



State Route 303 Loop (SR 303L) State Route 30 to I-10

Public Involvement Summary

APRIL 2018 | FINAL SUMMARY

PREPARED BY:



Contents

Introduction	2
1.0 Requirements for Public Involvement.....	3
1.1 Authorizing Legislation	3
1.2 Title VI of the Civil Rights Act of 1964	4
1.3 Americans with Disabilities Act (ADA) of 1990	4
1.4 Environmental Justice	5
1.5 Limited English Proficiency	5
1.6 Federal Highway Administration.....	6
1.7 National Environmental Policy (NEPA) Act of 1969.....	7
2.0 Public Information Meeting	8
2.1 Public Information Meeting Notification	8
2.2 Newspaper Advertisements & Media Coverage.....	9
2.3 Public Information Meeting.....	9
2.4 Website	9
3.0 Public Information Meeting Format	10
3.1 Display Boards	10
3.2 Presentation	11
4.0 Public Comment Summary	12
4.1 Summary of Comments.....	12
4.2 Sample Comments.....	13
Appendices	17

INTRODUCTION

The Arizona Department of Transportation (ADOT) is studying the Loop 303 in the City of Goodyear, Arizona. The Loop 303 Corridor was adopted into the Maricopa Association of Governments (MAG) regional freeway system as part of the Regional Transportation Plan (RTP) approved by voters in 2004 through the passage of Proposition 400. ADOT began an Environmental Assessment (EA) for the project in 2005. Due to an economic downturn, the study was placed on hold. In 2013, ADOT and Federal Highway Administration (FHWA) reinstated the study. Figure 1 shows both the original and current study limits.

Currently, ADOT and FHWA are taking the next steps to select a Preferred Build Alternative (PBA) for the Loop 303 south of Van Buren Street to the proposed State Route 30 (SR 30) in Goodyear.

Figure 1: Study Area



1.0 REQUIREMENTS FOR PUBLIC INVOLVEMENT

As ADOT strives to create and maintain a transportation system for Arizona that improves the quality of life and bolsters the state's economy, the study team will include diverse voices and viewpoints from across the state to provide valuable insight to help inform the decision-making process.

The study team will implement public involvement efforts in response to federal guidelines under Title VI of the Civil Rights Act of 1964, Environmental Justice (EJ), Limited English Proficiency (LEP), the Americans with Disabilities Act (ADA) and the National Environmental Policy Act of 1969 (NEPA). Federal regulations do not specifically define how to perform public involvement; rather, they rely on project teams to develop and implement public involvement plans that are relative to the needs of the project and public. This flexibility allows adoption of the following guidance, which seeks to ensure public participation by a comprehensive range of stakeholders.



More than 175 people attended the December 6, 2017 public information meeting held at Copper Trails School in Goodyear.

1.1 AUTHORIZING LEGISLATION

Public involvement has long been an integral part of federal transportation legislation. The initial Federal Highway Act (Federal Aid Road Act of 1916) focused on expanding the highway system, but subsequent bills incorporated multimodal and public involvement elements. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 represented a transformation, with an intermodal approach to funding and great emphasis on public involvement and collaborative planning. ISTEA's successor in 1998, the Transportation Equity Act for the 21st Century (TEA-21), expanded public involvement to include transit and freight. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted in 2005 and broadened public involvement requirements. Moving Ahead for

Progress in the 21st Century (MAP-21) was enacted in 2012 and public involvement remains a hallmark of the transportation planning process, along with 2016's Fixing America's Surface Transportation (FAST) Act.

In addition to the transportation bills, the study team will adhere to other federal regulations that affect how public involvement activities are planned and executed. These public involvement activities will be adopted and documented within ADOT's public involvement procedures.

1.2 TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI of the Civil Rights Act of 1964 (Title VI) provides that "no person shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination" under any ADOT or ADOT-sponsored program or activity.

The study team will ensure that every effort will be made to include as many people as possible and to prevent discrimination through the impacts of its programs, policies and activities. The following tools will be used by the study team to ensure Title VI populations have access to transportation decision-making processes throughout the study's lifecycle:

- Display Title VI language on all study materials
- Share information, with permission, at religious centers and common community meeting places (religious centers identified in stakeholder database)
- Provide information in language(s) other than English, and in alternative formats, when appropriate based on community assessments

1.3 AMERICANS WITH DISABILITIES ACT (ADA) OF 1990

The Americans with Disabilities Act of 1990 (ADA) stipulates that people with disabilities be involved in developing and improving public services. In highway planning, collaboration with persons with disabilities is essential for developing access points beyond those that are required. All events held for programs or projects with federal-aid funds and open to the public must be made accessible to everyone, including persons with disabilities. Special efforts are required to comply with the statutory requirements of MAP-21 and the ADA.

The following tools will be utilized by the study team to ensure that persons with disabilities have access to study information:

- Include Title VI and ADA language (constructed at a basic literacy level) on all digital or printed material created for public dissemination for special accommodation requests
- Engage health care facilities, senior centers or other community facilities that may prove to be effective locations for connecting with persons with disabilities to provide study information
- Ensure locations where public involvement takes place are ADA compliant, accessible by ADA-compliant transportation options, and that information is accessible for persons with vision or hearing disabilities (the Goodyear Ballpark public hearing facility is ADA compliant)
- When notified at least seven (7) business days in advance of a person's disability, ADOT will try to reasonably accommodate a person's disability to provide an equal opportunity for participation into the transportation decision-making process

1.4 ENVIRONMENTAL JUSTICE

In 1994, Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations was issued. Environmental justice “is the fair treatment and meaningful involvement of all people, particularly minority, low-income and indigenous populations, in the project.”

To engage traditionally underserved communities, the study team will use the following community engagement tools:

- Display the Title VI language on all public advertisements
- Share information, with permission, at religious centers and common community meeting places
- Select meeting locations that are accessible by public transportation where possible

1.5 LIMITED ENGLISH PROFICIENCY

ADOT’s public involvement programs will strive to be innovative and proactive in engaging individuals from different cultures and backgrounds in the project-development process. Limited English Proficiency (LEP) is a term used to describe individuals who are not proficient in the English language. Title VI and Executive Order 13166 prohibit recipients of federal financial assistance from discrimination based on national origin. Recipients of federal financial assistance are required to take reasonable steps to provide LEP individuals with meaningful access to their programs, activities and services.

The study team will use the following resources to identify and engage impacted LEP communities during the EA process:

- Utilize the Safe Harbor Threshold as a guide to determine when written translation of vital documents for each eligible LEP language group is necessary. Eligibility is met if the LEP language group constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, by the program or activity.
- Conduct research through U.S. Census Bureau’s “American Community Survey” and the Environmental Protection Agency’s EJ page tool, which report data on “language spoken at home” and Linguistically Isolated Households to help identify LEP persons.
 - The data in Figure 2, finds that Spanish constitutes for over 5% and over 1,000 persons (Spanish 15.1% and 7,431 persons). These findings require that study information be produced in Spanish for the SR 303L EA and public hearing.

Figure 2: Goodyear, Arizona/Specified Language

Subject	Goodyear city, Arizona											
	Total		Percent		Percent of specified language speakers							
	Estimate	Margin of Error	Estimate	Margin of Error	Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
					Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	67,906	+/-626	(X)	(X)	63,975	+/-859	94.2%	+/-1.0	3,931	+/-718	5.8%	+/-1.0
Speak only English	53,693	+/-1,443	79.1%	+/-2.1	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	14,213	+/-1,432	20.9%	+/-2.1	10,282	+/-1,092	72.3%	+/-3.8	3,931	+/-718	27.7%	+/-3.8
SPEAK A LANGUAGE OTHER THAN ENGLISH												
Spanish	10,238	+/-1,258	15.1%	+/-1.8	7,431	+/-932	72.6%	+/-4.8	2,807	+/-661	27.4%	+/-4.8
5 to 17 years old	1,886	+/-433	2.8%	+/-0.6	1,586	+/-385	84.1%	+/-8.3	300	+/-178	15.9%	+/-8.3
18 to 64 years old	7,479	+/-1,056	11.0%	+/-1.6	5,248	+/-817	70.2%	+/-5.3	2,231	+/-523	29.8%	+/-5.3
65 years old and over	873	+/-249	1.3%	+/-0.4	597	+/-200	68.4%	+/-12.7	276	+/-134	31.6%	+/-12.7
Other Indo-European languages	1,621	+/-446	2.4%	+/-0.7	1,278	+/-354	78.8%	+/-9.3	343	+/-190	21.2%	+/-9.3
5 to 17 years old	195	+/-129	0.3%	+/-0.2	158	+/-116	81.0%	+/-15.9	37	+/-34	19.0%	+/-15.9
18 to 64 years old	1,076	+/-293	1.6%	+/-0.4	941	+/-290	87.5%	+/-9.5	135	+/-101	12.5%	+/-9.5
65 years old and over	350	+/-148	0.5%	+/-0.2	179	+/-87	51.1%	+/-19.0	171	+/-110	48.9%	+/-19.0
Asian and Pacific Island languages	1,633	+/-370	2.4%	+/-0.5	967	+/-241	59.2%	+/-8.7	666	+/-222	40.8%	+/-8.7
5 to 17 years old	255	+/-115	0.4%	+/-0.2	230	+/-110	90.2%	+/-15.8	25	+/-42	9.8%	+/-15.8
18 to 64 years old	1,172	+/-288	1.7%	+/-0.4	682	+/-174	58.2%	+/-9.4	490	+/-184	41.8%	+/-9.4
65 years old and over	206	+/-117	0.3%	+/-0.2	55	+/-51	26.7%	+/-23.6	151	+/-105	73.3%	+/-23.6
Other languages	721	+/-310	1.1%	+/-0.5	606	+/-290	84.0%	+/-12.4	115	+/-93	16.0%	+/-12.4
5 to 17 years old	145	+/-120	0.2%	+/-0.2	145	+/-120	100.0%	+/-19.9	0	+/-28	0.0%	+/-19.9
18 to 64 years old	531	+/-207	0.8%	+/-0.3	440	+/-188	82.9%	+/-11.3	91	+/-65	17.1%	+/-11.3
65 years old and over	45	+/-36	0.1%	+/-0.1	21	+/-24	46.7%	+/-50.2	24	+/-32	53.3%	+/-50.2

1.6 FEDERAL HIGHWAY ADMINISTRATION

The FHWA is an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the nation's highway system and various federally and tribal-owned lands. FHWA supports state and local governments through the Federal-Aid Highway Program (FAHP) in the design and construction of roads and bridges.

In addition to the stated NEPA requirements for public involvement, the following regulation prescribes the policies and procedures of the FHWA for implementing NEPA as amended and the regulation of the Council on Environmental Quality (CEQ), 40 CFR 1500-1508. This regulation sets forth all FHWA requirements under NEPA for the processing of highway and urban mass transportation projects. The Code of Federal Regulations (CFR) Title 23 (referring to Highways) identifies the requirements for public involvement. Pursuant to 23 CFR Section 771.111, the study team is required to provide the appropriate documentation and implement the following guidance for the SR 303L study:

- Public involvement in the identification of social, community, economic and environmental impacts, as well as impacts associated with relocation of individuals, groups or institutions
- Public meetings at convenient times and places for any project that has substantial impact on right of way; layout or functions of roadways or facilities; adjacent properties; or social, community, economic, or environmental resources
- Reasonable notice of public meetings
- Explanation during public hearings of the project purpose and need; consistency with local plans; project alternatives and major features; social, community, economic and environmental impacts; relocation assistance and right-of-way acquisition programs; and procedures for receiving oral and written comments from the public
- Public involvement opportunities in defining the purpose and need and range of alternatives to be considered in an environmental document
- Public notice and the opportunity for public review and public comment on of Section 4(f) de Minimis impact findings

- Public notice and the opportunity for public review and public comment on impacts to historically significant properties and other resources in accordance with the FHWA Historic Preservation and Archeology Program

1.7 NATIONAL ENVIRONMENTAL POLICY (NEPA) ACT OF 1969

The NEPA process requires environmental analysis of proposed actions prior to making decisions, including constructing highways and other publicly owned facilities. The FHWA oversees the NEPA process at the federal level to guide the overall process. Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. Agencies must also provide opportunities for public review and comment on those evaluations. In cooperation with FHWA, ADOT must follow the NEPA process for all federally funded projects.

The study team will implement the following required public involvement guidelines mandatory for all NEPA studies:

- Use of public meetings when appropriate
- Solicitation of information from the public
- Provide reasonable access to and an explanation of where information about the NEPA process and ongoing environmental documents can be found
- Public review of environmental documents, comments received and any supporting documents
- Providing public notice of NEPA-related public meetings and the availability of environmental documents through direct notice to those who have requested it and the following for actions that are primarily of local concern
 - Notice to Native American Tribes, where appropriate
 - Publication in local newspapers of general circulation
 - Notice through other local media
 - Notice to potentially interested community organizations
 - Publication in newsletters that may reach interested persons
 - Direct mailing to owners and occupants of affected property
 - Posting of notice on and off site in the area where the action is to be located

2.0 PUBLIC INFORMATION MEETING

ADOT and FHWA held a public information meeting at Copper Trails School in Goodyear on December 6, 2017 from 6 to 8 p.m.

Community Forums

Additional outreach included two community forums, one held in the community of Rainbow Valley on January 30, 2018, from 2 to 6 p.m. and the other held in the community of Estrella Mountain Ranch on January 31, 2018, also from 2 to 6 p.m.

The study team chose the four-hour timeframe to provide a lengthier window of opportunity for the working families and the active adult members within the communities of Rainbow Valley and Estrella Mountain Ranch. The study team also felt it was important to go directly to these communities to encourage more participation.

2.1 PUBLIC INFORMATION MEETING NOTIFICATION

The study team prepared and mailed postcards inviting the public within the study limits to attend the public information meeting and to provide comments in other ways (email, phone and mail) if they could not attend the meeting. The invitation was mailed on November 22, 2017, to approximately 20,000 property owners, occupants and businesses within the study limits. An electronic copy of the invitation was sent to the Loop 303 email subscription list. In addition to postcards being mailed, a letter was sent directly to intergovernmental partners. A copy of the postcard and letter are included in Appendix A.

Community Forum Notification

The study team expanded outreach efforts to provide information to those who, while outside the study limits, may be affected by the future continuation of the freeway based on the alignment determined by this study.

The study team prepared and mailed postcards to the approximately 1,100 residents in Rainbow Valley, bordered by Estrella Mountain Ranch to the east, Elliot Road to the north, Ray Road to the south and Airport Road to the west. In addition, postcards were sent home with each of the 720 students attending the Rainbow Valley Elementary School.

The study team prepared and mailed postcards to the approximately 4,750 residents in Estrella Mountain Ranch communities. In addition, the Estrella Mountain Ranch Homeowner's Association posted the information on their community NextDoor account, sent email to their subscriber lists and posted the information on other social media platforms.

A copy of each postcard is included in Appendix A.

2.2 NEWSPAPER ADVERTISEMENTS & MEDIA COVERAGE

Newspaper advertisements providing the date and location of the public meeting and alternate ways to submit comments were published as follows:

Arizona Republic (Southwest Region)

- A 1/4-page ad was placed in the Arizona Republic's Southwest Region zone 5 with run dates on 11/22/2017, 11/24/2017, 11/25/2017 and 11/29/2017, 12/01/2017, and 12/02/2017.

West Valley View

- A 1/2-page ad was placed in the West Valley View's south and west zones with run dates on 11/22/2017 and 11/29/2017.

A copy of the advertisement is included in Appendix B.

Follow-up media coverage appeared in the Arizona Capitol Times, February 5, 2018. The article is available in Appendix C.

2.3 PUBLIC INFORMATION MEETING

The purpose of the public information meeting was to provide additional information about the study, present the alternatives, and provide the opportunity for attendees to ask questions and submit comments. A total of 175 people signed in at the public information meeting.

The meeting was held on Wednesday, December 6, 2017 from 6 to 8 p.m. (with a presentation at 6:30 p.m.) at Copper Trails School, 16875 West Canyon Trails Boulevard, Goodyear, AZ 85388.

Community Forums

The Rainbow Valley community forum was held on Tuesday, January 30, 2018 from 2 to 6 p.m. at the Buckeye Valley Fire District Station 326, 19937 West Arlington Road, Buckeye, AZ 85326. A total of 53 people signed in at the Rainbow Valley community forum. The Estrella Mountain Ranch community forum was held on Wednesday, January 31, 2018 from 2 to 6 p.m. at the Starpointe Residents Club 17665 W Elliot Road, Goodyear, AZ 85338. A total number of 532 people signed in at the Estrella Mountain Ranch community forum.

