



State Route 24, Loop 202 to Ironwood Drive

Federal ID: 024-A(201)T

ADOT Tracs: F0719 01D/02D

Oct. 21, 2025

Public Meeting Summary Report

Prepared by
WSP USA
In partnership with
Arizona Department of Transportation
December, 2025

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Cynthia Wolfe at 855.712.8530 or projects@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Cynthia Wolfe al 855.712.8530 o por correo electrónico al projects@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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Overview

State Route 24 (SR 24), also referred to as the Gateway Freeway, is currently a five-mile interim roadway between Loop 202 and Ironwood Drive. This section features two lanes in each direction with a center median, bridges over Ellsworth and Mountain roads and at-grade intersections at the following locations:

- Williams Field Road
- Signal Butte Road
- Meridian Road
- Ironwood Drive

State Route 24, Loop 202 to Ironwood Drive Project Elements

ADOT is currently in the design phase to widen and make other improvements to SR 24 between Loop 202 and Ironwood Drive. The improvements include:

- Adding additional eastbound SR 24 lanes between the Loop 202 system TI and Ellsworth Road by restriping the existing freeway. Adding two general purpose lanes between Ellsworth Road and Ironwood Drive, with SR 24 widened towards the median to provide three general purpose lanes and a merge/auxiliary lane in each direction.
- Building bridges over Williams Field, Signal Butte and Meridian roads to fully separate SR 24 from cross street traffic.
- Building a bridge on Crismon Road over SR 24 to maintain local street connectivity.
- Reconstructing the Ironwood Drive interchange to a partial Diverging Diamond design to improve traffic flow.
- Adding an additional lane on eastbound and westbound Loop 202 near SR 24 in the following locations:
 - Westbound Loop 202 from SR 24 to Recker Road
 - Eastbound Loop 202 from Power Road to SR 24
 - North- eastbound Loop 202 from SR 24 to Guadalupe Road
- Constructing new system TI and connector ramps SR 24 and Ellsworth Road and Loop 202 in both directions

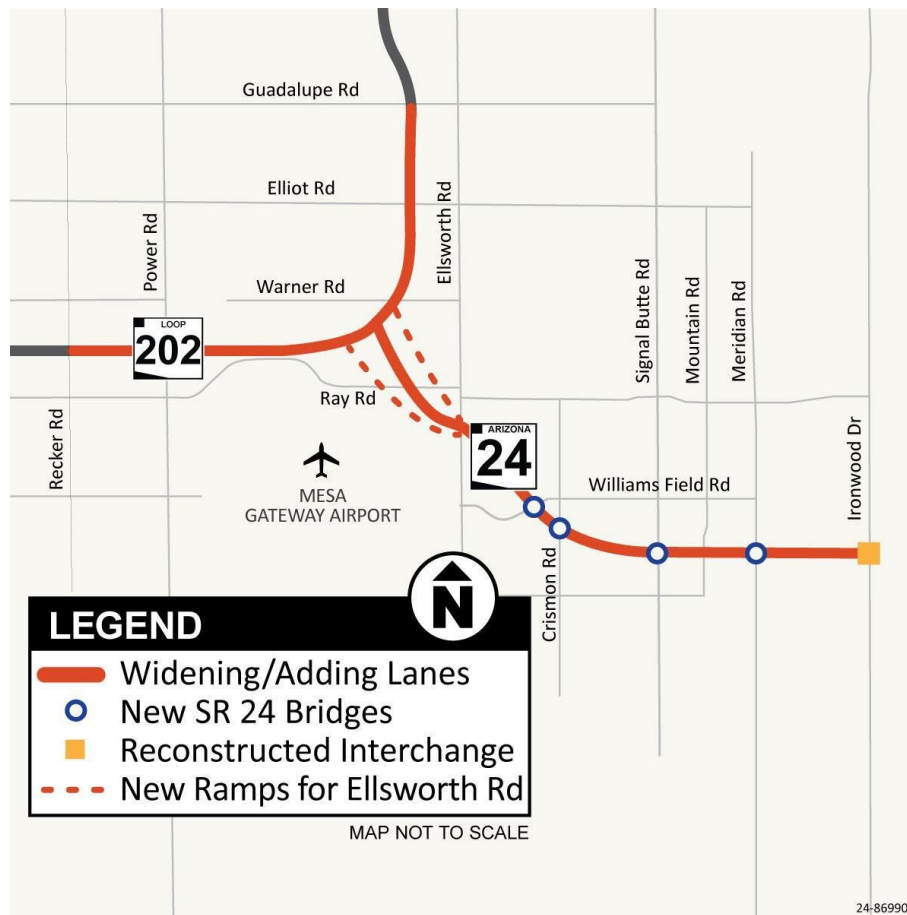


Figure 1: Project Area Map

Virtual Public Meeting

ADOT held a Zoom virtual public meeting on Oct. 21, 2025, in English with simultaneous interpretation in Spanish. The purpose of the meeting was to engage the public about the final design of the SR 24, Loop 202 to Ironwood Drive improvements. The meeting provided opportunities for the public to ask questions and make comments. Over 500 people registered for the virtual meeting, and 300 unique users attended. Those that registered but did not attend were sent a recording of the public meeting and a link to the survey within the following week of the event.

The meeting featured a presentation by the project team, which included a video simulation of the proposed improvements. After the presentation, members of the public could ask questions verbally or in writing by using the Question and Answer function on the Zoom platform.

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Project team members and partner organizations served as subject matter experts at the meeting during the presentation. Staff attendees included:

- ADOT Community Relations Project Manager: Cynthia Wolfe
- ADOT Community Relations Supervisor: Nikki Green
- ADOT Project Manager: Tricia Brown
- ADOT Assistant Communications Director, Community Relations: Daina Mann
- ADOT Senior Division Administrator: Randy Everett
- ADOT Assistant District Engineer: Sara Howard
- ADOT Consultant Senior Environmental Planner: Tamara Burke
- ADOT Communications and Public Involvement Deputy Director: Caroline Carpenter
- ADOT Right of Way Coordinator: Matt Tolman
- ADOT Noise Specialist: Daniel Torres
- ADOT Senior Environmental Program Manager: Ivan Racic
- ADOT Senior Division Admin/Group Manager: Steve O'Brien
- Consultant Senior Project Manager: Gary Melita (Stanley Consultants)
- Consultant Transportation Engineer: Cole Lastovica (Stanley Consultants)
- Consultant Public Involvement Lead: Jessica Parks (WSP USA)
- Consultant Public Involvement Coordinator: Charlie Misra (WSP USA)
- Consultant Public Involvement Coordinator: Miguel Jarillo Pedraza (WSP USA)
- Maricopa Association of Governments Freeway Engineering Manager: Velvet Mathew
- Maricopa Association of Governments Freeway Engineer: Kirstin Huston
- AZTEC Engineering Group Noise and Air Specialist: David Shu
- AZTEC Engineering Group Senior Environmental Planner: Justin Hoppman
- City of Mesa Supervising Engineer: Sabine King
- City of Mesa Chief Construction Inspector: Curt Albright
- City of Mesa Marketing Communications Specialist: Cassie Robles
- Town of Queen Creek Public Works Director: Mohamed Youssef
- Town of Queen Creek Deputy Public Works Director: Julian Dresang
- Town of Queen Creek Capital Improvement Program Manager: Brad Novacek
- Town of Queen Creek Communications and Marketing Division Manager: Constance Halonen-Wilson
- Pinal County Deputy Director of Public Works: Celeste Garza
- Pinal County Public Information Officer: Ray Telles
- Pinal County Engineer: Chris Wanamaker
- Pinal County Public Works Manager: Charles Williams
- Federal Highway Administration Senior Urban Engineer: Jennifer Acuna
- Language Connection Spanish Interpreter: Mark Cañas

Comments and questions about the project could also be submitted during the public comment period through email, telephone, USPS mail or the online comment form. All project related materials, including the presentation, were available online.

Notifications

Project Website

ADOT hosted a project website (<https://azdot.gov/projects/central-district-projects/state-route-24>), which provided the project overview, project elements, timeline, public meeting information and instructions on how to participate in the public meeting, project fact sheets in English and Spanish, and information on the ways to ask questions or make comments. All materials related to the public meeting were posted on the project website, including:

- Public meeting slides
- Project corridor maps
- Updated environmental documents
 - Final Noise Report
 - Noise Analysis Memo
 - Draft Air Quality Report
- Public meeting flyover simulation

Copies of the public meeting materials posted to the website are included in **Appendix A**.

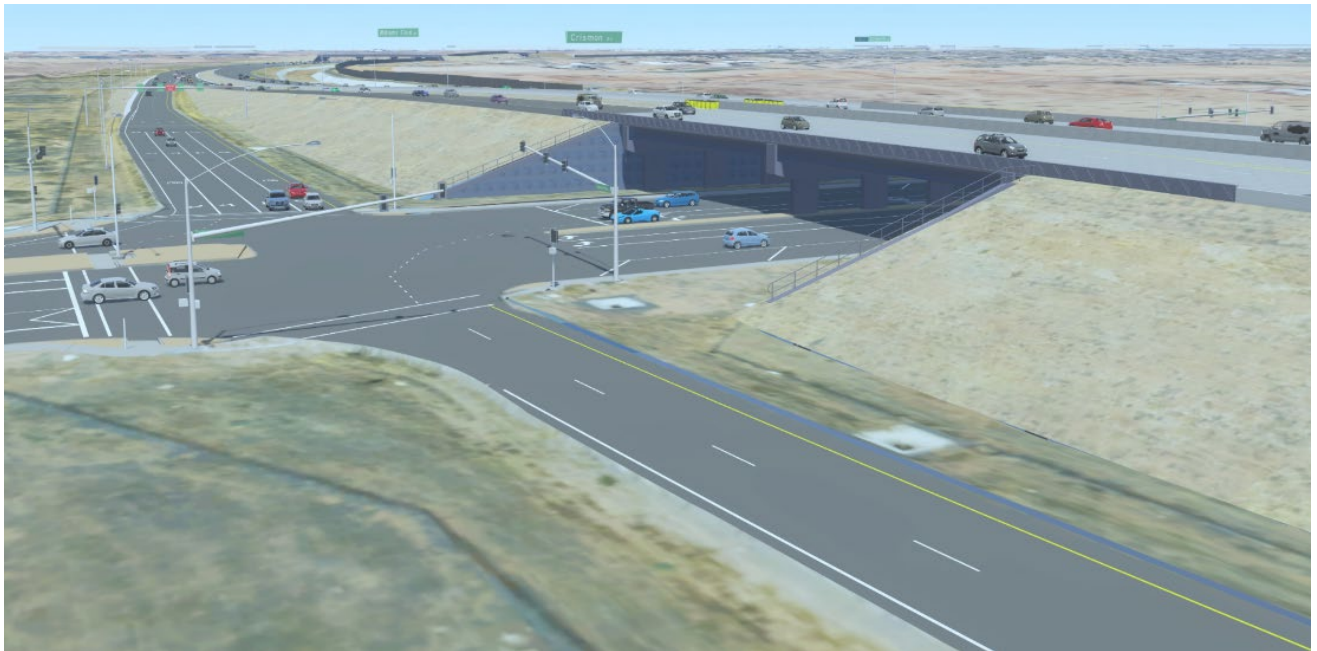


Figure 2: Rendering of SR 24 Over Signal Butte Road

GovDelivery Emails

Information on how to participate in the virtual public meeting and reminder notices were distributed by ADOT via GovDelivery on Oct. 1, 7, 17 and 20, 2025, to subscribed email lists.

Copies of the GovDelivery notices can be found in **Appendix B**.

Social Media

ADOT Communications staff posted to ADOT's Facebook and Twitter/X accounts on Oct. 9, 14, 19 and 24, 2025, providing information about the project, public meeting and commenting opportunities.

A paid social media ad was also placed on Oct. 15, 2025, on Facebook and Instagram, and geotargeted to communities in and near the project area between Oct. 15-22, 2025. The ad reached 77,665 accounts and generated 103,552 impressions.

Images of the social media posts can be found in **Appendix C**.

Direct Mail

A direct mailer was sent via Every Door Direct Mail in English and Spanish to all residential and business properties within two miles of the project. A map indicating the footprint of the mailer is shown in **Figure 3**.

The 6.25" x 11" postcard included information about the project, how to participate in the virtual public meeting and how to provide comments. The postcards were sent on Oct. 3, 2025. A copy of the mailer can be found in **Appendix C**.

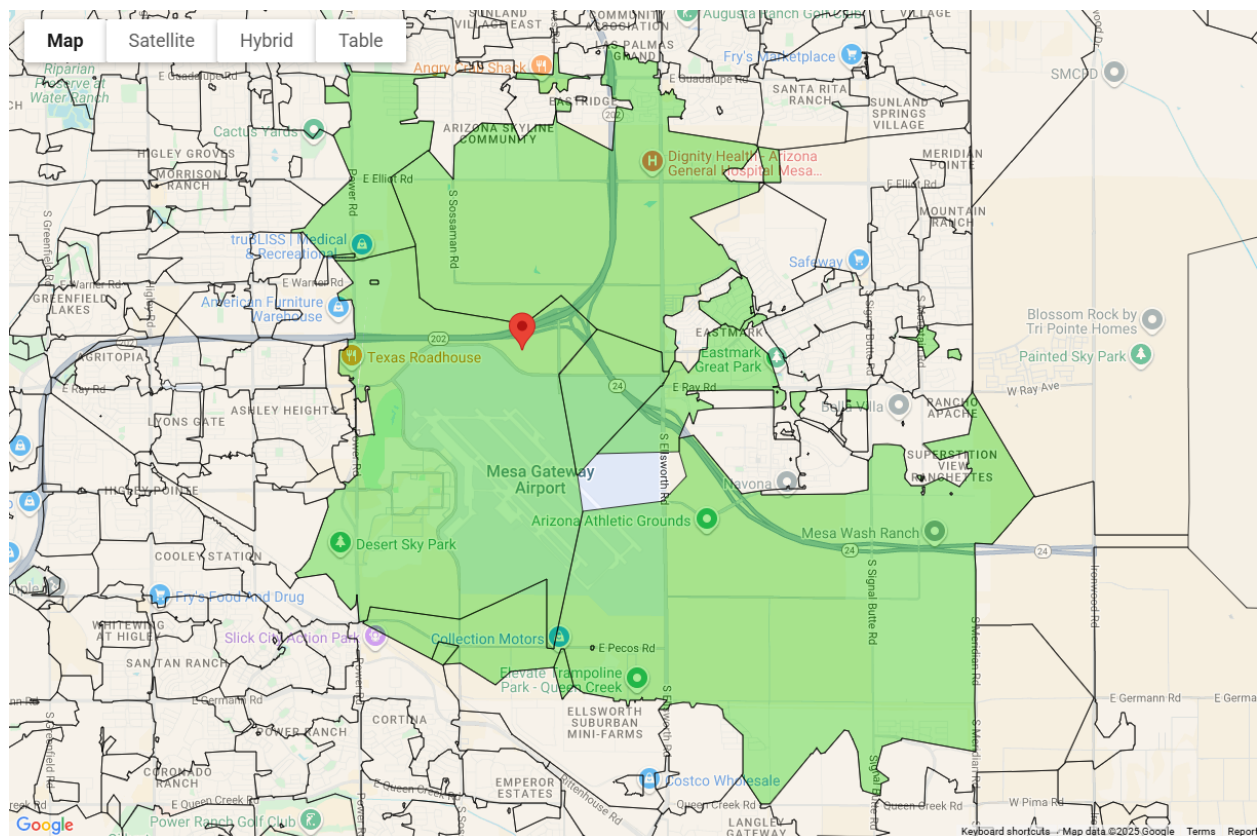


Figure 3: Mailer Delivery Locations (in green)

News Release

ADOT Public Information staff distributed a news release to media outlets on Oct. 16, 2025.

The news release can be found in
Appendix D.

Earned Media

Television news stories about the public meeting were aired on Oct. 19, 2025, by ABC15, Oct. 21, 2025, by ABC15 and KHRR Telemundo Arizona, and Oct. 22, 2025, on 12 News.

News articles were published about the meeting on Oct. 17, 2025, in the Apache Junction Gold Canyon Independent, and Oct. 21, 2025, on ABC15.com and PinalCentral.com.

Copies can be found in **Appendix D.**

Public Meeting Materials

Public meeting materials were made available in English. The presentation slides, fact sheet and online comment form were also made available in Spanish. Public meeting materials included:

- Meeting recording
- Presentation slides
- Simulation
- Fact sheet
- Online comment form
- Final Noise Report
- Noise Analysis Memo
- Draft Air Quality Report

Copies of the materials listed above can be found in **Appendix A** and/or the project website.

The presentation covered the following topics:

- Project Purpose
- Project Background and Need
- Planned Improvements
- Environmental Analysis
- Noise Analysis
- Project Timeline

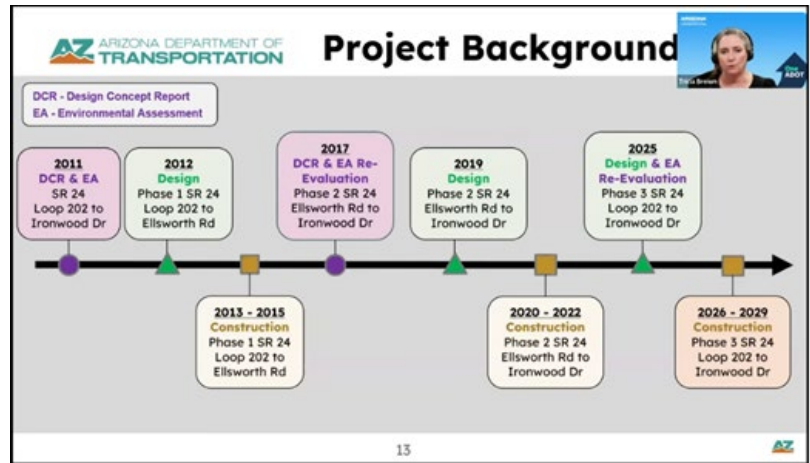


Figure 4: Screenshot of the virtual public meeting

- What to Expect During Construction
- How to Comment and Stay Informed

A copy of the presentation slides can be found in **Appendix A**.

Public Feedback

This section summarizes the comments received during the public comment period from Oct. 17-Nov. 7, 2025. Comments could be submitted through the following methods: mail, telephone, email and an online comment form. A total of 120 comments were received through the following methods:

- Online comment form: **107**
- Email: **13**
- Mail: 0
- Telephone: 0

The public comments and questions are included in **Appendix E**.

Virtual Comment Form

A virtual comment form was hosted on SurveyHero. Respondents left 107 comments regarding the project after self-selecting a topic. Respondents were able to submit up to three comments, although most only left one comment.

The most popular topic was “widening or adding lanes” in the project area (33 comments), followed by comments concerning ramps (17 comments), noise (14 comments) and construction (11 comments). Comments that were marked as “Other” but had a theme related to a topic were re-categorized.

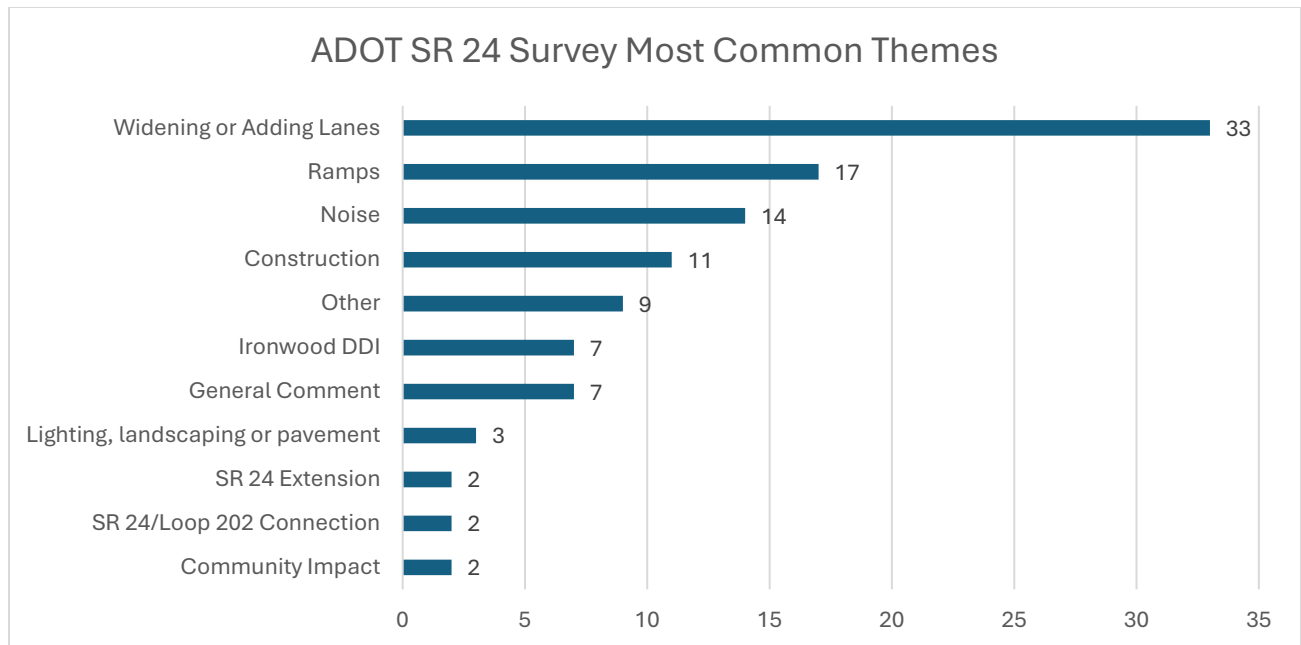


Figure 5: ADOT SR 24 Survey Most Common Themes

Survey respondents were also asked to leave their zip codes. The top four respondents came from the following zip codes:

Zip Code Area		
85212	32	Southeast Mesa, AZ near the Phoenix-Gateway Airport, Eastmark area
85142	21	Queen Creek, AZ
85140	20	Northeast Queen Creek, AZ
85143	13	Southeast Queen Creek, AZ and San Tan Valley, AZ, Copper Basin area

Figure 6: ADOT SR 24 Survey Most Common Zip Codes

Comment Themes

Comments and questions received during the public comment period via the comment form, emails and at the virtual public meeting addressed the following topics:

- **SR 24 and Loop 202 Roadway Improvements and Expansion**
 - Questions and comments about speed limits, construction timeline, lane changes, future extensions and plans for expanding SR 24 and project area roads like Ironwood Drive and Meridian and Crismon roads.
- **Traffic Flow, Safety, and Interchange Designs**
 - Concerns about traffic congestion, merging, weaving issues, diverging diamond interchange design, accident history and potential modifications to improve safety and efficiency.

- **Noise and Environmental Mitigation**
 - Inquiries about noise wall locations and material, roadway surface and its impact on noise, as well as requests for additional sound mitigation.
- **Public Input, Funding and Communication**
 - Questions regarding project funding sources, requests for video links and information about public awareness campaigns (specifically about how to use a diverging diamond interchange).

A full list of comments can be found in **Appendix E**.

Title VI Reporting

Self ID Surveys

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 41 people completed the self-ID survey out of 300 attendees (excluding the panelists and project staff).

Of the 41 self-identification survey responses:

- 34 people identified as White
- 6 people identified as Hispanic/Latino
- 3 people identified as Asian
- 2 people identified as American Indian/Alaskan Native
- 1 people identified as African American/Black

Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Nov. 14, 2025.

Appendix A

Public Meeting Presentation



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

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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>



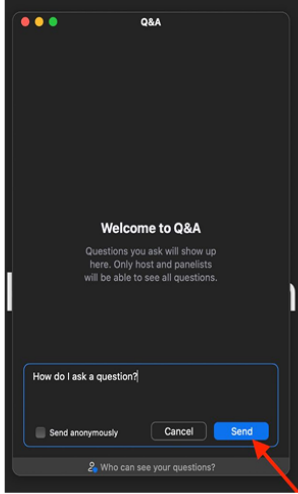
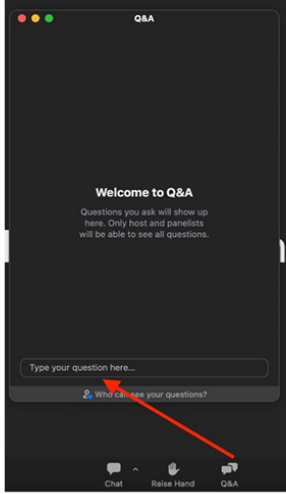
Scan to access Zoom Support

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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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ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC


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.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT External Civil Rights within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's External Civil Rights programs and the procedures to file a complaint contact ADOT External Civil Rights via the information listed below:

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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AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

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



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.





