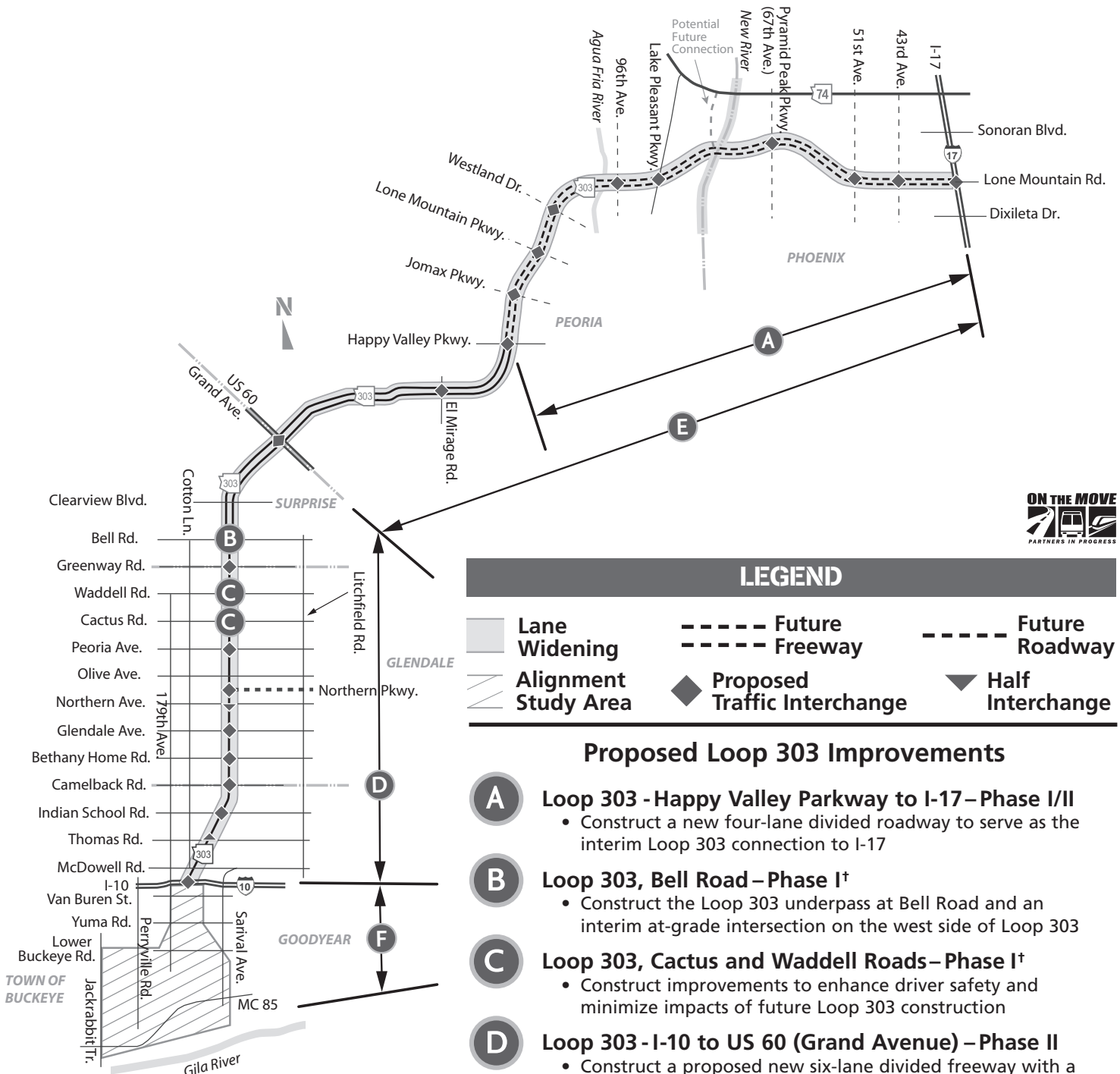


FACT SHEET

May 2010

Loop 303 Interstate 10 to Interstate 17



LEGEND			
	Lane Widening		Future Freeway
	Alignment Study Area		Future Roadway
	Proposed Traffic Interchange		Half Interchange

Proposed Loop 303 Improvements

- A** **Loop 303 - Happy Valley Parkway to I-17 – Phase I/II**
 - Construct a new four-lane divided roadway to serve as the interim Loop 303 connection to I-17
- B** **Loop 303, Bell Road – Phase I†**
 - Construct the Loop 303 underpass at Bell Road and an interim at-grade intersection on the west side of Loop 303
- C** **Loop 303, Cactus and Waddell Roads – Phase I†**
 - Construct improvements to enhance driver safety and minimize impacts of future Loop 303 construction
- D** **Loop 303 - I-10 to US 60 (Grand Avenue) – Phase II**
 - Construct a proposed new six-lane divided freeway with a freeway-to-freeway interchange at I-10
- E** **Loop 303 - US 60 (Grand Avenue) to I-17 – Phase III/IV***
 - Construct a proposed roadway to complete this section of Loop 303 to a six-lane divided freeway with a freeway-to-freeway interchange at I-17
- F** **Loop 303, SR 801 to I-10 – Phase V****
 - Construct a proposed new six-lane divided freeway with a system interchange with SR 801

Regional Transportation Plan Phases

Phase I 2006 -2010	Phase IV 2021-2025
Phase II 2011-2015	Phase V 2026-2031
Phase III 2016-2020	

*Project pending outcome of environmental process.

