

Additional US 60/Loop 303 and US 60/163rd Avenue Near-Term Improvements

Public Comment Summary

Background

The Arizona Department of Transportation completed a feasibility study in 2022 to assess the US 60 and Loop 303 (Estrella Freeway) interchange and other intersections along US 60 from 163rd Avenue in Surprise to RH Johnson Boulevard in Sun City West.

The study evaluated several near-term and long-term projects to improve traffic flow and developed conceptual design plans and cost estimates for each improvement. Near-term improvements refer to smaller projects that would mitigate some traffic congestion and could be implemented sooner than the long-term improvements.

In April 2023 the Arizona State Legislature approved funding to initiate final design and construction of some near-term improvements. Some of these improvements were made in December 2023. Construction of the remaining improvements began summer 2024 and were substantially completed in late-November 2024.

Additional Near-Term Improvements

ADOT is currently designing additional near-term improvements for US 60/Loop 303 and US 60/163rd Avenue. Funding for these improvements was approved by the Maricopa Association of Governments in October 2024. These improvements include:

US 60/Loop 303

- Adding a second right turn lane on eastbound US 60 to southbound Loop 303
- Adding a third left turn lane from southbound Loop 303 to westbound US 60
- Lengthening the two-lane portion of southbound Loop 303 on-ramp

US 60/163rd Avenue

- Adding a dedicated eastbound right turn lane into the drive between Deer Valley Road and 163rd Avenue and an acceleration lane along US eastbound 60

Survey Comment Form

ADOT prepared an online comment form survey for the public to provide input on the planned improvements. The form allowed an open-ended comment section for both the improvements at US 60/Loop 303 and US 60/163rd Avenue. At the time the survey was conducted, the proposed improvements included adding a fourth lane in each direction on US 60 through the 163rd Avenue intersection in each direction; this element was recently removed from the design due to

concerns about creating a pinch point for merging traffic. Other methods were provided to provide comments, including by email, mail or phone.

Notification

An email GovDelivery notice explaining the additional near-term improvements and providing a form to allow the public to submit comments online and via other methods was sent to US 60 Grand Avenue email topic subscribers on Dec. 24, 2024. The city of Surprise posted the form on its social media channels, emailed it to its city news subscribers and posted an article to its city website news section. A reminder GovDelivery was sent on Jan. 7. Nextdoor posts accompanied each GovDelivery post. Comments were accepted through Jan. 10.

A total of 54 comments were received on the improvements. Below is a summary of the comments received.

US 60/Loop 303 Improvements

A total of 20 comments were received on the US 60/Loop 303 interchange. Overall, comments expressed concern about the improvements not providing enough relief for tra. Comments have been grouped into the following categories:

- More Infrastructure Needed
- Traffic Signage/Signal Timing
- Safety
- Support Improvements

Actual comments are listed below each category.

More Infrastructure Needed

Several of the comments expressed disappointment about the near-term improvements planned, with suggestions for more extensive infrastructure improvements, such as additional interchanges for Loop 303 and modifying the Grand Avenue interchange. Actual comments are listed below.

- Steps need to be made to add more exits on Loop 303 to relieve the congestion.
- We need ways to get onto Loop 303 without having to use Grand Avenue.
- Slow down development in the area until egress from communities is made safer and less congested.
- Offer a separation of local and through traffic on Grand Avenue.
- The northbound on- and off-ramps should be moved to the opposite side of Grand Ave., which would reduce the amount of traffic having to cross Grand Avenue by a considerable amount.
- Stop wasting time and money on short term fixes that will be obsolete before construction is done.
- Too little too late. The area needs five lanes in each direction during rush hours.

- Adding a second right turn lane on eastbound US 60 won't help much unless people can get into those turning lanes sooner.
- This is great but we really just need a stack.
- This will help but we need ways to get onto Loop 303 without having to use Grand Avenue.

Traffic Signage/Signal Timing

- The lights do not sync a lot of times and people shove into the intersection so it's nearly impossible to move anywhere.
- A sign should indicate that the far north lane of US 60 is for 163rd traffic only (right turn only lane). Too many trucks go for the far north lane then have to try to move over to the other lanes causing backups because they do not know this is a right turn only lane. More right turn arrows should start sooner on the pavement to indicate this.
- Too many trucks go for the far north lane then have to try to move over to the other lanes causing backups because they do not know this is a right turn only lane.

Safety/Miscellaneous

- Failure to appropriately address the rising safety concerns will only have a single result: a continued increase in major traffic accidents and loss of life.
- The northbound Loop 303 to westbound US 60 off-ramp far left turn lane is too narrow for the high amount of large trucks that make the turn. Most of them take up both lanes to make the left turn, endangering other motorists.
- Reconfiguring the intersection will do nothing if the reckless drivers in the area are not addressed.
- Remove the cattle guards on the south side of eastbound US 60. Cattleguards are causing spilled loads for dump and garbage trucks.