2.4 WEBSITE

The project website was developed, and the web address was published on all informational materials. Public meeting information and project details were provided on the website: azdot.gov/Loop303SouthOfVanBuren.

3.0 PUBLIC INFORMATION MEETING FORMAT

The public information meeting began with registration at the door, where attendees were asked to sign in and were provided with a study fact sheet, presentation question form, comment form and Title VI information. The sign-in sheets were used for updating the project mailing list. Meeting materials are available in Appendix D of this report.

The meeting was an open house format, and attendees were encouraged to visit various stations, view the displays, and ask questions of the study team. A formal presentation was provided by ADOT. After the presentation, attendees were given the opportunity to ask questions as well as revisit the stations for additional one-on-one discussion.

Community Forums Format

In addition to the mass publicized public information meeting, the study team chose to provide additional opportunities for the public to learn about the study and have an opportunity to comment. Recognizing the approaching critical decision point, the team felt it necessary to keep the forums consistent with the public information meeting, minus the formal presentation.

The community forums began with attendees being greeted and asked to sign in. Attendees were encouraged to review the display boards and alternative maps and ask questions of the study team within the open house format.

3.1 DISPLAY BOARDS



Gabriella Kemp, ADOT, discusses alignment alternatives with a stakeholder at the Rainbow Valley community forum.

Display boards provided at the public information meeting and community forums included:

- Welcome and agenda (provided at public information meeting only)
- Study Area
- No Build Alternative
- Next Steps
- Loop 303 Timeline
- What is NEPA? (definition)
- Typical Sections for Loop 303 and proposed State Route 30
- Alternative 2C, variations 1 and 2
- Alternative 3, variations 1 and 2
- Alternative 5, variations 1 and 2

Additionally, enlarged maps detailing each of the three alternatives were provided on tables. A copy of the display boards can be found in Appendix E of this report.

3.2 PRESENTATION

A formal presentation was provided for attendees at the public information meeting. The presentation began at 6:30 p.m. The presentation can be found in Appendix F and covered the following topics:

- Introduction of study team
- Meeting Purpose
- ADOT Right-of-Way Acquisition Process
- Loop 303 Timeline
- Corridor and Alternatives Evaluations
- Build Alternatives
- The No Build Alternative
- Study Next Steps
- Q&A

4.0 PUBLIC COMMENT SUMMARY

The initial comment period, ending January 5, 2018, was extended to February 14, 2018, to allow ample time for comments following the additional community forums. During this time, 218 comments were received by mail, telephone, email, online, and in person via comment cards available at public meetings. The comments focused on support for or against specific alternatives, as well as requests for additional information.

Comments were classified into the following categories:

- Alternative 2C (support)
- Alternative 3 (support)
- Alternative 5 (support)
- No Build
- Against Alternative 2C
- Against Alternative 3
- Against Alternative 5
- Other Freeway Comment
- Public Meeting Comment
- Study Area Considerations
- Supportive of 303
- Aesthetics
- Construction Concerns
- Information Request

4.1 SUMMARY OF COMMENTS

All comments received were reviewed for issues or recommendations. Many comments included multiple areas of concern. For example, a commenter who supports Alternative 2C also may support Alternative 5 and be against Alternative 3, in which case all three responses are noted. In instances of the “no build” response, these figures were added to each of the categories against specific alternatives. A quantification of comments by issue is provided in Figure 3.

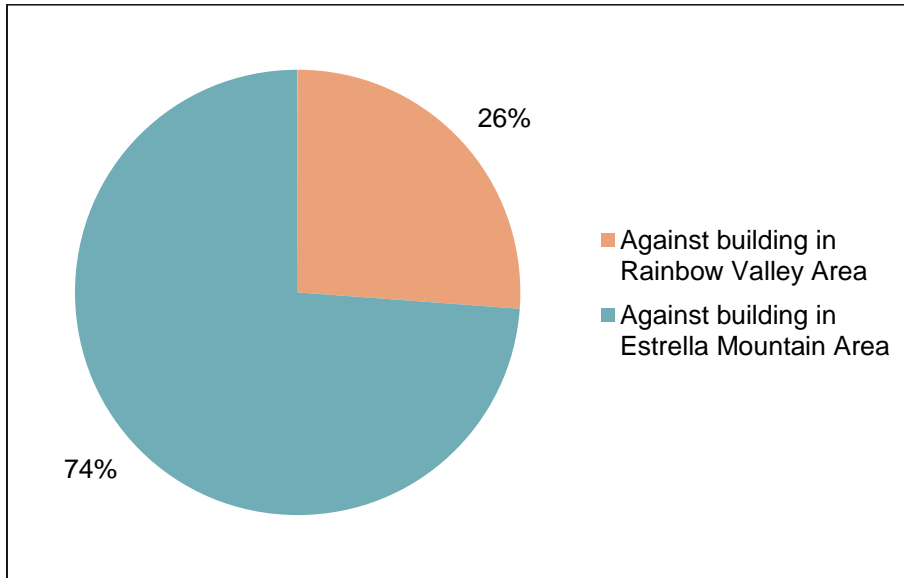
Figure 3: Comments by Category

Comment Category	Number of Responses*
Support for Alternatives	
Alternative 2C Alternative 2C-variation 1: 3 responses Alternative 2C-variation 2: 11 responses	98
Alternative 3 Alternative 3-variation 1: 1 response Alternative 3-variation 2: 5 responses	38
Alternative 5 Alternative 5-variation 1: 2 responses Alternative 5-variation 2: 9 responses	56
Against Alternatives	
No Build—Against all Alternatives	10
Against Alternative 2C	10
Against Alternative 3 Against Alternative 3-variation 2: 2 responses	103
Against Alternative 5	12
Other	
Aesthetics	1
Construction Concerns	1
Information Request Timeline: 5 responses	24
Other Freeway Comment	7
Public Meeting Comment	11
Study Area Considerations	6
Supportive of 303	4

*Responses may have included more than one issue

Because many commenters offered responses describing more than one of the three alternatives – as well as the no build alternative – it may be misleading to look solely at which alternatives received support. All comments received were reviewed to consider the community in which the commenter was against building a freeway. When considering each comment, 191 responses could be characterized by community. Of those responses, 26% were against a freeway in the Rainbow Valley area and 74% were against a freeway in the Estrella Mountain area as shown in Figure 4. Those against building a freeway in either area (“no build” responses) are included in both counts.

Figure 4: Comments against Building in a Specific Area



4.2 SAMPLE COMMENTS

A sampling of comments by category is shown below. Comments received by comment card are available upon request. The complete comment matrix is available in Appendix G.

Support for Alternatives

Support Alternative 2C (98 responses)

- I think going down Rainbow Valley Road is the best choice.
- We in Estrella would like to see it go through Rainbow Valley.
- My first preference is not to have any of these options. That having been said, if I must choose one option I would choose option 2C.
- Support Alternative 2C-variation2. 1) Less impact to schools and community. 2) Less impact to protected lands east of Estrella parkway. 3) Less impact to Palo Verde power lines. 4) Follows original 2006 corridor along Rainbow highway to south. 5) Supports economic development in Buckeye. 6) Impact to existing wetlands and Gila River corridor can be mitigated and could even improve and increase the numbers of wetland classifications and provide for additional riparian habitat.

Support Alternative 3 (38 responses)

- We want Alternative 3. We want the end freeway 303 to go through Goodyear and not Rainbow Valley. Rainbow Valley is a rural community and we don't want growth.
- Alternate 3 seems to present the most direct route to the future SR30. In addition, this route also would be consistent with the most cost effective and environmentally friendly approach to a possible further extension of Loop 303 down the Cotton Lane corridor. I say this because it seems to allow a shorter, less intrusive crossing of the Gila River and allows the road to follow an existing transmission line corridor.
- I like Alternative 3 (more southerly route). 1) We need a way to get to I-10 faster. 2) The other alternatives favor the southern Buckeye farming areas.

Support Alternative 5 (56 responses)

- Alt. 5 looks to be the most practical.
- 303 needs to travel west of Estrella Mtn. Ranch development. Following the drainage canal makes sense, less costly.
- As a homeowner in the Estrella Ranch Community, Alternative 5 is my vote, preference and recommendation for the following reasons: 1) Avoidance of congestion on Cotton Rd. 2) Avoidance of the negative environmental and real estate impact on our community 3) Enhanced expedience of traffic flow and control.

Against Alternatives

No Build—Against all Alternatives (10 responses)

- There is no need for any freeway systems past what is already proposed. 30 will connect to the 202 which will help the traffic overload on the 10. Adding to the 303 going south will only add additional costs for minimal amount of traffic control. This will need to be relooked at 10-20 years from if farm land is converted to housing.
- I would vote for "no build alternative."

Against Alternative 2C (10 responses)

- Alternative 3. 1. Please keep out of rural Rainbow. 2. If you keep the 303 as county planned have run/follow the power lines. 3. Estrella Mnt. Ranch knew the 303 would be coming and won't affect them as much as going through Rainbow. 4. What about Federal Trust Land south of river, west of Cotton? This is closed to vehicles. 5. Alt. 3 would be less cost!!
- Build Alternatives 2 and 5 would be very close to two of the three neighborhoods in Estrella-- Montecito and Canta Mia, as Rainbow Valley Road runs along the edge of these two developments, creating lots of noise and dust.

Against Alternative 3 (103 responses)

- I do NOT want this to go through Estrella by this project. I do NOT want Estrella to be dissected or divided by this construction.
- The Loop 303 should not be developed in the Estrella Mountain Ranch community. Property owners specifically purchased their homes here for the quiet and tranquil environment.
- I am very, very much opposed to the alt. #3. The truck noise around the Star Pointe Residence Club would be terrible. Our peaceful community would be bombarded by a major highway that folks do not want to go through the roundabout area. The other two alternatives are lesser evils.

- Do not route 303 up and through or east of Estrella Parkway. Keep the extended 303 down on ... Rainbow (Valley Road). Impacts to Gila River ecosystems can be mitigated even improving wetland habitats. No build would be preferred to route the 303 east of Estrella parkway. We purchased properties in the Fairway community and do not want to see the landscape to the east changed.

Against Alternative 5 (12 responses)

- Strong concern if the 303 goes through Estrella and continues along power lines by the high school. Please do not do this! Do not do Alternative 3 or 5! Preference would be Alternative 2-variation 2 that takes loop west of Estrella, through Rainbow Valley (that parallels SR 85).
- I vigorously oppose any plan that includes Rainbow Valley corridor -- Alternative 3 is the one you need to stick with and use.

Other

Aesthetics (1 response)

- Provide sufficient landscaping and aesthetics on structures.

Construction Concerns (1 response)

- Obviously, the construction is going to affect my livelihood and quiet environment that I enjoy.

Information Request (24 responses)

- Can I get some information on the proposed routes? I live in Estrella Mountain.
- What kind of highway is proposed down Cotton Lane? How many lanes? Is it going to be a single highway or is it going to be raised up? Will there be a fence to block the noise?
- Need info on Loop 303 construction start date and meeting.

Other Freeway Comment (7 responses)

- Please make all overpasses for two cars two lanes. This greatly reduces traffic backup. If possible design carpool lane overpass instead of eliminating the lane near the interchange, then creating it back after the interchange. This greatly reduces merging lands and traffic complaints during rush hour. Please consider larger access frontage roads and turning lanes south of Lower Buckeye to take into account the increased truck/semi-truck traffic from the distribution centers such as Amazon.
- We need better access to the new 303 both northbound and southbound as Estrella residents would now use it instead of Estrella Parkway.

Public Meeting Comment (11 responses)

- The PA system of an elementary school gym sounded horrible to the ears of this senior citizen. Whether that was due to speakers positioning of the microphone to their mouth or the clarity of the speaker system, or what, I cannot say.
- No Comments. Thanks for the opportunity to see the concepts.

- I found the display helpful, but I would have like something that specifically stated consideration factors, even if no dollar amounts can be stated. I learned along costs of adding height to electric power towers, also possibly moving towers altogether, and better casing for canal. I'm sure there are many other factors that are not obvious to the untrained person. Moving existing homes and businesses is obvious.
- I was pleased to find informative people and get a good idea of what is happening with the new freeway system coming to this area.

Study Area Considerations (6 responses)

- I am concerned about the Las Brisas Academy School Children. I feel that that pollution has a bigger impact on growing bodies and minds. Small air particles are the most dangerous since they can infect the blood stream and can cause cancer and many other ailments.
- It seems as if this is a waste of time at this time since the first thing that must happen is a complete environmental study -- the results of which will most likely dictate the ultimate path.

Supportive of 303 (4 responses)

- There needs to be a way to alleviate the excessive traffic coming into Phoenix every morning and then leaving every afternoon because I-10 is the only main way in and out for people living in the West Valley.
- Throw away the no build option. We need to continue with planning and development of new roads. I-10 is turning into a train wreck!



Tricia Brown, ADOT, reviews alignment alternatives at the display boards with stakeholders at the Rainbow Valley community forum.

APPENDICES

Appendix A: Direct Mail Postcards/Intergovernmental Letter

- Public Meeting: December 6, 2017 at Copper Trails School (16875 W. Canyon Trails Boulevard, Goodyear, AZ 85338)
- Community Forum: January 30, 2018 at Buckeye Valley Fire District Station 326 (19937 W. Arlington Road, Buckeye, AZ 85326)
- Community Forum: January 31, 2018 at Starpointe Residents Club (17665 W. Elliot Road, Goodyear, AZ 85338)
- Intergovernmental Letter: November 22, 2017

Appendix B: Advertisement

- Public Meeting: December 6, 2017 at Copper Trails School (16875 W. Canyon Trails Boulevard, Goodyear, AZ 85338)

Appendix C: Media Coverage

Appendix D: Meeting Materials

- Project Fact Sheet
- Presentation Question Card (provided at public information meeting)
- Comment Form (provided at public information meeting)
- Comment Form (provided at community forum meetings)

Appendix E: Display Boards

- Welcome and agenda (provided at public information meeting only)
- Study Area
- No Build Alternative
- Next Steps
- Loop 303 Timeline
- What is NEPA? (definition)
- Typical Sections for Loop 303 and proposed State Route 30
- Alternative 2C, variations 1 and 2
- Alternative 3, variations 1 and 2
- Alternative 5, variations 1 and 2

Appendix F: PowerPoint Presentation

Appendix G: Comment Matrix

Appendix A: Direct Mail Postcards

- Public Meeting: December 6, 2017 at Copper Trails School (16875 W. Canyon Trails Boulevard, Goodyear, AZ 85338)

LOOP
303

Join Us for a Public Information Meeting

303 SOUTH OF VAN BUREN STREET TO THE PROPOSED STATE ROUTE 30

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are taking the next steps to select a preferred alternative for the Loop 303 south of Van Buren Street to the proposed State Route 30 in Goodyear. Residents, business owners and other stakeholders are encouraged to attend the public information meeting, ask questions and provide comments on the proposed alternatives for this new transportation corridor:

- ▶ **Time:** 6 to 8 p.m.
- ▶ **Location:** Copper Trails School
- ▶ **Date:** Wednesday, December 6, 2017 16875 West Canyon Trails Boulevard, Goodyear, AZ 85338

The meeting will be an open-house format with a formal presentation at 6:30 p.m.

YOUR INPUT IS IMPORTANT and will be considered to determine which corridor alternative could be advanced for design and construction in the future. The meeting will be followed by a 30-day public comment period.

If you are unable to attend the meeting, you can provide comments or ask questions in the following ways:

- ▶ Call the ADOT Project Information Line at: 855.712.8530
- ▶ Email: Projects@azdot.gov
- ▶ Mail written comments to: ADOT Communications, 1655 W. Jackson Street, MD 126F, Phoenix, Ariz., 85007
All comments must be received by January 5, 2018, to be included in the public record.

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Deborah Miller at 602.712.7210 or at DMiller5@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 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Deborah Miller 602.712.7210 o en DMiller5@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.