Tonight's Presenters

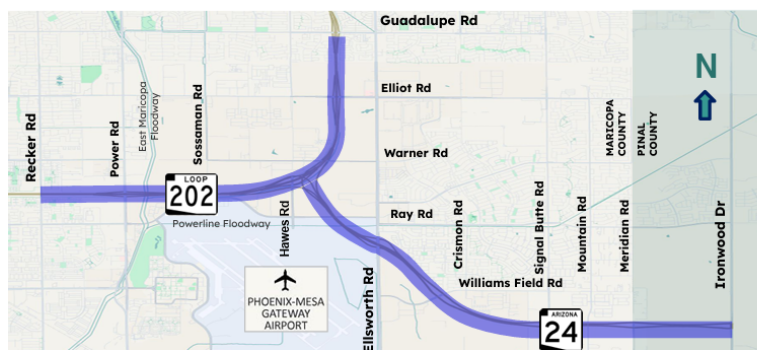
- Tricia Brown, P.E., Senior Project Manager, ADOT
- Gary Melita, P.E., Senior Project Manager, Stanley Consultants
- Cynthia Wolfe, Community Relations Project Manager, ADOT
- Mark Cañas, Spanish Interpreter
- Other project team members available for the Q&A session

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Purpose of Tonight's Meeting

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



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Project Background

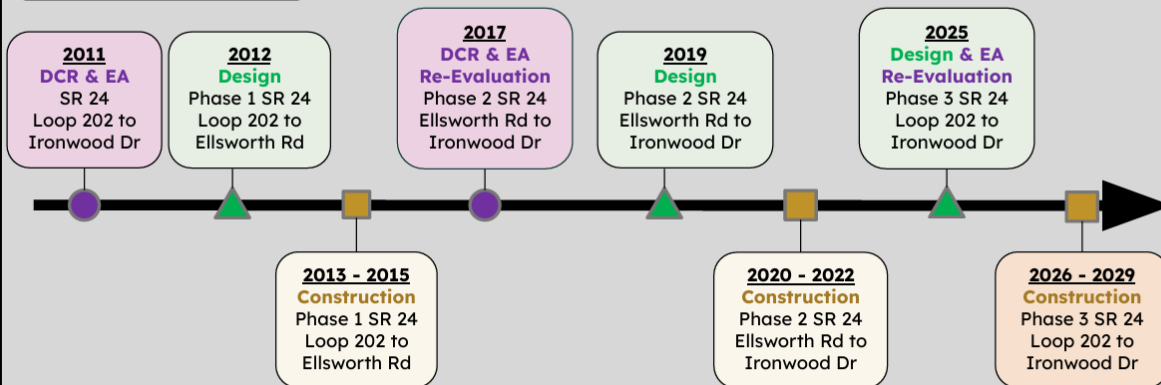
- SR 24 was studied and planned to the ultimate configuration
- Project development occurred over time in phases based on available regional funding
- Funding is provided through Proposition 400 and 479

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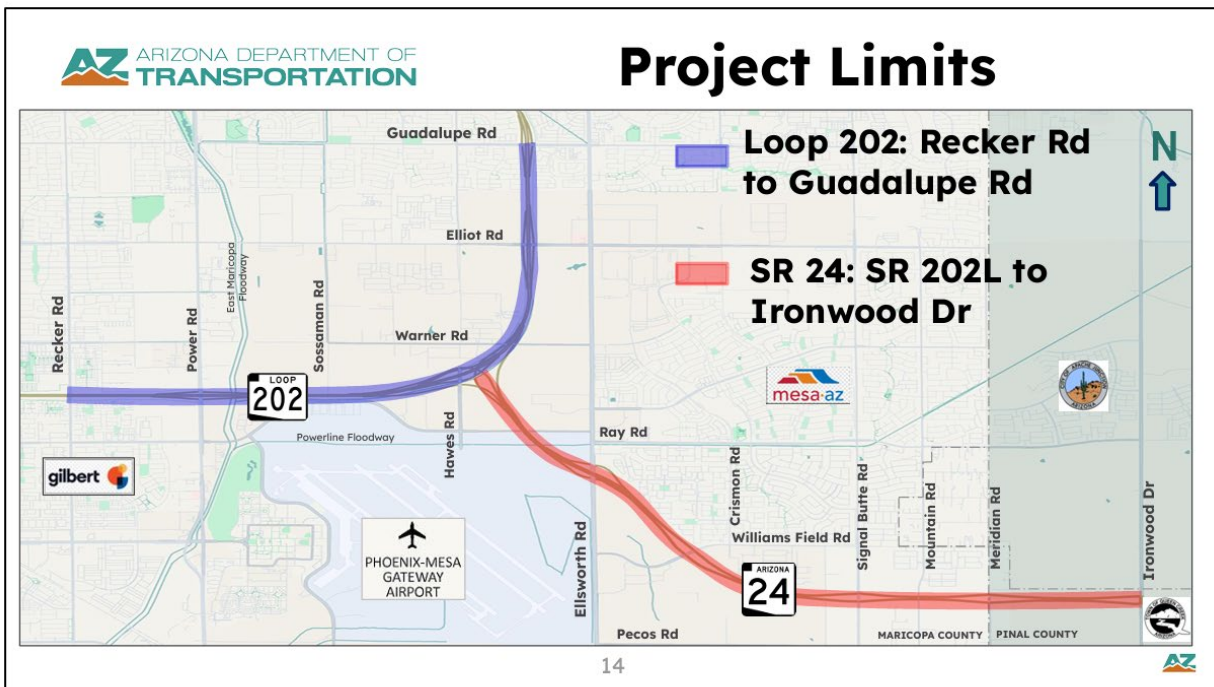
Project Background (Continued)

DCR - Design Concept Report
EA - Environmental Assessment



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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

A photograph of a road construction site. In the foreground, a dirt shoulder is visible. A large blue and white signpost stands on the shoulder, with a sign that reads 'EAST ARIZONA 24'. In the background, a multi-lane road is under construction, with yellow construction equipment visible. The sky is clear and blue.

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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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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



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Additional Project Elements

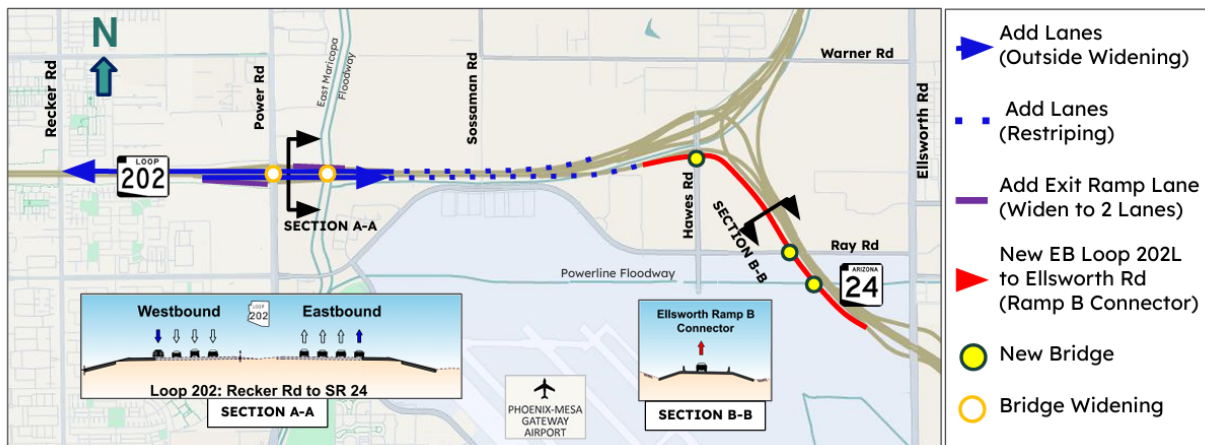
- Install Freeway Management System elements
- Modify freeway drainage system
- Restore existing landscaping and irrigation, and re-seed disturbed areas



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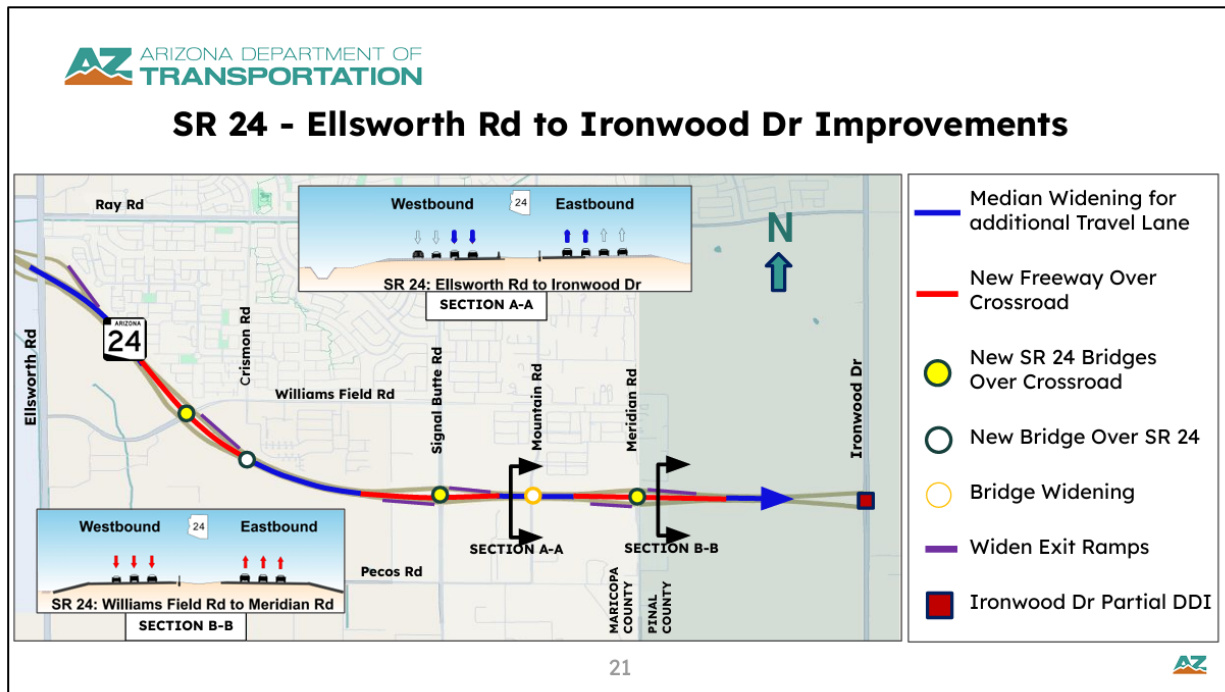
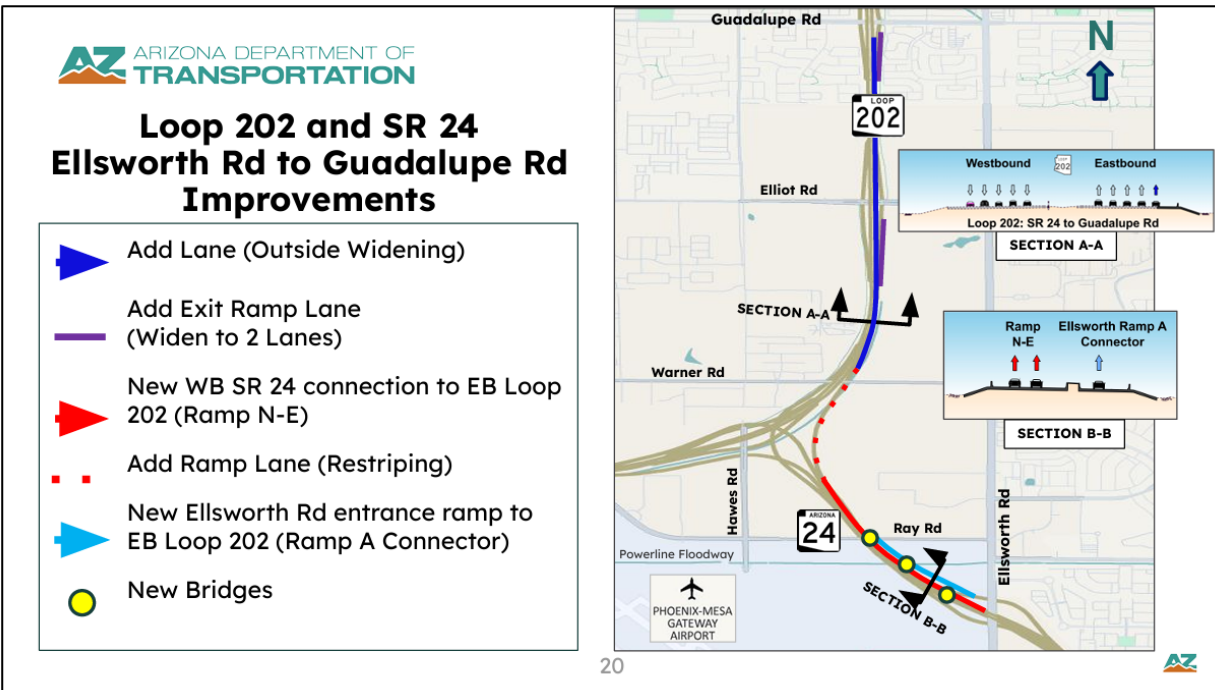


Loop 202 and SR 24 - Recker Rd to Ellsworth Rd Improvements



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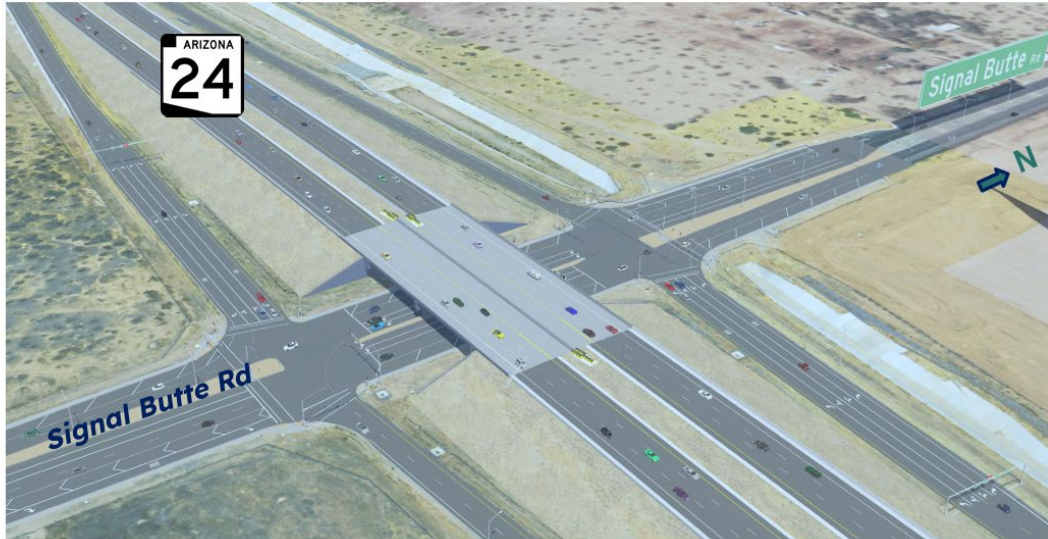
Crismon Rd Bridge over SR 24



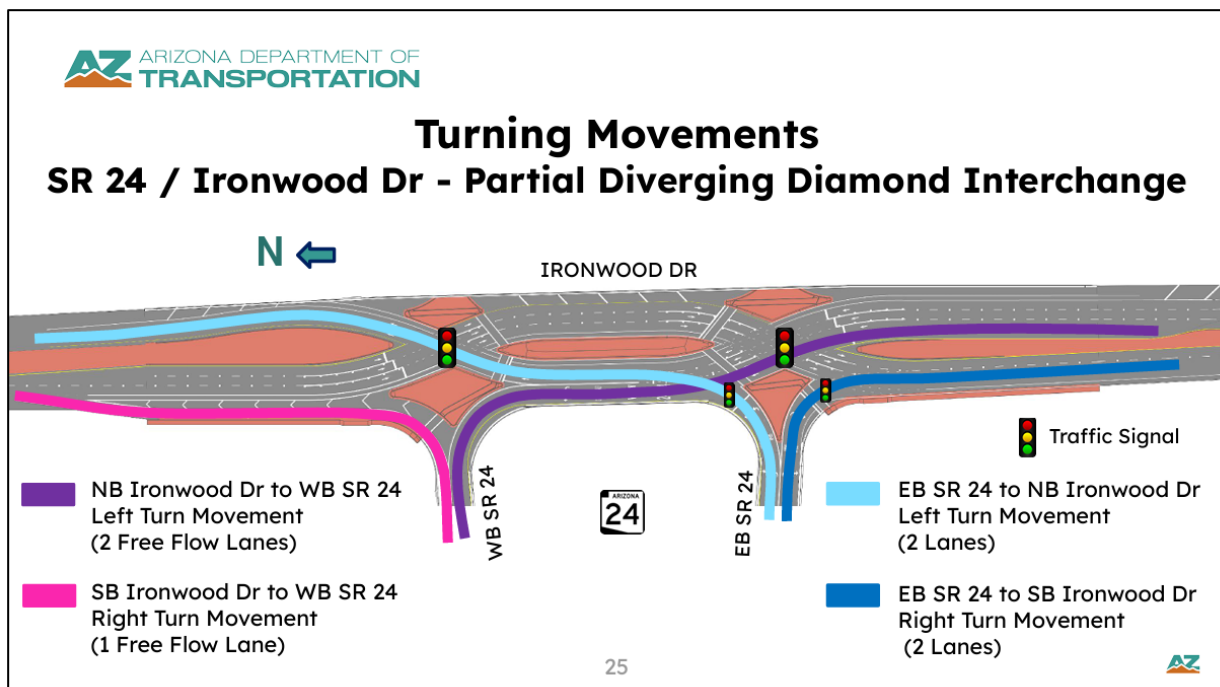
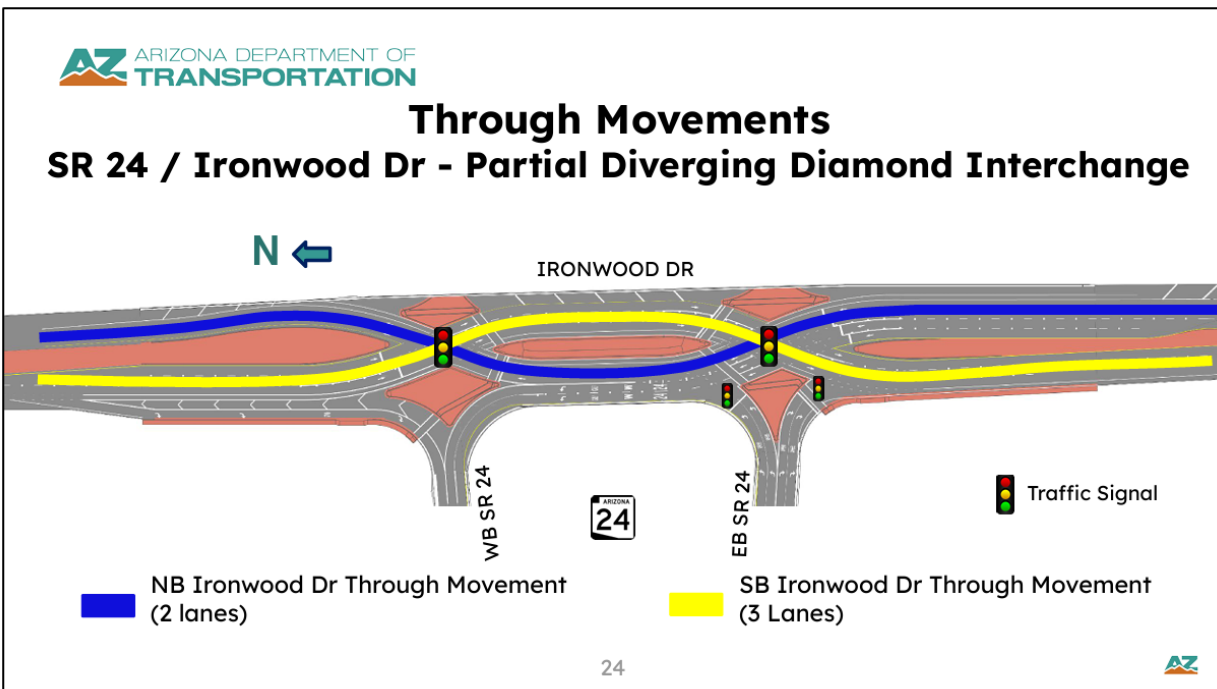
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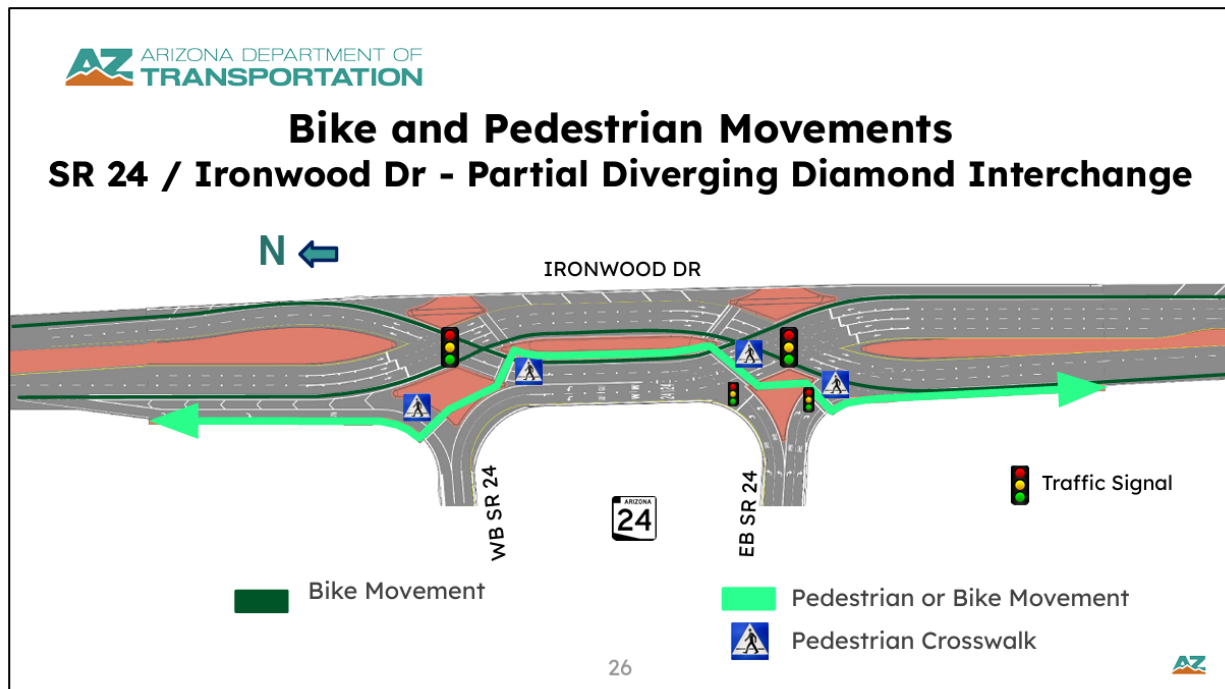


SR 24 over Signal Butte Rd



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AZ ARIZONA DEPARTMENT OF TRANSPORTATION

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.

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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

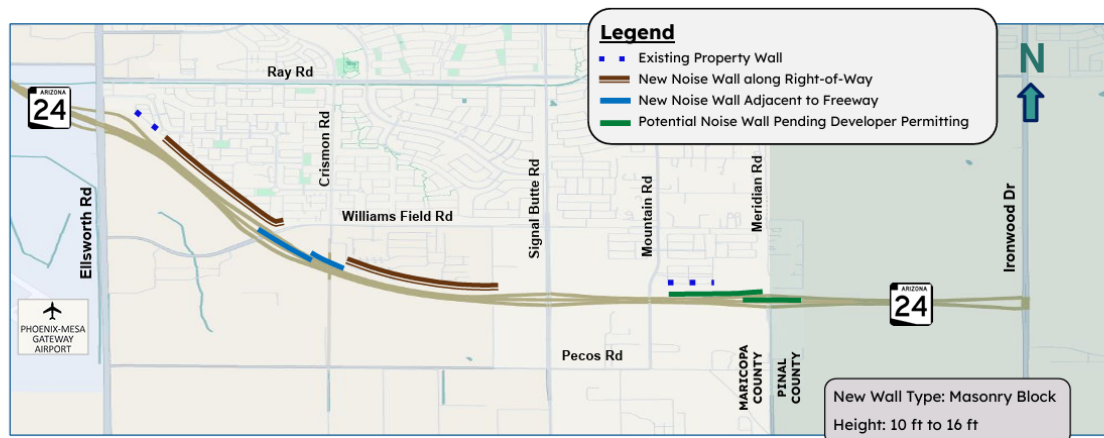
The public can review the Noise Analysis Report using the following link:
<https://azdot.gov/projects/central-district-projects/state-route-24>

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.

