



# UPDATE

**LOOP 303  
INTERSTATE 10 TO US 60**  
June 2010

## Loop 303 Overview

Completion of Loop 303 in the West Valley is an important component of the Regional Transportation Plan (RTP) – a blueprint for Valleywide transportation improvements through 2031. The plan was spearheaded by the Maricopa Association of Governments (MAG) through an extensive public process to identify regional transportation priorities.

Loop 303 is designed to serve as an outer loop that will improve regional transportation in the far West Valley.

Currently, Loop 303 extends more than 21 miles from Interstate 10 in Goodyear to Happy Valley Parkway in Peoria. It operates primarily as a two-lane roadway between I-10 and US 60 (Grand Avenue) and becomes a four-lane divided roadway between US 60 and Happy Valley Parkway.

The current RTP identifies the expansion of Loop 303 to six lanes between State Route 801 and Interstate 17.

## Loop 303, I-10 to US 60 Design and Construction

In April 2009, the Federal Highway Administration gave federal environmental clearance to the Arizona Department of Transportation to complete the 16-mile stretch of Loop 303 between I-10 and US 60 (Grand Avenue) as a full freeway. The action allowed ADOT to complete the design plans and contract specifications to initially construct a six-lane freeway along this section of Loop 303.

ADOT is currently finalizing the design of this segment of Loop 303. The Loop 303, I-10 to US 60 expansion project has been divided into several construction segments, each of which will be released separately for construction bids. Some of the construction segments will use a contracting method known as construction manager at risk, in which the construction contractor is hired while final design is underway and can help the designers to reduce costs and expedite the project by working with them to determine project costs and phasing and address any potential constructability issues.

The project will include 11 traffic interchanges at major cross streets to provide freeway access, system interchanges at Interstate 10 and Northern Parkway, reconstruction of the existing interchange at US 60 (Grand Avenue) and other related improvements, such as sound walls and improved drainage in some locations. Aesthetic treatments will be included on structures – such as bridges and sound walls – and will have a consistent theme throughout the corridor.

The system interchange at I-10 and Loop 303 will connect at approximately the same location as it does today – at I-10 and Cotton Lane in the city of Goodyear. The multi-level interchange will initially be constructed with full ramp connections to the north. The initial configuration will include four directional ramps between Loop 303 and I-10 – two above grade and two below grade. All ramps will be constructed as one-lane ramps with bridges and embankments constructed to accommodate two lanes.

Construction to expand Loop 303 to a six-lane freeway between I-10 and US 60 is scheduled to begin in late 2010 or early 2011, starting with the northernmost section between Peoria Road and Mountain View Boulevard in the city of Surprise. The construction of the entire six-lane expansion between I-10 and Mountain View Boulevard, just south of US 60, is expected to take approximately four years to complete. Segments of the new freeway will be opened to traffic as they are completed, starting with the section to the north, which is expected to be complete in late 2012 or early 2013.

Construction of the I-10/Loop 303 interchange is anticipated to start in 2012 and be complete in 2015. The I-10/Loop 303 interchange ramps to the south will be completed when Loop 303 is expanded to a six-lane freeway south of I-10, which has been deferred to Phase V (2026-2031) of the RTP. High-Occupancy Vehicle (HOV) ramps to and from I-10 are planned, and have been accommodated in the current design, but are not funded in the current Regional Transportation Plan.

Construction of a new interchange at Loop 303 and US 60 is currently scheduled to begin in 2015 and be completed in 2017 – after the completion of Loop 303 between I-10 and Mountain View Boulevard. The first phase of design of this interchange is expected to start in summer 2010. The final design will determine where the three lanes in each direction on Loop 303 will transition to two at this location.

Construction of temporary interchange improvements at Bell, Waddell and Cactus roads to minimize the impacts of future Loop 303 construction and improve safety and traffic flow began in summer 2009, with all improvements targeted for completion in early 2011. This allowed the future Loop 303 underpass bridge to be constructed at Bell Road prior to the rest of Loop 303 construction, and will significantly reduce traffic impacts related to construction on this busy stretch of roadway.

**See map on reverse.**

## Contact Us

Please contact us more information about Loop 303 improvements.

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# LOOP 303, INTERSTATE 10 TO US 60 (GRAND AVENUE) DESIGN SEGMENTS

