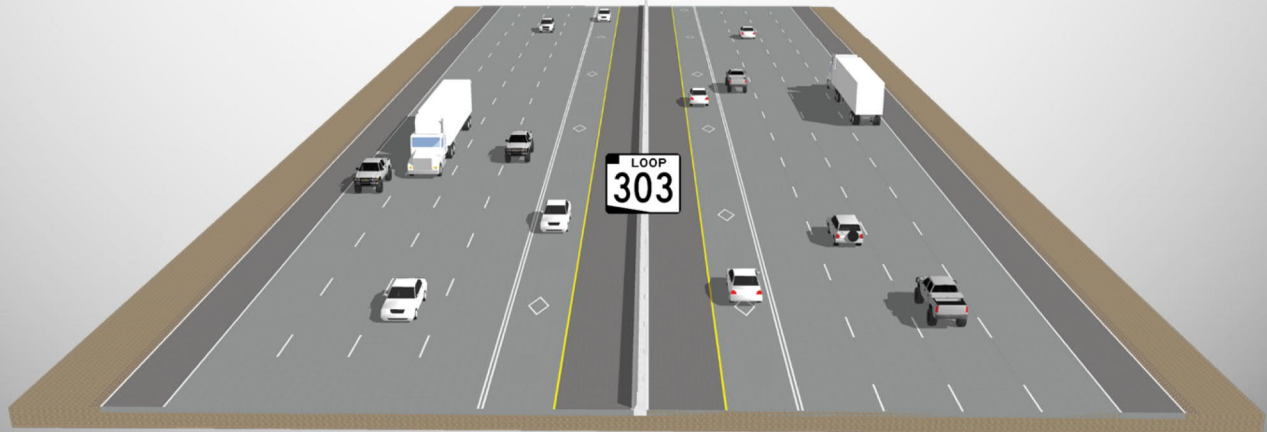


Exst 10' Shldr	Exst 12' Lane ▼	Exst 12' Lane ▼	NEW 12' Lane ▼	NEW 10' Shldr		NEW 10' Shldr	NEW 12' Lane	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 10' Shldr
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The addition of a future third lane would be accomplished by converting the existing 12-foot inside shoulder to a travel lane and a new 10-foot inside shoulder would be constructed toward the median.

Loop 303 Widening

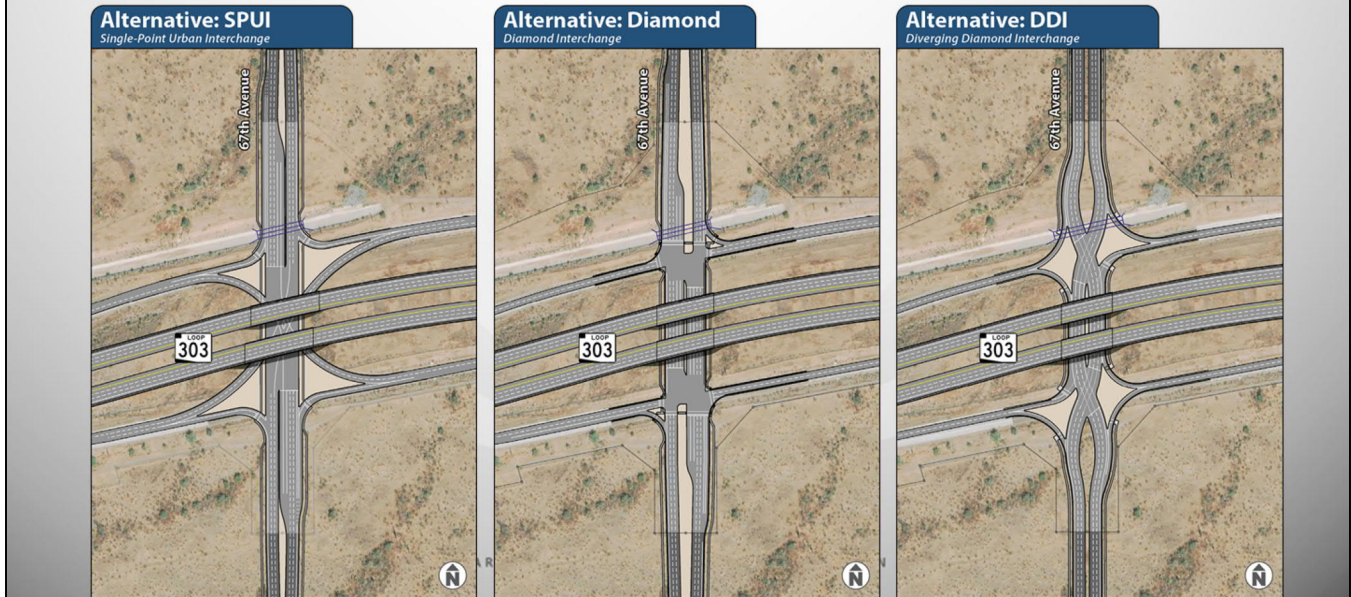
Ultimate Loop 303 Widening 4 Lanes + 1 HOV Lane



Exst 10' Shldr	Exst 12' Lane ▼	Exst 12' Lane ▼	Exst 12' Lane ▼	NEW 12' Lane ▼	NEW 12' HOV ▼	NEW 12' Shldr	NEW 12' Shldr	NEW 12' HOV ▲	NEW 12' Lane ▲	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 10' Shldr
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The ultimate Loop 303 freeway would add a fourth general purpose lane and an HOV lane in each direction, and a concrete barrier in the median would separate opposing directions of traffic

67th Avenue Interchange Alternatives



As mentioned earlier, this study is considering implementation of the ultimate traffic interchanges at 67th, 51st and 43rd Avenues.

At 67th Avenue, three alternatives were considered:

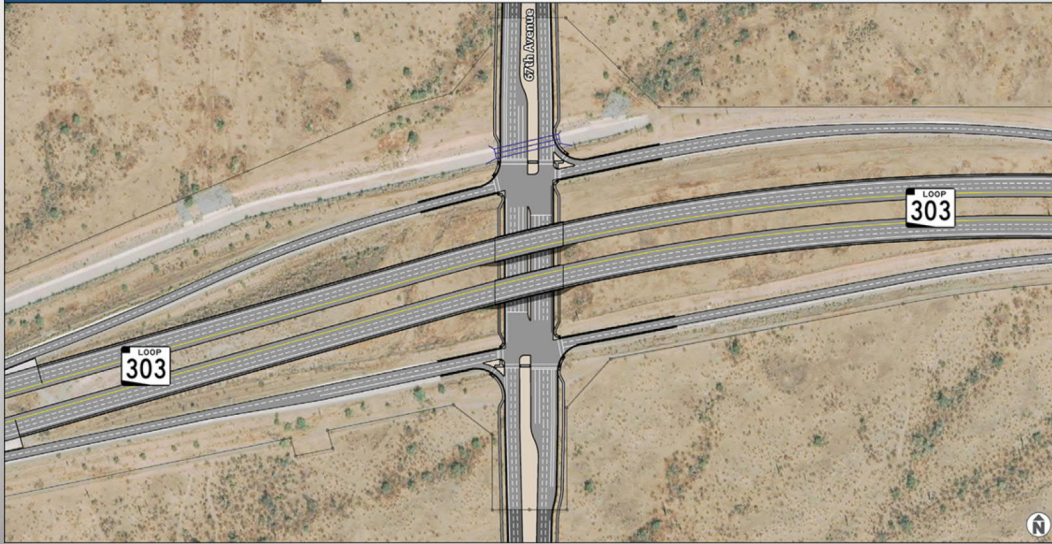
1. A Single-Point Urban Interchange, or SPUI. This is similar to the existing interchange at Loop 303 and Happy Valley Parkway.
2. The second alternative is a standard Diamond Interchange. This is similar to the existing interchange at Loop 303 and Lake Pleasant Parkway.
3. Finally, a Diverging Diamond Interchange, or DDI was also considered. This is similar to the existing

interchange at I-17 and Happy Valley Road.

We evaluated these three alternatives using a set of evaluation criteria and performance measures.

67th Avenue Interchange Preferred Alternative

Preferred Alternative: Diamond
Diamond Interchange



Based on the results of the analysis, the Diamond Interchange is the recommended alternative at 67th Avenue. The diamond configuration ranked higher or equal to the SPUI and DDI in nearly every category evaluated.

Further details of the evaluation of these alternatives can be found by reviewing the Initial Design Concept Report on the project webpage.

51st Avenue

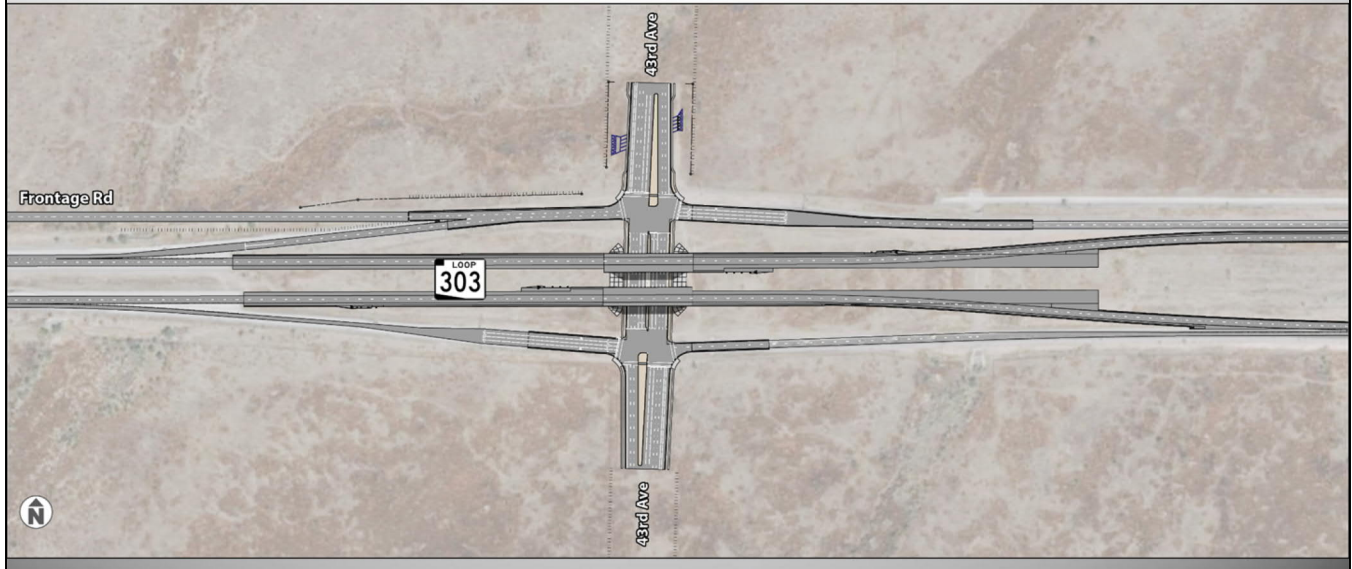


In response to the need to provide access to the developing parcels north of Loop 303, earlier this year ADOT prepared the Loop 303, 51st Avenue and 43rd Avenue Traffic Interchanges Project Assessment, or PA. The PA evaluated the interchanges at 51st Avenue and 43rd Avenue, including shifting the 51st Avenue alignment approximately 1,000 feet west of where it was originally planned. The PA is included as an appendix to the Initial Design Concept Report.

A diamond interchange for 51st Avenue was recommended and includes the Loop 303 freeway lanes and bridges through the interchange location, and a

frontage road on the north side of Loop 303 between 43rd and 51st Avenues.

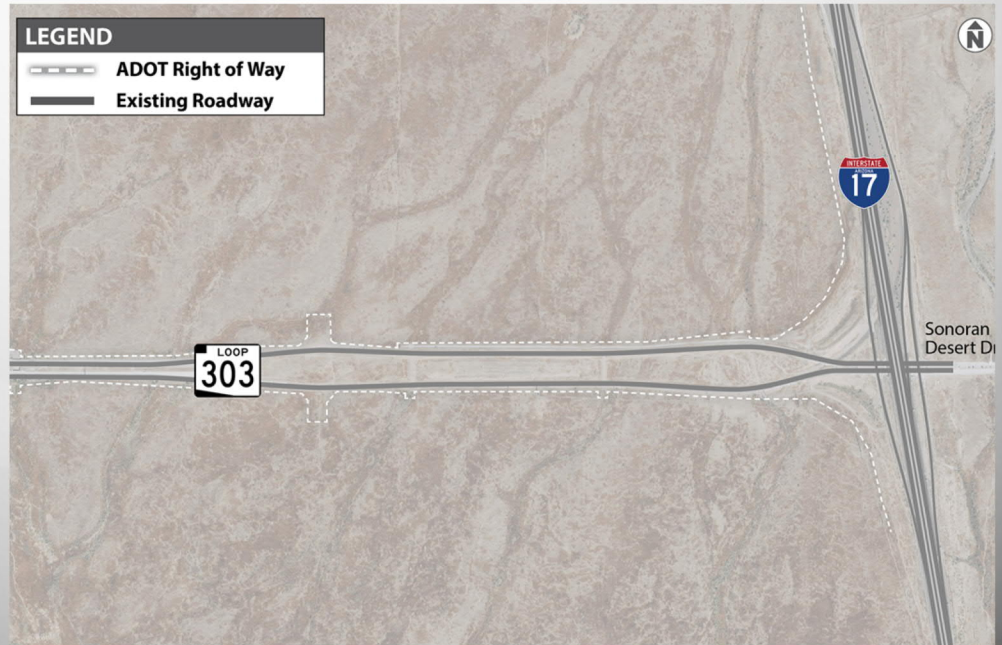
43rd Avenue



A diamond interchange was also recommended at the 43rd Avenue interchange and includes temporary connectors from the new mainline paving at 43rd Avenue to the existing frontage road between 43rd Avenue and the I-17/Sonoran Desert Drive interchange.

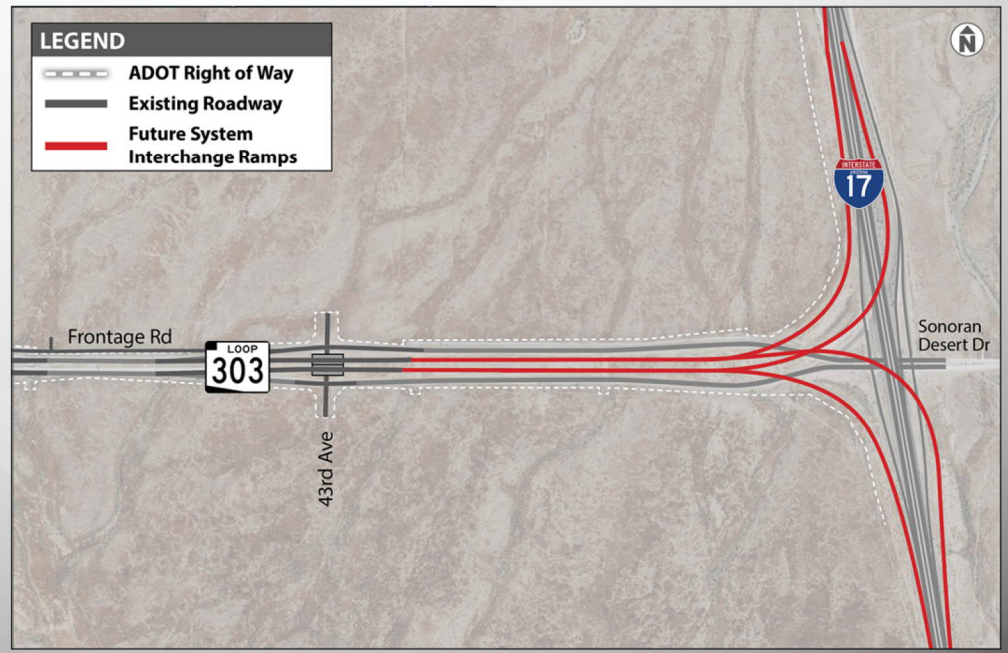
Traffic accessing Loop 303 and 43rd Avenue from I-17 would continue to use the I-17/Sonoran Desert Drive interchange.

**I-17/
Loop 303
Access:
Existing**



Interstate 17 traffic traveling to/from Loop 303 currently uses the Sonoran Desert Drive traffic interchange. For example, traffic on I-17 exiting to Loop 303 uses the Sonoran Desert Drive/Loop 303 exit ramp.

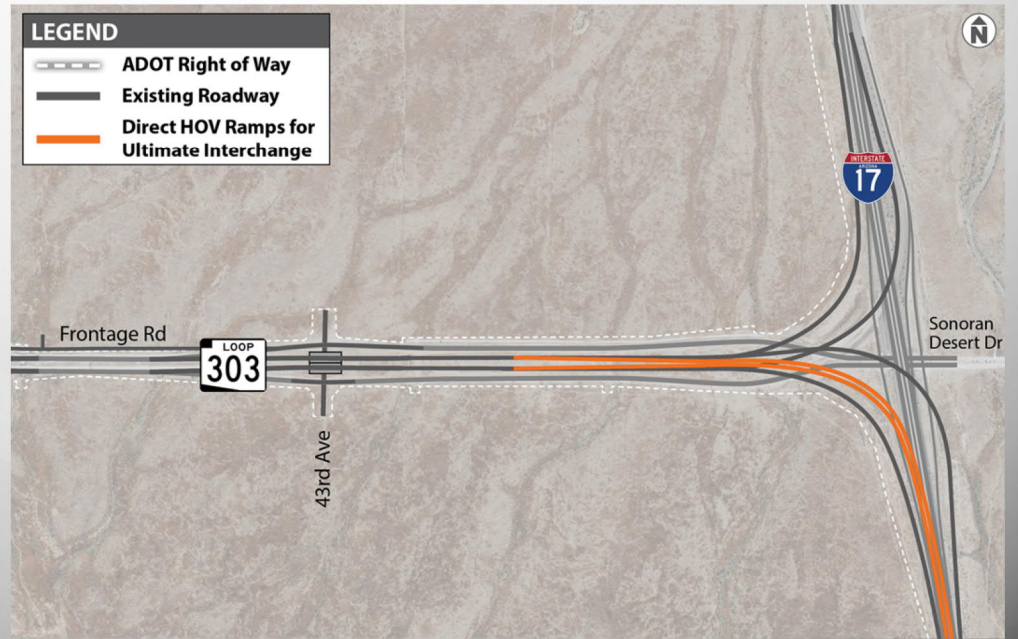
I-17/ Loop 303 System Interchange: Ramps



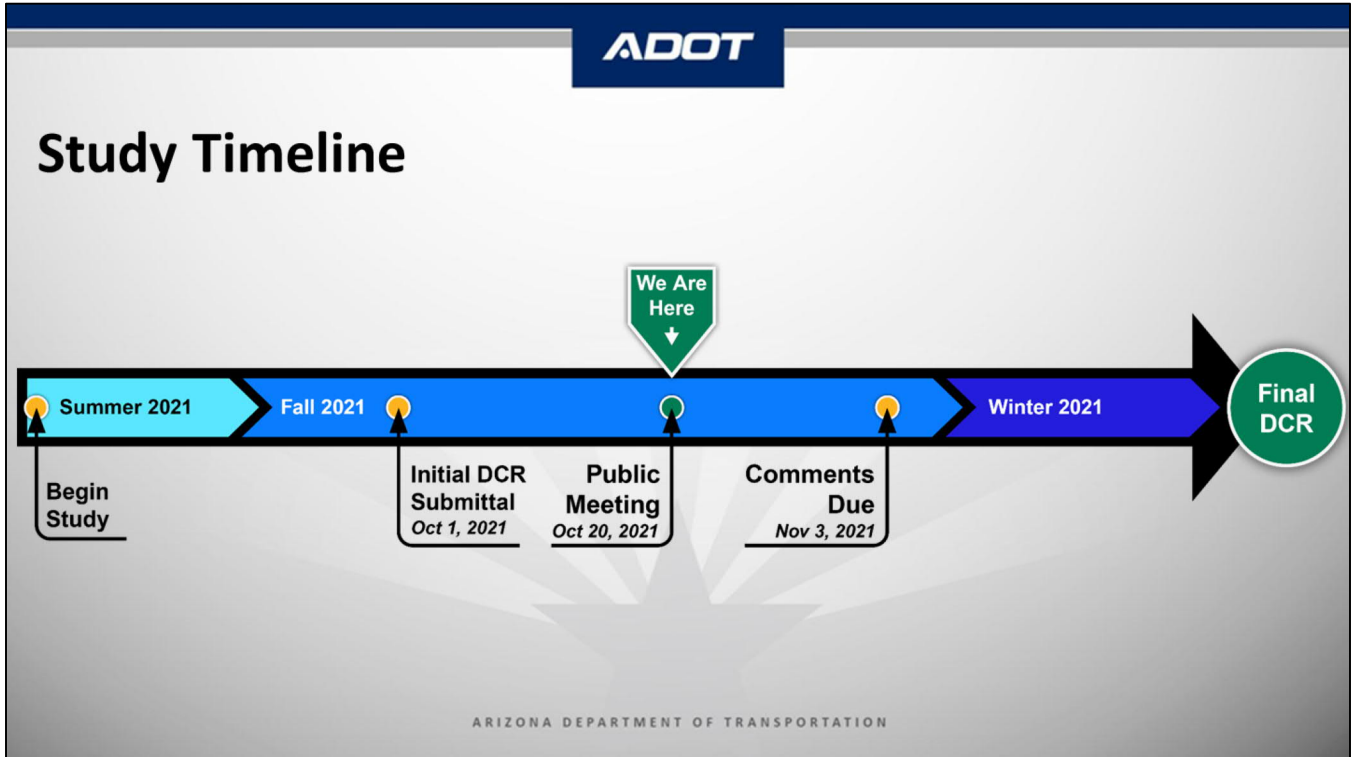
The Loop 303 freeway is planned to have direct connecting system ramps at I-17. The study is evaluating when in the future these ramps would be needed.