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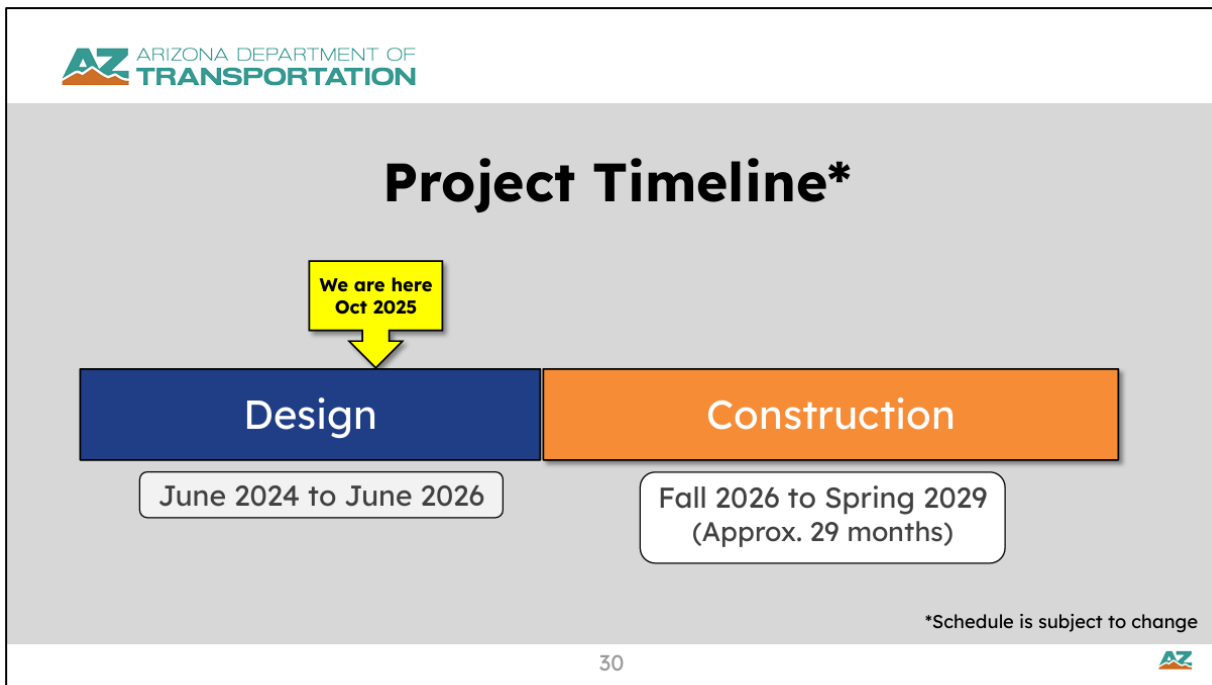


Proposed Noise Walls



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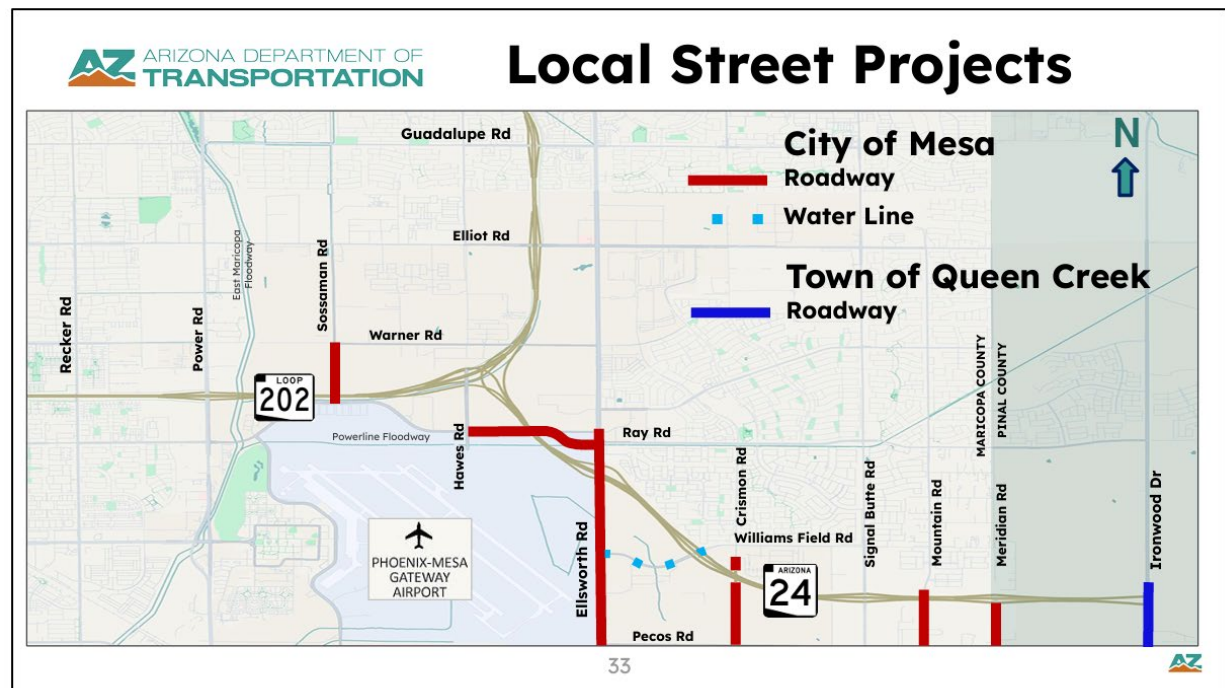
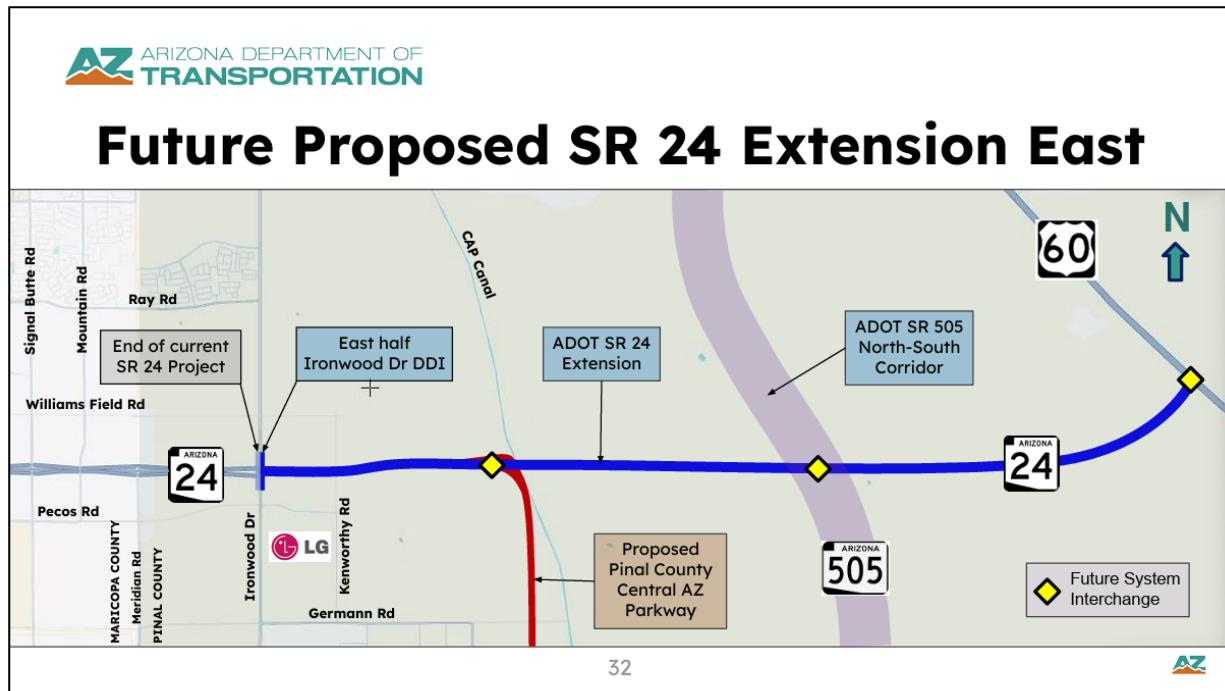
AZ ARIZONA DEPARTMENT OF TRANSPORTATION

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

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AZ





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

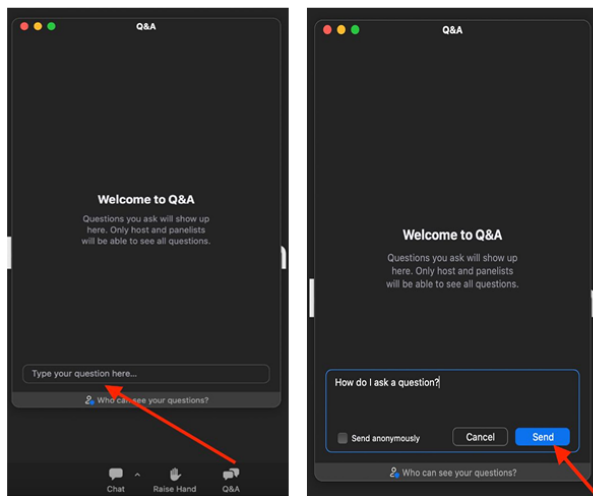


Scan to take the survey

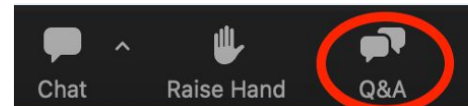
34



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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AZ ARIZONA DEPARTMENT OF TRANSPORTATION

Screen Controls for Smartphone and Web Browsers

Q&A window

Raise Hand icon

Chat icon (host announcements only)



Audio Settings ^ Chat Raise Hand Q&A Leave Meeting

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AZ

AZ ARIZONA DEPARTMENT OF TRANSPORTATION

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**



Scan to take the survey

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AZ

Presentation Script

SR 24 Loop 202 to Ironwood Drive Project:
Presenter script for Oct. 21 virtual public meeting

Slide	Title	Script
1	ADOT SR 24 Survey (Cynthia Wolfe)	Good evening and thank you for joining us. The meeting will begin shortly. While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation. The survey is available by scanning the QR code on your screen, and the link is also being provided in the meeting chat.
2	Technical Support (Cynthia Wolfe)	If you need technical support during the meeting, you can scan the QR code on your screen or visit bit.ly/ADOTZoomHelp to access Zoom support.
3	Listen to presentation in Spanish (Cynthia Wolfe) (Miguel Jarillo Pedraza)	Tonight's meeting will also be presented in Spanish. If you would prefer to listen to the meeting in Spanish, click on the Globe icon and select your preferred language of Spanish. Our interpreter Miguel will now repeat this message in Spanish.
4	Opening Slide (Cynthia Wolfe)	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.

5	Welcome Housekeeping & Zoom Support (Cynthia Wolfe)	<p>A few housekeeping items before we get started.</p> <p>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.</p> <p>Please note this meeting is being recorded. The recording will be posted to the project website.</p> <p>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.</p> <p>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.</p>
6	How to ask Questions (Cynthia Wolfe)	<p>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.</p>
7	Title VI (Cynthia Wolfe)	<p>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.</p>
8	Title VI Spanish (Mark Cañas)	<p>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.</p> <p>Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a 602.712.8946 o civilrightsoffice@azdot.gov.</p>

9	Auxiliary Aids & Services (Cynthia Wolfe)	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 .
10	Meeting Presenters (Cynthia Wolfe)	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.
11	Meeting Purpose (Tricia Brown)	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.
12	Project Background (Continued) (Tricia Brown)	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. The ultimate configuration for SR 24 will be to add another lane into the median, for four lanes in each direction. ADOT has acquired the needed freeway right of way for a future widening.

13	Project Background (Tricia Brown)	<p>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.</p> <p>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.</p> <p>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.</p> <p>I will now hand off the presentation to Gary Melita.</p>
14	Project Limits (Gary Melita)	<p>Thank you, Tricia.</p> <p>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.</p> <ol style="list-style-type: none">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. <p>Next, we have a series of slides that will present the proposed project improvements.</p>

15	Major Project Elements (1) (Gary Melita)	<p>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.</p> <p>Loop 202 will also be widened to increase capacity for entering and exiting SR 24.</p> <p>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.</p>
16	Major Project Elements (2) (Gary Melita)	<p>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.</p> <p>In total, there will be 11 new bridges and three existing bridge widenings built with this project.</p> <p>All exit ramps to crossroads on Loop 202 and SR 24 will be widened and converted from one lane to two lanes.</p> <p>And one more major element includes reconstructing the end of the freeway interchange at Ironwood Drive to a Diverging Diamond Interchange or DDI.</p>
17	Additional Project Elements (1) (Gary Melita)	<p>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.</p> <p>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.</p> <p>New signing and striping will be placed throughout and the speed limit on SR 24 will be revised to 65 mph.</p> <p>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.</p> <p>Lighting impacted by Loop 202 widening will be relocated and new lighting will be installed on the exit and entrance ramps along SR 24.</p>

18	Additional Project Elements (2) (Gary Melita)	<p>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.</p> <p>Existing drainage systems will be modified to accommodate freeway widening and new ramps.</p> <p>All disturbed areas of Loop 202 will be re-landscaped and disturbed areas along SR 24 will be re-seeded.</p>
19	Project slide (1) (Gary Melita)	<p>The next three slides will take a closer look at proposed improvements at specific locations.</p> <p>The segment shown here is from Recker Road on Loop 202 to eastbound SR 24 and Ellsworth Road.</p> <p>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.</p> <p>The improvements include bridge widenings in both directions on Loop 202 over Power Road and the East Maricopa Floodway as shown.</p> <p>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.</p> <p>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.</p> <p>Also as previously indicated the eastbound and westbound crossroad exit ramps at Power Road will be converted from one lane to two.</p>

20	Project slide (2) (Gary Melita)	<p>The next segment going west then north from SR 24 and Ellsworth Road to Loop 202 and Guadalupe Road.</p> <p>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.</p> <p>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.</p> <p>The Guadalupe Road exit ramp will also be reconstructed and converted from one to two lanes.</p>
21	Project slide (3) (Gary Melita)	<p>The last segment shows the improvements on SR 24 from Ellsworth Road to Ironwood Drive.</p> <p>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.</p> <p>New overpass bridges will be constructed at each crossroad as shown.</p> <p>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.</p> <p>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.</p>

22	Bridge Rendering (1) (Gary Melita)	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.
23	Bridge Rendering (2) (Gary Melita)	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.
24	Ironwood Drive (1) Through movements (Gary Melita)	<p>Next we will talk about the changes at Ironwood Drive.</p> <p>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.</p> <ol style="list-style-type: none"> 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. <p>As you can see, the through movements change sides of the road in the middle of the interchange at traffic signals as shown.</p>
25	Ironwood Drive (2) Turning movements (Gary Melita)	<p>Next, we'll look at the turning movements.</p> <ol style="list-style-type: none"> 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.
26	Ironwood Drive (3) Pedestrian movements (Gary Melita)	<p>Next, we'll look at bike and pedestrian movements through the DDI.</p> <ol style="list-style-type: none"> 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. <p>Signing will be placed at the southbound to westbound SR 24 right turn movement indicating vehicles shall yield to pedestrians when present.</p> <p>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.</p>
	Flyover video	Next - The project team has prepared a fly through video simulation of the project improvements along Loop 202 and SR 24 to Ironwood Drive that we will now share with you.
27	Environmental and Air Quality (Gary Melita)	<p>A comprehensive Environmental Analysis has been prepared to address Biological, Cultural, Clean Water (404), and Hazardous Materials in accordance with Federal regulations.</p> <p>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.</p> <p>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.</p> <p>Another part of the Environmental Analysis is conducting a noise analysis which we will discuss next.</p>
28	Noise Analysis (Gary Melita)	<p>A Noise Analysis was performed for this project and conducted in accordance with ADOT's Noise Abatement Requirements.</p> <p>Noise measurements were taken throughout the project limits.</p>

		<p>Future noise levels were predicted within the project limits based on 2050 traffic volumes and proposed freeway improvements.</p> <p>Based upon the predicted noise levels and mitigation requirements, potential noise wall locations were evaluated.</p> <p>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.</p> <p>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.</p>
29	<p>Noise Wall Locations</p> <p>(Gary Melita)</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The walls shown in green indicate potential noise walls pending developer construction permitting prior to the date of public knowledge.</p> <p>Benefited Property Owners have the right to reject proposed noise walls and this discussion with property owners is in progress.</p>

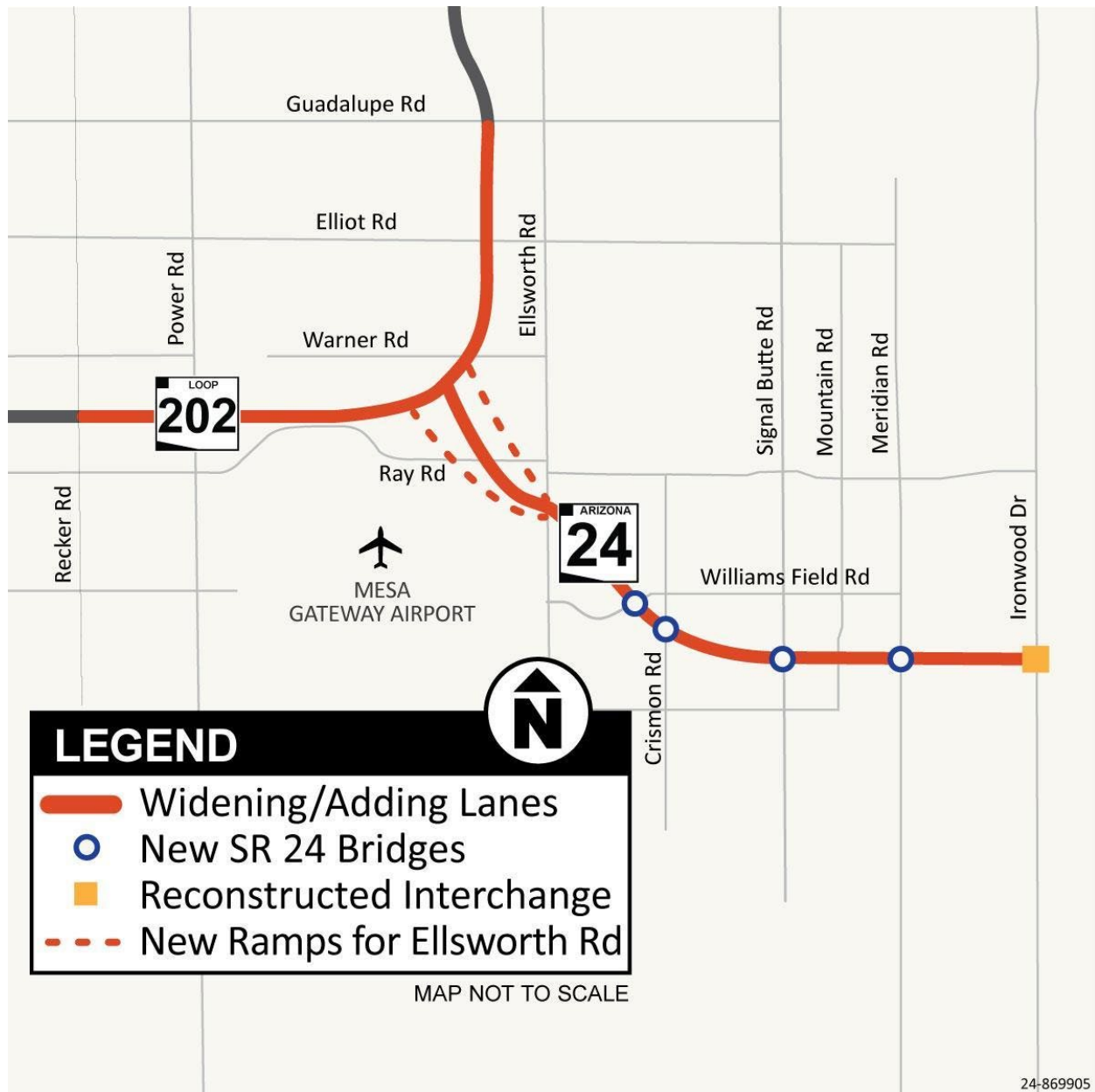
		For additional information, the Noise Analysis Report can be found on ADOT's project website using the link shown.
30	Project Timeline (Gary Melita)	The final design began in June 2024 with scheduled completion in June 2026. The project will then advertise for construction with an anticipated start in fall 2026. Construction is estimated to take approximately 2 ½ years.
31	What to expect during construction (Gary Melita)	<p>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.</p> <p>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.</p> <p>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.</p>

		<p>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.</p> <p>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.</p>
32	<p>Future SR 24 Extension East</p> <p>(Gary Melita)</p>	<p>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.</p> <p>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.</p>
33	<p>Local Street projects</p> <p>(Gary Melita)</p>	<p>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.</p> <p>The City of Mesa has planned roadway improvement projects on</p> <p>Sossaman Road - from Warner Rd to Ray Rd,</p> <p>Ray Road and Ellsworth Road - crossing SR 24,</p> <p>Crismon Road - north and south of SR 24,</p> <p>Mountain Road - crossing under SR 24,</p> <p>and the west side of Meridian Road - south of SR 24</p> <p>and an additional waterline project along Williams Field Road crossing SR 24 to Ellsworth Road.</p>

		<p>Additionally, the Town of Queen Creek is starting construction on the east side of Ironwood Drive to add a 3rd northbound lane from Germann Road to SR 24.</p> <p>If you have specific questions about the City of Mesa, Town of Queen Creek, or Pinal County projects, we will have City and County representatives provide input and answers.</p> <p>Now I will hand it back to Cynthia to begin the Q&A portion of the meeting.</p>
34	How to Comment (Cynthia Wolfe)	<p>Thank you, Gary.</p> <p>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:</p> <p>You can complete the online comment form by scanning the QR code on the screen or clicking the link in the chat box.</p> <p>You can send an email to projects@azdot.gov (<i>projects at azdot dot gov</i>).</p> <p>You can call ADOT's project information line at 855.712.8530.</p> <p>Or you can visit the project's website at azdot.gov/ImprovingSR24 (<i>azdot dot gov slash improvingsr24</i>).</p> <p>We will also take questions and comments during tonight's meeting.</p> <p>I will now turn things over to Jessica with our Public Involvement team to help moderate our question-and-answer session.</p>
35 - 36	How to ask a question (Jessica Parks)	<p>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.</p> <p>If there are similar comments or questions received in the Q and A box, we may consolidate them.</p>

		We will now start our Q and A.
37	Thank you for attending (Cynthia Wolfe)	<p>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.</p> <p>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:</p> <p>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.</p> <p>Thank you everyone and have a great rest of your evening.</p>

Project Corridor Map



Fact Sheet

24 State Route 24, Loop 202 to Ironwood Drive Improvements DESIGN PHASE

OVERVIEW

State Route 24 (SR 24), also referred to as the Gateway Freeway, is currently a five-mile interim roadway between Loop 202 and Ironwood Drive. The Arizona Department of Transportation (ADOT) is currently in the design phase for a project to widen SR 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic.

PROJECT ELEMENTS

- ▶ Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- ▶ Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- ▶ Adding a diverging diamond interchange at Ironwood Drive
- ▶ Widening Loop 202 by an additional lane near the SR 24 system interchange
- ▶ Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

PROJECT SCHEDULE

- ▶ Design is expected to be completed in late 2025. Construction is expected to start in fall 2026 and take approximately two and a half years.
- ▶ This project is funded in part through Proposition 479, the dedicated half-cent sales tax approved by Maricopa County voters in 2024. It is included in the Regional Strategic Transportation Infrastructure Investment plan and managed by the Maricopa Association of Governments (MAG). As the metropolitan planning organization for the Maricopa region, MAG plans and allocates funding for the regional transportation system, while ADOT is responsible for designing and building the regional freeway projects in the MAG plan.

STAY INFORMED

- ▶ Visit the project website at azdot.gov/ImprovingSR24 for more information and to subscribe for project updates by email.



CONTACT US

- ▶ **Phone:** ADOT Project Information Line: 855.712.8530
- ▶ **Email:** projects@azdot.gov
- ▶ **Mail:** ADOT Communications and Public Involvement, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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25-872726 Rev 10-17-25



MEJORAS A SR 24, DESDE LOOP 202 A IRONWOOD DRIVE

HOJA INFORMATIVA DEL PROYECTO

DESCRIPCIÓN GENERAL

La ruta estatal 24 (SR 24), también conocida como autopista Gateway, es actualmente una carretera provisional de cinco millas entre Loop 202 y Ironwood Drive. El Departamento de Transporte de Arizona (ADOT) se encuentra actualmente en la fase de diseño de un proyecto para ampliar SR 24 desde Loop 202 a Ironwood Drive y convertir SR 24 en una carretera con acceso totalmente controlado y separada del tráfico transversal.

