



COMMENT LETTER
AFFECTED RESIDENT
SUN CITY WEST

Loop 303, US 60 to El Mirage Road Traffic Interchange
Alternatives Study

Ron Wambach
rjwambach@gmail.com

Loop 303, US 60 to El Mirage Road Traffic Interchange Alternatives Study

Deficient Communication / Notification

- The public survey distribution and notice process is unclear and inadequately documented.
- Public meeting notices were insufficient and failed to reach the affected community.
- Opportunities for public comment were not clearly or effectively communicated.
- Planning and project information was not shared in a transparent or accessible manner for the affected adjacent residences.
- Email correspondence between me and MAG, Maricopa County, PORA, State Representative Pingerelli and Senator Carroll, Ombudsman, and ADOT from between August and November 2025 are presented in **Appendix A**.
 - No direct outreach was made to adjacent landowners or residents.
 - The stated communication methods did not reach the impacted audience.
 - Public meetings should have been held within the neighborhoods directly affected by the project.

Baseline Conditions and Proposed Project — Critical Deficiencies and Contradictions

Baseline Conditions — Unacceptable

- Highway luminaires produce severe, intrusive glare across the golf course and directly into adjacent homes, eliminating dark-sky conditions and flooding residences — including bedrooms — with bright, all-night illumination.
- High-voltage transmission lines are visually dominant and significantly degrade residential views.
- Existing noise walls provide **no meaningful protection**; noise from the 303 is constant, loud, and often overwhelming, routinely disrupting conversation and the ability to use and enjoy our backyards (e.g., racing motorcycles, heavy trucks).
- Desert Trails Golf Course provides **no** visual or acoustic buffer from 303 noise; the dense cool air over the course may actually **amplify** sound rather than reduce it.
- These conditions are already unacceptable and must be acknowledged as the true baseline for any project analysis.

Proposed Project — Critical Deficiencies and Contradictions

Current Documentation: [SR 303L Traffic Interchange Alternatives \(FPA\)](#)

The FPA asserts that:

- “Noise/visual impact on neighboring residential properties” is a key screening criterion.
- The project will minimize visual and noise impacts on residences south of SR 303L.
- The Desert Trails Golf Course provides a ~300-foot buffer between residents and the ADOT ROW from 155th Ave to 151st Ave, and that ADOT should “make use of the real estate adjacent to the golf course” to reduce impacts.

Documented Claims vs. Actual Conditions

- The golf course provides **no functional buffer whatsoever**— not visually, not acoustically.
- Residents adjacent to the golf course experience **direct, unmitigated exposure** to highway glare, noise, and visual intrusions.
- The assertion that the golf course serves as a buffer is **factually incorrect** and materially misrepresents existing conditions.
- Because this false assumption is embedded in the screening criteria and alternatives analysis, it **undermines the credibility and validity** of the entire evaluation process.

Required Corrections and Actions

- Affected residents require a **comprehensive, updated noise analysis** that reflects the **actual baseline**, not the inaccurately assumed one.
- This analysis must incorporate the **currently unacceptable** levels of noise and light already impacting our homes and well-being.
- Any project decisions, impact assessments, or alternatives that rely on the erroneous “golf course buffer” claim must be **reevaluated and corrected**.
- Mitigations addressing visual and noise impacts to residences adjacent to the Desert Trails Golf Course must be **directly coordinated** with affected homeowners, must be **acceptable** to those residents, and must be **incorporated** into the final project implementation.

Critical Review of SR 303L Interchange Alternatives — Contradictions, Analytical Gaps, and Unacceptable Assumptions

Formal Comment Letter — Critical Review of SR 303L Interchange Alternatives

This comment provides a detailed, evidence-based critique of the SR 303L Traffic Interchange Alternatives as presented in the **SR 303L Traffic Interchange Alternatives FINAL PA (FPA)**. Document statements are presented in regular font; resident statements and corrections appear in *italicized font*. This format highlights the contradictions, analytical gaps, and inaccurate assumptions that materially undermine the validity of the project's impact assessment

1a. Table 3-1: TI Configuration Alternatives at 155th Avenue

The document asserts the following in Table 3-1:

- **Loop Ramp:** Minimal impact — bridge located adjacent to golf course only
- **Offset TI on North Side:** Minimal impact — bridge located adjacent to golf course only
- **Revised Offset TI on North Side:** Shifted east and carried forward for further evaluation

The golf course provides no buffer between existing 303 noise and visual impacts to residences adjacent to the golf course. Therefore, the assumption that impacts are “minimal” due to adjacency to the golf course is grossly mistaken.

This alternative is negligibly different from the Offset TI 151st Avenue alternative, which is only slightly farther east and has notable overlap of project limits. See Appendix B

1b. Table 3-2: TI Configuration Alternatives at 151st Avenue

The document further states in Table 3-2:

- **Loop Ramp:** Significant impact – directly behind residential properties south of SR 303L
- **Offset TI on North Side:** Greater impact – NB onramp bridge directly behind residence properties south of SR 303L

How can two alternatives that are negligibly different from one another result in “minimal” impacts in one case and “greater [than significant]” impacts in the other? The conclusions do not align with the facts presented. See Appendix B

Visual and noise mitigation commensurate with actual impacts is required to address serious and legitimate concerns of affected residents.

