

State Route 30, 97th Avenue to Loop 202

Welcome! The Meeting will Begin Shortly.

¡Bienvenidos! La reunión comenzará en breve.

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.

<https://bit.ly/46CR7o7>

Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación.

<https://bit.ly/4bGIoon>



Madison: 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 the screen.



**State Route 30
97th Avenue to Loop 202
Final Design Public Meeting
Feb. 12, 2026**

Thank you for joining us for the **State Route 30, 97th Avenue to Loop 202** Final Design Public Meeting. My name is Madison Cole with ADOT Community Relations. This presentation is available on the ADOT project website.

Reminders

- Spanish Interpretation available
 - *Servicio de interpretación en español disponible.*
- Exit locations
- Restrooms and water fountains
- Q&A will be held at the end of the meeting

As a reminder, we do have Spanish interpretation available. We would like to invite one of our interpreters, Adriana, to introduce herself.

(Adriana introduces herself and indicates her table with headsets available).

Please take note of the exit locations today. The restrooms and water fountains are also located XXXX.

The format for tonight is a short presentation, followed by an open question and answer session. After the question and answer session, there will be additional time for individual questions at the back tables with our subject-matter experts.

Tonight's Presenters

- Madison Cole, Community Relations Project Manager, ADOT
- Rashidul Haque, P.E., Transportation Engineer Manager, ADOT
- Mike Chase, P.E., Senior Project Manager, Stanley Consultants
- Greg Fly, P.E., Senior Project Manager, WSP
- Other project team members are available for additional questions

Our presenters this evening are Rashidul Haque from ADOT Project Management Group, Mike Chase from Stanley Consultants, Greg Fly from WSP, and me - Madison Cole from ADOT Community Relations.

Purpose of Tonight's Meeting

- Overview of the planned State Route 30 (Tres Rios Freeway)
- Review the final project design for 97th Avenue to Loop 202
- Opportunity to ask questions and provide comments



There are three main purposes for this meeting: first, to provide you with an overview of the project background and project elements that are planned for SR 30 between Loop 202 and 97th Avenue; second, to review the final project design, and finally, to provide you with the opportunity to ask questions and provide feedback about the project design.

I will turn things over to **Rashidul Haque** to start us off.

Project History

2005: ADOT began studying the corridor

2019: ADOT completed SR 30 study, which identified selected corridor

2020: Began right of way acquisition



Rashidul: Thank you Madison and thank you all for joining us tonight. Let's go over a brief history of SR 30.

- ADOT began studying the SR 30 corridor in 2005.
- After many years of study and input on various alternative SR 30 corridor routes, in 2019 ADOT completed an environmental assessment and Design Concept Report for SR 30, Loop 303 to Loop 202. This selected a build alternative for the SR 30 alignment. The selected build alternative allowed ADOT to begin advance right of way acquisition and some preliminary design.



SR 30 has been divided into three sections for planning and delivery purposes.

- The **center segment** from Loop 303 to Loop 202 has been identified as the highest priority for construction, as it will have the greatest and most immediate impact in reducing congestion on I-10. This section has been divided into four segments for design and construction.

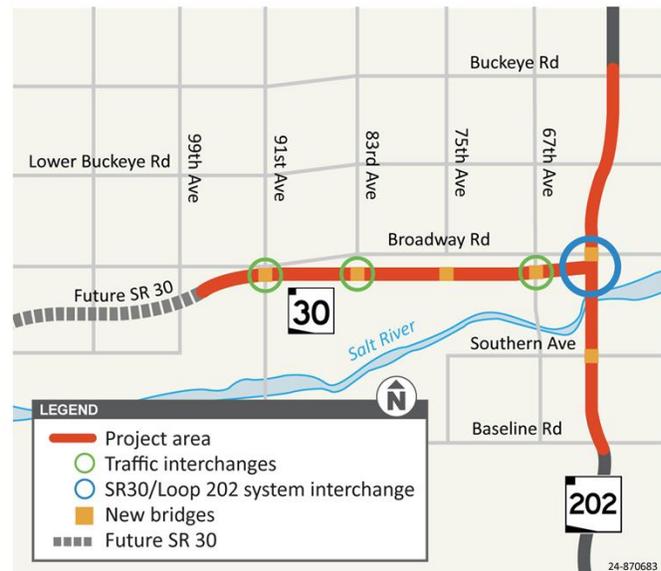
Construction of SR 30 will occur from east to west, as identified in MAG’s Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP).