Traffic to and from I-17 and Loop 303 would use the direct connecting ramps, but traffic to/from 43rd Avenue and I-17 would continue to use the Sonoran Desert Drive interchange and the frontage roads between 43rd Avenue and I-17.

I-17/ Loop 303 System Interchange: Ultimate



The ultimate system interchange also includes direct connecting HOV ramps to/from Loop 303 and I-17 to the south.



ADOT began the study late last year and we have been actively working with agency stakeholders to understand the project goals and objectives and document the preliminary findings. We have recently completed the Initial Design Concept Report (DCR), which includes 15% design plans, which are available for review by agency stakeholders and the public.

Comments on these documents are due by November 3. The study team will review and consider all comments and expects to complete the DCR by the end of the year.

Implementation Plan

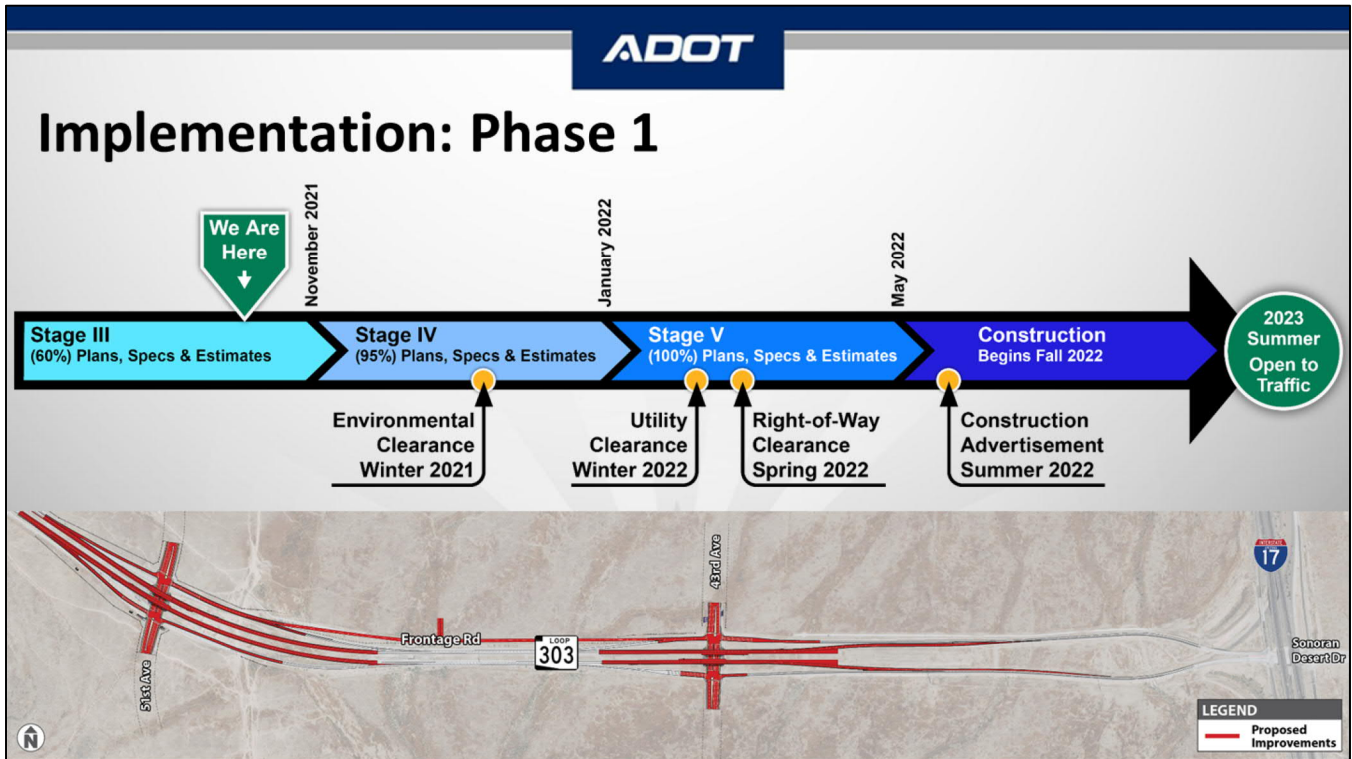
- Phase 1: 51st Ave and 43rd Ave Interchanges
- Phase 2: 3rd general purpose lane, Lake Pleasant Parkway to I-17
- Phase 3: I-17/Loop 303 System Interchange ramps
- Future Improvements
 - 4th general purpose lane
 - HOV lane
 - Direct HOV ramp
 - 67th Ave Interchange dependent on area development

Timing of the improvements is largely dependent on when they are needed. It is anticipated that the Loop 303 corridor would be developed in phases.

- Phase 1 includes construction of the 51st and 43rd avenue traffic interchanges, temporary connectors from Loop 303 mainline paving to the frontage road system and the frontage road on the north side of Loop 303 between 43rd Avenue and 51st Avenue.
- Phase 2 would construct the third general purpose lane in each direction on Loop 303.
- And Phase 3 would add the I-17/Loop 303 direct connecting system to system ramps
- Future phases would include the fourth general

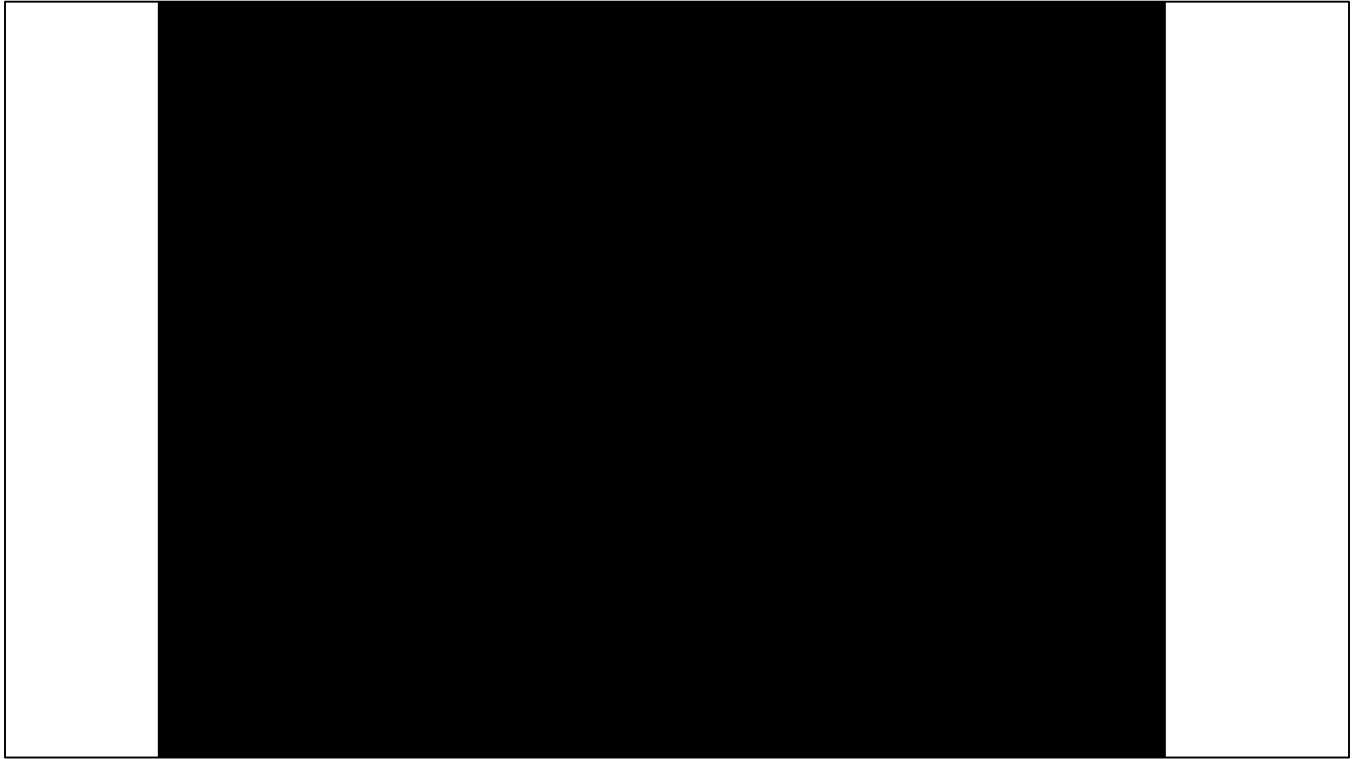
purpose lane, the HOV lane on Loop 303 and the direct connecting HOV ramp.

- Implementation of the Loop 303/67th Avenue interchange would be dependent on area development, city implementation of 67th Avenue and traffic need.



Due to the rapidly developing parcels north of Loop 303 and the anticipated increased levels of traffic on Loop 303, ADOT is moving forward with design and construction of the interchanges at 51st and 43rd avenues and would connect to the City streets north of Loop 303. It is anticipated that these interchanges would begin construction in Fall 2022 and open to traffic by late summer 2023.

Construction would have minimal impacts to existing Loop 303 traffic since most of the work will take place outside of the current traffic lanes. Intermittent weekend and/or overnight closures may be needed.



Here is a brief video simulation of what the 51st and 43rd Avenues interchanges would look like after construction.

- This is a view of Loop 303 from the I-17 Sonoran Desert drive interchange looking west.
- There are temporary connections from the Loop 303 mainline to the existing frontage road
- The 43rd Avenue interchange is shown in a diamond configuration.
- The westbound frontage road is shown on the north side of Loop 303 between 43rd and 51st Avenues
- The 51st Avenue interchange is also shown in the diamond configuration.

Now, I will send it back to Tom.

Funding Future Phases

- Identified in Phase I (2026-2030) of the draft MAG 2050 MOMENTUM Regional Transportation Plan.
 - Phase 2: 3rd general purpose lane, Lake Pleasant Parkway to I-17
 - Phase 3: I-17/Loop 303 System Interchange ramps
- Future improvements are pending funding.
 - 4th general purpose lane
 - HOV lane
 - Direct HOV ramp
 - 67th Ave Interchange dependent on area development

Phase 1 is currently funded and is planned to be open to traffic in the Summer 2023. Phases 2 and 3 are identified as part of Phase I (2026-2030) of the draft MAG 2050 MOMENTUM Regional Transportation Plan.

Future improvements are pending funding.

Other Projects in the Area



There are several non-ADOT projects going on within the Loop 303 study vicinity:

- The City of Phoenix is currently constructing segments of 51st and 43rd Avenues north of Loop 303 and Dove Valley Road from 51st Avenue to I-17.
- The City is also constructing utility infrastructure along the north side of Loop 303 and Sonoran Desert Drive to provide water and sewer facilities to the area development
- And the Taiwan Semiconductor Manufacturing Company (TSMC) is currently constructing their initial phases of a new semiconductor manufacturing plant.

Now, I will hand it back over to Nikki.



Public Input

Ways to provide input/comments through Nov. 3:

- Tonight's meeting
- Online Form: azdot.gov/L303LPPI-17Comments
- Email: ngreen@azdot.gov
- Phone: 1.855.712.8530
- Mail: Nikki Green, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you, Tom.

Here are all the ways the public can provide their input and comments on these planned improvements. We are accepting comments through Nov. 3.

- You can comment at tonight's meeting
- You can comment on our website at azdot.gov/L303LPPI-17Comments
- You can email us at: ngreen@azdot.gov
- You can call us at 855.712.8530

Finally, you can mail comments to me, Nikki Green, at

ADOT Community Relations, 1655 W Jackson, Room 179,
MD 126F, Phoenix, AZ 85007



More Information/Mailing List

- Visit project website at: azdot.gov/L303LakePleasantI-17
- View presentation
- Sign up for project mailing list to be notified of future meetings and updates

ARIZONA DEPARTMENT OF TRANSPORTATION

As mentioned earlier, we will be posting the recording of tonight's meeting on our project website at:
azdot.gov/L303LakePleasantI-17

Additionally, you can sign up for the project mailing list to be notified of future meetings, updates and traffic restrictions.



Anonymous Self-ID/Identificarse Anónimo

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

azdot.gov/L303SelfIDSurvey

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

azdot.gov/L303EncuestaParalIdentificarse

ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you so much for taking the time out of your busy evening to attend this meeting. We appreciate your participation. If you are not staying for Q&A, we ask that you help us with a voluntary survey. If you are staying for Q&A, we'll share this information again at the end of tonight's meeting.

As part of ADOT's federal reporting process, we are required to document participation in our public meetings and other outreach activities. By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. A link to the survey is provided

in the chat. For those joining on the phone, the survey link is: azdot.gov/L303SelfIDSurvey

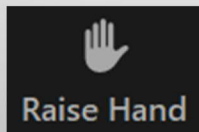
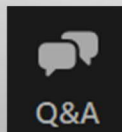
Muchas gracias por tomarse el tiempo de su ocupada noche para asistir a esta reunión. Nosotros agradecemos su participación. Finalmente, como parte de los informes federales de ADOT proceso, estamos obligados a documentar participación en nuestras reuniones públicas y otras actividades de divulgación.

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales. Se proporciona un enlace a la encuesta en el chat. Para aquellos que se unen por teléfono, el enlace de la encuesta es: azdot.gov/L303EncuestaParaIdentificarse

Q&A

Ways to ask a question or make a comment at tonight's meeting:

- For those online:
 - Q&A button
 - Raise Hand button
- For those on the phone:
 - *9 to raise your hand



Formas de hacer una pregunta o hacer un comentario en la reunión de esta noche:

- Para aquellos en línea:
 - Botón de preguntas y respuestas
 - Botón de levantar la mano
- Para aquellos en el teléfono:
 - * 9 para levantar la mano

For attendees joining us online, there are two options for asking a question or making a comment:

- If you prefer to type in your question, click the Q&A button at the bottom of your screen.
- If you prefer to verbally ask your question, click on the Raise Hand button at the bottom of your screen.

For attendees joining us on the phone, please enter *9 to raise your hand. Our host will ask you to unmute yourself by pressing *6 when we are ready for your question/comment.

This meeting is scheduled to end at 7pm. If we still have

people with questions or comments at that time, we will extend the meeting until 7:15pm. Anyone with additional questions or comments at that time can provide them after the meeting through the other commenting methods. The team will respond to all questions.

Para los asistentes que se unen a nosotros en línea, hay dos opciones para hacer una pregunta o hacer un comentario:

- Si prefiere escribir su pregunta, haga clic en el botón Preguntas y respuestas en la parte inferior de la pantalla.
- Si prefiere hacer su pregunta verbalmente, haga clic en el botón Levantar la mano en la parte inferior de la pantalla.

Para los asistentes que se unan a nosotros por teléfono, ingrese * 9 para levantar la mano. Nuestro anfitrión le pedirá que deje de silenciarlo presionando * 6 cuando estemos listos para su pregunta / comentario

Esta reunión está programada para terminar a las 7 pm. Si todavía tenemos personas con preguntas o comentarios en ese momento, ampliaremos la reunión hasta las 7:15 pm. Cualquiera que tenga preguntas o comentarios adicionales en ese momento puede proporcionarlos

después de la reunión a través de los otros métodos de comentarios. El equipo responderá a todas las preguntas.



Anonymous Self-ID/Identificarse Anónimo

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

azdot.gov/L303SelfIDSurvey

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

azdot.gov/L303EncuestaParalIdentificarse

ARIZONA DEPARTMENT OF TRANSPORTATION

Again, thank you for taking the time out of your busy evening to attend this meeting. We appreciate your participation.

The Loop 303 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/L303SelfIDSurvey

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/L303EncuestaParalidentificarse

Gracias por unirse hoy a nosotros. La reunión comenzará en breve. Si tiene dificultades técnicas, comuníquese con nuestro equipo al (352) 246-5246.

Mientras esperamos que comience la reunión, lo invitamos a visitar el enlace que se muestra en la pantalla: azdot.gov/L303EncuestaParalidentificarse para completar una encuesta confidencial de una pregunta con el propósito de informar. También pusimos este enlace en el chat.

The ADOT logo is located in the top left corner of the slide, featuring the letters 'ADOT' in white on a dark blue background.

Loop 303

Lake Pleasant to I-17 Improvements

Public Information Meeting

October 20, 2021
6:00 p.m.

ARIZONA DEPARTMENT OF TRANSPORTATION

Buenas noches. Bienvenido y gracias por unirse a nosotros para la reunión de información pública para las mejoras del Loop 303, Lake Pleasant Parkway a la Interestatal 17

Soy Nikki Green, Supervisora de Relaciones Comunitarias de ADOT

WELCOME!

- All participants have been muted to avoid background noise
- Following the meeting presentation, we will take comments and questions online and by phone
 - Instructions will be provided

No sound?

Call into the meeting: (253) 215-8782

Meeting ID: 8793 592 4208

Passcode: *303303

Issues with Zoom?

Call (352) 246-5246 for support from our team

Los participantes se unen a nosotros a través de sus computadoras por medio de Zoom o a través de sus teléfonos, actualmente están silenciados. Describiré el formato de la reunión y cómo participar en un momento. Pero primero, si tiene algún problema técnico en este momento, es posible que deba colgar o cerrar la sesión, luego volver a marcar o volver a conectarse. Si eso no funciona, comuníquese con nuestro equipo al (352) 246-5246. Nuevamente, ese número es (352) 246-5246.

Después de la presentación, describiremos y mostraremos instrucciones para hacer una pregunta o hacer un comentario.

Tenga en cuenta que este evento se está grabando y se publicará en el sitio web del proyecto.



ADOT Non-Discrimination Notice

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, age, sex, disability, low income status or limited English proficiency (LEP) 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 at: 602.712.8946 or civilrightsoffice@azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

El Departamento de Transporte de Arizona (ADOT) por la presente notifica al público que es la política de la Agencia asegurar el pleno cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras autoridades relacionadas en todos sus programas y actividades. Los Programas de Título VI y ADA de ADOT requieren que ninguna persona, por motivos de raza, color, origen nacional o discapacidad, sea excluida de la participación, se le niegue los beneficios de, o de otra manera ser sujeta a discriminación bajo cualquier programa o actividad.

Cualquier persona que considere que sus derechos de Título VI o ADA han sido violados, puede presentar una queja. Cualquier queja debe ser por escrito y presentada ante la Oficina de Derechos Civiles de ADOT dentro de los ciento ochenta (180) días siguientes a la fecha de la presunta ocurrencia discriminatoria. Para obtener información adicional sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, comuníquese con la Oficina de Derechos Civiles de ADOT al: 602.712.8946 o civilrightsoffice@azdot.gov



Aviso De No Discriminación De ADOT

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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 modifications 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

En cumplimiento con el Título II de la ley de ciudadanos Americanos con Discapacidades y la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte del estado de Arizona no discrimina contra individuos con discapacidades en sus programas, servicios y actividades administrados por el departamento.

ADOT hará modificaciones razonables para asegurar que individuos con discapacidades tengan las mismas oportunidades de disfrutar y participar en todos los programas, servicios y actividades de ADOT.

Las personas que requieran asistencia o una adaptación razonable por discapacidad por favor informe a un empleado de ADOT. Si tiene cualquier pregunta o desea más información sobre el programa de no discriminación de ADOT, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT al 602.712.8946.



Servicios y Asistencia Adicional

En cumplimiento con el Título II de la ley de ciudadanos Americanos con Discapacidades y la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte del estado de Arizona no discrimina contra individuos con discapacidades en sus programas, servicios y actividades administrados por el departamento.

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Presentación en español

Para ver esta presentación en español, visite la pestaña de reunión pública en el sitio web del proyecto: azdot.gov/L303LakePleasantI-17

Una vez que haya revisado la presentación, únase a nosotros para las preguntas y respuestas, a partir de las 6:30 p.m.

ARIZONA DEPARTMENT OF TRANSPORTATION

Para ver esta presentación en español, visite la pestaña de reunión pública en el sitio web del proyecto:
azdot.gov/L303LakePleasantI-17

Una vez que haya revisado la presentación, únase a nosotros para las preguntas y respuestas, a partir de las 6:30 p.m. Estaré disponible para interpretar todas las preguntas en español.



Tonight's Presenters

- Nikki Green, ADOT Community Relations Supervisor
- Stephanie Dyer, ADOT Community Relations Project Manager
- Tom O'Reilly, P.E., ADOT Project Manager
- Troy Sieglitz, P.E., Design Manager, Jacobs
- Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

Gracias, Stephanie.

Entre los presentadores adicionales de esta noche se incluyen a:

El señor Tom O'Reilly, Director de Proyectos de ADOT

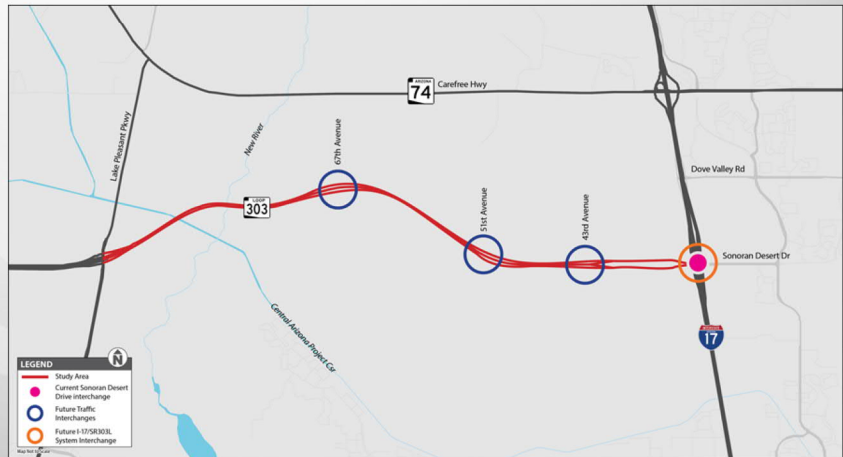
y

El señor Troy Sieglitz, Director de Diseño de Jacobs

Otros miembros del equipo del proyecto estarán disponibles durante sesión de preguntas y respuestas.