2. Inadequate Evaluation of the No-Build Alternative

The document provides only superficial treatment of the no-build option and does not apply the same screening criteria used for the proposed alternatives.

Is this a pre-NEPA planning document? Will each of these alternatives, including the no-build alternative, be more thoroughly vetted through the NEPA process and documentation?

As adjacent properties expected to experience serious impacts under the proposed alternative, we expect full inclusion, transparent evaluation, and robust mitigation consistent with NEPA's public engagement and environmental impact minimization requirements.

3. Traffic Signal and Lighting (Traffic Signal 4.3.2, Lighting 4.3.3)

The document states:

- Traffic projections indicate that a traffic signal would need to be installed at the new TI and the new intersection at 155th Avenue and Pinnacle Peak Road
- Existing roadway lighting on SR 303L is located along the median barrier. The construction of the ramp bridges would impact existing light poles and conduit in the median. Ramp lighting would need to be installed, and an evaluation should determine if mainline lighting is adequate after the addition of the new TI or if supplemental lighting or new luminaires are needed to meet the necessary light levels.
- The new proposed TI would also need roadway lighting. The lighting design shall consider impacts on any residential land uses in the project vicinity adjacent to the ADOT ROW. The light spill and glare outside the ADOT ROW will be addressed during the final design of the project improvements.

This approach defers critical impact analysis and mitigation planning to an undefined future stage, despite acknowledging potential significant impacts.

There is no mention whatsoever of visual impact analysis or potential mitigation in Section 5 — despite visual impacts being a stated screening criterion and a major concern for affected residents.

4. Noise Walls and Lack of Existing Data

The document states:

- New sound walls *may* be required, pending a future noise analysis during final design.
- Existing wall heights *might* be raised.
- The recommended layout “avoids impacting existing noise walls,” but this “should be verified” because **no survey was available** during preparation of the PA.

This approach defers critical impact analysis and mitigation planning to an undefined future stage, despite acknowledging potential significant impacts.

As adjacent properties expected to experience serious impacts under the proposed alternative, we expect full inclusion, transparent evaluation, and robust mitigation consistent with NEPA's public engagement and environmental impact minimization requirements.

5. Environmental Overview (Section 5.4)

The document notes:

- Funding sources are unknown; environmental clearance may be state or federal.
- Because the project requires new ROW and residential displacements, an **Environmental Assessment** may be required.
- All resources will be evaluated during environmental clearance.

This uncertainty underscores the need for rigorous, transparent baseline analysis now — not later.

6. Noise Impacts (Section 5.4.9)

The document acknowledges:

- New roadway segments may increase noise for nearby residences.
- A quantitative noise study will likely be required.
- A Type I determination and full Noise Analysis Technical Report (NATR) may be necessary.
- Existing barriers will be evaluated for feasibility and reasonableness of modifications.

There is no mention whatsoever of visual impact analysis or potential mitigation — despite visual impacts being a stated screening criterion and a major concern for affected residents.

As adjacent properties expected to experience serious visual and noise impacts under the proposed alternative, we expect full inclusion, transparent evaluation, and robust mitigation consistent with NEPA's public engagement and environmental impact minimization requirements.

7. Appendix A: Environmental Constraints — Visual and Noise Impacts

➤ 155th Avenue Alternative (Document Claim: “High Performing / Minimal Impact”)

The document states:

- “Minimal visibility and minimal noise impact”
- Mitigation *may* include a >500 LF new/raised wall

Residents adjacent to the golf course already experience unacceptable baseline noise and visual impacts. Any additional impacts would be far greater than “minimal” and clearly unacceptable.

A 500-foot wall is highly unlikely to address the full extent of expected impacts.

No mitigation is proposed for visual impacts — including existing and proposed signals, lighting, the overpass structure, or vehicle headlights on the elevated roadway.

➤ **151st Avenue Alternative (Document Claim: “Moderate Performing / Moderate Impact”)**

The document states:

- “Moderate visibility and moderate noise impact”
- Mitigation may include a >1000 LF new/raised wall

Given that baseline conditions are already unacceptable, additional impacts — which the document itself describes as “greater [than significant]” in Table 3-2 — are wholly unacceptable to affected residents.

Two alternatives that differ only marginally cannot reasonably produce “minimal” impacts in one case and “moderate” impacts in the other. The conclusions do not align with the facts presented. And these impact levels do not align with what is presented in Table 3-2, which calls the impacts “significant” and “greater” for the loop and offset alternatives respectively, undermining the credibility and validity of the entire evaluation process.

These conclusions are inconsistent and undermine confidence in the evaluation methodology.

Again, no mitigation is proposed for visual impacts, despite their severity and relevance.

