



State Route 24
Loop 202 to Ironwood Dr Improvements
Final Design
Virtual Public Meeting
Oct. 21, 2025

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Good evening. Thank you for joining us for the SR 24, Loop 202 to Ironwood Drive Improvements Final Design Public Meeting. My name is Cynthia Wolfe with ADOT Community Relations.

Welcome!

- All participants have been muted to avoid background noise.
- This meeting is being recorded.
- Following the meeting presentation, we will take questions and comments.
- Technical difficulties?
- Zoom Support:
<https://bit.ly/ADOTZoomHelp>



Scan to access Zoom Support

A few housekeeping items before we get started.

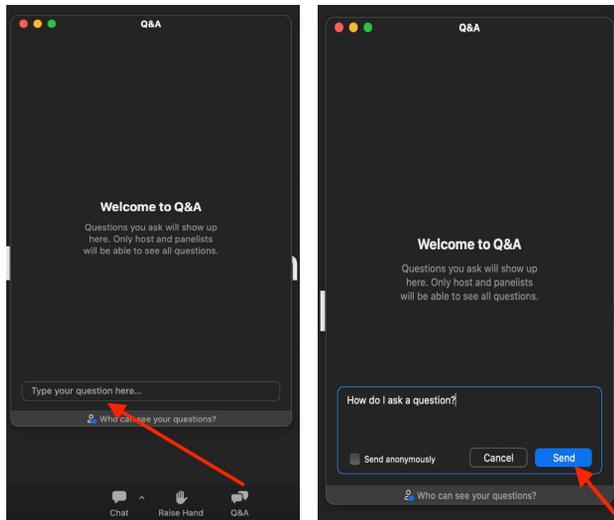
Participants joining us are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect.

Please note this meeting is being recorded. The recording will be posted to the project website.

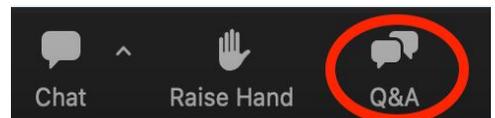
If you would like to turn on closed captioning, click Closed Caption on the bottom of your screen to start viewing closed captioning. Click Live Transcript, then select Show Subtitle.

The format for tonight is a short presentation, followed by an open question and answer session. After the presentation, we'll provide instructions on how to ask a question or comment by phone or online. Keep in mind that after this meeting, you can continue to ask questions or provide comments through Nov 7. We'll tell you how at the end of the meeting.

How to ask a Question



Enter questions or comments into the Q&A function anytime. We will answer written and verbal questions after the presentation.



As mentioned, we will be having a question-and-answer session at the end of the presentation. However, you can enter questions or comments in the Q&A function at any time during the presentation.

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The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

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ADOT External Civil Rights 1801 W. Jefferson St., Phoenix, AZ 85007 PHONE: 602.712.8946 EMAIL: CivilRightsOffice@azdot.gov	Danielle Valentine Title VI Coordinator EMAIL: DValentine@azdot.gov	Krystal Smith ADA/504 Coordinator EMAIL: KSmith2@azdot.gov
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ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities. Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at civilrightsoffice@azdot.gov within 180 days of the alleged violation.

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El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

ADOT External Civil Rights 1801 W. Jefferson St., Phoenix, AZ 85007 PHONE: 602.712.8946 EMAIL: CivilRightsOffice@azdot.gov	Danielle Valentine Title VI Coordinator EMAIL: DValentine@azdot.gov	Krystal Smith ADA/504 Coordinator EMAIL: KSmith2@azdot.gov
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ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

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AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the External Civil Rights Programs at 602.712.8946.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation, please contact Cynthia Wolfe at 480.364.6986 or CWolfe@azdot.gov.

Tonight's Presenters

- Tricia Brown, P.E., Senior Project Manager, ADOT
- Gary Melita, P.E., Senior Project Manager, Stanley Consultants
- Cynthia Wolfe, Community Relations Project Manager, ADOT
- Mark Cañas, Spanish Interpreter
- Other project team members available for the Q&A session

Our presenters this evening are Tricia Brown from ADOT Project Management Group, Gary Melita from Stanley Consultants, me - Cynthia Wolfe from ADOT Community Relations, and our Spanish interpreter Mark Cañas. I will turn things over to Tricia Brown to start us off.

Purpose of Tonight's Meeting

- Overview of project improvements
- Opportunity to ask questions and provide comments



Thank you Cynthia and thank you all for joining us tonight.

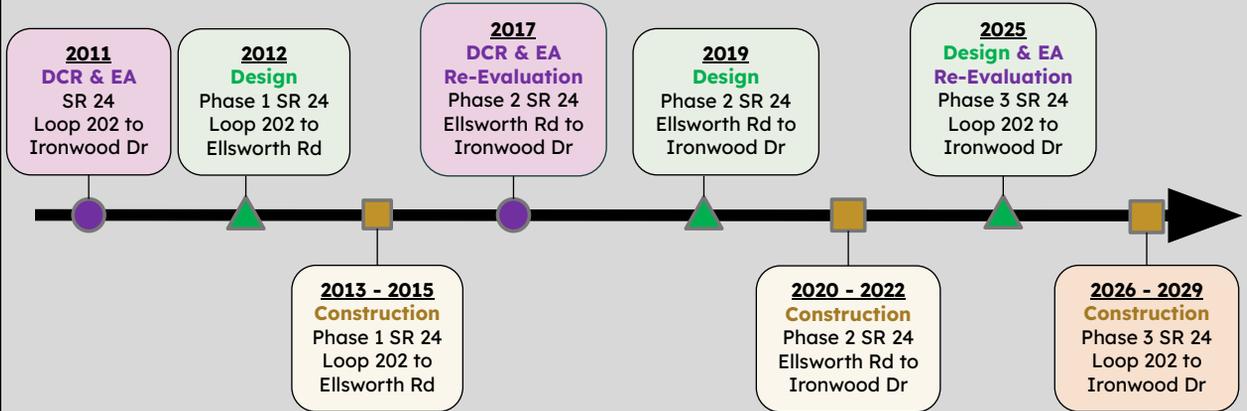
There are two main purposes for this meeting: first, to provide you with an overview of the project background and proposed improvements that are planned for SR 24 between Loop 202 and Ironwood Drive; and second, to provide you with the opportunity to ask questions and provide feedback about the project DESIGN.

