

Loop 202 South Mountain Freeway Art



Freeway designs help tell an area's story and create a more appealing environment for drivers.

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The Loop 202 South Mountain Freeway features a variety of distinctive designs and landscaping influenced by the natural beauty and history along its 22 miles.

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An “urban link” pattern begins at the freeway’s west end, where it connects with I-10 near 59th Avenue.

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This area features interlocking shapes designed to reflect the industrial nature of this part of Phoenix.

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Horizontal lines, seen all along the 22-mile corridor, evoke a sense of motion. Architects incorporated the lines to help narrate a story - the freeway's passage from the city, through open desert and back to the city.

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At the Salt River Bridge, drivers see curving linear shapes and decorative elements that speak to water passing over the rocks through time.

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The swirling water designs span the 3,000 foot Salt River Bridge, between Broadway Road and Southern Avenue.

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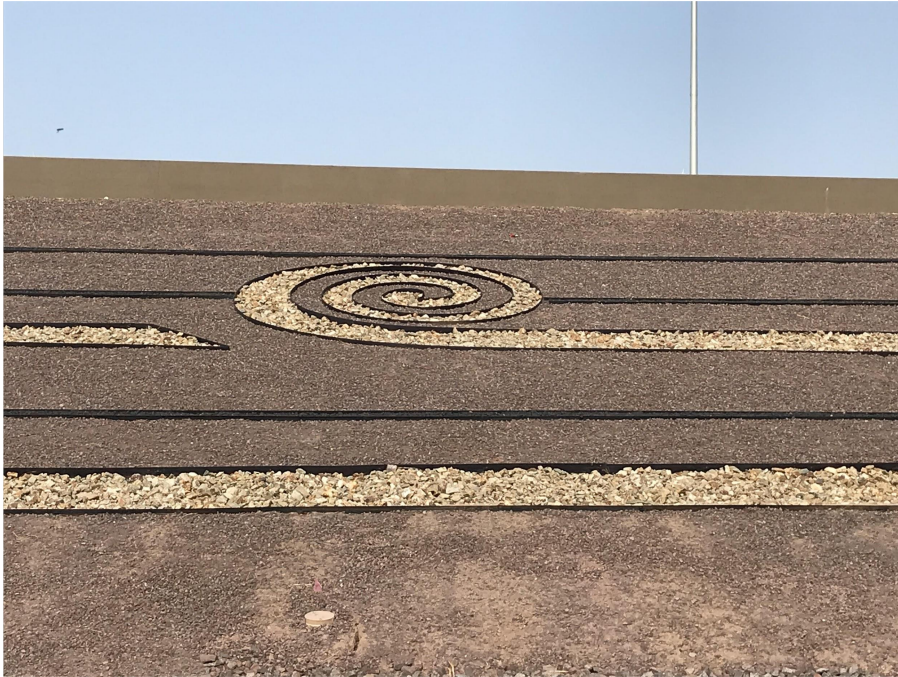
As drivers continue south toward Broadway Road, freeway designs evolve from industrial to agricultural patterns, representing the area's farming tradition.

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These agricultural designs are found on Southern Avenue at the freeway's underpass.

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Drivers exiting the freeway at Southern Avenue will see these designs on the embankment.

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**More leaf patterns on the
freeway underpass columns at
Baseline Road.**



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At Elliot Road, as the freeway begins to turn east, wall designs change to gold wavy lines inspired by historic irrigation patterns.

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After passing Elliot Road, the horizontal pattern continues with rock designs on the embankment.

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Continuing east, between Elliot Road and Desert Foothills Parkway, the freeway transitions into more open desert.

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In this area drivers see designs featuring simple shapes based on the forms of native cholla and ocotillo cactuses. These are seen at 17th Avenue.

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Complementing these designs are landscape themes, incorporating native trees and cactus, including ancient saguaros. In the Ahwatukee Foothills, the landscaping combines these salvaged native plants and trees with new vegetation.