Visual and noise mitigation commensurate with actual impacts is required to address serious and legitimate concerns of affected residents.

As adjacent properties expected to experience serious visual and noise impacts under the proposed alternative, we expect full inclusion, transparent evaluation, and robust mitigation consistent with NEPA’s public engagement and environmental impact minimization requirements.

8. Appendix A: Social and Economic Impacts — One-Sided and Incomplete

The document discusses:

- “Added traffic congestion and noise impacts” to residences **north** of the McMicken Dam Outfall Channel
- A “moderate number of residences impacted” for both alternatives

However:

The document entirely omits the negatively affected residences south of the 303 — the very homes experiencing existing and proposed direct and severe visual and noise impacts.

No mitigation is offered to offset the degradation of property enjoyment or the likely reduction in property values.

9. Failure to Analyze Coordination with the El Mirage Road Extension Project

A major analytical gap in the FPA is the complete absence of any documented evaluation of how access to Loop 303 could be addressed in coordination with the City of Peoria's El Mirage Road extension and widening project between Loop 303 and Jomax Road. That project—developed in coordination with ADOT—already has a draft Environmental Assessment and initial Design Concept Report available for public review, identifying a Preferred Alternative and analyzing its social, economic, and environmental impacts alongside proposed avoidance, minimization, and mitigation measures. Its stated purpose is to improve regional and local connectivity, increase capacity for planned growth, and address existing and future congestion—a purpose nearly identical to that of the Loop 303, US 60 to El Mirage Road Traffic Interchange project. Given this overlap, it is unacceptable that the FPA does not demonstrate whether these two projects were evaluated together. Coordinated analysis is not optional; it is essential. The El Mirage Road extension could materially reduce impacts to adjacent residences and deliver substantial cost savings compared to the currently proposed interchange configuration. Failure to consider this parallel project represents a significant omission that undermines the integrity and completeness of the alternatives analysis and must be corrected. See Appendix C

Conclusion: A Fundamentally Flawed Alternatives Analysis

Across multiple sections, the documentation:

- Relies on incorrect assumptions (e.g., the golf course as a “buffer”)
- Contradicts itself between tables and narrative descriptions
- Minimizes or ignores impacts to directly affected residents
- Defers critical analysis to later phases despite acknowledging significant impacts
- Fails to address visual impacts altogether
- Provides mitigation proposals that are incomplete, insufficient, or speculative

The project, as currently documented, **does not meet the standards of accuracy, transparency, or environmental responsibility required for a project of this magnitude.**

Summary Position

The existing baseline conditions for residents adjacent to the Desert Trails Golf Course are already unacceptable and must be acknowledged as such in any credible project analysis. Highway luminaires cast intense, intrusive glare across the golf course and directly into nearby homes, eliminating dark-sky conditions and flooding bedrooms with bright light throughout the night. High-voltage transmission lines dominate the viewshed and significantly degrade residential visual quality. Current noise walls provide no meaningful protection; noise from the 303 is constant, loud, and frequently overwhelming, disrupting conversation and preventing residents from enjoying their backyards. The Desert Trails Golf Course offers no visual or acoustic buffering whatsoever—indeed, the dense cool air over the course may amplify sound rather than reduce it. These conditions represent the true baseline from which all project impacts must be measured, and any analysis that assumes otherwise is fundamentally flawed and incapable of producing a defensible assessment.

The SR 303L Traffic Interchange Alternatives FINAL PA (FPA) presents a series of assertions that are fundamentally contradicted by actual on-the-ground conditions. Although the FPA identifies “noise/visual impact on neighboring residential properties” as a key screening criterion and claims the project will minimize such impacts on homes south of SR 303L, it relies heavily on the inaccurate premise that the Desert Trails Golf Course provides a 300-foot visual and acoustic buffer between residents and the ADOT right-of-way. In reality, the golf course offers no functional buffering whatsoever; adjacent residents experience direct, unmitigated exposure to highway glare, noise, and visual intrusions. The assumption that the golf course serves as a protective barrier is factually incorrect and materially misrepresents existing conditions, and because this false premise is embedded in the screening criteria and alternatives analysis, it undermines the credibility and validity of the entire evaluation process. To correct these deficiencies, affected residents require a comprehensive, updated noise analysis that reflects the true baseline—one that incorporates the currently unacceptable levels of noise and light already impacting our homes and well-being. Any project decisions, impact assessments, or alternatives that rely on the erroneous “golf course buffer” assumption must be reevaluated and corrected to ensure an accurate, responsible, and defensible assessment moving forward.

Mitigations addressing visual and noise impacts to residences adjacent to the Desert Trails Golf Course must be directly coordinated with affected homeowners, must be acceptable to those residents, and must be incorporated into the final project implementation.

LOOP 303

APPENDIX A

Email Correspondence



Ronald Wambach <rjwambach@gmail.com>

to Madison

Tue, Nov 25, 2025, 1:36 PM

Thanks for your response. Looking at the sources used to say notice was given regarding this project, I can see why nobody, yes 0 of the 15 residents I spoke to had any clue this was proposed. I happen to stumble upon it when looking up Grand Ave projects.

