

## PUBLIC HEARING – Online Version

| Slide                                 | Script   |
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| 1. Grand-35 Title Slide               | Hello, I'm Nancy Becerra, Community Relations Project Manager with the Arizona Department of Transportation. Thank you for joining us to learn about the US 60 (Grand Avenue)/35 <sup>th</sup> Avenue/Indian School Road Design Concept Report and Environmental Study, also known as the Grand-35 Study.  |
| 2. Non-Discrimination Notice- English | <p>ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities.</p> <p>Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at <a href="mailto:civilrightsoffice@azdot.gov">civilrightsoffice@azdot.gov</a> within 180 days of the alleged violation.</p>   |
| 3. Non-Discrimination Notice- Spanish | <p>ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.</p> <p>Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a 602.712.8946 o <a href="mailto:civilrightsoffice@azdot.gov">civilrightsoffice@azdot.gov</a>.</p>   |
| 4. Hearing Purpose                    | <p>The Arizona Department of Transportation, in coordination with the city of Phoenix and Maricopa Association of Governments, has initiated this study and we are here to provide an overview of the Preferred Alternative, give an update on the schedule, and to get your feedback on the draft study documents.</p> <p>ADOT, MAG and the City understand how beneficial this project improvement is to the community and traveling public and have been working for years to make this project reality. The following representatives have been working on this project since inception: ADOT Project Management Group, ADOT Right-of-Way group, ADOT Environmental Group, ADOT Central District Construction Group, Maricopa Association of Governments and the city of Phoenix.</p> <p>Now, I would like to introduce our presenter. Rodney Bragg, PE, is the Consultant Project Manager with AECOM.</p> |
| 5. Project Location                   | <p>Thank you, Nancy.</p> <p>This graphic shows the project location which is focused on the Grand Avenue/35<sup>th</sup> Avenue/Indian School Road intersection. This study looked at options to raise or lower roadways which resulted in alternatives extending roughly a quarter mile in each direction. The alternatives generally extended</p>  |

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|  | to 38 <sup>th</sup> Drive on the west, 33 <sup>Rd</sup> Avenue on the east, Glenrosa Avenue on the north, and Weldon Avenue on the south.   |
| 6. Study Purpose                           | The overarching purpose of this study is to improve traffic flow and to enhance safety at the Grand Avenue/35th Avenue/Indian School Road intersection – this specifically includes improving the traffic flow and reducing delays at the intersection, reducing crashes, and reducing the vehicle-train conflicts. These goals, along with public and agency input, shaped the project purpose and need.   |
| 7. Study Goals                             | The goal of this study was to develop concepts for intersection improvements, including the No-Build option, which means no improvements would be made. The study team prepared an environmental assessment to evaluate the environmental impacts of these options. Based on the engineering and environmental analysis and community input, ADOT selected a Preferred Alternative for the improvements that best meets the goals for the project. This public hearing is to present that Preferred Alternative and seek continued input from the public. |
| 8. NEPA Requirements                       | This project continues to follow the National Environmental Policy Act which requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement. This project has prepared a draft Environmental Assessment which describes the need for the project, documents the alternatives considered and evaluated, and addresses the environmental impacts and planned mitigation.  |
| 9. NEPA Disclosure                         | ADOT has assumed the Federal Highway Administration’s responsibility for carrying out the National Environmental Policy Act environmental reviews and approvals per the executed agreement dated April 16, 2019 between the Federal Highway Administration and ADOT. As part of this project ADOT serves as the lead agency and has the authority to approve this project.  |
| 10. No-Build Alternative                   | The No-Build Alternative represents the existing transportation system with ongoing maintenance and other funded projects such as 35th Avenue Bus Rapid Transit by the City of Phoenix. The No-Build Alternative provides a basis against which social, environmental and economic impacts can be measured. The No-Build Alternative is used as a baseline, or a benchmark, to compare against the build alternative.   |
| 11. Preferred <del>Build</del> Alternative | The Preferred- <del>Build</del> Alternative was developed from the environmental and engineering analyses, as well as agency and public input on the range of alternatives that were considered, including the No-Build alternative. The design features of the proposed alternatives were presented to the public for review and input in January 2023.  |
| 12. Preferred Alternative                  | This graphic shows the Preferred Alternative which is also presented in the draft Environmental Assessment and the draft Design Concept Report for public comment. These documents are available on the study website and there are a number of different ways to provide comments, which will be discussed later in the presentation.  |