Project Background

- SR 24 was studied and planned to the ultimate configuration
- Project development occurred over time in phases based on available regional funding
- Funding is provided through Proposition 400 and 479

SR 24 was studied and planned for the ultimate configuration and is being developed over time in phases based on available regional funding through the previous and current ½ cent sales tax Propositions 400 and 479 which are collected in part for regional transportation improvements.

DCR - Design Concept Report
EA - Environmental Assessment



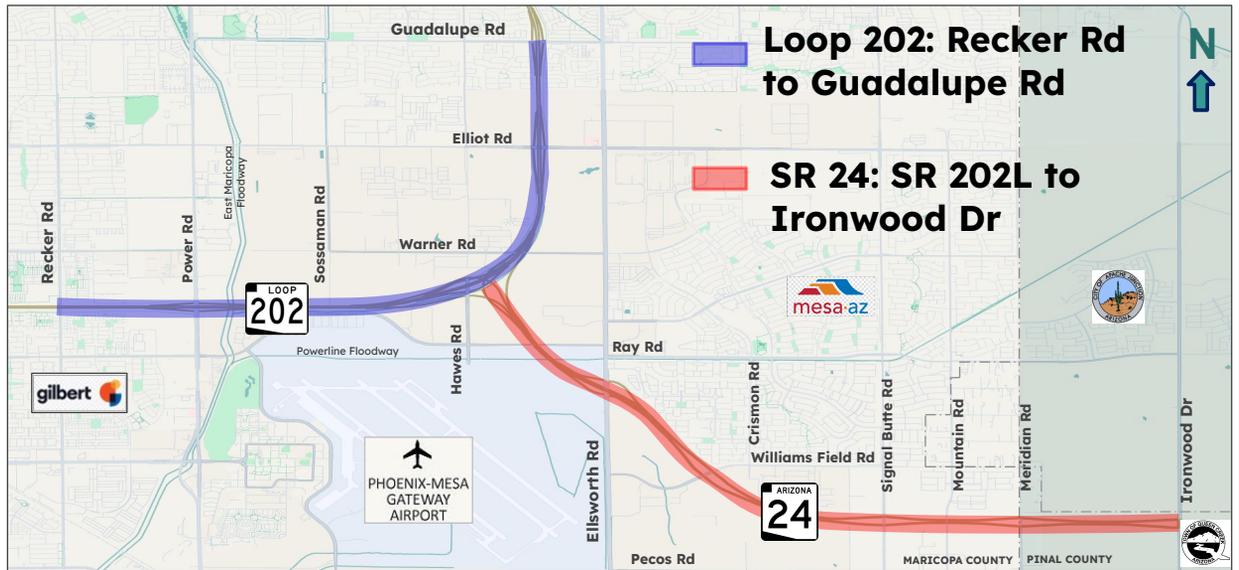
A Design Concept Report and Environmental Assessment for the SR 24 connection from Loop 202 to Ironwood Drive was completed in 2011. Final design of Phase One, from Loop 202 to Ellsworth Road, was completed in 2012 with construction starting in 2013 and completion in 2015.

A DCR and EA re-evaluation for Phase Two was completed in 2017. The final design of Phase Two, an interim facility from Ellsworth Road to Ironwood Drive, was completed in 2019 with construction completed in 2022.

Phase Three is the final phase for SR 24 from Loop 202 to Ironwood Drive. Design for Phase Three is scheduled for completion in summer 2026. With the passing of Proposition 479, which extends the Maricopa County half cent sales tax, construction has been programmed to start in late 2026 and take approximately two and a half years to complete.

I will now hand off the presentation to Gary Melita.

Project Limits



Thank you, Tricia.

The project is located in the southeast valley near the Phoenix-Mesa Gateway Airport within Maricopa and Pinal counties, the City of Mesa and the Towns of Queen Creek and Gilbert.

1. The Loop 202 portion of the project is approximately six miles between Recker Road on the west to Guadalupe Road on the east.
2. The SR 24 portion of the project is approximately six miles starting at Loop 202 and ending at Ironwood Drive on the east end.

Next, we have a series of slides that will present the proposed project improvements.

Major Project Elements

- Widen SR 24 and Loop 202 to add general-purpose lanes
- Construct new SR 24 freeway and overpass bridges
- Widen Loop 202 bridges over Power Rd and East Maricopa Floodway and the SR 24 bridge over Mountain Rd



- Major project elements include widening SR 24 in both directions and constructing new freeway and bridges over the crossroads at Williams Field, Signal Butte, and Meridian roads to add general purpose lanes.
- Loop 202 will also be widened to increase capacity for entering and exiting SR 24.
- There will be three bridge widenings, two on Loop 202 - one over Power Road and the other over the East Maricopa Floodway, and the third is on SR 24 over Mountain Road.

Major Project Elements

- Construct new ramp connections between Loop 202, SR 24, and Ellsworth Rd
- Widen and convert exit ramps from one lane to two lanes
- Convert Ironwood Dr to a Partial Diverging Diamond Interchange (DDI)



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- To reduce congestion and increase SR 24 capacity, new ramps and bridges will be constructed to connect Loop 202 to SR 24 and Ellsworth Road. In total, there will be 11 new bridges and three existing bridge widenings built with this project.
- All exit ramps to crossroads on Loop 202 and SR 24 will be widened and converted from one lane to two lanes.
- And one more major element includes reconstructing the end of the freeway interchange at Ironwood Drive to a Diverging Diamond Interchange or DDI.

Additional Project Elements

- Construct new retaining & noise walls
- Resurface Freeway pavement
- Place new signing and striping
- Increase SR 24 speed limit to 65 mph
- Install new lighting on SR 24 ramps



- Additional project improvements include new retaining walls near bridges and noise walls along SR 24, which we will look at in more detail later in the presentation.
- The asphalt on Loop 202 will be removed and the concrete pavement will receive a treatment called diamond grinding similar to other freeway segments recently completed, such as on US 60.
- New signing and striping will be placed throughout and the speed limit on SR 24 will be revised to 65 mph.

I would also like to add that ADOT recently completed a speed study on SR 24 and will be revising the current speed limit from 45 mph to 55 mph in the interim condition.