To say that the study or whatever it is called found that by having the 155th overpass & El Mirage would decrease the congestion at Grand & 163 is like saying \$10 is better than \$5. That logic & conclusion wouldn't pass a 4th grade math question. I would bet that adding a 3rd access point would yield the same conclusion. So how about looking at the 2 projects, their feasibility, costs and projected success & then decide if we truly need both or if just El Mirage with extensions to the west besides the east would accomplish the goal & at a significant savings. 155th could be held for future construction if El Mirage turned out to be insufficient. It seems costs never cross the minds in government projects.

By the way, a simple mailing to the 150 or so residents along the south side of 303 would have been convenient, informative and satisfying proper notice. Your internet notices are missed by the vast majority of tax paying citizens living in SCW.

Ron Wambach



Madison McCormick <mmccormick@azdot.gov>

to me

Mon, Nov 24, 2025, 5:34 PM

Good afternoon, Mr. Wambach,

Thank you for reaching out regarding the Loop 303/155th Avenue interchange project. The Maricopa Association of Governments forwarded us your message.

ADOT sent GovDelivery notifications to subscribers of our Loop 303 and US 60 (Grand Avenue) topic lists, posted information on Nextdoor, and used other social media to promote the Loop 303, US 60 to El Mirage Rd Traffic Interchange Alternatives Study. We also presented at MAG's public meeting in March. We apologize if you were missed. I highly encourage you to subscribe for project updates by email [here](#), particularly for the Loop 303 topic lists.

The goal of the Loop 303/155th Avenue Traffic Interchange is to alleviate existing and projected congestion at the existing US 60/Loop 303 and US 60/163rd Avenue intersections and to create an alternate Loop 303 access point for communities north of the freeway. The El Mirage Road Extension is a local project being led by the City of Peoria, and the two projects will be funded by different sources. Transportation studies have concluded that building both Loop 303 interchanges (at 155th Avenue and El Mirage Road) will significantly improve traffic in the area.

Final design for the Loop 303/155th Avenue Traffic Interchange Project is expected to begin early next year. Final design will include a noise analysis and other mitigation analyses, so we should have more specific information next year about what mitigation measures the project will include.

Please feel free to reach out with any further questions.

Best,
Madison



Madison McCormick
Community Relations Project Manager
COMMUNICATIONS AND PUBLIC INVOLVEMENT

1655 W. Jackson St., MD 126F
Phoenix, AZ 85007
480.670.4209 | azdot.gov



Laurie King <LKing@azmag.gov>
to me

Nov 21, 2025, 10:32 AM

I am happy to help, and I will relay your comments to ADOT.



Ronald Wambach <rjwambach@gmail.com>
to Laurie

Nov 21, 2025, 9:33 AM

Yes, please do. Thanks for your reply. You are the only one so far that responded to about 8 govt emails about this.

Laurie King <LKing@azmag.gov>

Fri, Nov 21, 2025,
8:25 AM

to me

Mr. Wambach,

After some investigation, I have learned that both projects you are referencing are currently under ADOT's development.

For the Loop 303/155th project, ADOT is in the process of getting a final design consultant under contract to start design. The design should begin early next year. We anticipate that ADOT will hold a public meeting to gather comments during the final design.

The second project is a City of Peoria project that ADOT is administering on its behalf. That project is currently in the scoping phase, having held a public hearing on October 9.

Would you like me to pass your comments on to ADOT? You can also contact them directly at projects@azdot.gov

Sincerely,

Laurie King

Director of Communications

602-452-5056

302 N. First Ave., Suite 200, Phoenix, AZ 85003

azmag.gov

303 extensions

Inbox



Ronald Wambach <rjwambach@gmail.com>

Thu, Nov 13, 2025, 5:35 PM

to mag

Attn J. Bullet

Mr Bullen, I am writing to you as a resident of sun city west & my concern over expansion of the 303. Please forward this to the appropriate person if not you.

I have discussed the proposed bridge & ramps ADOT has selected around 155th. About 20 homes were contacted adjacent to the 303 in this area and besides me, not 1 person was even familiar or heard of this project. Yet, the bridge & ramps are in our backyard. Not sure what notices or hearings were held, but they missed some of the most affected people. I have written to ADOT numerous times, comment on their optional sites which I stumbled upon by accident. So far...no response.

I have also reviewed the El Mirage extension from the 303 in parts of Peoria. It boggles my mind that we may be spending many millions of \$ for the overpass & ramps when we already have the ramps & underpass existing at El Mirage only several blocks to the east.

Now the extension proposal at El Mirage goes north & then east. Why does it not also go west & forget the costly proposal at 155th ?

