



Loop 303/155th Avenue Traffic Interchange

PORA Sun City West
Sept. 17, 2026



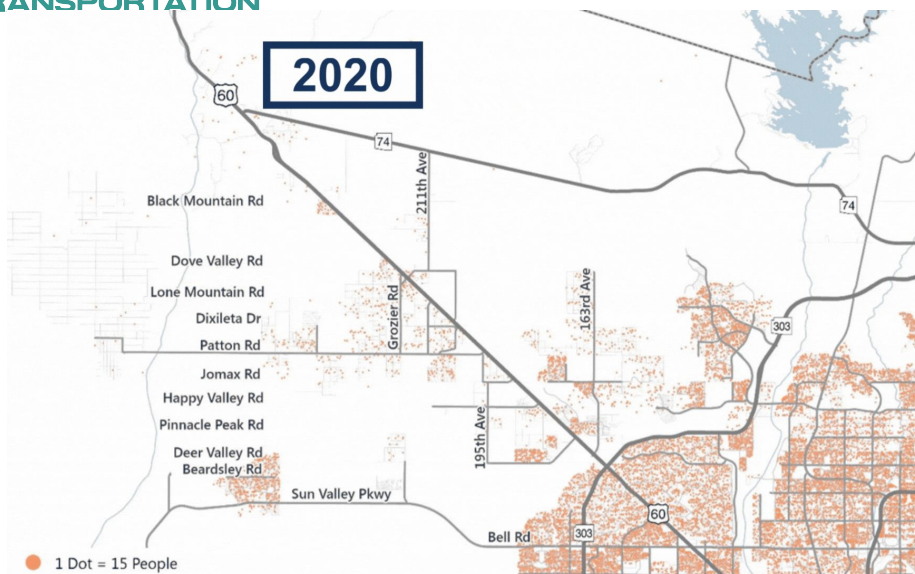
Speakers

- Tricia Brown, ADOT Project Manager
- Madison Cole, ADOT Community Relations Project Manager

Also in attendance:

- Daina Mann, ADOT Assistant Communications Director, Community Relations
- Nikki Green, ADOT Community Relations Supervisor

- Good afternoon, everyone. Thank you for making time for us today. I'm Madison Cole, ADOT's Community Relations Project Manager for the Loop 303 and 155th Avenue Traffic Interchange project. I am the community's point of contact on this project.
- With me is Tricia Brown, the Project Manager for this project.
- Today we'll walk you through where design stands, what to expect with noise, lighting and drainage, our construction timeline and a couple of related regional projects. We'll leave time for your questions at the end.

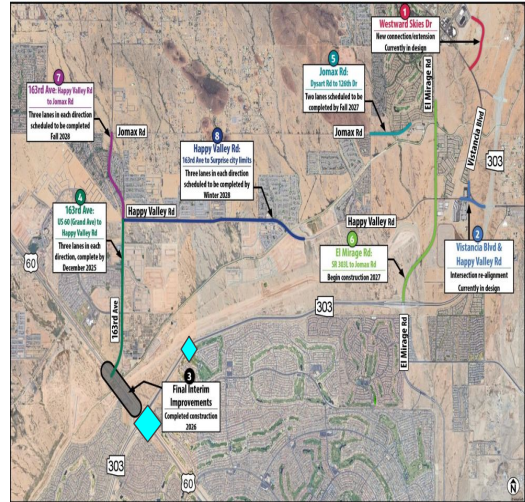


Source: Maricopa Association of Governments, US 60 Corridor Study

- Before discussing the specifics of the interchange, we would like to provide context on the growth driving this project. This map illustrates population growth in the region as of 2020 and the projected future population in 2050. Each dot represents 15 people.
- As you can see, future growth will primarily occur north and west toward Surprise and Peoria.
- This growth is a primary factor contributing to congestion on Loop 303 and US 60 today. It's why the region has committed to several transportation projects near Sun City West.