Purpose of Tonight's Meeting

- Overview of Loop 303 improvements between Lake Pleasant Parkway and I-17
- Timing of near-term and long-term improvements
- Opportunity to ask questions and provide comments



ARIZONA DEPARTMENT OF TRANSPORTATION

El propósito de esta reunión es presentar información sobre los planes de mejora a corto y largo plazo propuestos para el Loop 303 entre Lake Pleasant Parkway y la Interestatal 17.

También le informaremos cómo puede proporcionar sus comentarios esta noche, así como después de la reunión durante el período de comentarios públicos que finaliza el 3 de noviembre.

Ahora le pasaré la presentación a Tom, quien comenzará con los antecedentes del proyecto.

Project Background

- In 2006, ADOT completed a Design Concept Report and Environmental Assessments that established ultimate vision for the Loop 303 corridor.
 - Four general purpose lanes and one high occupancy vehicle (HOV) lane in each direction
 - Traffic interchanges at Happy Valley Parkway, Jomax Parkway, Lone Mountain Parkway, Westland Drive, 99th Avenue, Lake Pleasant Parkway, 67th Avenue, 51st Avenue, and 43rd Avenue
 - System to System traffic interchanges at New River (to SR 74, Carefree Highway), and I-17

Gracias, Nikki.

En el 2006, ADOT preparó un Informe del Concepto de Diseño y una Evaluación Ambiental que identificó los impactos y la alineación definitivas para el Loop 303 desde Happy Valley Road hasta la Interestatal 17.

Esto estableció la visión definitiva para este segmento de la autopista Loop 303 e identificó la última ampliación de Loop 303 para proporcionar cuatro carriles de uso general y un carril para vehículos de alta ocupación (HOV, por sus siglas en inglés) en cada dirección. También se identificaron los intercambios de tráfico en las principales

calles transversales, junto con los intercambios de sistema a sistema en la Loop 303 y la Interestatal 17, así como de New River Road a la carretera Carefree Highway.

El propósito de este estudio actual es actualizar el estudio del 2006 del segmento de Loop 303 entre Lake Pleasant Parkway y la Interestatal 17 para reflejar nuevas condiciones y futuras proyecciones de tráfico. El DCR considerará la adición de un tercer carril de uso general en cada dirección y evaluará las alternativas de intercambio en las avenidas 67, 51 y 43, y determinará cuándo serán necesarias las rampas de conexión directa la Interestatal 17 / Loop 303.

Project Need

- Loop 303
 - Accommodates traffic from Interstate 10 to Interstate 17
 - Major element of the MAG-adopted Regional Transportation Plan Freeway Program
 - A third general-purpose lane in each direction is consistent with other area projects and would alleviate future congestion.
- Growth
 - Maricopa County has been one of the fastest growing regions in the U.S.
 - Several west valley communities rank among fastest growing in the U.S.
 - Population growth is contributing to increasing traffic congestion
 - Population within Maricopa County will continue to increase over time

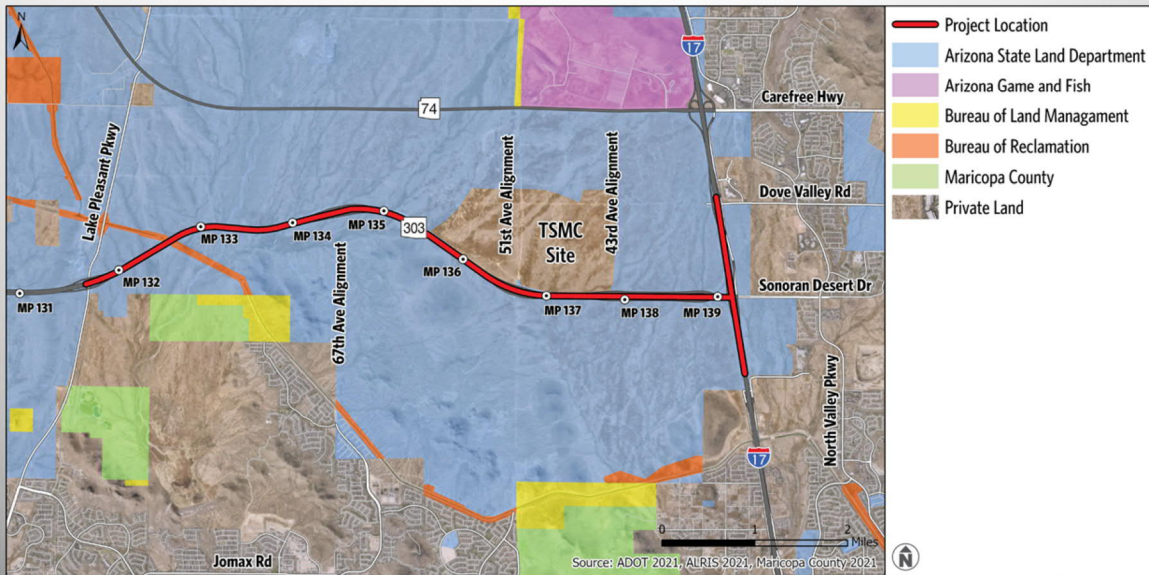
La autopista Loop 303 es un elemento importante del Programa de Autopistas del Plan de Transporte Regional adoptado por la Asociación de Gobiernos de Maricopa. Este segmento del Loop 303 acomoda el tráfico de la Interestatal 10 a la Interestatal 17, sirviendo a varias comunidades del valle del oeste.

El condado de Maricopa ha sido una de las regiones de más rápido crecimiento en los Estados Unidos y las proyecciones predicen que la población aumentará en casi un 30 por ciento para 2040. Varias de las comunidades del valle del oeste se encuentran entre las

de más rápido crecimiento en los Estados Unidos y este crecimiento está contribuyendo a aumentar la congestión del tráfico en toda la región, incluso a lo largo del corredor de la Loop 303.

Actualmente se está llevando a cabo un proyecto de construcción en la Loop 303 entre la carretera Happy Valley Parkway y Lake Pleasant Parkway que agregará un tercer carril de uso general en cada dirección y también construirá el intercambio de tráfico de Jomax Parkway. El proyecto de Loop 303, Lake Pleasant Parkway a la Interestatal 17 también agregaría un carril adicional de uso general en cada dirección e incluye la implementación potencial de rampas de conexión directa en el intercambio del sistema la Interestatal 17 / Loop 303. Esto ayudaría a aliviar la congestión futura y es consistente con los segmentos del Loop 303 hacia el sur.

Land Use



El área adyacente al Loop 303 se compone principalmente de Tierras Fiduciarias del Estado de Arizona sin desarrollar y administradas por el Departamento de Tierras del Estado de Arizona (ASLD, por sus siglas en inglés) dentro de las Ciudades de Peoria y Phoenix.

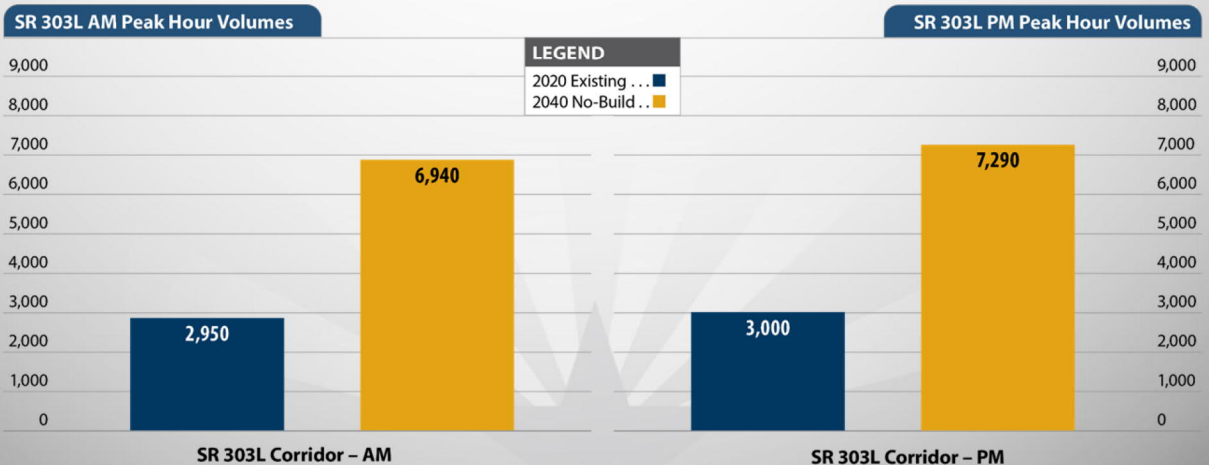
Las parcelas en rápido desarrollo al norte del Loop 303 contribuirán aún más al deterioro del rendimiento operativo del tráfico.

La empresa de Fabricación de Semiconductores de Taiwán (TSMC, por sus siglas en inglés) es una instalación planificada y ubicada en el lado norte del Loop 303. El

desarrollo de la empresa TSMC está al norte de la Loop 303 y se extiende desde la avenida 43 hasta el oeste de la avenida 51.

Los carriles adicionales de uso general y los intercambios de servicio propuestos a lo largo de la Loop 303 aumentarían la capacidad de la autopista y ayudarían a admitir el tráfico generado por el crecimiento de la población y estas áreas de empleo futuras.

Travel Demand



ARIZONA DEPARTMENT OF TRANSPORTATION

Se prevé que durante los próximos 20 años el tráfico crecerá casi dos veces y media de los niveles actuales, lo que provocará un aumento de la congestión del tráfico en la Loop 303.

Ahora, el señor Troy Sieglitz, nuestro gerente de proyectos de diseño explicará las mejoras planificadas y nuestro plan de implementación.

Overview of Planned Improvements

- Loop 303 widening
 - Three lanes in each direction
 - Ultimate: four lanes + HOV lane each direction
- New traffic interchanges at 67th, 51st and 43rd avenues
- New system interchange at I-17/Loop 303
- Extension of City streets beyond interchange areas are jurisdiction of the local agency



Gracias, Tom.

Actualmente, el Loop 303 se ha construido como una instalación provisional con dos carriles en cada dirección y se adapta a la futura implementación de intercambios de tráfico en las avenidas 67, 51 y 43.

El Loop 303 está planeado en última instancia para proporcionar 4 carriles de uso general y un carril para vehículos de alta ocupación (carril para viajes compartidos) en cada dirección.

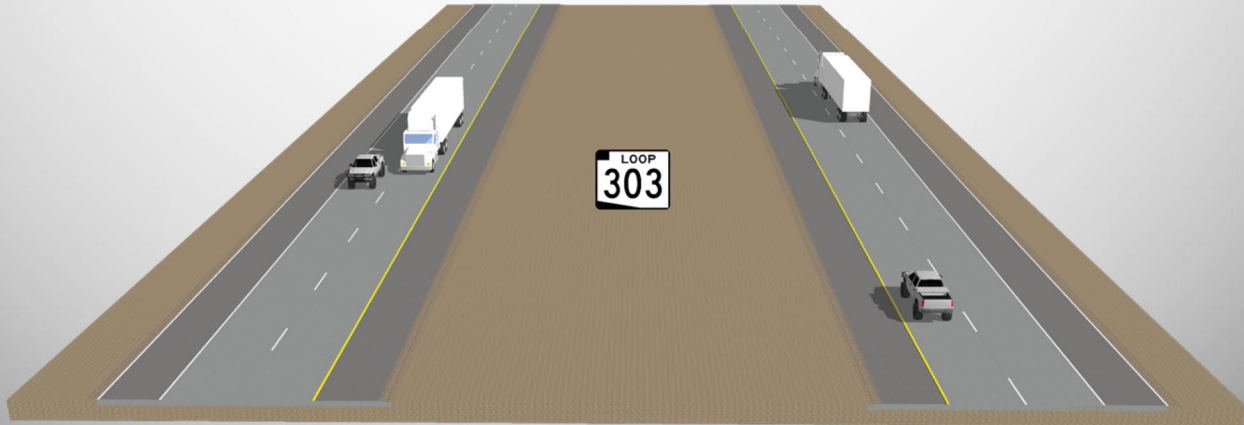
Esta actualización del estudio analiza la posible

implementación de un tercer carril de uso general en cada dirección, los intercambios de tráfico en las avenidas 67, 51 y 43, y el tiempo de las rampas de conexión directa en el sistema de la Interestatal 17 / Loop 303 al intercambio del sistema.

Este estudio se centra en el sistema de autopistas del Loop 303, pero considera puntos de conexión para futuras carreteras locales. La extensión y el tiempo de las calles de la ciudad más allá de las áreas de intercambio no son parte de este estudio y serán determinadas por las respectivas agencias locales.

Loop 303 Widening

Existing Loop 303
2 Lanes

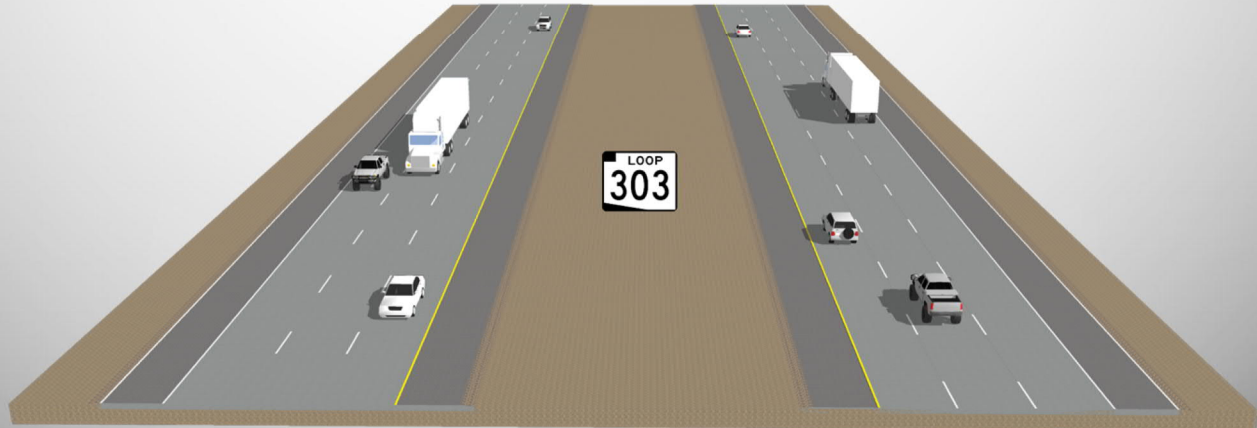


Exst 10' Shldr	Exst 12' Lane ▼	Exst 12' Lane ▼	Exst 12' Shldr		Exst 12' Shldr	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 10' Shldr
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Loop 303 se ha construido como una instalación provisional con dos carriles de 12 pies en cada dirección con acotamientos exteriores de 10 pies y acotamientos interiores de 12 pies. La autopista fue diseñada y construida originalmente para permitir futuras adiciones de carriles dentro de la mediana.

Loop 303 Widening

Improved Loop 303
3 Lanes

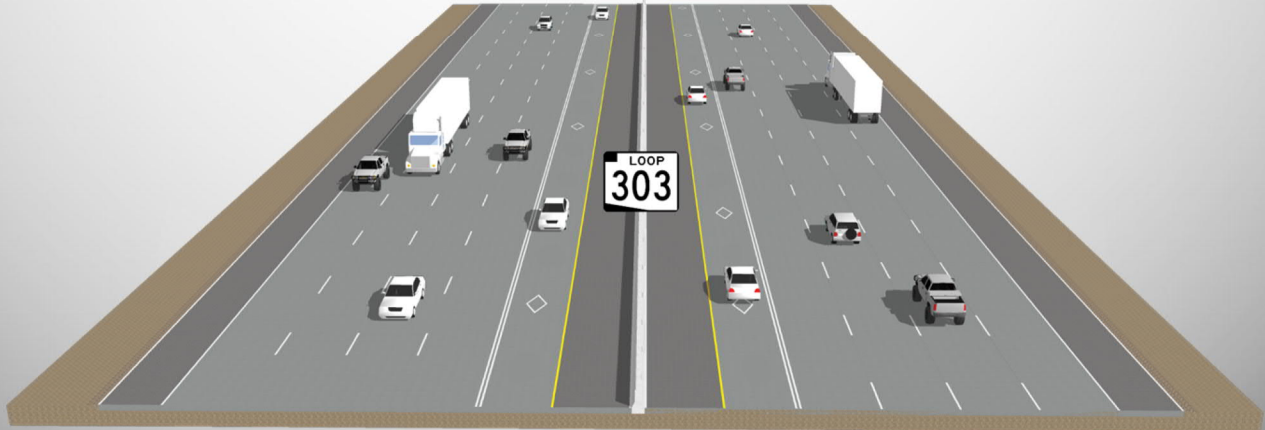


Exst 10' Shldr	Exst 12' Lane ▼	Exst 12' Lane ▼	NEW 12' Lane ▼	NEW 10' Shldr		NEW 10' Shldr	NEW 12' Lane	Exst 12' Lane ▲	Exst 12' Lane ▲	Exst 10' Shldr
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La adición de un tercer carril futuro se lograría al convertir el arcén interior de 12 pies existente en un carril de circulación y se construiría un nuevo arcén interior de 10 pies hacia la mediana.

Loop 303 Widening

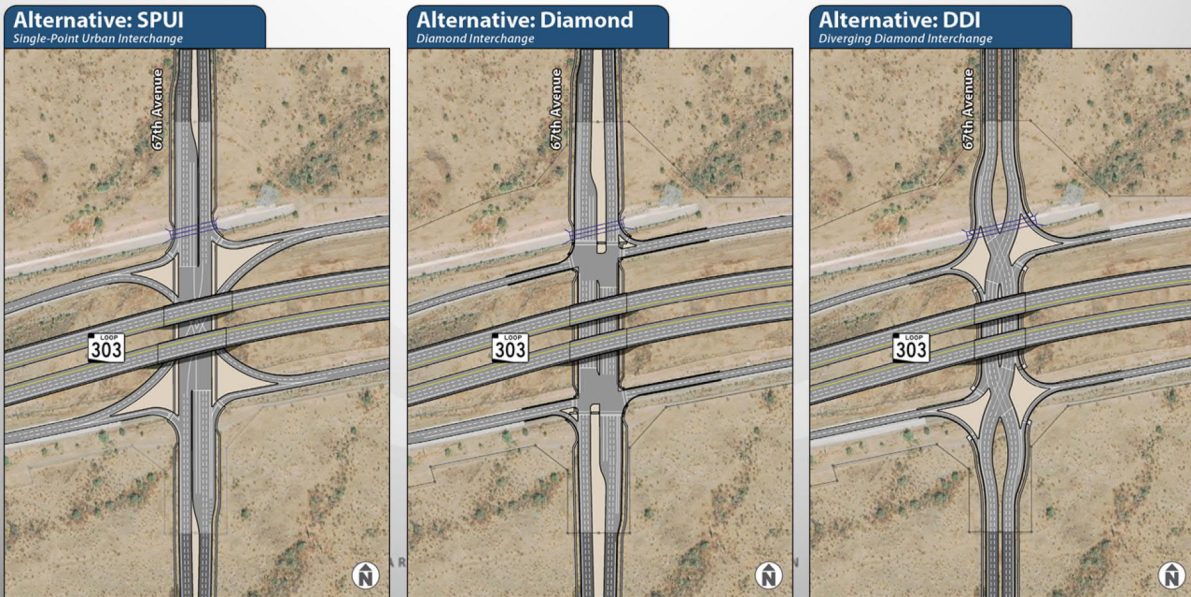
Ultimate Loop 303 Widening 4 Lanes + 1 HOV Lane



Exst 10' Shldr	Exst 12' Lane	Exst 12' Lane	Exst 12' Lane	NEW 12' Lane	NEW 12' HOV	NEW 12' Shldr	NEW 12' Shldr	NEW 12' HOV	NEW 12' Lane	Exst 12' Lane	Exst 12' Lane	Exst 12' Lane	Exst 10' Shldr
	▼	▼	▼	▼	▼			▲	▲	▲	▲	▲	

La determinada autopista Loop 303 agregaría un cuarto carril de uso general y un carril HOV en cada dirección, y una barrera de concreto en la mediana que separaría las direcciones opuestas del tráfico.

67th Avenue Interchange Alternatives



Como se mencionó anteriormente, este estudio está considerando la implementación de los intercambios de tráfico definitivos en las avenidas 67, 51 y 43.