Positive

- The current improvements are good.

US 60/163rd Avenue Improvements

A total of 34 comments were received for the US 60/163rd Avenue improvements. Comments focused on the need for more extensive improvements at the intersection to address the growing congestion and improve traffic flow and safety. The following categories have been used to group these comments:

- More Infrastructure Needed
- Traffic Signage/Signal Timing

- Safety
- Support Improvements
- BNSF Railway Crossings

Actual comments are listed below each category.

More Infrastructure Needed

Residents expressed a desire for more substantial infrastructure changes, including new roadway alternatives and additional lanes on US 60, rather than short-term fixes.

- Another way to get to Asante is needed as well as a way out to Bell Road. A one car accident leaves the town stranded.
- Future consideration should also be given to developing a roadway from Sun Valley Parkway to Happy Valley Road.
- Need additional lanes to at least Wittman.
- Please create more access points to move traffic north of Loop 303. All traffic to this area has no other options other than being funneled through Grand Avenue. There is only so much you can do with this one intersection. We need new access points.
- The city of Surprise needs to stop growth in the area east of Grand until a better infrastructure is in place; this area has an accident almost every day. There is no other way for those of us who live north of there when there is an accident.
- Deer Valley Road needs to be connected to Bell Road. The North Copper Canyon community needs an alternative to Grand Ave to go in and out of the neighborhood. Another access point will be greatly beneficial to reduce traffic congestion on Grand Avenue, especially when there are constant crashes in the area.
- Grand Avenue traffic should not stop at 163rd Avenue. This needs a flyover approach like Bell/Grand where the local traffic can interchange underneath while the traffic on Grand only stops for Loop 303 signals.
- Only a bandaid to a serious wound. More effort should be placed on extending El Mirage Road to Happy Valley.
- Adding more lanes is again a bandaid on a bigger issue.
- A fourth lane that ends doesn't solve the long term problem.
- Same...too little too late! Why bother with a dedicated right turn lane into drive off of Grand Ave? No one uses it anyway.
- This area will still be impacted with horrific bumper to bumper traffic taking an hour to go a few miles even with these improvements.

Traffic Signage/Signal Timing

The comments address safety and congestion issues due to signal timing and type of signals.

- You need to fix the signal lights at Loop 303 and Grand. They cause major backups.
- The blinking yellow left turn arrow at eastbound US 60 and 163rd Ave needs to be a green/red arrow only with no blinking yellow arrow. The majority of collisions at this intersection are seemingly due to cars being in the intersection long after the yellow arrow goes red or drivers running the red light altogether.

- There truly is not a view of oncoming traffic from 163rd Avenue turning right onto US 60. There should be a no turn on red sign posted.

Safety

Residents express frustration with the intersection of 163rd Ave and Grand Ave, citing it as a dangerous intersection.

- It is extremely difficult to judge traffic heading westbound on US 60 when making a righthand turn from 163rd Ave.
- Traffic cameras should be installed in all directions, even if only to provide evidence to investigators of the high amount of collisions at this intersection.
- Reduce the speed limit on Grand Ave west of 163rd to 45 miles per hour.
- Ensure the coordination of regular enforcement of the speed limit on Grand Ave with the appropriate State and Local law enforcement offices.
- Most of those turn lanes can get quite backed up and cars that are in the high speed lanes (65 mph) have to slow down while still in the high speed lanes if they want to turn left. This is a danger to through traffic in those lanes.
- The number of red light runners along the 163rd/US 60 intersection is astounding. The center left turn lane from 163rd Ave to eastbound US 60 is too narrow, trucks overshoot the line constantly risking other vehicles' safety.

Positive

A few comments provided positive feedback.

- It will help with through-traffic of trucks and a way for cars to pass.
- Thank you! It's much better than a year ago and these improvements will make it even better.

BNSF Railway Crossings

Several comments regarding BNSF Railway were provided.

- Don't allow the BNSF facility to have access to US 60 until Interstate 11 is completed as a freeway. The traffic from that facility will cause massive issues.
- Before Maricopa County grants BNSF their land use permit, an overpass for westbound US 60 (thru-traffic) should be built.
- Until you figure out a way to get on- and off-ramps over the train tracks all your efforts will be futile.
- Why is growth allowed east of US 60 when the BNSF railroad will not allow any new grade level crossings, yet BNSF is permitted to put a huge yard north of the area in Wittmann that will bring even more trucks and traffic?