Regional Improvements Near Sun City West

- Several transportation projects planned to address regional growth and congestion
- Funded by voter-approved Prop 479 regional transportation tax
- Included in MAG's program:
 - Loop 303/155th Ave interchange
 - Loop 303/US 60 ultimate interchange
 - Extension of local roadways
 - El Mirage Road, Happy Valley Road, etc.



- The Loop 303/155th Avenue Traffic Interchange project is one of several improvements planned to address regional growth and congestion in this area.
- These projects are identified and funded in the regional transportation plan for Maricopa County, which is overseen by the Maricopa Association of Governments, the federally designated regional planning organization for this region. Funding for improvements in the plan - which includes all modes of transportation including freeway, arterial street, transit and ped/bike improvements - was approved by voters as part of the Proposition 479 regional transportation tax.
- The freeway portion of the plan is known as the Freeway Life Cycle Program. That program includes three related projects in this area:
 - The new L303/155th Avenue interchange we are discussing today
 - A new ultimate system interchange at Loop 303 and US 60 and
 - Extensions of local roadways, including El Mirage Road

- and Happy Valley Road, which will connect into this area.
- We will address each of these today, beginning with the 155th Avenue interchange, which is the focus of our meeting.

Loop 303/155th Ave Interchange

- New traffic interchange slightly east of current 155th Avenue alignment
- Will connect to new local roadways to the north



- ADOT is currently designing a new interchange at Loop 303 and 155th Avenue.
- This interchange will provide new freeway access to the growing area to the north and west, and will help relieve congestion near the US 60 and L303 interchange.
- The new interchange will be located approximately 0.2 miles east of the current 155th Avenue alignment north of Loop 303.
- A new 155th Avenue roadway will connect with the interchange to provide freeway access. New and widened roadways will be needed north of Loop 303 to provide access.
- ADOT will be designing and constructing the interchange and the portion of 155th Avenue to connect with arterial streets north of the McMicken Channel.
- The local roadway connections are sponsored by the City of Surprise and will be designed and administered by ADOT. The intent is for the local roadway improvements to be constructed at the same time as the interchange to provide

- access.

Loop 303/ 155th Ave Interchange Preliminary Design Concept



- Provides access to/from north side of L303
- L303 raised over new 155th Ave
- Diamond ramps to enter and exit L303



- We will now review the interchange design.
- This rendering shows an aerial view of the 155th Avenue diamond interchange design and alignment.
- This design is similar to the current Loop 303 El Mirage Road interchange.
- Loop 303 will be raised over the new 155th Avenue roadway, providing access to and from the north side of Loop 303. Note that this rendering only shows the new portion of 155th Ave where it will connect to the new roadways.
- Loop 303 will be raised approximately 20 feet at the highest point of the bridge.
- Traffic will enter and exit the freeway on diamond ramps in all directions. The ramps will slope up toward Loop 303 using retaining walls, similar to those at El Mirage Road.
- In this image you can see Las Brizas Lane. The home at the west end of Las Brizas lane will be the closest home to the top of the interchange bridge.
- Further to the west, Robertson Drive is nearest to the closest new interchange ramp.

- We will be mitigating visual and noise impacts to nearby properties, which I will review shortly.

Benefits of This Interchange Design

- Similar to El Mirage Road interchange (shown here)
- Fits within existing ADOT right of way
- Small footprint limits impacts and cost
- Limits overall height of structures
- Easy to navigate



- These images show the existing El Mirage Road interchange on Loop 303. Similar to the future 155th Ave interchange, the crossroad passes under Loop 303 and there are diamond ramps with retaining walls.
- ADOT and its local partners selected the current tight diamond design configuration with Loop 303 raised over the crossroad for several reasons.
- First, it is able to fit within a relatively small footprint. The new interchange will be able to be built within the current ADOT right of way without needing any new right of way, which limits impacts to the Sun City West community.
- This design is also straightforward and easy for drivers to navigate.
- Having diamond ramps instead of flyover ramps over L303 (which was part of the original concept) makes this design less costly and also limits the overall height of the freeway structures.
- Finally, raising Loop 303 and having 155th Avenue pass beneath it allows ADOT to construct the new Loop 303 bridge

- while maintaining traffic on Loop 303.
- We received a suggestion from the community to lower the crossroad beneath the current level of Loop 303, rather than raise the freeway. This was ruled out due to significant drainage and issues and impacts to utilities.

