Loop 303/155th Avenue Traffic Interchange Meeting
3 p.m. Thursday, July 2, 2026

Attendees:

- Tricia Brown, ADOT Design Project Manager
- Daina Mann, ADOT Community Relations
- Madison Cole, ADOT Community Relations
- Ron Wambach, Las Brizas Lane resident, Sun City West
- Mike Deal, Las Brizas Lane resident, Sun City West
- Cindy Putman, PORA Board President

Meeting Purpose and Agenda:

- **The purpose of this meeting was to provide an update on design status and address Sun City West residents' questions and comments.**
- **Agenda:**
    - Review current tight diamond interchange design concept
    - Review ongoing utility coordination ongoing
    - June 15 courtesy noise readings recap
    - Discuss community proposed alternative design concepts
    - Planned public engagement with Sun City West community
        - Sept. 17 ADOT presentation at PORA town hall meeting
        - Monthly virtual update meetings with ADOT
- **Tricia Brown presented the design concept review and the community-suggested alternative design concepts, and Madison Cole led introductions and presented the public engagement update.**

Meeting Notes:

Overview of Current Design Concept

- Tricia reviewed the current design, which is a tight diamond interchange configuration, similar to the interchange at Loop 303 and El Mirage Road. This design replaces the flyover ramp concept presented in the Final Project Assessment and reduces the height and visual presence of the Loop 303 structures near Sun City West and surrounding areas. Tricia reiterated there have been no significant design changes since the April 20, 2026 presentation to PORA.
- Tricia explained that during selection for a final design consultant, a suggestion was made by the ultimately selected design team to raise Loop 303 over 155th Avenue instead of what was proposed in the Final Project Assessment with the flyover ramps and 155th Avenue raised over Loop 303. There are several advantages to this change, described below:
    - Raising 155th Avenue would require a much longer, higher bridge spanning all six lanes of Loop 303 while maintaining the required 16.5 feet of clearance on both sides, whereas raising Loop 303 over 155th Avenue avoids a long bridge and instead uses shorter ramp bridges.
    - This tight diamond interchange design also has constructability benefits, including the ability to construct the ramps first and shift Loop 303 traffic onto the ramps while the bridge is being built. This means there will be fewer impacts to the traveling public and shorter construction time.
    - Tricia estimated the height difference between the two options at roughly 10 to 15 feet (to be confirmed as design progresses).
    - Mr. Wambach wondered why the two options wouldn't have an overall similar height and clearance requirements, and said he did not understand where the 10-15 foot figure came from or why the 155th Avenue concept was proposed initially.
    - Tricia said a height comparison will be presented at the September 17 meeting so it can be shown visually.

- Tricia said a major project goal has been to preserve the existing Sun City West wall without modification and to lower the overall interchange height from what was originally planned, and that both goals have been met by choosing the tight diamond interchange design concept.
    - A wall is being proposed along the south side of the elevated Loop 303 section to address noise and sight concerns.
- Mr. Wambach asked about the expected length of the wall, referencing a wall he observed on Loop 202 near Desert Foothills in Ahwatukee. Tricia said ADOT will conduct a line-of-sight analysis as design progresses to determine how far the wall needs to extend, with results expected by the September meeting. Madison Cole agreed to email Mr. Wambach information on the Loop 202 wall near Desert Foothills for reference.

Image of the wall at Loop 202 and Desert Foothills (similar to what will be proposed for the 155th Avenue Traffic Interchange).

- Daina Mann clarified that ADOT has recently built screen walls at two locations on Loop 101—at 16th Street and at 59th Avenue (currently under construction). The distinction between screen walls and noise walls is largely administrative, since both use the same materials but noise walls must meet federal noise-abatement eligibility criteria to be eligible for federal funding.

Utility Coordination

- Tricia indicated that ADOT has been coordinating with utility companies since early in the project. The interchange will require relocation of two APS poles north of Loop 303. When the concept and surveyed clearance data was shared with APS, no fatal flaws were identified. ADOT has also coordinated with the Flood Control District of Maricopa County, and no fatal floodplain flaws have been identified.

Courtesy Noise Readings

- Tricia provided an overview of the courtesy noise readings ADOT's Air and Noise Manager conducted on June 15 for three Las Brizas Lane residents, including Mr. Wambach and Mr. Deal, and a resident on Hermosillo Drive. Readings ranged from 49-56 dBA—below ADOT's threshold for noise mitigation. These were informal courtesy readings only, and a formal noise analysis will be conducted this fall as part of final design, covering properties within 500 to 900 feet of the freeway.
    - Noise mitigation recommendations will be posted on the project website for public review and presented at the early 2027 public meeting.
- Daina explained that the formal analysis takes current noise readings and combines them with traffic modeling to project noise levels 20 years into the future based on forecasted traffic volumes; mitigation decisions are based on those future projected levels rather than current levels.