Conclusion

The comments indicate the community's desire for additional comprehensive strategies to improve traffic flow and safety in the area to address community needs and concerns. Residents emphasize that adequate infrastructure planning and enforcement of traffic regulations are crucial for resolving current problems and preventing further accidents. While the planned

improvements are a step toward easing traffic congestion, many community members expressed the need for more roadway infrastructure and more extensive improvements to improve long-term traffic conditions.

<p>Improvements planned for US 60/Loop 303:</p> <ul style="list-style-type: none"> - Add a second right turn lane on eastbound US 60 to southbound Loop 303 - Add a third left turn lane from southbound Loop 303 to westbound US 60 - Lengthen the two-lane portion of southbound Loop 303 on-ramp. <p>Please provide any comments you have regarding the Loop 303/US 60 improvements in the space below the map. For more information about these improvements, click here https://azdot.gov/L303-US60-improvements</p>	<p>☰ TOPIC(S)</p>	<p>Improvements planned for US 60/163rd Avenue:</p> <ul style="list-style-type: none"> - Add a dedicated eastbound right turn lane into the drive between Deer Valley Road and 163rd Avenue and an acceleration lane along eastbound US 60 - Add a fourth lane in each direction on US 60 through the 163rd Avenue intersection in each direction <p>Please provide any comments you have regarding the US 60/163rd Avenue improvements in the space below the map. For more information about these improvements, click here: azdot.gov/L303-US60-improvements</p>	<p>☰ TOPIC(S)</p>	<p>Response</p>
		<p>Thank you!!!. It's much better than a year ago and these improvements will make it even better.</p>	<p>Support Improvements</p>	<p>Thank you for submitting your comments. Your support for the US 60/Loop 303/163rd Avenue improvements is appreciated.</p>
		<p>A few things: Don't allow the BNSF facility to have access to US-60 until I-11 is completed as a freeway. The traffic from that facility will cause massive issues. Open an exit from 303 above the current Grand exit for Asante/DO residents. This will reduce the issues to the 163rd light and the 303/60 interchange. Add a paved road from NCC deer valley to Bell. This will give residents a second ingress/egress route from the neighborhood</p>	<p>More Infrastructure Needed, BNSF Railway Crossings</p>	<p>Thank you for sharing your comments. Many of the elements you mention are being studied by the Maricopa Association of Governments (MAG) in their "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". Your comments have been shared with MAG. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study. ADOT is also currently studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAAlternatives.</p>

		<p>Could we have a double (second) right turn lane turning east from the frontage road onto grand ave at 163rd Ave intersection?</p> <p>PLEASE add paved roads traveling south from North Copper canyon to Bell Road. It would be a HUGE help with traffic.</p>	More Infrastructure Needed	<p>Thank you for sharing your question; it has been shared with the project team and the city of Surprise. However, at this time, there are no plans to add a second right turn.</p>
<p>Adding more lanes is putting a bandaid on bigger design problem. Steps need to be made to add more exits on the 303 to relieve the congestion on this exchange.</p>	More Infrastructure Needed	<p>Adding more lanes is again a bandaid on a bigger issue. There needs to be another place along the US 60 that crosses the railroad to go into surprise to help alleviate traffic. Especially traffic cause by the school/church in Asante.</p>	More Infrastructure Needed,	<p>Thank you for sharing your comments. Following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.</p> <p>The Maricopa Association of Governments (MAG) is currently conducting the "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". Your comments have been shared with MAG. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study. ADOT is also studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAalternatives.</p>

		Please create more acces points to move traffic north of the 303. All traffic to this area has no other options other than being funneled through Grand Avenue. There is only so much you can do with this one intersection. We need new access points.	More Infrastructure Needed	Thank you for sharing your comments. ADOT is currently studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAalternatives .
Any traffic coming onto US 60 from Hwy 303--a sign should indicate that the far north lane of US 60 is for 163rd traffic only (right turn only lane). Too many trucks go for the far north lane then have to try to move over to the other lanes causing backups because they do not know this is a right turn only lane. More right turn arrows should start sooner on the pavement to indicate this.	Traffic Signage/Signal timing, More Infrastructure Needed			Thank you for sharing your comments. They have been provided to the project team for consideration.
The current improvements are good. Many transitions from new to existing lanes have harsh bumps or miss matches that need detail smoothing efforts. Also there are bad chuck holes and really rough sections of pavement in existing very close intersections. Seems that when the roads are already closed you could fill some holes and smooth over rough patches. Also the cattle guards need to be removed on the south side of 60E. Cattleguards are causing spilled loads for dump and garbage trucks.	Support Improvements, Safety	Please do at least weekly clean up and street sweeping in the entire intersections. So many loaded trucks spill gravel and construction materials and Nails DAILY.	More Infrastructure Needed	Thank you for sharing your concerns. They have been shared with the project team and the city of Surprise.