This all needs further thought & review before it all gets approved & funded. As I said, I contacted ADOT in an attempt to see what mitigation is planned for sight, noise, lights & plantings without a response. Thanks for your help. R J Wambach

303 overpass



Ronald Wambach <rjwambach@gmail.com>
to Bpingerelli

Tue, Nov 11, 2025, 2:05 PM

Dear Rep Pingerelli, I sent a couple of emails to you several days ago, however I saw I had a typo on the address. I tried to forward all of it to correct address, but not sure if you received it.

In any event, I see the city of Peoria & ADOT has a project that extends El Mirage NE from the 303. It baffles me that we are not combining that extension to also go NW to service the areas contemplated by the 155th overpass. This would eliminate literally millions of dollars for construction of the overpass & ramps. THERE ALREADY RAMPS AT EL MIRAGE & AN UNDERPASS. What do you think? What am I missing here? Thank you. RJWAMBACH



Ronald Wambach <rjwambach@gmail.com>
to Fcarroll

Wed, Nov 5, 2025, 2:51 PM

Dear Sen Carroll...

303 overpass near 155th



Ronald Wambach <rjwambach@gmail.com>
to Bpingerelli

Wed, Nov 5, 2025, 12:38 PM

Dear Rep Pingerelli, I am attaching a handout I have given to my neighbors along the 303. So far of 17, not 1 was familiar with the ADOT proposal. I have no idea what notice or hearings if any were held. I happen to stumble on this proposal while looking into the BNSF project. This is a ridiculous waste of \$ & failure to communicate. El Mirage currently is under review to head north from 303. This as I told ADOT would be the most practical & least expensive option....no bridges over 303 & already have on/off ramps. Please review & help us save our backyards. RJWAMBACH
Attachment by separate email.

Dear Neighbor, This is Ron Wambach. I live at 15198 W Las Brisas. I am writing to you today regarding the proposed & selected option for accessing the properties north of the 303. I have attached the current plan for ramps, bridge & overpass to be located from hole 6 through hole 8 & beyond.

I have written to the ADOT rep three times with no response. I have written to county supervisor Lesko & received a follow-up & office assistant info. He has contacts me with the info on the ADOT rep and since I haven't received a reply, suggested contacting the ombudsman. The contact info for these is attached.

I have asked what steps are being taken to reduce expected noise & lighting, such as additional wall extension, tree plantings,

light restricters/shrouds etc. I would have thought all these items would have been in their calculations, but with no response, it is hard to say. This project will have a detrimental impact on the value of our homes. It is incumbent for each of you to pursue this process to protect our properties & their values. If you have any personal information on this, please share it with the other neighbors. You can contact me at my email address: rjwambach@gmail.com. I encourage you to reach out to these representatives so appropriate mitigation of these issues is addressed. Thank you for your assistance.
Ron

Supervisor Debbie Lesko
DebbieLesko.maricopacountyboard@service.govdelivery.com.

Audra Merrick: amerrick@azdot.gov

Bill Leal: Bill.Leal@maricopa.gov

Ombuds@azoca.gov

ADOT. 303 at 155th



Ronald Wambach <rjwambach@gmail.com>

Mon, Nov 3, 2025, 9:04 AM

to ombuds

Dear O, I am writing to you as I get no answers from ADOT. I have attached the map of their scheduled modifications to the 303 near 155th. This creates additional on/off ramps & a bridge over the 303. I live on south side of the 303 in SCW. This project is in our backyards. I was amazed when this was the option selected as the cost alone will be ridiculous compared to just extending the El Mirage intersection with the 303. In any event, I have asked numerous times what mitigation efforts are being used for noise, lights & sight. I get no response & these issues will have a significant impact on our homes. Thank you. RJ WAMBACH.



jurisdictions.

- Require a new bridge over the McMicken Dam Outlet Channel to connect the interchange to local roadways to the north.
- May require additional right of way and drainage improvements.

Recommended Alternative: 155th Avenue Traffic Interchange



The goal of this new Loop 303 interchange at 155th Avenue is to address growing traffic volume in the area and alleviate congestion at





Rodney Bertram <rbertram@porascw.org>

to me

Mon, Nov 3, 2025, 9:33 AM

Ronald,
Thank you for the information.
I will pass this information along to John Quinn (transportation, roads chair).

Thanks,

RODNEY BERTRAM

Multimedia Manager

Property Owners & Residents Association (PORA)

[13815 W Camino Del Sol](https://www.porascw.org)

[Sun City West, AZ](https://www.porascw.org)

www.porascw.org

623-584-4288 X 441

303 ramps at 15th

Inbox



Ronald Wambach <rjwambach@gmail.com>

to editor

Sun, Nov 2, 2025, 5:03 PM

Can you pass this on to the transportation/roads chair? What can you do to help get mitigation for the issues created by the scheduled on/off ramps & the bridge over the 303? I have tried to get ADOT to respond as to their plans to mitigate the additional noise, lights & sight lines with no response. What are their plans if any? Many of us live along the north wall bordering the 303. These changes are in our backyard & ADOT gives no response. There are several options. The first already problematic is their decision to even do this despite what will be a huge expense. Whereas they could have used the El Mirage location with limited expense & impact. Please advise.