- Also, lighting impacted by Loop 202 widening will be relocated and new lighting will be installed on the exit and entrance ramps along SR 24.

Additional Project Elements

- Install Freeway Management System elements
- Modify freeway drainage system
- Restore existing landscaping and irrigation, and re-seed disturbed areas

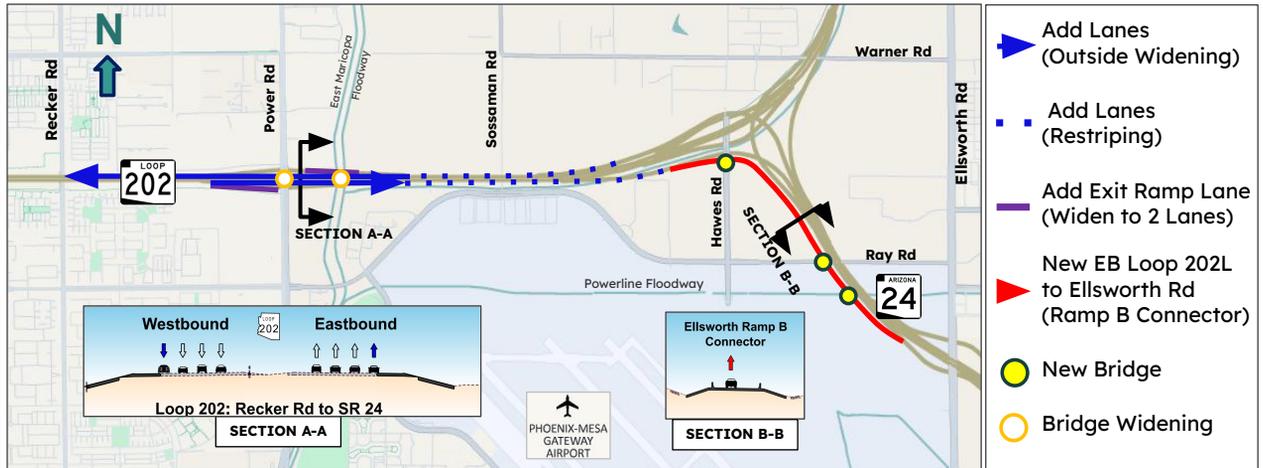


Other improvements include installing Freeway Management System elements on Loop 202 and SR 24 such as wrong way driver detection, ramp metering, electronic message signs, and freeway cameras.

Existing drainage systems will be modified to accommodate freeway widening and new ramps.

All disturbed areas of Loop 202 will be re-landscaped and disturbed areas along SR 24 will be re-seeded.

Loop 202 and SR 24 - Recker Rd to Ellsworth Rd Improvements



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The next three slides will take a closer look at proposed improvements at specific locations.

The segment shown here is from Recker Road on Loop 202 to eastbound SR 24 and Ellsworth Road.

In this segment there is freeway widening and restriping to add one additional travel lane in the westbound direction from SR 24 to Recker Road and from the eastbound Loop 202 off-ramp at Power Road to the eastbound ramp to SR 24 which is shown as the solid and dashed blue lines.

The improvements include bridge widenings in both directions on Loop 202 over Power Road and the East Maricopa Floodway as shown.

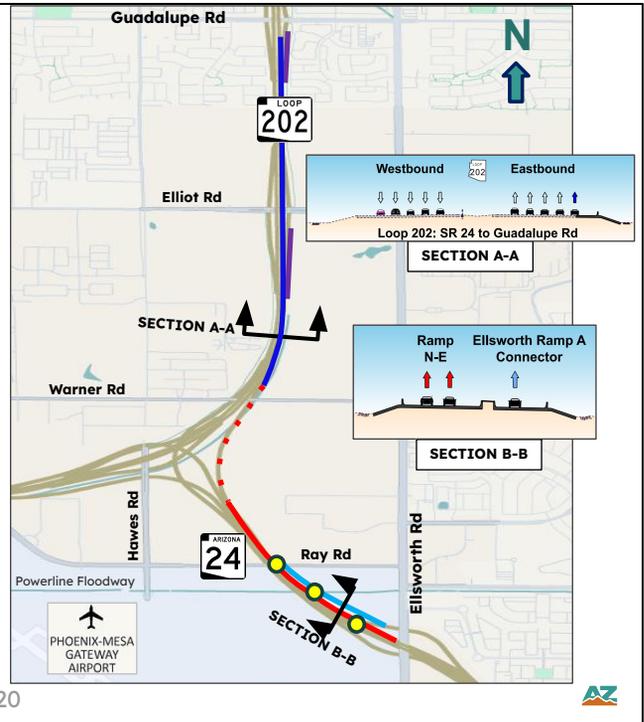
Continuing east, the existing ramp from Loop 202 to SR 24 will be restriped from one lane to two and a new single lane connector ramp shown in red will be constructed for Loop 202 traffic traveling to Ellsworth Road.

As shown, three new bridges will be constructed as part of the new Ramp B connector to Ellsworth Road, one at Hawes Road, Ray Road, and the Powerline Floodway.

Also as previously indicated the eastbound and westbound crossroad exit ramps at Power Road will be converted from one lane to two.

Loop 202 and SR 24 Ellsworth Rd to Guadalupe Rd Improvements

-  Add Lane (Outside Widening)
-  Add Exit Ramp Lane
(Widen to 2 Lanes)
-  New WB SR 24 connection to EB Loop
202 (Ramp N-E)
-  Add Ramp Lane (Restriping)
-  New Ellsworth Rd entrance ramp to
EB Loop 202 (Ramp A Connector)
-  New Bridges