<p>Not a good solution, the problem is you have 3 street lights, the southbound 303 street lights should be move to 163 street, and another lane going north should be added to just past 163 street, the two lights needs to be sync.</p>	<p>More Infrastructure Needed, Traffic Signage/Signal timing, More Infrastructure Needed</p>	<p>These two lanes need to be extended to the 303, so when a train closes the intersection. You will always have a problem, until more access to the 60, or a grade separation is built. Lower the train, then a on/off could be built at the 303, and 163, which make more sense.</p>	<p>More Infrastructure Needed</p>	<p>Thank you for sharing your comments. Following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.</p> <p>Improvements such as more access to US 60 were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements</p>
		<p>While these are great improvements for the traffic at this intersection it doesn't address access to those of us West of 163rd. If there is an accident or some kind of blockage west of 303 we can't get home. There needs to be an additional road from Surprise to US 60/ Grand Ave west of 303 that way we avoid and do not add to the congestion at 303/163rd.</p>	<p>More Infrastructure Needed</p>	<p>Thank you for sharing your question; it has been shared with the project team and the city of Surprise.</p>

<p>My family and I purchased a home off of 163rd Ave in Surprise and are forced to navigate the intersection of 163rd Ave and the Grand Ave corridor on a daily basis. We have lived in the valley for over 10 years in larger and busier municipalities, including Chandler and Gilbert. We have also lived in the New York City metro area, and without a doubt, this intersection is the most dangerous portion of the roadway that we have ever experienced. In fact, in the last 6 months, as ADOT has begun to implement changes to the Grand and 163rd Ave study area, we have seen more accidents not less.</p> <p>My husband and I were recently victims of a car accident that occurred at the intersection of Grand and Sunrise Blvd, just outside of the study area. We were turning West on Grand Ave from Sunrise Blvd when a driver in a Ford F 350 ran the red light on Grand and hit the rear driver's side of our car. We were worried and apprehensive about the dangerous driving conditions on Grand prior to this, and unfortunately, we have only seen things degrade further in the subsequent weeks. This morning alone my husband spent 45 minutes getting our daughter to high school because there was a major accident at the intersection of Grand and 163rd Ave. Later in the day, he witnessed two other incidents along the Grand/303 corridor.</p> <p>I appreciate the desire of ADOT to improve the Grand and 163rd Ave intersection and understand that these changes can take time. Though I feel that the plans outlined by ADOT have the ability to address the increased volume of traffic at the intersection, I do not feel they appropriately address the extreme safety concerns that have arisen in this area. I have reviewed the planning documents and traffic studies that have been done as a part of this work and feel it is essential to point out that the safety and accident statistics in the US 60 / SR 303L Traffic Interchange Feasibility Report (F0472) are not representative of the roadway safety today. Failure to appropriately address the rising safety concerns will only have a single result: a continued increase in major traffic accidents and loss of life.</p> <p>It is imperative that whatever adjustments ADOT and the City of Surprise make to the intersection configuration, they supplement them with appropriate enforcement of traffic law and speed limits. I would like ADOT to strongly consider the following suggestions:</p> <ul style="list-style-type: none"> - Reducing the speed limit on Grand Ave west of 163rd to 45 miles per hour. - Ensuring the coordination of regular enforcement of the speed limit on Grand Ave with the appropriate State and Local law enforcement offices - Offering a separation of local and through traffic on Grand Ave <p>Based on the intersection, it will be this if</p>	<p>Safety More Infrastructure Needed</p>	<p>My family and I purchased a home off of 163rd Ave in Surprise and are forced to navigate the intersection of 163rd Ave and the Grand Ave corridor on a daily basis. We have lived in the valley for over 10 years in larger and busier municipalities, including Chandler and Gilbert. We have also lived in the New York City metro area, and without a doubt, this intersection is the most dangerous portion of the roadway that we have ever experienced. In fact, in the last 6 months, as ADOT has begun to implement changes to the Grand and 163rd Ave study area, we have seen more accidents not less.</p> <p>My husband and I were recently victims of a car accident that occurred at the intersection of Grand and Sunrise Blvd just outside of the study area. We were turning West on Grand Ave from Sunrise Blvd when a driver in a Ford F 350 ran the red light on Grand and hit the rear driver's side of our car. We were worried and apprehensive about the dangerous driving conditions on Grand prior to this, and unfortunately, we have only seen things degrade further in the subsequent weeks. This morning alone my husband spent 45 minutes getting our daughter to high school because there was a major accident at the intersection of Grand and 163rd Ave. Later in the day, he witnessed two other incidents along the Grand/303 corridor.