RJ Wambach



Bill Leal (DOT) <Bill.Leal@maricopa.gov>

Oct 30, 2025, 1:21 PM

to me

Mr. Wambach,

I'm sorry you are not getting a response. I am providing a link to their Ombudsman office who may be able to assist.

Email: ombuds@azoca.gov

Phone: (602) 277-7292

https://apps.azdot.gov/Contact_ADOT/index.aspx?ID=1607445433

I hope this information is helpful for you.

Bill Leal

BOARD OF SUPERVISORS

SUPERVISOR DEBBIE LESKO -DISTRICT 4

Deputy Chief of Staff

O: 602-506-7642

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Ronald Wambach <rjwambach@gmail.com>

Wed, Oct 29, 2025, 10:36 AM

to amerrick, bcc: Bill

Audra, is anyone ever going to reply to my emails? I have sent 3 on the above subject & no response. RJW

303 ramps at 153

Inbox



Ronald Wambach <rjwambach@gmail.com>

Thu, Oct 2, 2025, 4:12 PM

to amerrick

Audra, I have been trying to find what mitigation will be provided for noise, light & viewing for the proposed ramps /bridges crossing to north of 303. I am across the golf course in that area. Besides

building these items, what can I expect to alleviate these problems? I anticipate more noise for vehicles accelerating & accelerating, freeway lights, vehicles lights & a bridge over the 303 current wall. What are plans if you know? RJW



Bill Leal (DOT) <Bill.Leal@maricopa.gov>
to me

Tue, Sep 23, 2025, 12:10 PM

Hi Ron,

I emailed Audra asking her to get in touch with you or have a representative contact you, if not her.

Thank you,
Bill



Ronald Wambach <rjwambach@gmail.com>
to Bill

Sep 19, 2025, 12:58 PM

Haven't heard anything from her yet on the 303 ramps.
Ron

Ronald Wambach <rjwambach@gmail.com>
to Bill

Mon, Aug 25, 2025, 12:52 PM



thanks for getting back to me



Bill Leal (DOT) <Bill.Leal@maricopa.gov>
to me

Mon, Aug 25, 2025, 11:30 AM

My apologies, I noticed a dash (-) in front of the name. It should not have a dash.

amerrick@azdot.gov

I reached out to Audra and provided her your contact information. She or a representative will be contacting you.

Kind regards,
Bill

Ronald Wambach <rjwambach@gmail.com>
to Bill

Mon, Aug 25, 2025, 7:25 AM

Bill, you sent info to me with email address for Audra at ADOT. Unfortunately that email bounced back. Can you ck & send another email address? RJW

Bill Leal (DOT) <Bill.Leal@maricopa.gov>
to me

Mon, Aug 11, 2025, 6:27 PM

Mr. Wambach,

I am following up on behalf of Mrs. Lesko regarding your inquiry related to ADOT modifications. I wanted to share with you a contact with ADOT who would be able to address your concerns directly or get you in appropriate contact with one of their representatives.

Audra Merrick, is the Division Manager for the AZ Dept of Transportation Infrastructure Delivery and Operations Division (IDO). The IDO focuses on the planning, design, construction, and maintenance of the state's transportation system. It is my understanding they are responsible for agreements related to projects involving ADOT and other agencies. You can reach Audra by email at; amerrick@azdot.gov.

I will also follow up with ADOT on this matter and share your concerns.

Please let me know if you have any questions.

Respectfully,

Bill Leal
BOARD OF SUPERVISORS
SUPERVISOR DEBBIE LESKO -DISTRICT 4
Deputy Chief of Staff
O: 602-506-7642
[Maricopa.Gov]
[Facebook](#) | [Instagram](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#)

RE: Online Form Submittal: Contact Us - District 4

District4

Aug 6, 2025, 4:36 PM

Dear Ronald, Thank you for contacting me! I appreciate your email. Yes, go Badgers!! Glad to hear your kids went to the same school. Please see my attached response regarding BNSF.



BNSF Response.pdf



Ronald Wambach <rjwambach@gmail.com>
to District4

Wed, Aug 6, 2025, 5:28 PM

Debbie, while I do have concerns regarding BNSF expansion, my inquiry was about the ADOT modifications to 303 at 155th, my backyard. Please review prior email. Btw, I went to Marquette. Kids wanted to leave Milwaukee County for school.
Ron

RE: Online Form Submittal: Contact Us - District 4

Inbox

District4 <District4@maricopa.gov>
to me

Aug 6, 2025, 4:36 PM

Dear Ronald,

Thank you for contacting me! I appreciate your email.

Yes, go Badgers!! Glad to hear your kids went to the same school.

Please see my attached response regarding BNSF.