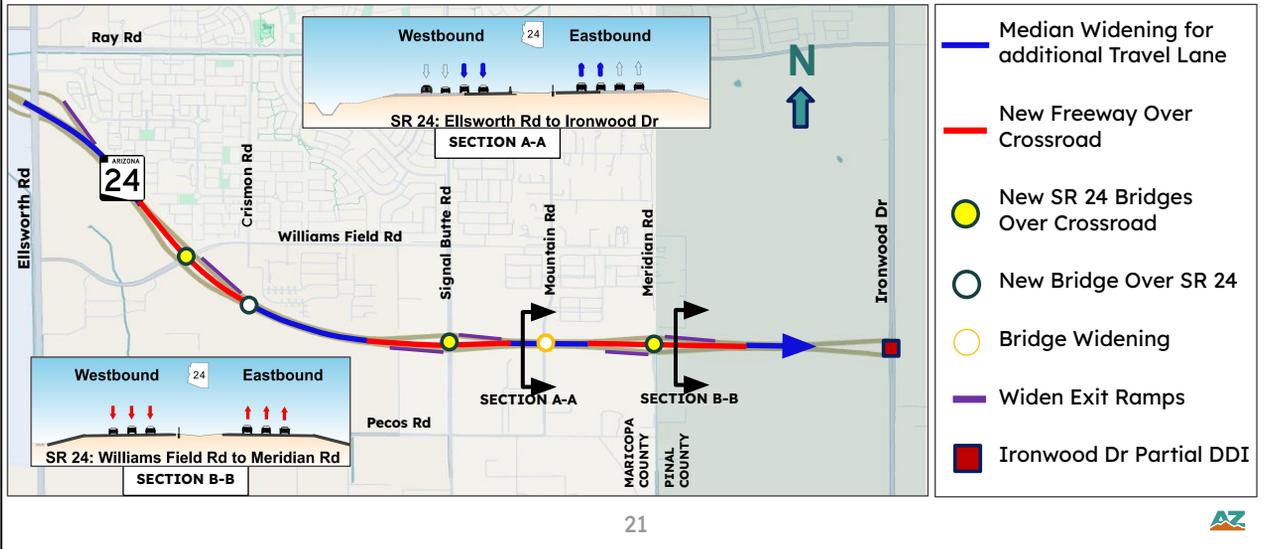
The next segment going west then north from SR 24 and Ellsworth Road to Loop 202 and Guadalupe Road.

In this segment, a new two-lane system interchange ramp from westbound SR 24 to eastbound Loop 202, shown in red, will be constructed. In addition, a new single lane ramp from Ellsworth Road to Loop 202, shown in light blue, will be constructed.

The existing system interchange ramp from SR 24 to Loop 202 shown as the dashed red line will be restriped from one to two lanes and both lanes will enter Loop 202. However, the outside lane will be required to exit at Elliot Road, which will be converted from a one-lane to two-lane off-ramp. The inside ramp lane will bring traffic into a new Loop 202 general purpose lane that will be constructed for approximately two miles to Guadalupe Road where it will tie into the existing Loop 202 four-lane section.

The Guadalupe Road exit ramp will also be reconstructed and converted from one to two lanes.

SR 24 - Ellsworth Rd to Ironwood Dr Improvements



The last segment shows the improvements on SR 24 from Ellsworth Road to Ironwood Drive.

In this segment, SR 24, between the crossroads, will be widened by two lanes towards the median, shown as the solid blue lines, to create a four-lane section, 3 through travel lanes and 1 auxiliary lane between ramps for merging on and off the freeway. The segments through the crossroads, shown as the red solid lines, will be new freeway with three lanes in each direction over the crossroads at Williams Field, Signal Butte, and Meridian roads.

New overpass bridges will be constructed at each crossroad as shown.

Other improvements include bridge widening at Mountain Road in both directions towards the median and a new four-span bridge over SR 24 at Crismon Road to provide local City of Mesa street connectivity from north to south.

Additionally, crossroad exit ramp reconstruction to convert the ramps from one lane to two, a median cable barrier system and temporary concrete barrier to separate opposing directions of traffic, and at the east end of SR 24, the interchange at Ironwood Drive will be reconstructed to a DDI to increase capacity and improve traffic operations.

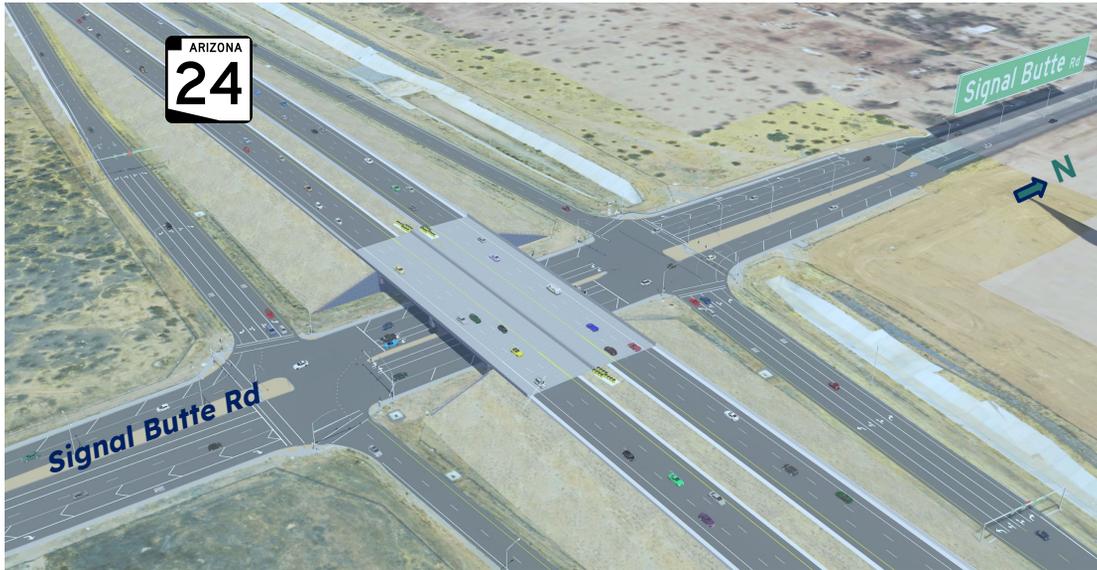
Crismon Rd Bridge over SR 24



22

This slide shows a rendering of the proposed four-span Crismon Road bridge going over SR 24 and the north side drainage channel looking in the northwest direction. We are coordinating with the City of Mesa to make the Crismon Road connections north and south of SR 24.