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Five multi-use crossings from 51st Avenue to 32nd Lane serve as safe passthroughs and provide access to the mountains for people and wildlife.

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Embankment designs at 32nd Street.

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ADOT designers worked with the Frank Lloyd Wright Foundation to honor the late architect with decorative fins and other details added to sound walls as the freeway transitions to 1-10 on its east end.

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This sawtooth pattern on walls, abutments and bridge barriers is a nod to Wright's 1920s work at the "Ocatillo Settlement," in what became Ahwatukee. His plans for the winter resort were halted by the Great Depression.

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The late architect's designs for this planned resort included triangular structures with horizontal bands that were Wright's artistic interpretation of South Mountain's peaks and valleys. These are seen at 32nd Street.

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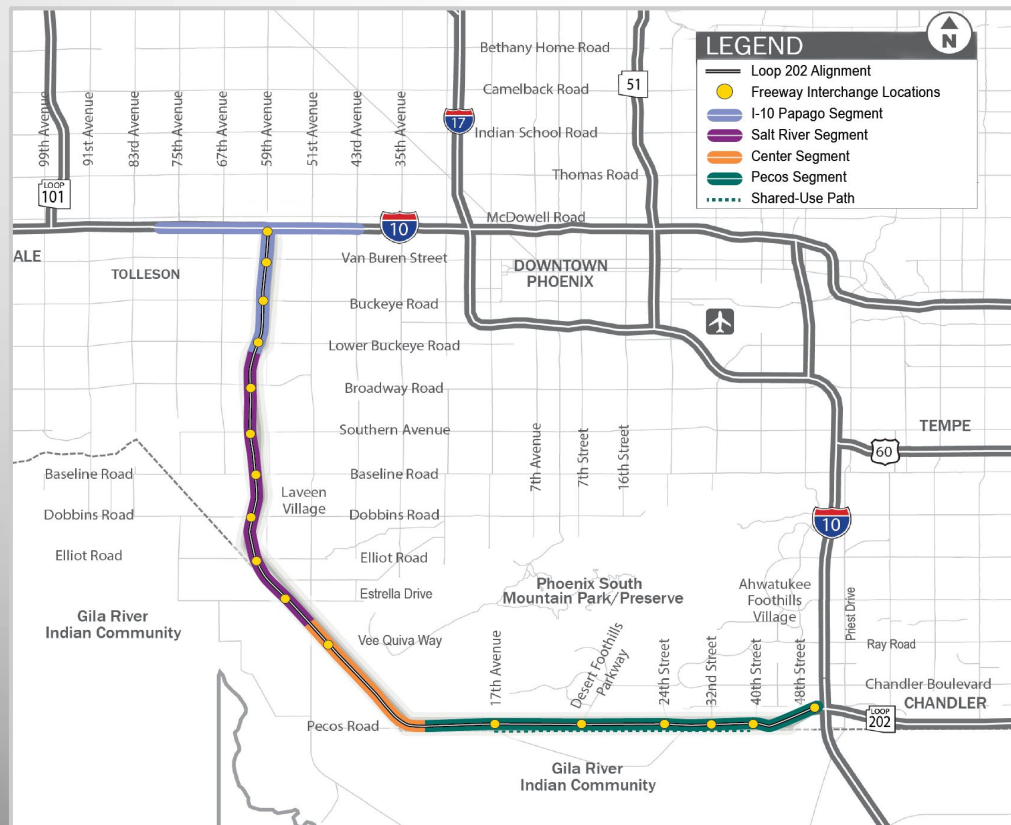


Wright-inspired embankment designs at 40th Street as the freeway approaches I-10 at its east end.

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At the east end of the South Mountain Freeway, drivers merge onto I-10 or continue east on the Loop 202 Santan Freeway.



The 22 mile South Mountain Freeway opened in late 2019, and completes the Loop 202 freeway system. It connects the east and west valleys through southwest Phoenix.

Special thanks to David Woodfill.