</p> <p>I appreciate the desire of ADOT to improve the Grand and 163rd Ave intersection and understand that these changes can take time. Though I feel that the plans outlined by ADOT have the ability to address the increased volume of traffic at the intersection, I do not feel they appropriately address the extreme safety concerns that have arisen in this area. I have reviewed the planning documents and traffic studies that have been done as a part of this work and feel it is essential to point out that the safety and accident statistics in the US 60 / SR 303L Traffic Interchange Feasibility Report (F0472) are not representative of the roadway safety today. Failure to appropriately address the rising safety concerns will only have a single result: a continued increase in major traffic accidents and loss of life.</p> <p>It is imperative that whatever adjustments ADOT and the City of Surprise make to the intersection configuration, they supplement them with appropriate enforcement of traffic law and speed limits. I would like ADOT to strongly consider the following suggestions:</p> <ul style="list-style-type: none"> - Reducing the speed limit on Grand Ave west of 163rd to 45 miles per hour. - Ensuring the coordination of regular enforcement of the speed limit on Grand Ave with the appropriate State and Local law enforcement offices - Offering a separation of local and through traffic on Grand Ave <p>Based on the intersection, it will be this if</p>	<p>Safety More Infrastructure Needed , Ongoing Issues</p>	<p>Thank you for sharing your comments and concerns. They have been shared with the project team and the city of Surprise. Improvements such as an overpass at 163rd Avenue is identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements</p>
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Need a overpass from 303 to US 60	More Infrastructure Needed	A 4th lane that ends doesn't solve long term problem. Need additional lanes to at least wittman	More Infrastructure Needed,	Thank you for your comments. They have been shared with the project team. Please note, following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.
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		<p>These added entrances and exits should help speed up the transitions and alleviate frustrations of the travelers. How long before more are needed?</p>	<p>Positive, More Infrastructure Needed</p>	<p>Thank you for sharing your comments. They have been provided to the project team and the city of Surprise. They have also been shared with the Maricopa Association of Governments (MAG). MAG is studying the US 60 corridor between Loop 303 and SR 74. For more information about that study, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study.</p> <p>Our analysis for the additional near-term improvements projected traffic to the year 2030 and will result in reduced traffic delays through the area; however, larger improvements are still needed to accommodate the growth within the broader area. ADOT and the Maricopa Association of Governments (MAG) are collaborating on two ongoing studies that are anticipated to identify a series of improvements that could be implemented over time if funding is allocated to these projects:</p> <p>ADOT is currently preparing a Project Assessment that is considering a new traffic interchange on Loop 303 between US 60 and El Mirage Road. MAG is currently preparing a Corridor Study of US 60 from Loop 303 to SR 74. This study is also evaluating alternatives for the subregional</p>
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stop wasting time and money on short term fixes that will be obsolete before construction is done		we need four lanes for traffic up to Happy valley and three lanes past Wittman	More Infrastructure Needed	Thank you for sharing your comments. The Maricopa Association of Governments (MAG) is currently conducting the "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". Your comments have been shared with MAG. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study .
I disagree with the third left turn lane (blue). It will be need eventually but not for the foreseeable future. No matter what time I pass those waiting at that turn there is NEVER a long line. Not during rush hour or otherwise. We would all REALLY like that money to go to making the traffic problem better and that third lane literally does nothing for us. Or even those who make that turn! They already can all turn in one light cycle.	More Infrastructure Needed	I STRONGLY disagree with the placement of the acceleration lane. That exit is solely used by people who don't want to wait in line on Deer Valley. Instead of waiting their turn on Deer Valley or on the frontage road and 163rd the cut in front of all the people (including the patient ones waiting for the green arrow on Deer Valley) they take that turn which further backs up traffic, making it harder for the people waiting to get on to grand. It is directly rewarding bad behavior. There is not a singular other reason to use that turn then to cut in front. That acceleration lane would be WAY more useful on Norwich onto grand. Turning there always slows traffic coming down grand from Whittmann. Thank you for reading our comments.	More Infrastructure Needed	Thank you for sharing your comments. They have been provided to the project team and the city of Surprise. They have also been shared with the Maricopa Association of Governments (MAG) who is conducting the "US 60 corridor between Loop 303 and SR 74". For more information about that study, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study .