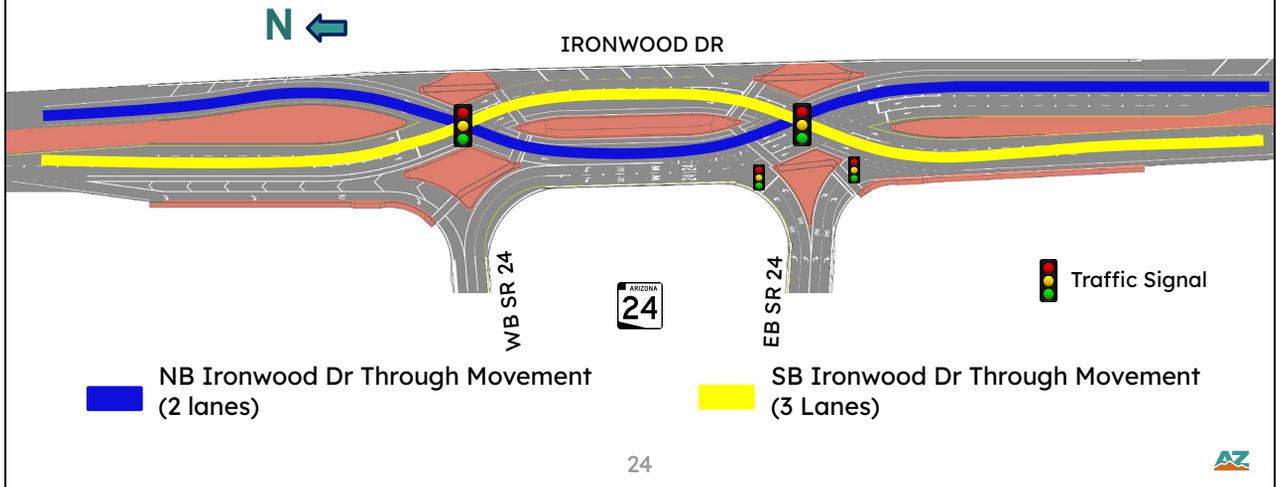
SR 24 over Signal Butte Rd



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This slide shows a rendering of the new SR 24 bridge and freeway going over Signal Butte Road looking in the northwest direction. The overpass bridges at Williams Field Road and Meridian Road will look similar.

Through Movements SR 24 / Ironwood Dr - Partial Diverging Diamond Interchange



Next we will talk about the changes at Ironwood Drive.

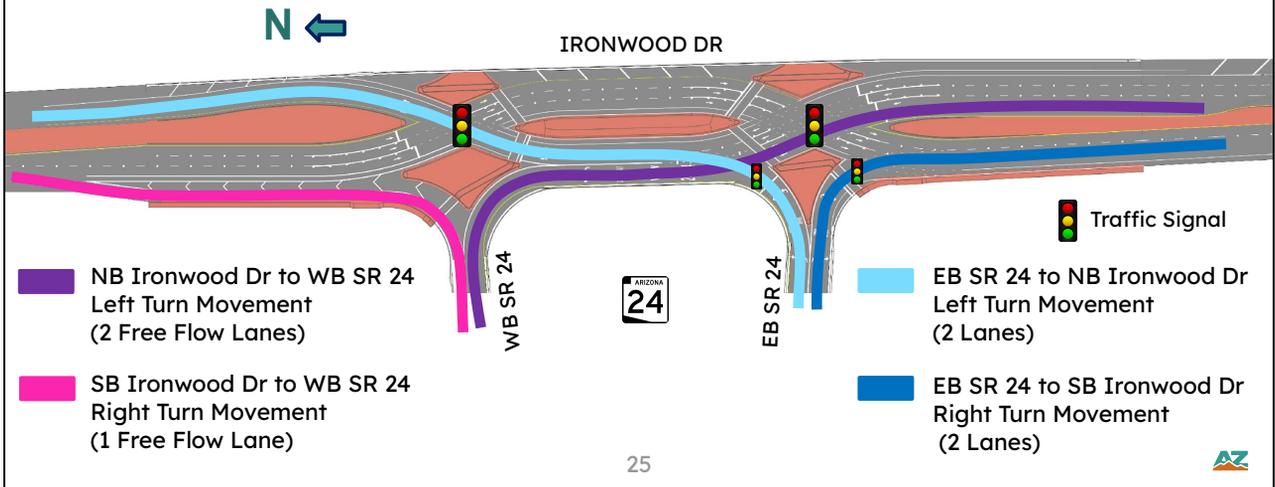
As indicated earlier, the Ironwood Drive interchange will be converted to a partial Diverging Diamond configuration or DDI to improve turning and through traffic capacity and operations. The next several slides will focus on the proposed west half DDI improvements and how traffic and pedestrians will move through the DDI.

1. Two northbound Ironwood Drive travel lanes shown in blue will remain; and
2. A third travel lane will be added in the southbound direction for a total of three lanes, shown in yellow.

As you can see, the through movements change sides of the road in the middle of the interchange at traffic signals as shown.

Turning Movements

SR 24 / Ironwood Dr - Partial Diverging Diamond Interchange

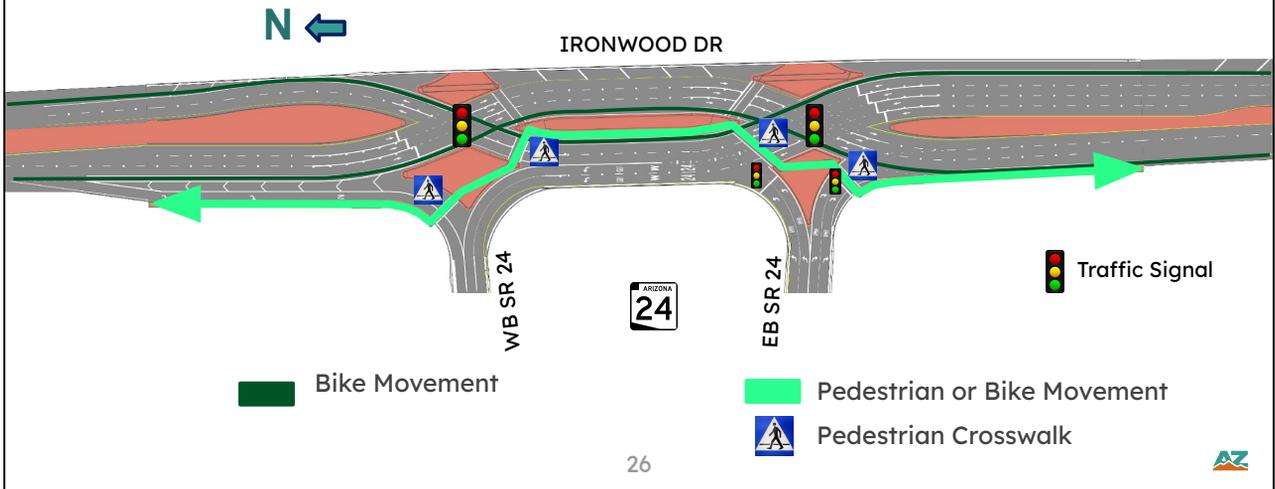


Next, we'll look at the turning movements.