En la avenida 67, se consideraron tres alternativas:

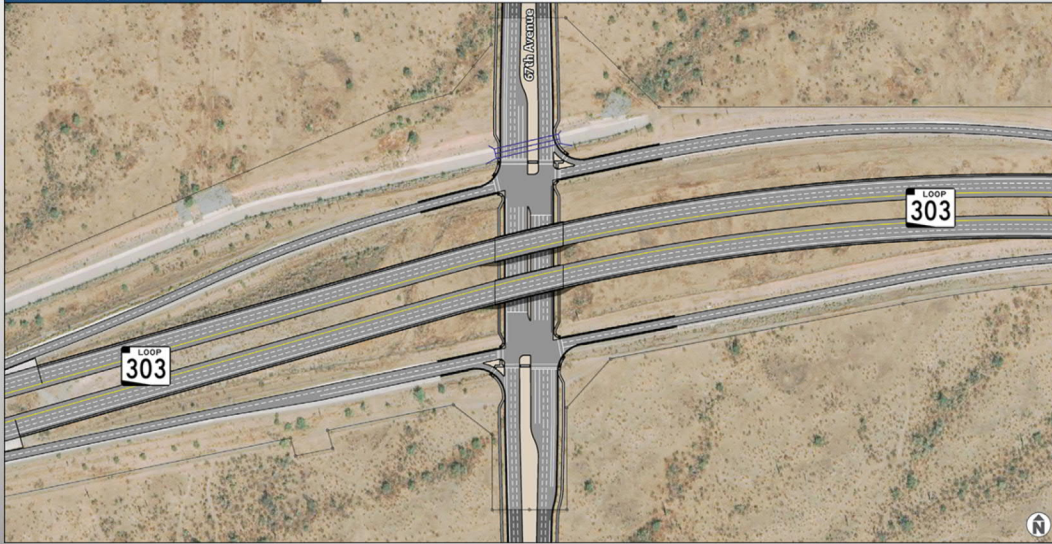
1. Un intercambio urbano de un solo punto, o SPUI. Esto es similar al intercambio existente en Loop 303 y la carretera Happy Valley Parkway.
2. La segunda alternativa es un intercambio de diamantes estándar. Esto es similar al intercambio existente en Loop 303 y Lake Pleasant Parkway.

3. Finalmente, también se consideró un intercambio de diamantes divergentes, o DDI. Esto es similar al intercambio existente en la Interestatal 17 y Happy Valley Road.

Nosotros evaluamos estas tres alternativas utilizando un conjunto de criterios de evaluación y medidas de desempeño.

67th Avenue Interchange Preferred Alternative

Preferred Alternative: Diamond
Diamond Interchange



De acuerdo con los resultados del análisis, el intercambio diamante es la alternativa recomendada en la avenida 67. La configuración de diamante se clasificó más alta o igual que la SPUI y DDI en casi todas las categorías evaluadas.

Se pueden encontrar más detalles de la evaluación de estas alternativas revisando el Informe del Concepto de Diseño Inicial en la página web del proyecto.

51st Avenue

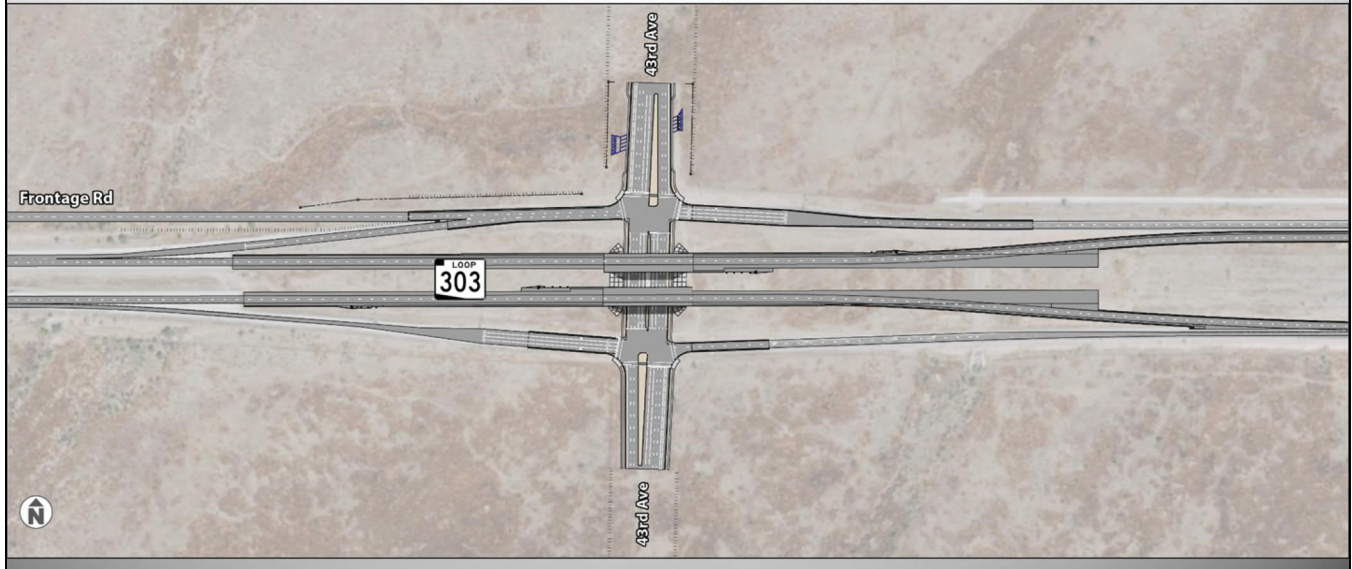


En respuesta a la necesidad de proporcionar acceso a las parcelas en desarrollo al norte del Loop 303, a principios de este año ADOT preparó la Evaluación del Proyecto de Intercambios de Tráfico de Loop 303, las avenidas 51 y 43, o PA. La PA evaluó los intercambios en las avenidas 51 y 43, incluido el cambio de la alineación de la avenida 51 aproximadamente 1,000 pies al oeste de donde se planeó originalmente. El PA se incluye como un apéndice del Informe del Concepto de Diseño Inicial.

Se recomendó un cruce de diamante para la avenida 51 e incluye los carriles y puentes de la autopista Loop 303 a través de la ubicación del intercambio, y una calle lateral

en el lado norte del Loop 303 entre las avenidas 43 y 51.

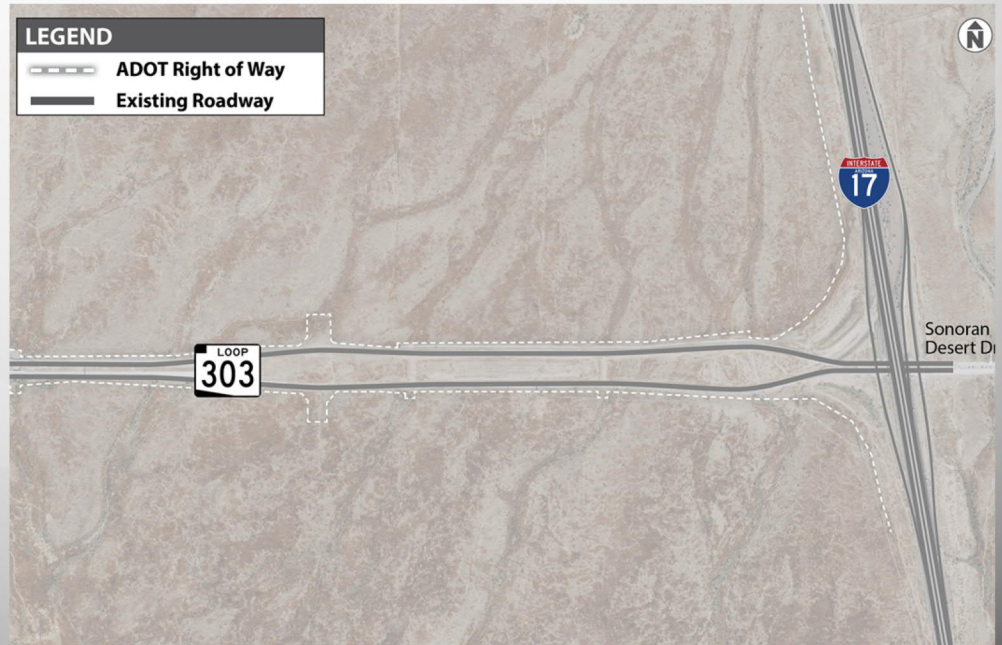
43rd Avenue



También se recomendó un intercambio diamante en el intercambio de la avenida 43 e incluye conectores temporales desde la nueva pavimentación de la línea principal en la avenida 43 hasta la carretera de acceso existente entre la avenida 43 y el intercambio de la Interestatal 17 y la calle Sonoran Desert Drive.

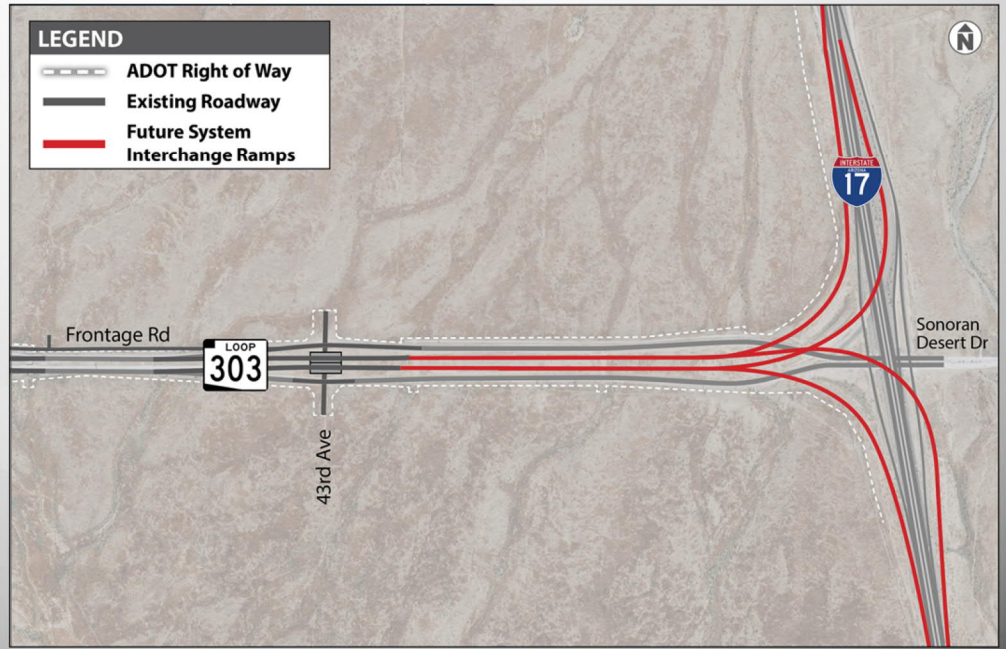
El tráfico que acceda a Loop 303 y la avenida 43 desde la Interestatal 17 continuaría usando el intercambio de la Interestatal 17 y la calle Sonoran Desert Drive.

**I-17/
Loop 303
Access:
Existing**



El tráfico de la Interestatal 17 que viaja hacia o desde Loop 303 actualmente usa el intercambio de tráfico de la calle Sonoran Desert Drive. Por ejemplo, el tráfico en la Interestatal 17 que sale al Loop 303 usa la rampa de salida Sonoran Desert Drive/Loop 303.

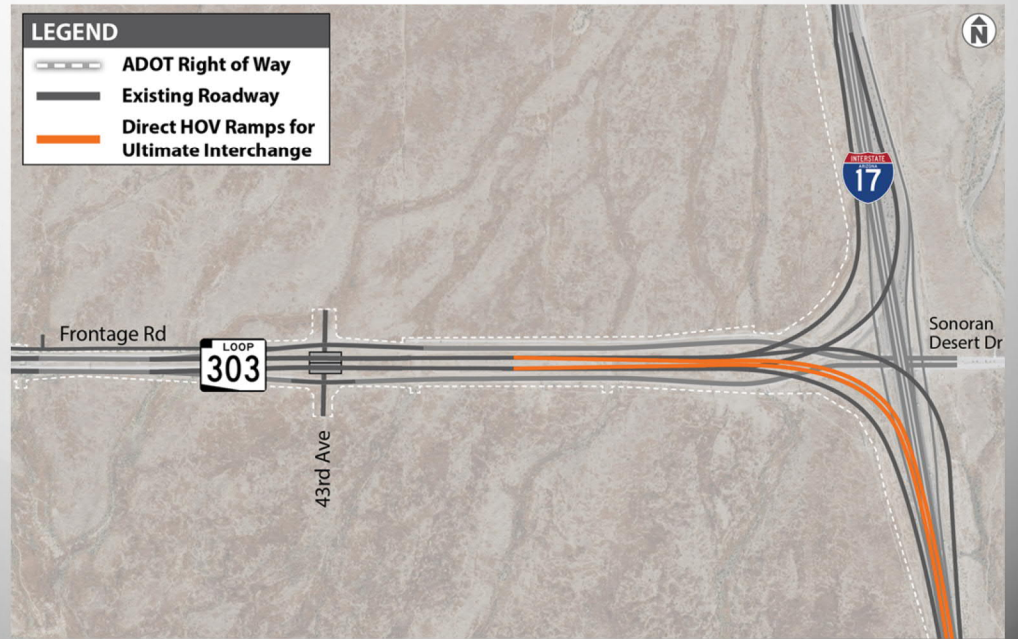
I-17/ Loop 303 System Interchange: Ramps



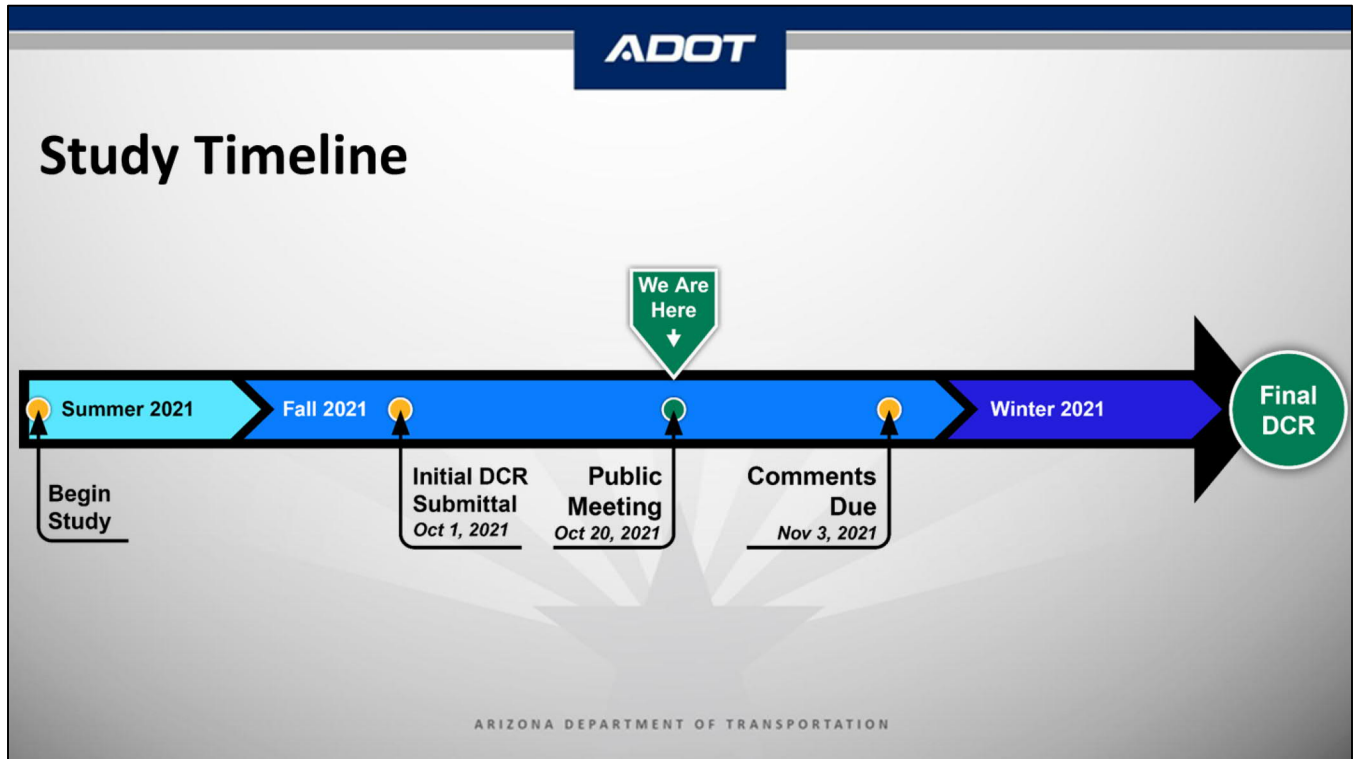
Se planea que la autopista Loop 303 tenga rampas de sistema de conexión directa en la Interestatal 17. El estudio está evaluando cuándo se necesitarían estas rampas en el futuro.

El tráfico hacia y desde la Interestatal 17 y Loop 303 usaría las rampas de conexión directa, pero el tráfico hacia / desde la avenida 43 y la Interestatal 17 continuaría usando el intercambio de la calle Sonoran Desert Drive y las carreteras secundarias entre la avenida 43 y la Interestatal 17.

I-17/ Loop 303 System Interchange: Ultimate



El último sistema de intercambio también incluye rampas HOV de conexión directa hacia / desde Loop 303 y la Interestatal 17 hacia el sur.



ADOT comenzó el estudio a finales del año pasado y hemos estado trabajando activamente con las partes interesadas de la agencia para comprender las metas y objetivos del proyecto y documentar los hallazgos preliminares. Recientemente, terminamos el Informe del Concepto de Diseño Inicial (DCR), que incluye un 15% de los planes de diseño, los cuales están disponibles para que los interesados de la agencia y el público los revisen.

Los comentarios sobre estos documentos deben enviarse antes del 3 de noviembre. El equipo de estudio revisará y considerará todos los comentarios y espera completar el

DCR antes de fin de año.

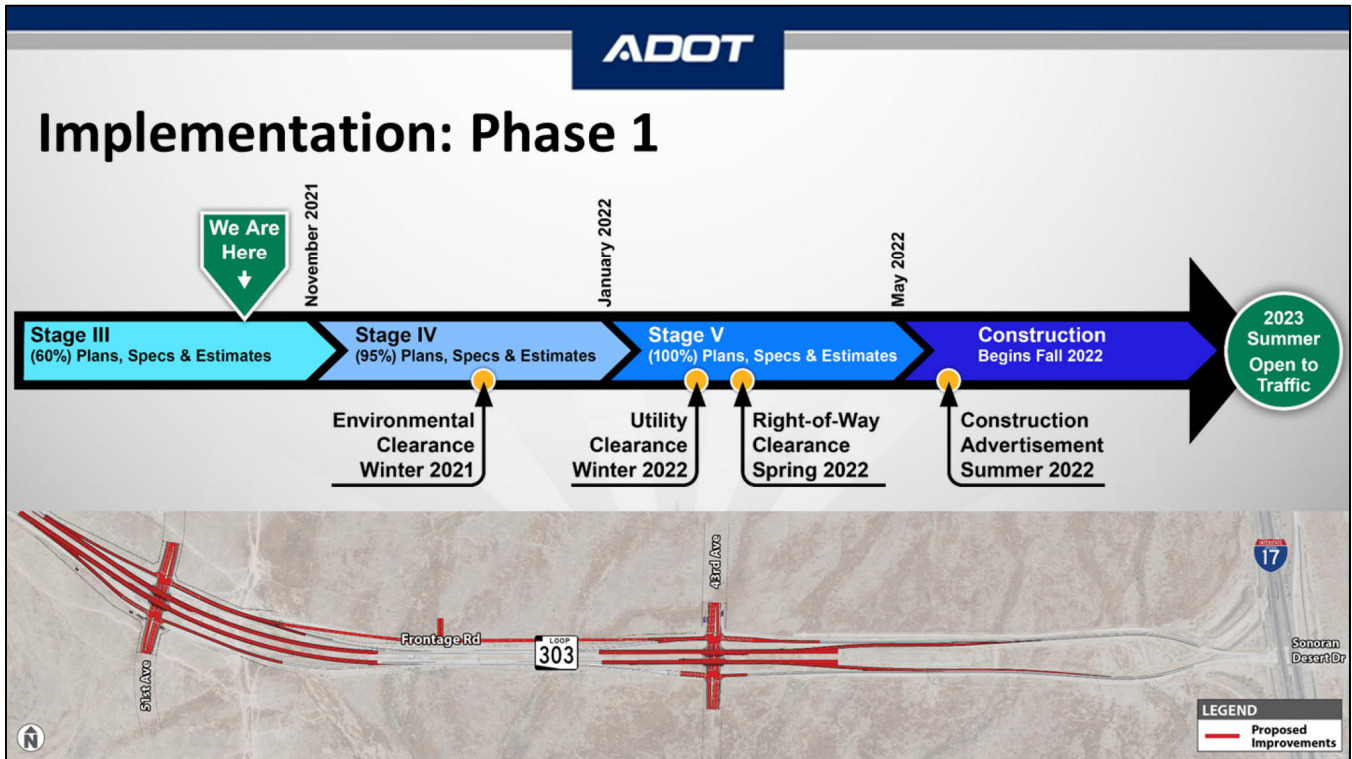
Implementation Plan

- Phase 1: 51st Ave and 43rd Ave Interchanges
- Phase 2: 3rd general purpose lane, Lake Pleasant Parkway to I-17
- Phase 3: I-17/Loop 303 System Interchange ramps
- Future Improvements
 - 4th general purpose lane
 - HOV lane
 - Direct HOV ramp
 - 67th Ave Interchange dependent on area development

El momento de las mejoras depende en gran medida de cuándo sean necesarias. Se prevé que el corredor Loop 303 se desarrollará en fases.