ELEMENTOS DEL PROYECTO

- Ampliación de SR 24 por dos carriles en cada dirección entre Loop 202 y Williams Field Road y un carril en cada dirección entre Williams Field Road y Ironwood Drive
- Construcción de nuevos puentes sobre las carreteras Williams Field, Crismon, Signal Butte y Meridian
- Añadiendo un intercambio de diamante divergente en Ironwood Drive
- Ampliación de Loop 202 con un carril adicional cerca del intercambio del sistema SR 24
- Construcción de nuevas rampas elevadas entre Ellsworth Road y Loop 202 en ambas direcciones, que incluirán nuevos puentes

CRONOGRAMA DEL PROYECTO

- Se anticipa que el diseño se completará a finales de 2025. La construcción se anticipa que comenzará en el otoño de 2026 y tomará aproximadamente dos años y medio.
- Este proyecto es financiado en parte por la Proposición 479, el impuesto especial de medio centavo sobre las ventas aprobado por los votantes del Condado de Maricopa en 2024. El proyecto está incluido en el Plan Regional de Inversión en Infraestructura Estratégica de Transporte y es administrado por la Asociación de Gobiernos de Maricopa (MAG). Como organización de planificación metropolitana de la región de Maricopa, MAG planifica y asigna fondos para el sistema de transporte regional, mientras que ADOT es responsable del diseño y la construcción de los proyectos de autopistas regionales del plan de MAG.

MANTÉNGASE INFORMADO

- Visita el sitio web del proyecto en azdot.gov/ImprovingSR24 para obtener más información y suscribirse a las actualizaciones del proyecto por correo electrónico.



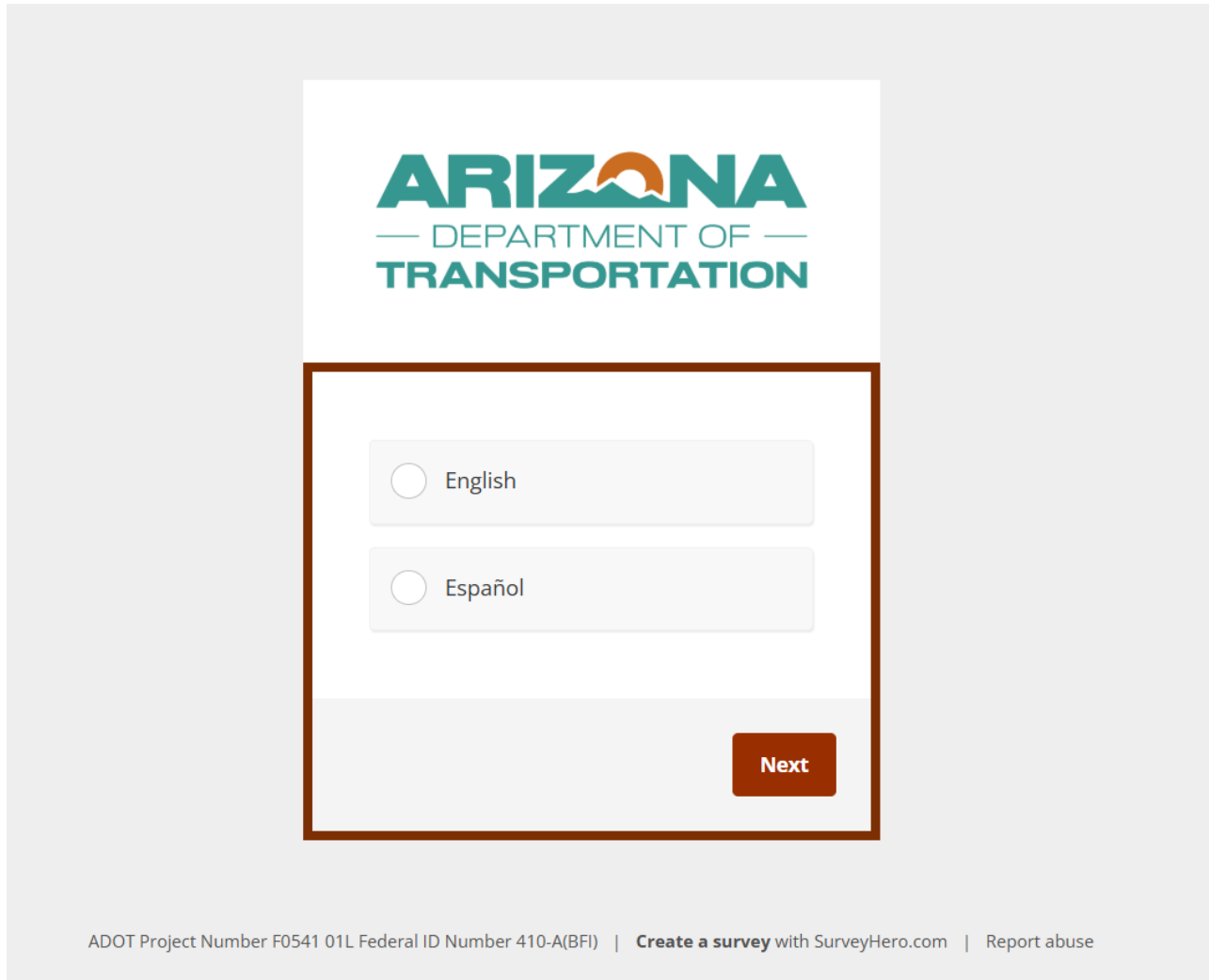
CONTÁCTENOS

- Teléfono:** Línea de Información del Proyecto ADOT al 855.712.8530
- Correo electrónico:** projects@azdot.gov
- Correo:** ADOT Communications and Public Involvement, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Cynthia Wolfe a projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

25-872726 Rev 10-17-25

Online Comment Form



The screenshot displays the Arizona Department of Transportation's online comment form. At the top, the ADOT logo is shown in teal and orange. Below the logo, a brown-bordered box contains two radio button options: "English" and "Español". A brown "Next" button is positioned at the bottom right of this box. At the very bottom of the page, a footer line provides project details and links: "ADOT Project Number F0541 01L Federal ID Number 410-A(BFI) | Create a survey with SurveyHero.com | Report abuse".

ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

☐ English

☐ Español

Next

ADOT Project Number F0541 01L Federal ID Number 410-A(BFI) | [Create a survey](#) with SurveyHero.com | [Report abuse](#)

ADOT State Route 24: Loop 202 to Ironwood Drive Improvements

Thank you for your interest in the State Route 24: Loop 202 to Ironwood Drive Improvements. The Arizona Department of Transportation (ADOT) is currently in the design phase to widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic.

Improvements include:

- Widening SR 24 between Ellsworth Road and Ironwood Drive to provide three general-purpose lanes and a merge/auxiliary lane in each direction
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new bridges
- Adding a Diverging Diamond Interchange (DDI) at Ironwood Drive
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

Please take the survey to provide your input on the proposed improvements. **Surveys are being accepted through Nov. 7, 2025.**



[Back](#)

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Question 1: My comment is regarding (choose one):

☐ Widening or Adding Lanes

☐ Ramps

☐ Ironwood DDI

☐ Construction

☐ Noise

☐ Lighting, landscaping or pavement

☐ Other

Question 2: Please list your comment here:

Question 3: Do you have additional comments?

☐ Yes

☐ No

Back

Next

Question 4: My comment is regarding (choose one):

☐ Widening or Adding Lanes

☐ Ramps

☐ Ironwood DDI

☐ Construction

☐ Noise

☐ Lighting, landscaping or pavement

☐ Other

Question 5: Please list your comment here:

Question 6: Do you have additional comments?

☐ Yes

☐ No

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Next

Question 7: My comment is regarding (choose one):

☐ Widening or Adding Lanes

☐ Ramps

☐ Ironwood DDI

☐ Construction

☐ Noise

☐ Lighting, landscaping or pavement

☐ Other

Question 8: Please list your comment here:

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Next

Question 9: Please fill out the following information.

Name

Email Address:

Zip Code (required) *

Question 10: How did you find out about the State Route 24: Loop 202 to Ironwood Drive Improvements project?

You can select multiple options.

☐ Direct mailer

☐ Social media

☐ News story

☐ ADOT email alert

☐ Online advertisement

☐ Website

☐ Word of mouth

☐ Other

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Thank you. Please click "Next" to submit your survey and it will be reviewed by the project team. We appreciate your input.

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Appendix B

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

GovDelivery Notices

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

11/14/25, 3:19 PM

ADOT to hold Oct. 21 public meeting for State Route 24, Loop 202 to Ironwood Drive expansion project

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ADOT to hold Oct. 21 public meeting for State Route 24 Loop 202 to Ironwood Drive expansion project

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ADOT to hold Oct. 21 public meeting for State Route 24, Loop 202 to Ironwood Drive expansion project

The Arizona Department of Transportation will hold a virtual public meeting Oct. 21 to share design plans for the planned expansion of [State Route 24 from Loop 202 to Ironwood Drive](#). The project will widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic.



VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 2025, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

- Meeting ID: 848 4394 6096
- Passcode: 667066
- Phone: 833-548-0276 (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question and answer session where the public will have an opportunity to ask questions and provide comments.

Can't attend the meeting? Meeting materials will be posted to the [project website](#) on Oct. 17. A recording of the meeting will be posted to the [website](#) after the meeting.

PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive

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State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

11/14/25, 3:19 PM

ADOT to hold Oct. 21 public meeting for State Route 24, Loop 202 to Ironwood Drive expansion project

- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently planned to advertise for construction in spring 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

STAY INFORMED

Project website: azdot.gov/improvingSR24

Email: projects@azdot.gov

Phone: 855.712.8530

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State Route 24 Loop 202 to Ironwood Drive
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Mark your calendars for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21

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Mark your calendars for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21

The Arizona Department of Transportation will hold a virtual public meeting on Oct. 21, to provide an opportunity for the public to learn about planned improvements to SR 24 from Loop 202 to Ironwood Drive.



VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 2025, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

- Meeting ID: 848 4394 6696
- Passcode: 667066
- Phone: 833-548-0276 (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question and answer session where the public will have an opportunity to ask questions and provide comments.

Can't attend the meeting? Meeting materials will be posted to the [project website](#) on Oct. 17. A recording of the meeting will be posted to the [website](#) after the meeting.

PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive

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State Route 24 Loop 202 to Ironwood Drive
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11/14/25, 3:20 PM

Mark your calendars for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21

- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently planned to advertise for construction in spring 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

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The Arizona Department of Transportation will hold a virtual public meeting on Oct. 21, to provide an opportunity for the public to learn about planned improvements to SR 24 from Loop 202 to Ironwood Drive.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

- Meeting ID: 848 4394 6686
- Passcode: 667086
- Phone: 833-548-0276 (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question-and-answer session for the public to ask questions and provide comments.

Can't attend the meeting? Meeting materials are now posted to the [project website](#). A recording of the meeting will be posted after the meeting.

Comments may be submitted from Oct. 17 through 5 p.m. Nov. 7 in any of the following ways:

- Attend the virtual public meeting
- Take the online survey: surveyhero.com/s/ADOTSR24
- Email: projects@azdot.gov
- Call the ADOT Project Information Line: 855.712.8530
- Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

For more information on the project, visit the project website: azdot.gov/improvingSR24

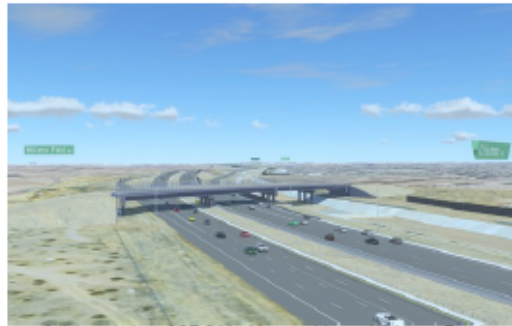


Artist rendering of SR 24 at Signal Butte Road.

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11/14/25, 3:21 PM

Join ADOT for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21



Artist rendering of SR 24 looking west toward Crismon Road.

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Reminder: Public meeting for the State Route 24, Loop 202 to Ironwood Drive project is tomorrow night, Oct. 21

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Reminder: Public meeting for the State Route 24, Loop 202 to Ironwood Drive project is tomorrow night, Oct. 21

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Reminder: Public meeting for the State Route 24, Loop 202 to Ironwood Drive project is tomorrow night, Oct. 21

Meeting presentation is posted on the project website; provide comments through Nov. 7

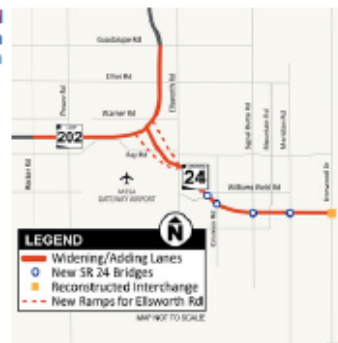
The Arizona Department of Transportation's virtual public meeting to learn about and provide input on the planned improvements to State Route 24 from Loop 202 to Ironwood Drive is happening tomorrow, Oct. 21.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

- Meeting ID: 848 4394 6886
- Passcode: 667066
- Phone: 833-548-0276 (English only)



Can't attend the meeting? Meeting materials are posted on the [project website](#). A recording of the meeting will be posted after the meeting.

Comments may be submitted through 5 p.m. Nov. 7 in the following ways:

- Attend the virtual public meeting
- Take the online survey: surveyhero.com/cv/ADOTSR24
- Email: projects@azdot.gov
- Call the ADOT Project Information Line: 855.712.8530
- Mail: ADOT Communications, 1655 W. Jackson St., MD 128F, Phoenix, AZ 85007

For more information, visit the project website: azdot.gov/monorailSR24



Artist rendering of SR 24 at Crismon Road.

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

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Missed the State Route 24, Loop 202 to Ironwood Drive project public meeting? View the recording online now

Provide comments by Nov. 7

Did you miss the Oct. 21 public meeting for the State Route 24, Loop 202 to Ironwood Drive expansion project? You can watch a recording of the virtual public meeting, view a project simulation and provide your comments by visiting the project website at azdot.gov/improvingSR24.

Comments may be submitted through 5 p.m. Friday, Nov. 7 in the following ways:

- Take the online survey: surveyhero.com/s/AZDOTSR24
- Email: projects@azdot.gov
- Call the ADOT Project Information Line: 855.712.8530
- Mail: ADOT Communications, 1655 W. Jackson St. MD 126F, Phoenix AZ 85007



PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently expected to start construction in fall 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

STAY INFORMED

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Time is running out! Provide your comments on ADOT's State Route 24, Loop 202 to Ironwood Drive project by Nov. 7

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Time is running out! Provide your comments on ADOT's State Route 24, Loop 202 to Ironwood Drive project by Nov. 7

Learn more about ADOT's plans to improve State Route 24 between Loop 202 and Ironwood Drive.

Visit azdot.gov/improvingSR24 to watch the public meeting presentation, view a project simulation and provide your comments.

Comments may be submitted through 5 p.m. Friday, Nov. 7 in the following ways:

- Take the online survey: surveyhero.com/s/AZDOTSR24
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PROJECT ELEMENTS

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Social Media Posts



Social Media Ad



Arizona Department of Transportation

October 15 at 3:43 PM · 🌐

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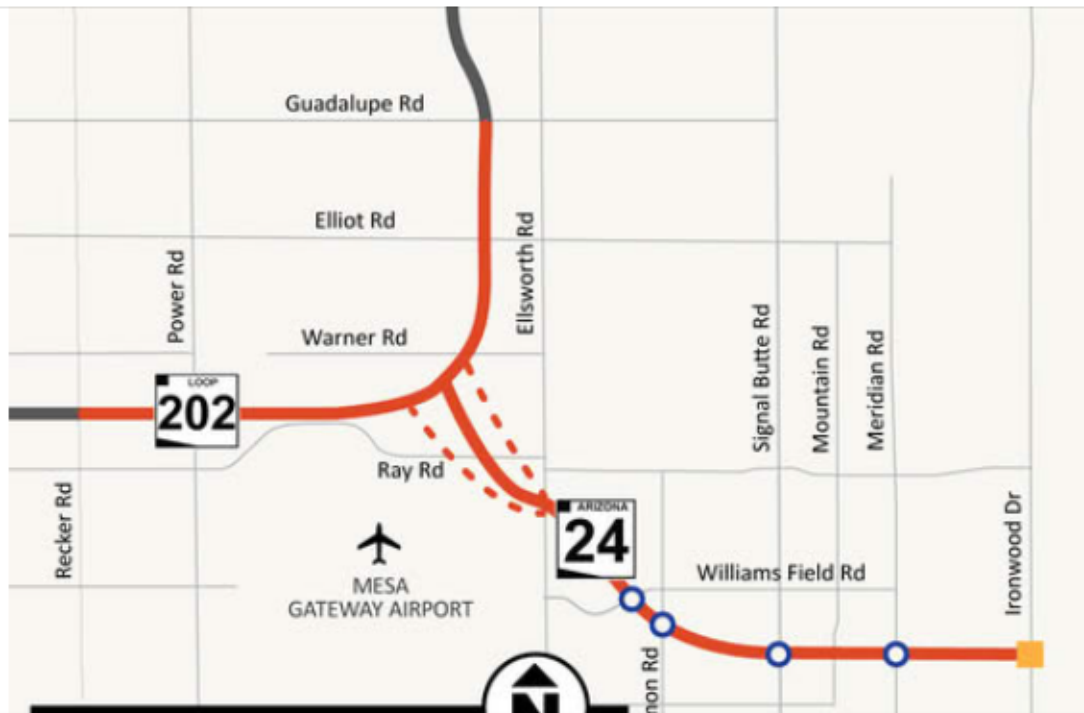
We're hosting a virtual public meeting, 6-7 p.m. Oct. 21 to provide input on plans to expand State Route 24, between Loop 202 and Ironwood Drive.

The project includes:

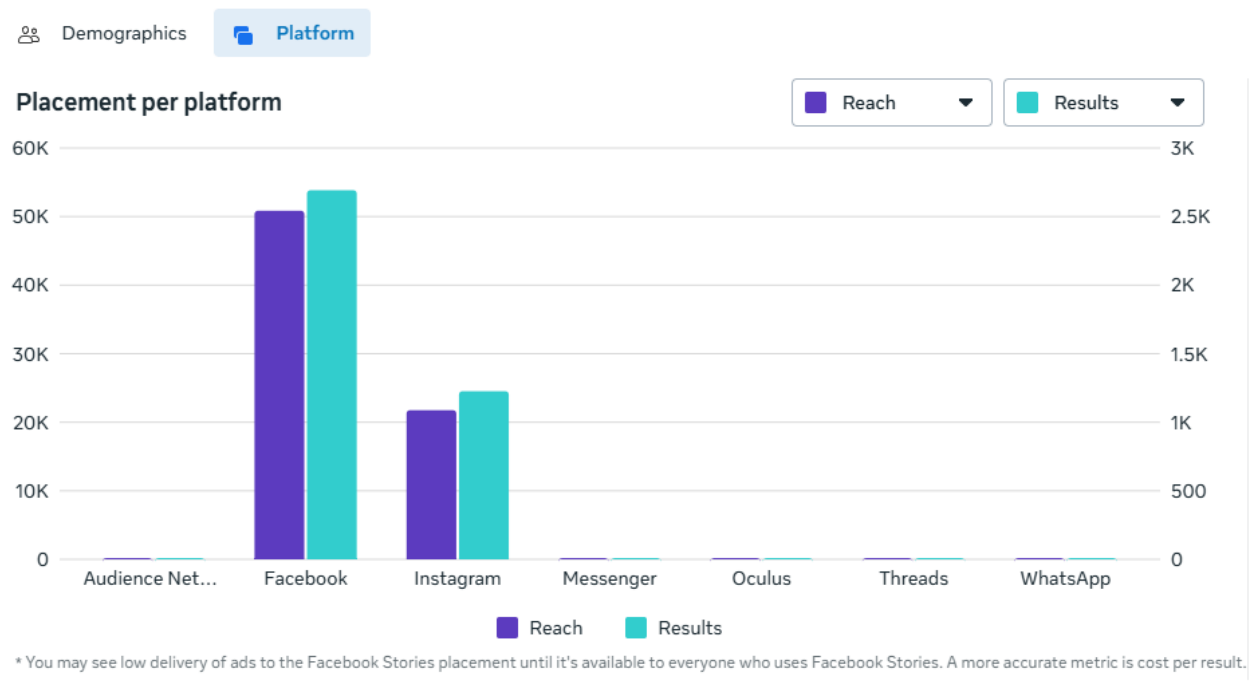
- Widening SR 24 between Ellsworth Road and Ironwood Drive to provide three general-purpose lanes and a merge/auxiliary lane in each direction
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new bridges
- Convert the Ironwood Drive interchange to a Diverging Diamond design
- Construct new elevated ramps between Ellsworth Road and Loop 202 in both directions
- Construct new bridges to carry Loop 202 over the cross streets

Register for and join the public meeting: <https://bit.ly/ADOTSR24>

For more information visit the project website: <https://azdot.gov/.../central-district.../state-route-24>



State Route 24 Loop 202 to Ironwood Drive
 Project No. F0719 01D
 Oct. 21, 2025, Public Meeting Summary Report



Nextdoor Posts

Oct. 1



State of Arizona

ADOT Communications Office of Community Relations · 1 Oct

...

ADOT to hold Oct. 21 public meeting for State Route 24, Loop 202 to Ironwood Drive expansion project

The Arizona Department of Transportation will hold a virtual public meeting Oct. 21 to share design plans for the planned expansion of State Route 24 from Loop 202 to Ironwood Drive. The project will widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 2025, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

Meeting ID: 848 4394 6696

Passcode: 667066

Phone: **833-548-0276** (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question and answer session where the public will have an opportunity to ask questions and provide comments.

Can't attend the meeting? Meeting materials will be posted to the project website on Oct. 17. A recording of the meeting will be posted to the website after the meeting.

PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

-- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently planned to advertise for construction in spring 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

STAY INFORMED

Project website: azdot.gov/ImprovingSR24

Email: projects@azdot.gov

Phone: 855.712.8530



Posted to Subscribers of State of Arizona in 1 area

Posted to Subscribers of State of Arizona in 1 area



3



- 757 Impressions



Oct. 7

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



State of Arizona

ADOT Communications Office of Community Relations · 7 Oct

...

Mark your calendars for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21

The Arizona Department of Transportation will hold a virtual public meeting on Oct. 21, to provide an opportunity for the public to learn about planned improvements to SR 24 from Loop 202 to Ironwood Drive.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 2025, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

Meeting ID: 848 4394 6696

Passcode: 667066

Phone: **833-548-0276** (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question-and-answer session where the public will have an opportunity to ask questions and provide comments.

Can't attend the meeting? Meeting materials will be posted to the project website on Oct. 17. A recording of the meeting will be posted to the website after the meeting.

PROJECT ELEMENTS

**Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive

**Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads

**Adding a diverging diamond interchange at Ironwood Drive

**Widening Loop 202 by an additional lane near the SR 24 system interchange

**Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

The project is currently planned to advertise for construction in spring 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

STAY INFORMED

Project website: azdot.gov/ImprovingSR24

Email: projects@azdot.gov

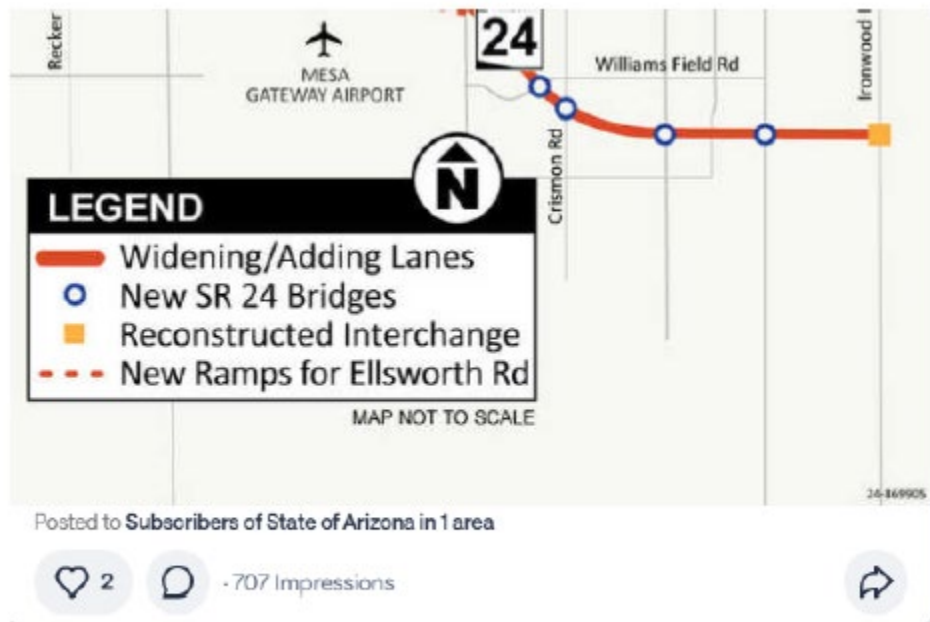
Phone: **855.712.8530**

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Cynthia Wolfe at **855.712.8530** or projects@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Cynthia Wolfe al projects@azdot.gov o al **855.712.8530**. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.