1. The two northbound to westbound SR 24 left turn lanes will be converted to free-flow movements with no signal once it passes through the south signalized intersection.
2. The southbound to westbound SR 24 right turn lane will also be converted to a free flow-movement by adding a third receiving lane on the westbound SR 24 on ramp, again, with no signal to stop for this movement.
3. The eastbound to northbound Ironwood Drive movement will remain as two lanes; and
4. The eastbound to southbound Ironwood Drive movement will remain as two lanes.

Both of these movements will remain signalized to allow protected right and left turns but the overall efficiency of the DDI will improve traffic operations and reduce delay.

Bike and Pedestrian Movements SR 24 / Ironwood Dr - Partial Diverging Diamond Interchange



Next, we'll look at bike and pedestrian movements through the DDI.

1. Bikes will be allowed to travel in bike lanes adjacent to traffic shown as the dark green line.
2. Pedestrians will be on sidewalks and cross two ramps and the northbound through lanes at two locations under signal control shown as the lighter green line.

Signage will be placed at the southbound to westbound SR 24 right turn movement indicating vehicles shall yield to pedestrians when present.

In the interim, pedestrians can only use the west half of the DDI. The same paths will be available on the east half of the DDI when it is constructed in the future.

Environmental

- **Biology, Cultural, Clean Water (404), Hazardous Materials**
- **Air Quality Analysis**
 - In accordance with the clean air act, additional analysis has been performed to ensure the project remains in conformity for Particulate Matter PM10 and Ozone.

The public can review the Air Quality Report for NEPA and project level conformity using the following link:
[Arizona Department of Transportation Environmental Planning Draft Air Quality Report SR24, SR202L \(Santan\) - Ironwood Federal Project](#)

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S. Code (U.S.C.) 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the FHWA and ADOT.

A comprehensive Environmental Analysis has been prepared to address Biological, Cultural, Clean Water (404), and Hazardous Materials in accordance with Federal regulations.

As part of the project's Environmental Analysis, an Air Quality Analysis was conducted in accordance with the Clean Air Act to ensure the project remains in conformity with Federal regulations.

The results of the Air Quality Analysis indicate the project remains in conformity with Federal Regulations and the report is available for public review using the link shown.

Another part of the Environmental Analysis is conducting a noise analysis which we will discuss next.

Environmental (Continued)

- **Noise Analysis / Abatement**

A noise analysis was conducted within the project limits based on current ADOT and Federal regulations.

- Performed noise measurements within project limits
- Predicted noise levels based on 2050 traffic volumes
- Determined noise mitigation requirements and locations of new walls
- Recommended new noise walls based on future predicted noise levels

The public can review the Noise Analysis Report using the following link:

<https://azdot.gov/projects/central-district-projects/state-route-24>

Residential developments must be permitted for development prior to the date of public knowledge to be eligible for noise abatement federal funding. The Date of Public Knowledge refers to the date on which the EA Re-Evaluation for this project is approved. Currently this is scheduled to occur in March 2026.

A Noise Analysis was performed for this project and conducted in accordance with ADOT's Noise Abatement Requirements.

Noise measurements were taken throughout the project limits.

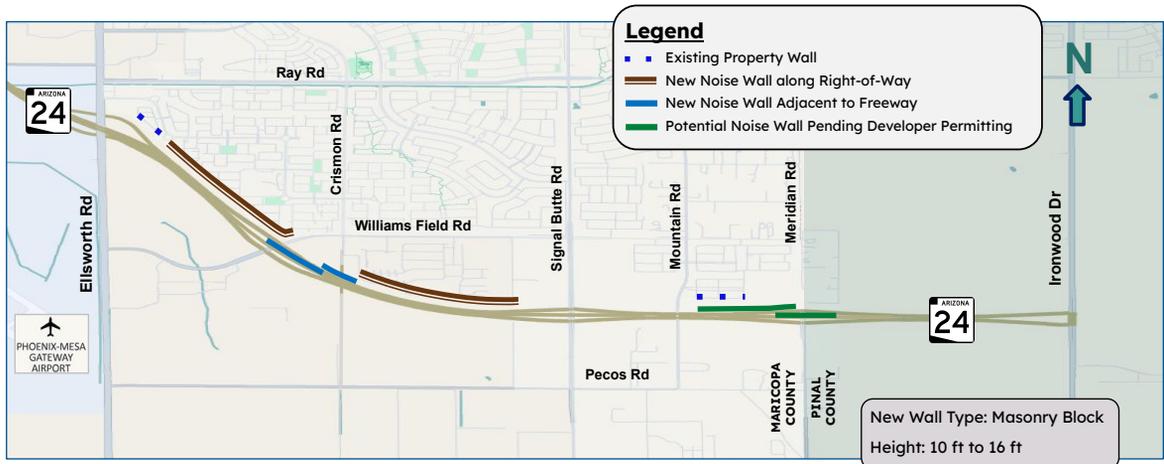
Future noise levels were predicted within the project limits based on 2050 traffic volumes and proposed freeway improvements.

Based upon the predicted noise levels and mitigation requirements, potential noise wall locations were evaluated.

Another criteria for constructing noise walls is that only residential developments permitted for development prior to the Date of Public Knowledge are eligible for noise abatement federal funding. The Date of Public Knowledge refers to the completion date of the environmental re-evaluation, which is expected for this project in March 2026.

Based on the noise analysis and funding eligibility expected for this project, noise walls will be constructed along the north side of SR 24 which we will look at next.

Proposed Noise Walls



The placement of new walls and potential new walls as shown were determined to meet engineering acoustic feasibility and cost effectiveness requirements to bring noise levels to the acceptable threshold.