- La Fase 1 incluye la construcción de los intercambios de tráfico de las avenidas 51 y 43, conectores temporales desde la pavimentación de la línea principal del Loop 303 hasta el sistema de caminos de acceso y el camino de acceso en el lado norte del Loop 303 entre las avenidas 43 y 51.
- La Fase 2 construiría el tercer carril de uso general en cada dirección en el Loop 303.
- Y la Fase 3 agregaría el sistema de conexión directa a la interestatal 17 / Loop 303 a las rampas del sistema

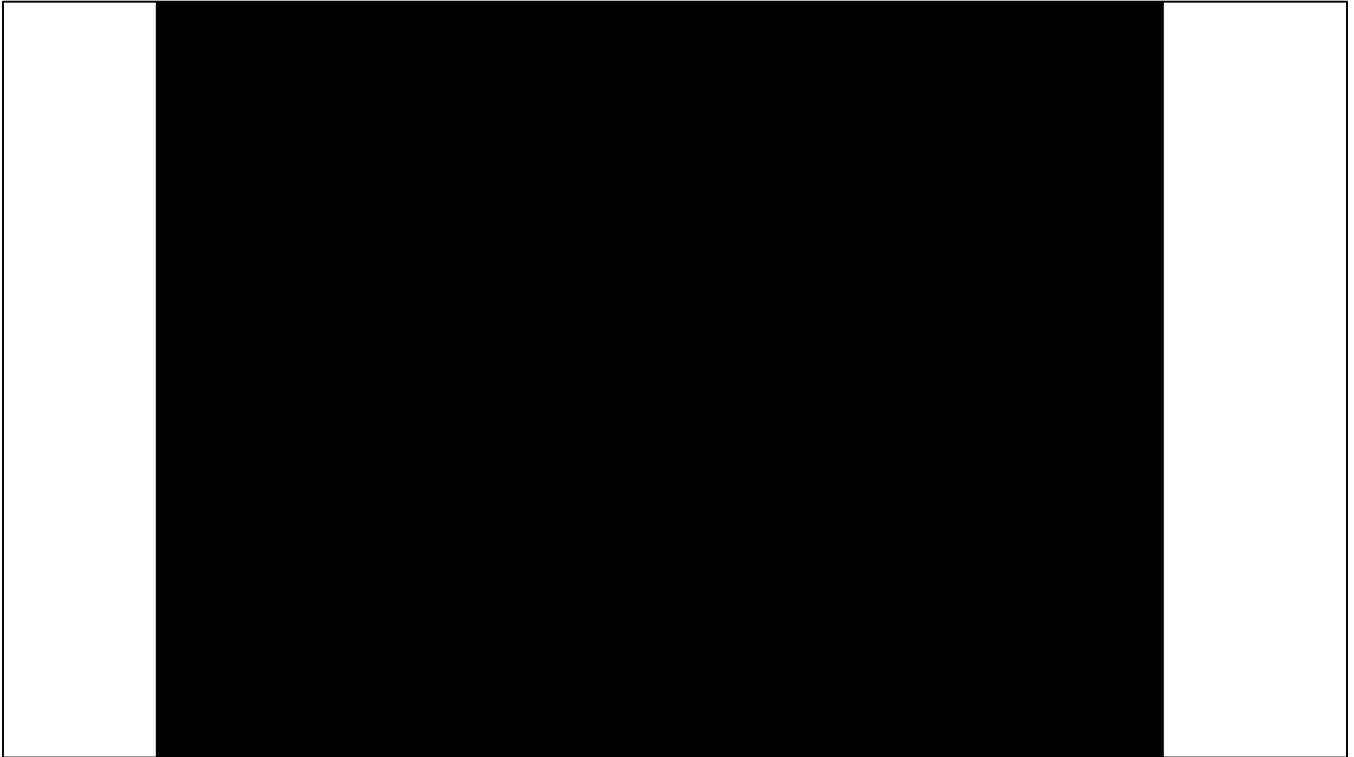
- Las fases futuras incluirían el cuarto carril de uso general, el carril HOV en el Loop 303 y la rampa HOV de conexión directa.
- La implementación del enlace Loop 303 / la avenida 67 dependería del desarrollo del área, la implementación de la ciudad de la avenida 67 y las necesidades de tráfico.



Debido al rápido desarrollo de las parcelas al norte del Loop 303 y el aumento anticipado de los niveles de tráfico en el Loop 303, ADOT está avanzando con el diseño y la construcción de los intercambios en las avenidas 51 y 43 y se conectaría con las calles de la ciudad al norte del Loop 303. Se prevé que estos intercambios comenzarían a construirse en el otoño del 2022 y se abrirían al tráfico a finales del verano del 2023.

La construcción tendría un impacto mínimo en el tráfico existente del Loop 303 ya que la mayor parte del trabajo se llevará a cabo fuera de los carriles de tráfico actuales. Es posible que sean necesarios cierres intermitentes

durante los fines de semana y / o durante las noches.



Mostraremos un breve video de simulación de cómo se verían los intercambios de las avenidas 51 y 43 después de la construcción.

- Esta es una vista del Loop 303 desde el cruce de caminos la interestatal 17 Sonoran Desert mirando hacia el oeste.
- Hay conexiones temporales desde la línea principal Loop 303 hasta la carretera secundaria existente
- El intercambio de la avenida 43 se muestra en una configuración de diamante.
- La calle lateral en dirección oeste se muestra en el lado

norte del Loop 303 entre las avenidas 43 y 51.

- El intercambio de la avenida 51 también se muestra en la configuración de diamante.

Ahora, Tom lo devuelvo a usted.

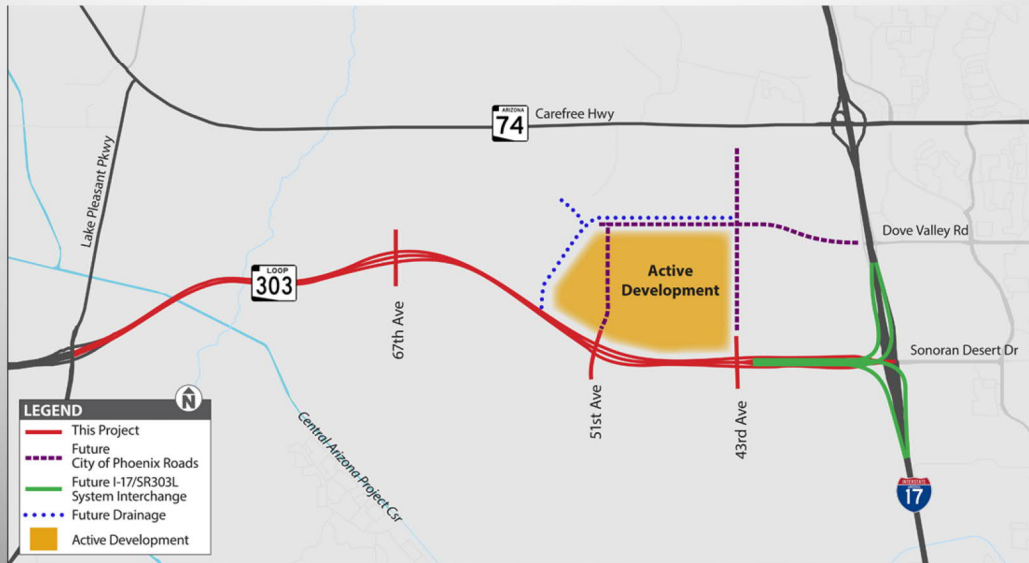
Funding Future Phases

- Identified in Phase I (2026-2030) of the draft MAG 2050 MOMENTUM Regional Transportation Plan.
 - Phase 2: 3rd general purpose lane, Lake Pleasant Parkway to I-17
 - Phase 3: I-17/Loop 303 System Interchange ramps
- Future improvements are pending funding.
 - 4th general purpose lane
 - HOV lane
 - Direct HOV ramp
 - 67th Ave Interchange dependent on area development

La Fase 1 está financiada actualmente y se prevé que esté abierta al tráfico en el verano del 2023. Las Fases 2 y 3 están identificado en la Fase I (2026-2030) del Borrador del Plan de Transporte Regional MAG 2050 MOMENTUM.

Las mejoras futuras están pendientes de financiamiento.

Other Projects in the Area



Hay varios proyectos que no pertenecen a ADOT en los alrededores del estudio Loop 303:

- La ciudad de Phoenix actualmente está construyendo segmentos de las avenidas 51 y 43 al norte del Loop 303 y la calle Dove Valley Road desde la avenida 51 hasta la Interestatal 17.
- La Ciudad también está construyendo infraestructura de servicios públicos a lo largo del lado norte del Loop 303 y la calle Sonoran Desert Drive para proporcionar instalaciones de agua y alcantarillado al desarrollo del área.
- Y la empresa de Fabricación de Semiconductores de Taiwán (TSMC) está actualmente construyendo sus

fases iniciales de una nueva planta de fabricación de semiconductores.

Ahora, regresamos con Nikki.

Public Input

Ways to provide input/comments through Nov. 3:

- Tonight's meeting
- Online Form: azdot.gov/L303LPPI-17Comments
- Email: ngreen@azdot.gov
- Phone: 1.855.712.8530
- Mail: Nikki Green, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

Gracias, Tom.

Aquí están todas las formas en que el público puede proporcionar sus aportaciones y comentarios sobre estas mejoras planificadas. Nosotros estaremos aceptamos comentarios hasta el día 3 de noviembre. Usted,

- Puede comentar en la reunión de esta noche.
- O puede comentar en nuestro sitio web en azdot.gov/L303LPPI-17
- Puede enviarnos un correo electrónico a: ngreen@azdot.gov
- También puede llamarnos al 855.712.8530

Por último, usted puede enviar sus comentarios por correo, a Nikki Green, a ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

More Information/Mailing List

- Visit project website at: azdot.gov/L303LakePleasantI-17
- View presentation
- Sign up for project mailing list to be notified of future meetings and updates

Como se mencionó anteriormente, publicaremos la grabación de la reunión de esta noche en el sitio web de nuestro proyecto en:
azdot.gov/L303LakePleasantI-17

Además, puede inscribirse en el lista de correo del proyecto para ser notificado de futuras reuniones, actualizaciones y restricciones de tráfico.



Anonymous Self-ID/Identificarse Anónimo

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

azdot.gov/L303SelfIDSurvey

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

azdot.gov/L303EncuestaParalidentificarse

ARIZONA DEPARTMENT OF TRANSPORTATION

Muchas gracias por tomarse el tiempo de su ocupada noche para asistir a esta reunión. Nosotros agradezco su participación. Finalmente, como parte de los informes federales de ADOT proceso, estamos obligados a documentar participación en nuestras reuniones públicas y otras actividades de divulgación.

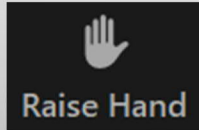
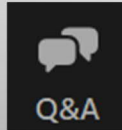
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unen por teléfono, el enlace de la encuesta es:
azdot.gov/L303EncuestaParaIdentificarse

Q&A

Ways to ask a question or make a comment at tonight's meeting:

- For those online:
 - Q&A button
 - Raise Hand button
- For those on the phone:
 - *9 to raise your hand



Formas de hacer una pregunta o hacer un comentario en la reunión de esta noche:

- Para aquellos en línea:
 - Botón de preguntas y respuestas
 - Botón de levantar la mano
- Para aquellos en el teléfono:
 - * 9 para levantar la mano

Para los asistentes que se unen a nosotros en línea, hay dos opciones para hacer una pregunta o hacer un comentario:

- Si prefiere escribir su pregunta, haga clic en el botón Preguntas y respuestas en la parte inferior de la pantalla.
- Si prefiere hacer su pregunta verbalmente, haga clic en el botón Levantar la mano en la parte inferior de la pantalla.

Para los asistentes que se unan a nosotros por teléfono, ingrese * 9 para levantar la mano. Nuestro anfitrión le pedirá que deje de silenciarlo presionando * 6 cuando

estemos listos para su pregunta / comentario

Esta reunión está programada para terminar a las 7 pm. Si todavía tenemos personas con preguntas o comentarios en ese momento, ampliaremos la reunión hasta las 7:15 pm. Cualquiera que tenga preguntas o comentarios adicionales en ese momento puede proporcionarlos después de la reunión a través de los otros métodos de comentarios. El equipo responderá a todas las preguntas.



Anonymous Self-ID/Identificarse Anónimo

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

azdot.gov/L303SelfIDSurvey

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

azdot.gov/L303EncuestaParalIdentificarse

ARIZONA DEPARTMENT OF TRANSPORTATION

Muchas gracias por tomarse el tiempo de asistir a esta reunión. Nosotros agradecemos mucho su participación.

Appendix B: Public Comments

Public Meeting Comments

Email and Comment Form Comment Log

PUBLIC MEETING COMMENTS

Question/Comment: Will this recording be posted to the ADOT website?

Response: Yes.

Question/Comment: Are there any plans to add an I-17 northbound ramp on Dixileta Drive?

Response: Due to the proximity of the Dixileta Drive interchange to the system interchange with I-17 and Loop 303, adding ramps to the north at Dixileta Drive is not planned because there is not room to add the ramps without conflicting with the existing or future system ramps between I-17 and Loop 303.

Question/Comment: The State Trust Land south of the 303 is a popular recreation area for mountain bikers, families and rock climbers. I would like to know if there are any plans to attempt to maintain much of their recreation opportunities should any of these interchanges (51st Ave, 67th Ave) be developed to connect the 303 w the southern access points?

Response: Most of the lands surrounding that area are owned by the Arizona State Land Department, and they're responsible for them as well as if/when they are often auctioned off for development. Depending on where that Arizona state trust land is, the Arizona State Land Department may choose to auctioned it off. If land is auctioned the funds go to support Arizona schools.

Question/Comment: I missed when phases 2 and 3 were going to be completed.

Response: At this time those phases are planned in the future MAG Regional Transportation Plan that was mentioned earlier. Once funding is available and the traffic warrants the need for those improvements, then those would be considered and based upon MAG's projections and plans for the area.

Question/Comment: Hello, thank you for your time tonight. I am concerned about the timing for phase 2 & 3 for the direct access ramps from I-17 at Sonoran to Loop 303. I live off of the Dove Valley exit on I-17 and consistently experience LONG traffic back ups at both Dove Valley/I-17 and the Loop 303/Sonoran entrance/exit at that light. Especially since the conductor plant has begun construction and so many delivery semis use that exit/entrance. I think it would be in the best interest of those living up here to provide access to the Loop 303 rather than us having to experience massive disruption at Dove Valley and Sonoran as a result of this new company's presence/traffic/employees etc. Can this study please look at adding those ramps sooner in order to eliminate the traffic blockages and backups?

Thanks!

Response: Part of our study is looking at the implementation of the third general purpose lane and also of the system interchange ramps. Currently the plan is that Loop 303 would still be accessed by Sonoran Desert Drive. We understand the concerns of congestion. Based upon traffic volumes we've received, right now the two interchanges at 51st and 43rd avenues are what we're doing in Phase One, but the DCR is looking at that. Also, MAG is in the final stages of the development of the new regional transportation plan. MAG has identified this as a priority to move forward, as part of the first phase of the regional transportation plan. So that's between 2026 and 2030, funding for that plan is contingent on a continuation of the dedicated Maricopa County transportation sales tax. And its exact timing would be set by the MAG Regional Council, which is made up of elected leadership from the cities, counties, towns, and native nations in the region, subject to funding availability.

Question/Comment: If there aren't plans to build south of Loop 303 at 51st & 43rd avenues then why is the diamond interchange being built at this time in those 2 locations extending south?

Response: The entire interchange ramps are required in order to get traffic to and from the north. The extension to the south is a future situation. But the on- and off-ramps in both directions are required in order to move traffic to the north at this time.

Question/Comment: Can you give a quick summary of why the diamond interchanges were chosen over the diverging diamond arrangement?

Response: We did a traffic analysis and evaluated all of the potential impacts associated with the footprints of the different interchange configurations. The diamond interchange was recommended for a number of reasons. One, the traffic operational performance of the diamond interchange operated as good as the diverging diamond interchange, or the DDI. Another reason is the diverging diamond interchange change doesn't provide for any through movements through the traffic interchange area. So for example, if you're getting off at an exit ramp and you want to continue through to the other side and get back on the freeway on the entrance ramp, the divergent diamond does not provide for that movement. There are benefits to having that movement for traffic management purposes. Diverging diamond also had a little bit larger footprint so there was a little bit more area of impact associated with the diverging diamond. Finally, the cost was also a little bit higher. If you go to the project webpage, you can look at the initial design concept report, and it has a very large evaluation matrix that we put together that shows the comparison of the alternatives.

Question/Comment: Are there examples of previous ADOT and City of Phoenix collaborations and interchanges through neighborhoods like 51st Avenue in Stetson Valley? I know the city is continually expanding but Stetson Valley is a unique community and I would be interested to know when a similar expansion happened previously and what changes did it make to the communities?

Response: One example is the South Mountain Freeway. The freeway system had been outlined in plan for a long time. If you're concerned about the extensions of roadways south of Loop 303, then that's related to the sale of ASLD land and also the planning for the city of Phoenix.

Question/Comment: Can you comment on west Loop 303 exits, such as 99th Ave, Westland? What is a timeline for them?

Response: This study is just focused on the section of Loop 303 between Lake Pleasant Parkway and I-17. You can find more information about MAG's long range transportation plan at ourmomentumplan.com.

Question/Comment: Does TSMC have future plans to purchase additional property below the Loop 303 as part of their planned future growth in AZ?

Response: At this time, we are not aware of that.

Question/Comment: How far north will 43rd and 51 avenues extend? To Dove Valley? or Carefree? And will the 51st ave road north from 303 be usable by general traffic? Or will it only be dedicated to TSMC construction?

Response: The current plans that are under construction right now by the city is 51st Avenue is being built from the Loop 303 north to Dove Valley Road. Dove Valley is being extended from 51st Avenue to 43rd Avenue, which is being constructed from Loop 303 up to Dove Valley Road. These will be city streets, not private just for TSMC. Other city roadway extensions are based upon development occurring.

Question/Comment: Why is the 43rd interchange given priority over 67th when there are no city plans to connect to 43rd?

Response: Currently with the development that's occurring to the north there are needs for this interchange.

Question/Comment: If Loop 303 does eventually connect south to 67th avenue, would the proposed connection be 67th avenue or Pyramid Peak Parkway near the water plant or near to the neighborhoods, the Northern Mountain Ranch?

Response: At this time it is difficult to determine where the crossing for the CAP canal would be coming from Loop 303 south along the 67th Avenue alignment. Again, that would be dependent on the development and would be under the jurisdiction of both the city of Phoenix and the city of Peoria having input about where that roadway crossing would be south of Loop 303.

Question/Comment: Can you provide information about where the funding comes from in case there is a vote to increase/decrease that funding?

Response: Future planned improvements to Loop 303 are identified in MAG's Regional Transportation Plan. Funding for projects identified in the plan would need to be approved by voters.

Question/Comment: Will 67th Ave, 51st Ave, and 43rd Ave off ramps be going south to connecting streets?

Response: Currently the interchanges at 51st and 43rd avenues are being constructed to handle the traffic needs that will be coming from the north as the current proposed development occurs. The city of Phoenix long-range transportation plan calls for these roadways to be extended sometime in the future, based on future development in the area. The city has no immediate plans to extend these roadways so at this point access to the south would be prohibited and blocked off through barricades and fencing.

Question/Comment: Can you explain how Phase 2 (3rd lane widening) will work for the section between 43rd Ave and I-17 as well as the interim ramp condition at 67th Ave? The DCR is showing these roadways as mostly 2 lane sections.

Response: The existing freeway is two lanes in each direction with traffic currently using what will be the 67th, 51st and 43rd avenues ultimate ramp or interchanges. The addition of a third general purpose lane would probably necessitate a need for the I-17 interchange ramps so the Phase 2 and Phase 3 work may be concurrent. If the general purpose lanes are constructed first, the traffic would have to merge into the two lanes that go to and from Sonoran Desert Drive.

Question/Comment: One of my questions is that the proposed 43rd Avenue connection between Loop 303 and Happy Valley appears that it would need to go through Deem Hills and the preserve, and then enter the residential area in order to connect to Happy Valley Road, which does not make sense at all the other two proposed connections, 67th Avenue and 51st Avenue appear to connect to ending roads and residential areas, areas crossing over the canal, and then connecting with Loop 303. Can you please explain why the 43rd Avenue exit is even being postured? And can you also please confirm whether it would be dissecting the preserve and the residential area?

Response: The 43rd Avenue interchange is being constructed to handle the traffic needs that will be coming from the north of Loop 303 as the current proposed development occurs. The city of Phoenix long-range transportation plan calls for these roadways to be extended sometime in the future, based on future development in the area. The city has no immediate plans to extend these roadways.

Question/Comment: What is the plan for the extension of Sonoran Desert Parkway east considering the much higher traffic count on Dove Valley Road, which will only be much worse once the semiconductor plant is constructed.

Response: City of Phoenix responded to this saying they are evaluating the impacts of the Sonoran Desert Drive section on the east but there aren't any immediate plans to upgrade that roadway.

Question/Comment: When funding or if funding becomes available and there is a 51st Avenue exit south, what path will that come all the way through to Happy Valley, going over the canal and cutting through Stetson Valley currently? I wasn't able to actually see anything online in the very lengthy program that was available to view that showed any type of pathway potentially for the future that would cut south of Loop 303. How would the development of that parcel impact anything from Stetson Valley and south? Because we're pretty much completely developed in this area from Stetson Valley, and then south of Stetson Valley. There's no other property available to be built on in this area. So if the extension of an exit ramp would be dependent upon that development, would the extension of that on ramp or off ramp be likely secluded to that development, but we don't want an exit or an on-ramp running through Stetson Valley. It's like a two lane street on 51st Avenue.

Response: The city of Phoenix long-range transportation calls for these roadways to be extended sometime in the future, based on future development in the area. The city has no immediate plans to extend these roadways.