State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



Oct. 17

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



State of Arizona

ADOT Communications Office of Community Relations - 17 Oct

...

Join ADOT for the State Route 24, Loop 202 to Ironwood Drive project public meeting Oct. 21

Provide your comments through Nov. 7

The Arizona Department of Transportation will hold a virtual public meeting on Oct. 21, to provide an opportunity for the public to learn about planned improvements to SR 24 from Loop 202 to Ironwood Drive.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

Meeting ID: 848 4394 6696

Passcode: 667066

Phone: 833-548-0276 (English only)

The meeting will include a presentation on the project at 6 p.m., followed by a question-and-answer session for the public to ask questions and provide comments.

Can't attend the meeting? Meeting materials are now posted to the project website. A recording of the meeting will be posted after the meeting.

Comments may be submitted from Oct. 17 through 5 p.m. Nov. 7 in the following ways:

Attend the virtual public meeting

Take the online survey: surveyhero.com/c/ADOTSR24

Email: projects@azdot.gov

Call the ADOT Project Information Line: 855.712.8530

Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

For more information on the project, visit the project website:

azdot.gov/ImprovingSR24

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



Oct. 20

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



State of Arizona

ADOT Communications Office of Community Relations · 20 Oct

...

***Reminder: Public meeting for the State Route 24, Loop 202 to Ironwood Drive project is tomorrow night, Oct. 21
Meeting presentation is posted on the project website; provide comments through Nov. 7

The Arizona Department of Transportation's virtual public meeting to learn about and provide input on the planned improvements to State Route 24 from Loop 202 to Ironwood Drive is happening tomorrow, Oct. 21.

VIRTUAL PUBLIC MEETING

Tuesday, Oct. 21, 6-7 p.m.

Virtual (Zoom) link: bit.ly/StateRoute24

Meeting ID: 848 4394 6696

Passcode: 667066

Phone: 833-548-0276 (English only)

Can't attend the meeting? Meeting materials are posted on the project website. A recording of the meeting will be posted after the meeting.

Comments may be submitted through 5 p.m. Nov. 7 in the following ways:

Attend the virtual public meeting

Take the online survey: surveyhero.com/c/ADOTSR24

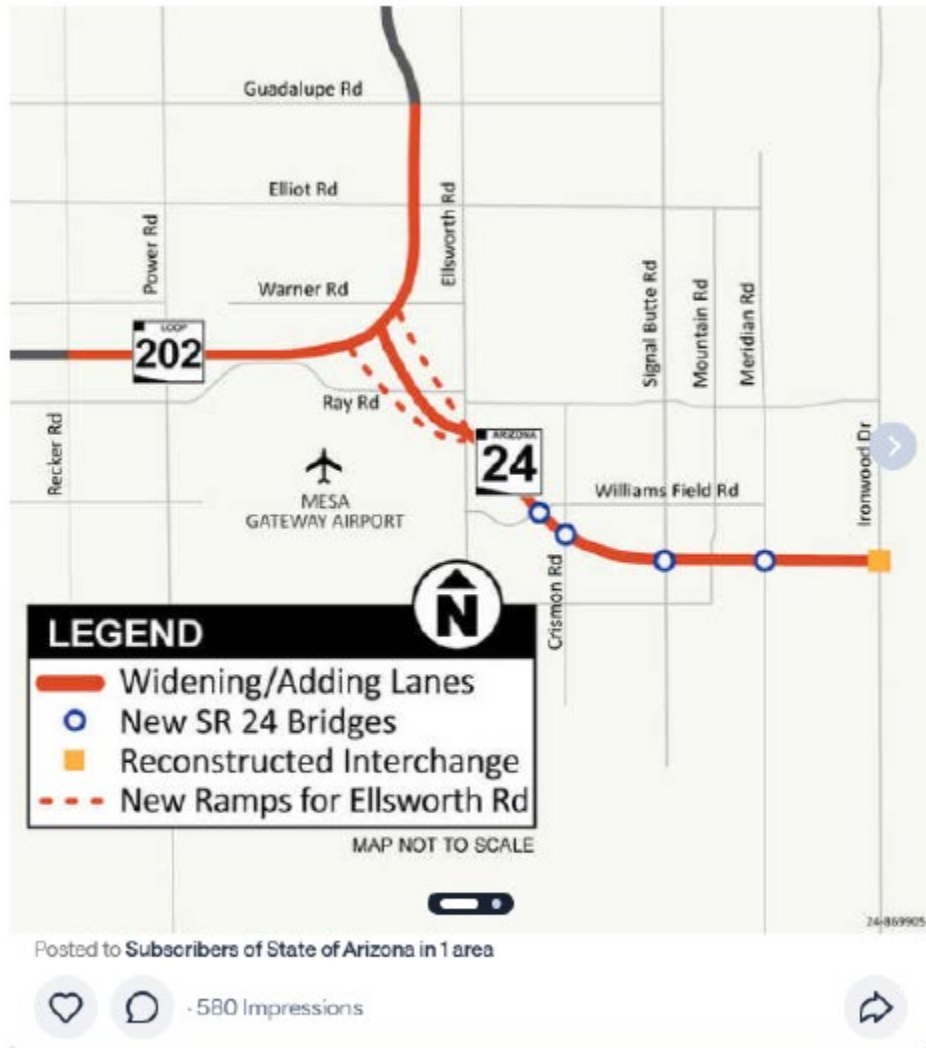
Email: projects@azdot.gov

Call the ADOT Project Information Line: 855.712.8530

Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

For more information, visit the project website: azdot.gov/ImprovingSR24

For more information, visit the project website: azdot.gov/ImprovingSR24



Oct. 24



State of Arizona

ADOT Communications Office of Community Relations · 24 Oct

...

*** Missed the State Route 24, Loop 202 to Ironwood Drive project public meeting? View the recording online now

*** Provide comments by Nov. 7

Did you miss the Oct. 21 public meeting for the State Route 24, Loop 202 to Ironwood Drive expansion project? You can watch a recording of the virtual public meeting, view a project simulation and provide your comments by visiting the project website at azdot.gov/ImprovingSR24.

Comments may be submitted through 5 p.m. Friday, Nov. 7 in the following ways:

Take the online survey: surveyhero.com/c/ADOTSR24

Email: projects@azdot.gov

Call the ADOT Project Information Line: 855.712.8530

Mail: ADOT Communications, 1655 W. Jackson St. MD 126F, Phoenix AZ 85007

PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently expected to start construction in fall 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

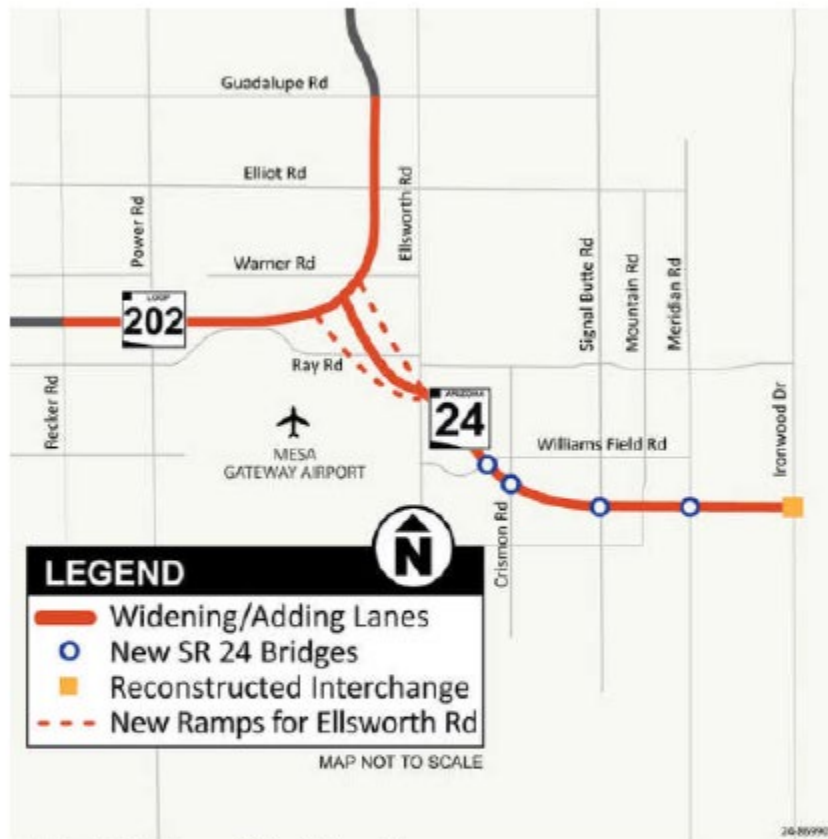
State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

STAY INFORMED

Project website: azdot.gov/ImprovingSR24

Email: projects@azdot.gov

Phone: 855.712.8530



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4



1

943 Impressions



Lou A. 2w · San Tan Valley

About time...traffic is already getting really hoary in that area..and worse by the day with all the building going on...



Like



Reply



Share

Nov. 5

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



State of Arizona
ADOT Communications Office of Community Relations - 5 Nov

...

**** Time is running out! Provide your comments on ADOT's State Route 24, Loop 202 to Ironwood Drive project by Nov. 7

Learn more about ADOT's plans to improve State Route 24 between Loop 202 and Ironwood Drive. Visit azdot.gov/ImprovingSR24 to watch the public meeting presentation, view a project simulation and provide your comments.

Comments may be submitted through 5 p.m. Friday, Nov. 7 in the following ways:

Take the online survey: surveyhero.com/c/ADOTSR24

Email: projects@azdot.gov

Call the ADOT Project Information Line: **855.712.8530**

Mail: ADOT Communications, 1655 W. Jackson St. MD 126F, Phoenix AZ 85007

PROJECT ELEMENTS

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and one lane in each direction between Williams Field Road and Ironwood Drive
- Constructing new bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Adding a diverging diamond interchange at Ironwood Drive
- Widening Loop 202 by an additional lane near the SR 24 system interchange
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges

The project is currently expected to start construction in fall 2026. This project is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

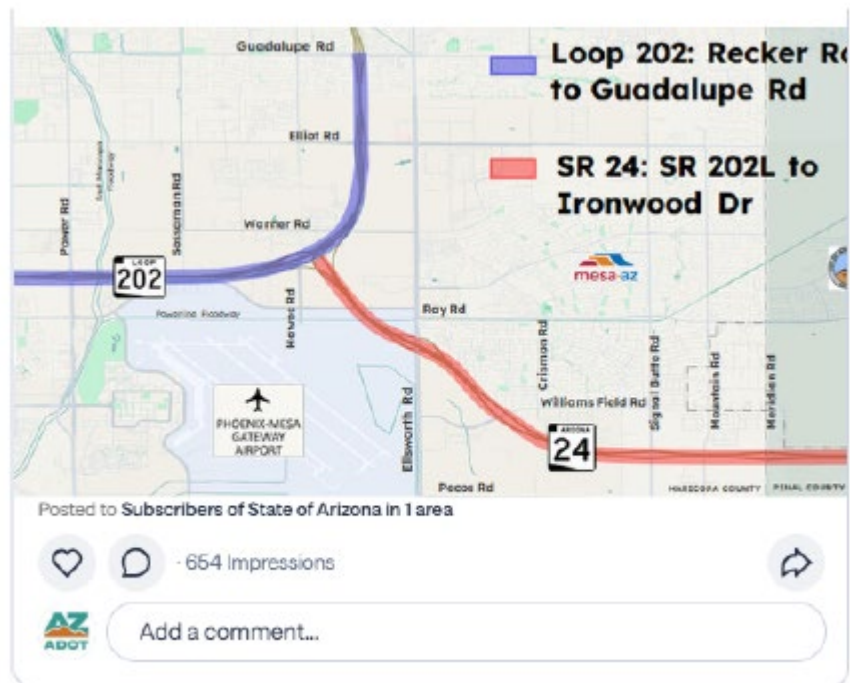
STAY INFORMED

Project website: azdot.gov/ImprovingSR24

Email: projects@azdot.gov

Phone: **855.712.8530**

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report



Mailer



State Route 24

Loop 202 to Ironwood Drive Improvements

The Arizona Department of Transportation (ADOT) is currently in the design phase for a project to widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic.

IMPROVEMENTS INCLUDE:

- Widening SR 24 between Ellsworth Road and Ironwood Drive to provide three general-purpose lanes and a merge/auxiliary lane in each direction.
- Widening Loop 202 by an additional lane near the SR 24 system interchange.
- Adding a Diverging Diamond Interchange at Ironwood Drive.
- Constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges.
- Constructing new bridges.

PUBLIC MEETING OCT. 21, 2025

JOIN US at the upcoming virtual public meeting to **learn more and provide comments** about the proposed improvements.

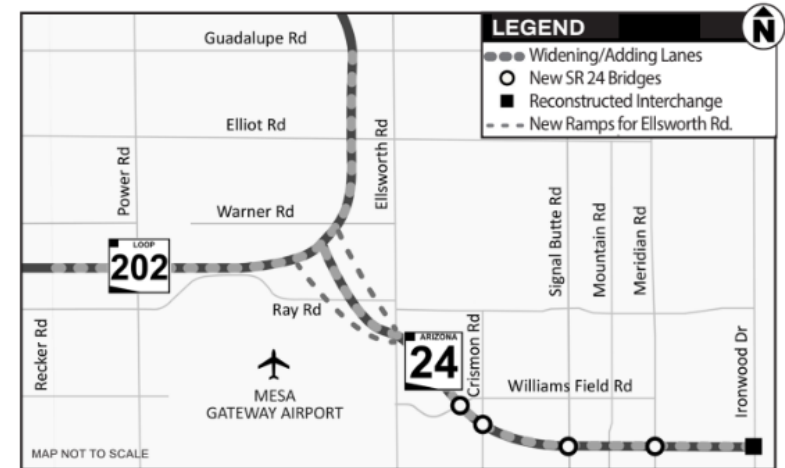
Virtual (Zoom) | 6-7 p.m.

- **Link:** bit.ly/StateRoute24
- **Meeting ID:** 848 4394 6696
- **Passcode:** 667066
- **Phone:** 833-548-0276

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Register to attend the virtual public meeting by scanning the QR code or visiting the website: bit.ly/StateRoute24



CAN'T MAKE IT?

Visit azdot.gov/ImprovingSR24 to view the presentation and provide feedback between Oct. 17 - Nov. 7. Q&A will also be posted after the meeting.

Online Comment Form:
surveyhero.com/c/ADOTSR24

Phone: 855.712.8530

Email:
projects@azdot.gov

Mail:
ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix AZ 85007

State Route 24

Mejoras de Loop 202 a Ironwood Drive

El Departamento de Transporte de Arizona (ADOT) se encuentra en la fase de diseño de un proyecto para ampliar la ruta estatal 24 (SR 24) entre Loop 202 e Ironwood Drive y convertir SR 24 en una autopista con acceso totalmente controlado, separada del tráfico cruzado.

LAS MEJORAS INCLUYEN:

- Ampliación de SR 24 entre Ellsworth Road y Ironwood Drive para proporcionar tres carriles de uso general y un carril de incorporación/auxiliar en cada dirección.
- Ampliar Loop 202 con un carril adicional cerca del enlace con SR 24.
- Agregar un intercambio tipo "diamante divergente" en Ironwood Drive.
- Construir nuevas rampas elevadas entre Ellsworth Road y Loop 202 en ambos sentidos, que incluirán nuevos puentes.
- Construir nuevos puentes.

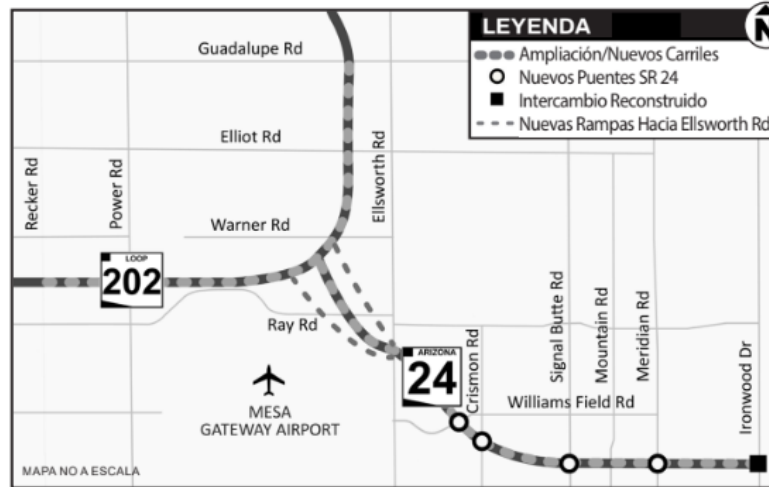
REUNIÓN PÚBLICA EL 21 DE OCT.

ACOMPÁÑANOS
en la próxima reunión pública virtual para **conocer más y compartir** comentarios sobre las mejoras propuestas.

Virtual (Zoom) | 6-7 p.m.

- **Enlace:** bit.ly/StateRoute24
- **ID de la reunión:** 848 4394 6696
- **Código de acceso:** 667066
- Para acceder a la interpretación en español, únase a Zoom en su computadora o mediante la aplicación móvil.

Regístrate para asistir a la reunión virtual escanea el código QR o visitando el sitio web: bit.ly/StateRoute24



¿NO PUEDES ASISTIR?

Visite azdot.gov/ImprovingSR24 para ver la presentación y enviar tus comentarios entre el 17 de octubre y el 7 de noviembre. La sección de preguntas y respuestas también se publicará después de la reunión.

Formulario de comentarios en línea:
surveyhero.com/c/ADOTSR24

Correo electrónico:
projects@azdot.gov

Teléfono: 855.712.8530

Correo postal:
ADOT Communications
1655 W. Jackson St. MD 126F
Phoenix AZ 85007

ECRWSS

Local
Postal Customer

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964, la Ley para Personas con Discapacidades (ADA) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran adaptaciones razonables por idioma o discapacidad deben comunicarse con Cynthia Wolfe, Gerente de Relaciones Comunitarias de ADOT, al 855.712.8530 o por correo electrónico a projects@azdot.gov. Se recomienda realizar las solicitudes lo más pronto posible para que el Estado cuente con tiempo para atender la adaptación.

Appendix D

News Release

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

11/14/25, 3:24 PM

ADOT News: Virtual meeting about future SR 24 improvements scheduled on Oct. 21

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ADOT News: Virtual meeting about future SR 24 improvements scheduled on Oct. 21

Arizona Department of Transportation sent this bulletin at 10/16/2025 02:45 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3f770f3>



ADOT to host Oct. 21 virtual meeting about next SR 24 improvements *Project team will discuss new lanes, other upgrades east of Loop 202*

The Arizona Department of Transportation will host a virtual meeting the evening of Tuesday, Oct. 21, to provide an update and answer questions about an upcoming project to add lanes and other improvements to State Route 24 (Gateway Freeway) between Loop 202 (Santan Freeway) and Ironwood Drive in the Southeast Valley.

The meeting will be from 6 p.m. to 7 p.m. You can attend using this Zoom link: bit.ly/StateRoute24 (meeting ID: 848 4394 6896; passcode: 667086). Attendees also can listen to the meeting in English by calling 833.548.0276.



As part of the Regional Transportation Plan managed by the Maricopa Association of Governments (MAG), the SR 24 Improvement Project is scheduled to start in fall 2026. The primary elements of the project are:

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and by one lane in each direction between Williams Field Road and Ironwood Drive
- Building new freeway bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Constructing a diverging diamond interchange connecting SR 24 and Ironwood Drive
- Widening Loop 202 by one lane near its interchange with SR 24
- Adding new ramps to provide improved connections between Loop 202 and Ellsworth Road

If you are not able to attend the virtual meeting, information will be posted on the [project website](#) starting Oct. 17. Following the meeting, a recording of the event also will be posted on the website.

This project is funded in part through Proposition 479, the dedicated half-cent sales tax approved by Maricopa County voters in 2024. It is included in the [Regional Strategic Transportation Infrastructure Investment Plan](#) (RSTIIP) and managed by the Maricopa Association of Governments (MAG).

As the metropolitan planning organization for the Maricopa County region, MAG plans and allocates funding for the regional transportation system, while ADOT is responsible for designing and building the regional freeway projects in the MAG plan.

To plan your trip, get travel times or see ADOT cameras, download the [AZ 511 app](#).

The Arizona Department of Transportation advises drivers to use the designated detours when there are closures on state highways.

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

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State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

Earned Media

KNXV (ABC)

October 19, 2025 | 10:00 PM AZT | 12 hours ago

ABC15 News @ 10pm: SR 24 improvement meeting

Anchor read about upcoming public meeting.

Phoenix (Prescott)



23,478

919.49 (E)



KNXV (ABC)

October 21, 2025 | 06:00 AM AZT | 4 hours ago

ABC15 News @ 6am: SR 24 public meeting

PIO Doug Nintzel speaks with reporter about the impact of SR 24 improvements.

Phoenix (Prescott)



23,852

1,185.27 (E)



TOP STORY SPOTLIGHT

ADOT to hold virtual meeting for SR 24 improvements

Staff Reports Oct 20, 2025 Updated Oct 20, 2025 0



The Arizona Department of Transportation will host a virtual meeting Tuesday, Oct. 21, to discuss improvements to State Route 24 in San Tan Valley.

[Buy Now](#)

Submitted



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[A*](#) [🔄](#) [🔍](#) 1.0x

00:00

01:44



The Arizona Department of Transportation will host a virtual meeting from 6-7 p.m. on Tuesday, Oct. 21, to provide an update and answer questions about an upcoming project to add lanes and other improvements to State Route 24 between Loop 202 and Ironwood Drive in the Southeast Valley.

State Route 24 connects San Tan Valley with the East Valley, with the roadway linking to Loop 202 in Mesa.

The project is scheduled to start in fall 2026. The primary elements of the project are:

- Widening SR 24 by two lanes in each direction between Loop 202 and Williams Field Road and by one lane in each direction between Williams Field Road and Ironwood Drive
- Building new freeway bridges over Williams Field, Crismon, Signal Butte and Meridian roads
- Constructing a diverging diamond interchange connecting SR 24 and Ironwood Drive
- Widening Loop 202 by one lane near its interchange with SR 24
- Adding new ramps to provide improved connections between Loop 202 and Ellsworth Road

For those unable to attend the virtual meeting, information is posted on the project website. Following the meeting, a recording of the event also will be posted on the website.



This project is funded in part through Proposition 479, the dedicated half-cent sales tax approved by Maricopa County voters in 2024. It is included in the Regional Strategic Transportation Infrastructure Investment Plan and managed by the Maricopa Association of Governments.

As the metropolitan planning organization for the Maricopa County region, MAG plans and allocates funding for the regional transportation system, while ADOT is responsible for designing and building the regional freeway projects in the MAG plan.



ARIZONA TRAFFIC

ADOT holding virtual meeting on massive project to improve State Route 24 in southeast Valley

Oct 16, 2025, 4:00 PM | Updated: Oct 17, 2025, 11:54 am



BY SERENA O'SULLIVAN
KTAR News Reporter and Editor



PHOENIX — Arizonans will have a chance to learn more about a major transportation upgrade aimed at improving traffic flow east of Loop 202.

The [State Route 24 Improvement Project](#) is scheduled to start in fall 2026, according to the Arizona Department of Transportation (ADOT).

To ensure the public is well-informed, ADOT is hosting a virtual meeting on Oct. 21 to provide an update and answer questions about the project.



Details about the SR 24 Improvement Project

By the time the project is complete, SR 24 will feature two new lanes in each direction between Loop 202 and Williams Field Road and one additional lane in each direction between Williams Field Road and Ironwood Drive, according to ADOT.

Additionally, Loop 202 will be widened by one lane near its interchange with SR 24.



However, it's not just a lane addition project. The SR 24 Improvement Project will also add new freeway bridges over Williams Field, Crismon, Signal Butte and Meridian roads.