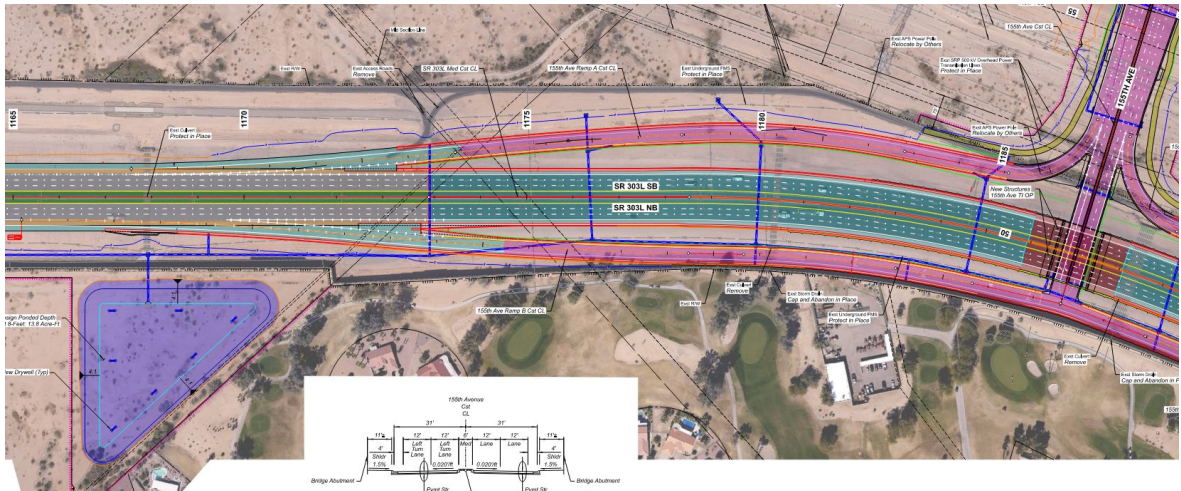
Noise & Sight Mitigation



- This is a rendering of the new wall along Loop 303, showing what residents who live along the golf course will see. This image is taken on the golf course next to homes along Las Brizas Lane.
- The current design includes a 14-foot-high wall along the south side of Loop 303 to screen the traffic from view, which is shown with the blue arrow. This height is tall enough to shield large trucks from view. The new wall along the freeway is shown without a pattern to be able to distinguish it from the existing wall, but the new wall will likely include a pattern.
- The shorter wall with a pattern, indicated by the red arrow, is the existing community wall at the edge of the golf course.
- Official noise measurements were collected earlier this month as part of ADOT's noise analysis. Those readings will be used, along with future traffic projections for Loop 303 and this interchange, to determine any additional noise abatement that may be warranted.
- We will share the results of the noise analysis, and any associated recommendations, at the public meeting in early

- 2027.

Stormwater Drainage Overview



14

- As part of the project design, we have been evaluating the existing stormwater drainage and determining any new drainage that will be needed.
- As part of the current Loop 303 drainage system, there is a retention basin along the south side of Loop 303 that is designed to collect stormwater for freeway drainage.
- The stormwater flows north of Loop 303 are diverted into the McMicken Flood Control Channel.
- Due to this existing freeway and Flood Control channel drainage, the Flood Control District modeling indicates there is minimal to no stormwater flow that reaches the golf course through existing culverts.
- As part of this project, the existing culverts will be capped so all of the freeway stormwater will be contained entirely within ADOT right-of-way and will not reach the golf course.
- Stormwater originating from the north side of the freeway will be collected in a new basin south of the interchange, on a parcel currently owned by Maricopa County. That parcel is indicated by the purple triangle in this image.