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|                                    | <p>The Preferred Alternative was developed in coordination with the city of Phoenix and BNSF Railway. The No-Build Alternative does not meet the study's goals (also referred to as purpose and need) and did not receive notable support from stakeholders or from the feedback we received from the public. The Preferred Alternative does satisfy the study's goals.</p>  |
| 13. Preferred Alternative          | <p>The Preferred Alternative would raise 35th Avenue to go over the BNSF Railway and Grand Avenue and it would create a new elevated intersection with Indian School Road. 35th Avenue would be shifted to the west and Indian School Road would shift to the north, and the existing intersection at Indian School Road and 33<sup>rd</sup> Drive would be removed. The Preferred Alternative would accommodate the planned Bus Rapid Transit route on 35<sup>th</sup> Avenue and would accommodate a future high-capacity transit route on Indian School Road, and it would enhance the sidewalks, provide outside shoulders for bikes, and bus pull-outs.</p> |
| 14. Preferred Alternative          | <p>It would include new bridges for 35th Avenue to pass over the railroad and Grand Avenue, and it would also include new bridges for Indian School Road to pass over the railroad and Grand Avenue. Grand Avenue would remain at-grade and the existing traffic signal and intersection would be removed.</p>   |
| 15. Preferred Alternative          | <p>The Preferred Alternative would extend Glenrosa Avenue to the west to create a new, signalized intersection with Grand Avenue. A cul-de-sac would be constructed on 37<sup>th</sup> Avenue north of Grand Avenue, and the existing intersection at Grand Avenue and 37<sup>th</sup> Avenue would be removed.</p>  |
| 16. Preferred Alternative          | <p>It would extend 33<sup>rd</sup> Avenue north of Indian School Road where a new east-west roadway would connect 33<sup>rd</sup> Drive to 33<sup>rd</sup> Avenue, and 33<sup>rd</sup> Drive would not be directly connected to Indian School Road. Intersection improvements such as additional turn lanes would be constructed at the Indian School Road/33<sup>rd</sup> Avenue intersection.</p>  |
| 17. Preferred Alternative          | <p>This rendering shows the Preferred Alternative looking north and shows 35<sup>th</sup> Avenue, Indian School Road, and the new elevated intersection. The bridge for 35<sup>th</sup> Avenue to go over Grand Avenue and the railroad is shown in the lower right, while the Indian School Road bridge over Grand Avenue and over the railroad is shown on the left, along with the railroad tracks.</p>   |
| 18. Preferred Alternative          | <p>This image is looking south and also shows 35<sup>th</sup> Avenue, Indian School Road, and the new intersection. The bridge for Indian School Road to go over Grand Avenue and the railroad is shown on the right along with the railroad tracks.</p>   |
| 19. Preferred Alternative          | <p>This image is looking northwest along Grand Avenue. 35<sup>th</sup> Avenue is shown on the left and Indian School Road is on the right, and the railroad tracks are on the lower left. The existing 6-legged intersection is removed but the eastbound entrance ramp would remain to provide a connection from Grand Avenue to eastbound Indian School Road.</p>  |
| 20. Preferred Alternative Findings | <p>The Preferred Alternative would improve traffic flow along Grand Avenue and 35<sup>th</sup> Avenue, it would improve overall traffic operations and emergency</p>   |