Proposed noise walls are masonry block, ranging in height from 10 feet to 16 feet and are located along the north side of SR 24 from just east of Ellsworth Road to 222nd Street.

The brown double lines represent walls to be constructed inside and along the ADOT right-of-way. Discussion with the adjacent property owners are underway to secure the work zone to construct the walls and prepare agreements for future maintenance.

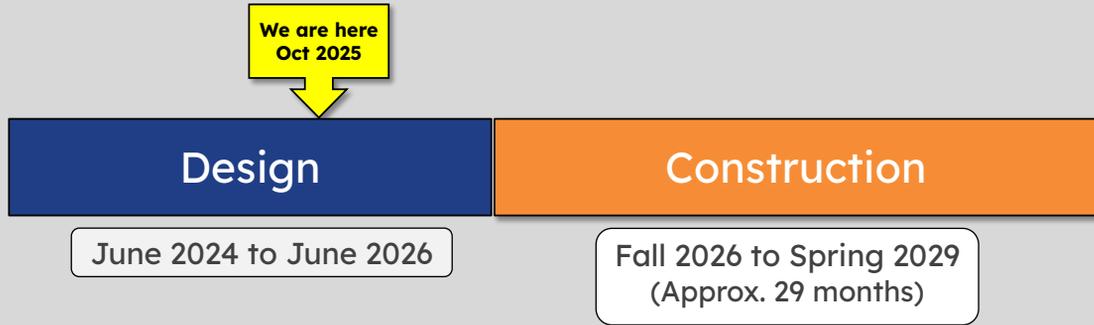
Other proposed walls, shown in blue, are along the edge of roadway to mitigate noise more effectively as the freeway elevates over Williams Field Road.

The walls shown in green indicate potential noise walls pending developer construction permitting prior to the date of public knowledge.

Benefited Property Owners have the right to reject proposed noise walls and this discussion with property owners is in progress.

For additional information, the Noise Analysis Report can be found on ADOT's project website using the link shown.

Project Timeline*



*Schedule is subject to change

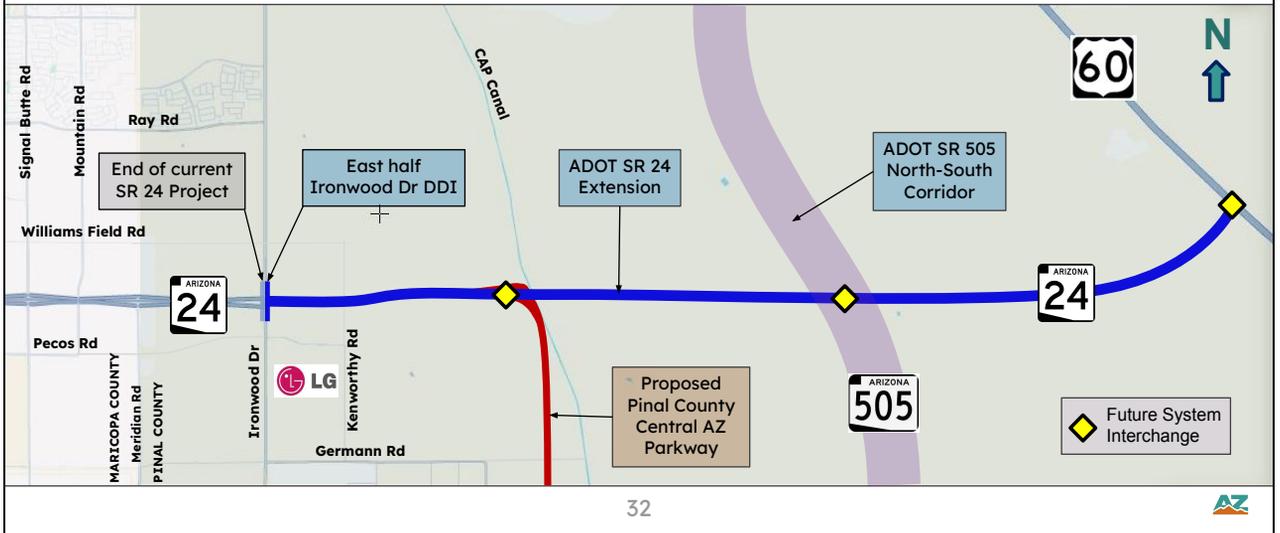
The final design began in June 2024 with scheduled completion in June 2026. The project will then advertise for construction with an anticipated start in fall 2026. Construction is estimated to take approximately 2 ½ years.

What to Expect During Construction

- Existing number lanes will be maintained during peak travel times on Loop 202 and SR 24
- Periodic overnight and weekend lane restrictions and closures
- Extended turn lane restrictions on Ironwood Dr (up to 90 days)
- Extended closures on Loop 202 ramps (up to 60 days)
- No freeway closures during major events and state holidays
- Advance notice of lane closures and restrictions

- During construction the same number of existing lanes will be maintained on Loop 202 and SR 24 during the day and peak morning and afternoon travel times.
- However, there will be closures and lane restrictions periodically at night and on weekends to shift traffic for work zone setups and to complete specific construction activities, such as bridge work over traffic.
- The Ironwood Drive interchange will remain open during construction, but some lane restrictions will be necessary to convert the current interchange into the diverging diamond configuration.
- There will also be longer term closures of up to 60 days on the Loop 202 service ramps at Power, Elliot and Guadalupe roads as well as shoulder restrictions on SR 24 to reconstruct and convert ramps from one lane to two.
- ADOT does not allow freeway closures during recognized holidays and special events, and advanced notice of all lane restrictions and closures will be provided to the public through ADOT's project website, social media and email alerts.

Future Proposed SR 24 Extension East



As we move past this current SR 24 project, it is proposed that the east half of the Ironwood Drive diverging diamond interchange will be constructed and SR 24 extended east to connect with Pinal County’s planned Central Arizona Parkway, then to the proposed SR 505 North-South freeway, and then eventually it will go further east to connect with US 60 as shown.

The extension of SR 24, the Central Arizona Parkway, and SR 505 North-South freeway are currently being studied by ADOT and Pinal County to determine alignments, lane configurations, costs and funding options.