ADOT Project No: H6870 01L | Federal Project No: STP-303-A(ASO)T

Appendix A: Direct Mail Postcards

- Community Forum: January 30, 2018 at Buckeye Valley Fire District Station 326 (19937 W. Arlington Road, Buckeye, AZ 85326)



Join Us for a Community Forum

LOOP 303 SOUTH OF VAN BUREN STREET TO THE PROPOSED STATE ROUTE 30

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are taking the next steps to select a preferred alternative for the Loop 303 south of Van Buren Street to the proposed State Route 30 in Goodyear. Residents, business owners and other stakeholders are encouraged to attend the community forum, ask questions and provide comments on the proposed alternatives for this new transportation corridor:

▶ **Time:** 2 to 6 p.m.

▶ **Location:** Buckeye Valley Fire District Station 326
19937 West Arlington Road, Buckeye, AZ 85326

▶ **Date:** Tuesday, January 30, 2018

The forum will be an open-house format, to review the formal presentation given at the Public Meeting in December 2017, please visit: azdot.gov/Loop303SouthOfVanBuren.

YOUR INPUT IS IMPORTANT and will be considered to determine which corridor alternative could be advanced for design and construction in the future. If you are unable to stop by, all meeting materials can be viewed on the project website at your convenience. You also can provide comments or ask questions in the following ways:

- ▶ Call the ADOT Project Information Line at: 855.712.8530
- ▶ Email: Projects@azdot.gov
- ▶ Mail written comments to: ADOT Communications, 1655 W. Jackson Street, MD 126F, Phoenix, AZ, 85007 *All comments must be received by February 14, 2018, to be included in the public record.*

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gabriella Kemp at 480.215.7178 or at GKemp@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 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Gabriella Kemp 480.215.7178 o en GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.



ADOT Project No: H6870 01L | Federal Project No: STP-303-A(ASO)T

Appendix A: Direct Mail Postcards

- Community Forum: January 31, 2018 at Starpointe Residents Club (17665 W. Elliot Road, Goodyear, AZ 85338)



Join Us for a Community Forum

LOOP 303 SOUTH OF VAN BUREN STREET TO THE PROPOSED STATE ROUTE 30

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are taking the next steps to select a preferred alternative for the Loop 303 south of Van Buren Street to the proposed State Route 30 in Goodyear. Residents, business owners and other stakeholders are encouraged to attend the community forum, ask questions and provide comments on the proposed alternatives for this new transportation corridor:

▶ **Time:** 2 to 6 p.m.

▶ **Location:** Starpointe Residents Club
17665 W Elliot Road, Goodyear, AZ 85338

▶ **Date:** Wednesday, January 31, 2018

The forum will be an open-house format, to review the formal presentation given at the Public Meeting in December 2017, please visit: azdot.gov/Loop303SouthOfVanBuren.

YOUR INPUT IS IMPORTANT and will be considered to determine which corridor alternative could be advanced for design and construction in the future. If you are unable to stop by, all meeting materials can be viewed on the project website at your convenience. You also can provide comments or ask questions in the following ways:

- ▶ Call the ADOT Project Information Line at: 855.712.8530
- ▶ Email: Projects@azdot.gov
- ▶ Mail written comments to: ADOT Communications, 1655 W. Jackson Street, MD 126F, Phoenix, AZ, 85007 *All comments must be received by February 14, 2018, to be included in the public record.*

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gabriella Kemp at 480.215.7178 or at GKemp@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 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Gabriella Kemp 480.215.7178 o en GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.



ADOT Project No: H6870 01L | Federal Project No: STP-303-A(A)OT

Appendix A: Intergovernmental Letter



An Arizona Administrative System Agency

Douglas A. Ducey, Governor
John S. Hallam, Director
Ernie Bostly, Deputy Director (Proc)
Timothy Felt, Communications Director

November 22, 2017

Subject: ADOT State Route 303L - SR 30 to I-10 Project Update

Dear Sir/Madam:

The Arizona Department of Transportation has scheduled a public meeting on Wednesday, December 6, 2017, to provide an update on State Route 303L - SR 30 to I-10 project. The meeting will occur at Copper Trail Elementary School, 15675 Copper Trail Blvd., Goodyear, AZ 85338 from 6 to 8 p.m., with a presentation scheduled at 6:30 p.m.. Attached is the information that will be presented at the meeting.

ADOT is studying Loop 303 from State Route 30 to Interstate 10. ADOT is currently evaluating potential corridors with the establishment of general locations and basic characteristics (interchanges, frontage roads, vertical profile, etc.). Associated activities include environmental studies (air quality, noise, cultural resources, etc.), identification and evaluation of alternatives, general cost estimates, partnering with public and private stakeholders, and the determination of feasibility to move to the design phase. Throughout its length, Loop 303 has been planned to accommodate an ultimate configuration of two general-purpose lanes and one high-occupancy vehicle (carpool) lane in each direction.

The study area generally extends from Sarival Avenue on the east to Perryville Road on the west and Van Buren Street on the north to the proposed SR 30, north of the Gila River. The project spans about 4 miles and passes through the city of Goodyear and a portion of unincorporated Maricopa County.

ADOT is formally requesting that you inform the appropriate members of your agency about the public meeting and share the information to be presented freely with your agency members prior to the Dec. 6, 2017, public meeting.

If you have any questions, please feel free to contact the ADOT Project Manager, Tricia Brown, at 602-711-7046 or at TBrown2@adot.gov. You may also refer to the Loop 303 - SR 30 to Interstate 10 website for updated information before and after the public meeting at:

<https://www.adot.gov/transportation-studies/loop-303-from-30-to-i-10>

Sincerely,

Deborah Miller
Community Relations Project Manager
Arizona Department of Transportation

CC: Tricia Brown, ADOT Project Manager

Intergovernmental Letter (continued)

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Deborah Miller, 602.712.7210 or at DMiller5@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Enclosures (2)

Appendix B: Advertisement

- Public Meeting: December 6, 2017 at Copper Trails School (16875 W. Canyon Trails Boulevard, Goodyear, AZ 85338)

**LOOP
303**

JOIN US FOR A PUBLIC INFORMATION MEETING

LOOP 303 SOUTH OF VAN BUREN STREET TO THE PROPOSED STATE ROUTE 30

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are taking the next steps to select a preferred alternative for the Loop 303 south of Van Buren Street to the proposed State Route 30 in Goodyear. Residents, business owners and other stakeholders are encouraged to attend the public information meeting, ask questions and provide comments on the proposed alternatives for this new transportation corridor:

- Time:** 6 to 8 p.m.
Date: Wednesday, December 6, 2017
Location: Copper Trails School
16875 West Canyon Trails Boulevard
Goodyear, AZ 85338
The meeting will be an open-house format with a formal presentation at 6:30 p.m.

YOUR INPUT IS IMPORTANT and will be considered to determine which corridor alternative could be advanced for design and construction in the future. The meeting will be followed by a 30-day public comment period.

If you are unable to attend the meeting, you can provide comments or ask questions in these ways:

- ▶ Call the ADOT Project Information Line at 855.712.8530
 - ▶ Email Projects@azdot.gov
 - ▶ Mail written comments to ADOT Communications, 1655 W. Jackson Street, MD 126F, Phoenix, Ariz., 85007
- All comments must be received by January 5, 2018, to be included in the public record.



Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Deborah Miller at 602.712.7210 or at DMiller5@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 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Deborah Miller 602.712.7210 o en DMiller5@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Appendix C: Media Coverage

2/26/2016 Loop 303 opens a new gateway to the West Valley - Arizona Capitol Times

ARIZONA CAPITOL TIMES

Loop 303 opens a new gateway to the West Valley

By Chris Howley | February 5, 2016, 1:10 pm



I-10 traffic travels beneath of the new Loop 303 interchange in Goodyear in this view from the tallest ramp connecting the two freeways. (Photo courtesy of ADOT)

The days of driving through the congested freeways and streets of Phoenix are finally over for people of Goodyear.

On October 8 last year, the Arizona Department of Transportation opened four new ramps, allows drivers to make direct connections between Interstate 10 and Loop 303. These new connections are included in ADOT's \$64 million project focused on building and expanding the southern half of the interchange connecting the two freeways. Construction on the project started on February 22, 2015.

The completed connections have allowed the commuters who live in Goodyear and nearby to bypass the congested traffic that surrounds the Phoenix metropolitan area, and commute to locations, such as Tempe and Mesa, in a reasonable amount of time.

However, saving time and limiting congestion are not the only things that the recent expansion offered. Goodyear Mayor Georgia Lord said the expansion of Loop 303 and the construction of four new ramps have helped the city produce more jobs, create a bigger market and increase development of homes and businesses along the freeway.

She added that the expansion is helping keep people in the city of Goodyear. The mayor believes this is not just a short-term improvement.

"As a gateway to our city, it will provide for the efficient flow of people, goods and services for decades to come," Lord said back in October after the opening of the interchange.

Alan Maguire, an economist from the Maguire Company, compared the increase in development and growth of the city of Scottsdale experienced when Loop 101 was built. He also believes the expansion will draw more traffic toward Loop 303, and keep most of the freeways clear of congestion.

<http://arizona.capitoltimes.com/news/2016/02/05/loop-303-opens-a-new-gateway-to-the-west-valley/>

1/2

Appendix D: Meeting Materials

- Project Fact Sheet
- Presentation Question Card (provided at public information meeting)
- Comment Form (provided at public information meeting)
- Comment Form (provided at community forum meetings)

Appendix D: Fact Sheet

**LOOP
303**

State Route 303 Loop (SR 303L) Study – SR 30 to I-10

OVERVIEW

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are taking the next steps to select a recommended Build Alternative for the Loop 303 south of Van Buren Street to the proposed State Route 30 in Goodyear.

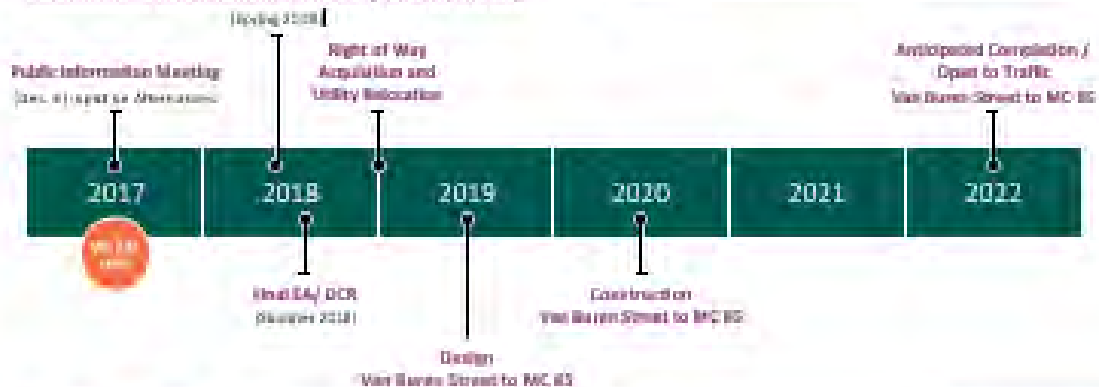
In 2013, ADOT and the Federal Highway Administration (FHWA) initiated the study of Loop 303 south of Van Buren Street to the proposed State Route 30. The study team continues to work on the Environmental Assessment (EA) and Design Concept Report (DCR) and is taking the next steps to select a recommended Build Alternative.

SCHEDULE

- ▶ **Fall 2017:** Public Information Meeting
- ▶ **Spring 2018:** Draft EA and DCR, recommended Build Alternative selection and Public Hearing
- ▶ **Summer 2018:** Final EA and DCR



Recommended Build Alternative Selection / Draft EA and DCR



For more information:

44 E. Pinal Blvd. | Phoenix, Arizona
 and 11000 Loop 303 | Goodyear, Arizona

ADOT Project No. 99999999 | Federal Project No. 999-999-999999

Appendix D: Presentation Question Card (provided at public information meeting)

Loop 303: South of Van Buren Street to the proposed State Route 30 – Question Card
Wednesday, December 6, 2017 | 6 to 8 p.m.
Copper Trails School, 16875 West Canyon Trails Boulevard, Goodyear, AZ 85338

My question is related to:

- | | |
|--|--|
| <input type="checkbox"/> Project Design | <input type="checkbox"/> Property Impacts/Right-of-Way Acquisition Environmental |
| <input type="checkbox"/> Project Schedule | <input type="checkbox"/> Impacts (Noise, Wildlife, Air Quality) |
| <input type="checkbox"/> Cost/Funding | <input type="checkbox"/> Other |
| <input type="checkbox"/> Route (Path of Freeway) | |

Please return your card to a project team member before or during the presentation.

Write your question in the space provided below:

If we are unable to address this question tonight and you would like to receive an answer by email or telephone, please indicate below. A member of the project team will respond as quickly as possible. Your contact information will remain confidential and used only for the purpose of replying to your question. Thank you!

Name _____

Telephone No. _____ Email _____

Appendix E: Display Boards

- Welcome and agenda (provided at public information meeting only)
- Study Area
- No Build Alternative
- Next Steps
- Loop 303 Timeline
- What is NEPA? (definition)
- Typical Sections for Loop 303 and proposed State Route 30
- Alternative 2C, variations 1 and 2
- Alternative 3, variations 1 and 2
- Alternative 5, variations 1 and 2



Welcome

PURPOSE OF TODAY'S MEETING

To obtain input on corridor alternatives for the proposed Loop 303 from the proposed State Route 30 to Van Buren Street.

AGENDA

- 6 – 6:30 p.m. Visit information stations and speak one-on-one with study representatives.
- 6:30 – 7:30 p.m. Formal presentation, followed by brief Q&A.
- 7:30 – 8 p.m. Visit information stations and speak one-on-one with study representatives.

YOUR INPUT IS IMPORTANT TO US!

- Submit your comments at today's meeting
 - Speak to study representatives in person
 - Write your comments on the forms provided and hand them to a study team member
- Send us your comments electronically
 - Email: Projects@azdot.gov
- Mail your comments to us at the following address:
 - ADOT Communications,
1655 W Jackson Street, MD #1206,
Phoenix, AZ 85007
- Call us at the study information line
 - 855.712.8530



Study Area



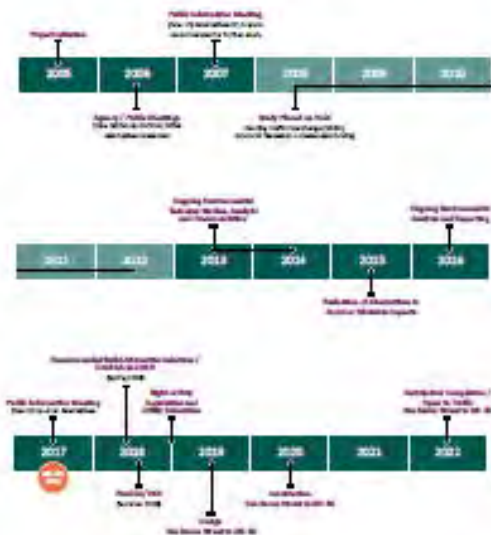
No Build Alternative

- The No Build Alternative in an environmental study is the baseline condition carried forward if the proposed action (major transportation facility) were not built
- The No Build Alternative will provide the Loop 303 study team with a basis against which social, environmental, and economic impacts can be measured
- The No Build Alternative will be studied in the Loop 303 Environmental Assessment (EA) and compared with the Build Alternative
- The No Build Alternative assumes the construction of all other funded transportation projects occurs in the study area (e.g., City, County and MAG projects) would be built

Next Steps



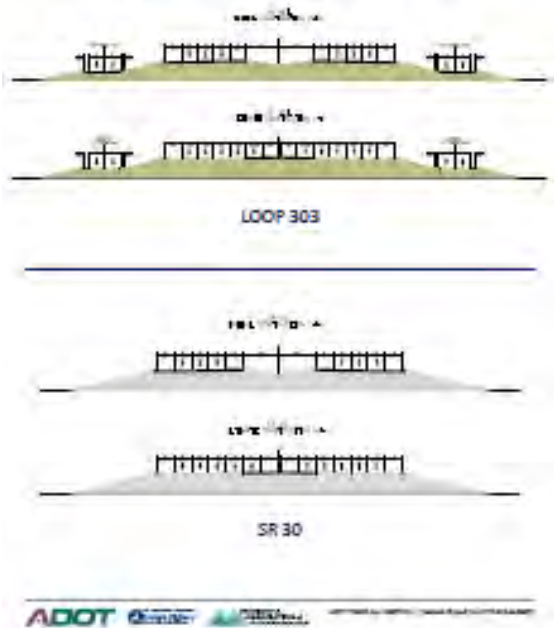
Loop 303 Timeline



What Is NEPA?