		Deer Valley road needs to be connected to Bell Rd. The North Copper Canyon community needs an alternative to Grand Ave to go in and out of the neighborhood. Another access point will be greatly beneficial to reduce traffic congestion on Grand, especially when there are constant crashes in the area.	More Infrastructure Needed, Safety	Thank you for sharing your comments. They have been provided to the project team and the city of Surprise. They have also been shared with the Maricopa Association of Governments (MAG) who is conducting the "US 60 corridor between Loop 303 and SR 74". For more information about that study, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study
The lights do not sync a lot of times and people shove into the intersection so it's nearly impossible to move anywhere. Can the lights sync and/or be on motion sensors? It's awful to have to wait when there is no traffic and it's awful when there is traffic because sometimes when your light is green, you're still unable to go anywhere.	Traffic Signage/Signal timing	To avoid collisions due to "urgency" ... there truly is not a view of oncoming traffic from 163rd turning right onto grand. There should be a no turn on red sign posted. The only way to clearly see is if there is no cars coming toward you. The acceleration lane is a wonderful idea. It is also a wonderful idea to limit the number of people who are permitted to build and move INTO NCC. The infrastructure is not built to home so many people and they are truly damaging the land and there is no respect for the wildlife or nature around the community. The individuals moving into the community disregard rules and laws without punishment therefore continue to do so.	Safety, More Infrastructure Needed, Traffic Signage/Signal Timing	Thank you for sharing you comments and concerns. They have been shared with the project team and the city of Surprise.
This is great but we really just need a stack	More Infrastructure Needed, Support Improvements	This is great but we need a stack interchange	More Infrastructure Needed, Support Improvements	Thank you for sharing your comments. Interchange improvements were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements

		<p>What is the expected 'life' of these improvements? What are the plans for WB US 60 road conditions past 163rd Ave? The trip to Wickenburg used to be a great little road trip, now its just pothole heaven.</p>	<p>More Infrastructure Needed, Safety</p>	<p>Thank you for sharing your comments. They have been provided to the project team and the city of Surprise. They have also been shared with the Maricopa Association of Governments (MAG). MAG is studying the US 60 corridor between Loop 303 and SR 74. For more information about that study, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study.</p> <p>Our analysis for the additional near-term improvements projected traffic to the year 2030 and will result in reduced traffic delays through the area; however, larger improvements are still needed to accommodate the growth within the broader area. ADOT and the Maricopa Association of Governments (MAG) are collaborating on two ongoing studies that are anticipated to identify a series of improvements that could be implemented over time if funding is allocated to these projects:</p> <p>ADOT is currently preparing a Project Assessment that is considering a new traffic interchange on Loop 303 between US 60 and El Mirage Road. MAG is currently preparing a Corridor Study of US 60 from Loop 303 to SR 74. This study is also evaluating alternatives for the subregional</p>
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		Recommend adding a merge lane on west bound US60 from 163rd Ave. It is extremely difficult to judge traffic heading west bound on US60 when making a righthand turn from 163rd Ave. That shoulder is almost wide enough to be a merge lane.	Safety	Thank you for sharing your comments and concerns. They have been shared with the project team and the city of Surprise.
		There should also be a dedicated right turn lane wb from 163rd Ave to grand help reduce accidents. The fourth lanes being added should extend to Deer Valley rd to help traffic flow. Also another way to get to asante side is needed and a way out on bell. One car accident leaves the town stranded in ncc	More Infrastructure Needed	<p>Thank you for sharing your comments. Following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.</p> <p>The Maricopa Association of Governments (MAG) is currently conducting the "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". Your comments have been shared with MAG. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study. ADOT is also studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAalternatives.</p>
		<p>Only a band aid to a serious wound. More effort should be placed on extending El Mirage Road to Happy Valley.</p> <p>Future consideration should also be given to developing a roadway from Sun Valley Parkway to Happy Valley Road.</p> <p>Shortly after the 303 opened I wrote ADOT concerning the inadequate exit from Northbound 303 to Grand. I received back a letter that it was reviewed by ADOT and they found no problem. RIGHT!</p>		Thank you for sharing your comments and concerns. They have been shared with the project team and the city of Surprise.

<p>Please consider adding a second right turn lane on eastbound U.S. 60 to the northbound 303 on ramp.</p> <p>Also, please consider making the northbound 303 exit onto the eastbound U.S. 60 a merge lane.</p>	<p>More Infrastructure Needed</p>			<p>Thank you for sharing your comments. Interchange improvements were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements</p>
<p>The 2nd RT lane will greatly improve flow and the 303 ramp extension is a significant safety improvement</p>	<p>Positive Towards Improvements</p>	<p>US60 westbound from 163rd to Deer Valley Rd is currently two lanes. This section of US 60 should be 3 through lanes. The ongoing left turn lane improvements from US 60 to Deer Valley Rd are beneficial but the intersection continues to cause lengthy through traffic delays for US 60. The "Fourth Lane..." is confusing. I have no idea what that means or includes.</p>	<p>More Infrastructure Needed, Support Improvements</p>	<p>Your support for the US 60/Loop 303/163rd Avenue improvements is appreciated. Following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.</p> <p>Your comments have also been shared with the Maricopa Association of Governments (MAG). Currently MAG is studying the US 60 corridor. The name of the study is US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study</p>