ADOT will also construct a diverging diamond interchange that connects SR 24 and Ironwood Drive.

There will also be new ramps to improve connections between Loop 202 and Ellsworth Road.

Part of the funding for the project comes from Proposition 479, a half-cent sales tax Maricopa County voters [approved in 2024](#).

RELATED STORIES



Scottsdale man indicted after posting videos of himself going 187 mph while fleeing from police



State Transportation Board approves update to 5-year construction program

How to join virtual meeting about major freeway project starting in 2026

Members of the public can join the meeting about the SR 24 Improvement Project by [using this Zoom link](#).

- Meeting ID: 848 4394 6696
- Passcode: 667066

Guests can also listen to the meeting by calling 833-548-0276.

State Route 24 Loop 202 to Ironwood Drive
 Project No. F0719 01D
 Oct. 21, 2025, Public Meeting Summary Report

KPNX (NBC)

October 22, 2025 | 04:00 AM AZT | 5 hours ago

Today in AZ: SR 24 improvement meeting

Anchor read about ADOT meeting.

Phoenix (Prescott)
 4,801
 59.82 (E)

KHRR (TEL)

October 21, 2025 | 04:00 PM AZT | 17 hours ago

Noticiero Telemundo Arizona 4:30 pm: SR 24 improvement meeting

Anchor read in Spanish about SR 24 improvement meeting.

Tucson (Sierra Vista)
 156.69

abc15arizona
 Follow

abc15arizona
 The Arizona Department of Transportation is seeking public input about the upcoming State Route 24 expansion in the southeast Valley. Officials are hosting a virtual public meeting tonight to hear your thoughts before breaking ground. Learn more and see how to attend the meeting in the link in our bio. [#abc15](#) [#arizona](#) [#adot](#) [#expansion](#) [#publicmeeting](#)

6h

youvegottadd
 This is exciting! Looking forward to the meeting tonight

58m Reply

trvcvrt
 If they'd extend past Ironwood to Schnepf would make a huge difference for the amount of traffic on IW.

5h 2 likes Reply

s_m_piazza
 The bridges and bringing it up to highway speeds will be a major improvement

5h 1 like Reply

97 likes
 6 hours ago

Add a comment...

Post

Appendix E

Public Involvement Comments and Responses

Theme	Method Received	Comment	ADOT Response
Widening or Adding Lanes	Virtual Comment Form	All for it	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	Are there any plans to widen the Southbound 202 from Guadalupe to Eastbound SR24? There are currently 2 lanes that merge to one at Elliott then after the Elliott on ramp to South 202 it goes back to two lanes for Eastbound SR24. There is a back up every day when the lanes merge to one lane, then you have the people trying to cut in to avoid the back up which makes it worse.	The current project will not widen southbound Loop 202 from Guadalupe Road to SR 24, but will revise the signing and striping to communicate with traffic more effectively. However, based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.
Widening or Adding Lanes	Virtual Comment Form	Based on the positive impact of the Broadway Curve project, I have high hopes for this	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	Glad you are widening lanes where the 24 merges onto the north bound 202 - it's an accident waiting to happen and the back up at rush hour is really bad. Thank you.	Thank you for your comment. It has been shared with the project team.

Widening or Adding Lanes	Virtual Comment Form	How will current traffic be affected?	The project improvements are designed to reduce congestion and improve traffic flow through the corridor. 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. 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.
Widening or Adding Lanes	Virtual Comment Form	I agree with another participant's comment that the WB SR24 ramp onto NB 202 needs to be addressed first (prior to SR24/Ironwood).	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	I think this is long overdue We build homes one after the other and no highway to support With the growth in Pinal county this should have been done 5 years ago	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	I work in the industry and drive this alignment and corridor every single day. I wanted to provide my input and clarification on some of the questions asked by the public during the virtual presentation. Many people had brought up and asked questions about the SB L202 to SR 24 interchange. The issue that I continuously see cause backups and	There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width. The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp

		<p>accidents is when the SB L202 traffic is preparing to get on the SR 24, there is a lane drop as you go over the Elliot Road bridge and this causes a major traffic jam every time due to the lane drop at Elliot Road bridge and the merging of the SB L202, SR 24, and Elliot Road SB On Ramp traffic. Does this project plan to widen that Elliot Road bridge or restripe the existing lanes to eliminate the lane drop and allow for a more smooth transition and merge on to the SR 24?</p>	<p>metering will be added. This lane will remain an auxiliary lane to SR 24 as it currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound entrance ramp and southbound Loop 202 traffic.</p> <p>The right outside lane drop on southbound Loop 202 just south of Elliot Road will remain. Additional pavement would need to be constructed, and the Elliot Road entrance ramp gore reconstructed to have the southbound Loop 202 outside lane continue as a dedicated exit lane to SR 24. The pavement between the Elliot Road entrance and the SR 24 exit ramp would also need to be widened and would potentially create an issue for Elliot Road traffic merging two lanes in a relatively short distance to go westbound on Loop 202.</p>
Widening or Adding Lanes	Virtual Comment Form	<p>It would be more beneficial to have the two additional lanes continue you from Williams Field to Ironwood. There is still a lot off traffic flow between those roads</p>	<p>Thank you for your comment. It has been shared with the project team.</p>

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Widening or Adding Lanes	Virtual Comment Form	Make it as big and wide as possible. Plan for the next 25 years so we don't have to go through this again anytime soon	This upcoming widening project is designed to accommodate future traffic levels for the next 20 years. ADOT has acquired the needed freeway right of way for a future widening.
Widening or Adding Lanes	Virtual Comment Form	Making the exit off 202 to Ellsworth Rd wider is Great. Hard to merge over to get into Ellsworth Exit lane difficult in rush hour traffic.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	Most important is to make the transition from the 24 to the North 202 better. It bottle necks so bad that it doesn't make sense when there is no traffic on the 202.	Thank you for your comment. Project improvements include widening Loop 202 by an additional lane near the SR 24 system interchange. However, this project does not involve widening the Loop 202 to SR 24 system ramps because the existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Widening or Adding Lanes	Virtual Comment Form	Needs to be done ASAP	Construction is expected to begin in fall 2026 and take approximately two and a half years to complete, with anticipated completion in spring 2029.
Widening or Adding Lanes	Virtual Comment Form	One part that I believe was missed in this upgrade which would be recommended since doing all of the work to widen/add lanes is: When travelling south on 202 over the Elliot interchange, the right lane is forced to merge with the traffic. This has always been a dangerous location as cars don't notice until the last moment that the lane ends. It also causes significant backup due	There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width. The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp metering will be added. This lane will remain an auxiliary lane to SR 24 as it

		<p>to all cars trying to get into the same lane.</p> <p>Can we make it so that that right lane doesn't have to merge prior to getting to the 24 ramp/exit?</p>	<p>currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound entrance ramp and southbound Loop 202 traffic.</p> <p>The right outside lane drop on southbound Loop 202 just south of Elliot Road will remain. Additional pavement would need to be constructed, and the Elliot Road entrance ramp gore reconstructed to have the southbound Loop 202 outside lane continue as a dedicated exit lane to SR 24. The pavement between the Elliot Road entrance and the SR 24 exit ramp would also need to be widened and would potentially create an issue for Elliot Road traffic merging two lanes in a relatively short distance to go westbound on Loop 202.</p>
Widening or Adding Lanes	Virtual Comment Form	<p>Please consider adding the additional lane from Meridian to Ironwood as more traffic will be flowing in that direction due to new housing and industrial development. More traffic will flow as these projects are completed. Without the additional lanes traffic will continue to be congested along</p>	<p>The ultimate configuration for SR 24 will be to add another lane into the median, for four lanes in each direction. There is no timeline for the ultimate widening as it is not currently programmed for funding. This upcoming widening project is designed to accommodate future traffic levels for the next 20 years. ADOT has acquired the needed</p>

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		SR 24 causing delays even in areas with 4 lanes on the new freeway.	freeway right of way for a future widening.
Widening or Adding Lanes	Virtual Comment Form	Please prioritize westbound travel on the Loop 202.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	That would be great! How about increasing the speed limit and have overpasses	When the SR 24 project is completed, the speed limit will be increased to 65 mph which is the typical urban freeway speed limit. SR 24 will travel over the following cross streets on new bridges: Williams Field Road, Signal Butte Road, and Meridian Road. SR 24 already travels over Mountain Road on a new bridge, which will be widened for this project. Crismon Road will travel over SR 24 on a new bridge for this project.
Widening or Adding Lanes	Virtual Comment Form	The best plan I have heard. We need this bad	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	The connector between westbound 24 and northbound 202 must be widened as it already can't handle the traffic load.	Thank you for your comment. Project improvements include widening Loop 202 by an additional lane near the SR 24 system interchange. However, this project does not involve widening the Loop 202 to SR 24 system ramps because the existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.

Widening or Adding Lanes	Virtual Comment Form	The Route 202 and 24 are used frequently by me to access Ellsworth Rd. The current ability to go from Ellsworth North to the 202 North is dangerous due to merging of westbound 202 traffic and the loss of lanes approaching the 202 North merge. I hope the traffic flow studies have shown this and your design eliminates this concern.	The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity and improve overall operations.
Widening or Adding Lanes	Virtual Comment Form	This and "ramps" should have been done in the first place.	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded</p>

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			through a voter-approved half-cent countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.
Widening or Adding Lanes	Virtual Comment Form	This highway should be designed as a "true" highway, with on/off ramps. Also, the speed limit should be increased, as currently, 45 mph, in MOST Az drivers minds- means drivers on this road currently are going 65-70 mph.	Project improvements involve constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges. When the SR 24 project is completed, the speed limit will be increased to 65 mph which is the typical urban freeway speed limit.
Widening or Adding Lanes	Virtual Comment Form	This is much needed and critical especially during rush hour times. The population is only increasing out in Queen Creek/San Tan Valley so the sooner this gets started the better.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	This widening is critical for a smooth transition from the 24 onto the 202 North	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	We are pleased with the plan. The lanes are SO needed.	Thank you for your comment. It has been shared with the project team.

Widening or Adding Lanes	Virtual Comment Form	We need widening desperately.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	Why didn't they make them wider in the beginning, they had to know with the growth the additional lanes would be needed.	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.</p>

Widening or Adding Lanes	Virtual Comment Form	Why in the world would you NOT widen the lanes all the way to Ironwood? I live in Queen Creek and utilize the Signal Butte interchange constantly. The traffic at Signal Butte is JUST AS BAD as any other location along the 24. To think you are going to NARROW the widening project by HALF at Signal Butte is absurd. Why don't you do a survey of residents who actually use this freeway? Just a postcard survey of what the residents want? Given the current and projected growth in Queen Creek in these areas, there will be MORE traffic needing to exit and enter Queen Creek at peak travel times, not LESS. Certainly, it won't be long before you are forced to extend 24 from Ironwood to points East.	The SR 24 project when completed will have three new travel lanes and one auxiliary lane for merging between the crossroads in the westbound direction from Ironwood Drive to Ellsworth Road and in the eastbound direction from Ellsworth Road to Meridian Road. From Meridian Road to Ironwood Drive, four lanes will be sequentially reduced to two lanes at the exit and end of freeway.
Widening or Adding Lanes	Virtual Comment Form	Widen the road and add ramps 24 and 202 East	Project improvements include widening SR 24 between Ellsworth Road and Ironwood Drive to provide three general-purpose lanes and a merge/auxiliary lane in each direction, widening Loop 202 by an additional lane near the SR 24 system interchange, and constructing new elevated ramps between Ellsworth Road and Loop 202 in both directions, which will include new bridges.
Widening or Adding Lanes	Virtual Comment Form	Widening lanes is great but the choke points are SR24 to SR202 towards The 60 not being addressed?	The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of

			SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .
Widening or Adding Lanes	Virtual Comment Form	Widening this into a full freeway is much needed. Also the interchange between the 24 and the 202 does need to be fixed the backup there is most days and most times.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Virtual Comment Form	YES! Congestion is already bad and with the growth in this area, will only get worse. Do it right the first time.	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent countywide sales tax for transportation.</p>

			<p>The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.</p>
Ramps	Virtual Comment Form	<p>Excited for all the improvements- thank you. Regarding the current ramp signage from the 24 Westbound to the 202, the signage creates issues that I see a couple times each week. There are 3 lanes to choose- the right lane requires you to get onto the 202 heading North (into North Mesa, Tempe, & Scottsdale), the middle lane allows you to choose getting onto the 202 heading North or the 202 heading West (into Gilbert, Chandler), or the left lane which requires you to get onto the 202 heading West. The signage (arrows) is clear for the right and left lane, but not for the middle lane. The sign shows the arrow requiring the driver to take the 202 North (it should be an either / or arrow). I see drivers getting into the left lane at the last minute, realizing they could have stayed in the middle lane, and getting back over- not to avoid traffic, but due to signage</p>	<p>The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity, and improve overall operations.</p>

		confusion. Can the middle lane arrow be corrected? Thank you.	
Ramps	Virtual Comment Form	I am so glad there will be ramps. Driving around in heavy traffic with cars making quick lane changes around us worries me.	Thank you for your comment. It has been shared with the project team.
Ramps	Virtual Comment Form	I don't see anything in the project to improve traffic congestion at the 202 SB/WB exit to 24 east. Can this be added to the project?	The existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Ramps	Virtual Comment Form	I have a concern about the Ramp leading from W/B SR24 to N/B 202. I understand that there will be an additional lane to help improve flow onto the 202, however, currently the off-ramp for N/B 202 to Elliott Rd. crosses with the on-ramp from the SR24. Is there a way to move that Elliott Rd. off-ramp to be BELOW the on-ramp from the 24 or vice versa to increase/improve an even constant flow from the SR24 to N/B 202? Is there a way to see a visual of the proposed interchange for that area.	<p>The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity, and improve overall operations.</p> <p>LED conversion and operation of the existing SR 202L and System TI lighting</p>

		<p>Concern #2 is that the lighting for the 202 and SR24 interchange has NOT worked since the current improvement opened about 3 years ago. The lighting appears to be in place, but it does not work during dark hours.</p>	<p>is currently being addressed by ADOT on a separate lighting project.</p>
Ramps	Virtual Comment Form	<p>I just was on the zoom meeting and love the project and look forward to the completion of the improvements. I have two concerns:</p> <p>Persons entering southbound 202 from Elliott road will still need to cut across two lanes of traffic of southbound 202 drivers attempting to access the eastbound 24, this is a very dangerous merge. My second concern is towards Pinal County, this will move traffic to Ironwood much more efficiently, however until the Pinal Prkway is constructed Ironwood will be a disaster. Pinal County should not continue approving additional developments in this area until plans and funding for the widening of Ironwood to three lanes in both directions from the 24 to Combs Rd and construction of the Pinal Parkway are established.</p>	<p>The current project will not widen southbound Loop 202 from Guadalupe Road to SR 24 but will revise the signing and striping to communicate with traffic more effectively. However, based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p> <p>The extension of SR 24 east to US 60 and the Central Arizona Parkway are in the planning phase with Pinal County, ADOT, and local municipalities to determine the alignment, interim and/or ultimate lane configuration and funding source(s). Please contact Pinal County for information.</p>

Ramps	Virtual Comment Form	<p>Most mornings the ramp from the 24 to the 202 is a horrible mess. You have people coming up from Ellsworth attempting to cross 2 lanes and I'm surprised there hasn't been several accidents. Then at night it can take almost 30 minutes or more to go from where the 202/24 connect to Ironwood. Any thoughts of toll/express lanes? I would pay a bit to get on a more express lane</p>	<p>The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity, and improve overall operations.</p> <p>Additional eastbound SR 24 travel lanes and freeway over the crossroads will increase traffic capacity and improve operations between Loop 202 and Ironwood Drive.</p>
Ramps	Virtual Comment Form	<p>People don't like the present zipper like merge from the WB 24 ramp to the NB 202 ramp and then have to merge again in less than 1/4 mile before the Elliot Rd off-ramp. Will this project remove the present lane drop offs?</p>	<p>The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity, and improve overall operations.</p>

Ramps	Virtual Comment Form	Please avoid and major schools, play grounds, or community centers near the highway. The traditional layout of Queen Creek, San Tan Valley, and Gilbert is confusingly putting schools and gathering areas near major artery roadways like the Queen Creek High School on Ocotillo, the Benjamin Franklin School on Rittenhouse, and most frustratingly immediately off the exit on Higley. This has and will cause a backup on to the freeway. With the	Please contact the appropriate municipality for concerns regarding the planning and location of schools.
Ramps	Virtual Comment Form	Please prioritize adding a second lane to the w/b SR24 to n/b 202 interchange ramp.	This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Ramps	Virtual Comment Form	Please prioritize the widening of the ramp from SR24 to North bound 202 as this has been a problem area for years.	This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Ramps	Virtual Comment Form	Please, please get this made into a regular freeway and do something about the bottleneck getting on to 202.	The project will widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic. This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their

			ultimate width based on future traffic needs and will not be modified for this project.
Ramps	Virtual Comment Form	Signal butte has already been super impacted south of the 24. Can you include requiring Mesa to widen signal butte to 2 lanes?	Please contact the City of Mesa regarding future planned improvements on Signal Butte Road north and south of SR 24.
Ramps	Virtual Comment Form	SR 24 should have originally been built as a limited access highway. The traffic lights have caused traffic backups especially during rush hours at all intersections of the highway. I understand that costs are always an issue, and I commend ADOT for designing the current road so that the bridges can be installed at a later date while keeping the costs and traffic impacts to a minimum. The addition of additional lanes is also necessary to handle the traffic from the growth in the far west Valley. Extension of SR 24 along with the North-South Corridor and Pinal County's planned Pinal parkway are also badly needed.	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is</p>

			funded through the passage of Prop. 479 in 2024.
Ramps	Virtual Comment Form	<p>The 24 west to 202 N ramp has been an issue since day one. Other ramps designed like this in the past have also been issues with back ups and accidents. Why does ADOT continue to use a failed design? The state needs to start using each Phase as a building block for the next and stop making them individual projects. We should not have to keep tearing up sound walls, barriers, retention and drainage. We know we have growth, project that out. Most successful business do this, government needs to start in order to be good stewards of the limited funds.</p>	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent</p>

			<p>countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.</p>
Ramps	Virtual Comment Form	<p>This a huge need and how the roadway should have been originally designed. Though I am worried about the pinch point coming off the SR24 to the 202 westbound. In the last 2 or 3 months there has been a back up on the SR24 to 202 transition loop.</p> <p>I think this is due to traffic on the 202 trying to jump ahead of the oncoming SR24 traffic. I think the on the SR24 ramp and Power Rd exit need a separation as this will have an equal backup now at highway speeds. The bridges, ramps, and widened roads will cause a higher flow rate of traffic entering the 202 west and cause potentially hazardous traffic mergers.</p>	<p>The project will widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic. This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.</p>
Ramps	Virtual Comment Form	<p>With the addition of ramps, will 24 speed limits be increased?</p>	<p>When the SR 24 project is completed, the speed limit will be increased to 65 mph which is the typical urban freeway speed limit.</p>

Ramps	Virtual Comment Form	Wouldn't have better studying of the project have resulted in the proper specs? Isn't it more expensive to make changes rather than building for the short term?	<p>Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion.</p> <p>Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.</p>
Other	Virtual Comment Form	Changing the speed limits is a good thing as the current limits are unrealistic and apparently unenforceable. Following the current limits is actually dangerous as many operators are nuts! I hope the revised limits will be enforced	Thank you for your comment. It has been shared with the project team.

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		diligently either by patrols or cameras.	
Other	Virtual Comment Form	Continue it to US 60	The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .
Other	Virtual Comment Form	I think you did an. excellent job with the presentation. The materials were very informative and you were extremely patient when you explained and repeated information.	Thank you for your comment. It has been shared with the project team.
Other	Virtual Comment Form	I think you've done an excellent job. Looking forward to using 24 in the future. GOOD JOB 👍	Thank you for your comment. It has been shared with the project team.
Other	Virtual Comment Form	I would rather see 24 extended before it is widened.	The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page

			at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .
Other	Virtual Comment Form	Please avoid and major schools, play grounds, or community centers near the highway. The traditional layout of Queen Creek, San Tan Valley, and Gilbert is confusingly putting schools and gathering areas near major artery roadways like the Queen Creek High School on Ocotillo, the Benjamin Franklin School on Rittenhouse, and most frustratingly immediately off the exit on Higley. This has and will cause a backup on to the freeway. With the	Please contact the appropriate municipality to voice concern regarding the planning and location of schools.
Other	Virtual Comment Form	Please avoid and major schools, play grounds, or community centers near the highway. The traditional layout of Queen Creek, San Tan Valley, and Gilbert is confusingly putting schools and gathering areas near major artery roadways like the Queen Creek High School on Ocotillo, the Benjamin Franklin School on Rittenhouse, and most frustratingly immediately off the exit on Higley. This has and will cause a backup on to the freeway. With the	Please contact the appropriate municipality to voice concern regarding the planning and location of schools.

Other	Virtual Comment Form	<p>Please, for all that is good and decent in this world PLEASE do something about the disaster that is the northbound onramp connecting SR24 to 202 east. It is an abject failure of traffic flow design that even a 1st year civil engineering student wouldn't design. As someone who travels this route 5 days a week this onramp is a merging nightmare and a great example what NOT to do to keep traffic patterns moving and safe. Permanently close the Elliot Rd offramp and widen the onramp to two lanes! PLEASE!!!!</p>	<p>The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity, and improve overall operations.</p> <p>Additional eastbound SR 24 travel lanes and freeway over the crossroads will increase traffic capacity and improve operations between Loop 202 and Ironwood Drive.</p>
Other	Virtual Comment Form	<p>Roughly, how long until we may see a future expansion?</p>	<p>The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari.</p>
Other	Virtual Comment Form	<p>Adding more and more and more roads destroys the reason for living in the East Valley.</p>	<p>Thank you for your comment. It has been shared with the project team.</p>

Other	Virtual Comment Form	What is being done re: all of the speeders driving over 45 mph? I am the only one who doesn't speed! I seldom see any police. The ticket fines could pay for all future road improvements!	Please contact the Arizona Department of Public Safety to voice concern regarding consequences for exceeding the speed limit.
Other	Virtual Comment Form	So it's been done somewhere else you say, have YOU ever driven around the Eastmark area...???? I don't know around Ironwood specifically but managing the roads from Ellsworth & Williams Field to Signal Butte & Elliott is nuts so I hope the road gets marked clear and with low speed limits - and is patrolled! Speeding tickets in this area would be able to fund this sooner btw!	If this comment is referring to the Diverging Diamond at Ironwood, then yes, this type of interchange has been constructed and is operating successfully at numerous locations around the country. Speed enforcement on local streets is a local municipal responsibility.
Other	Virtual Comment Form	So it's been done somewhere else you say, have YOU ever driven around the Eastmark area...???? I don't know around Ironwood specifically but managing the roads from Ellsworth & Williams Field to Signal Butte & Elliott is nuts so I hope the road gets marked clear and with low speed limits - and is patrolled! Speeding tickets in this area would be able to fund this sooner btw!	If this comment is referring to the Diverging Diamond at Ironwood, then yes, this type of interchange has been constructed and is operating successfully at numerous locations around the country. Speed enforcement on local streets is a local municipal responsibility.
Other	Virtual Comment Form	Thank you for this project...it is so desperately needed. It's crazy to think won't begin for another whole year but better late than never. Developers got it done to make their money so it's unfortunate we have the "suffer" to get the City to	Thank you for your comment. It has been shared with the project team.

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		have the safe and livable infrastructure to support it. Thank you for the meeting. You folks were all well prepared it was run super efficiently, can you project manage the construction too?!?!? And thanks for the increase speed limit, 45 was flat out dangerous for those following that limit. It's 55 on Ellsworth & Ray so it made zero sense.	
Other	Virtual Comment Form	The 24 leading up to the ramp 202 East is a travesty. It is dangerous it is restrictive it is slow and then when you get onto the 202 traffic slows again the road is rough the on-ramp is ridiculous to support that amount of traffic either additional ramps have to feed into that route or it needs to be widened.	This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Other	Virtual Comment Form	The entire project is absolutely necessary and needed. Please move forward to turn 24 into a proper full expressway ASAP!	Thank you for your comment. It has been shared with the project team.
Other	Virtual Comment Form	The presentation was very well organized and interesting. Thank you.	Thank you for your comment. It has been shared with the project team.
Other	Virtual Comment Form	The presentation was very well organized and interesting. Thank you.	Thank you for your comment. It has been shared with the project team.
Other	Virtual Comment Form	The presentation was very well organized and interesting. Thank you.	Thank you for your comment. It has been shared with the project team.