Thank you so much for contacting me! I appreciate your email and value your input on the proposed BNSF project. I understand your concern about the potential impact of this project, and I want to assure you that I take your concerns seriously. PLEASE NOTE: There will be a motion to DELAY the next BNSF hearing to November 5th, 2025. There will be no hearing on the BNSF project until then. A number of constituents had requested the delay to allow for vacationers and snow-birds to return to Arizona. After hearing concerns from constituents and elected officials that represent the area or surrounding areas, I have shared the community's concerns with BNSF railway and told them it would be difficult for me to support their plans to rezone the property if a majority of the community is opposed to it and suggested that they work with the community. Thank you again for reaching out to me and sharing your thoughts. I highly encourage you to sign up for my newsletter at: www.Maricopa.gov/SubscribeD4 Please know that I take your input seriously. Please feel free to reach out to me by visiting: Maricopa.gov/ContactLesko or call, 602-506-7642.

Sincerely,



Supervisor Debbie Lesko
 District 4
 Board of Supervisors
 O: 602-506-7642
[\[Maricopa.Gov \]](#)
[Facebook](#) | [Instagram](#) | [X](#) | [YouTube](#) | [LinkedIn](#)

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, August 1, 2025 3:23 PM
To: District4 <District4@maricopa.gov>
Subject: Online Form Submittal: Contact Us - District 4

Contact Us - District 4

Your Information

Please provide contact information in case we have any questions or need additional information from you regarding your inquiry.

First and Last Name	Ronald Wambach
Email	rjwambach@gmail.com
Phone	4145590815
Address / City / State / Zip	15198

Please leave your comments or questions below:

Ok you apparently didn't get 1st email. So you are a Badger. Didn't know that. Both my kids went there. My concern is 303 155th changes. I saw the the ADOT plan. Not sure they are adequately addressing the noise, light & sight issues. As this is the backyard for many of us, we want to be sure they mitigate these issues with wall modification, tree plantings & limited lighting. Please address these issues with them. Thanks

Email not displaying correctly? [View it in your browser.](#)

