

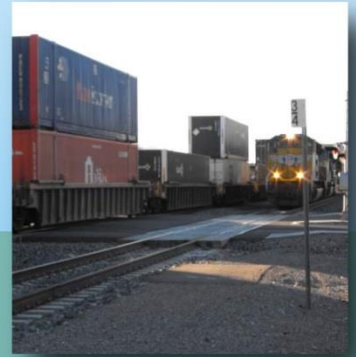


ADOT

ENVIRONMENTAL ASSESSMENT AND SECTION 4(f) EVALUATION

SR 347 at Union Pacific Railroad

March 2015



**Pinal County
347-A(204)T
347 PN 172 H7007 01L**

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FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Project No. 347-A(204)T
TRACS No. 347 PN 172 H7007 01L
SR 347 at Union Pacific Railroad

The Federal Highway Administration has determined that this project will not have any significant impact on the human or natural environment. This Finding of No Significant Impact is based on the attached Environmental Assessment *Final Environmental Assessment and Section 4(f) Evaluation, SR 347 at Union Pacific Railroad*, which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

3/18/15
Date

Alan R. Hanson
for Karla S. Petty
Arizona Division Administrator
Federal Highway Administration

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**FINAL
ENVIRONMENTAL ASSESSMENT AND
SECTION 4(f) EVALUATION**

for

SR 347 at Union Pacific Railroad

Pinal County
347-A(204)T
347 PN 172 H7007 01L

March 2015

Approved by: Paul O'Brien On: 3/6/15
PAUL O'BRIEN, P.E.
Manager, Environmental Planning Group
Arizona Department of Transportation

Approved by: Karla S. Petty On: 3/10/15
KARLA S. PETTY
Arizona Division Administrator
Federal Highway Administration

This Final Environmental Assessment has been prepared in accordance with provisions and requirements of Title 23 Code of Federal Regulations Parts 771 and 774, relating to the implementation of the National Environmental Policy Act of 1969.

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List of Acronyms and Abbreviations

ADOT	Arizona Department of Transportation
DEA	Draft Environmental Assessment
FEA	Final Environmental Assessment
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
MCGH	Maricopa-Casa Grande Highway
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Officer
SR	State Route
UPRR	Union Pacific Railroad (formerly, Southern Pacific Railroad)

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I. Introduction

A. Project Description

The Federal Highway Administration (FHWA), acting as the lead federal agency, with the Arizona Department of Transportation (ADOT) participating as joint lead agency, are proposing to construct a grade separated bridge crossing where State Route (SR) 347 intersects the Union Pacific Railroad (UPRR). The project is scheduled to complete final design in 2015 and begin the first phase of construction in late 2015 or early 2016.

The project will be constructed in three phases. The first phase involves the relocation/reconstruction of the Amtrak Maricopa Station to a site owned by the City of Maricopa approximately 0.75 mile northwest of the SR 347/UPRR intersection along Garvey Avenue. Phase II of construction will address the needed arterial roadway improvements north of the UPRR by consolidating two adjacent intersections (Honeycutt Road and the Maricopa-Casa Grande Highway [MCGH]) into a single intersection. The third phase will realign SR 347 to the east, construct a one-way Connector Road between the realigned SR 347 and MCGH, close the existing at-grade crossing of the UPRR, provide a new SR 347 grade-separated crossing over the UPRR tracks, and construct additional arterial improvements to maintain access to residences and businesses and ensure efficient traffic movements at the new crossing.

B. Summary of the Environmental Assessment

The Draft Environmental Assessment (DEA) was approved by FHWA on October 31, 2014. ADOT held a public hearing for the project on December 3, 2014, at the Maricopa Unified School District Board Room, 44150 West Maricopa-Casa Grande Highway in Maricopa, Arizona, to receive public comment.

The DEA was available for review at the following locations: Maricopa City Hall, Maricopa Library, ADOT Environmental Planning Group office, and Ak-Chin Indian Community Library. An electronic copy of the DEA was available for review on the ADOT website at <http://azdot.gov/business/environmental-planning/public-announcements/recently-approved-environmental-assessments>.

The 30 (thirty) day public comment period for the DEA began on November 18, 2014, and ended on December 18, 2014. Comments were received through written comment sheets at the public hearing, letters, emails, study website, and comments transcribed by the court reporter at the public hearing. All of the comments received during the 30 (thirty) day public comment period and responses to those comments are compiled in Table 1.

This Final Environmental Assessment (FEA) is intended to be used in conjunction with the DEA and includes any additional information or revisions to the DEA, where necessary. This FEA also includes the list of mitigation measures to be incorporated in the final design specifications, errata from the DEA, public involvement information and public hearing transcripts (Appendix A). With the completion of this FEA and the issuance of a Finding of No Significant Impact (FONSI) by FHWA, the National Environmental Policy Act (NEPA) requirements for this project will be met.

C. Selected Alternative

A total of ten alternatives (Alternatives A, B, C, D, E, F2, F3, F5, G, and H) were considered for the project. Three alternatives (Alternatives E, F2, and H) were recommended for further evaluation. Of the three alternatives recommended to be carried forward for further evaluation, several business owners commented that Alternative H provided more accessibility compared to Alternatives E and F2. Refinement and additional assessment of Alternatives E, F2, and H were conducted. With this refinement it was found that both

alternatives E and F2 would result in constructability issues and would fail to operate at acceptable levels during peak times, so both alternatives were eliminated from further study. In addition, based on traffic operations, earthwork, and preliminary cost estimates, only one build alternative—Alternative H—and the No Build Alternative were carried forward for detailed analysis in the DEA.

Improvements are needed to alleviate current and future operational delays on SR347 and to address congestion created by the roadway's at-grade separation with the UPRR tracks. Alternative H will meet the project's Purpose and Need by accommodating existing and projected local and regional travel demands, providing a level of service for roadway capacity that meets ADOT goals for a state highway through 2040, and conforming to local and regional plans. The No Build Alternative was evaluated to provide a basis for impact comparison but failed to meet the project's Purpose and Need because it would not result in a grade separated crossing of the railroad tracks that would resolve the current and future operational deficiencies of SR 347. Based on the results of the engineering studies, the environmental analyses, and the comments received on the DEA and during the public hearing, Alternative H is identified as the Selected Alternative.

II. Mitigation Measures

Mitigation measures have been defined to avoid or minimize the environmental impacts of the project. Global changes have been made to the mitigation measures from the DEA. References to “would” in connection with the Selected Alternative have been changed to “will.” In addition, all references to “would” in connection with the contractor’s responsibilities have been changed to “shall.” All of the following mitigation measures apply and will be implemented during all phases of construction. The mitigation measures listed below supersede the mitigation measures from the DEA and are not subject to change without prior written approval from FHWA.

Design Responsibilities

- The Arizona Department of Transportation will perform any right-of-way acquisition in accordance with 49 Code of Federal Regulations 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Refer to DEA pages 61 and 72).
- Prior to construction, the Project Engineer will contact the Ak-Chin Indian Community Cultural Resource Specialist (Caroline Antone at 520.568.1372) to arrange for the temporary removal of the roadside memorial if so desired by the family that maintains it. If arrangements cannot be made, the site will be flagged by a qualified Archaeologist and avoided during construction (Refer to DEA page 81).
- During final design, the project manager will contact the Arizona Department of Transportation Environmental Planning Group Noise Coordinator (602.712.6161 or 602.712.7767) to arrange for qualified personnel to review and update the noise analysis (Refer to DEA 117).
- During final design, the Arizona Department of Transportation Project Manager will coordinate relocation of utilities with the affected utility companies and residents where necessary. If service disruption will be required for utility relocation, the Arizona Department of Transportation will coordinate with the utility companies to ensure customers are notified prior to service disruption (Refer to DEA page 121).
- The City of Maricopa Floodplain Manager at 520.316.6951 and the Pinal County Floodplain Manager at 520.509.3555 will be provided an opportunity to review and comment on the design plans (Refer to DEA page 131).
- All disturbed soils not paved that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity (Refer to DEA page 136).
- Relocation of burrowing owls will be added to the contract documents as a pay item (Refer to DEA page 140).
- During final design, the Arizona Department of Transportation Project Manager will contact the Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) to arrange for a follow-up assessment (Preliminary Site Investigations - Phase I, II, and/or III) at the high-risk sites and moderate-risk sites to determine specific locations and severity of impacts on the design and construction of the project (Refer to DEA page 149).
- The Arizona Department of Transportation Project Manager will contact the Arizona Department of Transportation Environmental Planning Group (602.712.7767 or the respective Environmental Planner for the project) 30 (thirty) days prior to bid advertisement to verify that the environmental clearance is still valid.

City of Maricopa Responsibilities

- The City of Maricopa shall perform any right-of-way acquisition involved with Phase 1 in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Refer to DEA pages 61 and 72).
- Prior to final design of Phase 1, the City of Maricopa Project Manager shall contact the Arizona Department of Transportation Environmental Planning Group Noise Coordinator (602.712.6161 or 602.712.7767) to arrange for qualified personnel to review the project design plans and determine the need for additional noise analysis. If additional noise analysis is warranted, the City of Maricopa shall be responsible for preparing and submitting a noise analysis to the Arizona Department of Transportation Environmental Planning Group Noise Coordinator (Refer to DEA page 117).
- If tree or shrub removal will occur from February 15 through August 31, the City of Maricopa shall contact the Department Environmental Planning Group Biologist (602.712.8635 or 602.712.7767) at least 14 days prior to tree pruning or removal activities to arrange for a Biologist experienced in bird surveys to conduct a bird nest search of all trees that will be removed. The bird nest search shall be conducted within 10 days prior to tree or shrub removal and will include a search for visible nests as well as observation of the trees to determine the potential presence of cavity nests (Refer to DEA page 140).
- Prior to advertising for construction for Phase 1, the City of Maricopa Project Manager shall contact the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) to arrange for the Preliminary Initial Site Assessment to be updated. If additional assessment is warranted, the City of Maricopa shall be responsible for preparing and submitting the appropriate documentation to the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (Refer to DEA page 149).
- Prior to final design of Phase 1, the City of Maricopa shall provide the Arizona Department of Transportation Environmental Planning Group Environmental Planner (602.712.7973 or 602.712.7767) a copy of the project design plans to determine the need for an Environmental Assessment Re-evaluation. If a Re-evaluation is warranted, the City of Maricopa shall be responsible for preparing and submitting the Re-evaluation to the Arizona Department of Transportation Environmental Planning Group Environmental Planner.

Tucson District Responsibilities

- Access to adjacent businesses and residences will be maintained throughout construction (Refer to DEA pages 61 and 72).
- Prior to construction, the Project Engineer will contact the Ak-Chin Indian Community Cultural Resource Specialist (Caroline Antone at 520.568.1372) to arrange for the temporary removal of the roadside memorial if so desired by the family that maintains it. If arrangements cannot be made, the site will be flagged and avoided during construction (Refer to DEA page 81).
- The Engineer will review and approve the contractor's Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination prior to submission of the Notice of Intent and Notice of Termination to the Arizona Department of Environmental Quality (Refer to DEA page 131).

Tucson District Responsibilities (continued)

- At least 21 days prior to construction or any preconstruction ground disturbing activities, the Engineer will contact the Arizona Department of Transportation Environmental Planning Group Biologist (602.712.8635 or 602.712.7767) to arrange for a qualified Biologist to present an environmental awareness program to all personnel who will be on-site, including, but not limited to, contractors, contractors' employees, supervisors, inspectors, and subcontractors. This program will contain information concerning the western burrowing owl, its occurrence in the study area, and procedures to be implemented in case of western burrowing owl encounters (Refer to DEA page 140).
- If any burrowing owls are located in the work area, no construction activities will take place within 100 feet of any active burrow until the owls have been relocated (Refer to DEA page 141).
- If burrowing owls or active burrows are located in the work area, the Engineer will contact the Arizona Department of Transportation Environmental Planning Group Biologist (602.712.8635 or 602.712.7767) to arrange for a qualified Biologist to evaluate the situation. The Engineer and qualified Biologist will determine whether the owls can be avoided or if a Biologist holding a permit from the U.S. Fish and Wildlife Service is needed to relocate burrowing owls from the project area (Refer to DEA page 141).
- If tree or shrub removal will occur from February 15 through August 31, the Engineer will contact the Department Environmental Planning Group Biologist (602.712.8635 or 602.712.7767) at least 14 days prior to tree pruning or removal activities to arrange for a Biologist experienced in bird surveys to conduct a bird nest search of all trees that will be removed. The bird nest search will be conducted within 10 days prior to tree or shrub removal and will include a search for visible nests as well as observation of the trees to determine the potential presence of cavity nests (Refer to DEA page 141).
- If regulated amounts of asbestos are found, no demolition or removal of load-bearing concrete will occur until the Asbestos Removal and Disposal Plan is approved and implemented (Refer to DEA page 149).
- If asbestos-containing material is identified, the Engineer, in association with the contractor, will complete the National Emission Standard for Hazardous Air Pollutants documentation and submit it to the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) for review 5 (five) working days prior to being submitted to the regulatory agency (Refer to DEA page 149).
- If lead-based paint is found on any surfaces that will be disturbed during construction, an approved contractor will develop and implement a lead-based paint abatement plan for the removal of the lead based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the lead-based paint within the project limits. The contractor will follow all applicable local, state and federal codes and regulations related to the treatment and handling of lead-based paint (Refer to DEA page 150).
- If lead-based paint is found, the contractor will submit a lead-based paint removal and disposal plan for the removal of lead-based paint within the project limits to the Engineer for review and approval at least 10 working days prior to disturbing the painted surface (Refer to DEA page 150).
- If lead-based paint is found, no disturbance of the lead-based paint will occur until the lead-based paint abatement plan is approved by the Department Hazardous Material Coordinator and implemented (Refer to DEA page 150).

Roadside Development Responsibilities

- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction (Refer to DEA page 136).
- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits. The Arizona Department of Transportation Roadside Development Section will review and approve or reject the Noxious and Invasive Plant Species Treatment and Control Plan prepared by the contractor and submitted to the Engineer as required in the specifications within 10 (ten) working days of receipt. Once approved the Arizona Department of Transportation Roadside Development Section will return the plan to the Engineer (Refer to DEA page 136).

Environmental Planning Group Responsibilities

- The Environmental Planning Group will test for asbestos prior to the start of construction activities on any structures to be demolished or modified. If asbestos-containing materials are found, no activities associated with the demolition or removal of asbestos-containing materials will be allowed to occur until the Asbestos Removal and Disposal Plan is approved by the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (Refer to DEA page 150).
- During final design, Environmental Planning Group will test for lead-based paint prior to the start of construction activities on any painted surfaces (Refer to DEA page 150).

Contractor's Responsibilities

- Access to adjacent businesses and residences shall be maintained throughout construction (Refer to DEA page 61 and 72).
- If the roadside memorial is not relocated during construction, the contractor shall contact the Arizona Department of Transportation Historic Preservation Team (602.712.8636 or 602.712.7767) at least 10 (ten) business days prior to the start of ground-disturbing activities to arrange for a qualified Archaeologist to flag avoidance areas (Refer to DEA page 81).
- If flagging is required, the contractor shall avoid all flagged and/or otherwise designated sensitive resource areas within or adjacent to the study area (Refer to DEA page 81).
- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location notify the Engineer and shall take all reasonable steps to secure the preservation of those resources. The Engineer shall contact the Arizona Department of Transportation Environmental Planning Group, Historic Preservation Team, (602.712.8636 or 602.712.7767) immediately, and make arrangements for proper treatment of those resources (Refer to DEA page 81).
- The contractor shall comply with all local air quality and dust control rules, regulations and ordinances which apply to any work performed pursuant to the contract (Refer to DEA page 106).
- The contractor shall develop a Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination, and submit it to the Engineer for approval (Refer to DEA page 132).

Contractor's Responsibilities (continued)

- The contractor, upon approval from the Engineer, shall submit the Stormwater Pollution Prevention Plan, Notice of Intent, and Notice of Termination to the Arizona Department of Environmental Quality (Refer to DEA page 132).
- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the State and Federal Noxious Weed and the State Invasive Species list in accordance with State and Federal Laws and Executive Orders. The plan and associated treatments shall include all areas within the project right of way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Arizona Department of Transportation Roadside Development Section for review and approval prior to implementation by the contractor (Refer to DEA page 136).
- Prior to the start of ground-disturbing activities, the contractor shall arrange for and perform the control of noxious and invasive species in the project area (Refer to DEA page 137).
- To prevent the introduction of invasive species seeds, the contractor shall inspect all earthmoving and hauling equipment at the equipment storage facility and the equipment shall be washed prior to entering the construction site (Refer to DEA page 137).
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to leaving the construction site (Refer to DEA page 137).
- All disturbed soils not paved that shall not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity (Refer to DEA page 137).
- No construction work, including ground disturbing activities, shall begin prior to presentation of the environmental awareness program to all personnel who shall be on-site, including, but not limited to, contractors, contractors' employees, supervisors, inspectors, and subcontractors working at project locations (Refer to DEA page 141).
- The contractor shall employ a Biologist to complete a pre-construction survey for burrowing owls 96 hours prior to any construction in all suitable habitats that shall be disturbed. The Biologist shall possess a burrowing owl survey protocol training certificate issued by the Arizona Game and Fish Department. Upon completion of the surveys, the Biologist shall contact the Arizona Department of Transportation Biologist at (602.712.8635 or 602.712.7767) to provide survey results (Refer to DEA page 141).
- If any burrowing owls or active burrows are identified in the work area, the contractor shall stop work immediately at that location and immediately notify the Engineer. No construction activities shall take place within 100 feet of any active burrow. If owls cannot be avoided, the contractor shall employ a Biologist holding a permit from the U.S. Fish and Wildlife Service to relocate burrowing owls from the project area, as appropriate (Refer to DEA page 142).
- If asbestos-containing material is identified, no demolition of existing building or structures shall occur until the Asbestos Removal and Disposal Plan is approved by the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator and implemented (Refer to DEA page 151).

Contractor's Responsibilities (continued)

- If lead-based paint is identified, the contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal or demolition of any buildings or structures within the project limits to the Engineer and the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 (ten) working days prior to demolition activities (Refer to DEA page 151).
- If lead-based paint is identified, no demolition of buildings or structures shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator and implemented (Refer to DEA page 152).
- If suspected hazardous materials are encountered during construction, work shall cease at that location and the Engineer shall be notified. The Engineer shall contact the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) immediately, and make arrangements for assessment, treatment, and disposal of those materials (Refer to DEA page 152).

Standard Specifications included as Mitigation Measures

- According to Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008), "the contractor shall control, reduce, remove or prevent air pollution in all its forms, including air contaminants, in the performance of the contractor's work. The contractor shall comply with applicable requirements of Arizona Revised Statutes Section 49-401 et seq. (Air Quality) and with the Arizona Administrative Code, Title 18, Chapter 2 (Air Pollution Control)." (Refer to DEA page 106).
- According to Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 104.08 (2008), special provisions, and local rules or ordinances, including Arizona Administrative Code Title 18, Chapter 2 (Air Pollution Control)," the contractor shall comply with all air pollution ordinances, regulations, orders, etc., during construction. All dust-producing surfaces shall be watered or otherwise stabilized to reduce short-term impacts associated with an increase in particulate matter attributable to construction activity" (Refer to DEA page 106).
- According to Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 104 Scope of Work, Subsection 08 Prevention of Air and Noise Pollution (2008), "the contractor shall comply with all local sound control and noise level rules, regulations and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the work without its muffler being in good working condition" (Refer to DEA page 118).
- According to Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 810-1.02, Other-Pollutants Controls (2008), "the work shall include implementing controls to eliminate the discharge of pollutants, such as fuels, lubricants, bitumens, dust palliatives, raw sewage, wash water, and other harmful materials; into storm and other off-site waters. The work shall include the implementation of spill prevention and material management controls and practices to prevent the release or washoff of pollutants. These controls and practices shall be specified in the Stormwater Pollution Prevention Plan and shall include storage procedures for chemicals and construction materials, disposal and cleanup procedures, the Contractor's plan for handling of potential pollutants, and other pollution prevention measures as required." (Refer to DEA page 132).

Standard Specifications included as Mitigation Measures (continued)

- The contractor shall control sedimentation associated with construction in compliance with erosion-control measures stipulated in Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction (2008). Erosion associated with the removal of vegetation shall also be controlled in accordance with Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction (2008). (Refer to DEA page 132).
- The work shall include implementing controls to eliminate the discharge of pollutants, such as fuels, lubricants, bitumens, dust palliatives, raw sewage, wash water, and other harmful materials; into storm and other off-site waters. The work shall include the implementation of spill prevention and material management controls and practices to prevent the release or washoff of pollutants. These controls and practices shall be specified in the Stormwater Pollution Prevention Plan and shall include storage procedures for chemicals and construction materials, disposal and cleanup procedures, the contractor's plan for handling of potential pollutants, and other pollution prevention measures as required. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008 Edition), related to the discharge, handling, and disposal of pollutants. (Refer to DEA page 132).
- If asbestos-containing material is identified, an approved contractor shall develop and implement an Asbestos Removal and Disposal Plan for the removal of the asbestos or asbestos-containing material from any building or structure being demolished. The plan shall be submitted to the Arizona Department of Transportation's Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) and Engineer for review and approval at least 10 (ten) working days prior to implementation. A list of approved asbestos abatement contractors shall be attached to the special provisions. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008 Edition), related to the treatment, handling, and disposal of asbestos (Refer to DEA page 151).
- If lead-based paint is identified, an approved contractor shall develop and implement a Lead-Based Paint Removal and Abatement Plan for the removal of the lead-based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal or demolition of buildings or structures within the project limits. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction (2008 Edition), related to the treatment and handling of lead-based paint (Refer to DEA page 151).
- According to Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 107.11, Protection and Restoration of Property and Landscape (2008), "materials removed during construction operations, such as trees, stumps, building materials, irrigation and drainage structures, broken concrete, and other similar materials, shall not be dumped on either private or public property unless the contractor has obtained written permission from the owner or public agency with jurisdiction over the land. Written permission shall not be required, however, when materials are disposed of at an operating, public dumping ground." Excess waste material and construction debris shall be disposed of at sites supplied by the contractor, at a municipal landfill approved under Title D of the Resource Conservation and Recovery Act, at a construction debris landfill approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by Arizona Department of Environmental Quality, or at an inert landfill (Refer to DEA page 153).