Local Street Projects



Next, there are several City of Mesa and Town of Queen Creek projects within the vicinity of the SR 24 project in various stages of design and construction that are planned for completion when the SR 24 project is complete in 2029.

The City of Mesa has planned roadway improvement projects on

- Sossaman Road - from Warner Rd to Ray Rd,
- Ray Road and Ellsworth Road - crossing SR 24,
- Crismon Road - north and south of SR 24,
- Mountain Road - crossing under SR 24,
- and the west side of Meridian Road - south of SR 24
- and an additional waterline project along Williams Field Road crossing SR 24 to Ellsworth Road.

Additionally, the Town of Queen Creek is starting construction on the east side of Ironwood Drive to add a third northbound lane from Germann Road to SR 24.

Now I'll hand the presentation back to Cynthia to start the Q&A portion of the meeting.

How to Comment

Submit your comments through Nov. 7, 2025, in any of the following ways:

- At tonight's meeting
- Visit the website: **azdot.gov/ImprovingSR24**
- Take the survey: **surveyhero.com/c/ADOTSR24**
- Call the ADOT Project Information Line: **855.712.8530**
- Email the project team: **projects@azdot.gov**



Thank you, Gary.

Your input is important, and we appreciate you taking the time to learn more about the project and provide your feedback. ADOT is accepting comments on the Final Design through 5 p.m. Nov. 7 in the following ways:

You can complete the online comment form by scanning the QR code on the screen or clicking the link in the chat box.

You can send an email to projects@azdot.gov (*projects at azdot dot gov*).

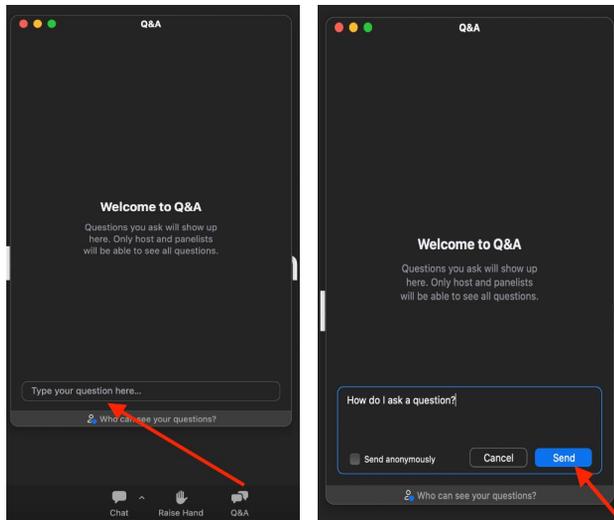
You can call ADOT's project information line at 855.712.8530.

Or you can visit the project's website at azdot.gov/ImprovingSR24 (*azdot dot gov slash improvingsr24*).

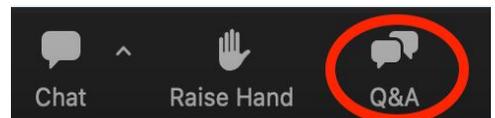
We will also take questions and comments during tonight's meeting.

I will now turn things over to Jessica with our Public Involvement team to help moderate our question-and-answer session.

How to ask a Question



Enter questions or comments into the Q&A function anytime. We will answer written and verbal questions after the presentation.



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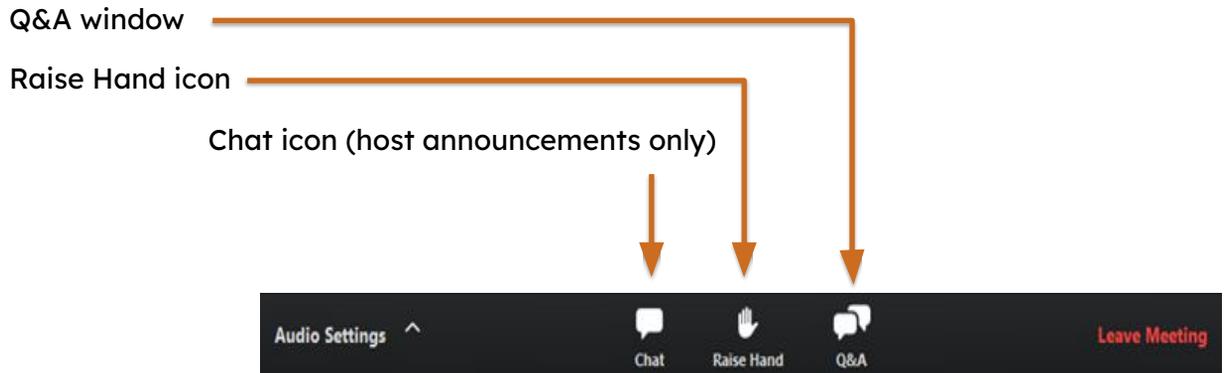
If you would like to submit a written question or comment, please use the Q&A function at the bottom of the screen. If you would like to submit a verbal question or comment, click the raise hand button at the bottom of your screen and the host will call on you and ask you to unmute.

For attendees joining us on the phone, please enter *9 to indicate you would like to speak and we will receive the hand raised signal. When we are ready for your question/comment our host will ask you to unmute yourself by pressing *6.

If there are similar comments or questions received in the Q and A box, we may consolidate them.

We will now start our Q and A.

Screen Controls for Smartphone and Web Browsers



Thank You for Attending

Stay informed about the ADOT SR 24, Loop 202 to Ironwood Dr project and submit comments through Nov. 7, 2025.

- Visit the website: azdot.gov/ImprovingSR24
- Take the survey: surveyhero.com/c/ADOTSR24
- Email: projects@azdot.gov
- Phone: **855.712.8530**



We thank you for your time. Your input is important, and we appreciate you taking time to learn more about the project and provide your feedback. If you haven't yet taken our one-question self ID-survey, we are including the link in the chat again. We will be posting the recording of tonight's meeting on our project website at: azdot.gov/ImprovingSR24.

We encourage you to visit the website to learn more about the project. As a reminder, comments are being accepted through Nov 7, 2025, in any of the following ways:

You may take the online survey at surveyhero.com/c/ADOTSR24, or via email at projects@azdot.gov or over the phone by calling 855.712.8530, or by mail to ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007.

Thank you everyone and have a great rest of your evening.