- The National Environmental Policy Act (NEPA) of 1969 was a law written to analyze, disclose, minimize, and mitigate environmental impacts for federally funded projects.
- NEPA's basic policy requires applicable federal agencies to review impacts and mitigation to NEPA studies.
- An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for the proposed Loop 303 Study.
- The purpose of this EA is to describe the need for a proposed action, alternatives evaluated (including the No Build Alternative), environmental impacts of those alternatives, and any necessary mitigation measures.

Typical Sections



Alternative 2C



Alternative 3



Alternative 5





WELCOME



Wednesday, December 6, 2017
6-8 p.m.
Copper Trails Elementary School



RESTROOM LOCATION(s)

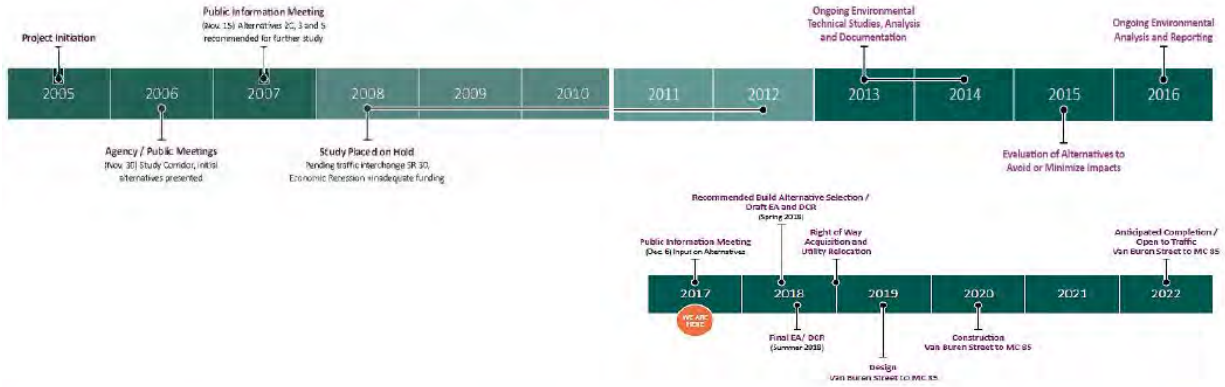
EMERGENCY EXITS

AGENDA

- Introduction of Study Team
- Meeting Purpose
- ADOT Right-of-Way Acquisition Process
- Loop 303 Timeline
- Corridor & Alternative Evaluations
- The Build Alternatives
- The No Build Alternative
- Study Next Steps

ADOT Right-of-Way Acquisition Process

Loop 303 TIMELINE



CORRIDOR EVALUATION 2006





**ALTERNATIVES
DESCRIPTION
ALTERNATIVE 2C**



**ALTERNATIVES
DESCRIPTION
ALTERNATIVE 3**





**ALTERNATIVES
DESCRIPTION
ALTERNATIVE 5**



WHAT IS THE NO BUILD ALTERNATIVE

- The No Build Alternative in an environmental study is the baseline condition carried forward if the proposed action (major transportation facility) were not built
- The No Build Alternative will provide the Loop 303 study team with a basis against which social, environmental, and economic impacts can be measured
- The No Build Alternative will be studied in the Loop 303 Environmental Assessment (EA) and compared with the Build Alternative
- The No Build Alternative assumes the construction of all other funded transportation projects occurs in the study area (e.g., City, County and MAG projects) would be built

NEXT STEPS



Question Card Review

and

Answer Session



YOUR INPUT IS IMPORTANT

Please send us your comments using one of the methods below:

Email: Projects@azdot.gov

Phone: 855.712.8530

Mail: c/o ADOT Communications
1655 W Jackson Street, MD #126F
Phoenix, AZ 85007

Please send in your comments no later than January 5, 2018

Appendix G: Comment Matrix (see attachment)

**State Route 303 Loop (SR 303L) State Route 30 to I-10
Comments by Issue through February 14, 2018**



- Issue
- Alternative 2c
- Alternative 3
- Alternative 5
- No Build
- Study Area Considerations
- Supportive of 303
- Information Request
- Construction Concerns
- Timeline
- Public Meeting Comment
- Aesthetics
- Other Freeway Comment
- Other

	Comment summary	Comment	Response
Aesthetics	Wants landscaping and design elements on structures	Provide sufficient landscaping and aesthetics on structures.	
Against Alternative 3	Against Alternative 3	Hello. I'm a resident in area of proposed 303/SR30 work. Where can I find an update from the meeting held on December 6th. I'd like to submit that the area of lower Buckeye from Cotton to Citrus is much too close to developed housing and school bus pickup spots!!!	(not shown)
Against Alternative 3	Against Alternative 3	Just NOT 3.	
Against Alternative 3	Against Alternative 3	I do NOT want this to go through Estrella by this project. I do NOT want Estrella to be dissected or divided by this construction.	
Against Alternative 3	Against Alternative 3	My husband and I HATE the idea of alternative three that parallels the power lines. This alternative dramatically changes the look and feel of Estrella Mountain Ranch and would decrease property values.	
Against Alternative 3	Against Alternative 3	Thank you for having this informational forum. It made me realize how finite I am as more than likely I will not be here when the project is completed. Having maps and ADOT people at each table to explain the map was extremely helpful. Having access to your (ADOT) website will also be so. I do hate the thought of the impact on Estrella in the far future and how it could will impact the people living there. Estrella is a very special place. I am sure people in other areas may have similar feelings -- but to blot out any part of the mountains is a sadness. I do understand costs and budgets have a lot of say in where it will be built and the necessity of such expansion. Anyway, thank you for the info. See you in April.	
Against Alternative 3	Against Alternative 3	Bringing a high speed highway anywhere near a school is insanity. The route into Estrella cannot be commercial development. Our property values will plummet.	
Against Alternative 3	Against Alternative 3	As long as it doesn't come into the commnity of Estrella no where near the residential areas	

Against Alternative 3	Against Alternative 3	Option 3, I feel is a terrible option for the Estrella subdivision. I currently can hear an EXTREME amount of NOISE coming from Cotton Lane today. I am totally opposed to this option.
Against Alternative 3	Against Alternative 3	Alternative 3 would not be the desired solution. EMR is a growing area with 20,000-plus planned homes. The amount of traffic, as well as the noise and air pollution concerns should far out weigh any reason for persuing this option. We chose this remote area for its beauty and seclusion. We would expect that a responsible decision be made taking these residents into consideration. The futher away from EMR the better for all who live here. Do not take our beauty from us. The other alternatives are not as close to such a populated area, and should be the ONLY considerations. We moved here to escape noise and aire pollution and traffic. Please do not steal that from us.
Against Alternative 3	Against Alternative 3	Take it west as far as possible. Do not bring it down Cotton Lane - it will destroy the desert mountain area and the beauty of the Estrella communities.
Against Alternative 3	Against Alternative 3	303 south should have a western direction when it ties to 85 or 30. 303 is the west side of Estrella Mtn and should flow in that direction. Making it flow back toward 202 or Phoenix will only create bottlenecks stay away from Cotton Lane and Estrella Parkway.
Against Alternative 3	Against Alternative 3	I strongly oppose both Alternative 3 options that plan to bring 303 down Cotton Lane through Estrella Mountain Ranch. EMR is the premier master-planned community in the West Valley and nobody decided to live here with an eight lane freeway running through the middle of it. My family will move and sell our custom home lot we were planiing to build our dream retirement home on. EMR property values will plunge and an exodus will ensure. Please choose an alternative west of EMR. Too many of us moved here for peace and quiet of the mountains not for the noise and pollution of this highway right through the middle of our community.
Against Alternative 3	Against Alternative 3; Against Alternative 3-variation 2	Definitely not Alternative 3, or 3 var. 2. Don't want the 303 running through Estrella Mtn. Ranch some day.
Against Alternative 3	Against Alternative 3	I am told that ADOT is looking at several options to continue the 303. I live in the Montecito area of Estrella Mtn Ranch. We are already feeling the explosion of new building and more traffic on roads that cannot be widened. I am concerned if the 303 comes up into Estrella it will bring more traffic to our beautiful development. With traffic comes potential for crime - - easy access in and out. Currently EMR has no crime. Is there a study from other expansion to indicate the impact the 303 would bring crime into this area? There is also issue of high school and parks. How would the 303 impact those.
Against Alternative 3	Concerned about whether Alternative 3 would destroy land and houses	If the 303 runs south thru Estrella Mountain Ranch, how much of the foothills will it take out of existence? Or is there enough space to put east of present houses to the Estrella Mountains. Was the Cotton Ln. bridge (Gila River) originally built for Rt303?
Against Alternative 3	Against Alternative 3	One of the reasons I moved to EMR is the wide open spaces that still exist here also limits the amount of people that lives in EMR. I believe the loop 303 will take all that away. Beautiful nature being destroyed by a freeway. Freeway's also bring crimes. Preserve our natural beauty and not destroy AZ.

Against Alternative 3; information request	Against Alternative 3; Wants information further south	<p>The Loop 303 should not be developed in the Estrella Mountain Ranch community. Property owners specifically purchased their homes here for the quiet and tranquil environment. If we wanted to live near a freeway, we would have purchased property in lower Goodyear or elsewhere.</p> <p>I am concerned that the pollution from a highway running through our neighborhood will cause many people to move away and our property values will decrease. I state pollution to include noise pollution, light pollution – Estrella is a dark sky community with strict regulations regarding lighting, and air pollution.</p> <p>I’m also concerned that the air pollution will affect the hiking in the Estrella Regional Park that I use on a weekly basis.</p> <p>Traffic patterns will be negatively affected all throughout Estrella including areas in close proximity to the high school.</p> <p>There are much better alternative routes that don’t include established residential communities and therefore the agriculture areas would be a much better choice.</p> <p>The ADOT map that was handed out at the January 31, 2018 meeting at the Starpointe in Estrella stops before the Gila River – not even showing the 303 continuing down Cotton Lane and into our neighborhood. I find this deceiving not to show the exact route that is being considered. The explanation given on this day was that it was not part of the study. That is a very poor excuse for not handing out the full information.</p> <p>Also, navigating through the various websites is difficult. I’m referring to www.bqaz.org - Hidden Valley Framework Study and Hassayampa Framework Study. Also the ADOT Website www.azdot.gov Loop 303:SR30 to Hassayampa Freeway does not give details. Therefore, I would strongly recommend that the Loop 303 not be constructed in the beautiful neighborhood of Estrella.</p>
Against Alternative 3; Supportive of 303	Against Alternative 3; Supportive of 303	<p>Only have one comment. Thank you for opportunity to see the proposals. I would be in favor of any alternative except #3. I do not see any positive results by possibly having a route east of Estrella in the future.</p>
Against Alternatives 2c and 5	Against locations that would impact Rainbow Valley	<p>Bought in Rainbow Valley in 2011. Was told and verified 303 expansion was going south down Cotton Road. Estrella Mtn. community was aware of this. Goodyear mayor decided it would not go that direction for personal reasons. Rainbow Valley then was put into play. We were not given the opportunity to have this information prior to purchasing. Will vigorously oppose any plan that includes Rainbow Valley corridor in 303 expansion.</p>
Alternative 2c	Supports Alternative 2C	<p>My primary choice is Alternative 2 with Alternative 1 second. This design is simpler and less expensive overall still meeting future transportation requirements. It allows future development of the Gila River and along SR30. It should be easier, safer to navigate for traffic. The other proposals will entail corossing/chaneling washes (Rainbow Wash) and be longer multiple crossing over the Gila River. Alt 2 goes along the existing highway system. Thank you.</p>
Alternative 2c Alternative 2c Alternative 2c Alternative 2c	Supports Alternative 2C Supports Alternative 2c Supports Alternative 2c Supports Alternative 2c	<p>We would like to vote on the 2C Alternative.</p> <p>Plan 2c is the only one I would be happy with.</p> <p>Option 2-c please take 303 west of us.</p> <p>We support Alternative 2c.</p>

Alternative 2c	Supports Alternative 2c	Variations (2) that keep 30, and by extension, the intersection of 303 and 30, farther north of the Gila River are preferable. They will reduce interference with wildlife using the flood plain and river. They also leave a wider corridor for the El Rio recreation area that Avondale, Goodyear and Buckeye desire to protect. The Citrus Rd. right of way alignment provides good access to the Western Goodyear area and Eastern Buckeye in area that could readily accomodate commercial and light industrial expansion south of the current funded segment. This area could be developed, in part, before 303 reaches it, without increasing traffic loads on existing bridges. Placement where air pollution and noise will least impact wildlife and human populations within 1 mile of the highway (American Lung Association guidelines) in the Rainbow Valley should be considered.
Alternative 2c	Supports Alternative 2c	After reviewing the alternative for State Route 303 loop, we recommend option 2c/5 with 5 having appearance of better traffic flow. However Alternate 5 option isn't worth additional costs over option 2c.
Alternative 2c	Supports Alternative 2c	Regarding the 303 and the 30 I am happy with the proposal that goes as far north from Estrella Mountain Ranch as possible. Thank you.
Alternative 2c	Supports Alternative 2c	Alternative 2c looks as a better choice having the interchange farther west. Should the 303 go south, having it to the west would be better in my opinion.
Alternative 2c	Supports Alternative 2c	I think going down Rainbow Valley Road is the best choice.
Alternative 2c	Supports Alternative 2c	Alternative 2c is the best choice of the 3 choices; we hiked over a 100 miles in 100 days this fall and it would be best if we kept the beauty of this area as it is! Without highway noise, lights, etc! Build YOUR freeway into the semi-developed areas. Keep this place, Estrella, beautiful that's why I live here!
Alternative 2c	Supports Alternative 2c	Having spent a significant amount of time hiking in the Estrella Mountain Park, especially the SW area, I believe alternative 2c would be a better choice for the environment, focusing construction and future light and noise pollution into semi developed areas.
Alternative 2c	Supports Alternative 2c	We prefer the road to go the path of Rainbow Valley
Alternative 2c	Supports Alternative 2c	This letter is to express Newland Communities strong support of River Crossing Location #3 (approximate Rainbow Valley Road alignment), as designated in the Loop 303 Study from SR 30 to Hassayampa Freeway "River Crossing/Corridor Alternatives" map.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Best choice #1: 2c. Of the three options shown today, my #1 preference would be option 2c - unsure from the view if the version north of the power lines or south of powerlines. #2 choice: 5. My second preverence would be option 5. Hate option #3. My last choice - not a choice in my viewpoint - would be option 3. This looks like it would eventually follow the foothills straight down by the high school. While I appreciate you are doing the "formal due diligence" to ask our opinions, I'm not convinced my opinion is valued. I think for Estrella residents' feedback to be more accurately reflected, ou have to show us what happens south of the studies you're showing us. We need to understand that connection (south of SR30) better! Thank you!
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I would like to state and vote my preference for the Loop 303 location to be routed through Rainbow Valley. Estrella Mountain Ranch is quiet and serene. Placing the Loop 303 smack in the middle of our community will devalue our way of life and what we moved here for, peace and quiet. Our views of the mountain and serenity would be replaced with views of concrete, pollution and noise from all type of vehicles. Route the Loop 303 through Rainbow Valley which will disrupt less area than Estrella.

Please confirm receipt of this email.

Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I would be more favourable to any of the proposals that eventually utilize the Rainbow Valley route for the future 303. My reasons are keeping the 303 as far away from the community of Estrella for reasons of noise, congestion, and future property values.
Alternative 2c; Against Alternative 3	Supports Alternative 2c, Against Alternative 3	I just wanted to comment on the route of the 303 from Van Buren to State Route 30. I live in Estrella Mountain and my understanding is that this decision will determine the route that the 303 will take in the future.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	My preference would be that the route selected go to the west and NOT up Cotton Lane to Estrella Mountain ranch. I bought up here because it is a peaceful oasis and a freeway running through our beautiful neighbourhood would seriously detract from its beauty and value.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	We prefer alternative 2 south of Van Buren for the loop 303 extension. We strongly oppose alternative 3 bringing the 303 through the Estrella bedroom community.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	<p>Thank you for holding the 303 community forum in Estrella Mountain Ranch on January 31st.</p> <p>After reviewing all the route plans, I am objecting to the Alternative plan #3, var#1 and #2, that travels right through EMR.</p> <p>We moved from California to EMR primarily due to its location in the foothills and the peace and quiet and lack of traffic.</p> <p>We saw an increase in traffic and crime after the completion of the 210 freeway that went through Rancho Cucamonga. A simple 15 minute drive became 30 minutes. An increase in crime. Most banks and businesses near on/off ramps were robbed within months of the freeway opening.</p> <p>Our city now became nightly news because of "knock-knock" burglaries.</p> <p>New big businesses, Walmart, Target, etc, started building on lots that used to be grape vines.</p> <p>Our city was chewed up, no more beautiful landscapes, just condos, green hillsides replaced with gas stations. Years went by and we started hearing about the political and corporate greed that took place behind closed doors to get the freeway completed.</p> <p>I see all of this happening to our beautiful EMR community.</p> <p>I am opposed to any freeway coming south but if it must happen, would prefer any route outside of EMR, specifically in Rainbow valley.</p> <p>If you have any questions for me, you may contact me.</p>
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Hi, my husband and I were out of town when you held your meeting in Estrella. We absolutely do not want the Loop 303 near our round about or cotton road. We just built a custom home on a custom lot in Sonoran Vistas gated community and would never have built here if we would have known that idea was being suggested. We are tucked away with privacy and now we heard that cotton road is being considered. We think taking Elliot Road to Rainbow Valley is a much better location without changing our little oasis in the desert, Estrella, into a much noisier busier neighborhood. People move here to get away from exactly what the 303 to Cotton Road location would bring to this area.
Alternative 2c; Against Alternative 3	Against Alternative 3; Supports Alternative 2c	I am definitely opposed to bringing the 303 up to the traffic circle "roundabout" and then continuing past the Estrella High School no matter what the timeline. Take the road west now and avoid all the residents in Estrella Mtn. Ranch.

Alternative 2c; Against Alternative 3	Supports Alternative 2C; Against Alternative 3	Option 2C seems best. The 303 should stay as far west as possible it should NOT come through Estrella Mountain Ranch. When we bought our home here we were told it (303) had been decided that it would go out to Rainbow Valley. I feel these maps are VERY misleading.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	After reviewing the three proposed maps, alternate 2c is the most feasible way. It would take the 303 west of Estrella Mountain Ranch thus keeping the quality of life here intact.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Based solely on the information presented today, I prefer Alternative 2c. I believe the considered options for planning purposes south of the Gila River on all options would have been helpful. Costs are always a consideration, I understand you are gathering those, but your experience should have been able to provide some ranges. 2c remains my suggestion today. Thanks for the opportunity to share. This road should not continue through Estrella Mtn Range.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	It is difficult to give feedback on this portion of the 303 without seeing where its path would go further south under each option (south of SR30). The roadway is much needed (inclusive of SR30) as the I-10 eastbound to Phoenix in the morning is already way overcrowded and with further development west of the 303, it will only get worse in the coming years without alternatives. I prefer the western alternative to avoid having the 303 go through Estrella Mt. Ranch (eventually).
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	In order to preserve the Estrella Mtn and serenity of Estrella Master Planned Community I would vote for Alt 2c. Thank you.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	It is very obvious no resident of Estrella wants a freeway dividing our community. Plan alternative 2c! Variation 1 or 2!! We understand Goodyear is growing, don't TANK our community.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I have lived in Estrella Mountain Ranch for many years and this community nestled up to the mountains is hard to beat. The quiet evening and small town feel are because we are distant from the hustle and bustle, a little bit. This freeway is another step towards closing the gap. Maybe good for the morning and evening commute but bad for homeowners to retreat from the "big city" lights and noises. I vote for 2c variation 2. A better solution for ALL.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	The continuation of Loop 303 needs to be placed to the west of Estrella Mountain Ranch Community. Placing it next to our community in an eastern flow puts a burden on the residence of the Estrella development. When the community was developed it wasn't sold with a major interstate running
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	My opinion I choose 2c I do not want to come up Cotton Ln to Estrella Mountain
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Based on information presented, my strong vote is for option 2c. The reason is this will keep the future Southern connection/extension outside of the relatively high density of Estrella Mountain Ranch and place it in very low density of Rainbow Valley. Additionally the noise and emissions from the future Southern extension would be trapped at the base of the mountains within Estrella, given their proximity. Conversely Rainbow Valley is quite open and could better disperse the smog and noise, coupled with very low density.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Thank you for the information. Open house format was good. Based on the plans shown, the 2c plan is my preference. Bringing the 303 down Cotton Lane, possibly into Estrella is least preferred, especially if it runs along Estrella Mountains. Arizona is beautiful there is a lot of wildlife in the area. I would hate to see it uprooted from area. We moved from Ohio and love the AZ highway systems. With the amount of people living in area, traffic usually flows nicely. Hopefully the 303 plan will add to AZ easy access.

Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I would prefer the 2c alternative and not have it continue onto Cotton Lane into the heart of Estrella. This would desimate our beautiful community. We are densely populated unlike west of us in Rainbow Valley.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Our preference is to run the 303 extension down thru Rainbow Valley an not up Cotton Lane to Estrella -- the impact would be considerably less as development is not as prevalent. The noise impact to the Extrella area would be magnified as it would resonate off the mountains back into the neighborhoods. Thank you!
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I believe for my interest 2c nother or south is best by cost wise. I do not want coming up Cotton Lane to Estrella Mt. need to stay in rural areas.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	2c is my choice. As to 30 whether it is north of the river or south becomes a financial decision. No to Cotton Lane south. Newland is building homes off Cotton lane in Estrella Ranch. Round about would be affected as well as commercial. No to affecting Estrella Mountain Ranch community.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Alternative 2c version 1 ot 2 as my preferred option, best choice. Alternative 3 No! No! No!
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I purchased (had a house built) a home in 2008 not knowing there was a potential freeway going through the middle of my development. Why did Newland not explain that to me? Hopefully common sense prevails and the freeway does not come down Cotton Lane and close to our development. I'm only babysitting my house until my kids and grandkids get to appreciate this great neighborhood without a freeway close by. So any option to divert the freeway down Rainbow Valley Road makes more sence.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	I do not want the 303 to come down Cotton Lane thru Estrella Mountain. This defeats the purpose of why we moved up here, for peac and quiet, away from a million cars. If the 303 comes up Cotton Ln it will be very close to North Lake. This will change the feel of going to a lake up in the mountains to going to a lake in the middle of a city. As of right now the only reason to come up thru Estrella is if you live up here. I would like it to stay that way. I believe it should go to the west thru Rainbow Valley. I did NOT move up here to live next to a freeway!
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Do not want 303 to go through the mountains. Please route to go to Rainbow Valley.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Alternative 2c would be the best of the 3 options for the Estrella community. It provides the outlet required for I-10 with the least disruption to the residents of the community. Alternative 3 would be disasterous for this community. It would increase traffic and noise pollution, reduce the value of the current properties. There are 3 good schools in the area. Do we want the extra traffic endangering our children and grand children.
Alternative 2c; Against Alternative 3	Supports Alternative 2c; Against Alternative 3	Keep the 303 from heading up Cotton after Lower Buckeye, need to go to the south to merge w/SR30 and then continue best possible route. I like the alternative that heads south of the old Rubbermaid plant.

Alternative 2c; Against Alternative 3

Supports Alternative 2c; Against Alternative 3

I am writing to voice my concern and opposition of the proposed extension of Loop 303 that would take the highway up Cotton Ln and through the community of Estrella Mountain Ranch.

Estrella Mountain Ranch is a vibrant and rapidly growing community that has attracted and continues to attract new residents drawn to its qualities of beauty serenity. By having the highway 303 extension run through the community those qualities that drew me and others would be destroyed or severely compromised. This will become the major truck route for cross country haulers.

Some of my objections to the proposed route through Estrella are listed below.

- Environmental: Light, noise and air pollution from the traffic. Estrella is a “dark sky” community and has ordinances against light pollution of the night sky. Noise and air pollution from heavy car and truck traffic will make outdoor activities, including hiking in Estrella and the nearby Regional Park. much less desirable. “Ballet under the Stars” will be a thing of the past!
- Traffic: The proposed highway would run very close to new homes, Estrella High School and pose dangerous traffic conditions in addition to environmental quality issues
- Property values: Decreased desirability and property value for existing homes and businesses and a precipitous drop in new builds, meaning less revenue for Goodyear .
- Better options are available: Rural land is available to the West of Estrella that could accommodate the highway with lower cost and significantly less disruption of homes and families.

Alternative 2c; Against Alternative 3, variation 2; Against Alternative 5

Supports Alternative 2c, variation 1 or 2; Against Alternative 3, variation 2; Against Alternative 5, variation 1 or 2

We do not want Alternative 3-Variation 2 because it would place the freeway too close to our house. We would prefer Alternative 2c -- variation 1 or 2 which would buy us out of our house. We also do not want Alternative 5 variation 1 or 2 they would place the freeway too close to our home with too much noise and disrupt our privacy.

Thank you for contacting the Arizona Department of Transportation regarding the L303 improvements. Please feel free to review the project website for more information at:

<https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/overview>

Also, since you live in Estrella Village, I would like to invite you to stop by our Community Forum at the end of the month. We are inviting members of the community to drop in, ask questions and provide comments on January 31, 2018 from 2-6 p.m. Please see attached post card that you should be receiving in the mail soon!

Hope to see you there!

**Alternative 2c; Against
Alternative 3; Information
request**

Supports Alternative 2c; Against
Alternative 3; Unhappy about lack
of information found on website

My wife and I purchased our home about one and half years ago here in the beautiful Estrella Mountains. The community is clean, quiet and extremely conducive to outdoor hiking, walking and observing wildlife. We've recently learned of the planned Highway 303 loop extension running through our local community. This is most concerning to us for a variety of obvious reasons.

There's little doubt that Interstate 10 is highly congested and overloaded west of Phoenix most of the time. The intended purpose of 303 loop to remove traffic off Interstate 10 is valid; its just that the intended route through Estrella Mountain community is much more distributive than the alternative route to the west through rural farm land. While the traffic, noise , pollution, and lighting would remain the same, the impact is far less on this sparsely populated rural area than the highly developed community of Estrella Mountain. Perhaps the purchase of the rural land for easement purposes might even help eradicate the odious aroma of the cattle farms and excessive flies from all the manure.

Its also troubling that the availability of information on this project is not readily available or clear. Even at a recent public meeting on this subject, the information provided was not comprehensive and sketchy at best. Your website is equally ambiguous and difficult to navigate.

All of us purchased our homes in this beautiful community reasonably expecting the quiet enjoyment of this peaceful and idyllic community. Developing this major highway through our community disrupts that, devalues our homes and places an unreasonable burden on us as homeowners. For all these reasons, this project should not be developed through Estrella Mountain, rather relocated west into Rainbow Valley rural farm land to minimize its adverse impact.

<p>Alternative 2c; Against Alternative 3; Public meeting comment; Information request</p>	<p>Supports Alternative 2c; Against Alternative 3; Believes additional meetings should be held; Unhappy about lack of information found on website</p>	<p>After talking with neighbors and studying the options left for the 303 Loop south input, we are in favor of the alternative that takes the loop through the Rainbow Valley Road, not close to Estrella.</p> <p>This choice continues most of the 303's construction primarily in agricultural and commercial zones, not in the middle of or close to major community developments like Estrella.</p> <p>A freeway close to Estrella will impact the community in a number of ways. These are examples: 1) Various kinds of pollution: air, noise, and light; 2) depressed property values; 3) a community that is less desirable, leading current home owners choosing to leave this community; 4) the lengthy disruption of traffic patterns in our community; and 5) disruption of educational processes at the high school, which looks to be just to the west of this route for the 303.</p> <p>We believe more time must be spent gathering community input. Two two-hour sessions in both Estrella and Rainbow Valley is certainly not enough time to gather important community input, especially with pre-construction deadlines that must be met soon. We were out of town for both, but neighbors who attended thought the sessions were poorly organized and presented. Neighbors could not get their questions answered and found the information available was poorly and vaguely written. Online searches for information have yielded the same fog of lack of information. So far AZDOT has done a poor job of communicating with the people it serves.</p> <p>Please advise us that you have received this letter. We want to know that this actually reached the people whose emails were listed on various sites for comments on the project.</p>	<p>Dear Mr. and Mrs. Gilchrist,</p> <p>Thank you for your comments. They will be included the Public Involvement Summary Report for this project.</p> <p>Public involvement is a critical element of any transportation infrastructure project and we agree that the public should be allowed more time to provide input which is why we are currently planning another opportunity for that to transpire. We will be holding a Public Hearing in spring 2018. Please be on the look-out for more information in the next month or so.</p> <p>The two Community Forums that were held at the end of January from 2-6pm were in addition to a formal Public Meeting that previously took place in early December 2017. The forums were more of an informal open house type of gatherings intended to allow the public additional opportunity to learn about the project, ask questions and comment.</p> <p>I can understand how the public may feel that the project information is a little foggy because it is adjacent to other studies in the area and they are all correlated but are not part of the same project we are currently working on. I am more than happy to discuss any questions or concerns that you may have to help you better understand this process if you'd like, however, I suggest a lot more clarity to come after the Public</p>
<p>Alternative 2c; Against Alternative 5; Against Alternative 3</p>	<p>Supports Alternative 2c; Against Alternative 5; Against Alternative 3</p>	<p>Review of alternatives leads me to favor Alt 2C where 303 would be directed farther west. My concern is for preserving the quality of life for Estrella Mountain Ranch. The alternatives 3-5 with included variation would or could lead to a future 303 that impact a residential area that currently has developed into a comfortable lifestyle devoid of noise and congestion. Don't disrupt an area that is growing positively.</p>	
<p>Alternative 2c; Against Alternative 5; Against Alternative 3</p>	<p>Supports Alternative 2c; Against Alternative 5; Against Alternative 3</p>	<p>Strong concern if the 303 goes through Estrella and continues along power lines by the high school. Please do not do this! Do not do Alternative 3 or 5! Preference would be Alternative 2-variation 2 that takes loop west of Estrella, through Rainbow Valley (that parallels SR 85).</p>	
<p>Alternative 2c; Alternative 3; Alternative 5-variation 1</p>	<p>Supports Alternative 2c; Supports Alternative 3; Supports Alternative 5-variation 1</p>	<p>Alt 2, 3, 5-variation #1 appear to be favored by us.</p>	
<p>Alternative 2c; Alternative 5</p>	<p>Supports Alternative 2c; Supports Alternative 5</p>	<p>Alternatives 2 and 5 look like better choices. Alternative 3 having the potential to extend pass the preserve has to be the least favorable from both the cost and environmental impact on the preserve.</p>	
<p>Alternative 2c; Alternative 5</p>	<p>Supports Alternative 2c; Supports Alternative 5</p>	<p>I do prefer the option #2c or 5 it would be further from the densely populated Estrella Mountain Ranch.</p>	
<p>Alternative 2c; Alternative 5</p>	<p>Supports Alternative 2c; Supports Alternative 5</p>	<p>Alt. 2c and Alt. 5 are preferred as a resident of Estrella.</p>	

Alternative 2c; Alternative 5	Supports Alternative 2c; Supports Alternative 5	Thank you for the opportunity to see and discuss the proposed options for 303L I-10 to 30. I prefer the options that bring the 30 interchanges to the WEST of Cotton Lane. Alternative 2c and 5 meet my preferences. When looking to the future of growth in the SW valley, I feel keeping the 303L to the west.
Alternative 2c; Alternative 5	Supports Alternative 2c; Supports Alternative 5	We would like to see Alternative 2 or 3. As it would take the Southern extension of 303 thru less populated residential areas.
Alternative 2c; Alternative 5	Supports Alternative 2c; Supports Alternative 5	We believe the best (preferred) route is the 303 extension to follow Rainbow Road to the south. Proposals in order for us are 2-2, 2-1, 5-2, 5-1. With the variation most preferred is the construction to be concentrated in the smallest possible area but with the ease of future expansion in the futures.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	The residents of Estrella for the most part live out here to get AWAY from the traffic of a freeway. Alternative 2c takes the traffic the furthest from impacting our routes to our development at present. Alternative 5 is another better alternative for the MAJORITY of homeowners here. There are those on the west side opposed to the Rainbow Valley route (Alternative 3) but they are a MINORITY. Our peaceful, family oriented community would be NEGATIVELY impacted by the route through Cotton Lane (Alternative 3) bringing noise and more traffic out our way.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Alternative 2 and 5 will have least impact on Estrella Mtn community; either is preferable to Alternative 3, which will lend to the 303 going right through the neighborhoods.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Alternative 3=Do NOT want-potential for project to impact Estrella Mtn Ranch community is too great. Do not want road to come anywhere near the community. It would severely NEGATIVELY impact the quality of life that has been established here. Alternative 2C and 5=APPEAR to have little impact on the community.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	I prefer either 2C or 5 as the most feasible route for 303 extension to 30. Less families would be effected with land acquisition. #5 not only would negatively affect land values here in Estrella but would unnecessarily divide the community and be the most unsightful where beautiful foothills and mountain views are impacted. Knowing the importance of increasing access to highways. We need to consider the environmental impact of the route on our wildlife and our plant life. Also the building process and the amount of blasting would have a detrimental effect on our children and our seniors. For this reason please do not choose #3.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Want the route to go 2c or 5 alternative. I do not want to come alongside Cotton Lane feel the disruption to the area where it would involve Estrella Pk. Would cause too much congestion and take up too much of the entrance to the community and bring too much traffic and noise to what is a great place to live away from the hussel bussel. The path towards Rainbow Valley will be better for future growth in Goodyear.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Thank you for providing the opportunity for feedback! Our feedback is to avoid Option 3 - the freeway running right through the Estrella community would be highly disruptive and would negate and impact all of the benefits of the present community. We chose it for remoteness and peace and quiet. Please consider option 2c or 5 as they satisfy all the project's objectives without negatively impacting the communities of Estrella and Canta Mia. Thank you for your consideration.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	I am totally against alternative 3. I much prefer alternative 2c or 5. I don't believe running the 303 right through the Estrella community is a good idea. I believe the 303 should be routed to the west of the Estrella community.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Prefer 2c or 5 please. Alternative 3 would eventually disrupt the Estrella master planned community and ruin what we have. Thank you.

Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	2c or 5. Why on earth would you divide my beautiful, amazing community?
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	2 vote yes on 2 or 5. No-following Cotton Lane into Estrella Mountain Ranch.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Preferred Choice: option 2c or 5 leading longterm extension into Rainbow Valley area. Against option 3.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	For me Alternative 3 is a definite NOT. This will eventually bring the Loop 303 through Estrella causing noise and an unsightly highway through a beautiful and quiet/peaceful community. My preference would be for Alternative 5 or Alternative 2c; whichever is the most cost effective and most preferred. The area of Rainbow Valley is not as densely populated and would better accomodate highway traffic.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Based on the number of people impacted by the Route 303 expansion in the future (post 2022), Alternatives 2c and 5 offer the best choices. Alternative 3 would impact all of the Extrella Mountain Ranch residents, as well as those in Canta Mia, negatively with noise and air polluiun. (This is a real problem for the more elderly population residing in Canta Mia.)
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Preferable routes of Alternative 2c and Alternative 5!! Both routes direct traffic away from Estrella Mountain Ranch Community. Also Estrella Foothills High School will not be adversely affected. West side of Estrella Regional Park will not be negatively affected.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	We want either 2c or 5. So that when it continues it will NOT go through Estrella Mountain Ranch. We have too many neighborhoods at risk.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	Alternative 2c and 5 would be the preference. Take it out thru Rainbow Valley due to future growth of Estrella. Estrella is only 10% built out with 5,500 roof tops currently. Traffic congestion will be heavy without adding additional traffic.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	As an Estrella resident, any alternative that turns the 303 loop westward would be preferable, as that would reduce the chances of the 303 loop continuing down Cotton Lane and essentially through the middle of Estrella (Alternative 2 or 5 therefore preferable). I'm not sure what other considerations there are, but the alternatives that leave SR30 to the north of the power lines would appear to avoid the cost of relocating the power lines and therefore be preferable.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	On reviewing presented alternative, we are in favor of Alternative 2c or 5 that projects movement towards Rainbow Valley. We are not in favor of including any construction south of MC85 on Cotton Lane.
Alternative 2c; Alternative 5; Against Alternative 3	Supports Alternative 2c; Supports Alternative 5; Against Alternative 3	The best choice for routing the 303 on the west side would be Alternative 2c or 5. These alternatives have the 303 routing to the west of Estrella Mt. Ranch. The EMR community is a rapidly growing community, which would drastically be affected by construction of the 303 through it, during the building of and after its completion. The 303 at EMR would separate the regional park and our community. Routing through Rainbow Valley would have an impact on far fewer numbers of individuals than if it was routed in EMR. Please consider these impacts on our community.
Alternative 2c-variation 1 or Alternative 5	Supports Alternative 2c-variation 1 or Alternative 5	I prefer variation 2 on 1 or Alternative 5. this makes the most sense.
Alternative 2c-variation 1; Against Alternative 3	Supports Alternative 2c-variation 1; Against Alternative 3	Alt. 2c-variation 1 north of. So as not to ruin the Estrella scene. I know it is way in the future.

Alternative 2c-variation 1; Other Freeway Comment	Supports Alternative 2c, variation 1; Interested in access and freeway design issues	I prefer Alternative 2c with the Southern location for the interchange with SR 30. Please make all overpasses for two cars.two lanes. This greatly reduces traffic backup. If possible design carpool lane overpass instead of eliminating the lane near the interchange then creating it back after the interchange. This greatly reduces merging lands and traffic complaints during rush hour. Please consider larger access frontage roads and turning lanes south of Lower Buckeye to take into account the increased truck/semi truck traffic from the distribution centers such as Amazon.
Alternative 2c-variation 2	Supports Alternative 2c-variation 2	Alternative 2c-variation 2
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	Alternative 2c variation 2 appears less disruptive to existing developments and farther away from the river wetlands. Also gives good access to 303 extension being farther west. That part should not split Estrella.
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	It seems that opt. 2c-var.2 would be best from a cost standpoint? Anyway, we would prefer that the route would avoid the round-about. Thank you for being sensitive to keeping the route away from the residences in Estrella Mountain. We will look forward to the decision you come up with regarding 2c var 2 vs. 2c var 1.
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	Alternative 2c-variation 2 would be preferred. Least disruption to community in Estrella, including high school.
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	support Alternative 2c-variation2. 1) less impact to schools and community. 2) less impact to protected lands est of Estrella parkway. 3) less impact to Palo Verde power lines. 4) follows original 2006 corridor along Rainbow highway to south. 5) supports economic development in Buckeye. 6) impact to existing wetlands and Gila River corridor can be mitigated and could even improve and increase the numbers of wetland classifications and provide for additional riparian habitat.
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	We in estrella would like to see it go through Rainbow Valley. SR 303L, SR30 to I-10 Alternative 2c-variation 2.
Alternative 2c-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Against Alternative 3	I don't consider myself a "nimby" but the reason we bought in EMR was not for the convenience of a nearby freeway but for the quiet and lack of road noise and trains and ships passing in the night. So the farther north you can make this the better. For the reason I vote for Alternative 2c variation 2.
Alternative 2c-variation 2; Alternative 5-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Supports Alternative 5-variation 2; Against Alternative 3	Alternative 2c-variation 2. Alternative 5-variation 2. Prefer route to go through Rainbow- Keep to the west of Estrella Mtn Ranch.
Alternative 2c-variation 2; Alternative 5-variation 2; Against Alternative 3	Supports Alternative 2c-variation 2; Supports Alternative 5-variation 2; Against Alternative 3	First choice Alternate 5-variation 2. Second choice Alternate 2c-variation 2. I would much prefer the 303 never come up cotton Ln. and through the ranch!
Alternative 2c-variation 2; No build; Against Alternative 3	Supports Alternative 2c-variation 2; Supports no build; Against Alternative 3	SR303L SR30 to I-10 Alternative 2c-variation 2 -- best. Alternative 2c-variation 2 supports economic development in Buckeye. Do not route 303 up and through or east of Estrella Parkway. Keep the extended 303 down on the lower valley following Rainbow Hwy south. Impacts to Gila River ecosystems can be mitigated even improving wetland habitats. No build would be preferred to routing the 303 east of Estrella parkway. We purchased properties in the Fairway community and do not want to see the landscape to the east changed.

Alternative 3	Supports Alternative 3	I am strongly in favor of Alternate 3 as presented in the subject study.
		I attended a recent presentation at the Estrella Mountain Ranch Starpoint facility on options for extending Loop 303 to meet the planned SR30. Alternate 3 seems to present the most direct route to the future SR30. In addition, this route also would be consistent with the most cost effective and environmentally friendly approach to a possible further extension of Loop 303 down the Cotton Lane corridor. I say this because it seems to allow a shorter, less intrusive crossing of the Gila River and also allows the road to follow an existing transmission line corridor.
Alternative 3	Supports Alternative 3	Option 3 please
Alternative 3	Supports Alternative 3	I would like the 303 southern extension to go directly south along Cotton Ln. This will then (not shown) connect to MC85 and the future SR30. This seems best.
Alternative 3	Supports Alternative 3	lop 303 should follow south and cross the Gila River at the narrow part of the river following the power line south where a right of way already exists. It is closest to what your calling alternative 3.
Alternative 3	Supports Alternative 3	I prefer the Cotton Lane options. Short and straight, limiting highway prescence in the river where wildlife still struggle to survive. Also, less highway mileage/building costs.
Alternative 3	Supports Alternative 3	Alternative 3
Alternative 3	Supports Alternative 3	Alternative 3
Alternative 3	Supports Alternative 3	Vote for Alternative 3
Alternative 3	Supports Alternative 3	Alternative 3. Follow power lines. No housing involved.
Alternative 3	Supports Alternative 3	Alternative 3. Follow power line.
Alternative 3	Supports Alternative 3	Alternative 3. Follow power line.
Alternative 3	Supports Alternative 3	#3 because it is east of Estrella Mountain Ranch. The ranch is have a great population explosion. If need to accommodate them as I see the gretest need. Thank you for letting us give input.
Alternative 3	Supports Alternative 3	I feel that alternative 3 would be the best choice.
Alternative 3	Supports Alternative 3	Spanning the river south of MC85 is not an option. Run it down Cotton Lane, less expensive! Alterntive 3.
Alternative 3	Supports Alternative 3	Best Alt is #3. Cheaper/easier. Was the original route and a lot of people made their lives around this way.
Alternative 3	Supports Alternative 3	The original plan was to bring the freeway down Cotton Lane south into Estrella. We purchased our ome in 2001 with that understanding. Keep it as originally planned -- seniority should have some extra weight in decision making.
Alternative 3	Supports Alternative 3	Please build Alternative #3. Thanks! P.S. Seems like a lot of Estrella residents who want 303 to go around Estrella are 60-plus years old. Meaning they may never see the alignment they're advocating. I am in my 30's and...!''ll be around. Please build Alternative #3.
Alternative 3	Supports Alternative 3	Alternative 3 appears to be the most efficient and cost effective.
Alternative 3	Supports Alternative 3	Recommend one of the Alternate 3 designs -- Rt 30 would end approx. 1/2 mile west of Cotton. It could then be extended south for 303, if it goes that way. Would like to see Rt 303 straight south or originally planned.
Alternative 3	Supports Alternative 3	"303 South" I like Alternative 3 (more southerly route). 1) We need a way to get to I-10 faster. 2) The other alternatives favor the southern Buckeye farming areas.
Alternative 3	Supports Alternative 3	I would like to see the SB 303 use the Cotton Ln (Alternative 3) route. To me that impacts the fewest homes, has the least amount of environmental impact, and costs the least.

Alternative 3	Supports Alternative 3	Alternative 3 is better because it maintains further out of Estrella, yet being easily accessible and short distance to Phoenix easy access through Cotton Lane.
Alternative 3; Against Alternatives 2c and 5	Supports Alternative 3; Against Alternatives 2c and 5	I attended the Estrella Ranch public meeting on the extension of the Loop 303 to proposed State Route 30 in Goodyear. After reviewing the maps and talking with AZDOT personnel present, I think Build Alternative 3 is the best route for the extension and for any future builds. Obviously, the route the extension takes determines the route of the future build out of the 303, via either Rainbow Valley or Cotton Lane. Build Alternative 3 has the shortest and most direct route over the Gila River and therefore it would cost less. Very few houses, if any, would need to be acquired for right-away access if this route is adopted. Build Alt 2 and 5 would require funds to buy out many current homeowners. At least one neighborhood along Rainbow has high-end homes on acre lots. It is my understanding that Build Alternative 3, which sets forth the Cotton Lane continuation route, would run east of the existing power poles that run parallel to Estrella Parkway. This route is further away from existing homes than the Rainbow Valley route, meaning less noise and less dust during construction. Build Alternatives 2 and 5 would be very close to two of the three neighborhoods in Estrella--Montecito and Canta Mia, as Rainbow Valley Road runs along the edge of these two developments, creating lots of noise and dust. Again, I think Build Alternative 3 is the way to proceed. Thank you for the opportunity to comment.
Alternative 3; Against Alternatives 2c and 5	Supports Alternative 3; Against Alternatives 2c and 5	My name is Sheree and my husband and I reside in Rainbow Valley (Buckeye) AZ. We are writing to you today to have our opinion included in the Loop 303 construction route and we choose option 3. Having this freeway go down any other options would not only disrupt the natural habitat or our area, including the bald eagles that reside here, but it would also impact the rural living that we enjoy. A freeway going through would completely change the way of living and force many of us to move. We moved out here because we wanted to raise our children to know and understand what it means to work hard and still enjoy life, be able to raise animals and run around and be boys. Not be in the city life or next to a noisy freeway. I appreciate you taking the time to take our opinion into consideration.
Alternative 3; Against Alternatives 2c and 5	Supports Alternative 3; Against Alternatives 2c and 5	Please use the route toward the (Alt. 3) direct Cotton Lane arterial south of MC 85 to SR 30. I would prefer that the eventual 303 south passed SR30 go through the east side of Estrella Mountain Ranch, not Rainbow Valley proposal.
Alternative 3; Against Alternatives 2c and 5	Supports Alternative 3; Against Alternatives 2c and 5	Alternative 3 is the plan you need to use. When we bought our home in Rainbow Valley in 2011. We were told and verified the 303 was going south on Cotton Lane and follow the power lines. It is our understanding home owners that built in that area were also informed and signed off on it. It will also cost more to change the route to any of them so I don't understand the reason to consider them. Therefore, I vigorously oppose any plan that includes Rainbow Valley corridor -- Alternative 3 is the one you need to stick with and use.
Alternative 3; Against Alternatives 2c and 5 Alternative 3; Against Alternatives 2c and 5	Supports Alternative 3; Against Alternatives 2c and 5 Supports Alternative 3; Against Alternatives 2c and 5	We want alternative 3. We want the end freeway 303 to go through Goodyear and not Rainbow Valley. Rainbow Valley is a rural community and we don't want growth. Alternative III or Three or 3. I. Please keep out of rural Rainbow. 2. If you keep the 303 as county planned have run/follow the power lines. 3. Estrella Mnt Ranch knew the 303 would be coming an won't affect them as much as going through Rainbow. 4. What about Federal Trust Land south of river, west of Cotton? This is closed to vehicles. 5. Alt. 3 would be less cost!!