III. Errata From Draft Environmental Assessment

This section contains additions or alterations to the DEA to clarify, discuss further, or make text corrections. These changes are the result of public and agency comments and are provided below with reference to their page numbers from the DEA. Deleted text is identified with strikethrough (~~strikethrough~~), and new or substituted text appears in *italics*. Where applicable, the entire paragraph from the DEA has been included to provide context for the changes.

The following global changes to the DEA text were made and are not shown in these errata:

- “Proposed project” has been changed to “project”
- “Build Alternative” and “Alternative H” have been changed to “Selected Alternative”
- References to “would” with regard to the project and/or Selected Alternative have been changed to “will”

Mitigation Measures

Pages ix-xiv of DEA

Design Responsibilities

- The Arizona Department of Transportation ~~would~~ *will* perform any right-of-way acquisition in accordance with 49 Code of Federal Regulations 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Refer to *DEA* pages 61 and 72).
- Prior to construction, the project Engineer ~~would~~ *will* contact the Ak-Chin Indian Community cultural resource specialist (Caroline Antone at 520-568-1372) to arrange for the temporary removal of the roadside memorial if so desired by the family that maintains it. If arrangements cannot be made, the site ~~would~~ *will* be flagged and avoided during construction (Refer to *DEA* page 81).
- During final design, the project manager ~~would~~ *will* contact the Arizona Department of Transportation Environmental Planning Group noise coordinator (602.712.8246 ~~6161~~ or 602.712.7767) to arrange for qualified personnel to review and update the noise analysis (Refer to *DEA* page 117).
- During final design, the Arizona Department of Transportation project manager ~~would~~ *will* coordinate relocation of utilities with the affected utility companies and residents where necessary. If service disruption will be required for utility relocation, the Arizona Department of Transportation ~~would~~ *will* coordinate with the utility companies to ensure customers are notified prior to service disruption (Refer to *DEA* page 121).
- The City of Maricopa floodplain manager at 520.316.6951 and the Pinal County floodplain manager at 520.509.3555 ~~would~~ *will* be provided an opportunity to review and comment on the design plans (Refer to *DEA* page 131).
- All disturbed soils not paved that ~~would~~ *will* not be landscaped or otherwise permanently stabilized by construction ~~would~~ *will* be seeded using species native to the project vicinity (Refer to *DEA* page 136).
- Relocation of burrowing owls ~~would~~ *will* be added to the contract documents as a pay item (Refer to *DEA* page 140).

Design Responsibilities (continued)

- During final design, the Arizona Department of Transportation project manager ~~would~~ **will** contact the Environmental Planning Group Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) to arrange for a follow-up assessment (Preliminary Site Investigations - Phase I, II, and/or III) at the high-risk sites and moderate-risk sites to determine specific locations and severity of impacts on the design and construction of the project (Refer to *DEA* page 149).
- *The Project Manager will contact the Environmental Planning Group (602.712.7767 or 602.712.7973) 30 (thirty) days prior to bid advertisement to verify that the environmental clearance is still valid.*

City of Maricopa Responsibilities

- The City of Maricopa ~~would~~ **shall** perform any right-of-way acquisition involved with Phase 1 in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Refer to *DEA* pages 61 and 72).
- Prior to final design of Phase 1, the City of Maricopa Project Manager ~~would~~ **shall** contact the Arizona Department of Transportation Environmental Planning Group Noise Coordinator (~~Joe D'Onofrio at 602.712.8246~~ **6161** or 602.712.7767) to arrange for qualified personnel to review the project design plans and determine the need for additional noise analysis. If additional noise analysis is warranted, the City of Maricopa ~~would~~ **shall** be responsible for preparing and submitting a noise analysis to the Arizona Department of Transportation Environmental Planning Group Noise Coordinator (Refer to *DEA* page 117).
- If tree or shrub removal will occur from February 15 through August 31, the City of Maricopa ~~would~~ **shall** contact the Department Environmental Planning Group Biologist (602.712.8635 or 602.712.7767) at least 14 days prior to tree pruning or removal activities to arrange for a Biologist experienced in bird surveys to conduct a bird nest search of all trees that will be removed. The bird nest search ~~would~~ **shall** be conducted within 10 days prior to tree or shrub removal and will include a search for visible nests as well as observation of the trees to determine the potential presence of cavity nests (Refer to *DEA* page 140).
- Prior to advertising for construction for Phase 1, the City of Maricopa Project Manager ~~would~~ **shall** contact the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (~~Ed Green at 602.920.3882 or 602.712.7767~~) to arrange for the Preliminary Initial Site Assessment to be updated. If additional assessment is warranted, the City of Maricopa ~~would~~ **shall** be responsible for preparing and submitting the appropriate documentation to the Arizona Department of Transportation Environmental Planning Group Hazardous Materials Coordinator (Refer to *DEA* page 149).
- ~~The City of Maricopa would not begin final design of Phase 1 until the Final Environmental Assessment and Finding of No Significant Impact have been issued.~~
- Prior to final design of Phase 1, the City of Maricopa ~~would~~ **shall** provide the Arizona Department of Transportation Environmental Planning Group Environmental Planner (~~Dan Gabiou at 602.712.7025~~ **7973** or 602.712.7767) a copy of the project design plans to determine the need for an Environmental Assessment Re-evaluation. If a Re-evaluation is warranted, the City of Maricopa ~~would~~ **shall** be responsible for preparing and submitting the Re-evaluation to the Arizona Department of Transportation Environmental Planning Group Environmental Planner.

C. Cultural Resources

2. Environmental Consequences

a. Build Alternative

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FHWA has consulted with ADOT, the Arizona State Historic Preservation Officer (SHPO), UPRR, the Hopi Tribe, Pascua-Yaqui Tribe, Yavapai-Apache Nation, and the Ak-Chin Indian Community regarding the adequacy of the survey report, National Register of Historic Places (NRHP) eligibility determinations, and a “no adverse effect” determination of project effect. Concurrences on this consultation were received from SHPO on November 8, 2013, and from the Hopi Tribe on November 15, 2013. This agency correspondence is included in Appendix E (*of the DEA*). Based on the findings provided above and the concurrence of consulting parties, no direct or indirect impacts on cultural resources are anticipated to occur as a result of implementing the Build Alternative.

*Since the original consultation, the protocol for consulting with the Four Southern Tribes (Ak-Chin Indian Community, Gila River Indian Community, Tohono O’odham Nation, and Salt River Pima Maricopa Indian Community) has changed. In 2013, the protocol was to consult with the tribe with the geographical lead for the project area. In this case, consultation with the Ak-Chin Indian Community was undertaken. However, since 2013, the protocol has changed to consult with all four tribes. As a result, additional consultation letters were mailed to the Tohono O’odham Nation and Salt River Pima Maricopa Indian Community on 01/23/2015 and hand delivered to the Gila River Indian Community on 01/26/2015. The consultation period concluded on 02/27/2015. The Gila River Indian Community concurred on 01/29/2015 (**Appendix B, Cultural Resources Consultation**). There were no responses received from the Tohono O’odham Nation or Salt River Pima Maricopa Indian Community.*

O. Secondary and Cumulative Impacts

2. Cumulative Impacts

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Past actions create the conditions that persist today within the study area. Current environmental considerations for this EA, which are detailed in Sections IV.A through IV.O, consider the recent completion of the following projects:

- Double track of the UPRR
- Construction of the Copper Sky Regional Park
- Construction of the new City Hall and Police Administration center
- Construction of Fire Station 575

The following future actions are reasonably foreseeable within the geographic area of influence:

- Construction of an additional UPRR track through the region of influence
- Construction of retail centers through the SR 347 corridor within the city as identified in Figure 36 *in the DEA*
- Construction of new housing units within the southern half of the city and north of SR 238 and west of the study area as identified in Figure 37 *in the DEA*
- Construction of a new hotel east of SR 347 at approximately Hathaway Avenue
- East-*West* Corridor construction
- *Extension of Edison Road to the north to connect with SR 238 and to the south to connect with Garvey Avenue*

IV. Public Comments

Table 1, Draft Environmental Assessment Public Comment and Responses, represents all of the comments received in response to the DEA and the public hearing. The table lists the source of the comment (for example, email, letter, ADOT website, etc.), name or names of the people making the comment, the comment, and a brief response. Appendix A contains copies of all submitted comments. The comments are compiled in the same order as listed in Table 1.

Several similar comments made in response to the DEA and at the public hearing include:

- A. Impacts to businesses (acquisitions and access)
- B. Impacts to local streets
- C. Noise impacts
- D. The need to accommodate bicycles and pedestrians
- E. Impact to the Baptist Church at the southern end of the project

These specific topics are addressed below.

Other concerns expressed included considering other plans for road improvements in the area, that trains are not an issue in the study area, a different new highway or improvements to SR 347 outside the project area should be built, and the safety of residents and construction dust. All comments are addressed in Table 1.

A. Impacts to Businesses

Business impact concerns included the acquisition of businesses to accommodate the roadway and access to businesses once constructed.

The project will require the acquisition of 11 commercial properties to construct the Selected Alternative. Businesses operating from these commercial properties will either relocate or close. Based on the results of the business survey, relocation could take as long as 1 year to accomplish. Properties will be acquired at fair market value pursuant to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646; 49 CFR Part 24). Short-term minor to moderate negative effects on those businesses willing to relocate will include a potential temporary loss of income for the business owners and employees during the relocation. Customers who frequent these businesses also will experience short-term minor negative effects related to a temporary loss of services from their preferred provider. However, comparable services are provided by other similar business types within and around the city of Maricopa. For those businesses unwilling or unable to relocate, the acquisition of their property will potentially result in long-term moderate negative effects on business owners and employees from the loss of income and on customers from the loss of services.

Parking spaces from some businesses will also be required to accommodate local road improvements; however the majority of the parking spaces to be acquired will be at business locations that are also being acquired. For businesses that will remain and have impacts to parking, ADOT Right-of-Way will work with these businesses to identify appropriate solutions and compensation.

The primary concern expressed regarding access to businesses was for the businesses located on the west side of existing SR 347 south of Hathaway Avenue. The comment stated that the Selected Alternative does not

currently allow for northbound traffic to turn left into the Shops at Maricopa Village which adversely affects the businesses in the center.

Access to this business center will be re-evaluated during final design. One initial option would be to use the former SR 347 alignment to create a continuous parking lot that interconnects the business centers in that immediate area, similar to areas to the north along SR 347. This option would be a City of Maricopa decision and improvement. The widened SR 347 will more readily allow a U-turn to be executed at Hathaway Avenue compared to current conditions, and this ability to make a U-turn would facilitate access to the businesses for northbound traffic.

B. Impacts to Local Roads

Comments on impacts to the local roads included concerns about rerouting traffic to roads that are already congested particularly during peak hours. The project is not anticipated to generate traffic, but rather address existing and future traffic congestion. Changes in traffic flow will occur east of existing SR 347 where MCGH will be rerouted to Honeycutt Road. This alignment will provide 3 lanes of traffic (two northbound and one southbound). The project will improve the movement of vehicles along Honeycutt Road by allowing more efficient turning movements using a free-flow turn from Honeycutt Road onto northbound SR 347. SR 347 would also be wider than current conditions. For the businesses and residences that front on the existing MCGH, a portion of the MCGH alignment will be preserved as an access road. Ingress/egress from this area would be either on Maricopa Avenue or Burkett Avenue to the new alignment of MCGH. West of SR 347, Garvey Avenue would be rerouted to the north side of the proposed station to allow the train station and platform to be adjacent to the railroad tracks. Garvey Avenue would return to its existing alignment west of the train station, resulting in the Garvey Avenue alignment being extended by approximately 1,000 feet. Finally, west of SR 347 and south of the UPRR, Honeycutt Avenue would be extended to the east to connect to the new SR 347 alignment.

The project is not anticipated to adversely affect traffic movement at Edison Road or Smith-Enke Road as the project will not induce traffic but will facilitate existing and future traffic movement. The removal of train delays will improve traffic flow within the project area during peak hours.

C. Noise Impacts

The concern of increased noise, particularly between MCGH and Honeycutt Road east of SR 347 was also expressed in the comments. Initial noise studies indicated that shifting SR 347 to the east would result in minor noise increases east of the existing SR 347 alignment. Based on the studies, noise levels are not expected to increase to levels that will require mitigation. Additional noise evaluations will be conducted based on the alignments produced during final design, which will include SR 347 and the local road improvements. If the noise abatement criteria are reached, options to mitigate noise will be evaluated.

D. Bicycle and Pedestrian Accommodations

Several comments voiced a need to accommodate pedestrians and bicycles with this project. Requests for separate pedestrian crossing and maintaining the at-grade crossing were also expressed. In agreement with UPRR, no at-grade crossings will be maintained once the new grade-separated crossing is constructed. The grade-separated crossing will include sidewalks and bike lanes on both sides of the roadway. The grade-separated crossing will meet Americans with Disabilities Act requirements so will be readily accessible for both pedestrians and bicycles. The bridge will be constructed and in operation before the at-grade crossing with the UPRR is closed.

E. Impacts to the Baptist Church

Current design requires the acquisition of the Baptist Church at the southern end of the alignment. The project team will continue to evaluate options for avoiding the Baptist Church as design advances.

Table 1. Draft Environmental Assessment Public Comments and Responses

#	Comment Method and Type	First Name	Last Name	Comment	Response
1	Email Congestion and other projects	Lee and Barbra	Murray	<p>Kudos for the very thorough presentation on the SR 347 - Union Pacific Railroad Crossing Upgrade Project in Maricopa on Dec 3, 2014. We agree that plan H is the best of the options presented.</p> <p>However, I saw no reference to other projects targeting the problems of projected traffic increases on SR 347 (present-2040). Intersections of SR 347 at the Fry's Plaza entrance, at Edison and at Smith-Enke Road will become excessively overloaded. The SR 347 - Union Pacific Railroad Crossing Upgrade Project should reference any projects (approved or anticipated) to bypass SR 347 problem intersections. I understand that there is a project to connect the SR 238 to Casa Grande Highway. I would hope the two projects would have some synergy.</p>	<p>An increase in traffic congestion is anticipated to continue at the major intersections in the study area, regardless of this project. The purpose of this project is to improve the flow of traffic at numerous intersections while removing the congestion caused by train delays. This project is not anticipated to adversely affect the intersections at Edison or Smith-Enke because the project will not induce traffic but will facilitate the existing and future traffic movement.</p> <p>Future projects are considered in this study and other studies are identified in the first chapter, page 2 and in the Cumulative Impacts section (page 158). The DEA considered the East-West Corridor that would provide an east-west connection in Pinal County, and the modification of localized streets in Maricopa to connect Edison Road to SR 238. While the evaluation and traffic counts incorporated the Edison Road improvement, it was not listed in the Cumulative Impact section of the DEA and has been added in the FEA.</p>
2	Mail Business Impacts ROW Local Streets Need for project	Don	Pearce	<p>I am opposed to the recommended St RT 347 plan. These are my opposition reasons: 1) This plan requires destruction or interference with more than ten businesses, landmark buildings (including Maricopa Baptist Church) 2) It would require land purchases and rerouting of both Edwards Street- Honeycutt Road and Honeycutt Avenue to Maricopa-Casa Grande Hwy. Honeycutt road is overloaded as is. I suggests that the money budgeted be spent building a highway from Murphy Road to I-10 with these suggestions. 1) They should move the AM station to the old gin property owned by the city and used for railroad changes now. It takes 15-20 minutes to change crews already, so this would require no traffic disruption. 2) There are only twelve freight crossings during the day for 3-5 minutes apiece. 3) This plan would relieve state highway 347/Union pacific congestion without the cost. As a tax paying resident of Maricopa for fifty-five years I believe the State route 347/union pacific railroad crossing should not be planned.</p>	<p>Property acquisitions and impacts to businesses and land owners are addressed in of the DEA under Social and Economic Consideration Analysis on pages 50 -73.</p> <p>All new ROW property relocations and acquisitions that are needed in order to make improvement will be performed under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The project will improve the movement of vehicles along Honeycutt Road by facilitating turning movements more efficiently.</p> <p>A new highway is beyond the scope of this project but the recommendation has been noted. The Cotton Gin was a cultural resource site analyzed in the DEA and will be avoided.</p> <p>With regard to item 2 under your suggestions, UPRR anticipates adding one to two additional tracks which would increase the number of trains passing through town.</p> <p>The design team will continue to evaluate options to avoid the Baptist Church as design advances.</p>

#	Comment Method and Type	First Name	Last Name	Comment	Response
3	Mail Other projects	Marie	Cruz	All and well to get this done. BUT!! What about 347 from Maricopa to I-10? When are they going to do something about that! The traffic is horrible when people are going to work. Now with all the nesters that are coming to copa it's even worse. If you don't live here or travel the road you guys have no concept of the traffic with one way on and out. You should all check into this problem before none of us will be able to travel without homes on the road/something have to be done.	Your comment has been noted in the record. Improvements on SR 347 from Maricopa to I-10 are outside the scope of this study.
4	Mail Need for project	Charles	Miller	This overpass is so needed for our community. It will improve traffic flow especially during rush hour hours the school buses will benefit. It will reduce accidents it will improve business development in the community. It will certainly help emergency vehicles to be added to move through that area. There are businesses that will be temporally impacted in a negative way however in the long run they should benefit too. The town service is appreciated and it is hoped perhaps expanding.	Your comment has been noted in the project record.
5	Email Bicycles	Robert	Hamer	BICYCLES Provisions should be made for bicycle traffic both through Maricopa and local bicycle travel around Maricopa. There should be bicycle lanes, 3 foot minimum, for both north and south traffic on the 347 overpass, and a "Bike/Pedestrian" path, minimum 6 foot, crossing the railroad tracks at grade level. The purpose of the bicycle lanes on 347 is to accommodate tours and other travelers passing through Maricopa. The grade level path crossing the railroad tracks is to provide a future "Bike/Pedestrian" path connecting Pacana Park and the Copper Sky Recreation Complex.	The recommended alternative will include bicycle facilities consisting of a 17-foot shared-use lane (12-foot lane and a 5-foot bike lane). The bridge will be Americans with Disabilities Act compliant so will be accessible on a bicycle as well. Once constructed the UPRR will no longer allow at-grade crossings of the railroad tracks. No future at-grade crossing will be provided.
6	Mail Scope of work Safety Noise	Grace	Gomez	State Route 347/ U.P. Railroad H. 1 Are Maricopa Ave and Arizona Ave going to be widened? 2 Paved? 3 Going to get sidewalk? 4 Street lights? 5 gutter? I.	No changes are planned for either Maricopa Avenue or Arizona Avenue. The need for noise re-evaluation and mitigation will be determined during final design. The primary cause of noise in the project area is due to train activity. Noise modeling performed indicated that increases in traffic-caused noise are anticipated to be small and all noise levels at receivers are anticipated to be under thresholds that require mitigation/noise walls. The realignment of MCGH is not anticipated to result in a safety concern for adjacent residents. The realigned MCGH

#	Comment Method and Type	First Name	Last Name	Comment	Response
	Air Quality Local Streets Public Involvement			<p>1 Is there going to be a wall put up for all the noise that will be with the traffic getting closer to the residents?</p> <p>2 How about safety for the residents with big trucks coming closer to the homes?</p> <p>3 Noise?</p> <p>4 Dust?</p> <p>5 Traffic?</p> <p>J. When will there be a meeting with local residents about all this change and movement to their area and all their concerns?</p>	<p>will be shifted approximately 100 feet west of the existing 4th Street alignment.</p> <p>During construction, dust generation will occur. Standard measures to minimize dust, such as watering the work surface, will be used. Once construction is complete, the project is not anticipated to result in a new source of dust generation. The project is not anticipated to generate traffic, but rather address existing traffic congestion. Changes in traffic flow will occur west of existing SR 347 where MCGH will be rerouted to Honeycutt Road. This alignment will provide 3 lanes of traffic (two northbound and one southbound) and will be shifted to the east of the existing 4th Street alignment.</p> <p>Several public informational meetings and an official public hearing have already occurred to obtain public concerns and input. Additional public involvement meetings may occur during final design of this project.</p>
7	Mail Scope of work Local Streets	Grace	Gomez	<p>I was at your presentation and there was a lot of talk about regulations and law of different places and the over pass size, where it begins and where it ends, but there is a lot of loose ends at this meeting. I saw a lot of people majority of people were from the city or county very little of the people of the area that will be most impacted. This is the way I see it.</p> <ol style="list-style-type: none"> Start at Hathaway On and off ramps on Honeycutt with lights for left and right turn or just right Right lane one way for C5 going under overpass <ol style="list-style-type: none"> where does it start? where does it stop? One lane and beginning to way traffic Honeycutt Road two lanes going and coming (right)? No exit or entrees for Pershing on Honeycutt or CG highway? Planview will be made into two lanes going and coming with a light? Connection Honeycutt and CG right? So is Maricopa Ave and Arizona Ave going to be in and out streets into Planview or how is the local residents going to get out and in to the homes? 	<p>At this point in time, the project is in preliminary design and additional design will occur as the project continues.</p> <p>Meeting announcements were distributed by: mail to residences and businesses within and adjacent to (1/4 mile) the study area on 11/24/14 (approximately 2,131 property owners and occupants); by news release distributed to 4,000 news organizations, journals and subscribers on 11/18/14; and published in the Maricopa Monitor (11/18/14 and 11/22/14) and Ak-Chin O’odham Runner (11/21/14).</p> <ol style="list-style-type: none"> Honeycutt Road would have a light that controls the left turn onto SR 347 but will allow free-flow right turn onto SR 347. The one-way connector road that goes under the bridge will leave SR 347 just south of Garvey Avenue. Yes, Honeycutt Road will be two lanes in each direction. Pershing Street will connect with the Local Access Road which will connect to the Connector Road/MCGH. Access to the realigned MCGH will be available at the two residential roads that intersect from the west (Arizona Avenue and Maricopa Avenue) The realigned MCGH will be 3 lanes (2 northbound and 1 southbound). There will be a light at Honeycutt Road and a stop sign at MCGH. Residents will be able to connect with the realigned MCGH (Planview) at Maricopa Avenue and Arizona Avenue.