Question/Comment: Why has 43rd Avenue been extended and not 67th? There's a huge community and there's a lot of homes that were built north of Pinnacle Vista along Pyramid Peak Parkway. We have a huge increase in traffic cutting through Stetson Valley and Eagle Cove. This has been addressed, tried to be addressed with police enforcement, trying to do something with widening Happy Valley. And I guess I'm really confused, cause that's a huge development up there. It would be most advantageous to make sure there's an on and off-ramp connecting to 67th Avenue opening a 51st or 43rd, especially 43rd close to I 17 already. 51st Avenue is basically a Stetson Way. There's already a bridge there and everything Pyramid Peak or 67th is already at a dead end and I don't know why it's not going to ever lead up to there. We have a huge problem with traffic in our area. It's only going to get worse as more development. If you open up 51st without 67th, they're going to have everybody on Pyramid Peak Parkway north of Pinnacle Vista and down to Jomax crossing over our development. And it's only a two lane small development. So I guess it's more of a statement and trying to figure out why 67th is not considered and 43rd is, and I understand about 51st, but, 43rd over 67th I'm not sure what's the reasoning behind that. And then you talked about the study that was done in 2006. I think it should be restudied looking at the traffic along Happy Valley, look at the traffic coming from Sonoran Mountain and some of those communities are north of the Pyramid Peak Parkway. We're also having a school built on Pinnacle Vista. And so we've got a school there coming up and so we're going to have more traffic, and we have a real big problem with speeding. So I guess the question is, why is 67th on the back burner?

Response: The 43rd Avenue interchange is warranted for providing access to the development to the north of Loop 303. The city of Phoenix long-range transportation calls for 67th Avenue to be extended sometime in the future, based on future development in the area. The city has no immediate plans to extend either of these roadways.

Question/Comment: What is the city going to do for the residents of Stetson Valley? We've put in speed bumps. We've had signs put out. What is the city doing to help alleviate that problem and ensure the safety of our community and our children?

Response: I'd be happy to follow up with you after the meeting, but I want to try to make sure that we are staying focused on the intent of this meeting which is Loop 303 from Lake Pleasant Parkway to I-17.

Question/Comment: Can you speak to development south of Loop 303 on 51st specifically, will the interchanges be blocked off from people gaining access to the streets, state trust land, those of us in the Stetson Valley area have problems currently with people in the state trust land that gain access off

Loop 303, we would also not like a connection and we'd like to preserve as much trust land in the area as possible.

Response: Currently there is fencing along the south side that will remain in place to deter people from accessing the ADOT right of way..

Question/Comment: The maps didn't seem to indicate the route of the 67th, 51st and 43rd avenues off-ramps and if they would connect to Happy Valley. Is that their ending point?

Response: The city of Phoenix long-range transportation calls for these roadways to be extended sometime in the future, based on future development in the area. The city has no immediate plans to extend these roadways.

Agency/Organization	Method	Question/Comment?	Category	Response
Homeowner	Comment Form	To whom it may concern: We love living in Stetson Valley and enjoy our quiet neighborhood where families take walks with their children and pets. We often take our young kids on walks to playgrounds and splash pads near our home. We are absolutely opposed to connecting our small community with a major thoroughfare to the 303. This will create faster speed limits, more traffic, more noise, and more danger. I will no longer be able to let my kids play safely in the grass across from our home if it backs a major road. We already have access to the 303 with a quick drive up Happy Valley. We are not far from the I-17 or 101 and have plenty of access to freeways. PLEASE do not allow 51st Avenue to connect to the 303. I am begging you for understanding. I do not wish to leave my home but feel I will have no choice if you make this connection. PLEASE do not connect 51st Avenue.	City Street Extensions	[Response: City Street Extensions] Thank you for your comment regarding the Loop 303, Lake Pleasant Parkway to I-17 planned improvements. ADOT's current study focuses on improvements to the Loop 303 freeway system, including future widening and interchanges. While the study considers connection points for future local roadways, extension and timing of city streets beyond the interchange areas is not part of this study and will be determined by the respective local agencies. The city of Phoenix's long-range transportation plan calls for 67th, 51st and 43rd avenues to be extended sometime in the future, based on future development in the area. The city has indicated it has no immediate plans to extend these roadways. I have shared your comment with the City for any follow-up. For more information on ADOT's plans for improvements along Loop 303 between Lake Pleasant Parkway and I-17, please attend the virtual public meeting on Oct. 20. You can find more information here: https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting .
Resident in Stetson Valley	Comment Form	Please do not connect 51st Avenue to the 303! I live at N Stetson Valley Parkway and W Molly Lane. One of the biggest attractions of my neighborhood is getting to feel more connected with nature. Gutting the nature preserve would be devastating to us. Also my house backs up to N Stetson Valley Parkway which is what 51st Ave turns into. This would make my home back up to a major busy road which would depreciate my house's value due to increased noise pollution and possibly cause crime rates. Please reconsider this plan!	City Street Extensions	Response: City Street Extensions
Stetson Valley Homeowner	Comment Form	Please DO NOT UTILIZE 51st Avenue as a connection to the 303.	City Street Extensions	Response: City Street Extensions
	Comment Form	Please preserve our neighborhood and Deem Hills mountain range by not having a 43rd Ave/303 exit go through to Happy Valley. Stetson Hills is a small neighborhood with many families and a K-8 school. Thank you for your consideration.	City Street Extensions	Response: City Street Extensions
Stetson Valley Home Owner	Comment Form	51st Ave expansion to Loop 303 is not what our neighborhood needs. More traffic, more road noise, more danger in what this quiet neighborhood is about. There are alternatives. I do not support this proposal.	City Street Extensions	Response: City Street Extensions
	Comment Form	I am strongly opposed to extending 51st ave across the CAP Canal to the 303. It will negatively impact property values and increase traffic dramatically through our neighborhood where kids ride their bikes and families walk. This is wholly unnecessary as we are clearly not far from the 303 at Happy Valley and the 17 at Happy Valley for people needing to go north.	City Street Extensions	Response: City Street Extensions
	Comment Form	Will these new interchanges connect from the 303 to Happy Valley?	City Street Extensions	Response: City Street Extensions
Live in neighborhood	Comment Form	We are 100% against extending 51st Ave to the 303 from Stetson Valley. We bought a home here 4 years ago, and it wasn't until last night that we were informed of the proposed plans. There has been little to no communication within our community about this, and it's deeply concerning to a neighborhood to see what this might do to increase traffic. Additionally, with the new school coming to the area, there will be an increase in children walking across 51st Ave, making it extremely dangerous. In addition to that fact, an increase in traffic means an increase in noise and accidents in general. There is no room for new construction in this neighborhood, either, so it's not like there will be an increased population to Stetson Valley. People bought in this area due to its quiet, peaceful nature with access to the beautiful Deem Hills Rec area. Please do not ruin that.	City Street Extensions	Response: City Street Extensions
	Comment Form	Please do not extend loop 303 through Stetson Valley neighborhood. There is already enough traffic issues, speeding, 4 way stop issues on Deem Hills. Also, there is a new school going up- keep the RESIDENTIAL area safe and quiet. There has got to be another way. People already cut through the neighborhood	City Street Extensions	Response: City Street Extensions
	Comment Form	Please do not connect 51st Ave to the 303. This is a residential community and the increased traffic would be a significant problem. We already have speed issues in the neighborhood. Second you would be destroying some of the only park/ nature area we have. Lots of people from Stetson valley and other areas hike and bike on the state trust land.	City Street Extensions	Response: City Street Extensions
	Comment Form	I am very concerned that these expansions to the south lead directly into residential areas. The increase of traffic brings many concerns to those living in this area. I do not want to disrupt our neighborhoods and beautiful open land to bring traffic noise and pollution to the area.	City Street Extensions	Response: City Street Extensions
	Comment Form	67th ave to 303?	City Street Extensions	Response: City Street Extensions
	Comment Form	Please do not connect 51st ave through to 303. Stetson valley is a quaint neighborhood with small kids biking and walking. Especially with the new school going in, I fear for the safety with connecting 51st ave all the way to 303 when it's currently a max of 40. People already speed through and this will just make it more dangerous. Please focus efforts on 67th ave and leave the desert around the canal protected!	City Street Extensions	Response: City Street Extensions
Stetson Valley resident	Comment Form	I want to know more about connecting 51st Ave to Loop 303. I'm concerned about the traffic that will now go through the middle of Stetson Valley.	City Street Extensions	Response: City Street Extensions
Stetson Valley Resident	Comment Form	I have a lot of concerns in regards to the 51st Avenue going to the 303	City Street Extensions	Response: City Street Extensions

Agency/Organization	Method	Question/Comment?	Category	Response
	Comment Form	<p>Please do not connect 51st Avenue to the 303. 51st Avenue is already a busy road, especially for going through a neighborhood. And the fact that it is truly a road that goes inside a neighborhood should be considered. If it becomes a connection to the 303, it will bring in a lot of traffic from outside of the neighborhood and I am afraid it will be detrimental. It will literally split the neighborhood in half.</p> <p>DVUSD is currently in the process of building a neighborhood school in Stetson Valley (west of 51st Ave) and a large part of the projected enrolled students will have to cross over 51st Ave to attend. If there is even more traffic, it is going to be not just detrimental to the neighborhood, but increasingly unsafe for our children who will need to cross to attend school.</p> <p>67th Ave does not go through any neighborhoods- connecting that road would be a whole lot less disruptive to residents' quality of life.</p>	City Street Extensions	Response: City Street Extensions
Resident	Comment Form	Please connect 67th first. Pyramid Parkway is already designed to sustain more traffic as it doesn't go through a quiet neighborhood like 51st. The traffic density on Happy Valley ans 67th from the 101 would greatly decrease!!! Also safer and more efficient for neighborhoods at the north end of 67th to have more than 1 way in & out of the area.	City Street Extensions	Response: City Street Extensions
	Comment Form	Do not go through 67th ave	City Street Extensions	Response: City Street Extensions
Stetson Valley Resident	Comment Form	I am against having 51st Ave join the 303. We bought in the neighborhood for the quiet park like setting right where 51st ends. We will be forced to move out of the community if it becomes a through street. It will no longer be safe for our children to ride bikes or play in the green belts. Our green belts will no longer be quiet neighborhood areas. People driving through will start using them and will bring unwanted attention to our peaceful, safe neighborhood.	City Street Extensions	Response: City Street Extensions
	Comment Form	Don't add more streets to 303!	City Street Extensions	Response: City Street Extensions
Resident on El Cortez between 51st Ave & 43rd Ave.	Comment Form	I am voicing my opposition to the Proposed linking of 51st Avenue AND 43rd Avenue to the 303. We have a beautiful quiet neighborhood with a dedicated Preserve and parks area for this large community. There is absolutely no reason to undue this by dissecting the park and this community. I along with my neighbors are vehemently opposed and will be incredibly engaged in our stance to stave off this advancement.	City Street Extensions	Response: City Street Extensions
N/A	Comment Form	I'm opposed to connecting 51st Avenue through Stetson Valley to anything beyond the canal. Keep the area as originally designed - it's a community	City Street Extensions	Response: City Street Extensions
	Comment Form	I am a homeowner in Peoria in the Sonoran mountain ranch neighborhood. I do NOT want the proposed projects connected to the 303.	City Street Extensions	Response: City Street Extensions
Stetson Valley home owner	Comment Form	Please do not turn our quiet residential neighborhood in Stetson Valley into another traffic race way by extending 51st to the 303 loop. We children playing in parks all along this road. It was designed to be a quiet parkway divided by a median with trees and plants. It should not be allowed to become a main feeder route to the outer loop and all the new factories. Freeways are better for feeding traffic.	City Street Extensions	Response: City Street Extensions
	Comment Form	Extending 51st to the 303 would be a serious mistake. 51st (unlike 67th) is a quiet residential street. The deem hill park area draws runners, bikers and hikers from nearby neighborhoods, resulting in lots of bike and foot traffic. The character of the entire area would be destroyed by heavy, high speed traffic. 67th Avenue is a more commercial rather than residential street and would be a much more logical extension for a 303 connection.	City Street Extensions	Response: City Street Extensions
	Comment Form	Extending 43rd Avenue to Loop 303 will greatly impact my quiet, secluded neighborhood. Deems Hill Parkway backs up to my home and is not wide enough to handle increased traffic nor does our neighborhood need the added noise and congestion.	City Street Extensions	Response: City Street Extensions
Home owner	Comment Form	We are concerned about the additional traffic that would flow through 67th. It already is too busy	City Street Extensions	Response: City Street Extensions
	Comment Form	I live off of Deem Hills Parkway (off of 43 rd). My concern is I have read this is a plan to join 43rd to 303 going through Stetson Hills through Deems Hills Recreational Area, I am concerned for the safety of children walking to school as there is an elementary school at the beginning of Stetson Hills Loop. Also the road DH Parkway does not appear to be designed for heavy and fast traffic. I am hoping you will not use 43rd Ave as an access road to 303.	City Street Extensions	Response: City Street Extensions
Homeowner Sonoran Mountain Ranch	Comment Form	Is the extension of 67th Ave to Loop 303 an absolute done deal or is there a chance that residents concerns about the increase in the amount of traffic and speeds traveled n the area will be an issue be taken into consideration?	City Street Extensions	Response: City Street Extensions
Homeowner of 12+ years	Comment Form	Connecting 51st Ave to the 303 is asinine and unnecessary. We already have people using it as a drag strip from the canal, southbound, and the other direction, as well. All you will do is endanger young families and the elderly who walk and bike in these closed off areas. This would NOT be an improvement and would decrease the housing appraisals due to the extreme increase in traffic, noise, accidents and safety problems with this type of thoroughfare.	City Street Extensions	Response: City Street Extensions

Agency/Organization	Method	Question/Comment?	Category	Response
	Comment Form	All the information we're hearing about are not good.. I am completely against any extensions or access to 303 from Sonoran Mountain Ranch Rd especially because it will ruin the desert Reserve and harm wildlife, along with increasing noise that will disturb our living in the community. Pyramid Peak Pkwy is possible but it will still harm the Desert and the wildlife there. This sounds like the decision is being influenced by the new Semiconductor plant being built off 303 and 17.. I moved to this area because it was quiet and tranquil, not because of the freeway access..	City Street Extensions	Response: City Street Extensions
	Comment Form	We are against any of these proposed changes to these neighborhoods. When we and our neighbors purchased our homes it was a home in a neighborhood not a freeway going through it. This is a bad idea. Did anyone bother to go through these neighborhoods so see that they are relatively quite? If these changes are made our neighborhoods will no longer be what they were built. These neighborhoods will be ruined and none of us were told that these changes would be happening in the future. We do not need heavy traffic coming through our neighborhoods. We are against these plans.	City Street Extensions	Response: City Street Extensions
Real Estate Team	Comment Form	Please don't connect the 303 to 51st avenue through Stetson Valley. 67th Avenue makes sense, but 51st is straight through a neighborhood that we all love.	City Street Extensions	Response: City Street Extensions
	Comment Form	Could you please consider keeping 51st Avenue still blocked and make the 67th Avenue go through to 303. We are truly enjoying the quiet biking baths along with many other bikers at the end of 51st Ave. It's rare to find such a place in the middle of the City.	City Street Extensions	Response: City Street Extensions
	Comment Form	Huge concern with 67th Ave connection to 303. 67th avenue and Happy Valley is already a red light running nightmare and once you pass Jomax, the road is not wide enough and too curvy. We already have issues with people speeding along pyramid peak. It doesn't make sense. 43rd and 51st are far better options and there is not enough traffic these days that need to get on the freeway to justify the cost for doing 67th avenue. The light at Joe Max and pyramid peak in particular is very dangerous because of the way it comes around a semi-blind corner.	City Street Extensions	Response: City Street Extensions
	Comment Form	Will homes be in the way of the 43rd Ave extension to the 303? And the 51st Ave extension?	City Street Extensions	Response: City Street Extensions
85083 taxpayer since 2006	Comment Form	What will be done to curb the excessive speeding in our residential area of Pyramid Peak Pkwy? Many of us are concerned that the 67th to 303 expansion will lead to even more accidents, deaths, due to the street curves and lack of existing traffic control along Pyramid Peak	City Street Extensions	Response: City Street Extensions
	Comment Form	I do not support the 67th avenue and 303 interchange. This is a major intersection at happy valley and is proving to be more unsafe each day. Adding this additional volume through neighborhoods is dangerous for the many school kids walking and driving to school.	City Street Extensions	Response: City Street Extensions
Live off of Pyramid Peak Parkway - 67th North of Jomax	Comment Form	In total support of an interchange at 67th/Pyramid Peak Parkway and the 303.	City Street Extensions	Response: City Street Extensions
	Comment Form	I support additional L303 intersections at 51st and 43rd. If this is not considered with future growth, 67th Ave and the Happy Valley intersection will continue to grow congestion and bottleneck during peak periods.	City Street Extensions	Response: City Street Extensions
	Comment Form	I am a concerned neighborhood resident in Stetson Valley. Like many others in the community I do not want Stetson Valley Parkway/51st being connected to the loop 303. I am concerned about noise, traffic and wild life in the area being impacted. In the spring the mountain is covered with beautiful wild flowers and to cover it with a road is horrible. The traffic and noise will impact our children being able to play at the parks nearby.	City Street Extensions	Response: City Street Extensions
Community Member	Comment Form	Hello I am a concerned resident in Stetson Valley. I do not want Stetson Valley Parkway/51st being connected to the loop 303. That is directly through our neighborhood. The mountains surrounding the canal contain wildlife that will be destroyed by the construction. When does the building stop?	City Street Extensions	Response: City Street Extensions
	Comment Form	I'm disgusted by these plans cutting through very unique desert terrain to this area that should be protected and made a park. This is all unnecessary as traffic is not an issue in this area. It flows very well and quick. These plans are only there to allow more endless developments, and to allow people to speed through our quiet neighborhoods to the Loop 303. These roads will bring in crime and will help desert land dumping and shooting in our backyards. This land should remain Trust Land for recreation. These roads are not needed!	City Street Extensions	Response: City Street Extensions
Homeowner	Comment Form	I am hearing talk about connecting the interchanges at 67th, 51st, and 43rd on the Loop 303 to extend down to Happy Valley Road. Is this true and what plans are currently available for homeowners to review and discuss these changes?	City Street Extensions	Response: City Street Extensions
Resident of Stetson Valley	Comment Form	I want to share my view about connecting 303 and extending them to 67th, 51st ave, 43rd Ave. i am against having the 303 extended to 51st ave and 43rd Avenue. I think it will be better to have a connection with 303 at 67th avenue. It will be a connection to 101 and also it is not very far from 51st and 43rd. It will save a lot of land and natural habitat from getting ruined.	City Street Extensions	Response: City Street Extensions
	Comment Form	I support connecting 51st to Loop 303. I am a stetson valley resident	City Street Extensions	Response: City Street Extensions

Agency/Organization	Method	Question/Comment?	Category	Response
	Comment Form	We need to have places to hike & bike. If you build roads through here than that will open the doors to build houses & stores. Pyramid Peak area is the best area to hike & bike in N. Phoenix, please don't ruin it	City Street Extensions	Response: City Street Extensions
	Comment Form	Why?	Project Purpose & Need	Thank you for your comment. Maricopa County has been one of the fastest growing regions in the United States for many years.
	Comment Form	Please consider making the I-17 / 303 ramp tie in a priority. It'll touch a lot more people than the interchanges for a private business.	System Interchange	Thank you for your comment. There is no current timeframe to construct a full system interchange at I-17 and Loop 303 because there is not currently funding identified to make these improvements.
	Comment Form	When will this happen?	Timing/Schedule	Thank you for your comment. Phase 1 includes construction of the 51st and 43rd avenue traffic interchanges, temporary connectors from Loop 303 mainline paving to the frontage road system and the frontage road on the north side of Loop 303 between 43rd Avenue and 51st Avenue. <input type="checkbox"/> Phase 2 would construct the third general purpose lane in each direction on Loop 303. <input type="checkbox"/> And Phase 3 would add the I-17/Loop 303 direct connecting system to system ramps <input type="checkbox"/> Future phases would include the fourth general purpose lane, the HOV lane on Loop 303 and the direct connecting HOV ramp. <input type="checkbox"/> Implementation of the Loop 303/67 th Avenue interchange would be dependent on area development, city implementation of 67 th Avenue and traffic need.
	Comment Form	Impacted homeowner	none	Thank you. We have added you to our mailing list.
	Comment Form	Great project, I fully support it.	Supports project	Thank you for your comment. We have shared it with the project team.
	Comment Form	Join mailing list	none	Thank you. We have added you to our mailing list.
	Comment Form	Na	none	Thank you. We have added you to our mailing list.
	Comment Form	No questions at this time	none	Thank you. We have added you to our mailing list.
	Comment Form	Priority needed for improvements on Highway 74 from Highway 60 to 303 & I-17. The corridor for growth in commercial, industrial and residential will add more vehicles and trucks to the rural area as it is now. To my knowledge ADOT Central District doesn't have this Highway as a priority. The Wickenburg Chamber of Commerce Transportation Committee (I recently retired after 33 years as CEO) has advocated for improvements. Traffic today includes trucks, recreational vehicles, horse trailers, automobiles, motorcycles & bicycles using primarily a two lane roadway. Please add dollars to future budgets as requested by our previous statement made in May. If the improvements are not addressed now, we will be far behind. Commercial, Industrial, Recreational & Residential expansion will cause problems on this route. I'm unable to be present at the October meeting or phone in. I believe other comments from the Chamber will be forthcoming.	Other; SR 74 Improvements	The Maricopa Association of Governments (MAG) is the federally designated planning entity for the regional freeway system and as such is responsible for determining regional priorities for the freeway program in Maricopa County based on input from its member agencies. ADOT implements projects identified in the Regional Transportation Plan. MAG is currently updating the next RTP. We suggest you provide comments to MAG related to funding improvements to SR 74.
	Comment Form	The primary purpose of the proposed improvements appears to be to encourage real estate development. That's not, and shouldn't be, the primary purpose of any of your agency's projects. You should be focusing on improving transportation for existing residents, not encouraging more urban sprawl.	Opposes project	Thank you for your comment. We have shared it with the project team.
	Comment Form	Please leave the Pyramid Peak area the way it is. There are a ton of people who ride mountain bikes out there and we don't need more subdivisions and roads taking away good desert.	Opposes impacts to open space	The purpose of the SR 303L, Lake Pleasant Parkway to I-17 Design Concept Report is to evaluate the addition of a third general purpose lane along Sr 303L and system ramps at the I-17/SR303L interchange. It is anticipated that these improvements would remain within ADOT right-of-way.
	Comment Form	No!!!! You're going to get rid of open space that brings recreational possibilities. Save the space	Opposes impacts to open space	The purpose of the SR 303L, Lake Pleasant Parkway to I-17 Design Concept Report is to evaluate the addition of a third general purpose lane along Sr 303L and system ramps at the I-17/SR303L interchange. It is anticipated that these improvements would remain within ADOT right-of-way.
Construction Administration	Comment Form	This project is on direct target with all of the development. Good job ADOT	Supports project	Thank you for your comment. We have shared it with the project team.
Private Citizen	Comment Form	My comment is a recommendation to switch phase 2 and phase 3. The way the current traffic flows on 303 approaching I-17 backs up over a mile some mornings. Due to how the roadway for that last mile plus has curbing, any accident or disabled vehicle shuts down a traffic lane and extremely slows down traffic in the remaining lane. There is no shoulder to move the vehicles out of the traffic lane and responding vehicles have very limited access to clear the vehicles. Changing the approach roadways and the I-17 303 interchange would alleviate a lot of those congestion issues.	Timing/Schedule	The third general-purpose lane along SR 303L and the I-17/SR303L System Interchagen ramps are anticipated to be needed at about the same time. Future funding availability and programming of construction is under consideration and this comment will be shared with the team.
C.W. Matthews Contracting Corp Inc	Comment Form	I approve and support ADOT's Loop 303 Lake Pleasant - I-17 Study. The aspect that I love about ADOT's Loop 303 Lake Pleasant - I-17 Study is that Loop 303 will be widened from 2 lanes to 3 lanes and that a system interchange will be built at the Loop 303/I-17 interchange. These elements will help reduce congestion and improve safety on Loop 303 between Lake Pleasant Parkway and I-17.	Supports project	Thank you for your comment. We have shared it with the project team.
Homeowner	Comment Form	Additional interchanges slow traffic flow, just look at the 10-17 and the 10-101 daily congested traffic. Please do not add entries and exits to the 303 and slow traffic on my only available path to work and recreation.	Opposes project	Thank you for your comment. We have shared it with the project team.

