



Frequently Asked Questions

April 2009*

Q. What does ADOT plan to build on this segment of Loop 303?

A. ADOT recently began a study for Loop 303 from US 60 to Happy Valley Parkway to evaluate potential improvements from the engineering and environmental perspectives, as compared with making no improvements, which is known as the “no-build” alternative.

The study is required to evaluate the engineering and environmental elements of proposed improvement alternatives to expand this section of Loop 303, as identified in the Regional Transportation Plan (RTP) for Maricopa County. The outcome of the study and resulting recommendations will ultimately help determine what, if any, improvements are constructed.

The RTP identifies funding for Loop 303 to be expanded to a six-lane freeway between Interstate 10 and Interstate 17, which includes the segment of Loop 303 between US 60 and Happy Valley Parkway. The current study will evaluate the engineering and environmental elements of various alternatives to potentially expand this section of Loop 303 to a 10-lane freeway (four travel lanes plus a high occupancy vehicle lane in each direction) to meet the projected traffic demand in 2030. The no-build alternative will also be evaluated as part of this study.

Q. When will the project be started and how long will it take to complete?

A. First, the study evaluating the possible improvements must be completed, and a decision about how to proceed with this segment of freeway needs to be made. This study is scheduled to be completed in early 2010, at which time specific design and construction projects will be eligible for inclusion in the Maricopa Association of Government’s (MAG) 5-year improvement program. If this segment of Loop 303 is expanded according to regional plans, construction would likely begin toward the end of Phase II (2011-2015) and take up to two years to complete.

Q. What is ADOT planning for noise abatement for this segment of Loop 303 when the freeway is expanded? Will there be new noise walls and how high will they be?

A. No decisions regarding noise abatement can be made until a noise analysis is completed. During the initial phase of this study, noise readings will be taken near sensitive locations (homes, schools, libraries, churches, etc.) along Loop 303 to determine the noise levels associated with existing traffic volumes. When a preferred alternative is identified, a detailed noise analysis will be conducted to identify future noise levels associated with projected 2030 traffic volumes for the no-build and build alternatives. The noise analysis will also identify locations for potential noise abatement measures, in accordance with ADOT’s noise policy. If improvements to this segment of Loop 303 are approved for implementation and noise walls are warranted, the specific details regarding length and height will be determined during final design of the preferred alternative. Construction of such walls would occur in conjunction with the proposed Loop 303 widening.

Q. I heard that a noise wall is going to be constructed along Loop 303 adjacent to Sun City West. Is that true?

A. Yes. A noise wall along a portion of Loop 303, northeast of US 60 near Sun City West, is scheduled to be installed by 2010, in advance of the proposed expansion of Loop 303 in this area. The wall was advocated by the local community through its elected representative to MAG, the agency that is funding the installation. ADOT was not involved in the MAG study that determined the location, length or height of this noise wall. ADOT will be overseeing the construction of this wall.

Q. What is ADOT planning to do to minimize the impacts on the adjacent homeowners during Loop 303 construction, e.g., dust, noise, etc.?

A. On all ADOT construction contracts, contractors are required to comply with dust control measures during construction. They are also required to implement specific erosion/sediment control measures and best management practices to ensure that water quality in adjacent washes is not degraded. If the improvements in this segment of Loop 303 are approved for implementation, additional proposed mitigation measures may be identified as the engineering and environmental evaluations of the proposed improvements are performed. These measures will be included in the special provisions for the construction contract.

Q. What new traffic interchanges are planned along this section of Loop 303?

A. This study will evaluate a possible new traffic interchange at El Mirage Road along the segment of Loop 303 between US 60 and Happy Valley Parkway.

Q. In other parts of the Valley I've noticed landscaping and art along the freeways. What are ADOT's plans to add visual appeal along this section of Loop 303?

A. ADOT will consider landscaping and other aesthetic treatments for the proposed freeway as part of the study. Typically, ADOT would include landscaping and aesthetic treatments on walls, bridges or other structures in conjunction with new freeway construction. Specific details for landscaping and other aesthetic treatments would be developed during final design, if the preferred alternative is approved for implementation. Some of the artwork seen on freeways throughout the region has been funded in whole or in part by the local community through which the freeway passes, as part of an additional enhancement project. The freeway art on Loop 101 Pima Freeway in Scottsdale is an example of locally-funded freeway artwork.