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|                                    | <p>response times by removing crossings of the railroad, and it would enhance pedestrian and bicycle facilities.</p> <p>The Preferred Alternative would facilitate all traffic movements between Grand Avenue, 35<sup>th</sup> Avenue, and Indian School Road, and it enhances safety by removing high crash locations and by removing the vehicle/train conflicts.</p>   |
| 21. Preferred Alternative Findings | <p>The Draft EA and supporting technical documents are available for public review on the project website. A hot-spot analysis has been conducted and an air quality technical report was prepared and is being circulated for agency review and is attached to the Draft EA as Appendix C.</p> <p>The overall level of change to the visual landscape resulting from the Preferred Alternative is anticipated to be minimal, as there is already an elevated roadway and structure along Indian School Road.</p> <p>Short-term impacts related to dust, noise and traffic delays/restrictions would occur during construction. However, long-term benefits would result from improved mobility, reduced traffic congestion, and enhanced safety.</p>   |
| 22. Preferred Alternative Findings | <p>ADOT considers noise mitigation for adjacent land uses predicted to be impacted by highway traffic noise levels. As a part of environmental assessment, a noise analysis was conducted following federal guidelines and ADOT's 2017 <i>Noise Abatement Requirements</i>.</p> <p>Noise barriers were evaluated but are not recommended because they did not achieve the noise reduction design goal or exceeded the maximum reasonable cost of abatement.</p> <p>Additional details regarding the noise analysis are contained in Section 4.9 and Appendix D in the Draft EA.</p>   |
| 23. Preferred Alternative Findings | <p>Section 4(f) specifies that FHWA cannot approve the use of specific public lands such as publicly owned parks, recreational areas, or historic sites, unless specific requirements are met.</p> <p>The Preferred Alternative will impact one historic property and ADOT intends to make de minimis impact determination for this property, based on a finding of "no adverse effect" under Section 106 of the National Historic Preservation Act.</p> <p>New right-of-way is needed from this historic property; however, it is anticipated that the permanent use of a small amount of this resource would not affect the ability of the resource to convey its historic or cultural significance. Based on this, ADOT has determined the impact to this historic 4(f) resource is considered de minimis, or negligible.</p> <p>Additional information regarding the 4(f) analysis can be found in Section 4.6 in the Draft Environmental Assessment.</p> |
| 24. Preferred Alternative Findings | <p>The Preferred Alternative would impact 78 parcels of varying usage types including residential homes, industrial and commercial businesses, railroad, vacant land, and city-owned properties. Approximately 60 businesses and 5 residences would be displaced.</p>   |

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|                     | <p>Adverse effects to low income and minority populations and socioeconomic resources would be minimized through the development and execution of a mitigation plan for impacts, developed by ADOT.</p>  |
| 25. Project Funding | <p>Current funding includes federal funding and Highway User Revenue Funds through the Maricopa Association of Governments (MAG), generated through the voter-approved half-cent sales tax in Maricopa County.</p>   |
| 26. Study Schedule  | <p>This graphic shows the anticipated study schedule, moving from left to right. The study started in Spring 2020 when we began exploring various options at the intersection. The public scoping meeting was conducted in October 2020. In 2021 and 2022 we developed and evaluated options and we extended the study phase to further investigate potential future high-capacity transit in the study area. In January of this year, we presented two Build Alternatives for your input, and this public hearing is to discuss the Preferred Alternative. Following the close of our comment period on November 27, 2023, the study team will review, evaluate and respond to all comments from the partner agencies and the public. ADOT, in coordination with the city of Phoenix and Maricopa Association of Governments, will then select the final alternative.</p> <p>This selection, combined with the input from the public comment period, will be documented in the Final Environmental Assessment (EA) and Design Concept Report (DCR) documents which are anticipated to be completed in early 2024.</p> <p>If a build alternative is selected and receives a final environmental decision to move forward, then the project would move into the design phase in 2024 and construction would be anticipated in 2025.</p> <p>Now I will turn it back over to Nancy to discuss ways to provide your input.</p> |
| 27. How to Comment  | <p>We thank you for your time. Your input is important, and we appreciate you taking time to learn more about the study and provide your feedback.</p> <p>As a reminder, comments are being accepted during the comment period through November 27, 2023, through the following options.</p> <p>You may submit written comments online at <a href="http://www.adotgrand35study.com">www.adotgrand35study.com</a></p> <p>You may submit a location-specific comment through our online comment map tool at <a href="http://www.adotgrand35study.com">www.adotgrand35study.com</a>.</p> <p>You may submit a comment via email at <a href="mailto:adotgrand35study@hdrinc.com">adotgrand35study@hdrinc.com</a></p> <p>You may submit a comment over the phone at 602.474.3952</p> <p>And you can send your comment via US mail to ADOT Grand 35 Study c/o HDR Inc. 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012</p>  |
| 28. Thank You       |  |