Agency/Organization	Method	Question/Comment?	Category	Response
	Comment Form	Happy to see that planning is being enacted for this roadway. Interested in another exit between Grand and El Mirage Road to allow quicker access to the Rancho Cabrillo and Rancho Merchado subdivisions flanking Happy Valley and Litchfield roads.	Other; Improvements to other segments of L303	Thank you for your comment. The area mentioned are outside the limits of the SR 303L, Lake Pleasant Parkway to I-17 study, but your comment will be shared with ADOT, MAG and the local agencies.
Citizen	Comment Form	I thought your planning for the 303 being 5 lanes AND that you built the outside lanes first was very smart and forward thinking. What confuses me then is why you are building the cable barriers right where the expansion 4th lane will go. If you placed them down the middle 1 set would last until the final lane is built. Because you installed them where they are, you will need to rip all of them out for the fourth lane and then spend the money to replace them. You'll basically be paying twice for one safety feature.	Other; Cable Barrier	Thank you for your comment. This concept will be considered during the final design phases of the project.
Saddle Mountain Unified School District	Comment Form	I appreciate the presentation. I would encourage acceleration of the I-17/Loop 303 interchange portion as it currently backs up, especially with the southbound exit right turn lane restriction (from I-17 onto Loop 303). Thank you.	System Interchange	Thank you for your comment. There is no current timeframe to construct a full system interchange at I-17 and Loop 303 because there is not currently funding identified to make these improvements.
Vistancia Resident	Comment Form	Please move forward with this road project as soon as possible.	Supports project	Thank you for your comment. We have shared it with the project team.
	Comment Form	please implement full 303/i17 interchange before traffic burden is any greater... so much productive time is lost because the interchanges are too long delayed	System Interchange	Thank you for your comment. There is no current timeframe to construct a full system interchange at I-17 and Loop 303 because there is not currently funding identified to make these improvements.
	Comment Form	Just a general comment in that with final design work that adjacent landscaping should be native and natural looking and that lights be fully shielded to preserve the night skies in the northern part of Maricopa County.	Other; Landscape and Lighting	Thank you for your comment. Any landscaping along Loop 303 for future projects will be native species and be consistent with the existing desert landscaping along the corridor. Additional roadway lighting for future projects will follow ADOT's lighting standards with a focus on providing adequate illumination for roadway safety, while ensuring that lighting levels outside the roadway do not exceed allowable levels.
	Email	Please add more lanes and speed limit around 70mph (because it's a long drive nothing back there)! And please large signs such as, "DO NOT IMPEDE LEFT LANE—AZ STATE LAW!!! And place a "MERGE " beneath the exiting off ramp onto highway like the good old days !! I haven't seen one in this state for several decades!! Ya can place the "Do not Impede left lane " up and down I-17 that might speed up the flow of traffic some!! Left lane was not created for Sunday cruz 7-days a week!!! Or build large buildings/skyscrapers throughout the valley and folks can live and work from there so they eliminate car payment , insurance, maintenance/tires, fuel cost, traffic accident/jams and most of all minimize emissions to reduce climate change ?? Ya can place schools hospitals police station fire station several levels of shopping centers and food stands movie theater small businesses and then the upper levels can apartments and condos!!! Just a thought to prevent the valley from growing too too dang far out making every one to drive miles to work!! This valley needs to start growing UPWARD!!!!!!!	Supports Project; Signage and Speed Limits	Thank you for your comment. Freeways in metropolitan Phoenix are designed for 65 mph and posted as such. ADOT uses many methods to help improve the flow of traffic including signing, striping, ramp metering, and monitoring the freeway with Intelligent Transportation Systems.
	Email	All of us in the NW Valley remember when 303 was built. It was to be a 6-lane freeway from day ONE. What the hell happened? Now the costs are up, are the members who changed the plans paying for this expansion? Terrible. Just like the rotten politicians in D.C.	Other	Loop 303 is laid out to accommodate an ultimate 10 lane facility (4 general purpose lanes and 1 HOV lane). In freeway planning, the traffic volumes are projected 20 years beyond the planned opening year. When the interim facility project for the east to west leg of Loop 303 was constructed only two lanes in each direction were warranted. For the addition of the third general purpose lane we are projecting out traffic volumes to 2040 and that projection indicates the need for the additional lane and the direct ramps between I-17 and Loop 303.
	Email	Hello My name is Liz Gingerich. I am a concerned neighborhood resident in Stetson Valley. Like many others in the community I do not want Stetson Valley Parkway/51st being connected to the loop 303. I am concerned about noise, traffic and wild life in the area being impacted. In the spring the mountain is covered with beautiful wild flowers and to cover it with a road is horrible. The traffic and noise will impact our children being able to play at the parks nearby. I am in agreement that 67th/Pyramid Peak should connect but am hoping that a connection at Stetson Valley Parkway/51st is not completed.	City Street Extensions	Response: City Street Extensions
	Email	I live in the Stetson Valley neighborhood and I am writing to oppose the extension through our neighborhood and across the CAP canal. First of all, this proposed extension is less than a mile from a new elementary school being built. Secondly, this proposal will kill the beautiful neighborhood in which I live by dramatically increasing traffic where kids ride their bikes, families play in greenspaces, and people walk their pets. You will be effectively killing a neighborhood by allowing this to go across the canal and to the 303. There are two ways already to get to the 303 that are very simple and not far at all. Happy Valley is already capable of handling the traffic. There is no need to drive it through the heart of our neighborhood and hurt property values and families along the way. This is not needed and is not helpful in any way. I am asking you to stop this proposal.	City Street Extensions	Response: City Street Extensions

Agency/Organization	Method	Question/Comment?	Category	Response
	Email	Hi. There is a project planned for the 303 and 51st Ave extension. Our neighborhood is Stetson Valley and is concerned if 51st Ave is going to be extended to run from happy valley to the 303. Currently 51st Ave stops at the canal. If extended it would disrupt a huge natural habitat for wildlife. And it would add alot of traffic, noise, and ultimately crime to our neighborhood. Please advise what is intent and timeline.	City Street Extensions	Response: City Street Extensions
	Email	<p>I am a homeowner in the Stetson Valley community. Our home backs up to 51st Avenue. It is my understanding there is a proposed connection to the 303 utilizing 51st Avenue through Stetson Valley. I am urging you not to move forward with the 51st Avenue connection. We have green belts and walking paths that bring families out to play. Our society has been so altered throughout the years that something as simple as family time and children playing outside is to be cherished and maintained. Additionally, we have a brand new school currently under construction just west of 51st Avenue that will bring many more children walking or biking to and from school.</p> <p>Please know, in the past 12 years we've lived here the traffic on 51st Avenue has increased exponentially causing accidents and injuries. Please, please vote NO on connecting the 303 at 51st Avenue. It is for the safety of all the residents; children to seniors alike, that I'm pleading for.</p> <p>I am happy to discuss this further, if you'd like. This community is not designed for such a connection. It is a true residential area surrounded by mountains and does not need the additional traffic holding in the sound and air pollution. Please fight to keep our community safe.</p>	City Street Extensions	Response: City Street Extensions
	Email	As a homeowner in Stetson Valley, I am imploring you to please stop this connection! I have 4 young children who love to play in the grass in front of our home, which backs 51st Avenue. If 51st Avenue is to become a major thoroughfare to a huge freeway, I fear I will have no choice but to move my family. I can barely stand the thought of that as my home is filled with memories and hard work from our family. We saved for 3 years to purchase a home in our dream neighborhood of Stetson Valley, where there is grass and playgrounds and splash pads and families are constantly out for walks... All of that will change with increased traffic, speed limits, noise, and danger to my children playing in the green belts or walking along the roads with me. PLEASE do not allow this to happen to our beloved Stetson Valley. Our family has grown here, and I do not want to leave it. Please.	City Street Extensions	Response: City Street Extensions
	Email	I am emailing you about a proposal I heard about connecting 51st Avenue to the 303, https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting . Please do not connect 51st Avenue to the 303! I live at N Stetson Valley Parkway and W Molly Lane. One of the biggest attractions of my neighborhood is getting to feel more connected with nature. Gutting the nature preserve would be devastating to us. Also my house backs up to N Stetson Valley Parkway which is what 51st Ave turns into. This would make my home back up to a major busy road which would depreciate my house's value due to increased noise pollution and possibly cause crime rates. Please reconsider this plan!	City Street Extensions	Response: City Street Extensions
	Email	Please preserve our neighborhood and Deem Hills mountain range by not having a 43rd Ave/303 exit go through to Happy Valley. Stetson Hills is a small neighborhood with many families and a K-8 school. Thank you for your consideration.	City Street Extensions	Response: City Street Extensions
	Email	<p>I am writing you to tell you that I do not support this idea of connecting the 303 to Happy Valley at 51st ave and 43rd ave. This is not considering the park and wildlife that would be negatively affected. Not to mention how crowded Happy Valley already is.</p> <p>I do not support this plan and will make my concerns known at the meeting Oct 20 and to my elected city council.</p> <p>Do not do this, I beg you!</p>	City Street Extensions	Response: City Street Extensions
	Email	<p>I live in Stetson Hills and am against extending 43rd Avenue to the 303. 43rd Avenue becomes Stetson Hills Parkway which runs directly in front of our elementary school and up to Deem Hills. There is a beautiful community park on the other side of Deem Hills which would also be affected by putting the road through. I am strongly against this happening due to the close community we have here and the interference in the neighborhood of increased traffic. It would change the entire atmosphere of the neighborhood.</p> <p>My parents were among the original owners of this portion of the neighborhood. My husband and I lived with them in order to care for them since the beginning. We bought here because we like the cohesiveness of the neighborhood and have enjoyed the effects of that arrangement. Now that I own our home, I do not want that to change.</p>	City Street Extensions	Response: City Street Extensions

Agency/Organization	Method	Question/Comment?	Category	Response
	Email	We'er so glad in Sonoran Mountain Ranch to see plans for 51st Ave, and 67th Ave etc to the 303. What is ETA for completion?	Supports Project	<p>Thank you for your inquiry regarding a future extension of 67th, 51st and 43rd avenues south of Loop 303. ADOT's current study focuses on improvements to the Loop 303 freeway system, including future widening and interchanges. While the study considers connection points for future local roadways, extension and timing of city streets beyond the interchange areas is not part of this study and will be determined by the respective local agencies.</p> <p>The city of Phoenix's long-range transportation plan calls for 67th, 51st and 43rd avenues to be extended sometime in the future, based on future development in the area. The city has indicated it has no immediate plans to extend these roadways. I have shared your email with the City for any follow-up.</p> <p>For more information on ADOT's plans for improvements along Loop 303 between Lake Pleasant Parkway and I-17, please attend the virtual public meeting on Oct. 20. You can find more information here: https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting.</p>
	Email	<p>I live in the Stetson Hills/Sonora Mountain Ranch area, and I'm seeing a lot of questionable info flying around social media about the Loop 303 Improvement project, which is upsetting a lot of people. I think they are misunderstanding some things and I'm hoping you can clarify (or confirm) what's going on to help calm folks down (before the Oct. 20 meeting, which otherwise which might have a bunch of needlessly irritated folks show up.)</p> <p>Rumors are flying that there is discussion/planning to extend the surface streets from the future traffic interchanges on Loop 303 at 67th, 51st and 43rd avenues, by building roads south from the 303 down to connect to the existing into 67th, 51st and 43rd avenues in these residential areas. Folks are getting upset that this will greatly increase noise & traffic through our residential areas.</p> <p>Can you please confirm or deny: Are these surface street extensions being discussed as an add-on to this project? Is there a different project in the planning/discussion stages to do this? Is this surface street planning/construction link even something ADOT would be involved with?*</p> <p>*Personally, I see nothing about a discussion of surface street extensions in your plans. In addition, I would expect surface street connections like these to be the responsibility of the city of Phoenix (since it's in their city limits), not ADOT. Is this correct?</p> <p>I prefer to get my info from an actual source. Gotta love social media. It must make your job both easier and harder at times.</p> <p>Thank you for your time to respond to this.</p>	City Street Extensions	<p>Thank you for your email regarding the Loop 303 planned improvements between Interstate 17 and Lake Pleasant Parkway. We are aware of the concerns being circulated and plan to post an update to Nextdoor today to help clarify this. As an agency we aren't able to see or post on individual community member posts but we did become aware of the concerns.</p> <p>ADOT's current study focuses on improvements to the Loop 303 freeway system, including future widening and interchanges. While the study considers connection points for future local roadways, extension and timing of city streets beyond the interchange areas is not part of this study and will be determined by the respective local agencies.</p> <p>The city of Phoenix's long-range transportation plan calls for 67th, 51st and 43rd avenues to be extended sometime in the future, based on future development in the area. The city has indicated it has no immediate plans to extend these roadways. I have shared your email with the City for any follow-up.</p> <p>Please also see below for additional answers to your questions.</p> <p>Are these surface street extensions being discussed as an add-on to this project? No, ADOT will be constructing interchanges at 51st and 43rd avenues but extension of these roadways to the south is not part of the project. Is there a different project in the planning/discussion stages to do this? No; while the city's long-range transportation plan include extending these roadways to the south as future development occurs, the city has indicated there are no current plans to do so. Is this surface street planning/construction link even something ADOT would be involved with?*</p> <p>*If one of these roadways were to be extended south of the interchange, ADOT would coordinate directly with the City of Phoenix Street Transportation Department related to the connection between the ADOT section of roadway and the city's section of roadway as it relates to pavement, sidewalks, signals, etc.</p> <p>*Personally, I see nothing about a discussion of surface street extensions in your plans. In addition, I would expect surface street connections like these to be the responsibility of the city of Phoenix (since it's in their city limits), not ADOT. Is this correct? Yes, any extension of these roadways beyond the interchanges would be the city's jurisdiction and responsibility.</p>
	Email	<p>I live in Sonoran Mountain Ranch and my concern with the 303 and Pyramid Peak Parkway / 67ave, is that this is a very quiet neighborhood and when we have had emergencies in the neighborhood it has taken a very long time to get out. Also the wild animals will be forced out of there natural environment once again. If now there will be a connection from the entrance from Sonoran Mountain Ranch/Pyramid Peak Parkway, this would be life changing for the people and the animals in this area.</p> <p>I appreciate your time and Consideration.</p>	City Street Extensions	<p>Thank you for your inquiry regarding a future extension of 67th Avenue south of Loop 303. ADOT's current study focuses on improvements to the Loop 303 freeway system, including future widening and interchanges. While the study considers connection points for future local roadways, extension and timing of city streets beyond the interchange areas is not part of this study and will be determined by the respective local agencies.</p> <p>The city of Phoenix's long-range transportation plan calls for 67th Avenue to be extended sometime in the future, based on future development in the area. The city has indicated it has no immediate plans to extend this roadway. I have shared your email with the City for any follow-up.</p> <p>For more information on ADOT's plans for improvements along Loop 303 between Lake Pleasant Parkway and I-17, please attend the virtual public meeting on Oct. 20. You can find more information here: https://azdot.gov/projects/central-district-projects/loop-303-lake-pleasant-parkway-i-17-improvements/public-meeting.</p>

Appendix C: Public Meeting Notification

Flyer

GovDelivery Notices

News Release

Social Media Posts

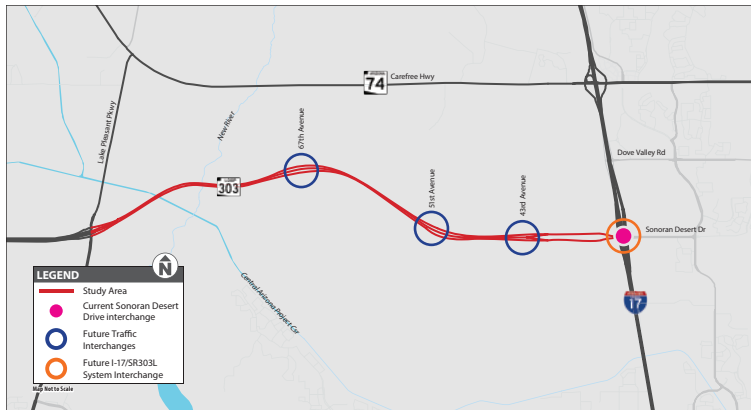


Loop 303: Lake Pleasant Parkway to I-17 Improvements



JOIN ADOT FOR A VIRTUAL PUBLIC MEETING ON OCT. 20

The Arizona Department of Transportation, in association with the Maricopa Association of Governments, and in coordination with the Federal Highway Administration and the cities of Phoenix and Peoria, is currently conducting a study to evaluate improvements to Loop 303 between Interstate 17 and Lake Pleasant Parkway.



STUDY/PROJECT INFORMATION

The study is evaluating adding a third general-purpose lane in each direction on this segment of Loop 303, with an ultimate configuration of four general purpose lanes and an HOV lane in each direction. Additionally, the study will evaluate interim and ultimate improvements to the I-17/Loop 303 system interchange ramps, as well as a possible future traffic interchange at 67th Avenue.

ADOT has also initiated a project to construct new Loop 303 traffic interchanges at 51st and 43rd avenues. The freeway was originally constructed to accommodate these traffic interchanges with current Loop 303 freeway traffic using the location of the future ramps. The 51st Avenue interchange will be shifted slightly to the west to accommodate the future alignment of 51st Avenue.

These projects seek to address growing traffic demands on Loop 303.

STUDY/PROJECT ELEMENTS

- Evaluate the addition of a third general-purpose lane in each direction, with an ultimate build-out of four lanes and an HOV lane in each direction.
- Develop and evaluate interchange alternatives at 67th Avenue.
- Develop and evaluate direct connecting ramps at the I-17/Loop 303 system interchange, and their implementation.
- Construct new traffic interchanges and cross street improvements at 51st and 43rd avenues within ADOT's right-of-way, as well as new bridges.
- Construct new freeway lanes on Loop 303 between 51st and 43rd avenues.
- Reconstruct the drainage channel west of 51st Avenue.
- Install signing, pavement marking and ramp lighting.

SCHEDULE

The project is currently in the study phase for the general-purpose lane widening and the design phase for the 51st and 43rd avenues traffic interchanges. Construction of the new traffic interchanges is anticipated to begin in fall 2022 and be completed in summer 2023.

WHAT TO EXPECT

Construction will mostly occur outside the existing roadway; however, periodic restrictions and closures on Loop 303 may be necessary. Restrictions and closures will be minimized to the extent possible to lessen impacts. Schedules are subject to change.

LOOP 303 VIRTUAL PUBLIC MEETING

Join us at a virtual public meeting to learn more about the study and upcoming interchange projects, ask questions of the project team and provide your comments.

WEDNESDAY, OCT. 20, 2021 | 6 – 7 P.M.