- 97th Avenue to Loop 202 - FY 2027
- Dysart Road to 97th Avenue - FY 2029
- Estrella Parkway to Dysart Road - FY 2031
- Loop 303 to Estrella Parkway - FY 2033
- The **eastern segment** of SR 30 will extend from Loop 202 to I-17 at the Durango Curve. Construction is slated to begin in fiscal year 2045.
- The **western segment** will extend from SR 85 to Loop 303. Interim improvements are funded under Prop 479 while the full buildout is expected after the program horizon of 2045.

Now, I will turn it over to Mike Chase, Senior Project Manager.

SR 30, 97th Avenue to Loop 202 Major Project Elements

- New freeway with three general-purpose lanes in each direction
- New system-to-system interchange at SR 30 and Loop 202 (South Mountain Freeway)
- Traffic interchanges at 91st, 83rd and 67th avenues
- A new bridge at 75th Ave



Mike: Thanks, Rashidul. Now, let's look more closely at SR 30, 97th Avenue to Loop 202. This project will be the first segment of SR 30 to be constructed and is currently in final design.

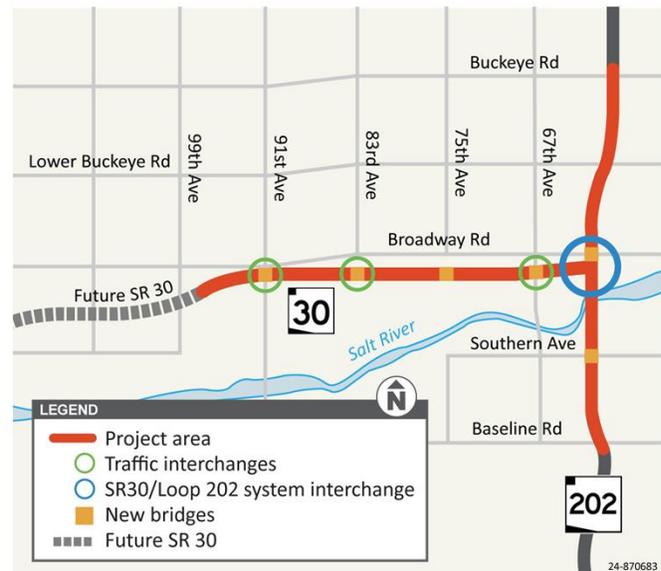
This map shows the project area for the SR 30 segment between 97th Ave and Loop 202 and includes the locations of new cross street traffic interchanges in the green circles, new bridges in light orange, and the SR 30/Loop 202 system interchange in the blue circle. The future SR 30 west of the project area is shown as a grey dashed line.

The project to build this new segment of SR 30 will include:

- Approximately 4.5 miles of new freeway from 97th Avenue and Loop 202 with three general purpose lanes in each direction
- A new system interchange at SR 30 and Loop 202
- Traffic interchanges at 91st, 83rd and 67th avenues, which will include bridges to separate SR 30 and cross street traffic
- A new bridge at 75th Avenue

SR 30, 97th Avenue to Loop 202 Major Project Elements (continued)

- Widening Loop 202 between Buckeye and Dobbins roads
- Widening existing bridges at Loop 202 and Baseline, Broadway and Lower Buckeye roads, the Roosevelt Irrigation Canal and Buckeye Road
- Two new bridges at Southern Avenue
- Drainage improvements and new lighting throughout the project area
- A multi-use pathway from 97th Ave to 67th Avenue
- Noise walls where warranted



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To accommodate the new SR 30/Loop 202 interchange, improvements will be made on Loop 202 between Buckeye and Dobbins roads, including:

- Widening Loop 202 between Buckeye and Dobbins roads
- Two new system interchange ramp bridges at Broadway Rd and Southern Ave.
- Widened bridges at Loop 202 and Baseline Rd, Lower Buckeye roads, the Roosevelt Irrigation Canal and Buckeye Rd.

In addition, the project will include:

- A multi-use pathway on the north side of SR 30, from 97th Ave to 67th Avenue
- Drainage improvements
- LED lighting throughout the project area and
- Noise walls where warranted, based on in-process noise analysis report.