- This project will NOT create a downstream drainage or flooding impact to any properties. Coordination with Maricopa County is ongoing, and no fatal flaws with drainage have been identified to date.

Mainline Lighting

- New lights built into the median barrier, similar to what exists today
- Will conduct lighting analysis



- New light fixtures along the Loop 303 mainline will be installed within the median barrier, consistent with existing conditions.
- We will conduct a lighting analysis to ensure that we minimize light levels outside the freeway right of way.
- ADOT will be shielding several of the existing lights along Loop 303 based on resident complaints. Those shields are on order and will be scheduled for installation after they arrive in a few weeks.

Ramp Lighting

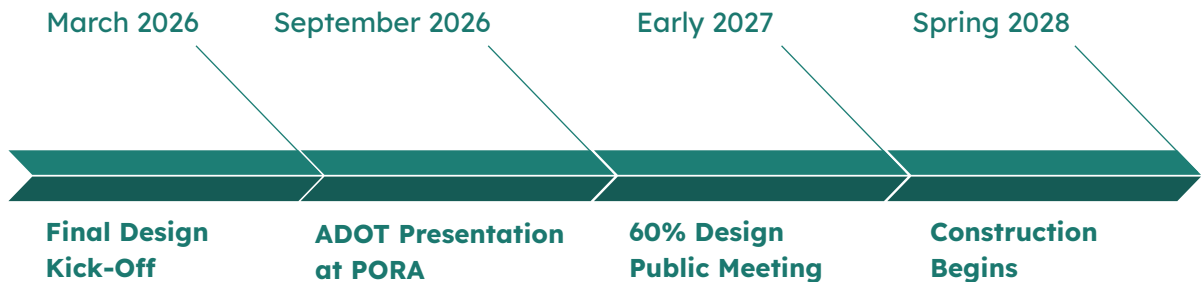
- New lights along the on- and off-ramps
- Likely mounted to the outside freeway barrier
- Exact pole locations still being finalized



11

- Along the on- and off-ramps, new lighting will also be installed.
- These fixtures will likely be -mounted on the barriers due to physical constraints, including overhead power lines on the north side.
- Exact pole locations are still being finalized.

Project Timeline



- This slide outlines our current project schedule.
- Final design began in March of this year.
- We anticipate hosting a 60% design public meeting in early 2027. At that meeting, we will present finalized ramp alignments, noise analysis results and details about proposed noise mitigation.
- Project construction is anticipated to begin in spring 2028.
- We will continue to keep PORA informed as each milestone approaches. We will provide advance notice of the early 2027 public meeting so it can be shared with Sun City West residents. ADOT will send mailed notifications about the public meeting to residents located within one mile of the new interchange.

What to Expect During Construction

- Expected start spring 2028
- ~2 years to complete
- Daytime and overnight work
- Intermittent construction noise
- Dust mitigation
- Overnight and weekend Loop 303 closures
- Overnight lane restrictions