#	Comment Method and Type	First Name	Last Name	Comment	Response
8	Mail Pedestrian Access	Dean	Chicquette	<p>Every effort should be made to include the alternate walk way over the tracks in the new overpass construction plan and budget.</p> <p>We should give priority to the walkway and have construction begin at the same time the train depot I being relocated. It should be completed before track access as is has been eliminated. See diagram 2</p> <p>Please review the police response time diagram. (see original comment attached to public hearing report)</p>	The bridge design includes sidewalks on both sides of the roadway. A separate pedestrian bridge or walkway is not planned as part of this project. The bridge will be constructed and in operation before the at-grade crossing with the UPRR is closed.
10	Online Congestion	Katherine	Koehl	<p>I am new to this community having moved here in March 2014. In that time, I have never been inconvenienced by a train. I do, however, drive into the city for work daily on 347. I feel money would be better spent improving traffic flow out of the town.</p> <p>Traffic is bumper to bumper at almost any time of the morning. I travel anywhere from 6 am to 7:30 and it is always very, very busy.</p> <p>There are numerous rear-end accidents and near misses. The road is in need of over passes at several locations to eliminate the traffic lights which clog traffic and to allow a safe turn onto and from the road that leads to the casino.</p> <p>The traffic will continue to worsen as the population grows. I don't have statistics, but I speculate most people work in the city and commute daily.</p> <p>I know funds for improvements are limited and they should be used where they will provide the most safety and convenience for the greatest number of citizens.</p> <p>Thanks for allowing this feedback.</p>	The purpose of the project is to improve traffic flow within the project area, and the project is designed to accommodate the highly directional rush-hour traffic movements.
11	Online Local Roads	Richard	Post	<p>I think it looks real good, leaving access to the old roads as well. The way Maricopa is growing that addition to the road is a necessity.</p>	Your comment has been noted in the project record.
12	Online Maps	Mark	Waterstreet	<p>Please link the alternate map in your web site (option H) along with the study plan map that was provide in the local newspaper.</p>	The maps and figures are available in the links to the DEA, the meeting materials and presentation, and a map of the build alternative has been added as a separate posting on http://azdot.gov/projects/south-central/sr-347-at-union-pacific-railroad/documents .

#	Comment Method and Type	First Name	Last Name	Comment	Response
13	Email Access to businesses Business Impacts	Dominic	Palmieri	<p>Attached are 2 documents. One is our comment letter regarding SR 347 Union Pacific railroad study and proposed new route of 347 and the ADOT proposed plan for access to our site from March 2011. Greg Wisecaver was the ADOT planner who was designing the SR 347 stretch in from of our site.</p> <p>Shops at Maricopa Village and ADOT spent a lot of man hours, surveys, legal fees for review to come up with this plan to allow access from the NB lane of 347 into our site.</p> <p>The new proposed Plan H north of the overpass and in front or our site DOESN'T ALLOW for a left turn into our site.</p> <p>Pls see attached and below is the copy of the email correspondence between ADOT and our company along with the second attachment that ADOT designed that was agreeable by both parties.</p> <p>If someone could pls confirm receipt of this email would be greatly appreciated.</p> <p>THE EMAIL BELOW IS A COPY OF THE EMAIL SEND ON MARCH 25TH FROM ADOT TO US. IT CORRESPONDS WITH THE SECOND ATTACHMENT IN THE EMAIL ABOVE</p> <p>Dominic, attached is the proposed plan. Please verify that it provides adequate access for The Shops at Maricopa Village.</p> <p>Thanks, Gregory Wisecaver, EIT Southern Regional Traffic Engineering ADOT - Tucson District 520-403-1739 (mobile) 520-628-5702 (fax) gwisecaver@azdot.gov</p> <hr/> <p>-----Original Message-----</p>	<p>Access to the business parcels will be determined during final design, but access to all adjacent businesses and residences will be maintained throughout construction. Direct right-in/right-out access from SR 347 will be provided.</p> <p>The original solution worked through with Greg Wisecaver assumed a U-turn at the Hathaway Avenue intersection would not be feasible. Impacts to businesses were evaluated in the DEA (Social and Economic Consideration, pages 50-73). Access to all adjacent businesses and residences will be maintained throughout construction. Direct right-in/right-out access from southbound SR 347 will be provided.</p> <p>Direct access from northbound SR 347 will not be available at every business access location. However, median breaks will be available at various locations for the northbound SR 347 traveling public to access business. Design options for accessing the businesses will occur during final design.</p>

#	Comment Method and Type	First Name	Last Name	Comment	Response
				<p>From: Dominic [mailto:Dominic@RCSFun.com] Sent: Friday, March 25, 2011 8:20 AM To: Gregory Wisecaver Subject: Dominics contact info</p> <p>Greg I checked several times yesterday afternoon and never received an email from you with proposed layout. Here is my contact info Pls call me after u send so I can check for it asap</p> <p>Thank you, Dominic Palmieri</p> <p>Sent from my iPhone</p> <hr/> <p>To: ADOT Planning Dept From: The Shops at Maricopa Village Reg: State Route 347 Project</p> <p>This letter is to discuss and bring forward the challenges that will affect our shopping center located at 20046 N. JWP (John Wayne Parkway) in Maricopa with the preferred Plan H in routing for the new proposed overpass.</p> <p>Our center is located approx. 1/2 of a mile to the north of the proposed overpass at the relative SW corner of Hathaway and JWP. We are a mid sized strip center with 6 tenants and 13,500 sq. ft. of shop space. We have 95 parking spaces and turn those spaces over several times per day.</p> <p>Our site is located in the Heart of the Heritage District or "Old Town" District approx. 75 ft. to the south of the SW corner of JWP and Hathaway. Access to our site is limited to ONLY 1 driveway thru the ADOT right of way on the west side of the street of JWP. This driveway is accessible only by the current frontage road. There are 2 ways to get to our site. One is access to the frontage road with an inbound right turn from the southbound lanes of JWP and Two, access from the Northbound</p>	

#	Comment Method and Type	First Name	Last Name	Comment	Response
				<p>JWP lanes with a left turn into the frontage road. Both of these North and Southbound accesses are critical for the safety and economic well being of our center and our tenants</p> <p>The current proposed Plan H (which is probably the better of all the plans for the overpass itself)-- only provides entrance to our site with a right turn in to some proposed yet uncertain lane approx. 150 feet south of our site. There is no provision for a left turn in to our site and we are very concerned about the safety and economic future of our site. There are NO other means to get fire safety into our site from the north bound lanes.</p> <p>Approx. 2 yrs. ago, an ADOT planner Greg Wisecaver had worked with us for a proposed ADOT change to 347 directly in front of our property. This was to accommodate for 2 hotels and a restaurant that are slated to construct across the street from us. Both ADOT and Our team spent many hours, design hours, traffic study time and surveys to establish proper access could be given to our site and the other tenants just to the south of us on JWP. The attached plan had made provisions for a left in from the northbound lanes and right in access from the southbound lanes. (see original comment attached to public hearing report)</p> <p>It was determined that there was not enough space to make a U-turn from the NB side to the SB side at the intersection of Hathaway and JWP. Even if this U-turn were a possibility, this is not the best interest for the economic well being of any of the businesses in the Heritage district.</p> <p>We attended the ADOT meeting in Maricopa the week of Dec 3rd. The planning seems to be thoughtful of most of the businesses to the south of the Dairy Queen but for businesses in the Heritage district to the North, very complicated.</p> <p>We had construction 3 yrs. ago on JWP by ADOT for improvements and were denied access for several weeks from</p>	

#	Comment Method and Type	First Name	Last Name	Comment	Response
				<p>the northbound lanes. The result to this was we lost 1 tenant and had 2 other tenants almost close shop. We finally received some help from ADOT to figure a way to allow access from the NB lanes and this helped the situation Immensely!! We have lived through this same situation just a few years ago and KNOW what the outcome is with NOT having NB access to our center.</p> <p>The ADOT team took us through the 5-step process that they work to achieve. Environmental, social, historical impacts, etc. The one key item that we felt was not addressed properly with significant consideration is the access for our site and frankly others on the SB side of JWP. A cut in is proposed in your BIG PLAN for the length of the construction Plan H, but there is no plan for the access for the businesses. This really needs to be considered in the Big Plan and not brought up as an after thought of the entire project.</p> <p>As business owners in Maricopa, we have struggled to keep our center alive and our tenants have invested entire life savings to establish businesses in Maricopa. The last thing any of us can afford is inadequate access to our site that is dealt with the attitude of “Well the people will figure out how to get to your site eventually”. This was the response we received from a few of the ADOT team members that were there answering questions. This is not a blame or shame part of our letter, it is a reality that we feel ADOT has not made consideration as to how the businesses to the North will be affected and given proper access. We would like to be part of the process and included in the planning and communication to insure that proper access to our site is granted and given to not only us, but the other businesses in our immediate area that create a symbiotic and viable trade area that we all rely on to survive. Our businesses create approx. 100 jobs, important sales tax dollars for the city and state, (which no doubt help to fund ADOT operations and jobs) and most important the offerings for the community for the very important businesses that are in our center. Offices for Against Abuse which help to council and remedy domestic abuse in the home, ACTS, which councils and treats mental illness in the immediate trade area, our tenant dentist who treats and</p>	

#	Comment Method and Type	First Name	Last Name	Comment	Response
				<p>helps with families in those programs. The shops that generate a tremendous amount of traffic to our site, and sales tax dollars to the community -Dominos Pizza and Penascos, who's culinary reputation in the community and service for the community are second to none along with our nail salon who drives a significant amount of traffic to our center.</p> <p>All of these tenants create one of the best shop mixes for the surrounding community. We would like to keep everyone's businesses thriving instead of struggling.</p> <p>Respectfully Submitted, The Shops at Maricopa Village LLC Dominic R Palmieri III Managing Partner</p>	
14	Verbal - Public Hearing * Church, congestion	Christian	Price	The City is a proponent for this plan and likes Alternative H. Improvements to remove the "pinch point" at SR 347 and the UPRR tracks is essential to accommodate the growth of the city. There are some minor issues that need to be addressed in final design including the Baptist Church.	Comment has been noted in the project record. Additional design refinement and coordination will continue to evaluate options to avoid the Baptist Church during final design.
15	Verbal - Public Hearing * Church	Nancy	Smith	Wishes to preserve as much of the history of Maricopa as possible and recommends an alignment that mirrors the existing SR 347 alignment but to the east in order to miss the First Baptist Church.	The design team will continue to evaluation options to avoid the Baptist Church as design advances.
16	Verbal - Public Hearing * Church	Jim	Johnson	"I know the person that gave the environmental study said there was no cultural, as he put it, sites impacted. Well, First Baptist Church is a cultural site. It has been there for 60 years, as of November 14, 1954. The building was the original building was built and it's still there." The church is a cultural impact. The church serves about 220 now and many would be displaced if the church had to move.	While the church definitely serves the community, and is more than 50 years of age, it does not meet the specific requirements that would make it eligible for listing on the National Register of Historic Places due to its modifications and renovations. The reference in the presentation was that there are not eligible properties that will be impacted. This aside, there is an impact to the church and this is considered in the DEA (page 58) as a direct impact to socioeconomics. See comment 15.

#	Comment Method and Type	First Name	Last Name	Comment	Response
17	Verbal - Public Hearing * Business impacts Access	Dominic	Palmieri	Impacts to businesses were not addressed and an economic assessment was not discussed. The businesses of concern are in the strip mall just south of Hathaway on the west side of SR 347. We have worked with ADOT two years ago and spent a great deal of time and resources working out an access plan for the strip mall. This plan is not included in the current plans. We would like to be kept in the loop and continue coordinating to improve the access to the strip center under this project. (also see Comment 13 above)	Impacts to businesses were evaluated in the DEA (Social and Economic Considerations, pages 50-73). Access to all adjacent businesses and residences will be maintained throughout construction. Direct right-in/right-out access from southbound SR 347 will be provided. Direct access from northbound SR 347 will not be available at every business access location. However, median breaks will be available at various locations for the northbound SR 347 traveling public to access businesses. Access will be further assessed and coordination with Mr. Palmieri and other business owners will occur during final design.
18	Verbal - Public Hearing * Noise Parking	Kent	Charles	Thank you for preserving the Maricopa Veterans Center building (north of Rotary Park). The alignment of the highway will move considerably closer to the building and the area will go from very low traffic to very high traffic use right next to the building. Please consider the use of noise barriers. Perhaps you could do something that separates the building from the right-of-way. The other thing is that it is going to take away a significant part of our parking, losing at least a dozen parking places. Perhaps there is some space that could be used to replace the spaces where Rotary Park currently is.	During final design the need for additional noise evaluation and noise barriers will be determined. An estimated 10 parking spaces will be lost. Businesses losing parking spaces will be compensated at fair market value if parking spaces cannot be replaced. A long-term minor impact will result from this project.
* Verbatim transcripts of the verbal testimony are included in the transcripts within the SR 347 Public Hearing Report.					

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Appendix A Public Involvement Summary Report and Public Hearing Transcripts

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State Route 347 at Union Pacific Railroad

Summary Report: Public Involvement for the Draft Environmental Assessment
December 2014

December 2014

Prepared by
Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

In cooperation with
U.S. Department of Transportation
Federal Highway Administration



State Route 347 at Union Pacific Railroad

1.0 Introduction

The Arizona Department of Transportation (ADOT), in conjunction with the city of Maricopa and the Federal Highway Administration (FHWA) developed a Draft Environmental Assessment (EA) for the State Route 347 (SR 347) at Union Pacific Railroad located in the city of Maricopa. The proposed interchange (grade separation) improvements would improve safety, access, and capacity and traffic operations through 2040. The Draft EA was published and released to the public for a 30-day comment period beginning November 18, 2014 and concluded December 18, 2014.

During the 30-day comment period, the public was encouraged to review and comment on the Draft EA and was offered numerous options to provide comments.

1.1 Overview of Public Involvement Goals, Process, and Strategies

For this study, a *Public Outreach and Hearing Plan* (see Appendix A) was developed to describe in detail how ADOT, FHWA and the study team would inform, involve, and obtain meaningful input from the public, elected officials, media, and agencies regarding the SR 347 and Union Pacific Railroad interchange (grade separation) Draft EA, while in compliance with the requirements of the National Environmental Policy Act (NEPA) and other related legislation, policy and guidance. The goals of the public outreach program associated with SR 347 and Union Pacific Railroad interchange (grade separation) Draft EA included:

- Identify potential study stakeholders such as local officials and community members impacted by the project
- Develop partnering activities that assist with gathering information from stakeholders
- Foster a positive relationship with stakeholders and keep them informed of the study progress
- Adequately evaluate potential levels of controversy to address specific concerns and develop context sensitive plans
- Work together to develop a transportation solution that has broad public support
- Provide productive forums for members of the public to provide comments

In developing this plan, the study team also considered specific characteristics of the communities within the study area, in conjunction with knowledge gained from public involvement efforts performed during the scoping phase. Based on these factors, the following special outreach considerations were integrated into the plan:

- Use advertising and graphics to reach illiterate or environmental justice populations
- Use bilingual (English/ Spanish) outreach materials
- Provide bilingual translators for the public hearing

State Route 347 at Union Pacific Railroad

2.0 Draft EA Public Outreach

The Draft EA strategy included four main goals: engage stakeholders to help ensure the Final EA incorporates agency and public input, provide clear and accurate information, provide multiple and convenient ways for interested parties to provide input on the study.

3.0 Draft EA Release and Availability

Bilingual (English/ Spanish) mailer (see Appendix B) was distributed to inform the public that the Draft EA was available for public review and comment. ADOT also distributed a news release (see Appendix C) announcing the Draft EA release and describing how the public could participate in the review and comment process. The Draft EA was made available online throughout the 30-day comment period at azdot.gov/347. Hardcopies of the Draft EA were also made available for viewing throughout the 30-day comment period at the following locations:

- Maricopa City Hall, 39700 W Civic Center Plaza, Maricopa, AZ 85138
- Maricopa Library, 41600 W Smith Enke Road, Maricopa, AZ 85138
- ADOT Environmental Planning Group, 1611 WE Jackson Street, Phoenix, AZ 85007
- Ak-Chin Indian Community Library, 16521 W Farrell Road, Maricopa, AZ 85139

4.0 Public Hearing

The public hearing for the SR 347 and Union Pacific Railroad interchange (grade separation) was held on Wednesday, December 3, 2014, at the Maricopa Unified School District Board Room, 6 p.m. to 8 p.m.

The purpose of the public hearing was to:

- Present the findings of the Draft EA
- Obtain public testimony or comments on the Draft EA

4.1 Public Hearing Notification

4.1.1 Mailer

On November 24, 2014 prior to the public hearing, a mailer (see Appendix B) providing notification of the release of the Draft EA and the public hearing was distributed to approximately 2,131 property owners, occupants and businesses within and a ¼ mile outside the study area. The mailer also included an overview of the study and recommended alternative. Detailed information regarding the public hearing and the various methods to provide comments on the Draft EA were also included.

4.1.2 News Release

ADOT issued a news release on November 18, 2014 providing public hearing details and the methods to provide comments on the Draft EA. The copy of the news release is included in (Appendix C). The news release was distributed to more than 4,000 news organizations, professional journalists and others subscribed to ADOT's distribution list.

State Route 347 at Union Pacific Railroad

4.1.3 Newspaper Display Notices

Print advertising was used extensively to provide information about the Draft EA release and public comment period, as required by NEPA. The table below provides a list of publications used for advertising, topic of the advertisement and publication dates. Copies of the advertisements are included in Appendix D.

Publication	Topic	Date Published
Maricopa Monitor	Participation for DEA release	Nov. 18 and Dec. 22 2014
Ak-Chin O'odham Runner	Participation for DEA release	Nov. 21, 2014

4.2 Hearing Organization

Activities conducted for the public hearing were: a formal presentation (see Appendix E), public testimony opportunity, and an open house to view study banners, maps, the Draft EA, and talk with study staff.

Hearing attendees were greeted by study team members and provided an overview of the hearing format, along with bilingual (English/ Spanish) flier (see Appendix F) and comment forms.

While sign-in at the public hearing was not mandatory, registering for formal three-minute testimony was required. A speaker registration table was established in the hearing room entry for participants to register to provide formal, three-minute verbal testimony.

4.3 Open House

During the Open House portion of the public hearing, study information, maps, resources, and staff were set up in an open house style. Copies of the Draft EA were available for review, staff were available to answer questions, simulations of the recommended alternative were available to view, comment forms were provided at tables for written comments, and court reporters were available to record verbal comments (with no time limit on verbal comments). A Spanish translator was made available if needed, during the Open house and presentation.

In addition to information boards (Appendix G) that provided general information (welcome, speaker registration, etc.) the following subject areas were displayed in the Open House area:

- What is an Environmental Assessment?
- Environmental Considerations
- Project Need and Purpose
- Evaluation Criteria
- Study Schedule
- Study Area

Maps depicting the recommended alternative were available for the public to review. Study team members were stationed around the displays to help answer questions.

State Route 347 at Union Pacific Railroad

Representatives from the ADOT Right-of-Way Group and ADOT Environmental Planning Group were also present at the hearing to help answer questions specific to these areas. ADOT Right-of-Way also provided copies of three handouts: Acquiring Real Property for Federal and Federal-Aid Programs and Projects; and Your Rights and Benefits as a Displaced Person Under the Federal Relocation Assistance.

4.4 Presentation and Public Testimony

Participants heard a formal presentation at 6 p.m., and following, provided verbal testimony for up to three minutes. This portion of the hearing was held for the purpose of receiving comments, and was not intended to be a question-and-answer session. The public hearing was the only opportunity that provided a formal three-minute public comment opportunity. Five participants provided public testimony, and a court reporter recorded all of the comments.

5.0 Interpretation Services

At the public hearing, a Spanish interpreter was available to assist participants as needed. There were no accommodation or language requests prior to the public hearing.

6.0 Website Updates

As an active component of the public outreach approach, the study website was updated prior to and during the Draft EA comment period with the following information:

- Study information, including PDFs of the Draft EA Chapters and Appendices
- Draft EA viewing locations
- All public hearing materials including the flier, presentation, display boards and comment form
- Public Hearing information including date, time and location

7.0 Public Comment Opportunities

7.1 Written Comments

Written comments via a comment form (Appendix H) consisted of individual comments received via U.S. mail or in person at the public hearing. Comment forms were available at the public hearing.

Participants could complete the comment forms at the event and place them in a comment box.

Participants also had the option of taking the form home and returning it by mail or fax at a later date.

There was four comment form submitted during the public hearing, one comment form mailed to the study team and two letters mailed to the study team.

7.2 Web Comments

An online comment form was developed for the public to utilize on the study website (azdot.gov/SR347). This form was linked from both the study website homepage and the meeting page of the website. There were six comments submitted through the study website.

7.3 Court Reporters Comments

Court reporters were available at the public hearing to offer participants the opportunity to provide verbal comments. No time limit was applied to this form of verbal comment; participants could speak to

State Route 347 at Union Pacific Railroad

the court reporter for as long as they needed to provide their input. There were no comments received in this method.

7.4 Email Comments

The email account (SR347@azdot.gov) was utilized for electronic comments. Three people submitted comments through this email account.

7.5 Public Testimony (three-minute comments)

At the public hearing, participants had the opportunity to speak at a microphone for up to three minutes in front of a panel of study team members. Court reporters recorded all public testimony comments.

There were five individuals who gave public testimony.

7.6 Telephone Comments

Participants could also submit comments through the project telephone line (855.712.8530). There were no comments received via telephone.

8.0 Results

8.1 Quantified Summary of Participation

For each outreach technique, the number of participants was tracked using sign-in-sheets, visual counts, tallies, and computer reports. Table 2 shows the number of participants in the 30-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants; a single person could be counted in multiple categories, for example, some individuals attended the public hearing, provided public testimony and written comments.

Table 2: Outreach Participants

Participation method	Participation Numbers
ADOT Email	3
Web Comments	6
Telephone Comments	0
Written Comments	7
Court Reporter Comments	0
Public Hearing Attendance	102
Total Participation	118

State Route 347 at Union Pacific Railroad

9.0 Title VI – Civil Rights

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, age and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. Outreach efforts were designed and implemented to ensure that these protected populations were provided the opportunity to participate in the public review of the DEA.

ADOT's goal is to prevent discrimination through the impact of its programs, policies and activities. In accordance with ADOT's Title VI Policy, the following tasks were undertaken at the public hearing:

- Title VI brochures were available (in both English and Spanish) to attendees.
- A Title VI Public Notice was displayed.
- Statistical data of meeting attendees was collected via a voluntary Title VI Self Identification Survey card.
- Offered Americans with Disability Act accommodations at the public hearing.
- Provided a Spanish interpreter at the public hearing.
- Bilingual (English/Spanish) public hearing materials were provided at the public hearing.