LOOP 303

APPENDIX B

155th and 151st Offset TI Alternative Maps

Figure 3-11. 155th Avenue TI

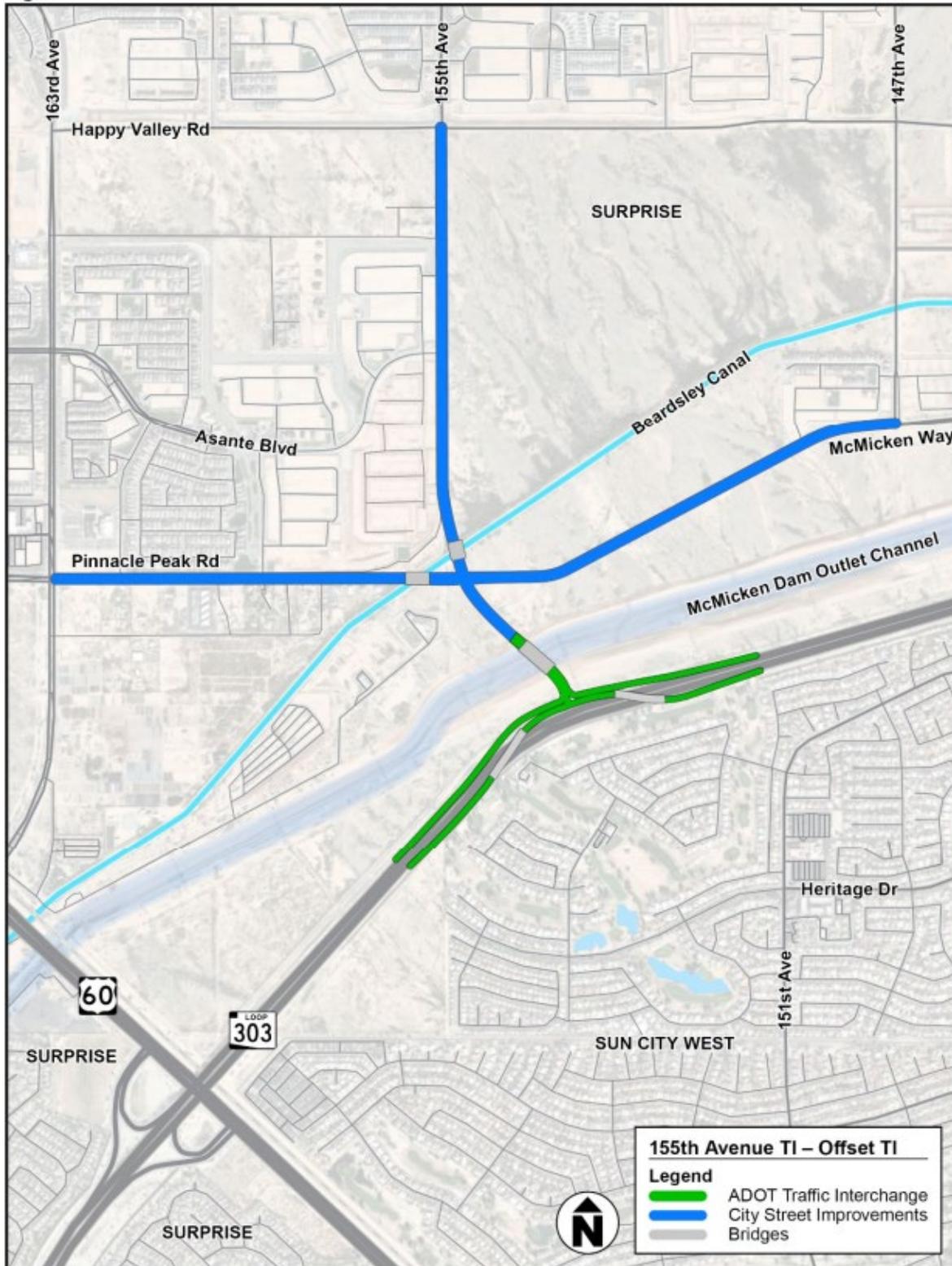
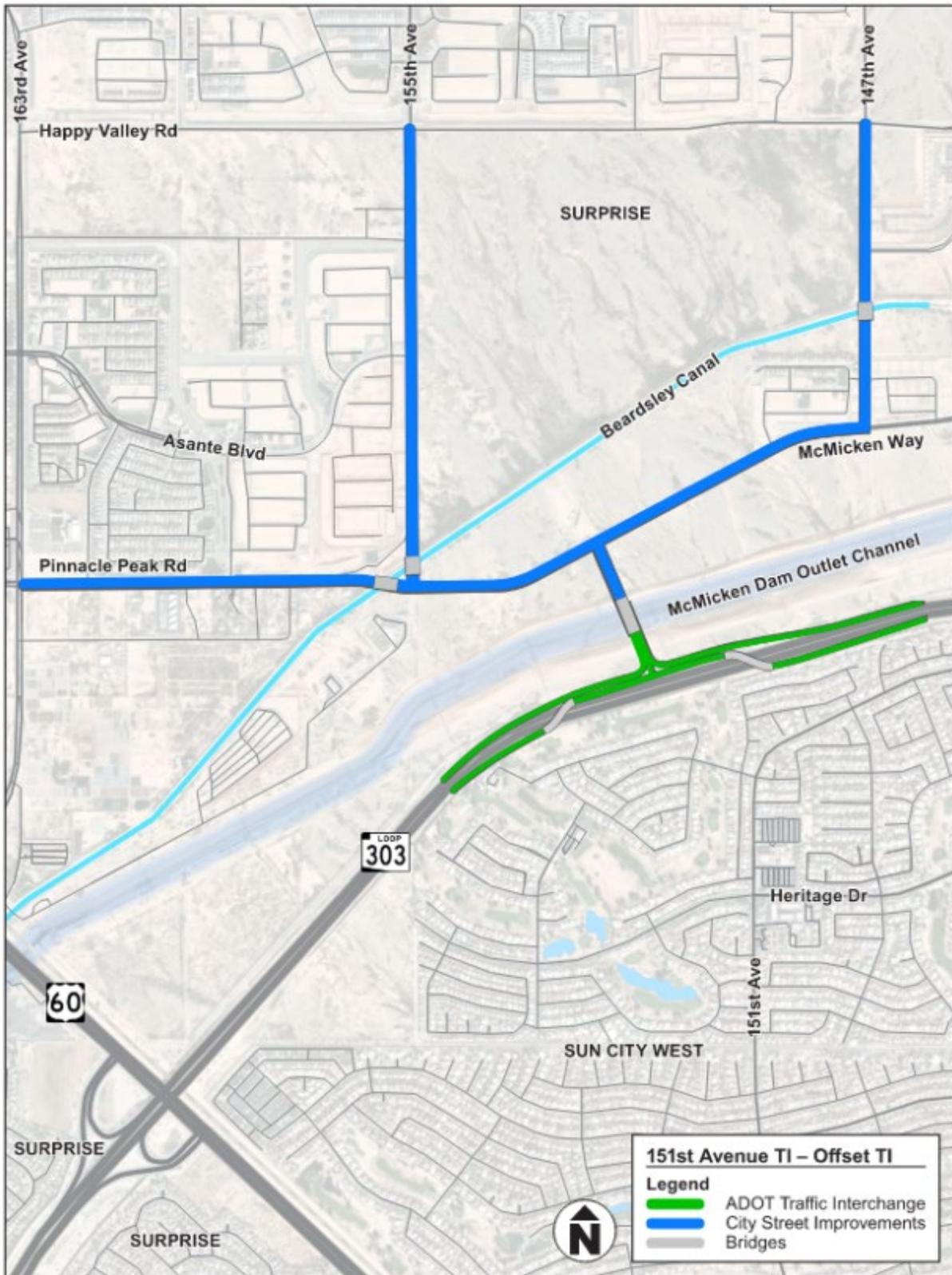


Figure 3-12. 151st Avenue TI



LOOP 303

APPENDIX C

El Mirage Alternatives Proposal Map