- Daina also noted that a prior noise analysis was conducted when Loop 303 was originally widened in the 2000s, and current levels remain within the range projected at that time. She emphasized that the screen wall along the elevated 303 section is planned regardless of the outcome of the noise analysis.

Community Suggested Interchange Alternatives

- The group reviewed a community-suggested alternative concept, similar to the westbound I-10 off-ramp at Third Street in Phoenix, involving a left-lane HOV-style ramp providing access to 155th Avenue from eastbound Loop 303, in addition to the standard westbound Loop 303 on- and off-ramps. Mr. Wambach suggested there would be no eastbound Loop 303 on-ramp at 155th Avenue.
    - Tricia said this alternative would face the same raised-crossroad clearance issues discussed earlier, and would only address westbound access, not eastbound. She said eastbound traffic would need to route via Happy Valley Road to El Mirage Road and south to Loop 303.
        - Tricia explained that current capacity constraints at 163rd Avenue and Grand Avenue are part of the justification for the full interchange, since not all traffic could be accommodated through that route alone.
- Mr. Wambach said he presumes that most projected demand is westbound based on regional growth data, and suggested building only the westbound ramp now and adding an eastbound ramp later if growth warrants it, citing unused "stub-out" interchange ramps ADOT has left in place elsewhere for future development (e.g., northbound Loop 303 near State Route 74).
    - Tricia responded that ADOT interchanges are planned and programmed for a 20-year design life and are not typically revisited every five years. Daina added that ADOT's standard practice is to build all ramps initially, with local jurisdictions connecting them to new surface streets as development warrants, citing examples at Mayo Boulevard/64th Street, Happy Valley Road/I-17, and Loop 303/103rd Avenue and 51st Avenue.
- Tricia agreed to informally evaluate the feasibility of a center-ramp concept into the existing Loop 303, while noting concerns that it would work given the current configuration. Mr. Wambach and Mr. Deal agreed to send additional concept sketches to Madison for Tricia to review.
    - **NOTE: Upon reviewing the concepts suggested by Mr. Wambach and Mr. Deal, the design team concluded that both community suggestions resulted in higher bridges (making them more visible for SCW residents) and extensive construction of eastbound Loop 303. With off-ramps in the center of Loop 303, the high-speed travel lanes would be pushed further south, closer to the golf course and homes.**
    - **The concepts do not meet ADOT standards and would require several design exceptions. Additionally, constructability is made more complicated and would take longer than with the tight diamond interchange concept ADOT is moving forward with.**
- Mr. Wambach referenced a MAG population growth map suggesting most anticipated growth is west of 155th Avenue, and reiterated that eastbound access should continue to flow through the existing US 60 (Grand Avenue)/Loop 303 interchange and US 60/163rd Avenue intersection. Tricia said this could be discussed further at the August update meeting.
- Tricia and Daina confirmed that MAG handles regional planning and programming while ADOT implements projects, describing it as a joint effort involving Peoria, Surprise, MAG, and ADOT.
    - Final plan authorization rests with ADOT, ultimately Director Jennifer Toth, though ADOT's Project Management Group is responsible for delivering the project.
- Mr. Deal asked what residents should expect during construction given the scale of earthwork involved.
    - Tricia said the plan is to build the ramps first, shift Loop 303 traffic onto them, then construct the raised Loop 303 mainline. Daina added that nighttime and weekend work restrictions depend on what is written into the construction contract, and that lane closures are typically scheduled to avoid weekday peak travel.
    - Daina said the work mainly involves earthwork, fill placement, retaining structures, and bridge installation, which is generally less noisy than work involving concrete removal, though some noise and lighting impacts should be expected. She noted there is no construction work on major holidays, and special events in the area will also be factored into the special provisions.

- The group agreed to hold recurring monthly virtual check-in meetings on the second Thursday of the month, starting August 13 from 11 to 11:30 a.m., in addition to the in-person meeting scheduled for September 17 at the Sun City West Recreation Center.
    - The group discussed whether to hold a September virtual check-in given the September 17 in-person meeting, and ultimately decided to skip September's virtual meeting.
- Madison agreed to send meeting notes early the following week and to send a recurring calendar invite for the monthly check-ins.