State Route 347 at Union Pacific Railroad

Appendix A: Public Outreach and Hearing Plan

SR347 @ Union Pacific Railroad **Public Hearing Public Involvement Plan**

November 2014

SR347 @ Union Pacific Railroad Public Hearing Public Involvement Plan
Federal-aid Project No. 347-A(204)A
ADOT Project No. 347 PN 172 H7007 01L

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State Route 347 at Union Pacific Railroad

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State Route 347 at Union Pacific Railroad

1 Introduction

The State Route 347 (SR 347) at Union Pacific Railroad study consists of preparing a design concept report and environmental assessment in order to identify the recommended alternative and improvements necessary to provide acceptable capacity and traffic operations through 2040.

The study is assessing a future grade separation to replace the existing at-grade intersection of SR 347 at the Union Pacific Railroad (UPRR) tracks. The study limits will extend approximately one-half mile north and south of the UPRR crossing. In addition, due to the likely profile changes to SR 347 and the need for upgrades to the regional roadway network, the study encompasses other arterial streets in the project area including but not limited to, Honeycutt Avenue, Edison Road, Edwards Avenue, the Maricopa-Casa Grande Highway (MCGH), Honeycutt Road, Garvey Road and Hathaway Road.

The grade separation has been identified as a long range transportation need. As such, ADOT and the city of Maricopa are jointly funding a Design Concept Report (DCR) and Environmental Assessment.

The city of Maricopa residents play an important role in shaping the transportation decisions that will affect their community. They rely on the transportation system to move around the community and through the state for work and leisure activities. Residents rely on this facility to reach their destinations and return safely home. Businesses rely on this facility to move products and materials. In addition to their reliance on the facility to meet transportation needs, all of these users have a stake in transportation decisions because they are taxpayers, stakeholders, and are users of the facility proposed to be improved.

As the city of Maricopa and ADOT make decisions on transportation improvement projects, it must integrate:

- Input from the public, other local governmental agencies and resource agencies (federal and state agencies which have responsibility for environmental resources, such as water resources, historic resources, air quality, and endangered species)
- An assessment of transportation needs, cost, funding availability and engineering constraints.

The public involvement procedures, as outlined in this plan, provide opportunities for early and continuing involvement of the public in developing transportation plans, programs, and projects and provide complete public information, timely public notice, and public access to key decisions.

Public involvement is a two-way communication aimed at providing information to the public and incorporating the views, concerns, and issues of the public in the transportation decision-making process. The public provides input on transportation needs, community concerns, and environmental considerations.

The public involvement process begins with the gathering of information from the local officials and community members that will be involved with the project. The process continues by providing information to these same stakeholders and keeping them informed of the study's progress and direction. This exchange of information is a dynamic process that continues throughout the life of the study. Goals of the public involvement plan include the following:

SR347 @ Union Pacific Railroad Public Hearing Public Involvement Plan

Federal-aid Project No. 347-A(204)A
ADOT Project No. 347 PN 172 H7007 01L

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State Route 347 at Union Pacific Railroad

- Identify potential study stakeholders such as local officials and community members impacted by the proposed project
- Develop partnering activities that assist with gathering information from stakeholders
- Foster a positive relationship with stakeholders and keep them informed of the study progress
- Adequately evaluate potential levels of controversy to address specific concerns and develop context sensitive plans
- Work together to develop a transportation solution that has broad public support
- Provide productive forums for members of the public to provide comments

Following the initiation of the study and at various key points (milestones) throughout the project development process, the study team will make the most current information related to the study available for review and comment. The project management team members will review all comments received and will incorporate comments into the development of the study as appropriate.

Study Timeline (schedule may be adjusted)



1.1 Stakeholders

Public involvement for this study will focus on residents, property owners, and businesses in the immediate study area, community leaders, the traveling public, and federal, state and local government agencies in the region. Agencies in the region will include Pinal County, Maricopa, Union Pacific Railroad, Ak-Chin Indian Community and others.

Stakeholders have a high level of interest in this study, especially those south (west) of the railroad tracks, and information from previous public meetings display that there are several concerns about the project. However, the majority of stakeholders are unlikely to participate en masse in public meetings. In order to ensure public participation, the outreach team will make efforts to gather input through both traditional and non-traditional means.

The goal will be to keep stakeholders informed, listen to and acknowledge concerns and aspirations and to provide feedback on how their input influenced the decision.

1.2 Identify Public Participation Goals

The goals of the public participation for this study are to:

State Route 347 at Union Pacific Railroad

- Engage stakeholders to help ensure the Final Environmental Assessment and DCR incorporates agency and public input
- Provide clear and accurate information
- Provide multiple, convenient ways for interested parties to provide input on the project

1.3 Public Hearing

The public hearing is an opportunity for the public to make formal statements of their views on the project immediately before study decision-making. It is viewed as a specific, observable administrative benchmark for public involvement. The public hearing will be held once preliminary plans have been developed and a draft environmental document has been approved.

The public hearing will be held at the Maricopa Unified School District Administrative Offices from 6 p.m. to 8 p.m., which is generally convenient for persons affected by or interested in the proposed undertaking. The hearing location will be accessible in order to accommodate people with disabilities. Representatives of the study team will explain the following information:

- The study's purpose, need and consistency with the goals and objectives of the local transportation plan
- The study's recommended alternative and major design features
- The social, economic, environmental and other impacts of the proposed project
- The relocation assistance program and the right-of-way acquisition process
- The availability of the appropriate environmental document
- Procedures for receiving both oral and written statements from the public

At this hearing, the study team will provide a description of the scope and location of the study, preliminary locations of new right-of-way acquisition, maintenance of traffic schemes, and a preliminary opinion of probable construction costs. A set of preliminary design plans and the environmental document will be on-hand for public review and comment. The study team will make a PowerPoint presentation to help describe the study.

In cooperation with ADOT, the city of Maricopa is committed to providing a public hearing format that allows full public participation. Therefore, the study team will provide the opportunity for an attendee to choose from at least three methods to provide comment which will include:

- Three-minute public statements before a panel of study team members, which the study team will include in the hearing transcript
- Verbal comments, with no time limit, to a court reporter or to the study telephone line, 855.712.8530
- Written comments – accepted in person at the hearing, by mail, online or email

A transcript will be made of verbal statement and comments made at the public hearing. The transcript is accompanied by copies of all written statements from the public, both submitted at the public hearing and during an announced period after the hearing (typically between 2 to 4 weeks). A summary of public hearing proceedings in addition to addressing all substantive

State Route 347 at Union Pacific Railroad

comment will be included in the final environmental document.

1.4 Tools/Activities

For the general stakeholder group, the public participation level is “consult” – keep stakeholders informed, listen to and acknowledge concerns, aspirations and provide feedback on how public input influenced the decision. The following tools/activities will be used:

- Stakeholder Analysis
 - Extensive stakeholder analysis was completed when the study phase kicked off for this project. This analysis was reviewed by the study team.
- Business Outreach
 - Business outreach will be a key component for this study. However, it is important to note that outreach to businesses should not be conducted in a vacuum, but as part of a broader public involvement program that also includes businesses, community residents, locally elected officials, and other governmental agencies as stakeholders. The benefit of this approach is that all stakeholders have an opportunity to hear the perspectives of other groups, thereby increasing the potential for study understanding and enthusiasm for the study from all stakeholders—including businesses.
 - Construction has the ability to greatly impact the businesses in this area. Communications will work with the businesses to try to ensure that they have up-to-date information.
 - Work with the Chamber of Commerce to get information to the businesses on how to participate
 - Direct conversations with businesses via a business walk
 - Specific outreach to businesses that have already contacted the study team
- Study website
 - This has been created and will be maintained by Communications to provide information to those with Internet access. The website is hosted by ADOT and will include all study-related collateral and project updates. The short url for the project will be azdot.gov/347.
- Meeting Notifications
 - Newspaper advertisements, mailers, fliers, posters, etc., will be developed by Communications to publicize the public hearing. Newspaper advertisements will be published 15-days and 5-7 days prior to the public hearing. The advertisement will specify the date, time, place and purpose of the hearing, contain a brief description of the study and will specify where the pertinent study documentation is available for inspection. In addition, the notice provides contact information for requesting assistance for persons with disabilities. Advertisements will be placed in the following publications:
 - Maricopa Monitor
 - Ak-Chin O’odam Runner

State Route 347 at Union Pacific Railroad

- Communications will work with the USPS and their Every Door Direct program to deliver any mailed materials.
- Communications will work with local jurisdictions and partners to distribute public hearing information.
- **Planning Sessions**
 - Planning sessions for the public hearing will take place twice a month as needed. A dry run of the hearing will take place one-week prior to the hearing date.
- **Elected Official Briefings**
 - Communications will work with ADOT Public Affairs to establish a schedule for any briefings. All meetings will be documented and included in the Public Hearing Summary.
- **News Release**
 - ADOT's Public Information Office will develop and distribute a news release that will be distributed to appropriate media organizations approximately 10 days prior to the hearing date.
- **Stakeholder Outreach**
 - Throughout the study, stakeholders – neighborhood associations, school corporations, civic organizations, community and business groups, parks and refuges and any other interested individuals – are welcome to meet with members of the study team to share information and ideas. While such meetings are intended to focus on concerns related to a specific group of individuals, they are open to the public but will not be advertised. The study team will prepare the agenda and necessary handouts for all such meetings. Study team members will also have numerous contacts with stakeholders throughout the study and will answer numerous questions and address comments throughout the project via e-mail and by telephone.
- **Study information telephone line and email**
 - A telephone comment line has been created and will be maintained during the life of the study. The telephone line is automated, with callers being able to leave a message with their question or comment. Comment line messages are checked periodically during the day, and a study team member will contact each caller no later than 24 hours on the next business day after the message is received. The telephone comment line number will be published in all public involvement materials. The telephone comment line number is 855.712.8530. The email address to be used on all collateral is SR347@adot.gov.
- **Public Hearing Public Involvement Summary Report**
 - Communications will draft the public involvement summary 45 days after the close of the comment period that encapsulates all outreach efforts.

1.5 Work Plan

A work plan will be created to determine task assignments and completion dates once the communication plan has been approved.

State Route 347 at Union Pacific Railroad

2 Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. The implementation of the Public Involvement Plan should ensure that these protected populations are given the opportunity to participate.

- According to the 2010 census, more than five percent of the population in the study area speaks Spanish. According to our translation policy, all materials for this meeting will need to be translated into Spanish and interpreters will need to be available at the public hearing.
- All printed advertisements will have the following text: Persons that require a reasonable accommodation based on language or disability should contact ADOT at projects@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Spanish version: Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT al projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

State Route 347 at Union Pacific Railroad

Appendix B: Bilingual (English/ Spanish) Mailer

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT - SU OPINIÓN ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
Someta sus comentarios antes del día 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print / For favor, use letra de molde. Comments may also be submitted online at azdot.gov/SR347.
Comentarios también pueden ser presentados en línea en azdot.gov/SR347.

Name: _____ Email: _____
Nombre: _____ Correo Electrónico: _____
Address: _____
Domicilio: _____
City: _____ State: _____ Zip: _____
Ciudad: _____ Estado: _____ Código Postal: _____

General Comments: _____
Comentarios Generales: _____

Contact - Contacto
Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530



STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

YOUR INPUT IS IMPORTANT! There Are Three Ways to Participate! ¡SU OPINIÓN ES IMPORTANTE! ¡Hay Tres Formas de Participar!

- Attend the public hearing / Asistir a la audiencia pública
- Visit the project website / Visite el sitio web del proyecto: azdot.gov/SR347
- Submit comments/Someta sus comentarios:
Online/En línea: azdot.gov/SR347
Mail/Por correo: c/o ADOT SR347 Project Team: 1655 W. Jackson St., MD126F, Phoenix, AZ 85007
Email/Por correo electrónico: SR347@azdot.gov
Phone/Teléfono: 855.712.8530

ATTN: Community Relations

ARIZONA DEPARTMENT OF TRANSPORTATION
MAIL DROP 126F
1655 W. Jackson St.
PHOENIX AZ 85007

State Route 347 at Union Pacific Railroad Study ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

Draft Environmental Assessment Available for Public Review and Comment

On Nov. 18, 2014, the Arizona Department of Transportation and the Federal Highway Administration published the Draft Environmental Assessment (EA) for the State Route 347 at Union Pacific Railroad Study. The Draft EA is available for review on the study website at azdot.gov/SR347. Copies of the Draft EA are also available for review at the following locations during business hours:

- Maricopa City Hall (520.568.9098)
39700 W. Civic Center Plaza, Maricopa, AZ 85138
- Maricopa Library (520.568.2926)
41600 W. Smith Enke Rd., Maricopa, AZ 85138
- ADOT Environmental Planning Group
1611 W. Jackson St., MD126F Phoenix, AZ 85007
Call 602.712.7787 for appointment
- Alh-Chin Indian Community Library (520.568.1675)
16521 W. Farrell Rd., Maricopa, AZ 85139

As part of the Draft EA review process, ADOT will hold one public hearing on the Draft EA and accept formal public comments. Comments can be provided via comment form, by verbal comments to a court reporter and through three-minute verbal comments at the public hearing. The public hearing is not intended as a question-and-answer session.

PUBLIC HEARING

Wednesday, Dec. 3, 2014 | 6 p.m. – 8 p.m.

Presentation at 6:30 p.m.

Formal public comment period immediately following the presentation

Maricopa Unified School District
Board Room

44150 W. Maricopa-Casa Grande Highway
Maricopa, AZ 85138

COMMENT ON THE DRAFT EA

Comments on the Draft EA and its findings will be accepted during a 30-day public comment period. Comments can be provided in the following ways:

- At the public hearing
- In writing:
ADOT SR 347 Project Team - 1655 W. Jackson St.
MD 126F Phoenix, AZ 85007
- Online: azdot.gov/SR347
- Email: SR347@azdot.gov
- Phone: 855.712.8530

All comments are considered equal. The Draft EA public comment period will begin Nov. 18 and close Dec. 18, 2014.

All comments received during the 30-day public comment period will be documented and responded to in the Final EA.

El Borrador De La Evaluación Ambiental está disponible para revisión pública y comentarios

En nov. 18, 2014, el Departamento de Transporte de Arizona y la Administración Federal de Carreteras, publicaron el Borrador de la Evaluación Ambiental del estudio de la Ruta Estatal 347 en Union Pacific Railroad; y está disponible para su revisión en el sitio web del estudio en azdot.gov/SR347 y puede solicitar una copia en los siguientes lugares, durante las horas de oficina:

- Maricopa City Hall (520.568.9098)
39700 W. Civic Center Plaza, Maricopa, AZ 85138
- Maricopa Library (520.568.2926)
41600 W. Smith Enke Rd., Maricopa, AZ 85138
- ADOT Environmental Planning Group
1611 W. Jackson St., MD126F Phoenix, AZ 85007
llame a 602.712.7787 para una cita
- Alh-Chin Indian Community Library (520.568.1675)
16521 W. Farrell Rd., Maricopa, AZ 85139

Como parte del proceso de revisión del Borrador de la Evaluación Ambiental, ADOT realizará una audiencia pública sobre este Borrador y recibirá comentarios públicos formales. Los comentarios pueden someterse mediante el formulario de comentarios, comentarios verbales a un reportero de la corte y a través de comentarios verbales por tres minutos en la audiencia pública. La audiencia pública es la única oportunidad en donde se pueden hacer comentarios durante tres minutos y esta no será una sesión de preguntas y respuestas.

AUDIENCIA PÚBLICA

Miércoles, Dic. 3, 2014 | 6 p.m. – 8 p.m.

Presentación en 6:30 p.m.

Formal período de comentario público inmediatamente después de la presentación

Maricopa Unified School District
Board Room

44150 W. Maricopa-Casa Grande Highway
Maricopa, AZ 85138

COMENTARIOS SOBRE EL BORRADOR DE LA EVALUACIÓN AMBIENTAL

Los comentarios públicos relacionados con el Borrador de la Evaluación Ambiental, se aceptarán durante un período de 30 días y pueden someterse a través de las siguientes maneras:

- En la audiencia pública
- Por escrito a:
ADOT SR 347 Project Team - 1655 W. Jackson St.
MD 126F Phoenix, AZ 85007
- A través de la página web del estudio en: azdot.gov/SR347
- Por correo electrónico en: SR347@azdot.gov
- Por teléfono al: 855.712.8530

Todos los comentarios se consideran iguales. El período de comentarios públicos sobre este Borrador iniciará el 18 de noviembre de 2014 y finalizará el 18 de diciembre de 2014. Todos los comentarios recibidos durante el período de 30 días, serán documentados y respondidos en el Estudio Ambiental Final.

State Route 347 at Union Pacific Railroad Study ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD



Persons that require a reasonable accommodation based on language or disability should contact ADOT at SR347@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Las personas que requieren adaptaciones razonables basadas en idioma o discapacidad deben comunicarse con ADOT en SR347@azdot.gov o llamar al 855.712.8530. Las solicitudes deben hacerse tan temprano como sea posible para asegurar que el estado tenga la oportunidad de hacer arreglos para la adaptación. Un traductor al idioma español estará disponible.

FOR MORE INFORMATION/
PARA OBTENER MÁS INFORMACIÓN:
855.712.8530
azdot.gov/SR347



State Route 347 at Union Pacific Railroad

Appendix C: News Release

subscribe for updates 

Media Center

ADOT News Release

Meeting for State Route 347/Union Pacific Railroad Study in Maricopa set for Dec. 3

Public invited to give comments through Dec. 18 on recently published environmental document

November 18, 2014

For additional information:

**ADOT Media
Relations**
news@azdot.gov
800.949.8057

PHOENIX — The Arizona Department of Transportation, in cooperation with the city of Maricopa, the Union Pacific Railroad and the Federal Highway Administration, will host a public hearing on Wednesday, Dec. 3 in Maricopa to discuss the recently released Draft Environmental Assessment for the State Route 347 at Union Pacific Railroad Study.

The proposed grade separation project at SR 347 would help alleviate traffic backups at the Union Pacific Railroad crossing in Pinal County by replacing the existing at-grade intersection with an overpass.

The hearing will be conducted from 6 to 8 p.m. (presentation starts at 6:30 p.m.) in the Maricopa Unified School District Board Room, 44150 Maricopa-Casa Grande Highway, in Maricopa.

The Environmental Assessment public comment period began on Nov. 18 and will end on Dec. 18, 2014. All comments received during the 30-day public comment period will be documented and responded to in the Final Environmental Assessment.

Comments can be provided in the following ways:

- At the public hearing
- In writing: ADOT SR 347 Project Team, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007
- Online: www.azdot.gov/SR347
- Email: SR347@azdot.gov
- Phone: 855.712.8530



State Route 347 at Union Pacific Railroad

Appendix D: Newspaper Advertisement

Maricopa Monitor

347 State Route 347 at Union Pacific Railroad Study Estudio de la Ruta Estatal 347 en Union Pacific Railroad

Draft Environmental Assessment Available for Public Review and Comment

On Nov. 18, 2014, the Arizona Department of Transportation and the Federal Highway Administration published the Draft Environmental Assessment (EA) for the State Route 347 at Union Pacific Railroad Study. The Draft EA is available for review on the study website at azdot.gov/SR347. Copies of the Draft EA are also available for review at the following locations during business hours:

- Maricopa City Hall (520.568.9090)
39700 W. Civic Center Plaza, Maricopa, AZ 85138
- Maricopa Library (520.568.2926)
41600 W. Smith Enke Rd., Maricopa, AZ 85138
- ADOT Environmental Planning Group
1611 W. Jackson St., Phoenix, AZ 85007
(Call for appointment: 602.712.7767)
- Ak-Chin Indian Community Library (520.568.1676) 16521 W. Farrell Rd., Maricopa, AZ 85139

As part of the Draft EA review process, ADOT will hold one public hearing on the Draft EA and accept formal public comments. Comments can be provided via comment form, by verbal comments to a court reporter and through three-minute verbal comments at the public hearing. **The public hearing is not intended as a question-and-answer session.**

Public Hearing
Wednesday, Dec. 3, 2014 | 6 p.m. – 8 p.m.
(presentation will begin at 6:30 p.m.)
(presentación comenzará a las 6:30 p.m.)
Maricopa Unified School District
Board Room
44150 W. Maricopa-Casa Grande Highway
Maricopa, AZ 85138

Comment on the Draft EA
Comments on the Draft EA and its findings will be accepted during a 30-day public comment period. Comments can be provided in the following ways:


- At the public hearing
- In writing:
ADOT SR 347 Project Team - 1655 W. Jackson St.
MD 126F Phoenix, AZ 85007
- Online: azdot.gov/SR347
- Email: SR347@azdot.gov
- Phone: 855.712.8530

All comments are considered equal. The Draft EA public comment period will begin Nov. 18 and close Dec. 18, 2014. All comments received during the 30-day public comment period will be documented and responded to in the Final EA.

Persons that require a reasonable accommodation based on language or disability should contact ADOT at projects@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodations. Un traductor del idioma español estará disponible.

12-088

Recommended Alternative



El Borrador De La Evaluación Ambiental está disponible para revisión pública y comentarios

En 18 de noviembre de 2014, el Departamento de Transporte de Arizona y la Administración Federal de Carreteras, publicaron el Borrador de la Evaluación Ambiental del estudio de la Ruta Estatal 347 en Union Pacific Railroad; y está disponible para su revisión en el sitio web del estudio en azdot.gov/SR347 o puede solicitar una copia en los siguientes lugares, durante las horas de oficina:

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Comentarios sobre el Borrador de la Evaluación Ambiental

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State Route 347 at Union Pacific Railroad

Ak-Chin O'odham Runner

347 State Route 347 at Union Pacific Railroad Study
Estudio de la Ruta Estatal 347 en Union Pacific Railroad

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Recommended Alternative



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State Route 347 at Union Pacific Railroad

Appendix E: Presentation

State Route 347 at Union Pacific Railroad
Design Concept Report and
Environmental Study

Preferred Alternative Public Hearing
Dec. 3, 2014
Maricopa Unified School District Administrative Offices
ADOT study No. 347 PN 172 H7007 01L | Federal study No. 347-A(204)T

ADOT 1

Welcome and Agenda

- ▶ Introduction of study team
- ▶ Meeting purpose
- ▶ Study area
- ▶ Study purpose and need
- ▶ Initial screening method and criteria
- ▶ Alternatives
- ▶ Recommended alternative
- ▶ Environmental summary
- ▶ Comment period

ADOT 2

State Route 347 at Union Pacific Railroad

Welcome and Agenda

- ▶ Introduction of study team
- ▶ Meeting purpose
- ▶ Study area
- ▶ Study purpose and need
- ▶ Initial screening method and criteria
- ▶ Alternatives
- ▶ Recommended alternative
- ▶ Environmental summary
- ▶ Comment period

ADOT

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Title VI Overview

- ▶ Title VI is a federal law that prohibits discrimination on the basis of race, color, or national origin in Federally assisted programs & activities.
- ▶ The law specifically states: “No person in the United States shall on the ground of race, color, or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance.” (42 USC 200d)
- ▶ ADOT’s Title VI Policy: Assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any ADOT sponsored program or activity.