SR 30/Loop 202 System Interchange



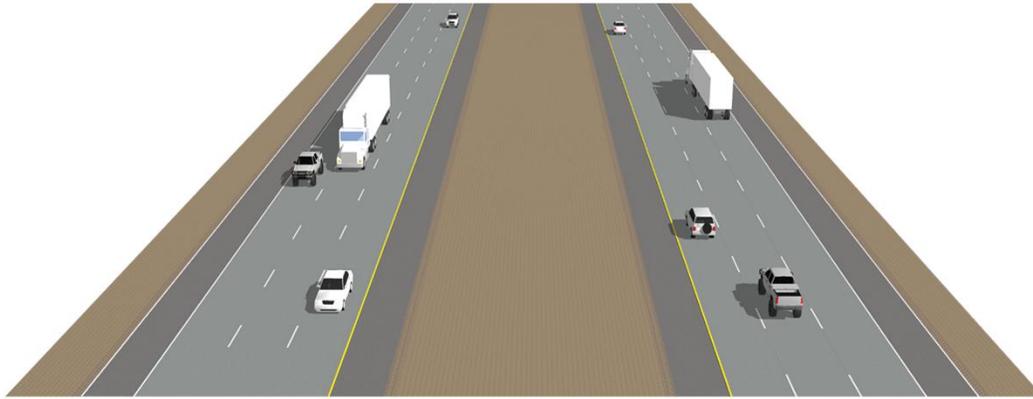
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- This image shows the planned system interchange between the existing Loop 202 South Mountain Freeway and the future SR 30.
- This graphic shows where new bridge structures will need to be built for the ramp connections and how SR 30 will connect with Loop 202.
- As mentioned, construction of the SR 30/Loop 202 interchange will require the expansion of several existing bridges, as well as the construction of new bridges along Loop 202, including bridges at Broadway Road, Southern Avenue and Buckeye Road.

Now, I'd like to ask **Greg Fly**, Senior Project Manager, to speak.

Initial Freeway Configuration



Shldr | 12' GP | 12' GP | 12' GP | Shldr

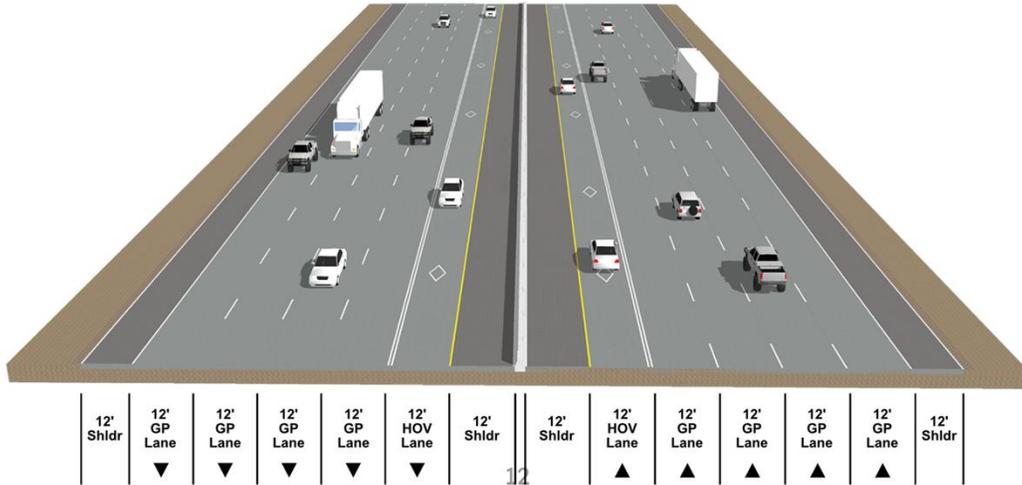
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Shldr | 12' GP | 12' GP | 12' GP | Shldr

Greg: Thanks, Mike.

- SR 30 will initially be constructed as an interim freeway with three lanes in each direction. ADOT will acquire the right of way for the ultimate freeway configuration so SR 30 can be widened into the median in the future.
- This image is an approximation of a typical cross section of SR 30 showing three, 12-foot general purpose lanes in each direction with inside and outside shoulders, as well as the wide center median area for future expansion.

Future Ultimate Freeway Configuration



This exhibit shows the ultimate roadway configuration. Design plans for SR 30 will accommodate future improvements, including:

- Four general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction, and
- Direct connecting HOV ramps between SR 30 and Loop 202

Simulation

Environmental

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

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

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

As part of the project's Environmental Analysis, an Air Quality Analysis is being conducted in accordance with the Clean Air Act to ensure the project remains in conformity with Federal regulations. The Air Quality Analysis will be available to the public on the project website once complete.

Environmental (Continued)

- **Noise Analysis / Abatement**

A noise analysis is being conducted within the project limits based on current ADOT and federal regulations.