Alternative 3; Public meeting comment	Supports Alternative 3; Appreciated information at meeting	Excellent amount of data. Thank you. 303 through Rainbow Valley appears to be most expensive possibility southbound. Property acquisition, river flood plain width are all issues. Southbound 303 through Estrella appears to be best. Concerned about intersection with Estrella Pkwy.
Alternative 3; Public meeting comment; Other Freeway Comment	Informative public meeting; Supports Alternative 3; Recognizes need for freeways	I was pleased to find informative people and get a good idea of what is happening with the new freeway system coming to this area. It is a step in the right direction as far as transportation out here. We are woefully in need of better and more highways. My husband works in Mesa, and has worked only in the east valley for the last 20 years as long as we have lived here. I am concerned about the direction this enormous roadway may turn going south beyond the stack system I've seen. I have lived very near the I-10 before moving out here and became very nauseated by the smog or pollution that a major freeway creates. Although it will be necessary somewhere, I am hoping ADOT will consider past development plans down thru Estrella as opposed to making one out of thin air. I believe all things being equal, stick to any original plan that would have been put in place long before this system was created. Because I live in Rainbow Valley I do have a valid concern as all involved do. I would not like to live next to a giant freeway system, I would for sure have to move away from it. And I don't believe the powerful and connected should have any more sway than the small and not connected in the least. I believe the shortest, cheapest and most environmentally friendly choice should prevail above all. I am not very confident in the system working for those with the smallest voice or smallest community, but strange things can happen. I hope for the best outcome for all.
Alternative 3; Supportive of 303	Supports Alternative 3; Supports 303/Against No Build	Thank you for your presentation! My opinion: Throw away the no build option. We need to continue with planning and development of new roads. I-10 is turning into a train wreck! The valley needs this. Following Cotton up to the round about on Estrella/Cotton intersection makes the most sense to me. The bridge over the Gila River is completed and it appears many of the right of ways are already in place. Best Regards,
Alternative 3-variation 1	Supports Alternative 3-variation 1	I envisioned a plan similar to Alt 3 Var 1 when we moved here 4 years ago. The community south of the Gila River appeared to have built with that in the infrastructure. The powerlines east of Estrella Pkwy looked to be a perfect companion to the future routing.
Alternative 3-variation 2	Supports Alternative 3-variation 2	My vote is Alternative 3, variation 2 because it will continue straight south and not affect our neighborhood.
Alternative 3-variation 2	Supports Alternative 3-variation 2	I prefer Alternative #3-variation 2. We would like to keep Rainbow Valley more rural. Less impact to wildlife. #2 takes more land and could cost more - (no). #3 would cost less. #3 allows more focus traffic. #2C looks like more cost \$ (no). #3 could use more of the existing highway and allow for more expansion and utilized more.
Alternative 3-variation 2	Supports Alternative 3-variation 2	Alt. 3 variation 2 is the best and original "solution." The other 2 options/alternatives bring the freeway directly behind my home (within 1 mile) and with the building of commercial businesses along the freeway will literally bring them to my fence. I have fought these options since the beginning of talks for this project. I also realize that this project is a long time in coming, but I am trying to protect future owners.
Alternative 3-variation 2; Alternative 3-variation 2; Other Freeway Comment	Supports Alternative 3-variation 2; Supports Alternative 3-variation 2; Wants better access to 303 for Estrella residents	Alternative 3 variation 2 Alternative 3 variation 2. I like it but we need better access to the new 303 both northbound and southbound as Estrella residents would now use it instead of Estrella Parkway.
Alternative 5	Supports Alternative 5	Alt. 5 looks to be the most practical.
Alternative 5	Supports Alternative 5	We prefer Alternative 5.

Alternative 5	Supports Alternative 5	Alt. 5 is our choice. It will impact us less.
Alternative 5	Supports Alternative 5	#5. 303 needs to travel west of Estrella Mtn Ranch development. Following the drainage canal makes sense less costly.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	Dear Sir or Madam: Alternative 5 is the best option as I see it. First, it would be the termines of Rt 30 and 303. Second, it would be best for the extension of the 303 south down the Rainbow Valley Road area. Third, this would be best for the future growth of both Buckeye and Goodyear. Fouth, it would eliminate the highway noise from bouncing off the Estrella mountains and decreasing the residents of Estrella Mountain Ranch. Ex: traffic flows to Buckeye would not need to flow through Estrella Mountain Ranch but would be better off Rainbow Valley Road.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	Thank you for giving this opportunity to the public for feedback. I would vote for 5 - either view. I don't want the freeway going between the Estrella community and the Estrella mountains. The sound of traffic is not needed. We appreciate the quietness of our current community. It is treasured by many. The look of a freeway would not be appreciated. We bought because of the mountains and the desert and the fact that the community was isolated from the city traffic.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	My preference is option 5 -- with eastbound lanes linking to I-30 separately and Rt 303 parallelling Rainbow Valley Road. I do not want to see 303 going thru the middle of Estrella Mountain Ranch Community. I would actually prefer that it parallel JackRabbit instead of Rainbow Valley, but that is not in the planning stages at this time.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	Running a four lane highway through the round about area would destroy the atmosphere of the entire area. Can't imagine enjoying the lakes with a huge highway right there. The highway also passes by the high school which wouldn't be a good idea. Alternate 5 seems to be the preferred location for ths highway. It doesn't disturb the already established residencial areas of Estrella. Rainbow Valley is the better choice.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	It appears that option 5 would minimize the impact on housing developments by having the 303 and SR30 further west. The "King Ranch" land was slated to be a large residential and commercial development. The potential to devlue that approx. 6,000 units would be very high if 303 continues to follow the Cotton Lane right away past Lower Buckeye. I believe the terrain south of MC85 and east of Cotton Lane would be costly to implement a multilane highway like 303.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	As a home owner in Estrella Ranch I would want to see option 5 with the new 303 extension curving south to meet the new state road 30. This would avoid the future expansion of 303 going right through our subdivision which would eventually happen with option 3. The future track of option 3 should take it along Paradise Valley Road which is wide open undeveloped space.
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	As a homeowner in the Estrella Ranch Community, Alternative 5 is my vote, preference and recommendation for the following reasons: 1-avoidance of congestion on Cotton Rd. 2-avoidance of the negative environmental and real estate impact on our community 3-enhanced expedience of traffic flow and control
Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	Alternative 5 is the best for estrella, we don't want 303 becoming so close to us.

Alternative 5; Against Alternative 3	Supports Alternative 5; Against Alternative 3	Looking at the different alternatives, it seems Alternative 5 would be most prudent if the 303 traverses Estrella Mtn Ranch in its proposed route, the natural elements of mountain bike trails, mines and mountains would be negatively affected. In addition, running behind the high school and bike track could be dangerous to the youth of Goodyear. The noise would be exasperated by the mountain enclosure to the east as well as increased traffic through the community. Rainbow Valley is less populated and already serves as a passage on Rainbow Valley Road.
Alternative 5; Alternative 2c; Against Alternative 3	Supports Alternative 5; Supports Alternative 2c; Against Alternative 3	Least impact for us Estrella residents for Var. #5. That would be my preferred route. Alternative #2c and least of all #3.
Alternative 5; Alternative 2c; Against Alternative 3	Supports Alternative 5; Supports Alternative 2c; Against Alternative 3	We prefer 5 or 2c which would swing 303 over to the west. Reasoning would be effect on community.
Alternative 5; Alternative 2c; Against Alternative 3	Supports Alternative 5; Supports Alternative 2c; Against Alternative 3	I am in favor of Alt 5-variation 1 -- It appers that it would be of least impact to Estrella Mountain Ranch homes and their environment. Alt. 2c-variation 1 is my second favored proposal as it again would be of least impact to Estrella Mountain Ranch homes.
Alternative 5; Alternative 2c; Against Alternative 3	Supports Alternative 5; Supports Alternative 2c; Against Alternative 3	As we understand three of the original alternatives were eliminated after mandatory, studious due deligence which concluded their impact on the flora/fauna and environment of the Gila River Basin was wholly negative, with that same approach, albeit the impact on the human residence of Estrella Mountain Ranch, the only alternative with minimal impact on these residences would be Alternative 5 or 2c. This choice is for a variety of reasons, not the least of which are crime, noise, pollution, and the loss of the tranquil environment that the vast majority of residents considered in their original choice. In the final analysis, it must be the choice of residents over agriculture.
Alternative 5; Alternavtive 2c; Against Alternative 3; Public Meeting comment	Prefers Alternative 5, variation 1 or 2; Supports Alternavtive 2C, variation 1 or 2; Against Alternative 3; Unhappy with content and delivery of information at Copper Trails School.	In follow-up to the public meeting held December 6, 2017 at Copper Trails School, Goodyear, AZ, I am offering several comments, as follows: -There were 3 Alternative routes, each with 2 variations, for a total of 6 possible choices for routing of the the roadways. -Alternative 3, either variation is unacceptable -Alternative 2C, variations 1 and 2 are acceptable -Alternative 5, variations 1 and 2 are acceptable It is my opinion that the routing of Alternative 5 is the preferred option, with either variation. I am sure the final location of SR 30 is dependent on factors beyond my level of concern so I would encourage Alternave 5, variation 1 or 2, to be your final selection. A note regarding the meeting held at Copper Trails School: I was very impressed with the scheduled meeting and the amount of planning and preparation involved. I was disappointed with the introduction of how things were laid-out and what would be discussed in the formal presentation. The biggest disappointment came in that presentation. The PA system of an elementary school gym sounded horrible to the ears of this senior citizen. Whether that was due to speakers positioning of the microphone to their mouth or the clarity of the speaker system, or what, I cannot say. I only know I could not understand 90% of what was presented. You had a very good turnout of local citizens for this important topic. If you are unable to communicate with the willing folks that show-up how can you expect to get the other folks to listen?

Alternative 5-variation 1; public meeting comment	Supports Alternative 5-variation 1; Appreciated open house	Our church plant (2004) purchased 6 acres at Broadway and Jack Rabbitt in (2007). We plan to break ground Fall 2018 and occupy Easter 2019. Plan 5 looks best for this in the future. We are for the freeway coming as close to our proximity as possible (Southwest Ranch--Future--Buckeye). We live here in Estrella. Glad to see plan possibility that goes to the southwest rather thru straight south! Plan 5! variation #1. Thanks for the open house! Well done!	
Alternative 5-variation 2	Supports Alternative 5-variation 2	We/I prefer Alternative 5-variation 2.	
Alternative 5-variation 2	Supports Alternative 5-variation 2	I prefer alternative 5-variation 2.	
Alternative 5-variation 2;	Supports Alternative 5-variation 2;	My preference is for Alternative 5, variation 2.	
Against Alternative 3	Against Alternative 3	I prefer Alternative 5 variation 2 so that the atmosphere of Estrella Mountain Ranch will be impacted less for future development and allow for optimal value in road construction (as I understand it).	
Alternative 5-variation 2;	Supports Alternative 5-variation 2;	Preference to Alt 5 variation 2 as it takes the 303 away from Estrella towards the west.	
Against Alternative 3	Against Alternative 3	Preference: Alternative 5-Variation 2. Concerned with the future extension of 303 and this variation avoids going up Cotton Lane. It also would take 303 around the foothills to the west to hook up with Rte 85 and avoids going through the Reservation. Other alternatives that go up Cotton Lane threaten to cut Estrella Mountain Ranch communities in the future when 303 would be extended beyond 2022. Also would require the road to skirt or go through the Estrella Mountains to hook up with Rte 85 in the future. I think it is disingenuous not to have shown the future extension routes through Estrella Mtn Ranch. Adot-what are you afraid of?	
Alternative 5-variation 2; Information Request Construction Concerns; Other Freeway Comment	Supports Alternative 5-variation 2; Wants information further south Concerned about construction's effect on livelihood and quiet environment; potential noise of freeway	Alternative 5-variation 2! You need the maps to go farther south so Estrella residents can see the impact to us. The presentation is incomplete in terms of the effect on us. Hi, I was unable to attend the Dec 6 meeting. I currently reside south of Yuma and east of cotton lane. Obviously the construction is going to affect my livelihood and quiet environment that I enjoy. What kind of highway is proposed down cotton lane? How many lanes? Is it going to be a single highway or is it going to be raised up? Will there be a fence to block the noise?	(not shown)
Information Request	Requested information about the potential effect on a business location	I would like to talk about the 303 and how it affects the cotton gin on Yuma/Cotton in Goodyear.	ADOT returned the call.

Information Request	Doesn't want to live near a freeway. Informed that home is significantly outside the study area.	<p>I have received information that the 303 highway is going to go thru my neighborhood. My address is 11415 West Sunland Avenue, Tolleson(Avondale), AZ 85353. My major cross streets are Avondale Blvd and Southern Avenue, I'm 1 street north of Hidalgo.</p> <p>I want to know if my home is going to be effected by the Loop 303. I don't want to live by a major freeway.</p>	<p>Thank you for contacting ADOT. I have forwarded your concerns and comments to our Project Team for review and response as quickly as possible. I would also encourage you to attend the public meeting scheduled for Dec. 6, 2017 at the address below, as well as visiting the Loop 303 Project website at the link below for additional information on the project:</p> <p>https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30</p> <p>Again, thank you for contacting our office. -----The Loop 303 project team has reviewed your question concerning your property address and have found that since this address is approximately 7 miles east of Cotton Lane (future Loop 303 alignment), it will not be impacted by the Loop 303. However, I am forwarding your property address to our SR 30 team to see if it may be impacted by that proposed project. Thank you.</p>
Information Request	Requested alternatives	<p>I am interested in the future alignment of the Loop 303 south of and through Estrella. Are there potential alignments being considered at this time. I see where Goodyear shows the alignment on their General Plan Land Use Map. Do you have any maps that you can share?</p> <p>I would appreciate any background and updates you may have.</p>	<p>Thank you for contacting the Arizona Department of Transportation. Please feel free to review the website for additional background information and maps of potential SR 30 alignments: https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/overview. You will find map alternatives located in the Meetings tab.</p> <p>Please let me know if you have any additional questions or comments.</p>
Information Request	Requested alternatives and public meeting information	Please send the alternative routes to our email and the planned meeting agenda that will be presented Dec. 6th public meeting.	<p>Thank you for contacting our office regarding the Loop 303; SR 30 to I-10 project. The materials for the public meeting are not available at this time. I have provided the link to the project website where you can find the materials currently available for the public. I would encourage you to attend the Dec. 6th meeting, as well as subscribe on the website for all alerts regarding the project.</p> <p>https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30</p> <p>Again, thank you for contacting ADOT.</p>
Information Request	Requested general freeway information	So there's nothing being considered at this time further south of the SR-30 alignment?	Correct. The current Regional Transportation Plan Freeway Program goes to 2025, and does not include construction of the Loop 303 connections to the planned SR 30.

Information Request	Requested general information	(Information request by phone.)	<p>It was very nice speaking with you today. I have provided the links to both the Loop 303 project and the Maricopa Association of Governments:</p> <p>https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/overview</p> <p>http://azmag.gov/</p> <p>Please feel free to contact our office with any other questions or concerns regarding the project. Thank you for contacting ADOT.</p>
Information Request	Requested information on alignments	Can I get some information on the proposed routes? I live in Estrella Mountain.	
Information Request	Requested information outside project parameters, interested in determination of alignment	<p>Thank you Gabriella. I did review the alignment/status of the 303 to the SR-30 alignment. Are there any plans for the 303 alignment south of the SR-30 alignment?</p> <p>Can you tell me what the status on the potential alignment is going through Estrella?</p>	<p>We are still early on in the environmental process and hoping to have a draft Environmental Assessment and Design Concept Report this spring. A Public Hearing will then be held and the final Environmental Assessment is expected to be completed in summer 2018.</p> <p>You can review the Alternatives being considered here: https://www.azdot.gov/docs/default-source/transportation-studies/loop-303-alternatives-boards-120417.pdf?sfvrsn=2 and as always, there is a no build alternative as well.</p> <p>Good afternoon Ms. Bomar, thank you for your email regarding ADOT's Project SR 303, SR 30 – I-10.</p> <p>Please see the attached exhibit showing Parcel 502-50-15F in relation to the study limits. Additional information related to the study can be found on ADOT's website: https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30.</p> <p>I am happy to answer any additional questions you may have.</p>
Information Request	Requested project status, interested in determination of alignment	<p>Your contact information was shared with me by the City of Goodyear, AZ. We are property owners of Maricippa County Tax parcel 502-50-15F. We are in the process of working with the City of Goodyear, AZ for possible annexation and wanted to determine the status of the Design for the SR303 loop. The City indicated that a portion was proposed to come close to the site.</p> <p>Any update you could provide would be greatly appreciated.</p>	<p>Good afternoon Ms. Bomar, thank you for your email regarding ADOT's Project SR 303, SR 30 – I-10.</p> <p>Please see the attached exhibit showing Parcel 502-50-15F in relation to the study limits. Additional information related to the study can be found on ADOT's website: https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30.</p> <p>I am happy to answer any additional questions you may have.</p>
Information Request	Verified public meeting location	<p>I accessed the link below, the Dec 6th meeting is in Goodyear, is that correc? Or is it the address of 1655 W Jackson, per your email, and is it the same time frame of 6-8?</p> <p>Thank you, Have A Great Day!</p>	<p>The Dec. 6 meeting is in Goodyear. The location and time for the meeting: Location: Copper Trails School 16875 West Canyon Trails Boulevard ,Goodyear, AZ 85338 Time: 6 to 8 p.m. Please let me know if I can help with any other information. Thank you.</p>