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3

State Route 347 at Union Pacific Railroad

Study Team

- ▶ [Asad Karim](#), ADOT Study Manager
- ▶ Daniel Gabiou, ADOT Environmental Planner
- ▶ Pete Mayne, ADOT Right of Way
- ▶ Bill Fay, City of Maricopa
- ▶ Elijah Williams, Consultant Study Manager
- ▶ Nancy Shelton, Consultant Environmental Planner

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Meeting Purpose

- ▶ Study development
- ▶ Provide an overview of the alternative selection process
- ▶ Environmental assessment to date
- ▶ Meet with study team
- ▶ Have your questions answered during open house
- ▶ Obtain your comments during public hearing

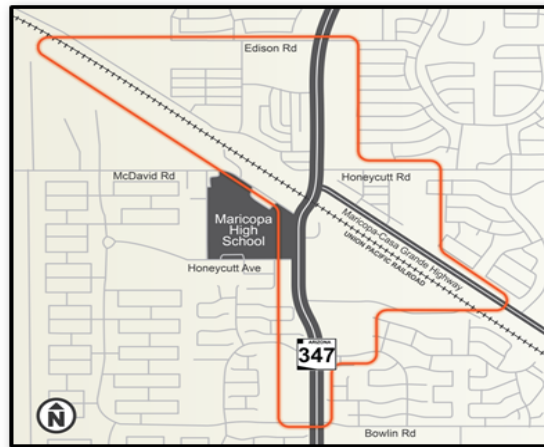
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State Route 347 at Union Pacific Railroad

Study Area

- ▶ UPRR and SR 347 intersection
- ▶ The study area is within the City of Maricopa
- ▶ The Heritage District surrounds the intersection
- ▶ The Ak-Chin Indian Community is one-half mile south of the study area



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Purpose

- ▶ The purpose of the study is to evaluate potential grade separated crossings of the Union Pacific Railroad tracks and recommend a solution that would improve access, mobility and address congestion on SR 347.

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State Route 347 at Union Pacific Railroad

Need

- ▶ The city of Maricopa is one of the fastest growing communities in the nation
 - Population has grown from 4,000 residents to 45,000 residents in the last decade
- ▶ SR 347 is the main transportation corridor through the community, serving as a regional connector to major employment and recreation areas
 - Daily traffic averages approximately 31,000 vehicles per day
 - Future traffic studyions (2040) show as many as 67,000 vehicles per day

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Need

- ▶ SR 347 crosses the existing Union Pacific Railroad, which is currently double tracked
 - Currently about 40 trains per day
 - Plans for more than 100 trains per day in the future
- ▶ Amtrak's Maricopa Station is located adjacent to the SR 347/UPRR intersection
 - Passenger operations routinely stop traffic for 10 to 30 minutes resulting in substantial traffic delays

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State Route 347 at Union Pacific Railroad

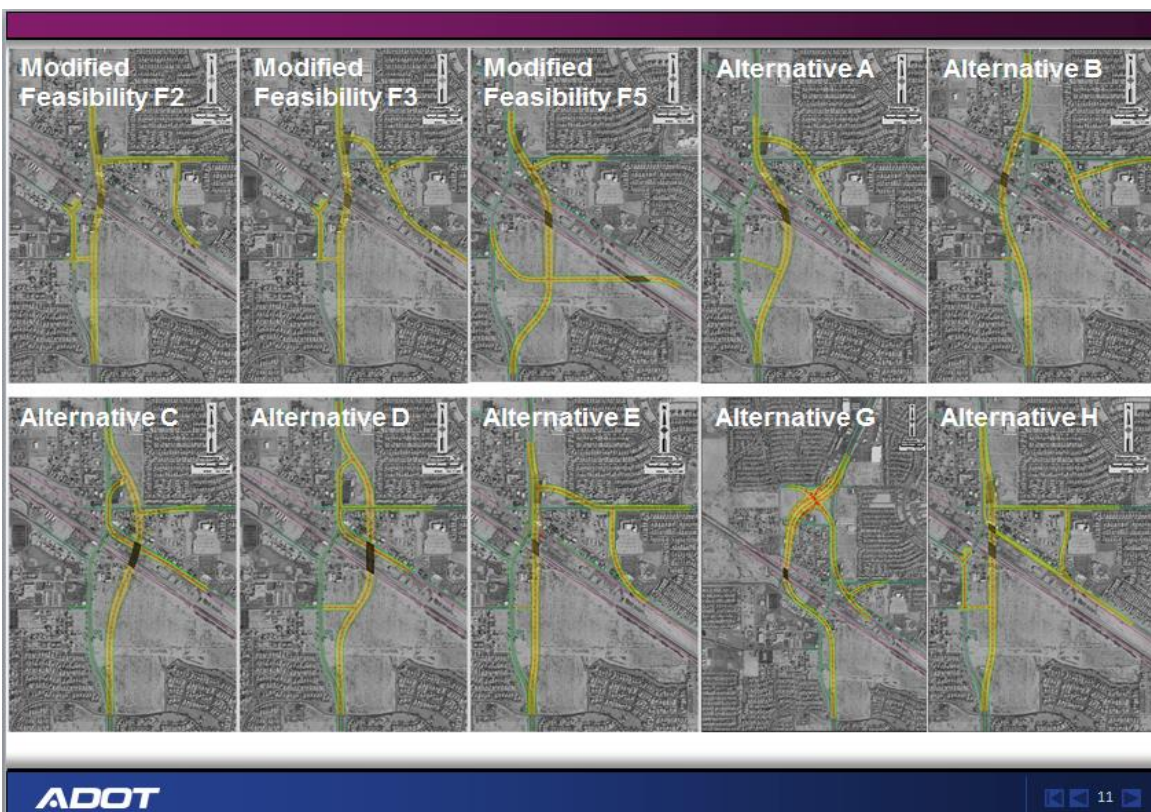
Alternatives

10 build alternatives have been evaluated

- Three alternatives remained from the 2007 Feasibility Study
- Seven additional concepts were evaluated
- No-build alternative

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ADOT

State Route 347 at Union Pacific Railroad

Screening Alternatives

- ▶ Criteria were developed in response to the issues, concerns and opportunities identified during the agency and public scoping meetings
- ▶ Alternatives were evaluated and assigned a numerical score between one and five (five being best)

The ranking levels were as follows:



Screening Results

Evaluation Criteria	Alignment Alternatives									
	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F2	Alt F3	Alt F5	Alt G	Alt H
Maintenance of Traffic/Constructability	4	1	3	3	2	2	2	2	1	3
Minimum Design Speed (Other Arterials)	5	5	3	3	5	5	3	4	5	3
Drainage/Floodplain Impacts	3	3	3	3	3	3	3	2	3	3
Cultural Resources	5	5	5	5	5	5	5	5	2	5
Physical and Natural Resources	3	3	3	3	3	3	3	3	3	3
Lane Miles/Future Maintenance	3	3	3	3	4	4	4	3	2	3
Section 4(f) Resources	5	4	5	5	5	5	5	5	5	5
Right-of-Way	3	3	3	3	4	4	4	3	1	4
Utility Conflicts	2	1	3	3	3	3	3	3	3	3
Residential/Commercial Impacts	1	1	2	2	2	4	1	3	1	4
Traffic Operations	3	3	2	1	2	2	3	4	1	4
Multi-Modal Transportation	3	3	4	4	3	3	3	2	2	4
Preliminary Cost Estimate	3	2	3	3	3	4	3	3	1	3
Total Score	43	37	42	41	44	47	42	42	30	47

Legend for screening results showing ranking levels from Highest Impact/Worst Performance (1pt) to Lowest Impact/Best Performance (5pts). The scale is represented by colored dots: 1pt (red), 2pts (orange), 3pts (grey), 4pts (dark grey), and 5pts (black). Double-headed arrows indicate the range between 1pt and 2pts, and between 3pts and 4pts.

State Route 347 at Union Pacific Railroad

Screening Results

- Three build alternatives, plus the no-build alternative were recommended for further refinement/evaluation



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Alternative Development

The three alternatives were developed in greater detail.

- Roadway profiles refined
- Right-of-way impacts
- Environmental Assessment (Cultural, Biological, 4(f), Air Quality, Noise/Visual, Drainage, etc.)
- Construction cost estimates
- Traffic operations (Intersection Level of Service Analysis)
- Access to properties

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State Route 347 at Union Pacific Railroad

Evaluation Matrix

Evaluation Criteria	No Build	E	F2	H	Rating	Symbol
Section 4(f) Lands	✓	✓	✓	✓	Disadvantage	✓
Cultural Resource Impacts	✓	✓	✓	✓	Neutral	✓
Biological Resource Impacts	✓	✓	✓	✓	Advantage	✓
Air Quality	✓	✓	✓	✓		
404 Wash Impacts	✓	✓	✓	✓		
Total Right-of-way	✓	✓	✓	✓		
Residential/Commercial Structures Impacted	✓	✓	✓	✓		
Noise Impacts	✓	✓	✓	✓		
Visual Impacts	✓	✓	✓	✓		
Construction Cost	✓	✓	✓	✓		
Traffic Operations – 2040 Level of Service	✓✓	✓	✓	✓		
Drainage/Floodplain Impacts	✓	✓	✓	✓		
Access	✓	✓	✓	✓		
Maintenance of Traffic/Constructability	✓	✓	✓	✓		
Lane miles/Future maintenance	✓	✓	✓	✓		
Most Favorable Alignment	No	No	No	YES		

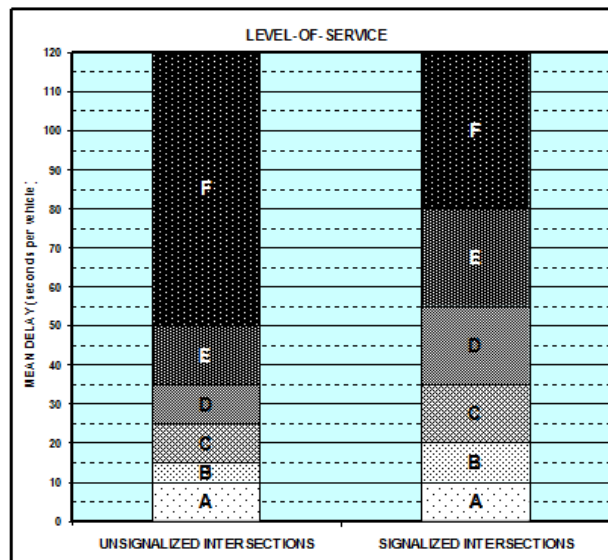
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Intersection Level of Service

Level of Service (LOS):

- The ability of a transportation system to handle traffic demand.
- Intersection LOS is determined by how long drivers have to wait at an intersection.
- The minimum acceptable LOS rating is D.



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State Route 347 at Union Pacific Railroad

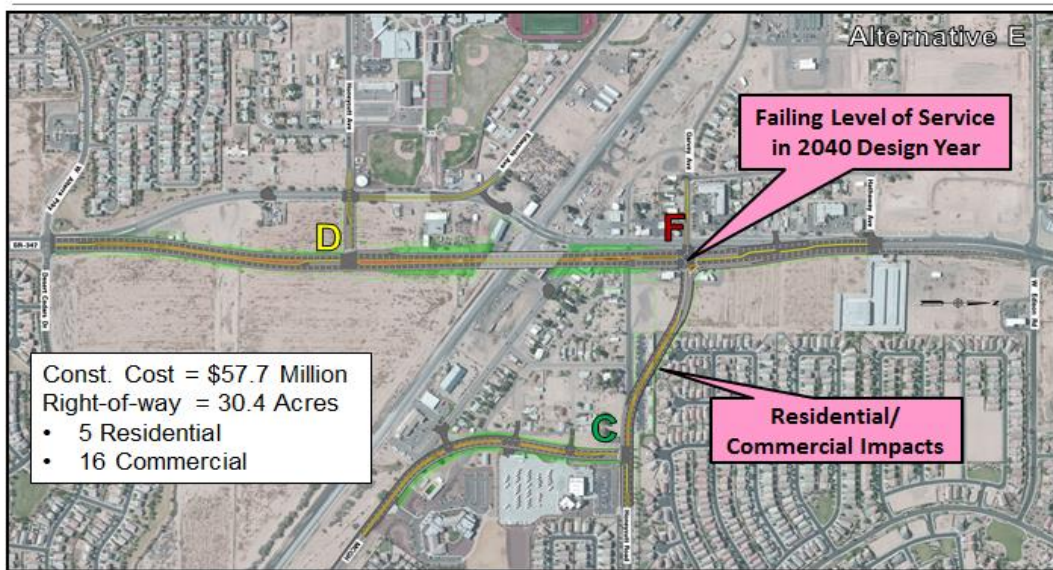
No Build (Not Recommended)



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Alternative E (Not Recommended)



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State Route 347 at Union Pacific Railroad

Alternative F2 (Not Recommended)



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Alternative H (Recommended)



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State Route 347 at Union Pacific Railroad

What is an Environmental Assessment (EA)?

A document that is prepared to comply with the National Environmental Policy Act, or NEPA, which includes:

- discussion of the need for and purpose of the study
- the alternatives evaluated
- the environmental impacts of the study alternatives
- coordination with agencies and the public

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Draft Environmental Assessment

- Prepared in accordance with the National Environmental Policy Act (NEPA)
- City of Maricopa is the local government proponent
- ADOT and Federal Highway Administration are joint lead agencies

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State Route 347 at Union Pacific Railroad

NEPA Process

- Evaluates the level of potential environmental impacts of a proposed action
- Provides an opportunity for the public and agencies to provide input and/or comment
- Assists in the final decision-making process

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NEPA Process

- Evaluation and analysis
- Draft Environmental Assessment
- Public review and public hearing – **(We are here)**
- Final Environmental Assessment – spring 2015
- Decision document – spring 2015

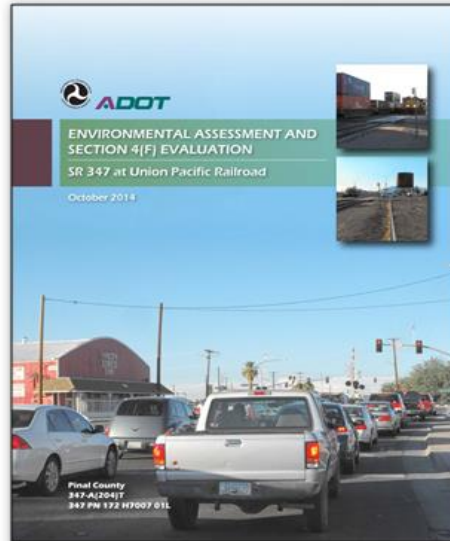
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State Route 347 at Union Pacific Railroad

Potential Environmental Impacts

- Human
- Cultural
- Physical
- Natural



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Human Environment

- Land use
 - Consistent with city and county land-use and transportation plans
- Neighborhood continuity
 - Would not bisect neighborhoods or interrupt community cohesion
- Emergency services
- Improved response times



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State Route 347 at Union Pacific Railroad

Social Impacts and Changes in Access

- Requires right-of-way acquisition, changes in access and time required for motorists/consumers to become comfortable with the new roadway configuration, which would affect local businesses and residents in the study area
- Long-term benefits include improved traffic flow for motorists and emergency services

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Cultural Environment

- 17 cultural resources occur within or adjacent to the build alternative
- All sites will be avoided
- No adverse effects would occur



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State Route 347 at Union Pacific Railroad

Physical Environment

- Air quality
 - Minor impacts during construction, but reduced emissions due to improved traffic flow (fewer emissions due to idling)
- Noise
 - Minor increase east of SR 347, but no mitigation required
- Water resources
 - Drainage will be addressed by construction



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Natural Environment

- No threatened or endangered species
- Survey for burrowing owls will be conducted prior to construction and mitigation will be implemented if they are present



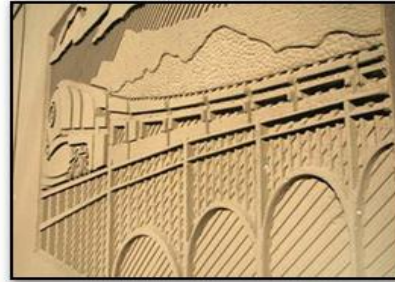
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State Route 347 at Union Pacific Railroad

Visual Character

- Study introduces new transportation feature to the study area (bridge)
- New train station in an undeveloped parcel
- Public art and aesthetic treatments could be incorporated



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Recommended Alternative - Simulation



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State Route 347 at Union Pacific Railroad

Recommended Alternative - Simulation

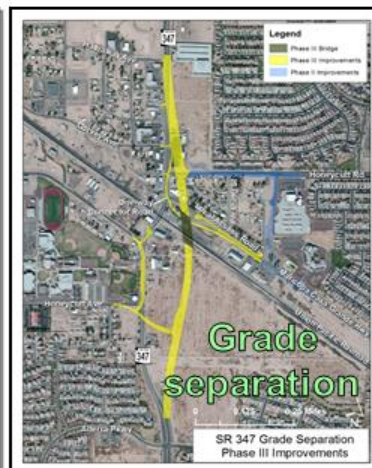


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Phasing Opportunities

- ▶ The Recommended Improvements may be broken in to three phases to facilitate construction



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State Route 347 at Union Pacific Railroad

Next Steps



ADOT

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Your input is Important

Comments must be received or postmarked by Dec. 18 to be included in the study record

- Provide comments tonight
- Mail in written comments
 - c/o SR347, 1655 W Jackson, #126F, Phoenix, AZ 85007
- Fill out the online form - azdot.gov/SR347
- Email comments – SR347@azdot.gov
- Phone - 855.712.8530

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**Thank you
for attending**

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Providing Public Testimony

- Speakers will be called in the order speaker cards are received with elected officials going first.
- There is a three-minute time limit. The yellow card will signify 30 seconds remaining and the red card means time is up.
- Public testimony is not intended as a Q&A. Questions should be directed to study team members in the Open House room.
- Those wishing to speak a second time may do so after all others have been called to testify.

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State Route 347 at Union Pacific Railroad

Appendix F: Flier

ARIZONA **347** STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY

Draft Environmental Assessment Available for Public Review and Comment

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PUBLIC HEARING

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All comments are considered equal. The Draft EA public comment period will begin Nov. 18 and close Dec. 18, 2014. All comments received during the 30-day public comment period will be documented and responded to in the Final EA.

Recommended Alternative



ADOT Project Number: 347 PN 172 H7007 01L - Federal Aid No. 347-A(204)T

Dec. 3, 2014 | 6 p.m. – 8 p.m.

- ▶ Presentation at 6:30 p.m.
- ▶ Formal public comment period immediately following the presentation

Maricopa Unified School District - Board Room
44150 W. Maricopa-Casa Grande Highway
Maricopa, AZ 85138

COMMENT ON THE DRAFT EA

Comments on the Draft EA and its findings will be accepted during a 30-day public comment period. Comments can be provided in the following ways:

- ▶ At the public hearing
- ▶ In writing:
ADOT SR 347 Project Team
1655 W. Jackson St.
MD 126F Phoenix, AZ 85007
- ▶ Online: azdot.gov/SR347
- ▶ Email: SR347@azdot.gov
- ▶ Phone: 855.712.8530

Persons that require a reasonable accommodation based on language or disability should contact ADOT at SR347@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.



FOR MORE INFORMATION:
855.712.8530
azdot.gov/SR347

State Route 347 at Union Pacific Railroad

Appendix G: Banners/ Display Boards

 State Route 347 at
Union Pacific Railroad

 State Route 347 at
Union Pacific Railroad

WELCOME
Public Hearing

**COURT
REPORTERS**

   ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

   ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

 State Route 347 at
Union Pacific Railroad

 State Route 347 at
Union Pacific Railroad

**SPEAKER
REGISTRATION**

**WRITTEN
COMMENT
AREA**

   ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

   ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

State Route 347 at Union Pacific Railroad

347

State Route 347 at
Union Pacific Railroad

Providing Public Testimony

- Speakers will be called in the order speaker cards are received, with elected officials going first.
- There is a three-minute time limit. The yellow card will signify 30 seconds remaining and the red card means time is up.
- Public testimony is not intended as a Q&A. Questions should be directed to study team members in the Open House room.
- Those wishing to speak a second time may do so after all others have been called to testify.



ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

347

State Route 347 at
Union Pacific Railroad

What is an Environmental Assessment (EA)?

A document that is prepared to comply with the National Environmental Policy Act, or NEPA that includes:

- Discussion of the need for and purpose of the project
- The alternatives evaluated
- The environmental impacts of the project alternatives
- Coordination with agencies and the public



ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

347

State Route 347 at
Union Pacific Railroad

What is a Grade Separation:

A method of aligning the intersection at different heights (grades) to eliminate conflicts between crossing traffic. As it relates to this project, a grade separation refers to a highway (SR 347) bridge over the railroad (UPRR).



ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

347

State Route 347 at
Union Pacific Railroad

Purpose and Need

- The purpose of the study is to evaluate potential grade separated crossings of the Union Pacific Railroad tracks and recommend a solution that would improve access, mobility and address congestion on SR 347.
- The city of Maricopa is one of the fastest growing communities in the nation
 - Population has grown from 4,000 residents to 45,000 residents in the last decade
- SR 347 is the main transportation corridor through the community, serving as a regional connector to major employment and recreation areas
 - Daily traffic averages approximately 31,000 vehicles per day
 - Future traffic projections (2040) show as many as 67,000 vehicles per day

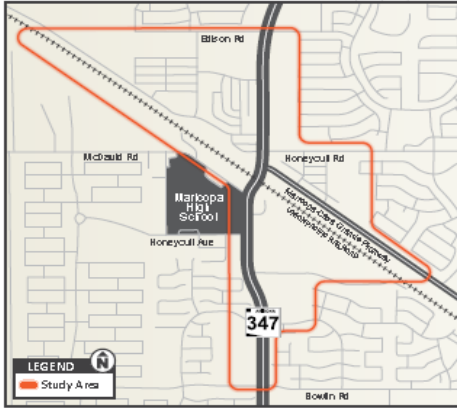


ADOT Project No. 347 PN 172 H 7007 01L
Federal Aid No. 347-A(204)

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad

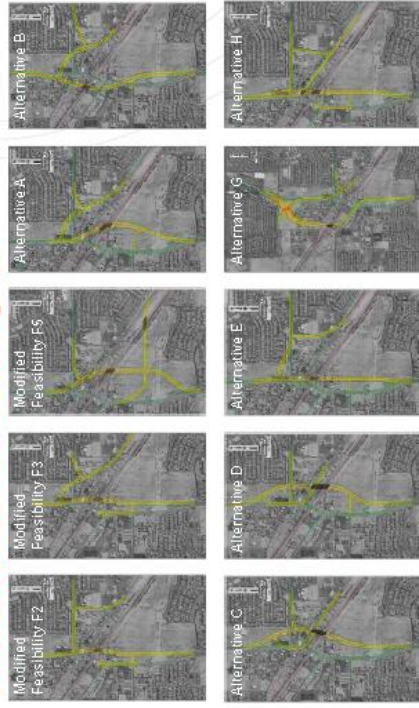
Study Area



ADOT Project No. 347 PN 172 H 7007 01L
 Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

Alternative Concepts



State Route 347 at Union Pacific Railroad

Study Process



ADOT Project No. 347 PN 172 H 7007 01L
 Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

Preferred Alternative

Alternative H



ADOT Project No. 347 PN 172 H 7007 01L
 Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad

Results of Qualitative Evaluation

Evaluation Criteria	Alignment Alternatives												
	Alt A	Alt B	Alt C	Alt D	Alt E	Alt B	Alt C	Alt D	Alt E	Alt B	Alt C	Alt D	
Minimum size of trees/construction	4	1	3	3	2	2	2	2	2	2	2	1	1
Minimum Designated External Noise (L)	3	3	3	3	3	3	3	3	3	3	3	3	3
Drainage/Soil erosion impacts	3	3	3	3	3	3	3	3	3	3	3	3	3
Cultural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3
Physical and Natural Resources	3	3	3	3	3	3	3	3	3	3	3	3	3
Land Use/Future Maintenance	3	3	3	3	3	3	3	3	3	3	3	3	3
Section 4(f) Resources	3	3	3	3	3	3	3	3	3	3	3	3	3
Right-of-Way	3	3	3	3	3	3	3	3	3	3	3	3	3
Utility Conflicts	2	1	3	3	2	2	2	2	2	2	2	2	2
Restoration/Construction Impacts	1	1	2	2	2	2	2	2	2	2	2	2	2
Travel Operations	3	3	3	3	3	3	3	3	3	3	3	3	3
Multi-Modal Transportation	3	3	3	3	3	3	3	3	3	3	3	3	3
Preliminary Cost Estimate	3	2	3	3	3	3	3	3	3	3	3	3	3
Total Score	45	37	42	41	44	47	42	42	42	42	42	42	47

Legend: Highest Impact/Worst Performance (1 pt), Moderate Impact/Avg Performance (3 pts), Lowest Impact/Best Performance (5 pts)

State Route 347 at Union Pacific Railroad

Potential Environmental Impacts

- Short-term air quality impacts due to construction; improved air quality once constructed due to improved traffic flow
- Long-term increases in noise east of new SR 347 but increases would be negligible and would not require mitigation
- No threatened or endangered species occur
- Mitigation would be implemented if burrowing owls are present during construction
- Cultural Resources would be avoided by construction and no adverse effect would occur



ADOT, MARICOPA, National Highway Traffic Safety Administration, ADOT Project No. 347 PN 172 H7007 01L (date: 1/16/16 No. 347-A204)

State Route 347 at Union Pacific Railroad

Potential Environmental Impacts

- Right-of-way acquisition would require relocation of homes and businesses
- Short-term impact to businesses and residents due to changes in access and construction-related traffic delays
 - Impact will decrease as familiarity is gained with the new road configuration
- Long-term improvement of traffic flow and emergency response times
- Visual Resources
 - Study introduces new transportation feature to the study area (bridge) and a new train station in an undeveloped parcel
 - Public art and aesthetic treatments could be incorporated



ADOT, MARICOPA, National Highway Traffic Safety Administration, ADOT Project No. 347 PN 172 H7007 01L (date: 1/16/16 No. 347-A204)

State Route 347 at Union Pacific Railroad

Appendix H: Comment Form

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT • SU OPINION ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
 Someta sus comentarios antes del día 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print Comments may also be submitted online at adot.gov/sr347
 Por favor, use letra de molde Comentarios también pueden ser presentados en línea en adot.gov/sr347

Name: _____ Email: _____
 Nombre Correo Electrónico

Address: _____
 Domicilio

City _____ State _____ Zip _____
 Ciudad Estado Código Postal

General Comments: _____
 Comentarios Generales

Contact • Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 1264 • Phoenix, AZ 85007
 Email: Projects@azdot.gov • Phone: 855.712.853D







FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
adot.gov/sr347

ADOT Project Number: 347 Ph 17247007 011 • Federal Aid No. 347-A204T

State Route 347 at Union Pacific Railroad

Comment Log

#	Type	First Name	Last Name	Comment
1	Email	Lee and Barbra	Murray	<p>Kudos for the very thorough presentation on the SR 347 - Union Pacific Railroad Crossing Upgrade Project in Maricopa on Dec 3, 2014. We agree that plan H is the best of the options presented.</p> <p>However, I saw no reference to other projects targeting the problems of projected traffic increases on SR 347 (present-2040). Intersections of SR 347 at the Fry's Plaza entrance, at Edison and at Smith-Enke Road will become excessively overloaded. The SR 347 - Union Pacific Railroad Crossing Upgrade Project should reference any projects (approved or anticipated) to bypass SR 347 problem intersections. I understand that there is a project to connect the SR 238 to Casa Grande Highway. I would hope the two projects would have some synergy.</p> <p>Lee and Barbara Murray</p>
2	Mail	Don	Pearce	<p>I am opposed to the recommended St RT 347 plan. These are my opposition reasons: 1) This plan requires destruction or interference with more than ten businesses, landmark buildings (including Maricopa Baptist Church) 2) It would require land purchases and rerouting of both Edwards Street- Honeycutt Road and Honeycutt Avenue to Maricopa-Casa Grande Hwy. Honeycutt road is overloaded as is. I suggests that the money budgeted be spent building a highway from Murphy Road to I-10 with these suggestions. 1) They should move the AM station to the old gin property owned by the city and used for railroad changes now. It takes 15-20 minutes to change crews already, so this would require no traffic disruption. 2) There are only twelve freight crossings during the day for 3-5 minutes apiece. 3) This plan would relieve state highway 347/ union pacific congestion without the cost. As a tax paying resident of Maricopa for fifty-five years I believe the State route 347/union pacific railroad crossing should not be planned.</p>
3	Mail	Marie	Cruz	<p>All and well to get this done. BUT!! What about 347 from Maricopa to I-10? When are they going to do something about that! The traffic is horrible when people are going to work. Now with all the nesters that are coming to copa it's even worse. If you don't live here or travel the road you guys have no concept of the traffic with one way on and out. You should all check into this problem before none of us will be able to travel without homes on the road/something have to be done.</p>
4	Mail	Charles	Miller	<p>This overpass is so needed for our community. It will improve traffic flow especially during rush hour hours the school buses will benefit. It will reduce accidents t will improve business development in the community. It will certainly help emergency vehicles to be added to move through that area. There are businesses that will be temporally impacted in a negative way however in the long run they should benefit too. The town service is appreciated and it is hoped perhaps expanding.</p>
5	Email	Robert	Hamer	<p>BICYCLES PROVISIONS SHOULD BE MADE FOR BICYCLE TRAFFIC BOTH THROUGH MARICOPA AND LOCAL BICYCLE TRAVEL AROUND MARICOPA.</p> <p>THERE SHOULD BE BICYCLE LANES, 3 FOOT MINIMUM, FOR BOTH NORTH AND SOUTH TRAFFIC ON THE 347 OVERPASS, AND A "BIKE / PEDESTRIAN" PATH, MINIMUM 6 FOOT, CROSSING THE RAIL ROAD TRACKS AT GRADE LEVEL. THE PURPOSE OF THE BICYCLE LANES ON 347 ARE TO ACCOMMODATE TOURS AND OTHER TRAVELERS PASSING THROUGH MARICOPA. THE GRADE LEVEL PATH CROSSING THE RAILROAD TRACKS IS TO PROVIDE FOR A FUTURE "BIKE / PEDESTRIAN" PATH CONNECTING PACANA PARK AND THE COPPER SKY RECREATIONAL COMPLEX.</p> <p>Robert Hamer</p>
6	Mail	Grace	Gomez	<p>State Route 347/ U.P. Railroad</p> <p>H.</p> <ol style="list-style-type: none"> 1 Are Maricopa ave and Arizona Ave going to be widened? 2 Paved? 3 Going to get sidewalk? 4 Street lights? 5 gutter? <p>I.</p>

State Route 347 at Union Pacific Railroad

				<p>1 Is there going to be a wall put up for all the noise that will be with the traffic getting closer to the residents? 2 How about safety for the residents with big trucks coming closer to the homes? 3 noise? 4 Dust? 5 Traffic? J. When will there be a meeting with local residents about all this change and movement to their area and all their concerns?</p>
7	Mail	Grace	Gomez	<p>I was at your presentation and there was a lot of talk about regulations and law of different places and the overpass size, where it begins and where it ends, but there is a lot of loose ends at this meeting. I saw a lot of people majority of people were from the city or county very little of the people of the area that will be most impacted. This is the way I see it.</p> <ol style="list-style-type: none"> Start at Hathaway On and off ramps on Honeycutt with lights for left and right turn or just right Right lane one way for C5 going under overpass <ol style="list-style-type: none"> where does it start? where does it stop? One lane and beginning to way traffic Honeycutt Road two lanes going and coming (right)? No exit or entrees for pershing on Honeycutt or CG highway? Planview will be made into two lanes going and coming with a light? Connection Honeycutt and CG right? So is Maricopa ave and Arizona Ave going to be in and out streets into Planview or how is the local residents going to get out and in to the homes?
8	Mail	Dean	Chicquette	<p>Evert effort should be made to include the alterbate walk way over the tracks in the new overpass construction plan and budget. We should give priority to the walkway and have construction begin at the same time the train depot I being relocated. It should be completed before track access as is has been eliminated. See diagram 2 (page 65) Please review the police response time diagram (page 67).</p>
9	Online	Robert	Hammer	<p>BICYCLES PROVISIONS SHOULD BE MADE FOR BICYCLE TRAFFIC BOTH THROUGH MARICOPA AND LOCAL BICYCLE TRAVEL AROUND MARICOPA. THERE SHOULD BE BICYCLE LANES, 3 FOOT MINIMUM, FOR BOTH NORTH AND SOUTH TRAFFIC ON THE 347 OVERPASS, AND A "BIKE / PEDESTRIAN" PATH, MINIMUM 6 FOOT, CROSSING THE RAIL ROAD TRACKS AT GRADE LEVEL. THE PURPOSE OF THE BICYCLE LANES ON 347 ARE TO ACCOMMODATE TOURS AND OTHER TRAVELERS PASSING THROUGH MARICOPA. THE GRADE LEVEL PATH CROSSING THE RAILROAD TRACKS IS TO PROVIDE FOR A FUTURE "BIKE / PEDESTRIAN" PATH CONNECTING PACANA PARK AND THE COPPER SKY RECREATIONAL COMPLEX.</p>
10	Online	Katherine	Koehl	<p>I am new to this community having moved here in March 2014. In that time, I have never been inconvenienced by a train. I do, however, drive into the city for work daily on 347. I feel money would be better spent improving traffic flow out of the town. Traffic is bumper to bumper at almost any time of the morning. I travel anywhere from 6 am to 7:30 and it is always very, very busy. There are numerous rear-end accidents and near misses. The road is in need of over passes at several locations to eliminate the traffic lights which clog traffic and to allow a safe turn onto and from the road that leads to the casino. The traffic will continue to worsen as the population grows. I don't have statistics, but I speculate most people work in the city and commute daily. I know funds for improvements are limited and they should be used where they will provide the most safety and convenience for the greatest number of citizens. Thanks for allowing this feedback.</p>
11	Online	Richard	Post	<p>I think it looks real good, leaving access to the old roads as well. The way Maricopa is growing that addition to the road is a necessity.</p>
12	Online	Mark	Waterstreet	<p>Please link the alternate map in your web site (option H) along with the study plan map that was provide in the local newspaper.</p>

State Route 347 at Union Pacific Railroad

13	Email	Domi nic	Palmieri	<p>Attached are 2 documents. One is our comment letter regarding SR 347 Union Pacific railroad study and proposed new route of 347 and the ADOT proposed plan for access to our site from March 2011. Greg wise giver was the ADOT planner who was designing the SR 347 stretch in from of our site. Shops at Maricopa Village and ADOT spent a lot of man hours, surveys, legal fees for review to come up with this plan to allow access from the NB lane of 347 into our site.</p> <p>The new proposed Plan H north of the overpass and in front or our site DOESN'T ALLOW for a left turn into our site.</p> <p>Pls see attached and below is the copy of the email correspondence between ADOT and our company along with the second attachment that ADOT designed that was agreeable by both parties.</p> <p>If someone could pls confirm receipt of this email would be greatly appreciated.</p> <p>Thank you, Dominic Palmieri The Shops at Maricopa Village</p> <p>THE EMAIL BELOW IS A COPY OF THE EMAIL SEND ON MARCH 25TH FROM ADOT TO US. IT CORRESPONDS WITH THE SECOND ATTACHMENT IN THE EMAIL ABOVE</p> <p>Dominic, attached is the proposed plan. Please verify that it provides adequate access for The Shops at Maricopa Villiage.</p> <p>Thanks,</p> <p>-- Gregory Wisecaver, EIT Southern Regional Traffic Engineering ADOT - Tucson District</p> <p>-----Original Message----- From: Dominic Sent: Friday, March 25, 2011 8:20 AM To: Gregory Wisecaver Subject: Dominics contact info</p> <p>Greg I checked several times yesterday afternoon and never received an email from you with proposed layout. Here is my contact info Pls call me after u send so I can check for it asap</p> <p>Thank you, Dominic Palmieri</p> <p>Thank you, Dominic Palmieri Odyssey Foods LLC The Midway Gourmet Odyssey Foods</p> <p>To: ADOT Planning Dept From: The Shops at Maricopa Village Reg: State Route 347 Project</p> <p>This letter is to discuss and bring forward the challenges that will affect our shopping center located at 20046 N. JWP (John Wayne Parkway) in Maricopa with the preferred Plan H in routing for the new proposed overpass.</p>
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State Route 347 at Union Pacific Railroad

Our center is located approx. 1/2 of a mile to the north of the proposed overpass at the relative SW corner of Hathaway and JWP. We are a mid sized strip center with 6 tenants and 13,500 sq. ft. of shop space. We have 95 parking spaces and turn those spaces over several times per day.

Our site is located in the Heart of the Heritage District or "Old Town" District approx. 75 ft. to the south of the SW corner of JWP and Hathaway. Access to our site is limited to ONLY 1 driveway thru the ADOT right a way on the west side of the street of JWP. This driveway is accessible only by the current frontage road. There are 2 ways to get to our site. One is access to the frontage road with an inbound right turn from the southbound lanes of JWP and Two, access from the Northbound JWP lanes with a left turn into the frontage road.

Both of these North and Southbound accesses are critical for the safety and economic well being of our center and our tenants

The current proposed Plan H (which is probably the better of all the plans for the overpass itself)-- only provides entrance to our site with a right turn in to some proposed yet uncertain lane approx. 150 feet south of our site. There is no provision for a left turn in to our site and we are very concerned about the safety and economic future of our site. There are NO other means to get fire safety into our site from the north bound lanes.

Approx. 2 yrs. ago, an ADOT planner Greg Wisegiver had worked with us for a proposed ADOT change to 347 directly in front of our property. This was to accommodate for 2 hotels and a restaurant that are slated to construct across the street from us. Both ADOT and Our team spent many hours, design hours, traffic study time and surveys to establish proper access could be given to our site and the other tenants just to the south of us on JWP. The attached plan had made provisions for a left in from the northbound lanes and right in access from the southbound lanes.

It was determined that there was not enough space to make a U-turn from the NB side to the SB side at the intersection of Hathaway and JWP.

Even if this U-turn were a possibility, this is not the best interest for the economic well being of any of the businesses in the Heritage district.

We attended the ADOT meeting in Maricopa the week of Dec 3rd. The planning seems to be thoughtful of most of the businesses to the south of the Dairy Queen but for businesses in the Heritage district to the North, very complicated.

We had construction 3 yrs. ago on JWP by ADOT for improvements and were denied access for several weeks from the northbound lanes. The result to this was we lost 1 tenant and had 2 other tenants almost close shop. We finally received some help from ADOT to figure a way to allow access from the NB lanes and this helped the situation Immensely!! We have lived through this same situation just a few years ago and KNOW what the outcome is with NOT having NB access to our center.

The ADOT team took us through the 5-step process that they work to achieve. Environmental, social, historical impacts, etc. The one key item that we felt was not addressed properly with significant consideration is the access for our site and frankly others on the SB side of JWP. A cut in is proposed in your BIG PLAN for the length of the construction Plan H, but there is no plan for the access for the businesses. This really needs to be considered in the Big Plan and not brought up as an after thought of the entire project.

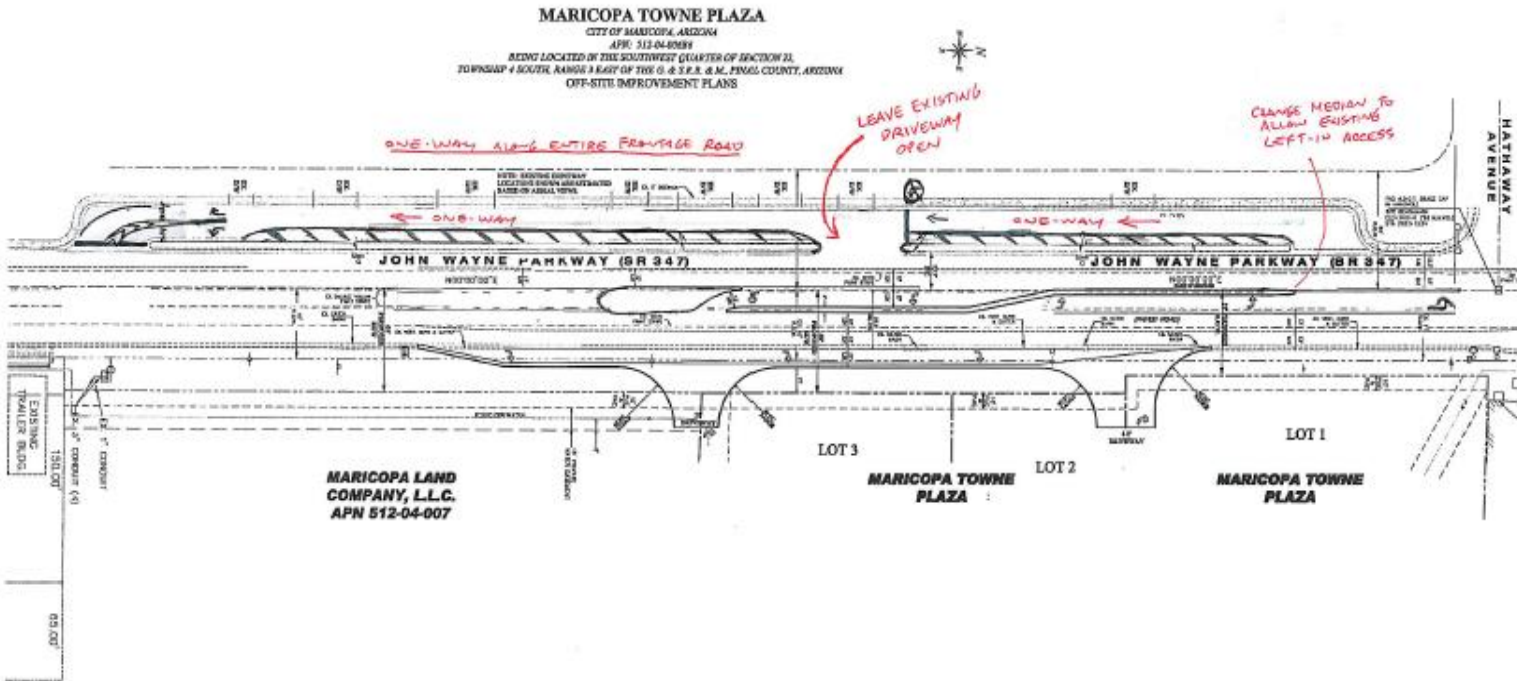
As business owners in Maricopa, we have struggled to keep our center alive and our tenants have invested entire life savings to establish businesses in Maricopa. The last thing any of us can afford is inadequate access to our site that is dealt with the attitude of "Well the people will figure out how to get to your site eventually". This was the response we received from a few of the ADOT team members that were there answering questions. This is not a blame or shame part of our letter, it is a reality that we feel ADOT has not made consideration as to how the businesses to the North will be affected and given proper access. We would like to be part of the process and included in the planning and communication to insure that proper access to our site is granted and given to not only us, but the other businesses in our immediate area that create a symbiotic and viable trade area that we all rely on to survive. Our businesses create approx. 100 jobs, important sales tax dollars for the city and state, (which no doubt help to fund ADOT operations and jobs) and most important the offerings for the community for the very important businesses that are in our center. Offices for Against Abuse which help to council and remedy domestic abuse in the home, ACTS, which councils and treats mental illness in the immediate trade area, our tenant dentist who treats and helps with families in those programs.

State Route 347 at Union Pacific Railroad

The shops that generate a tremendous amount of traffic to our site, and sales tax dollars to the community -Dominos Pizza and Penascos, who's culinary reputation in the community and service for the community are second to none along with our nail salon who drives a significant amount of traffic to our center.

All of these tenants create one of the best shop mixes for the surrounding community. We would like to keep everyone's businesses thriving instead of struggling.