**Corridor alignment currently under study.

†Project was advanced in December 2006 by the State Transportation Board with funding from the Statewide Acceleration Needs account (STAN).

The Loop 303 is an important component of the Regional Transportation Plan (RTP) – a blueprint for Valleywide transportation improvements for the next 20 years.

Plans call for Loop 303 to traverse more than 40 miles of the West Valley – ultimately extending from the proposed State Route 801 a few miles south of Interstate 10 in Goodyear to Interstate 17 (Black Canyon Freeway) near Lone Mountain Road, 2 miles south of State Route 74 (Carefree Highway) in Phoenix.

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

The RTP currently identifies funding in Phase II (2011-2015) for construction of Loop 303 as a six-lane freeway between I-10 and US 60. The planned expansion of Loop 303 between US 60 and I-17 is scheduled to occur in two stages. Construction of a new, interim four-lane section of Loop 303 from Happy Valley Parkway to I-17 began in early 2009 and is scheduled for completion in 2012. Future plans call for this segment to be expanded to a six-lane freeway with additional interchange locations, and a freeway-to-freeway interchange at I-17. This expansion is currently identified in Phase III (2016-2020) and Phase IV (2021-2025) of the RTP.

Loop 303–Happy Valley Parkway to I-17

• Length: 14 miles

The northern section of Loop 303 will extend from Happy Valley Parkway to connect with I-17. This section of Loop 303 is being designed and built in stages as outlined in the Maricopa Association of Governments' Regional Transportation Plan.

Construction of the first stage is underway, which will provide a four-lane divided roadway from Happy Valley Parkway to I-17. This roadway will include interchanges (overpasses and underpasses) at Happy Valley, Lone Mountain and Lake Pleasant parkways, as well as an interchange with I-17 at Lone Mountain Road that will serve as the interim connection between I-17 and Loop 303 until completion of the full freeway-to-freeway interchange.

Construction of this section began in early 2009, with completion of the interim roadway expected in 2012.

Loop 303–Interstate 10 to US 60 (Grand Avenue)

• Length: 16 miles

Funding is currently identified in Phase II (2011-2015) of the Regional Transportation Plan to convert the existing two-lane roadway in this section of Loop 303 to a freeway with three

general purpose lanes in each direction. Construction is expected to begin in late 2010, starting with the northernmost section between Mountain View Boulevard and Peoria Avenue. The design concept and environmental assessment for this segment account for a future expansion of Loop 303 to add a fourth lane and HOV lane in each direction as funding is available. These future expansions are not funded in the 20-year cycle of the Regional Transportation Plan.

In late 2006, the State Transportation Board allocated \$22 million in funding from the Statewide Acceleration Needs (STAN) account to advance improvements along Loop 303 at Bell, Cactus and Waddell roads in Surprise. The work includes construction of the Loop 303 underpass at Bell Road and an interim at-grade intersection on the west side of the existing Loop 303 roadway. At Cactus and Waddell roads, improvements are being made to enhance driver safety and minimize the potential impacts of future Loop 303 construction on the cross streets and adjacent development. These improvements are scheduled for completion in early 2011.

Loop 303–US 60 (Grand Avenue) to I-17

• Length: 20 miles

The second stage of proposed improvements along this segment of Loop 303 includes the addition of a third general purpose lane in each direction from US 60 to I-17 and grade-separated interchanges (overpasses and underpasses) at El Mirage Road, Jomax Parkway, Westland Drive, 96th Avenue, Pyramid Peak Parkway (67th Avenue), 51st Avenue and 43rd Avenue – as well as a freeway-to-freeway interchange with I-17 at Lone Mountain Road.

Funding for these improvements is currently identified in Phase III (2016-2020) and Phase IV (2021-2025) of the Regional Transportation Plan. The design concept and environmental study account for a future expansion of Loop 303 to add a fourth lane and HOV lane in each direction as funding becomes available. These expansions are not funded in the 20-year cycle of the Regional Transportation Plan.

Loop 303–South of I-10

• Length: 5 miles

A new six-lane section of Loop 303 is proposed that would connect I-10 and the future proposed State Route 801 in Goodyear. A study has been initiated to determine the preferred freeway route and connection to SR 801. Due to projected funding levels, construction of this project is currently deferred to Phase V (2026-2031) of the Regional Transportation Plan. Please see the separate fact sheet for this section of Loop 303.

Contact Us

For more information about Loop 303 improvements, contact us.

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