Information Request	Wants to know if home is in the alignment	I am a new owner to this house address above purchased July 2017. I am now starting to find out about the 303 highway being built from the completed 303 section to MC85 by 2020. My house is 5 houses east of 303. I am hearing about houses being torn down for the expand 303 highway. Can you please send me information about this and is my house in the way of the new highway? Thank you	
Information Request	Requested general information	Hello, I was unable to attend the meeting listed below on 12/6 but is there a transcript or other info that came out of it? Thanks!	Thank you for contacting our office regarding the Loop 303 project. The information provided at the public meeting held on Dec. 6, 2017 can be found on the website link below: https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/meetings
Information Request	Requested contact regarding right of way	Hello, I am a homeowner situated 4 houses in from the corner of Lower Buckeye and Cotton Lane. My address is 17005 W Rio Vista Ln, Goodyear AZ 85338. Being so close to the proposed/scheduled construction of the next segment of Loop 303 South I have specific questions I would like to ask a right of way advisor. Please have a right of way advisor contact me. sincerely Beth Myers	
Information Request	Wants information further south	I would like to see more info based on topo maps and plans and profiles of the proposed site.	
Information Request: Timeline	Completion date for Yuma Road area	I would like to ascertain the current projected time line or schedule for completion of the stretch of 303 to Yuma Road. Please respond at your earliest convenience.	Thank you for your inquiry regarding the Loop 303; SR 30-I-10 project. The study plans for the continued southerly extension of Loop 303 to the proposed SR 30 south of MC 85. The next segment of Loop 303, Van Buren Street to MC 85, is scheduled to begin final design in the Fall of 2018 and begin construction after the of Summer 2020. Additional information and a timeline for the project can be found at the link below:
Information Request: Timeline	Construction start date for Yuma Road area	Needed info on start date for construction of Loop 303 to Yuma Rd	
Information Request: Timeline	Delay construction until completion of SR 30	My comment is that this Loop 303 freeway is being extended to nowhere...at this time. It's construction should be delayed until Loop 303 can connect to SR30, the I-10 Reliever. OK to push ahead with determination of route, ROW acquisition, design and environmental studies. But hold off on any construction until SR30 is ready for traffic and the TI connecting Loop 303 and SR30 is ready to go. Use the money instead to accelerate development of SR 30. In the interim, the existing condition of Cotton Lane Road as a 4-lane arterial is sufficient to handle the traffic.	Tricia Brown, Project Manager met with constituent on Monday, Nov. 6 to discuss project and provide information about upcoming public meeting. Email: Thank you for your comments. The comments will be reviewed by the project team and included in the summary of the public meeting.
Information Request: Timeline	Requested construction start date and public meeting information	Need info on Loop 303 construction start date and meeting	Provided date of Public Meeting and sent email with website. Email: provided link to website and info regarding Dec. 6 meeting - no construction scheduled as of yet

Information Request: Timeline	ROW purchase timing	What is the anticipated timeline for ROW purchases for this project around the Yuma Rd area?	The Arizona Department of Transportation (ADOT) anticipates the Final Design Concept Report and Environmental Assessment to be completed in late-spring, early-summer of 2018. At that point design can commence. Typically no right of way acquisition work starts until the design reaches Stage III (60%) plans, to ensure the right of way footprint is set. 60% plans are anticipated to be issued in early-mid fall of 2018. Maricopa Association of Governments (MAG) currently has funding programmed for right of way acquisition in Fiscal Year 2019, and only limited right of way work will occur until the 60% plans are issued. At that point, ADOT will start title and property delineation work, followed by ordering appraisals for offers. ADOT anticipates the delineation, title and appraisal work will take a minimum of 6 months, so the earliest that offers may be expected would be spring/summer of 2019.
No Build No Build No build	Supports no build alternative Supports no build alternative No build	My vote goes to the "no build alternative!" I would vote for "no build alternative." There is no need for any freeway systems past what is already proposed. 30 will connect to the 202 which will help the traffic overload on the 10. Adding to the 303 going south will only add additional costs for minimal amount of traffic control. This will need to be relooked at 10-20 years from if farm land is converted to housing.	
No build; Against Alternative 3; Against Alternative 5; Information request	No build; Against Alternative 3; Against Alternative 5; Wants information further south	Do not build this! You have come with woefully inadequate information. Without having maps that show the proposed route of 303 after it connects with 30, we cannot see the impact of the 303 to 30 to our community. You have this backward. You should not be in a "build as we figure it out" posture. I would like to know who is behind the organized opposition to this whole plan. You are destroying Estrella no matter what you do. Alternatives 3 and 5-absolutely not.	
No Build; Against Alternative 3; Alternative 2c	Supports No Build option; Against Alternative 3; Supports Alternative 2c	1-Consider "No Build." 2-If moving ahead with building 303, then do NOT take it up Cotton Lane. The negative impact on the Estrella Mountain Ranch neighborhood (visual, noise, construction disruption long term, wildlife, impact, traffic flow, scenery, stress, etc.) as well as the Estrella Mountain parkland impact will be overwhelming. Bringing 303 up Cotton Lane will disrupt and divide EMR. Please choose proposal 2c.	
No Build; Alternative 2c	Supports no build; supports Alternative 2c	Vote no-go, if that is actually a viable option. (Reluctantly vote, but choose 2c) We appreciate the time you took to come to Estrella. This proposed hwy extension will strike a few chords. Most will undoubtedly feel as we do. We moved to Estrella because of its seclusion. Against the masses we chose here in the West Valley. The view, unhindered means everything to us. For us to drive up the hill to avoid traffic, why would this ease of access be even worthwhile. We have a few fiews, are specifically of Estrella. Our kids go to schools, one in high school here. That view and peacefulness draws you in. The kids have that gorgeous view as they play sports. I cannot imagine the loss of that, the noise that comes with it also. All things we garder each and every day. Since there is an alternative, through the farmland, we obviously vote for that. The cost must be a factor, but so is the opinion of 6,000 homeowners and our concern of our investment and homelife.	

No Build; Alternative 2c; Against Alternative 3	Supports no build; supports Alternative 2c; Against Alternative 3	We live in Estrella Mountain Ranch. We moved here for the peaceful mountains and quiet area. We are not happy to see that any of these options are going to go through. My first preferences is not to have any of these options. Tha having been said, if I must choose one option I would choose option 2c. This would affect our area the least with noise and pollution. This would take the traffic west of EMT.
No build; Alternative 2c; Against Alternative 3	No build; Supports Alternative 2c; Against Alternative 3	I am very very much opposed to the alt. #3. The truck noise around the Star Pointe Residence Club would be terrible. Our peaceful community would be bombarded by a major highway that folks do not want going through the roundabout area. The other two alternative are lesser evils. These decisions should have been done with better planning before nice communities like Estrella were built. I reluctantly vote for 2c if it has to be done. Really, I vote for NO BUILD.
No build; Alternative 2c- variation 2	No build; Supports Alternative 2c-variation 2	Of the three -- Alternative 2c-variation 2. Do--no build option on 303 -- south of MC85/state route 30. Beautiful quiet desert, not developed, no 303 needed. SR30 to 202 to the 10 should carry enough traffic to alleviate 10 traffic.
Other Freeway Comment	Reuse MC35; Consider light rail along I-10 and I-60	To save costs, you should reuse MC35. This would cause least amount of impact on community, environment, etc. Should look at light rail options for I-10 and I-60 to reduce number of vehicles. Better use of funds.
Other Freeway Comment	Supportive of SR30	Get funding and build SR 30 quickly! Thanks!
Other Freeway Comment; Against Alternative 2c; Against Alternative 5	Supports freeways for safety concerns; does not support purchase of land in Rainbow Valley	To endorse a freeway through Rainbow Valley which offers many benefits to the community and many problems is not easy. My concern is a future 303 heading toward Rainbow Valley carrying eminent domain or right of way intentions. However driving through Rainbow Valley through its many intersections carries danger as many residents do not fully stop at these intersections. To put it simply there in a hurry and a freeway might help with folks to much in a hurry to stop at a simple stop sign. On the other hand eminent domain is easier to carry out in Rainbow Valley then other parts of the county. Land parcels are in acres averaging 1.2 per parcel and less expensive to purchase. If the freeway would curve to accomodate communities through Rainbow Valley then it would have my vote. If eminent domain is the intention then I do not support it.
Public Meeting Comment	Could not hear speakers at Copper Trails School meeting due to sound system and/or use of microphones	Lousy sound system. Could only hear about 10% of what was said. Speakers need to be instructed on how to hold and speak into a directional mic. Their words were wated and it was a waste of my time. Organizers need to check out sound ahead of meeting. I can probably go online and learn more.

Public Meeting Comment	Requested Estrella-area public meeting	Will there be a meeting in the Estrella development for the Loop 303 extension south of Van Buren Street to the Gila River? I see there will be a meeting in Canyon Trails at Copper Trails school as advertised in the paper and on your website. The two mile section of the Loop 303 extension along the Canyon Trails master plan from Van Buren Street to Lower Buckeye goes along Cotton Lane with no other alignment options. I would expect few questions other than when will it be done from this neighborhood as the alignment has been decided. I also do not think people in this neighborhood are the demand generators as why would they want to travel south on this dead end freeway? They predominantly travel north to I-10 and east to employment centers and shopping areas. Few people live south of Lower Buckeye to the Gila River bed in the industrial areas but this is the area with several route alternatives. The alternative chosen to either follow Cotton Lane south of Lower Buckeye, over the Gila River and into the Estrella Development or start to bend to the west and go around Estrella is of great importance to Estrella residents. They will have entirely different questions than the people of the Canyon Trails area. One of the first questions asked each year at the Estrella HOA meeting is where is the freeway going to go? It would be helpful to have a meeting in Estrella.	Thank you for contacting ADOT regarding the Loop 303; SR 30-I-10 Project. Our team has been in discussions to consider scheduling an informational meeting in the Estrella community in January 2018, as we realize there are unique questions and concerns for this community. Your comments will be forwarded to the Study Team for review as we move forward in discussing the possible meeting for the Estrella Community.
Public Meeting Comment	Found Jan. 30, 2018 meeting informative	Informative	
Public Meeting Comment	(unclear)	Interesting	
Public Meeting Comment	Appreciated public meeting	No Comments. Thanks for the opportunity to see the concepts.	
Public Meeting Comment	Would like to see a list of potential factors considered in determining the alignment	I found the display helpful, but I would have like something that specifically stated consideration factors, even if no dollar amounts can be stated. I learned along costs of adding height to electric power towers, also possibly moving towers altogether, and better casing for canal. I'm sure there are many other factors that are not obvious to the untrained person. Moving existing homes and businesses is obvious.	
Study Area Considerations	Concerned about potential hazardous materials site near MC 85/Cotton Lane	We had an inquiry about the hazardous materials site near MC 85 and Cotton Lane that was mentioned at the public meeting. Can you provide some additional information about the location of the site and materials that cause the issue?	ADOT's study team finds no information on a haz mat site near MC 85 and Cotton Lane. Do you have more information about who/where the reference was made?
		Luke Albert, City Traffic Engineer, Engineering Department, City of Goodyear, Arizona	
Study Area Considerations	Would be against building east of Cotton Lane/study area boundary	Please see the attached comments.	(not shown)
Study Area Considerations	Believes environmental study will dictate the alignment and that this timing would be more appropriate for a public meeting	It seems as if this is a waste of time at this time since the first thing that has to happen is a complete environmental study -- the results of which will most likely dictate the ultimate path. As with the current regulation it will be optimistically at least 10 years before any decision could be made. So complete the study - present the realistic possibilities at time to the people who will be here then. Since the average family moves every 7 years the chance of this group assembled today being here is very small.	
Study Area Considerations	Concerned about relocating power towers	Concern was relocating area power tower runs. It doesn't appear this project will impact roadways SE of "Main area Estrella Mtn." We reside at Canta Mia and unless project takes a major turn, we are in the clear. Question: How will improvement increase traffic flow via MC85 to I-8? Question: How or will improvement link into SR30 and is future design conceived as of yet for this enhancement? Thanks for the opportunity to voice my concern.	

Study Area Considerations; Concerned about freeway's impact
Against Alternative 2c on health and (Alternative 2c)

My name is Renee Molina and my family lives in the Goodyea, AZ Las Brisas Community. Please make sure that those that are making the final decision of the freeway read my concern.

I am concerned about the Las Brisas Academy School Children. I feel that that pollution has a bigger impact on growing bodies and minds. Small air particles are the most dangerous since they are able to infect the blood stream and can cause cancer and many other ailments. Please see references below.

I am concerned that their health will be negatively impacted by compounding factors such as: the Plastic Plant and Industrial plants on the east side of the school, Agriculture surrounding the school, and with the freeway close to this community it will EXPONENTIALLY RAISE HEALTH ISSUES WITH THIS COMMUNITY.

2 companies that manufacture plastic goods. One manufactures plastic containers and is called Schoeller Arca Systems Inc. The other company recently bought and occupied the balance of the building which is called Huhtamaki North America and which manufactures food service containers out of plastic. So the current land use involves plastics manufacturing. PLEASE SEE THE EPA MAP BELOW REGARDING WHERE THESE INDUSTRIAL PLANTS ARE LOCATED IN RELATION TO THE LOCATION OF OUR COMMUNITY. Please keep in mind wind usually moves east to west and the community is west of the plants.
https://iaspub.epa.gov/triexplorer/tri_factsheet.factsheet?pstate=AZ&pParent=TRI&pDataSet=TRIQ1&pzip=85338&pYear=2016&pParent=TRI&pDataSet=TRIQ1

The Toxics Release Inventory (TRI) tracks the management of certain toxic chemicals that may pose a threat to human health and the environment. Certain industrial facilities in the U.S. must report annually how much of each chemical is recycled, combusted for energy recovery, treated for destruction, and disposed of or otherwise released on- and off-site.

This information is collectively referred to as production-related waste management.
I would like to inform you that crucial data may be missing from your project.

Study Area Considerations; Concerned about freeway's impact
Against Alternative 2c to school (Alternative 2C)

ADOT plans to build the LOOP 303 on MC85 and ADOT did not include in their study the location of an elementary school- LAS BRISAS ACADEMY. It has been operating for 2 years. My child goes to this school and I am concerned that the ADOT is planning to build a freeway without considering the impact on the elementary school children and the surrounding community.

I did not see the school included in the online 303 information presentation slides of 303 project.

I want to make sure that the decision makers in this project are informed of the elementary school located next to MC85. I would like my request to be reviewed by upper management.

Thank you for contacting the Arizona Department of Transportation (ADOT). The study team has further researched your inquiry and has determined that the Las Brisas Academy is located approximately 3,400 feet from the nearest build alternative (2C). To review all the alternatives, please visit:
<https://azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/meetings>. This school is outside of the Environmental Assessment study limits and will be mentioned as an adjacent community facility in the environmental document.

Supportive of 303

Supports concept of a southerly route for West Valley commuters

There needs to be a way to alleviate the excessive traffic coming into Phoenix every morning and then leaving every afternoon because I-10 is the only main way in and out for people living in the West Valley. By taking the 303 south of I-10 and continuing south until you hit a route that stays just north of Estrella mountain/South Mountain the 303 and then bending the 303 so it runs parallel to I-10 into Phoenix could be used to alleviate this traffic burden every day.

Options could be to bring the loop 303 extension south of VanBuren into either the new 202 south off 59th, or perhaps all the way into Phoenix crossing the new 202 south via a southerly route such as following Baseline road or another route further south of Baseline.

Supportive of 303

Supports concept of an alternative to MC85 and I-10

Thank you for this. I like this route and it will take traffic off the MC-85 as well as the I-10. When we drive into Phoenix or to Sky Harbor we only take MC-85 as the I-10 is a nightmare anytime of day or night. This helps us with the understanding of what is taking place and look forward to the completion soon.

Thank you for contacting the Arizona Department of Transportation. The SR 30 is a proposed new route that could potentially be built south of I-10 to help alleviate traffic congestion on I-10. Please check out the project website, in particular please view the presentation from the public meeting. You will be able to see the proposed routes: <https://www.azdot.gov/planning/transportation-studies/state-route-30/overview>.

The Community Forum is intended to inform residents of Estrella Mountain about the next phase of the Loop 303 south of I-10. Please view the project website here: <https://www.azdot.gov/planning/transportation-studies/loop-303-from-i-10-to-sr-30/overview> and again, review the presentation materials from the public meeting to view proposed alternatives.

Please let me know if I can be of further assistance. I look forward to seeing you at the Forum at the end of the month.