Respectfully Submitted,
 The Shops at Maricopa Village LLC
 Dominic R Palmieri III
 Managing Partner



State Route 347 at Union Pacific Railroad

Original Comments (Email, Online and Mail)

From: Lee Murray

Sent: Thursday, December 04, 2014 12:43 PM

To: Projects

Subject: SR 347 - Union Pacific Railroad crossing project

Kudos for the very thorough presentation on the SR 347 - Union Pacific Railroad Crossing Upgrade Project in Maricopa on Dec 3, 2014. We agree that plan H is the best of the options presented.

However, I saw no reference to other projects targeting the problems of projected traffic increases on SR 347 (present-2040). Intersections of SR 347 at the Fry's Plaza entrance, at Edison and at Smith-Enke Road will become excessively overloaded. The SR 347 - Union Pacific Railroad Crossing Upgrade Project should reference any projects (approved or anticipated) to bypass SR 347 problem intersections. I understand that there is a project to connect the SR 238 to Casa Grande Highway. I would hope the two projects would have some synergy.

Lee and Barbara Murray

From: Robert Hamer

Sent: Tuesday, December 16, 2014 9:49 AM

To: SR347

Subject: 347 Comment

BICYCLES

PROVISIONS SHOULD BE MADE FOR BICYCLE TRAFFIC BOTH THROUGH MARICOPA AND LOCAL BICYCLE TRAVEL AROUND MARICOPA.

THERE SHOULD BE BICYCLE LANES, 3 FOOT MINIMUM, FOR BOTH NORTH AND SOUTH TRAFFIC ON THE 347 OVER PASS, AND A "BIKE / PEDESTRIAN" PATH, MINIMUM 6 FOOT, CROSSING THE RAIL ROAD TRACKS AT GRADE LEVEL.

THE PURPOSE OF THE BICYCLE LANES ON 347 ARE TO ACCOMMODATE TOURS AND OTHER TRAVELERS PASSING THROUGH MARICOPA. THE GRADE LEVEL PATH CROSSING THE RAILROAD TRACKS IS TO PROVIDE FOR A FUTURE "BIKE / PEDESTRIAN" PATH CONNECTING PACANA PARK AND THE COPPER SKY RECREATIONAL COMPLEX.

Robert Hamer

State Route 347 at Union Pacific Railroad

From: dominic rcsfun.com
Sent: Thursday, December 18, 2014 10:57 AM
To: SR347
Cc: Curt; dominic rcsfun.com; Mom
Subject: SR 347 public comments

Attached are 2 documents. One is our comment letter regarding SR 347 Union Pacific railroad study and proposed new route of 347 and the ADOT proposed plan for access to our site from March 2011. Greg wise giver was the ADOT planner who was designing the SR 347 stretch in from of our site.

Shops at Maricopa Village and ADOT spent a lot of man hours, surveys, legal fees for review to come up with this plan to allow access from the NB lane of 347 into our site.

The new proposed Plan H north of the overpass and in front or our site DOESN'T ALLOW for a left turn into our site.

Pls see attached and below is the copy of the email correspondence between ADOT and our company along with the second attachment that ADOT designed that was agreeable by both parties.

If someone could pls confirm receipt of this email would be greatly appreciated.

Thank you,

Dominic Palmieri

The Shops at Maricopa Village

THE EMAIL BELOW IS A COPY OF THE EMAIL SEND ON MARCH 25TH FROM ADOT TO US. IT CORRESPONDS WITH THE SECOND ATTACHMENT IN THE EMAIL ABOVE

Dominic, attached is the proposed plan. Please verify that it provides adequate access for The Shops at Maricopa Villiage.

Thanks,

Gregory Wisecaver, EIT

Southern Regional Traffic Engineering

ADOT - Tucson District

State Route 347 at Union Pacific Railroad

-----Original Message-----

From: Dominic

Sent: Friday, March 25, 2011 8:20 AM

To: Gregory Wisecaver

Subject: Dominics contact info

Greg I checked several times yesterday afternoon and never received an

email from you with proposed layout. Here is my contact info

Pls call me after u send so I can check for it asap

Thank you,

Dominic Palmieri

Thank you,

Dominic Palmieri

Odyssey Foods LLC

The Midway Gourmet

Odyssey Foods

State Route 347 at Union Pacific Railroad

STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

#1



COMPLETE

Collector: Web Link (Web Link)
Started: Wednesday, November 19, 2014 9:00:27 AM
Last Modified: Wednesday, November 19, 2014 9:08:11 AM
Time Spent: 00:07:44
IP Address: 174.26.70.17

PAGE 1

Q1: Please provide the following information. Por favor proporcione la siguiente información .

Name: Nombre Mark L Waterstreet

Address: Domicilio [REDACTED]

City: Ciudad [REDACTED]

State: Estado [REDACTED]

ZIP: Código postal [REDACTED]

Email Address: Correo Electrónico [REDACTED]

Q2: Please provide your comments. Por favor envíe sus comentarios.

Please link the alternate map in your web site (option H) along with the study plan map that was provide in the local newspaper.

Q3: I would like to receive email updates on the State Route 347 at Union Pacific Railroad Study. Me gustaría recibir información sobre la Ruta Estatal 347 en el ferrocarril Union Pacific Estudio.

Yes/Si-Please make sure you have entered your email address above. Por favor, asegúrese de que ha introducido su dirección de correo electrónico anterior.

State Route 347 at Union Pacific Railroad

STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

#2



COMPLETE

Collector: Web Link (Web Link)
Started: Wednesday, November 26, 2014 7:34:44 PM
Last Modified: Wednesday, November 26, 2014 7:38:34 PM
Time Spent: 00:03:50
IP Address: 208.115.145.110

PAGE 1

Q1: Please provide the following information. Por favor proporcione la siguiente información .

Name: Nombre Richard E. Post
Address: Domicilio [REDACTED]
City: Ciudad [REDACTED]
State: Estado [REDACTED]
ZIP: Código postal [REDACTED]
Email Address: Correo Electrónico [REDACTED]

Q2: Please provide your comments. Por favor envíe sus comentarios.

I think it looks real good, leaving access to the old roads as well.
The way Maricopa is growing that addition to the road is a necessity.

Q3: I would like to receive email updates on the State Route 347 at Union Pacific Railroad Study. Me gustaría recibir información sobre la Ruta Estatal 347 en el ferrocarril Union Pacific Estudio.

Yes/Si-Please make sure you have entered your email address above. Por favor, asegúrese de que ha introducido su dirección de correo electrónico anterior.

2 / 6

State Route 347 at Union Pacific Railroad

STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

#3



COMPLETE

Collector: Web Link (Web Link)
Started: Thursday, December 04, 2014 5:55:17 AM
Last Modified: Thursday, December 04, 2014 6:01:32 AM
Time Spent: 00:06:14
IP Address: 205.242.229.66

PAGE 1

Q1: Please provide the following information. Por favor proporcione la siguiente información .

Name: Nombre Katherine Koehl
Address: Domicilio [REDACTED]
City: Ciudad [REDACTED]
State: Estado [REDACTED]
ZIP: Código postal [REDACTED]
Email Address: Correo Electrónico [REDACTED]

Q2: Please provide your comments. Por favor envíe sus comentarios.

I am new to this community having moved here in March 2014.
In that time, I have never been inconvenienced by a train.
I do, however, drive into the city for work daily on 347.
I feel money would be better spent improving traffic flow out of the town.
Traffic is bumper to bumper at almost any time of the morning. I travel anywhere from 6 am to 7:30 and it is always very, very busy.
There are numerous rear-end accidents and near misses. The road is in need of over passes at several locations to eliminate the traffic lights which clog traffic and to allow a safe turn onto and from the road that leads to the casino.
The traffic will continue to worsen as the population grows. I don't have statistics, but I speculate most people work in the city and commute daily.
I know funds for improvements are limited and they should be used where they will provide the most safety and convenience for the greatest number of citizens.

Thanks for allowing this feedback.

Q3: I would like to receive email updates on the State Route 347 at Union Pacific Railroad Study. Me gustaría recibir información sobre la Ruta Estatal 347 en el ferrocarril Union Pacific Estudio.

Yes/Si-Please make sure you have entered your email address above. Por favor, asegúrese de que ha introducido su dirección de correo electrónico anterior.

3 / 6

State Route 347 at Union Pacific Railroad

STATE ROUTE 347 AT UNION PACIFIC RAILROAD STUDY ESTUDIO DE LA RUTA ESTATAL 347 EN UNION PACIFIC RAILROAD

#6



COMPLETE

Collector: Web Link (Web Link)
Started: Tuesday, December 16, 2014 8:46:08 AM
Last Modified: Tuesday, December 16, 2014 8:47:04 AM
Time Spent: 00:00:56
IP Address: 208.90.179.147

PAGE 1

Q1: Please provide the following information. Por favor proporcione la siguiente información .

Name: Nombre ROBERT HAMER
Address: Domicilio [REDACTED]
City: Ciudad [REDACTED]
State: Estado [REDACTED]
ZIP: Código postal [REDACTED]
Email Address: Correo Electrónico [REDACTED]

Q2: Please provide your comments. Por favor envíe sus comentarios.

BICYCLES
PROVISIONS SHOULD BE MADE FOR BICYCLE TRAFFIC BOTH THROUGH MARICOPA AND LOCAL BICYCLE TRAVEL AROUND MARICOPA.
THERE SHOULD BE BICYCLE LANES, 3 FOOT MINIMUM, FOR BOTH NORTH AND SOUTH TRAFFIC ON THE 347 OVER PASS, AND A "BIKE / PEDESTRIAN" PATH, MINIMUM 6 FOOT, CROSSING THE RAIL ROAD TRACKS AT GRADE LEVEL.
THE PURPOSE OF THE BICYCLE LANES ON 347 ARE TO ACCOMMODATE TOURS AND OTHER TRAVELERS PASSING THROUGH MARICOPA. THE GRADE LEVEL PATH CROSSING THE RAILROAD TRACKS IS TO PROVIDE FOR A FUTURE "BIKE / PEDESTRIAN" PATH CONNECTING PACANA PARK AND THE COPPER SKY RECREATIONAL COMPLEX.

Q3: I would like to receive email updates on the State Route 347 at Union Pacific Railroad Study. Me gustaría recibir información sobre la Ruta Estatal 347 en el ferrocarril Union Pacific Estudio.

Yes/Si-Please make sure you have entered your email address above. Por favor, asegúrese de que ha introducido su dirección de correo electrónico anterior.

6 / 6

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT • SU OPINION ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
Someta sus comentarios antes del dic. 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print
Por favor, use letra de molde

Comments may also be submitted online at azdot.gov/SR347
Comentarios también pueden ser presentadas en línea en azdot.gov/SR347

Name: Don Pearce Email: _____
Nombre _____ correo _____

Address: _____
Domicilio _____

City: Maricopa State: AZ Zip: 85139
Ciudad Estado Código Postal

General Comments: I am opposed to the recommended St Rt. 347 plan.
Comentarios Generales _____

These are my opposition reasons: 1) This plan requires destruction or interference with more than ten businesses, landmark buildings (including Maricopa Baptist Church). 2) It would require land purchases and re-routing of both Edwards Street ~ Howeycutt Road and Howeycutt Avenue to Maricopa-Casa Grande Hwy. Howeycutt Road, is overloaded as is.

I suggest that the money budgeted be spent building a highway from Murphy Road to I 10 With these suggestions:

1) They should move the AM station to the old gas property owned by the city and used for railroad changes now. It takes 15-20 minutes to change crews already, so this would require no traffic disruption.

2) There are only twelve freight crossings during the day for 3-5 minutes a piece.

3) This plan would relieve State Highway 347/Union Pacific congestion without the cost.

As a taxpaying resident of Maricopa for fifty-five years, I believe the State Route 347/Union Pacific Railroad crossing should not be planned.

Contact • Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530

14-485



FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
azdot.gov/SR347

ADOT Project Number: 347 PN 172 H7007 01L • Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT • SU OPINION ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
Someta sus comentarios antes del dic. 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print

Por favor, use letra de molde

Comments may also be submitted online at azdot.gov/SR347
Comentarios también pueden ser presentadas en línea en azdot.gov/SR347

Name: MARIE CRUZ Email: -10 yrs plus resident
Nombre

Address: _____
Domicilio

City: Maricopa State: AZ Zip: 85138
Ciudad Estado Código Postal

General Comments:
Comentarios Generales

All and Well to get this done.

But !!

What about 347 from Maricopa to I-10 when are they going to do something about that! The traffic is horrible when people are going to work, now with all the visitors that are coming to Copo it ever worse, if you don't live here or travel the road you guys have no concept of the traffic with one way in and out.

^{you should} You all check into this problem before none of us will be able to travel without hours on the road. / something has to be done !!

Contact - Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530

14-485



FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
azdot.gov/SR347

ADOT Project Number: 347 PN 172 H7007 01L • Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT • SU OPINION ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
Someta sus comentarios antes del dic. 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print

Por favor, use letra de molde

Comments may also be submitted online at azdot.gov/SR347
Comentarios to

Name: Charles R. Miller Email: _____
Nombre _____ Electrónico _____

Address: _____
Domicilio _____

City: Maricopa State: AZ Zip: 85139
Ciudad Estado Código Postal

General Comments: *This overpass is so needed for our community. It will improve traffic flow especially during rush hours. The school buses will benefit. It will reduce accidents. It will improve business development in the community. It will certainly help emergency vehicles to be able to move through that area. There are businesses that will be temporarily impacted in a negative way however in the long run they should benefit too. The train service is appreciated and it is hoped perhaps expanded.*

Contact • Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530



FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
azdot.gov/SR347
ADOT Project Number: 347 PN 172 H7007 01L • Federal Aid No. 347-A(204)T



State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad Study

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Please Print
Por favor, use letra de molde

Comments may also be submitted online at azdot.gov/SR347
Comentarios también pueden ser enviados en línea a azdot.gov/SR347

Name: Grace M. Gomez Email: _____
Nombre

Address: _____
Domicilio

City Maricopa State AZ Zip 85138
Ciudad Estado Código Postal

General Comments: I was at your presentation and there was a lot of talking about
Comentarios Generales Regulations & Law of Different places, And the Overpass size, where it Begins &
where it Ends, But there is a lot of loose ends, At this meeting
I saw a lot of people the majority of people were from the city or county
very little of the people of the area that will be most impacted, This
is the way I see it.

- A. Start at Hathaway
- B. ON + OFF Ramp on Honeycut Rd w/ Light for Left + Right Turn or just Right?
- C. Right Lane one way for CB going under Overpass!
 - 1. where does it start? > one lane and begins two way traffic
 - 2. where does it stop?
- D. Honeycut Rd two lanes going + coming (Right)?
- E. No Exit or Entree for Pershing on Honeycut Rd or C.G/Maricopa Hwy?
 - 1. Will this still be a road? Pershing for the Residents?
- F. Planview will be made into two lanes going and coming w/ a Light? Connecting Honeycut Rd + C.G right?
- G. So is Maricopa Ave + Arizona Ave going to be in and out streets into Planview or How is the local Residents going to go out and IN to there Homes?

Contact • Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530

14-485



FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
azdot.gov/SR347
ADOT Project Number: 347 PN 172 H7007 01L • Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad

State Route 347 at Union Pacific Railroad Study

YOUR INPUT IS IMPORTANT • SU OPINION ES IMPORTANTE

Submit comments by Dec. 18, 2014 in order to have them included in the project record.
Someta sus comentarios antes del dic. 18, 2014 para que sean incluidos en el documento oficial del proyecto.

Please Print

Por favor, use letra de molde

Comments may also be submitted online at azdot.gov/SR347
Comentarios tamb: R347

Name: Dean Chicquette Email: _____
Nombre _____
Address: _____
Domicilio _____
City Maricopa State AZ Zip 85139
Ciudad Estado Código Postal

General Comments: Every effort should be made to include
Comentarios Generales the alternate walkway over the tracks in
the new overpass construction plan and budget.

We should give priority to the walkway
and have construction begin at the
same time the train depot is
being relocated. It should be
completed before track access as is
has been eliminated. See diagram 2

Please review the police response time
diagram

Contact • Contacto

Mail: Community Relations • 1655 W. Jackson St. • Mail Drop 126F • Phoenix, AZ 85007
Email: SR347@azdot.gov • Phone: 855.712.8530

14-485

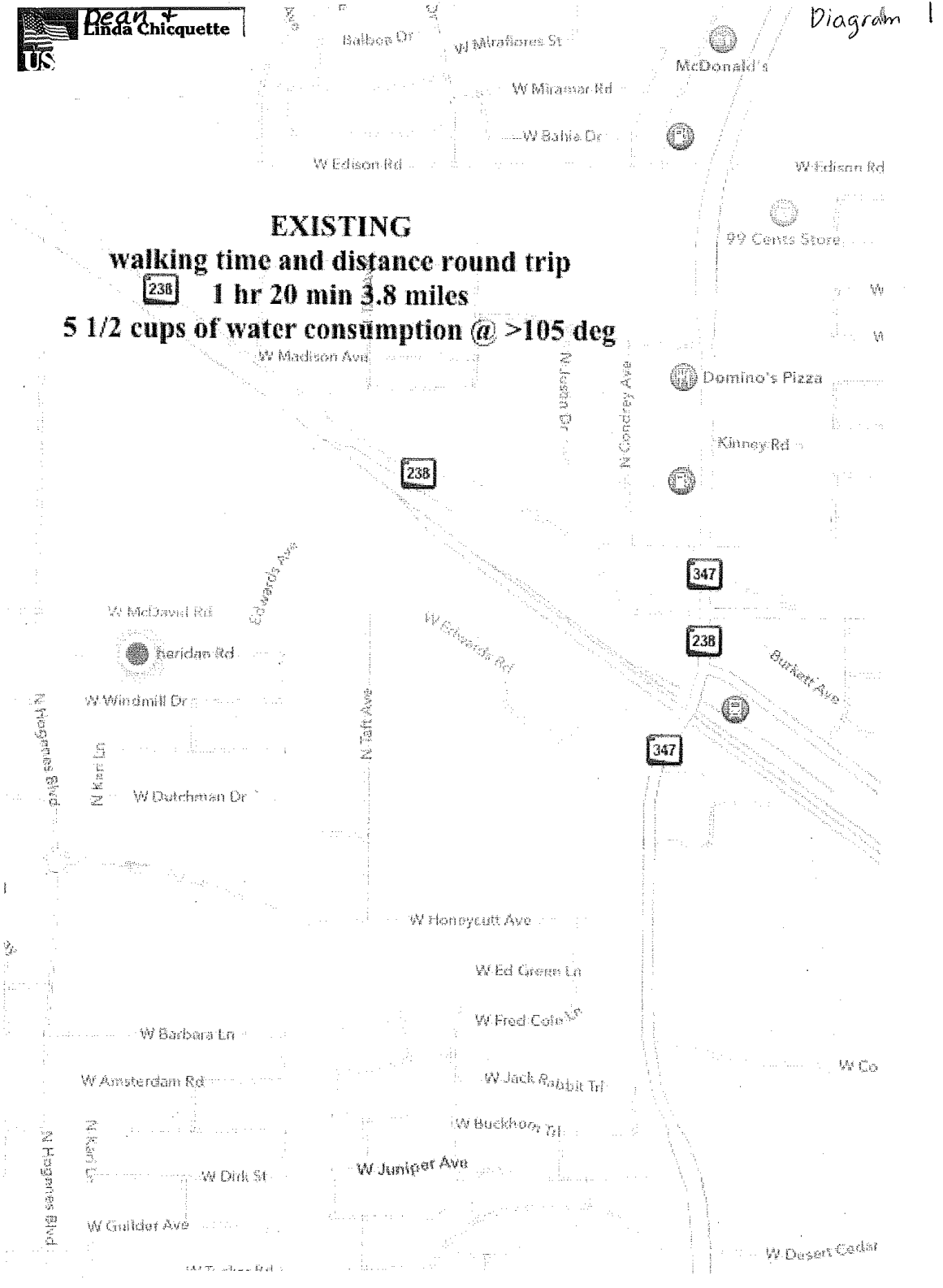


FOR MORE INFORMATION/PARA OBTENER MÁS INFORMACIÓN:
azdot.gov/SR347
ADOT Project Number: 347 PN 172 H7007 01L • Federal Aid No. 347-A(204)T

State Route 347 at Union Pacific Railroad



Diagram 1

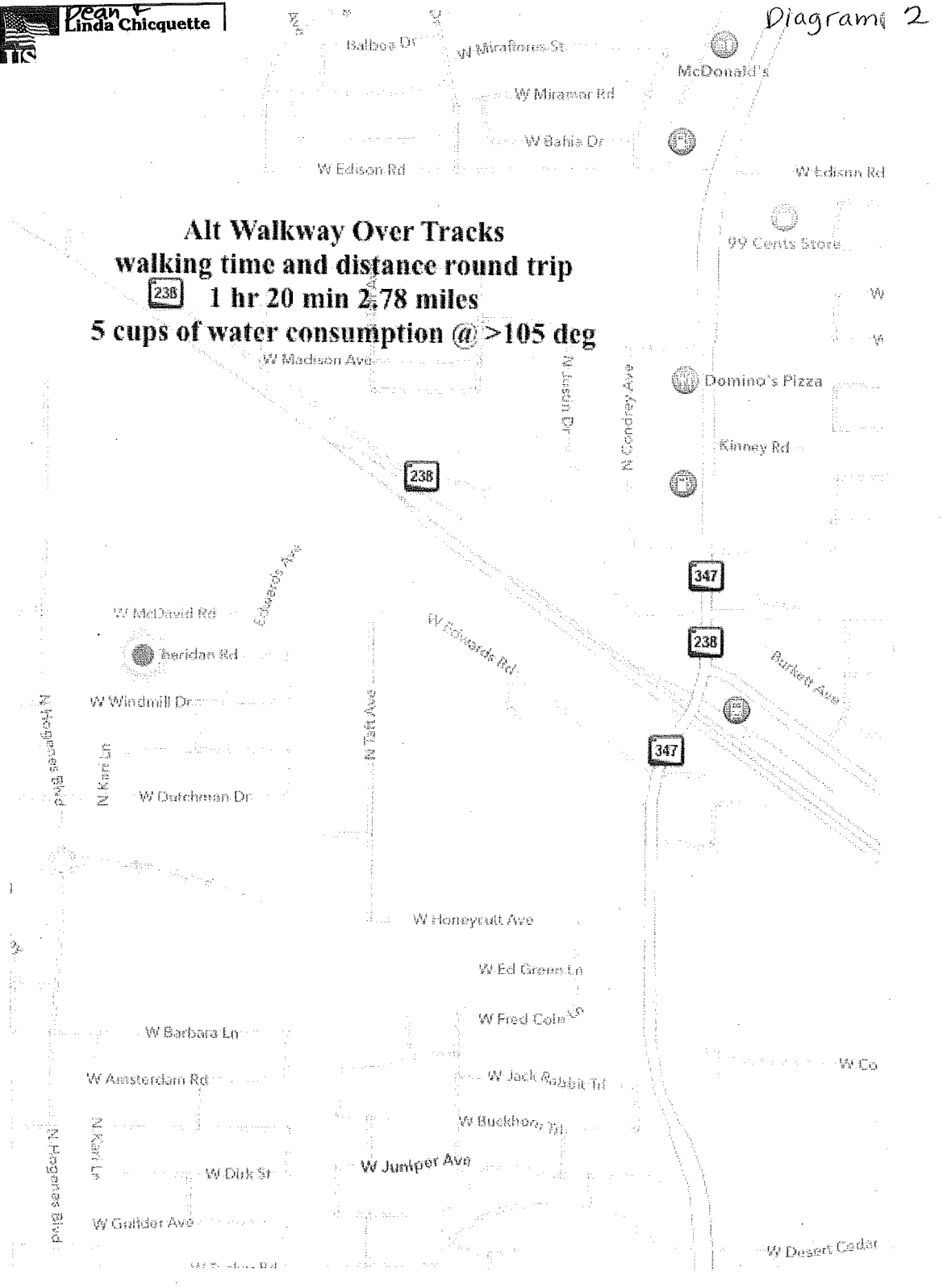


EXISTING
walking time and distance round trip
238 1 hr 20 min 3.8 miles
5 1/2 cups of water consumption @ >105 deg