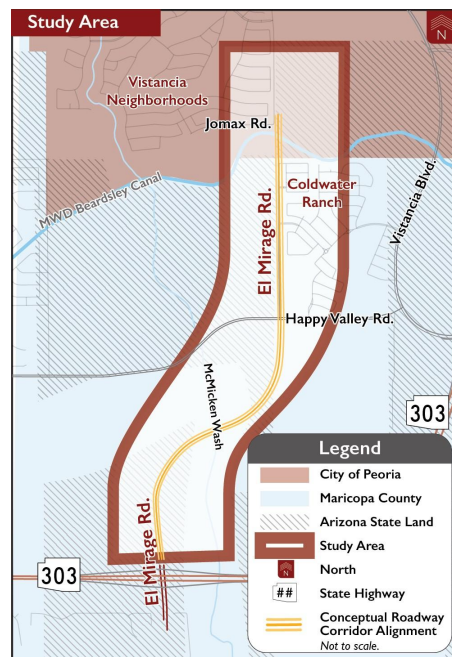
19

- Construction is expected to begin in spring 2028 and take approximately two years to complete.
- During construction, work that doesn't affect traffic flow may occur at any time.
- Construction vehicles, including cranes, drill rigs, bulldozers and pavers, will be present.
- Construction noise will be intermittent, limited to permitted working hours and will vary depending on the type of equipment and activity underway.
- State and County dust mitigation measures will be implemented by the contractor throughout the duration of construction.
- Overnight and weekend construction will be needed, including some full closures of Loop 303 on weekends for traffic control changes, such as shifting traffic or striping.
- Single-lane closures will be permitted at night; outside of these instances, mainline lanes will remain open.
- Lane widths may be reduced to eleven feet, and shoulder widths may be reduced to a minimum of two feet from the

- concrete barrier.

El Mirage Road Extension

- Led by City of Peoria, in cooperation with ADOT and MAG
- Both El Mirage Rd extension and 155th Ave interchange needed
- Extends and widens El Mirage Road from Loop 303 north to Jomax Road
- In final design; construction early 2028
- Public meeting Oct. 21
- More info: ElMirageRoadExtension.com



21

- As noted earlier, local roadway extensions are an integral part of this broader effort to improve the transportation network in the northwest Valley.
- Both the El Mirage Road extension and the 155th Avenue interchange are necessary for the roadway network to function as intended.
- The El Mirage Road extension is led by the City of Peoria in cooperation with ADOT and MAG. This project extends and widens El Mirage Road from Loop 303 north to Jomax Road, including new bridge crossings over McMicken Wash and Beardsley Canal, as well as improvements to intersections along the corridor.
- The project is currently in design.
- The City of Peoria will host a public meeting at Lake Pleasant Elementary School on Oct. 21 for this project. ADOT will send additional public meeting details to PORA for them to share with Sun City West residents.
- Additional information about the project and public meeting is

- available at ElMirageRoadExtension.com.

US 60/Loop 303 Ultimate Interchange

- Upcoming ADOT study
- Will evaluate options to reconfigure Loop 303/ US 60 interchange
- Includes proposed new overpass at US 60/163rd Ave
- First public meeting in 2027



Proposed System Interchange Improvements from MAG's Study

- Another key component of the northwest Valley's transportation network is the ultimate traffic interchange at US 60 and Loop 303. This project is included in regional plans
- MAG recently completed a study identifying an ultimate interchange concept, along with a new overpass at US 60 and 163rd Avenue over the railroad tracks. The concept from MAG's study is shown here.
- ADOT will be conducting an engineering and environmental study starting this fall to identify the preferred long-term interchange design to address traffic flow.
- A public meeting regarding this study is anticipated in early 2027 to gather community input prior to finalizing a design concept.

Project Updates & Contact Info

To sign up for project updates by email,
scan the QR code or visit the project web page at
azdot.gov/L303-155thAve-Interchange



Additional questions? Contact the project team using any of the following methods:

- **Phone:** ADOT Project Information Line: 855.712.8530
- **Email:** projects@azdot.gov
- **Mail:** ADOT Communications and Public Involvement, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

Madison:

- To stay informed about the Loop 303/155th Avenue interchange project, please scan the QR code or visit azdot.gov/L303-155thAve-Interchange to sign up for project updates by email.
- Should you have additional questions following today's presentation, the project team can be reached by phone at the ADOT Project Information Line, 855-712-8530, by email at projects@azdot.gov or by mail at the address shown.
- And now we'll open it up for questions.