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Other	Virtual Comment Form	There is a dire need for additional lanes on Hunt Highway. The new home construction from Queen Creek all the way down to Sun City Anthem at Merrill Ranch is huge. The two lane trail is not going to cut it.	Please contact Pinal County for information.
Other	Virtual Comment Form	This looks like another half measure (perhaps better than nothing). What we all want and need very badly is to have 24 extended to Route 60 so that residents are not locked into the community by having only one way out. It's time to do the whole thing now. The Alternative to Route 60 has been discussed since I first visited Gold Canyon in 2007. 18 years!. Let's go.	Extension of SR 24 east of Ironwood Drive is currently not funded or programmed. The extension east to US 60 is in the planning phase with Pinal County, ADOT, and local municipalities to determine the alignment, interim and/or ultimate lane configuration and funding source(s). Please contact Pinal County for information.
Other	Virtual Comment Form	What does the pedestrian and bike connections through the area during construction and upon completion?	Sidewalk construction along arterial streets is standard practice. There is roadway width for bike lanes to be striped in the future by the City of Mesa. The City of Mesa made arrangements with ADOT to preserve space for a future multi-use path along the north side of SR 24 drainage channel from Ellsworth Rd to Meridian Rd. Please contact the City of Mesa and/or Town of Queen Creek for information regarding future bike and pedestrian routes and multi-use paths in the area.
Other	Virtual Comment Form	When will the sound wall next to Cadence be built?	Project construction is anticipated to start in Fall of 2026. Sound wall construction along the ROW adjacent to the Cadence area is anticipated as an early work item so they should start

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			towards the end of 2026 and be completed in the spring of 2027.
Other	Virtual Comment Form	When will the sound wall next to Cadence be built?	Project construction is anticipated to start in Fall of 2026. Sound wall construction along the ROW adjacent to the Cadence area is anticipated as an early work item so they should start towards the end of 2026 and be completed in the spring of 2027.
Other	Virtual Comment Form	I believe that adding the overpasses will relieve most of if not all the congestion.	SR 24 will travel over the following cross streets on new bridges: Williams Field Road, Signal Butte Road, and Meridian Road. SR 24 already travels over Mountain Road on a new bridge, which will be widened for this project. Crismon Road will travel over SR 24 on a new bridge for this project.
Other	Virtual Comment Form	Is there a plan to include a walk/bike path along the route? This area is lacking in resources for people to commute in ways other than by vehicle, and often those vehicles are single occupant commuters. Adding walk/bike paths will increase the availability of alternative commutes while promoting health conscious choices.	The City of Mesa made arrangements with ADOT to preserve space for a future multi-use path along the north side of SR 24 drainage channel from Ellsworth Road to Meridian Road. Please contact the City of Mesa and/or Town of Queen Creek for information regarding future bike and pedestrian routes and multi-use paths in the area.
Other	Virtual Comment Form	Is ADOT planning to switch back to Clearview signage at all? Unpopular, but I think it was very nice and I actually preferred it over the overwhelmingly fierce Highway Gothic font.	Signing and text fonts will follow the current 11th Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways published in Dec. 2023 and effective Jan 2024.

Noise	Virtual Comment Form	Are the sound walls going to be constructed before the road construction begins? The traffic noise is already unbearable for residents in the Cadence community.	Project construction is anticipated to start in Fall of 2026. Sound wall construction along the Right of Way adjacent to the Cadence area is anticipated as an early work item so they should start towards the end of 2026 and be completed in the spring of 2027.
Noise	Virtual Comment Form	Are there any plans for sound walls on the north side of SR 24 near Mountain Rd? Highway noise is very noticeable for the east side of Tapestry at Destination and has to be much worse for the south end of Destination at Gateway (especially early morning).	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review on the project website: azdot.gov/ImprovingSR24.</p>

Noise	Virtual Comment Form	<p>As a resident that lives with the 24 behind my house it is already entirely too noisy. Vehicle's drive 65-80 mph. Trucks use their air brakes increasing the noise.</p> <p>Without a sound barrier you are just committing to the noise problem we face as residents. Build sound barriers.</p>	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review on the project website: azdot.gov/ImprovingSR24.</p>
Noise	Virtual Comment Form	<p>I know that individuals that live near SR 24 will be concerned about road noise. However, the extension of SR 24 has been planned before many of those homes were built and purchased.</p>	<p>Thank you for your comment. It has been shared with the project team.</p>

Noise	Virtual Comment Form	<p>I live in Encore at Eastmark. Ever since 24 has gone in we can start hearing traffic in our bedrooms at 3 AM and our windows are closed. It would be lovely if sound walls could go up all the way down 24 on the side where homes are located. This noise is absolutely horrible and wakes me up every morning. I really wish you would consider that along with rubberized paving, which helps absorb the noise.</p>	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review on the project website: azdot.gov/ImprovingSR24.</p>
Noise	Virtual Comment Form	<p>I live on Twinkle Ave in Cadence...very close to the end of the street where the 24 runs. I am an original owner - moved in in January 2021 and have noticed my street getting louder and louder over the years. I have read your noise report online. I am assuming 8-14 foot barrier walls (WB1) are enough to block the noise that will come from elevating SR-24 to go over Ellsworth & Williams Field? I understand the need, I just hope your decibel predictions and mitigation plans are enough.</p>	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT may take additional noise measurements along the freeway if a potential issue is identified after the project is completed. New measurements would be compared for consistency with projections from the noise study. The current noise study is based on future traffic conditions and projected noise levels 20 years into the</p>

			future and represents the worst case scenario.
Noise	Virtual Comment Form	It looked like the sound barrier west of Signal Butte ends too early to control sound for people who live along Signal Butte and Williams Field. Could it be extended closer to Signal Butte?	There is planned commercial development along the east and west sides of Signal Butte Road north of SR 24. Discussions with the developers that own the land requested sound walls not be constructed so their property/businesses will have visibility from freeway.
Noise	Virtual Comment Form	Not worried about the noise at all	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p>

			The noise study is available for review on the project website: azdot.gov/ImprovingSR24 .
Noise	Virtual Comment Form	Please add big walls to contain the noise.	The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall.
Noise	Virtual Comment Form	There is loud traffic noise at my house in Cadence. Would you please build the sound wall sooner rather than later? This will greatly help my home.	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several</p>

			<p>criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review on the project website: azdot.gov/ImprovingSR24.</p>
Noise	Virtual Comment Form	<p>Why don't you build the sound walls as soon as possible? I live in Cadence, right beside SR24 and the current noise level is already too high. It is a long time to wait if the new project won't finish until 2029.</p>	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p> <p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review on the project website: azdot.gov/ImprovingSR24</p>

Noise	Virtual Comment Form	Will there be sound walls, rubberized asphalt any other noise deterrent?	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall. We will be using a concrete pavement treatment called diamond grinding, which has been used on other stretches of Valley freeways, including US 60 and Loop 101 in the east Valley. Diamond grinding uses small blades to create grooves in the concrete to smooth the surface, which helps improve ride quality and reduce noise. Following a three-year pilot program to evaluate its use, in 2023 diamond grinding was approved as the standard pavement treatment for the Regional Freeway System in Maricopa County, which found diamond grinding outperforms rubberized asphalt in long-term ride quality, lifecycle cost and traffic noise reduction over time.</p> <p>Much of the rubberized asphalt overlay covering the Regional Freeway System in Maricopa County has exceeded its useful 10-year service life. Rubberized asphalt is very expensive to maintain and degrades and crumbles over time, resulting in an uneven ride and diminished noise reduction benefits.</p>
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Lighting, landscaping or pavement	Virtual Comment Form	Please actually take the effort to lay out gravel as it looks much better that way.	<p>We will be using a concrete pavement treatment called diamond grinding, which has been used on other stretches of Valley freeways, including US 60 and Loop 101 in the east Valley. Diamond grinding uses small blades to create grooves in the concrete to smooth the surface, which helps improve ride quality and reduce noise. Diamond grinding is the new standard for freeway pavement on the Regional Freeway System in Maricopa County, and is being used on all feasible projects. Diamond grinding is a sustainable, cost-effective pavement treatment that provides several benefits, including long-term ride quality, improved traction and a lower life-cycle cost than asphalt.</p> <p>For more information about diamond grinding visit our web page at: https://azdot.gov/projects/central-district-projects/diamond-grinding-pavement-treatment.</p>
Lighting, landscaping or pavement	Virtual Comment Form	Why are the on ramps from and to SR24 so dark? It is dangerous.	Lighting will be placed along the ramps and gore locations where traffic is entering and exiting the freeway.
Lighting, landscaping or pavement	Virtual Comment Form	With too many wrong way drivers on highways (mostly closer to Phoenix) and with the tremendous growth here, the more lighting the better. It was WAY to dim in the streets just North of the 24 in the Eastmark area. Lighting is certainly frowned upon in this neck of the woods but we need more than what	<p>Lighting will be placed along the ramps and gore locations where traffic is entering and exiting the freeway.</p> <p>Lighting would be added in the median when the freeway is widened into the median as part of a future project, to avoid the cost of removing and replacing lighting in the future.</p>

		the Great Lights of the AZ Athletic Grounds offers!	
Ironwood DDI	Virtual Comment Form	DDI seems to be intricate for that intersection. Especially given the amount of traffic passing through that area and with the battery factory that will be open by then.	Thank you for your comment. It has been shared with the project team.
Ironwood DDI	Virtual Comment Form	Good call here, no notes just appreciate that there is an honestly attempt to keep traffic safe with more modern interchange types	Thank you for your comment. It has been shared with the project team.
Ironwood DDI	Virtual Comment Form	Seems like in the interim before the rest of the freeway is constructed, it would make more sense to give pedestrians unobstructed access down the east side of Ironwood instead of making multiple crossings on the west side	Currently there are no pedestrian facilities along Ironwood Dr north and south of SR 24 on either side of Ironwood Dr. Sidewalks are being installed on the west side for future use because permanent west side interchange improvements are being constructed with the current project. Sidewalks on the east side will be constructed in the future when SR 24 is extended east and the east side of the interchange is constructed.
Ironwood DDI	Virtual Comment Form	This section makes no sense to me as there (currently) no homes close enough that people would be walking (maybe biking) so why are these biking / walking lanes being put in. This to me appears to be just dangerous and accidents that are going to happen. Maybe this is something appropriate down the road once the extension of the 24 to the 60 is put in and more housing is	Sidewalk construction along arterial streets is standard practice. There is roadway width for bike lanes to be striped in the future by the City. Traffic at the arterial street intersections crossing SR 24 should reduce when the SR 24 freeway is constructed over the crossroads and SR 24 traffic does not need to travel through the intersections in the east-west direction.

		built (maybe). I just believe as I stated that this is a waste of time / money and dangerous. I am happy to see all the other improvements which will help with the amount of traffic once completed.	
Ironwood DD	Virtual Comment Form	So it's been done somewhere else you say, have YOU ever driven around the Eastmark area...???? I don't know around Ironwood specifically but managing the roads from Ellsworth & Williams Field to Signal Butte & Elliott is nuts so I hope the road gets marked clear and with low speed limits - and is patrolled! Speeding tickets in this area would be able to fund this sooner btw!	If this comment is referring to the Diverging Diamond at Ironwood, then yes, this type of interchange has been constructed and is operating successfully at numerous locations around the country. Speed enforcement on local streets is a local municipal responsibility.
Construction	Virtual Comment Form	1) It would be beneficial for the public to have a concrete date for the start and anticipated end of construction, and 2) we are interested in the plans as well, potentially extending the 24 further east, connecting with a future north/south freeway. I realize these are in the planning stages, but our new Town of San Tan Valley is in crisis mode due to congestion and poor local road planning for our growth.	Construction is expected to begin in fall 2026 and take approximately two-and-a-half years to complete, with anticipated completion in spring 2029. The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .

Construction	Virtual Comment Form	Everything new mentioned about the expansion is SR-24 seems suitable and great for future planning. How long would the construction take, starting from the proposed date of spring 2026?	Construction is expected to begin in fall 2026 and take approximately two-and-a-half years to complete, with anticipated completion in spring 2029. The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .
Construction	Virtual Comment Form	Finish the construction of the freeway from the 202 to Ironwood. The main traffic lanes. Then there's no reason to widen off-ramps.	Thank you for your comment. It has been shared with the project team.
Construction	Virtual Comment Form	From the non-stop construction that surrounds the southeast valley I do seriously question ADOT's ability to accurately conduct traffic studies and forecast for growth in this area. Budget funds should have been allocated to fix the 24/202 gridlock first then expanding the 24 down to Ironwood. Seems like ADOT did what they thought was the "easy" route first and now we are paying the dividends for that misaligned choice.	Freeways are constructed and expanded over time based on regional planning efforts, traffic needs and available funding. The need for funding and projects exceeds the amount of available funding. Constructing improvements that are not necessary for a long time into the future use up funding that could be allocated for more immediate needs somewhere else. ADOT plans, designs and acquires right of way for freeways based on the ultimate lane configuration to allow for future expansion. Planning and programming for the freeway system in Maricopa County is overseen by the Maricopa Association

			of Governments, the federally designated metropolitan planning organization for transportation in the Maricopa County region. ADOT builds what is planned and programmed by MAG. Most of the freeways in Maricopa County, including SR 24, are funded through a voter-approved half-cent countywide sales tax for transportation. The current SR 24 was built with funds from the previous tax and this project is funded through the passage of Prop. 479 in 2024.
Construction	Virtual Comment Form	Is there an estimated time of when the 505 will begin construction? any idea?	Currently, there is no timeline to build any portion of the North-South Corridor, as there is no funding identified for design, right-of-way or construction.
Construction	Virtual Comment Form	Please complete the 202 to 24 connections before the over passes along the 24 east of Williamsfield. This will keep the 202 interchanges manageable during construction.	The project will widen State Route 24 between Loop 202 and Ironwood Drive and convert SR 24 to a fully-access-controlled highway separated from cross traffic. This project does not include widening the Loop 202 to SR 24 system ramps because existing system traffic interchange ramps were designed and constructed to their ultimate width based on future traffic needs and will not be modified for this project.
Construction	Virtual Comment Form	Sooner the better getting it done.	Thank you for your comment. It has been shared with the project team.

Construction	Virtual Comment Form	This proposal is a good thing. The additional lanes are going to be needed in the very near future.	Thank you for your comment. It has been shared with the project team.
Construction	Virtual Comment Form	What is the Impact on residents daily commutes?	<p>Construction is expected to begin in fall 2026 and take approximately two-and-a-half years to complete, with anticipated completion in spring 2029. Construction will require periodic overnight and weekend closures and restrictions of SR 24, Loop 202, ramps and cross streets, and ramp closures of up to 60 days. Drivers will be detoured around closures. ADOT will minimize impacts by avoiding restrictions and closures during daytime peak travel and during major events and State holidays.</p> <p>Additionally, we will notify drivers of upcoming restrictions and closures through multiple methods, including email and social media, so they can plan travel accordingly.</p>
Construction	Virtual Comment Form	When will the sound wall next to Cadence be built?	Project construction is anticipated to start in Fall of 2026. Sound wall construction along the ROW adjacent to the Cadence area is anticipated as an early work item so they should start towards the end of 2026 and be completed in the spring of 2027.
Construction	Virtual Comment Form	With LG and other businesses moving in, the timeline needs to be moved up.	Thank you for your comment. It has been shared with the project team.

Ironwood DDI	Email	<p>Good afternoon Charlie,</p> <p>I would love for you to address the item “Convert the 24/Ironwood Drive interchange to a Diverging Diamond design” and see an actual example of the design for this project, since it is my understanding that the 24 is not being expanded past Ironwood at this time.</p> <p>In looking this design up, I would like to know how it was decided this would be the best design for this interchange? Drivers out in this area, like to drive like hot dogging bats out of you know where, and funneling cars on to the opposite side/direction of the highway does not seem like a good idea. They still have trouble with the fact that there are traffic lights at the street intersections on the 24.</p> <p>Best regards,</p>	<p>Thank you for your interest in the project and your question regarding the planned partial Diverging Diamond Interchange at Ironwood Drive.</p> <p>Four design alternatives for the SR 24/Ironwood Drive interchange were evaluated earlier this year as part of a feasibility study. Each alternative was evaluated based on operational performance, constructability and cost. The partial DDI emerged as the preferred solution that best handles anticipated traffic volumes and offers an adaptable and cost-effective approach that allows for an efficient transition to the full DDI by 2050 as part of the future extension of SR 24 to the east.</p> <p>A Diverging Diamond Interchange (DDI) addresses congestion and safety by allowing vehicles to travel more efficiently through an interchange. A DDI increases traffic flow by temporarily transitioning traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left-turn. DDIs also improve safety by eliminating conflicts between left turning traffic.</p> <p>There are several DDIs in operation throughout the freeway system in Maricopa County, including in north Phoenix at I-17 and Happy Valley Road, in west Phoenix at I-10 and Watson and Miller roads and partial DDIs on Loop 202 (South Mountain Freeway) in</p>
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			<p>Ahwatukee at Desert Foothills Parkway and 17th Avenue.</p> <p>The SR 24 public meeting presentation and simulation, which provide an overview of the DDI traffic movements, are posted on the project webpage.</p> <p>We have included your email in our public comment log and it has been shared with the project design team.</p> <p>If you have additional comments you can provide them through Nov. 7 in the following ways:</p> <ul style="list-style-type: none">• Take the online survey: surveyhero.com/c/ADOTSR24• Email: projects@azdot.gov• Call the ADOT Project Information Line: 855.712.8530• Mail: ADOT Communications, 1655 W. Jackson St. MD 126F, Phoenix AZ 85007 <p>I hope the above information is helpful.</p> <p>Thank you.</p>
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Lighting	Email	<p>Why are the lights never on on Loop 202 around SR 24? They used to be on but haven't been on for months or maybe years. The overpass onto SR 24 and the EB exit lanes onto 24 would certainly be improved if these lights were on, but there are miles of darkness in this area. Thank you for anything you can do to correct this situation.</p>	<p>Thank you for contacting the Arizona Department of Transportation about the lighting on Loop 202 around SR 24. I will alert the lighting/maintenance team.</p> <p>Unfortunately, as has been the case for many years now, incidents of wire theft are the leading cause for sections of freeway lights to be knocked out. Crews have had recent success in restoring much of the lighting along I-17 in the Durango Curve area, but unfortunately that can change if criminals strike again. Repairs in other areas will continue over the next several months. We stay in touch with DPS and local police in the fight against thefts but authorities face a difficult challenge in catching the crooks.</p> <p>Also, as part of the planned SR 24, Loop 202 to Ironwood Drive improvements, the lighting impacted by the Loop 202 widening will be relocated and new lighting will be installed on the exit and entrance ramps along SR 24. For more information about the SR 24, Loop 202 to Ironwood Drive Improvements, please visit the project website here.</p> <p>Please let me know if you have any questions.</p>
Other	Email	<p>Was this meeting recorded? If so, will the recording be made public for those of us who were not able to attend?</p>	<p>Thank you for contacting the Arizona Department of Transportation. Yes, the meeting was recorded and will be posted on the project webpage as soon as possible. If you haven't already, I encourage you to visit azdot.gov/ImprovingSR24 and to sign</p>

			up for email notifications about the project. I'll be sending out a notification when the recording is posted.
Loop 202 merge lane	Email	<p>Regarding 2 questions yesterday that may still not have been understood, though we did have to leave after the first 30 minutes, I wanted to clarify what they were referring to.</p> <p>When traveling south on the 202 - as traffic from Elliot Rd enters 202 south, the right lane merges and ends instead of continuing to be a lane that would then become the right hand lane on-ramp of SR24. That merge causes traffic backup issues as people try to cross over to the exit ramp. There is room for that merge lane to continue straight. Will that lane be added?</p>	<p>Thank you for contacting the Arizona Department of Transportation. There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width.</p> <p>The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp metering will be added. This lane will remain an auxiliary lane to SR 24 as it currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound entrance ramp and southbound Loop 202 traffic.</p> <p>The right outside lane drop on southbound Loop 202 just south of Elliot Road will remain. Additional pavement would need to be constructed, and the Elliot Road entrance ramp gore reconstructed to have the southbound Loop 202 outside</p>

			<p>lane continue as a dedicated exit lane to SR 24. The pavement between the Elliot Road entrance and the SR 24 exit ramp would also need to be widened and would potentially create an issue for Elliot Road traffic merging two lanes in a relatively short distance to go westbound on Loop 202. Based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p>
Construction	Email	<p>Dear ADOT, the new expansion for SR-24 seems suitable and great for future planning (no more traffic lights at the highway segments and making it limited access). How long would the construction take, starting from the proposed date of spring 2026? What else should be noted as a happy resident living near Williams Field Road and SR-24 being a vital commute road for us? Would construction block any lanes? Any extra updates we would love to hear!</p>	<p>Thank you for contacting the Arizona Department of Transportation about the SR 24, Loop 202 to Ironwood Drive improvements.</p> <p>Construction is expected to begin in fall 2026 and take approximately two-and-a-half years to complete, with anticipated completion in spring 2029.</p> <p>Construction will require periodic overnight and weekend closures and restrictions of SR 24, Loop 202, ramps and cross streets, and ramp closures of up to 60 days. Drivers will be detoured around closures.</p> <p>ADOT will minimize impacts by avoiding restrictions and closures during daytime</p>

			<p>peak travel and during major events and state holidays.</p> <p>Additionally, we will notify drivers of upcoming restrictions and closures through multiple methods, including email and social media, so they can plan travel accordingly.</p> <p>I encourage you to sign up to receive emails about project updates. There is a pop-up on the project webpage that you can submit with your email address to receive notifications about this project.</p> <p>Please let me know if you have any questions.</p>
Extension	Email	<p>Thank you for sharing this information. My concern is more related to the extension of State Route 24 from Ironwood to the US 60. I realize it reviewing the information that this extension is still likely years away. I live closer to US 60 and believe this route is heavily burdened with truck traffic and stop lights hence sometimes a dangerous stretch of roadway.</p> <p>I assume that continuing this extension of the State Route 24 to the 60 is just going to take time? Anyway to speed up this process?</p>	<p>Thank you for your question. The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari.</p>

Presentation Recording	Email	<p>Hello,</p> <p>I was traveling yesterday and missed the class, DO you have the recording you can send me please?</p>	<p>Thank you for contacting us. You can view the presentation here: https://youtu.be/J7haTsWo3mg?si=uVfxeaR-NASNjHaG</p> <p>We also encourage you to visit the project website at https://azdot.gov/projects/central-district-projects/state-route-24 for a copy of the meeting presentation and more information.</p>
Ironwood DDI	Email	<p>Would you please forward me a PDF of Tuesdays' EXCELLENT community presentation. I would also like to download the video if it is ready.</p> <p>I am most interested in the Ironwood exchange - double diamond I believe you called it.</p> <p>Plus the slide that shows the SR extending to the E Pinal Parkway and onward to US-60</p> <p>We are making a presentation to the Gold Canyon community on this important project.</p> <p>Also, could you give me the cost breakdown - i remember \$2XX,000,000 for construction and total cost of \$3XX,000,000</p> <p>ANy questions please give me a call.</p> <p>2nd email:</p>	<p>Thank you for contacting the Arizona Department of Transportation.</p> <p>All meeting materials are available on the project webpage. Attached is a PDF of the presentation but you can also download it from the webpage.</p> <p>A recording of the presentation will be posted on the webpage as soon as it is available. I will send an email alert when it is posted. The simulation is available on the webpage.</p> <p>Slide 32 shows the future proposed SR 24 extension east. Information about that study can be found on the Pinal County website.</p> <p>The total cost for construction is approximately \$265 million. The total estimated cost of the project is approximately \$350 million which includes planning, design, and construction.</p> <p>Also, if you haven't done so already, I encourage you to sign up for email</p>

		<p>Thank you for the quick response and pinpointing the PDF and cost estimates.</p> <p>As you can guess, we in Gold Canyon enthusiastically support this project - and hopefully you are in the ADOT drivers seat for the next phase from Ironwood to US-60.</p> <p>I'm personally not very enthusiastic about the partial diamond . . . certainly, it is less expensive . . . but with Ironwood traffic studies showing 6 lanes each way by 2050 ... it is at best a stop gap. I think Pinal and Apache Junction and the developers need to pony up and do it right - from day one.</p> <p>Lastly, your team did a superb job presenting the project and fielding our questions - high FIVE!</p>	<p>notifications about the project. There is a pop-up on the project webpage that you can submit with your email address.</p> <p>Please let me know if you have any questions or need any additional information.</p> <p>2nd response: Thank you! We appreciate your support.</p> <p>Pinal County is the lead agency for the SR 24 extension from Ironwood study, with participation by ADOT.</p>
Noise	Email	<p>Thank you for this opportunity.</p> <p>I live on the corner of signal butte and Williams field. The noise from all the trucks and speeding muscle cars is never ending. This on top of hearing noise from the 24 impacts many of us living in Encore @Eastmark.</p> <p>Has any consideration been given to sound barrier/sound absorbing walls to improve quality of life for those impacted.</p> <p>Thank you</p>	<p>The project includes sound walls along the north side of SR 24 from east of Ellsworth Road to Williams Field Road and from Crismon Road to just east of 222nd Street. The walls will be masonry block and range in height from 10' to 16' tall.</p> <p>ADOT conducted a noise analysis in compliance with state and federal regulations to determine where noise walls and other noise abatement is warranted based on the future traffic conditions with the project in 2050.</p>