		Change to a "diamond interchange" saving money and improve flow of traffic	More Infrastructure Needed	Thank you for sharing your comments. Interchange improvements were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements
		Before Maricopa County grants BNSF their land use permit, an overpass for US60W (thru-traffic) should be built. Use the existing exit ramp off 303 for access to residential neighborhoods such as THE GRAND and ASANTE	BNSF Railway Crossings, More Infrastru	Thank you for sharing your comments. Many of the elements you mention are being studied by the Maricopa Association of Governments (MAG). The name of the study is US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study. Your comments have been shared with MAG. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study
Adding a second right turn lane on eastbound 60 won't help much unless people can get into those turning lanes sooner. Allow people to get into those right turning lanes shortly after 163rd		WB to 163rd right turning lanes needs a median. Between the turning lanes and traffic continuing on WB 60. Drivers turning onto WB 60 from 163rd cannot identify cars turning right or going straight because the lanes on WB 60 has no clear indicators on what lane a car might be in. Acceleration lane needs to be long enough to allow people to merge. Adding a fourth lane for the intersection isn't going to help considering WB 60 goes to 2 lanes almost instantly.	More Infrastructure Needed	Thank you for sharing you comments and concerns. They have been shared with the project team and the city of Surprise. Please note, following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue.

		<p>Until you figure out a way to get on ramps and off ramps over the train tracks all your efforts will be futile. The traffic at 303/60 and 60/163rd is still a mess. Perhaps elevating the 60 over 163rd would work, similar the Bell Rd and 60. This project was poorly planned from the get go. When the modular center is fully active, truck noise as well as traffic will be unbearable. I live in The Grand and Jake Bracking by trucks wakes us up at night. Thanks for the opportunity to add input</p>	More Infrastructure Needed, BNSF Railw	<p>Thank you for sharing your comments. Improvements such as these were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements</p>
		<p>I think it would be best if the left turn lane arrows turn red and stop allowing left turns on a green light. It seems people try to rush through the intersection to make a left turn before the oncoming traffic gets close to the intersection.</p>	Traffic Signage/Signal Timing	<p>Thank you for sharing you comments and concerns. They have been shared with the project team and the city of Surprise.</p>
		<p>The blinking yellow left turn arrow at us EB 60 and 163rd Ave needs to be a green/red arrow only with no blinking yellow arrow. Majority of collisions at this intersection are seemingly due to cars being in the intersection ling after yellow arrow goes red or drivers running the red light altogether. Traffic cameras should be installed in all directions, even if only to provide evidence to investigators of the high amount of collisions at this intersection. The number of red light runners along the 163rd/US60 intersection is astounding. The center left turn lane from 163rd to EB 60 is too narrow, trucks overshoot the line constantly risking other vehicles' safety. The NB 303 to WB US 60 offramp far left turn lan is too narrow for the high amount of large trucks that make the turn. Most of them take up both lanes to make the left turn, endangering other motorists.</p>	Traffic Signage/Signal Timing, More Infrastructure Needed, Safety	<p>Thank you for sharing you comments and concerns. They have been shared with the project team and the city of Surprise.</p>

		Is there any way to add another access road to grand from the Asante/desert oasis neighborhood? Like Deer Valley crossing over tracks to get to grand?	More Infrastructure Needed	Thank you for sharing your comments. We have shared them with the Maricopa Association of Governments (MAG) who is currently conducting the "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study
More lanes is not always the answer. The NB entrance and SB exit should be moved to the opposite side of Grand, which would reduce the amount of traffic having to cross Grand by a considerable amount.	Community Feedback Suggestions	Grand Ave traffic should not stop at 163rd. This needs a flyover approach like Bell/Grand where the local traffic can interchange underneath while the traffic on Grand only stops for 303 signals.	More Infrastructure Needed	Thank you for sharing your comments. Improvements such as these were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements
This will help but we need ways to get onto the 303 without having to use Grand avenue. It would be of help if building could slow until egress from communities is made safer and less congested.	More Infrastructure Needed, Safety, S	It will help with through traffic of trucks and a way for cars to pass.	Positive	Thank you for submitting your comments. Your support for the US 60/Loop 303/163rd Avenue improvements is appreciated. Your comments have been shared with the project team and the city of Surprise.