- Perform noise measurements within project limits
- Predict noise levels based on 2050 traffic volumes
- Determine noise mitigation requirements and locations of new walls
- Recommend new noise walls based on future predicted noise levels

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

A preliminary Noise Analysis is being conducted for this project in accordance with ADOT's Noise Abatement Requirements.

Noise measurements were taken throughout the project limits.

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

Based upon the predicted noise levels and mitigation requirements, potential noise wall locations have been identified.

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.

Based on the noise analysis and funding eligibility expected for this project, noise walls will be constructed for SR 30.

Potential Noise Walls

-  Project area
-  Existing Noise Walls
-  New Noise Walls
-  New Road Barrier



ADOT has identified the following areas for potential noise mitigation:

- New noise walls will be added along Loop 202 to supplement existing noise walls on either side of Loop 202.
- A new raised roadway barrier south of Southern Avenue will be added.
- Additional noise walls will be added between 73rd and 69th Avenues, along SR 30.

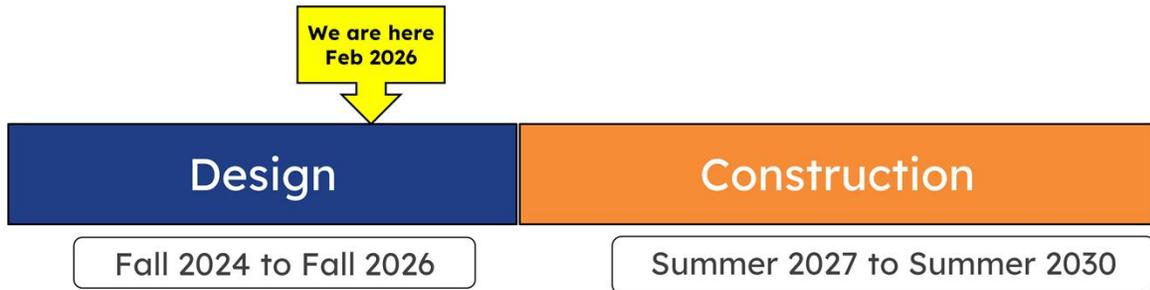
Right of Way

- Completion of SR 30 will require new right of way (ROW) from business and residential properties
- ROW acquisition is nearing completion
- Utility easements may also be required, but are expected to be minimal

- Completion of SR 30 will require new right of way from business and residential properties, including full acquisitions and relocations.
- Right of way acquisition is nearing completion for the current project between 97th Ave and Loop 202, and will be finalized during the final design process so ADOT can advertise for construction.
- Utility easements may also be required, but are expected to be minimal and will depend on the actual utility relocation designs negotiated with the utility companies during the final design phase. In addition, temporary construction easements may be required, but are expected to be minimal and will depend on construction methods and maintenance of traffic requirements.

Now, to talk about timeline and what to expect, I will invite **Madison** back to the podium.

Project Timeline*



**Please note, this schedule is subject to change.*

Madison: Thanks, Greg. As mentioned, this project is currently in final design. Final design is expected to be completed by Fall 2026, with construction beginning in Summer 2027. Construction is planned to take approximately three years, ending in Summer 2030. The construction budget for 97th Avenue to Loop 202 is estimated to be \$1.26 billion.

What to Expect During Construction

- Potential weekend and overnight closures on Loop 202
- Shoulder closures for additional lane widening along Loop 202
- Loop 202 ramp closures
- Will avoid freeway closures during major events and major state holidays
- Advance notice of closures and restrictions



- During construction, the same number of existing lanes will be maintained during the day and peak morning and afternoon travel times.
- However, there will be closures and lane restrictions periodically at night and on weekends to shift traffic for work zone setups and to complete specific construction activities, such as bridge work over traffic.
- ADOT will avoid freeway closures during recognized holidays and special events, and advance notice of all lane restrictions and closures will be provided to the public through ADOT's project website, social media and email alerts.

How to Comment

Submit your comments through 5 p.m. Friday, Feb. 27, in any of the following ways:

- At tonight's meeting
- Online comment form: <https://bit.ly/SR30Center>
- Email the project team: sr30@azdot.gov
- Call the ADOT Project Information Line:
855.712.8530



Scan to take the survey

For additional project information, and to subscribe for email updates, visit azdot.gov/SR30-Center.

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. Friday, Feb. 27, in the following ways:

You can complete the online comment form by scanning the QR code on the screen.

You can send an email to sr30@azdot.gov (*SR30 at azdot dot gov*).

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

To subscribe to email updates, visit the project website at azdot.gov/SR30-Center (*azdot dot gov slash SR30 dash Center*).

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