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		Jan Liebowitz	<p>ADOT's policy is to evaluate the impact of freeway noise on adjacent homes when the future predicted noise level is at or higher than 66 decibels. Once that threshold is met, there are several criteria that must be met for a location to qualify for a noise wall.</p> <p>The noise study is available for review here on the project website: https://azdot.gov/projects/central-district-projects/state-route-24.</p>
Other	Email	<p>I was able to view the virtual public meeting by ADOT for the planned expansion of State Route 24 held on October 21st. I found the meeting to be very informative and helpful to understand the overall scope of the project. I particularly liked the video simulation showing the future freeway completion. I was wondering if another simulation could be generated going the other direction starting from Ironwood Drive heading west along SR 24 and then north on the Loop 202. I feel this would be very helpful for the public to see more of the freeway expansion project and what is being planned.</p>	<p>Thank you for contacting the Arizona Department of Transportation and for your feedback about the SR 24 public meeting. There are no current plans to produce a video simulation for WB SR 24 to NB Loop 202. ADOT may discuss and consider producing this additional video with the project team. But, if you would like to view the video simulation presented at the public meeting again, it is available to view on the project webpage.</p>
Other	Email	<p>It was a great call with great updates. a HUGE THANK YOU to all the presenters. I'm sorry there were a couple of people on the call who were rude and obnoxious.</p>	<p>Thank you for contacting the Arizona Department of Transportation and for your feedback about the public meeting. We appreciate it! I shared your thank you and comments with the project team.</p>

		Thank you to everyone! We look forward to all the improvements.	
Other	Email	<p>Hello. Do you know what impact this will have on the intersection of Ellsworth and Riggs please advise.</p>	<p>Thank you for contacting the Arizona Department of Transportation. The intersection of Ellsworth and Riggs roads is fairly far from Loop 202/SR 24 and we don't have any traffic analysis for that location.</p> <p>his response back to me: Oh, OK. Thank you for getting back to me anyways. My hope was that traffic will be reduced due to people taking different north south roads after construction since the traffic is horrible on Ellsworth. It's just not suited for the amount of traffic that comes into Queen Creek and San tan.</p> <p>Thank you.</p>
Other	Email	<p>It would seem to me, there would be no need of widening of the offramp's if the freeway itself was actually completed. No one drives the speed limit anyway on the make-believe Freeway as it is. If the freeway were actually built traffic would be improved and there would be less interruption of traffic flow.</p>	<p>The SR 24 freeway over the crossroads will be constructed with this project. Two lane off ramps help improve traffic operations an capacity. Thank you for your email. I have shared your comments with the project team.</p> <p>Thank you.</p>
Speed	Public Meeting	<p>Will the speed limit on SR 24 be increased in the interim, while there are still "at grade" intersections instead of grade separated crossings on roads like Signal Butte and Meridian?</p>	<p>That is correct. The interim speed limit will be raised from 45 mph to 55 mph. There is an ADOT study currently underway for the areas between the crossroads.</p>

Speed	Public Meeting	How soon will the speed limit increase from 45 mph to 55 mph?	It is anticipated to increase in December. The 65 mph increase will be made after construction is complete for this project.
Construction	Public Meeting	I have two main concerns about this project: expanding a highway next to a single-family neighborhood, which history shows is problematic, and the divergent diamond intersection design, which seems unsafe for pedestrians. I'm worried this area will be impossible to walk and believe we should reconsider spending hundreds of millions on highway expansion.	Thank you for your comment. It has been shared with the project team.
Ramps	Public Meeting	Will the new ramps on Meridian Road. north of SR 24 allow traffic to exit and head north on Meridian Road? If so, are there plans to improve Meridian Road near the freeway? I missed the meeting about the Meridian Road expansion and would like more information about access and improvements at the SR 24 and Meridian Road exit.	<p>The ADOT project will keep all on- and off-ramps at Meridian Road active. Any plans for expanding or improving Meridian Road north of this point fall under the jurisdiction of the City of Mesa (west side) or Pinal County (east side). Representatives from those jurisdictions may have more information on timelines.</p> <p>Regarding the MAG corridor study, agencies including Mesa, Maricopa County, Pinal County, and Apache Junction are involved in its development. Some funding may be available for improvements starting at the north end, with work being completed in several phases.</p>

Construction	Public Meeting	Is this project going to extend to San Tan Valley at some point to help with all of the homes being built out here?	<p>The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari.</p>
Construction	Public Meeting	Is there a plan to complete Meridian Road north from SR 24 and connect to US 60?	<p>The ADOT project will keep all on- and off-ramps at Meridian Road active. Any plans for expanding or improving Meridian Road north of this point fall under the jurisdiction of the City of Mesa (west side) or Pinal County (east side). Representatives from those jurisdictions may have more information on timelines.</p> <p>Regarding the MAG corridor study, agencies including Mesa, Maricopa County, Pinal County, and Apache Junction are involved in its development. Some funding may be available for improvements starting at the north end, with work being completed in several phases.</p>

Noise	Public Meeting	I'm curious about the sound walls along SR 24. I noticed that most of the northern side has sound walls, but they disappear at Signal Butte and aren't present again until past the mountain. Is there any possibility of adding sound walls on the bridges over the mountain and Signal Butte, as well as other locations? I live about a quarter mile from the freeway and the rush-hour noise is very loud where the freeway crosses the mountain. Are there any plans to address this issue?	Sound walls are planned from 222nd St. to the east side of Signal Butte Road. We have been told that the adjacent developer on the north side of adjacent to SR 24 is planning car dealerships and other commercial use so with that type of development, they specifically want visibility and do not want noise walls. We have to honor their request and also commercial sites, like car dealerships and retail stores, are not eligible for noise abatement. As far as going east of Mountain Road there are some potential noise walls shown in there, but it's pending based on whether or not the additional development comes in on the north west corner of Meridian Road and SR 24 and if they get permits prior to the date of public knowledge, which will be in March 2026. If that comes in there's a possibility that those walls will be added to the project, and those neighborhoods are houses. North of SR 24 and east of Mountain will benefit from those walls.
Noise	Public Meeting	Will potentially noise walls also be constructed on the north side of SR 24 between Signal Butte Street and Williams Field Road?	Yes, this area will receive noise walls - From 222nd St. to Crismon Road there will be a wall on the right of way line on the north side of SR 24 and then the blue lines indicate the walls being constructed up near the roadway as the freeway elevates up over Williams Field Road.
Noise	Public Meeting	Will composite be used to mitigate noise?	No, the walls are planned to be masonry block. They're 12 inch thick and the heights range from 10 to 16 feet. There is also a pattern on the wall.

			They're designed to absorb and mitigate noise.
Other	Public Meeting	I have two quick questions: First, in transportation planning, it's often taught that adding highway lanes only temporarily eases traffic due to induced demand. Is this something you consider in your planning? Second, would you feel comfortable letting your child bike or walk from nearby neighborhoods to the athletic grounds, given that the highway improvement may block access?	Traffic modeling shows that with added lanes, the freeway will maintain good service levels through 2050. These projections rely on MAG region models used for valley-wide highway planning. For pedestrian movement across SR 24, sidewalks are available on arterial crossroads like Williams Field Road to the athletic fields, making walking along these roads practical, though there are no sidewalks directly along the freeway itself.
Ramps	Public Meeting	Southbound 202 to eastbound 24 with the Elliot Road onramp currently results in weaving. Southbound 202 reduces a lane and immediately opens back to the on-ramp making the right-hand lane entering SR 24 extremely inefficient. I don't see any adjustments to this segment to mitigate current issues.	There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width. The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp metering will be added. This lane will remain an auxiliary lane to SR 24 as it currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound

			<p>entrance ramp and southbound Loop 202 traffic.</p> <p>The right outside lane drop on southbound Loop 202 just south of Elliot Road will remain. Additional pavement would need to be constructed, and the Elliot Road entrance ramp gore reconstructed to have the southbound Loop 202 outside lane continue as a dedicated exit lane to SR 24. The pavement between the Elliot Road entrance and the SR 24 exit ramp would also need to be widened and would potentially create an issue for Elliot Road traffic merging two lanes in a relatively short distance to go westbound on Loop 202. Based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p> <p>The current project will not widen southbound Loop 202 from Guadalupe Road to SR 24, but will revise the signing and striping to communicate with traffic more effectively. However, based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p>
Other	Public Meeting	If we wish to provide input on the future of the Hawes Road and Ray Road intersection, knowing that this is not SR 24-related, where is the appropriate place to do so?	Please contact the City of Mesa for information related to the Hawes Road and Ray Road intersection.

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Other	Public Meeting	Is there a link to the video that was shown?	The presentation and simulations are available on the SR 24 website at: azdot.gov/ImprovingSR24
Ironwood DDI	Public Meeting	Can you confirm the timing of the DDI (Diverging Diamond Interchange) on Ironwood Drive? I just want to make sure all other work is completed before it's introduced, since there's no reason to start it until the extension east of Ironwood begins.	The diverging diamond configuration will be built as part of the current project and serve as the end of the freeway until SR 24 is extended east. Constructing the diverging diamond first ensures it's ready when traffic increases on SR 24. Analysis indicates this design will be more efficient and effective than the existing setup at Ironwood.
Construction	Public Meeting	Are there any plans to expand SR 24 past Ironwood Drive?	The potential future SR 24 extension from Ironwood Drive to US 60 falls within Pinal County. The county is the lead agency for a study underway to evaluate this extension, with participation by ADOT. The extension of SR 24 is not currently funded so there is no timeframe for when SR 24 might be extended to the east. For more information, visit the study web page at: https://www.pinal.gov/1814/State-Route-24-Extension-and-Central-Ari .
Construction	Public Meeting	What factors can delay the current timeline of construction?	The construction timeline is subject to change due to the nature of the work, weather and/or other unforeseen circumstances. However, as far as project development is concerned, we are on track to meet the current timeline.

Ramps	Public Meeting	<p>Would a flyover connecting Southbound 202 to the Ellsworth Road exit be in future plans? Drivers entering from southbound Loop 202 and needing to exit create a bottleneck and dangerous drivers don't help.</p>	<p>Eastbound Loop 202 to SR 24 (Ramp ES) traffic currently merges with the Loop 202 west to south (Ramp WS) traffic to exit at Ellsworth Road causing congestion. The new ramp B connector from eastbound Loop 202 will be a separate route for traffic to exit at Ellsworth Road. This change will eliminate Ramp ES traffic merging/weaving with Ramp WS traffic to exit at Ellsworth Road and allow less congested movements for Ramp WS traffic traveling to eastbound SR 24 and Ellsworth Road. Separating the Ramp ES and WS movements to the Ellsworth Road exit will improve traffic capacity and operations for eastbound SR 24 traffic between Loop 202 and Ellsworth Road.</p>
Noise	Public Meeting	<p>Are there any plans to build sound walls north of SR 24 by Mountain Road? While proposals exist for the new community in the Meridian SR 24 corner, their implementation depends on permits. However, could you consider adding sound walls for the existing neighborhood? These would greatly reduce noise for residents already living there.</p>	<p>The noise analysis shows that the community is far from the freeway and does not require a noise barrier on its own. The expected noise increase does not reach 66 dB, so mitigation is not needed. However, if additional development occurs in the northwest quadrant, more receptors would be affected, which could justify building a wall. Whether a wall is warranted depends on construction permits for that corner. The complete noise report, detailing methods and predicted future noise levels, is available on the project website.</p>

Ramps	Public Meeting	A previous question asked about the eastbound transition from the 202 to SR 24 near the Elliott offramp. Specifically, after the bridge over Ray Road narrows from three to two lanes, merging onto the 24 exit ramps often causes bottlenecks. Is there any plan to improve this area?	You're describing the southbound Loop 202 traffic to eastbound 24 (Ramp WS), where two lanes enter SR 24 and merge with the traffic from eastbound Loop 202 (Ramp ES). This causes significant merging and weaving as vehicles travel east or exit at Ellsworth Road. The new Ramp B connector will allow eastbound Loop 202 drivers to exit directly to Ellsworth Road, reducing congestion and mixing in the area between Ray Road and Ellsworth Road. Separating the Ramp ES and WS movements to the Ellsworth Road exit will improve traffic capacity and operations for eastbound SR 24 traffic between Loop 202 and Ellsworth Road.
Widening or Adding Lanes	Public Meeting	Is there a plan to have Crismon Road connect traffic to the 24 and not just pass traffic over it?	Crismon Road will not connect to SR 24. It will be a grade separation, meaning traffic will travel over SR 24 but will not have access to it. The other interchanges providing access to and from SR 24 are at Williams Field, Signal Butte and Meridian roads.
Widening or Adding Lanes	Public Meeting	The extension of HWY 24 to the canal and thence to US-60 is on the planning table. The double diamond at Ironwood and SR 24 will need to be upgraded similar to the proposed Crismon elevated interchange at that time. Why not do a robust overpass at Ironwood and SR 24 today? The cost of retrofitting and upgrading the Ironwood interchange 5 years from now does not make sense.	The current project ends at Ironwood Drive, so constructing the freeway over Ironwood now doesn't serve much purpose since there isn't an arterial street network to the east yet. The overpass over Ironwood Drive will need to be constructed when SR 24 is extended east to the canal and Central Arizona Parkway. That will be the appropriate time to build the overpass and extend SR 24.

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Ironwood DDI	Public Meeting	I am extremely concerned about the diamond crossing on Ironwood with our increase of snowbirds and the changeover of driving directions. I believe it will cause some major crashes as we navigate on and off the 24 in the diamond formation.	Thank you for your comment. It has been shared with the project team.
Other	Public Meeting	What is the price tag for this project, and where are the funds coming from?	The construction cost is approximately \$265 million. The overall project cost is about \$350 million, which includes planning, design, and construction. The project is funded by federal funds and the half-cent sales tax approved by Maricopa County voters in 2024, known as Proposition 479.
Construction	Public Meeting	Is there a plan to coordinate traffic patterns with visitors to the Arizona Athletic Grounds during construction? Where will those visitors be diverted during the Williams Field Road bridge construction?	The overpass bridge construction will only close roads during off-peak hours, specifically at night and on weekends. We'll coordinate with ADOT and the City of Mesa regarding weekend activities and traffic rerouting. The athletic facility is accessible from both Ellsworth Road and the Williams Field Road SR 24 exit; drivers can use either route to reach the fields.
Other	Public Meeting	I don't think very many people will be walking.	Thank you for your comment. It has been shared with the project team.
Construction	Public Meeting	Can you tell us more about the roadway improvements on Ellsworth Road, or should we check the city website for that?	You should check out the contact information that we left for the cities in the chat or yes, checking out the city website would be a good opportunity to find more information about local projects and county projects.

Speed	Public Meeting	Will my pending speeding tickets be forgiven after the speed limit goes up?	Thank you for your comment. It has been shared with the project team.
Ironwood DDI	Public Meeting	Where has the DDI (Diverging Diamond Interchange) been implemented successfully elsewhere? How was it identified as the optimal solution for SR 24 and Ironwood Drive?	<p>There are several DDIs in the ADOT's freeways, including one in Tucson at Houghton Road, several along the South Mountain Freeway (Loop 202), and others on I-10 to the west. There's at least a half a dozen of the diverging diamonds operating on ADOT's freeway system.</p> <p>The traffic analysis for Ironwood Drive studied multiple interchange configurations. The DDI was chosen because it ranked highest in efficiency, operations, and safety characteristics.</p>
Other	Public Meeting	With some of the accidents that have already occurred, including the death of my neighbors, will SR 24 be better policed once the speed limit increases? People are already driving 65 mph in a 45 mph zone with no consequences.	Thank you for your comment. It has been shared with the project team.
Ironwood DDI	Public Meeting	Will there be a public awareness campaign about the benefits (including safety) of the diverging diamond, and how to use one? I know the first time I used one, it was a little disorienting but once I got used to it, it was fine.	<p>There are videos and information on ADOT's website regarding diverging diamonds.</p> <p>https://azdot.gov/projects/southcentral-district-projects/i-10-houghton-road-ti/diverging-diamond-interchange-i-10.</p>
Other	Public Meeting	On eastbound/northbound Loop 202, consider separating northbound exit to east Elliot Road (possibly exit after Hawes Road) to avoid traffic trying to exit at Elliott	The existing movements from Ellsworth Road and westbound SR 24 to northbound SR 202 will be removed and new exit/ramp movements will be reconstructed. An additional

		Road to have to fight with traffic trying to merge onto north Loop 202 from westbound SR 24.	northbound Loop 202 lane from SR 24 to Guadalupe Road and an additional westbound Loop 202 lane from SR 24 to Recker Road will be constructed with the SR 24 project. These improvements are anticipated to reduce merging/weaving congestion, increase traffic capacity and improve overall operations.
Widening or Adding Lanes	Public Meeting	Can you elaborate on the Crismon Road expansion bridge? How close will this be to the apartments and houses along the east side of Crismon Road where it currently ends? Is there a plan showing where this extension or bridge will connect?	Crismon Road and its bridge have been aligned in consultation with the City of Mesa to ensure proper north-south orientation. Developers are present on both sides of Crismon Road, and road construction is underway just north of SR 24. ADOT continues to coordinate with the City of Mesa and the developers for connections to ADOT's Crismon Road improvements over SR 24 that are shown in the public meeting presentation. The development west of Crismon Road is closer to Crismon Road than the development in the east side. Both developers and the City of Mesa are aware of the SR 24 and Crismon Road improvements and ADOT working with the City of Mesa to address connections on both sides of SR 24.
Other	Public Meeting	A member of the public commented that one of the earlier speakers was "out of touch," expressing frustration about road funding priorities and walking paths.	Thank you for your comment. It has been shared with the project team.
Other	Public Meeting	What is the estimated timeline for construction of Loop 505 from US 60 to Arizona Farms Road?	Currently, there is no timeline to build any portion of the North-South Corridor, as there is no funding

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			identified for design, right-of-way or construction.
Other	Public Meeting	Will composite pavement be used on the actual highway surface?	The highway surface will be concrete pavement. As mentioned during the presentation, the rubberized asphalt on Loop 202 will be removed, and the pavement will receive a diamond-grinding treatment. Similar to the rest of the freeways in the valley where diamond grinding has been completed.
Noise	Public Meeting	What will the noise walls look like? These are visible from many homes along Williams Field Road. Will they be tall enough to obstruct the view of the mountains?	Noise wall heights, determined by noise modeling, range from 10 to 16 feet based on location. Generally, walls are shorter at the ends near Ellsworth, Signal Butte and Williams Field Road, and taller in the middle along the right of way. We cannot confirm whether the walls will obstruct mountain views. The walls will have an aesthetic treatment and be painted to match the corridor.
Construction	Public Meeting	I am in support of the road projects in whole this evening. Are there any options available to complete these project elements within a sooner time frame, say one year, to remedy the immediate crushing traffic east of Signal Butte to Ironwood as a result of the rapid new home development expansions currently in progress?	We have not identified any other options at this point, we are still completing design. We do have a little bit of right away to acquire so we're still working through project development and are going to deliver this project as quickly as possible, but we haven't identified any other options to speed that up.
Other	Public Meeting	Now, this is the other direction.	Thank you for your comment. It has been shared with the project team.
Other	Public Meeting	How many taxpayer dollars did the video cost to produce?	I don't have a specific cost at this point, but it's part of the design fee for the

			overall freeway, so it's included in the cost of the design.
Ironwood DDI	Public Meeting	Just a comment, the diverging diamonds are very easy to use, and you never even realize what is happening. It just works and works smoothly. I've used them in multiple other states.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Public Meeting	Southbound on 202 from US 60 approaching SR 24 on ramp. 202 south drops right hand lane forcing merge into next left lane, then the lane comes back to exit onto SR 24 East. Do you intend to eliminate this closing of one lane only to open the lane back up again approximately 1000 feet later?	<p>There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width.</p> <p>The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp metering will be added. This lane will remain an auxiliary lane to SR 24 as it currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound entrance ramp and southbound Loop 202 traffic.</p> <p>The right outside lane drop on southbound Loop 202 just south of Elliot Road will remain. Additional pavement would need to be</p>

			<p>constructed, and the Elliot Road entrance ramp gore reconstructed to have the southbound Loop 202 outside lane continue as a dedicated exit lane to SR 24. The pavement between the Elliot Road entrance and the SR 24 exit ramp would also need to be widened and would potentially create an issue for Elliot Road traffic merging two lanes in a relatively short distance to go westbound on Loop 202. Based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p> <p>The current project will not widen southbound Loop 202 from Guadalupe Road to SR 24, but will revise the signing and striping to communicate with traffic more effectively. However, based on comments from the SR 24 Public Meeting, ADOT is reviewing potential southbound Loop 202 roadway improvements/widening in this area to help reduce congestion.</p>
Widening or Adding Lanes	Public Meeting	Will Signal Butte get widened south of SR 24?	Please contact the City of Mesa regarding future planned improvements on Signal Butte Road north and south of SR 24.
Construction	Public Meeting	What is the plan for managing more traffic on Ironwood Drive from the new interchange to Combs Road? Current congestion is unacceptable, yet it seems the strategy is just continued development and more	Please contact the Town of Queen Creek for more information about plans for Ironwood Drive.

		cars on Ironwood without adding lanes.	
Other	Public Meeting	I believe part of the concern of weaving from the southbound 202 to eastbound SR 24 occurs with the southbound on-ramp from Elliot Road to southbound 202. What is being done for that issue?	<p>We're addressing the distance between the Elliott Road southbound entrance and the SR 24 exit by restriping to increase that space. Physical changes to ramp locations aren't possible, but modifying striping will provide more room for merging and weaving from Elliott Road onto SR 24 or Loop 202.</p> <p>There is not enough existing pavement width to continue a third southbound lane from the Elliot Road entrance ramp to SR 24 in this area and still maintain the appropriate shoulder width.</p> <p>The Elliot Road southbound entrance ramp will be restriped to two lanes with the outside lane dropping and merging into one lane at the gore and ramp metering will be added. This lane will remain an auxiliary lane to SR 24 as it currently is today. Elliot Road traffic continuing to westbound Loop 202 will need to merge one lane to the left and this lane will have the option of exiting to SR 24 or continuing to westbound Loop 202 as it is currently. Striping modifications will be completed to increase the merge/weave distance between the Elliot Road entrance and SR 24 exit ramp gores and the added ramp metering should improve congestion for Elliot Road southbound entrance ramp and southbound Loop 202 traffic.</p>

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Ironwood DDI	Public Meeting	Will the Diverging Diamond Interchange pattern at Ironwood Drive need to be modified when SR 24 is extended beyond Ironwood Drive?	The east side of the divergent diamond will be built with modifications to accommodate both the westbound exit ramp and the eastbound entrance ramp.

State Route 24 Loop 202 to Ironwood Drive
Project No. F0719 01D
Oct. 21, 2025, Public Meeting Summary Report

Ironwood DDI	Public Meeting	I believe the timeline should prioritize improvements at the Loop 202 and SR 24 mergers, as addressing Ironwood Drive first will only move congestion onto SR 24 more quickly. Overpasses should come next, with the Ironwood Drive interchange last; otherwise, new problems will come up.	Thank you for your comment. It has been shared with the project team. Construction sequencing and phasing is being evaluated based on efficiency and traffic operations.
Other	Public Meeting	Very grateful for this much needed expansion, thank you for putting so much work and thought into this project.	Thank you for your comment. It has been shared with the project team.
Widening or Adding Lanes	Public Meeting	Are the proposed additional lanes simply widening of the current lanes or totally separate in the current median?	The SR 24 freeway will be widened with two additional new lanes between the crossroads and three brand new lanes will be constructed over the crossroads.
Lighting, landscaping or pavement	Public Meeting	Will there be lights on the freeway? As of right now it's pitch black from Loop 202 to SR 24	There will be lighting along the interchange entrance and exit ramps from the crossroad to where vehicles enter and exit the freeway. Permanent freeway lighting down the SR 24 median along the entire corridor is being deferred to the future when median pavement and barrier is constructed to avoid future removal and replacement costs.