Needs another exit like carefree. Put it before the railroad curving and going towards 163rd on "exit 163rd Ave on..." etc. El mirage road needs to connect to the neighborhood also! You need to add more exits and entrance to those neighborhoods. Only two ways in and out	More Infrastructure Needed			Thank you for sharing your comments. They have been shared with the project team as well as the Maricopa Association of Governments (MAG) who is currently conducting the "US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study". For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study . ADOT is also studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAalternatives .
Too little too late. The area needs 5 lanes in each direction during rush hours!!		Same...too little too late! This area will still be impacted with horrific bumper to bumper traffic taking an hour to go a few miles even with these improvements. Have you spoken with the Builders who are building in this area without a care about the traffic??	More Infrastructure Needed	Thank you for sharing your concerns. They have been shared with the project team and the city of Surprise.

<p>You need to build an interchange between Grand Ave and El Mirage Rd. Also El Mirage rd needs to be extended Northbound up to Happy Valley. The other option is altering the 303/Grand Ave interchange</p>	<p>More Infrastructure Needed</p>			<p>Thank you for sharing your comments. Improvements such as these were identified as possible long-term improvements that could be implemented as part of future reconstruction of the US 60/Loop 303 interchange. For more information, please visit azdot.gov/L303-US60-improvements. Also, the city of Peoria is currently studying the extension of El Mirage Road (for more information on this project, visit www.elmirageroadextension.com) and ADOT is studying a potential new traffic interchange on Loop 303 between US 60 and El Mirage Road. You can find more information here: azdot.gov/Loop303TIAalternatives</p>
<p>I feel that they are just narrowing all the lanes through this area making it more congested. We need to add another full size lane to make it safe.</p>	<p>Safety</p>	<p>Why bother with a dedicated right turn lane into drive off of Grand Ave???no one uses it anyway. How can you have 4 lanes through the 163rd intersection, when Grand is only 2 lanes? There's just a lot of frustration with all the work being done here. Get something finished!!</p>	<p>More Infrastructure Needed</p>	<p>Thank you for sharing your concerns. They have been shared with the project team and the city of Surprise.</p>
		<p>You need to fix the signal lights at 303 and Grand. They cause major backups.</p>	<p>Traffic Signage/Signal Timing</p>	<p>Thank you for sharing your concerns. They have been shared with the project team and the city of Surprise.</p>

		<p>URGENT: a dedicated right turn lane (North Bound) that allows time to merge onto Grand Ave from 163rd AVE is desperately needed. This turn is VERY DANGEROUS unless north bound Grand has a red light and comes to a complete stop. When turning right onto Grand from 163rd people think it is okay because the 2 right lanes on Grand are turning onto 163rd and do not realize that they are actually turning into the lane with oncoming traffic of NB Grand that is often moving at 65mpg.</p> <p>Also now that there are 2 rt turn lanes on NB Grand onto 163rd almost all the backup on NB Grand is in the 2 through traffic lanes because of all the traffic you are dumping on from the 303 along with the normal traffic from Surprise. A total widening is needed or the best would be an overpass on Grand over 163 intersection.</p> <p>The city of Surprise needs to stop growth in the area east of Grand until a better infrastructure is in place this area has an accident almost every day. There is no other way for those of us who live north of there when there is an accident. I have missed appointments and many times waited an hour to get through. It is totally criminal that this area has not been properly addressed as it has gotten worse every year, yet off ramps can be built off of the 303 onto 43rd and 51st Aves for future needs and every time I drive there they empty. Money talks I guess.</p> <p>Also why is growth allowed east of the US 60 when the BNSF railroad will not allow any new grade level crossings, yet BNSF is permitted to put a huge yard north of the area in Wittmann (total discrimination to people in Wittmann) that will bring even more trucks and traffic ? They get to ruin Wittmann yet give nothing??? That yard belongs down by the warehouses on the 303 and closer to the I-10. This is a crime.</p> <p>Last and VERY IMPORTANT, the deceleration lanes for left hand lanes off of the 60 on to Deer Valley, Happy Valley and Patton need to be much longer. not doubled. most of those turn lanes can get quite backed up and cars that are in the high speed lanes (It is 65MPG) have to slow down while still in the high speed lanes if they want to turn left. This is a danger to through traffic in those lanes.</p>	<p>More Infrastructure Needed, BNSF Railw</p>	<p>Thank you for sharing your concerns. They have been shared with the project team and the city of Surprise.</p> <p>Your comments have been shared with Maricopa Association of Governments (MAG). Some of the elements you mention are being studied by MAG. The name of the study is US 60 (Grand Avenue) - SR 303L to SR 74 Corridor Study. For more information, please visit: https://azmag.gov/Programs/Transportation/Freeways-and-Highways/US-60-Grand-Avenue-SR-303L-to-SR-74-Corridor-Study</p>
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