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

Comments are requested by Nov. 3, 2021

MORE INFORMATION/STAY UP TO DATE

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21-273

ADOT TRACS: M698701X

Federal Project:F0424

10/1/21



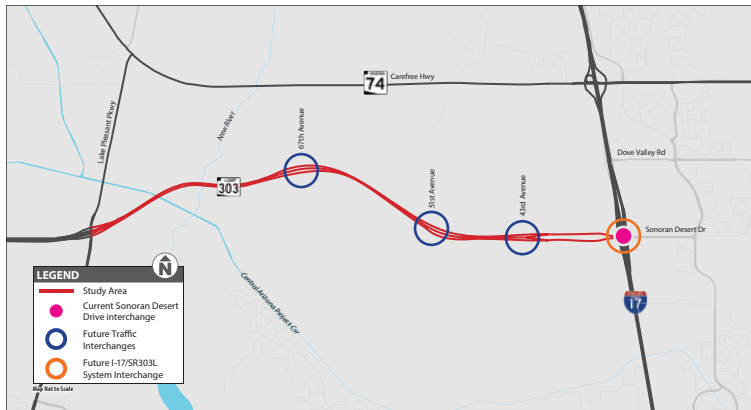


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El Departamento de Transporte de Arizona, en asociación con la Asociación de Gobiernos de Maricopa y en coordinación con la Administración Federal de Carreteras y las ciudades de Phoenix y Peoria, está llevando a cabo un estudio para evaluar las mejoras a la autopista Loop 303 entre la Interestatal 17 y Lake Pleasant Parkway.



INFORMACIÓN DEL ESTUDIO/PROYECTO

El estudio evalúa agregar un tercer carril de uso general en cada dirección en este segmento de la autopista Loop 303, con una configuración futura final de cuatro carriles de uso general y un carril de vehículo de alta ocupación (HOV, por sus siglas en inglés) en cada dirección. Además, el estudio evaluará las mejoras provisionales y definitivas a las rampas de la intersección del sistema de la interestatal I-17 y la autopista Loop 303, así como una posible intersección de tráfico futuro en la avenida 67.

ADOT también ha iniciado un proyecto para construir nuevas intersecciones de tráfico en la autopista Loop 303 en las avenidas 51 y 43. La autopista se construyó originalmente para acomodar estas intersecciones de tráfico con el tráfico actual de la autopista Loop 303 utilizando la ubicación de las futuras rampas. La intersección de la avenida 51 se desplazará ligeramente hacia el oeste para acomodar la futura alineación de la avenida 51.

Estos proyectos buscan abordar la creciente demanda de tráfico en la autopista Loop 303.

ELEMENTOS DEL ESTUDIO/PROYECTO

- ▶ Evaluar la adición de un tercer carril de uso general en cada dirección, con una construcción final de cuatro carriles y un carril HOV en cada dirección.
- ▶ Desarrollar y evaluar alternativas de la intersección en la avenida 67.
- ▶ Desarrollar y evaluar rampas de conexión directa en el sistema de la intersección de la I-17 / Autopista Loop 303 y su implementación.
- ▶ Construir nuevas intersecciones de tráfico y mejoras en los cruces de calles en las avenidas 51 y 43 dentro del derecho de paso de ADOT, así como nuevos puentes.
- ▶ Construir nuevos carriles en la autopista Loop 303 entre las avenidas 51 y 43.
- ▶ Reconstruir el canal de drenaje al oeste de la avenida 51.
- ▶ Instalar señalización, señalización en el pavimento e iluminación de rampas

CALENDARIO

El proyecto se encuentra actualmente en fase de estudio generales para la ampliación de carril y fase de diseño de las avenidas 51 y 43 en las intersecciones de tráfico. La construcción de las nuevas intersecciones de tráfico se prevé que comience en el otoño del 2022 y se complete en el verano de 2023.

¿QUÉ SE ANTICIPA?

La construcción ocurrirá principalmente fuera de la calzada existente; sin embargo, puede que sean necesarias restricciones y cierres periódicos en la autopista Loop 303. Las restricciones y cierres se minimizarán en la medida de lo posible para disminuir los impactos. Los horarios están sujetos a cambios.

REUNIÓN PÚBLICA VIRTUAL SOBRE LA AUTOPISTA LOOP 303

Únase a nosotros en una reunión pública virtual para obtener más información sobre el estudio y los próximos proyectos de la intersección, haga preguntas al equipo del proyecto y proporcione sus comentarios.

MIÉRCOLES, 20 DE OCTUBRE DE 2021 | 6 – 7 P.M.

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MÁS INFORMACIÓN/MANTÉNGASE AL DÍA

Para obtener más información o para suscribirse a nuestra lista de correo electrónico del proyecto, visite el sitio web del proyecto en azdot.gov/L303LakePleasantI-17.

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 Nikki Green 855.712.8530 o NGreen@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

GOVDELIVERY NOTICES

10/5/21

Nikki Green ngreen@azdot.gov

Loop 303 improvements from I-17 to Lake Pleasant Parkway at ADOT virtual public meeting Oct. 20

<https://www.azdot.gov/azdot/transportation/loop303publicmeeting2021>

ADOT

0 00:00

Learn about planned Loop 303 improvements from I-17 to Lake Pleasant Parkway at ADOT virtual public meeting Oct. 20

The Arizona Department of Transportation (ADOT) is hosting a virtual public meeting on Oct. 20 to provide information on proposed near-term and long-term improvements to Loop 303 between Interstate 17 and Lake Pleasant Parkway to address growing traffic demands. ADOT invites residents, businesses, commercial drivers and other interested parties to attend.

ADOT is currently conducting a study to evaluate potential future improvements to Loop 303 between I-17 and Lake Pleasant Parkway, including adding more travel lanes, constructing system interchange ramps between I-17 and Loop 303 and constructing a future traffic interchange at 67th Avenue.

ADOT has also initiated a project to reconstruct new Loop 303 traffic interchanges at 61st and 43rd avenues to support new development in the area. More information about the interchange designs and project timeline will be provided at the meeting.

VIRTUAL PUBLIC MEETING INFORMATION

Wednesday, Oct. 20 | 4-7 p.m.

The public meeting will be held via the Zoom virtual meeting platform. There is a call-in option for those unable to join online through their computer or smartphone. If you are a new user to Zoom we suggest logging in a few minutes early to allow time to register.

- Join via your computer or smartphone: azdot.gov/303PublicMeeting or zoom.us/join
 - Meeting Number (Access Code): 879 3692 4208
 - Password: 303303
- Call-in: (252) 215-8782
 - Meeting Number (Access Code): 879 3692 4208#
 - Password: 303303#

If you are unable to attend the public meeting, please visit the [project website](https://www.azdot.gov/azdot/transportation/loop303publicmeeting2021) for more information. The public meeting presentation will be posted to the website prior to the meeting. A recording of the virtual public meeting will also be posted to the website following the meeting.

If you do not have access to the technology needed to attend the public meetings or review the study information online, please contact the study team: 480.209.7822 or ngreen@azdot.gov.

Comments on the Loop 303 project will be accepted until Nov. 3 in the following ways:

- Online Comment Form: azdot.gov/303/FPI-17Comments
- By Phone: ADOT Bilingual Project Information Line: 855.712.8530
- By Email: Contact Nikki Green at ngreen@azdot.gov
- By Mail: ADOT Communications, 1656 W. Jackson St., MD 126F, Phoenix, AZ 85007

For a downloadable flyer about the meeting, please click [here](#).

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or ngreen@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 la Stephanie Dyer 855.712.8530 o sdyer@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



10/15/19

Future widening and interchanges to be reviewed at ADOT public meeting Oct. 26



New L303 interchanges at 51st and 43rd avenues, future L303 widening and interchanges to be reviewed at ADOT public meeting Oct. 26

Please join the Arizona Department of Transportation (ADOT) at a virtual public meeting Oct. 26 to learn about planned improvements along Loop 303 from I-17 to Lake Pleasant Parkway.

Near-term plans include construction of new traffic interchanges at 51st and 43rd avenues, which are expected to break ground in 2022 and be open in summer 2023 to provide access to new development along the north side of Loop 303. These cross streets will not be extended south of the freeway as part of the project. Note: while the city of Phoenix's long-range transportation plan identifies the potential extension of 43rd, 51st and 67th Avenues/Pyramid Peak Parkway south of Loop 303 based on future development, the city has no immediate plans to extend any of these roadways.

A flyover simulation of the new interchanges is available [here](#).

Long-range plans for Loop 303 include future phased widening, direct system ramp connections between Loop 303 and I-17 and an interchange at 67th Avenue/Pyramid Peak Parkway.

VIRTUAL PUBLIC MEETING INFORMATION

Wednesday, Oct. 23 | 6-7 p.m.

The public meeting will be held via the Zoom virtual meeting platform. There is a wait-list option for those unable to join online through their computer or smartphone. If you are a new user to Zoom we suggest logging in a few minutes early to allow time to register.

- Join via your computer or smartphone: adot.gov/L303/PH-Meeting or zoom.us/join
 - ◆ Meeting Number (Access Code): 879 3562 4208
 - ◆ Password: 363363
- Call-in: (253) 215-8762
 - ◆ Meeting Number (Access Code): 879 3562 4208P
 - ◆ Password: 363363P

If you are unable to attend the public meeting, please visit the project website at <https://adot.gov/L303/PH-Project> for more information. The public meeting presentation will be posted to the website prior to the meeting. A recording of the virtual public meeting will also be posted to the website following the meeting.

If you do not have access to the technology needed to attend the public meetings or review the study information online, please contact the study team: 480.208.7822 or ngraves@adot.gov.

Comments on the Loop 303 project will be accepted until Nov. 3 in the following ways:

- Online Comment Form: adot.gov/L303/PH-ITComments
- By Phone: ADOT @Inequal Project Information Line: 855.712.8530
- By Email: Contact Nikki Green at ngraves@adot.gov
- By Mail: ADOT Communications, 1958 W. Jackson St., MD 120F, Phoenix, AZ 85007

For a downloadable flyer about the meeting, please click [here](#).

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or ngraves@adot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodations.

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 (plano de la necesidad) ya sea por el idioma o discapacidad deben ponerse en contacto con la Delineante Dyer 855.712.8530 o ndyer@adot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.




10/22/21

Missed the Loop 303, I-17 to Lake Pleasant Parkway public meeting? Check out the presentation online X

From: Arizona Department of Transportation voel@hd.azdot.gov
Subject: Missed the Loop 303, I-17 to Lake Pleasant Parkway public meeting? Check out the presentation online

<https://www.azdot.gov/azdot/transportation/development/303I17PublicMeeting.html>



Missed the Loop 303, I-17 to Lake Pleasant Parkway public meeting? Check out the presentation online

If you missed the virtual public meeting for the Loop 303, I-17 to Lake Pleasant Parkway planned improvements please visit our study webpage at [azdot.gov/303I17PublicMeeting](https://www.azdot.gov/azdot/transportation/development/303I17PublicMeeting.html) to learn more, view a recording of the meeting and provide comments.


Find out about ADOT's near-term plans for construction of new traffic interchanges at 51st and 43rd avenues, as well as long-term plans for new lanes, improvements to the I-17/Loop 303 system interchange and a new traffic interchange at 67th Avenue based on future growth in the area.

Comments on the Loop 303 project will be accepted until Nov. 3 in the following ways:

- Online Comment Form: [azdot.gov/303I17Comments](https://www.azdot.gov/303I17Comments)
- By Phone: ADOT Strategic Project Information Line: 855.712.8530
- By Email: Contact Nikki Green at nrgreen@azdot.gov
- By Mail: ADOT Communications, 1855 W. Jackson St., MD-138F, 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 statutes, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8530 or nrgreen@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodations.

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 (persona de la necesidad) ya sea por el idioma o discapacidad deben ponerse en contacto con la Stephanie Dyer 855.712.8530 o nrgreen@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



To plan your trip, get travel times or see ADOT cameras, download the [AZ 511 app](#).

Download the free [AZDOT_News app](#) and know when updates, major events are impacting traffic, see you.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the [ADOT blog](#).

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Revised 10/22/21 ADOT/transportation/development/303I17PublicMeeting.html 10/22/21 11:00 AM Phoenix, AZ 85007-0001 713 1000

11/2/21

Tomorrow (Nov. 3) is the last day to comment on Loop 303, I-17 to Lake Pleasant Parkway Improvements. X

From: Arizona Department of Transportation nadri@adot.gov
Subject: Tomorrow (Nov. 3) is the last day to comment on Loop 303, I-17 to Lake Pleasant Parkway Improvements

<https://www.adot.gov/loop303lakepleasant>

ADOT

Tomorrow (Nov. 3) is the last day to comment on Loop 303, I-17 to Lake Pleasant Parkway Improvements

Wednesday, Nov. 3, is the last day to submit comments on the Loop 303, I-17 to Lake Pleasant Parkway planned improvements. Near-term plans include construction of new traffic interchanges at 51st and 43rd avenues, while long-term plans include new lanes, improvements to the I-17/Loop 303 system interchange and a new traffic interchange at 57th Avenue based on future growth in the area.

Visit [adot.gov/loop303lakepleasant](https://www.adot.gov/loop303lakepleasant) to learn about the project and submit any questions or comments.


Comments will be accepted in the following ways:

- Online Comment Form: [adot.gov/loop303lakepleasant](https://www.adot.gov/loop303lakepleasant)
- By Phone: ADOT Bilingual Project Information Line: 855.712.8536
- By Email: Contact Nikki Green at nrgreen@adot.gov
- By Mail: ADOT Communications, 9655 W. Jackson St., MD 126F, Phoenix, AZ 85067

Please limit comments to proposed improvements on the Loop 303 corridor. As noted in the public meeting, the potential future extension of 43rd, 51st and 67th avenues south of Loop 303 identified in the city of Phoenix's long-range plan is not within the scope of Loop 303 improvements or ADOT's jurisdiction, and the city has no immediate plans to extend these roadways.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nikki Green at 855.712.8536 or nrgreen@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 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 la Sra. Nikki Green al 855.712.8536 o nrgreen@adot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



To plan your trip, get travel times or see ADOT cameras, download the [AZ 811 app](https://www.adot.gov/loop303lakepleasant).

Download the free [ADOT Alerts app](https://www.adot.gov/loop303lakepleasant) and know when unplanned, major events are impacting traffic near you.

Visit us on social media on [Facebook](https://www.facebook.com/adot), [Twitter](https://www.twitter.com/adot), [YouTube](https://www.youtube.com/adot) [PXM](https://www.youtube.com/adot) or the [ADOT site](https://www.adot.gov/loop303lakepleasant).

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For more information, visit [adot.gov](https://www.adot.gov/loop303lakepleasant)

NEWS RELEASE



Oct. 20 virtual meeting set for study of Loop 303 in north Valley
ADOT examining improvements between I-17 and Lake Pleasant Parkway

A virtual public meeting about a study of planned improvements along Loop 303 between Interstate 17 and Lake Pleasant Parkway in the north Valley is scheduled for Wednesday evening, Oct. 20.



The Arizona Department of Transportation will host the virtual meeting about the ongoing study of improvements that include new freeway lanes and other potential upgrades. That includes direct freeway-to-freeway ramps at the I-17/Loop 303 interchange and a future Loop 303 interchange at 67th Avenue. Information also will be provided about planned construction of new Loop 303 traffic interchanges at 43rd and 51st avenues starting as soon as fall 2022.

The ADOT meeting is scheduled as follows:

What: Loop 303 Study Virtual Public Meeting

When: Wednesday, Oct. 20 from 6 to 7 p.m.

How to Join: Via your computer or smartphone at azdot.gov/L303PublicMeeting or via [Zoom.us/join](https://zoom.us/join) (Meeting Number (Access Code) is 879 3592 4208. Password is 303303.

Those interested in joining by phone can call in at 1-253-215-8782. The phone-in Meeting Number (Access Code) is 879 3592 4208#. Password is 303303#.

To be prepared for anticipated growth in traffic, ADOT is conducting the Loop 303 study of improvements between I-17 and Lake Pleasant Parkway in association with the Maricopa Association of Governments, which serves as the Phoenix-area's freeway planning agency, as well as the Federal Highway Administration and the cities of Phoenix and Peoria.

For more information about the Loop 303 study, including ways to submit comments or questions or subscribe for free email updates, visit the project website at azdot.gov/L303LakePleasantI-17.

SOCIAL MEDIA POSTS

Twitter:


10/6/21

Arizona DOT @ArizonaDOT · 17h

Learn about improvements planned on Loop 303 from Lake Pleasant Parkway to I-17 at a virtual public meeting Oct. 20 from 6 -7 p.m.

You'll hear about the interchange designs, project timeline and more.

Find more details here:
azdot.gov/projects/centr...



The map shows the study area for Loop 303, highlighted in red. Key features include: Carefree Hwy (74) at the top; Lake Pleasant Pkwy on the left; Future 67th Avenue (dashed red line); Future 53rd Avenue (dashed green line); Future 43rd Avenue (dashed blue line); Future Traffic Interchange (yellow circles); Future I-17/Loop 303 System Interchange (yellow circle); and Current Sonoran Desert Drive Traffic Interchange (blue circle). Other roads shown include Dove Valley Rd and I-17. A legend in the bottom left corner explains the symbols. The map is labeled 'Map not to scale'.

2 3


10/13/21

Arizona DOT @ArizonaDOT · 3h

Join us at a virtual Loop 303 public meeting next week to learn how ADOT is looking to address anticipated future traffic demands on Loop 303 between I-17 and Lake Pleasant Parkway.

The meeting will be held Oct. 20 from 6-7 p.m.

Find more details here: bit.ly/3abVLMi



The image contains two parts: a map on the left and an aerial photograph on the right. The map shows the Loop 303 study area in red, with labels for Avenue Avenue, Avenue Avenue, Interchange, Loop 303 Change, and Sonoran Desert Interchange. The aerial view shows a wide, multi-lane highway stretching through a desert landscape under a clear blue sky.

6

10/19/21

Arizona DOT @ArizonaDOT · 30m
Don't forget to join us tomorrow, Oct. 20 from 6-7 p.m. for a virtual public meeting about upcoming and long-term plans for Loop 303 from I-17 to Lake Pleasant Parkway.

Get the meeting details here: azdot.gov/projects/centr...



1 2 1

10/25/21

Arizona DOT @ArizonaDOT · 4h
If you missed the Loop 303 virtual public meeting about planned improvements between I-17 and Lake Pleasant Parkway please visit the study webpage at bit.ly/3abVLMi to learn more and provide comments before Nov. 3.

Watch the whole thing here: bit.ly/3B4klcZ

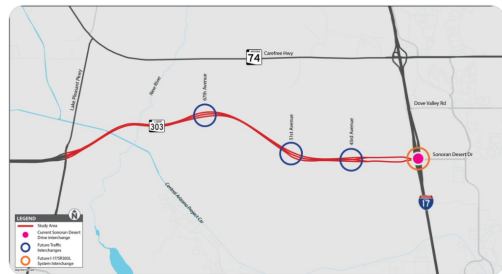
- Loop 303 widening
 - Three lanes in each direction
 - Ultimate: four lanes + HOV lane each direction
- New traffic interchanges at 67th, 51st and 43rd avenues
- New system interchange at I-17/Loop 303
- Extension of City streets beyond interchange areas are jurisdiction of the local agency

1 1 1

11/1/21

Arizona DOT @ArizonaDOT · 1h
Nov. 3 is the last day to submit comments on planned Loop 303 improvements from I-17 to Lake Pleasant Parkway.

To learn more and submit comments or questions visit: azdot.gov/projects/centr...



1 1 1

Facebook:

10/6/21



Learn about improvements planned on Loop 303 from Lake Pleasant Parkway to I-17 at a virtual public meeting Oct. 20, 6 -7 p.m. Information about the interchange designs and project timeline will be provided at the meeting. Find more details here: <https://azdot.gov/.../loop-303-lake-pleasant-p.../public-meeting>



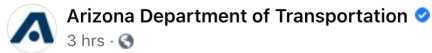
10/13/21



Did you know Loop 303 in the north Valley is slated to become a future major employment corridor in Phoenix? Join us at a virtual Loop 303 public meeting next week to learn how ADOT is looking to address anticipated future traffic demands on Loop 303 between I-17 and Lake Pleasant Parkway. The meeting will be held Oct. 20 from 6 - 7 p.m. ... [See More](#)



10/19/21

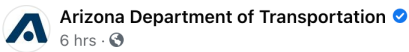


Don't forget to join us tomorrow, Oct. 20 from 6 p.m. to 7 p.m. for a virtual public meeting to learn about upcoming and long-term plans for Loop 303 from I-17 to Lake Pleasant Parkway.

Get the meeting details here: <https://azdot.gov/.../loop-303-lake.../public-meeting>



10/25/21



If you missed the Loop 303 virtual public meeting about planned improvements between I-17 and Lake Pleasant Parkway please visit the study webpage at bit.ly/3abVLMi to learn more and provide comments before Nov. 3.

Watch the whole thing here: <https://vimeo.com/637892597>

Overview of Planned Improvements

- Loop 303 widening
 - Three lanes in each direction
 - Ultimate: four lanes + HOV lane each direction
- New traffic interchanges at 67th, 51st and 43rd avenues
- New system interchange at I-17/Loop 303
- Extension of City streets beyond interchange areas are jurisdiction of the local agency

11/1/21



Arizona DOT @ArizonaDOT · 1h

Nov. 3 is the last day to submit comments on planned Loop 303 improvements from I-17 to Lake Pleasant Parkway.

To learn more and submit comments or questions visit:
azdot.gov/projects/centr...



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