State Route 347 at Union Pacific Railroad



Diagram 2



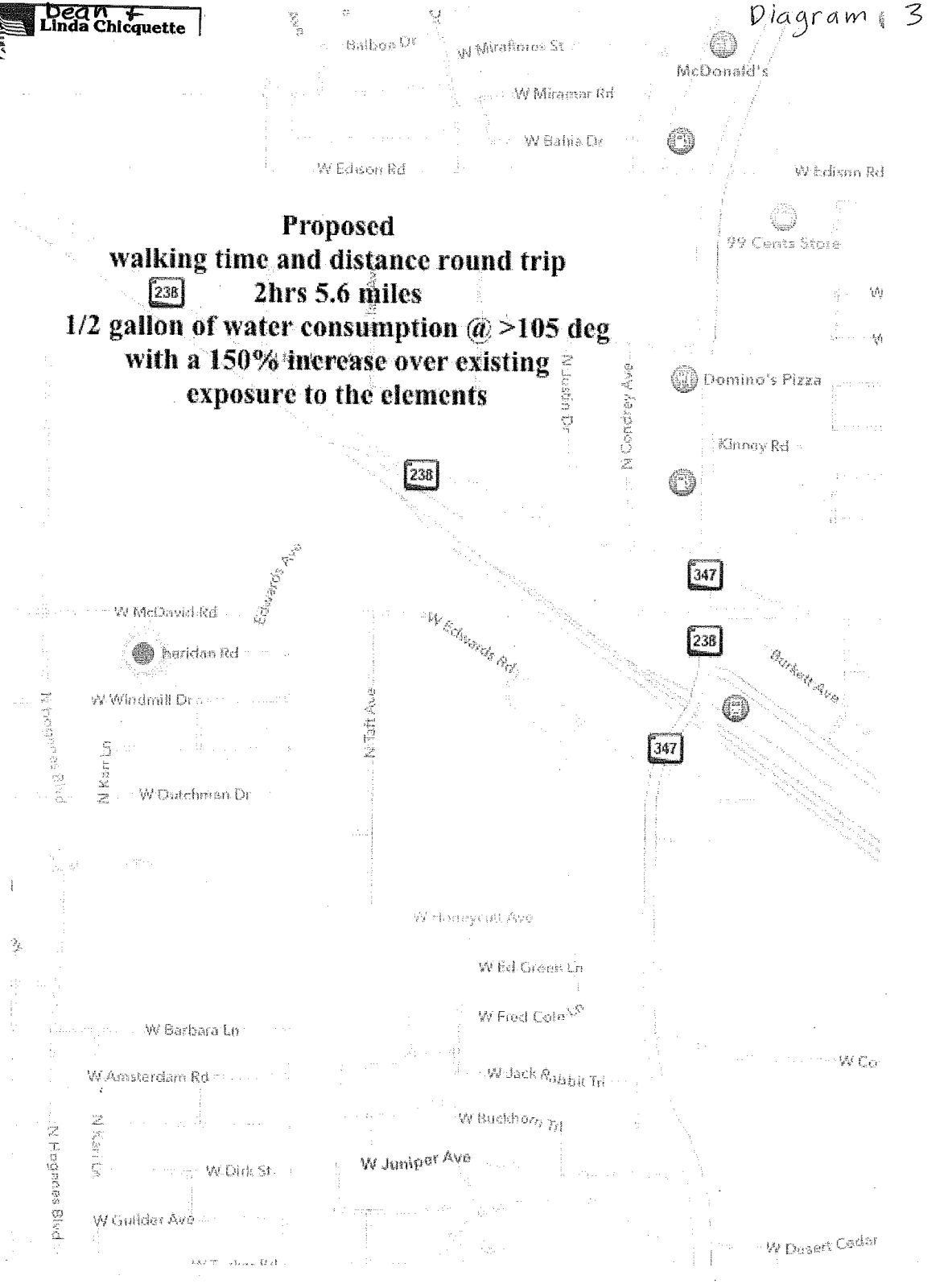
State Route 347 at Union Pacific Railroad



Diagram 3

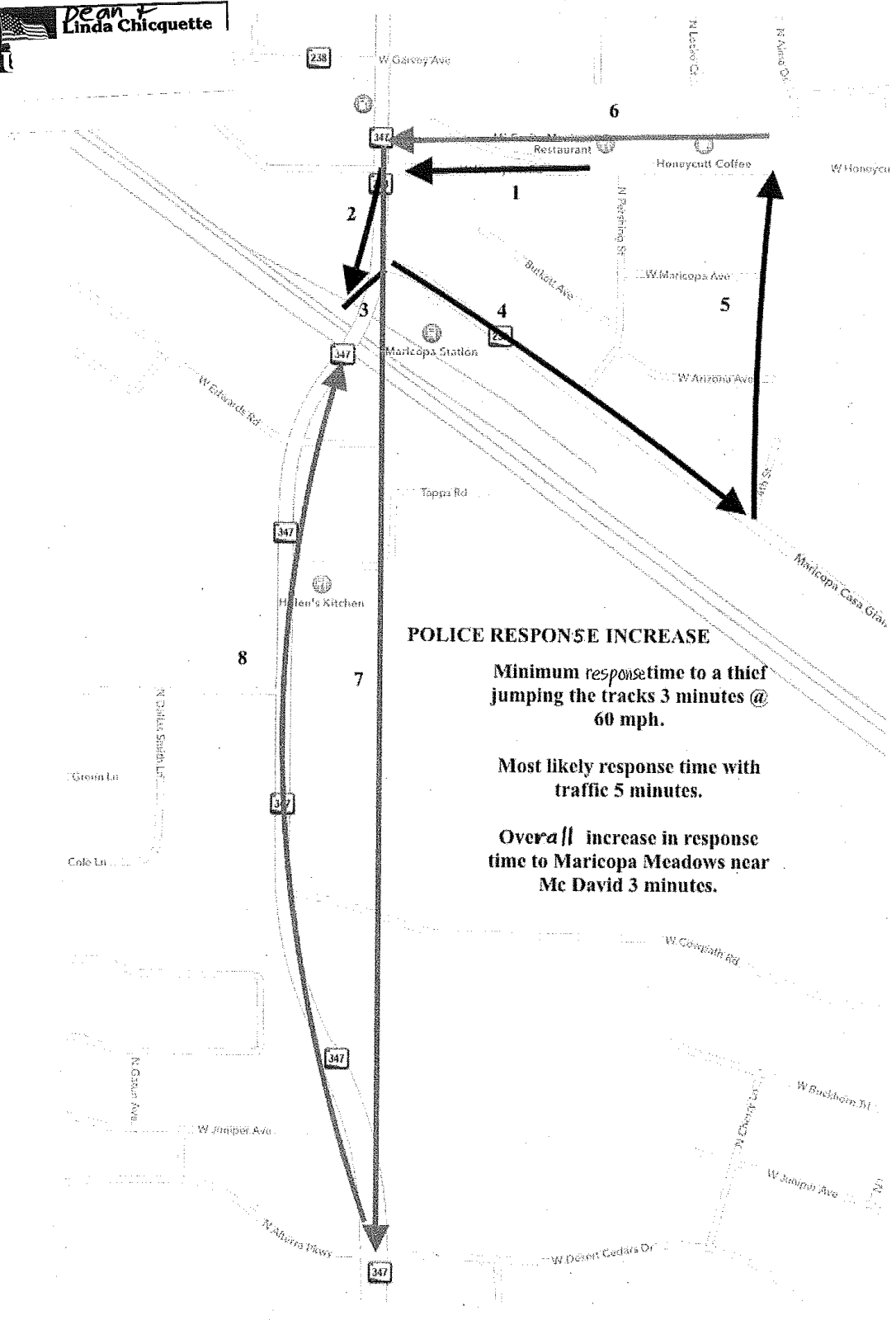
Proposed walking time and distance round trip

238 2hrs 5.6 miles
**1/2 gallon of water consumption @ >105 deg
 with a 150% increase over existing exposure to the elements**



State Route 347 at Union Pacific Railroad

Dean & Linda Chicquette



POLICE RESPONSE INCREASE

Minimum *response* time to a thief jumping the tracks 3 minutes @ 60 mph.

Most likely response time with traffic 5 minutes.

Overall increase in response time to Maricopa Meadows near Mc David 3 minutes.

State Route 347 at Union Pacific Railroad

Brace Gomez

Maricopa, AZ

State Route 347 / U.P. Railroad

H. ① Are Maricopa Ave and Arizona Ave going to be widened?
for Traffic?

② Paved?

③ going to get Sidewalks?

④ Street Lights?

⑤ gutters?

I. ① Is there going to be a Wall put up for all the noise
that will be with the traffic getting closer to the Residents?

② How about Safety for the Residents w/ Big Trucks coming
closer to the Homes?

3. Noise?

4. Dust?

5. Traffic?

J. When will there be a Meeting w/ Local Residents about
All this change and Movement To There Area and
All there Concens.?

R. Endy on Bolwin

Thank You
Sincerely
Stan Jay

Dec/2014

State Route 347 at Union Pacific Railroad

ROBERT C. HAMER, JR.

December 16, 2014

ADOT SR 347 – Project Team
1655 West Jackson Street
MD 126 F
Phoenix, Az 85007

COMMENT

BICYCLES

PROVISIONS SHOULD BE MADE FOR BICYCLE TRAFFIC BOTH THROUGH MARICOPA AND LOCAL BICYCLE TRAVEL AROUND MARICOPA.

THERE SHOULD BE BICYCLE LANES, 3 FOOT MINIMUM, FOR BOTH NORTH AND SOUTH TRAFFIC ON THE 347 OVER PASS, AND A "BIKE / PEDESTRIAN" PATH, MINIMUM 6 FOOT, CROSSING THE RAIL ROAD TRACKS AT GRADE LEVEL.

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Thank you,



Robert Hamer

State Route 347 at Union Pacific Railroad

Official Court Transcript

IN THE MATTER OF:)
)
STATE ROUTE 347 AT UNION)
PACIFIC RAILROAD)
)
)
)
)
_____)

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

December 3, 2014
Maricopa, Arizona
6:00-8:00 p.m.

PREPARED FOR:
THE COURT
(ORIGINAL)

REPORTED BY:
Mary Davis, RPR
Arizona CCR No. 50271



Ottmar & Associates, Inc.
3770 N. 7th Street, Suite 150
Phoenix, AZ 85014
T 602.485.1488
scheduling@ottmarassoc.com

State Route 347 at Union Pacific Railroad

12/3/2014

SR 347 Public Comment

2

Page 2	Page 4
<p>1 REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS, 2 taken on December 3, 2014, commencing between 6:00 p.m. 3 and 8:00 p.m., at Maricopa Unified School District 4 Offices, 44150 W. Maricopa-Casa Grande Highway, 5 Maricopa, Arizona, before MARY DAVIS, a Certified 6 Reporter in the State of Arizona.</p> <p>7 8 * * * * *</p> <p>9 10 I N D E X 11 PUBLIC MEMBER PAGE 12 Mayor Christian Price 3 13 Nancy Smith 5 14 Pastor Jim Johnson 7 15 Dominic Palmieri 9 16 Kent Charles 12</p> <p>17 18 * * * * *</p> <p>19 20 21 E X H I B I T S 22 EXHIBIT DESCRIPTION REFERRED 23 No. 1. Document titled "SR 347 Grade 6 24 Separation Phase III Improvements" 25</p>	<p>1 hourglass with an pinch point known as the 347 Railroad 2 tracks with the potential for four tracks to come 3 through and keep it as it is. It's just not a 4 possibility. So as that goes and on behalf of the 5 city, I would only say that that is not an option.</p> <p>6 We love option H. It still has a few 7 minor issues that we feel need to be tweaked. We'd 8 like to probably discuss those as we move closer to a 9 final design, at least from 15 percent to 30 percent 10 build, you know, especially, I think, referencing the 11 Baptist Church at that road that connects back down to 12 the 347. So I think there are some minor tweaks. But 13 as far as the flow of traffic, handling the volume in 14 the future, and those types of things, we really 15 appreciate the design of option H and we absolutely 16 feel that this is beyond a want, but rather a 17 necessity.</p> <p>18 I think we saw that with the ADOT Board. 19 They were in complete agreement with that and thus the 20 funding. So by the City of Maricopa having funding and 21 others: Pinal County; our other partners, Ak-Chin, 22 et cetera; Gila River; it clearly is an indication of 23 need and so we look forward to pushing forward on this. 24 Thank you very much. 25 * * * * *</p>
Page 3	Page 5
<p>1 MAYOR CHRISTIAN PRICE 2 My name is Christian Price. I'm the 3 mayor of the City of Maricopa. I know most of you, as 4 you know me. Thank you very much for being here. I 5 appreciate it.</p> <p>6 Obviously, the city has been a big 7 champion for this project for the last 10 years. I, 8 myself, have lived in this city for approximately 10 9 years. I live south of the tracks. I know full well, 10 much like the Ak-Chin community does, how detrimental 11 the trains can be so we have been pushing for this 12 project.</p> <p>13 You also know that I have been following 14 the ADOT Board around for the past two and a half 15 years. I'm an official groupie of them and, as such, 16 I've been lobbying to get funding as well as bringing 17 together a coalition to get that funding.</p> <p>18 As I look at these alternatives, I see 19 that it's been a wonder to see all the many things that 20 have gone into it, and I appreciate all the work that's 21 been done from FHWA to ADOT, et cetera.</p> <p>22 I think that as a no-build option, you 23 can clearly see that as this area continues to grow 24 over the next 20, 30, 40, 50 years, if this area can 25 hold 6-, 700,000 people someday, you cannot have an</p>	<p>1 NANCY SMITH 2 (Maricopa City Councilmember) 3 Hi. Thank you very much for coming. I 4 too want to thank ADOT, the study team, the City of 5 Maricopa for all the hard work that has gone into this 6 project thus far. For the two mayors sitting in the 7 front, it's come a long way since it first was 8 discussed, huh? So we're really excited about that.</p> <p>9 I'm here tonight specifically for a 10 particular passion that I have, and that is to preserve 11 as much of the history of Maricopa as possible. As you 12 guys probably know, the Heritage District was created 13 so that it gave a voice to those who were here long 14 before we incorporated as a city, and I have a passion 15 to hear them out for as much as possible.</p> <p>16 One particular thing -- and I think the 17 mayor alluded to it -- that I have of interest 18 regarding the alternative that was chosen was 19 specifically down to the south point of the chosen 20 path, right down here, regarding the First Baptist 21 Church. And although the First Baptist Church is not 22 technically in the Heritage District, it is a part of 23 our heritage. It's a part of our history. It's been a 24 church that's been around for 60 years, and so I'm here 25 to propose a possible alternative.</p>

OTTMAR & ASSOCIATES 602-485-1488
www.ottmarassoc.com



State Route 347 at Union Pacific Railroad

12/3/2014

SR 347 Public Comment

3

Page 6	<p>1 I like the H plan. We all know that it is 2 going to impact the Heritage District, and so in some 3 way we know that it's going to be impacted. But if we 4 could save one part of it through an alternate, then I 5 would like to see that happen. And that alternate is 6 basically sliding this road as it comes down over on 7 the other side of the church and bringing it in -- 8 actually, if you look at the angle that the 347 9 currently comes in at and you use that same angle over 10 here, to me that says that there's a possibility of 11 saving the First Baptist Church and keeping the 12 majority of the H plan.</p> <p>13 And with that, I'd like to leave you with a 14 quote that I actually found, and it just falls in line 15 nicely with, I think, the spirit of what I'm trying to 16 discuss. It comes from the head of the Nature 17 Conservancy, John Sawhill. It says: In the end our 18 society will be defined not only by what we create, but 19 what we refuse to destroy.</p> <p>20 So I'm asking you to consider not destroying 21 the First Baptist Church. Thank you. 22 (Exhibit No. 1 was marked.) 23 24 * * * * 25</p>	Page 8	<p>1 anybody from a right-of-way -- my understanding is that 2 the city is doing most of the right-of-way discussions 3 or, I guess, ADOT would be -- the City? ADOT? 4 Okay. So I would like to preserve the 5 church because we've grown from about 20 to 25 people 6 when I first came here in 2001, and we're running about 7 220 now. So that's displacing a lot of people, having 8 to find a different location and pay for that, plus pay 9 for the building, the relocation expenses. And I 10 understand that you guys have set money aside for that, 11 but we want to try to stay on our site if at all 12 possible because of the historic significance of First 13 Baptist Church of Maricopa.</p> <p>14 And with that, I will turn it back over 15 to you. And that's unusual for a pastor to speak under 16 three minutes. 17 * * * * 18 19 20 21 22 23 24 25</p>
Page 7	<p>1 PASTOR JIM JOHNSON 2 I'm Pastor Jim Johnson of the First 3 Baptist Church. I've been there for about 13 and a 4 half years. I've been living out here since 2001 and 5 so I've seen a lot of the growth that has come along.</p> <p>6 I know that the person that gave the 7 environmental study said there was no cultural, as he 8 put it, sites impacted. Well, First Baptist Church is 9 a cultural site. It's been there for 60 years, as of 10 November 14th, 1954. The building was -- the original 11 building was built and it's still there. We just 12 remodeled it.</p> <p>13 I do want people to know -- we know -- we 14 suffer through the Amtrak trains on the south side of 15 the lot as a church, but we're on the highway. We are 16 a community resource for a lot of different things. 17 And if we could somehow slide that curve back around, 18 as Ms. Smith so eloquently put it, that would be great. 19 I know I've been at most of the meetings or have had 20 someone at the meetings that you've had, and the 21 modified F5 had that curve around the church. And if 22 that's not the case, then I will tell you this: First 23 Baptist Church does not want to hold up progress for 24 this city because we love this city. We have people 25 that love this city, and we are willing to deal with</p>	Page 9	<p>1 DOMINIC PALMIERI 2 (Shops at Maricopa Village, LLC) 3 Thank you. And, Pastor, let's hope that 4 God works in mysterious ways on this one for sure, for 5 you guys.</p> <p>6 I'd like to address the fact in the slide 7 that you have that was referred to and labeled as "next 8 steps." There were, I think, eight of them, as I 9 recall. But in any event, the one that I noticed that 10 was not there, but we did talk about in the beginning, 11 was the impact to the businesses. And I haven't seen 12 anything that showed anything regarding no economic 13 assessment. There was assessments for cultural, for 14 all the other things, but there was really nothing for 15 economic; although we talk about it and we say, well, 16 we're going to make sure we minimally impact the 17 businesses in Maricopa.</p> <p>18 We own a shopping center. It's a small 19 one. We're very proud of it. We think we do a good 20 job. We have six phenomenal tenants in there. It's 21 right here, just a little bit south of Hathaway, right 22 here at the corner where the Sun Life Medical Plaza is.</p> <p>23 Two years ago we had ADOT work with us. 24 ADOT spent a lot of time on resources, legal. We spent 25 a lot of time and money in trying to establish access</p>



State Route 347 at Union Pacific Railroad

12/3/2014

SR 347 Public Comment

4

<p style="text-align: right;">Page 10</p> <p>1 into our center from the northbound lanes. There's 2 proposed hotels and some restaurants, freestanding, 3 that were going to go on the opposite side of the road 4 from us. We thought we had come to something that was 5 agreeable. We thought it was going to work and, of 6 course, now this new overpass impacts that and changes 7 some of those plans. 8 What we want to make sure that is 9 considered is that the businesses -- we have six owners 10 and their tenants that have spent their life savings, 11 have given the last eight years of being in there -- 12 and our family as well, in trying to make the Heritage 13 District Old Town, right there in Maricopa, a viable 14 business. We generate a lot of sales tax. We have 15 over 100 jobs in that shopping center. And as it 16 stands right now -- and I know that things will tweak 17 and change -- we want to make sure that the panel 18 considers and works with us to get the proper access 19 from the northbound side because of the infrastructure 20 that's there with the frontage road. 21 So with that, I hope that you guys will 22 consider that and keep us in the loop. I've reached 23 out to some of your team to do that. And I will leave 24 you with a quote as well. I have a quote as well. 25 Mr. Henry Ford said: If you think you can or you think</p> <p style="text-align: right;">Page 11</p> <p>1 you can't, you're probably right. 2 So let's work on the "think you can." 3 And I'm sure that there's enough smart people in this 4 room to make this work for the businesses in Maricopa 5 because Maricopa needs their business. The economic 6 impact is hugely important in this project and keeping 7 our guys viable. Thank you. 8 9 * * * * * 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 12</p> <p>1 KENT CHARLES 2 (Maricopa Veterans Center) 3 Good evening. I'm Kent Charles with the 4 Maricopa Veterans Center, and I want to thank you for 5 preserving the building that we're occupying. We're 6 just north of the Rotary Park there, and it looks like 7 the Casa Grande-Maricopa Highway over to Honeycutt is 8 going to go right next to our building. And our 9 building is used for a number of purposes besides the 10 veterans. We have several churches that meet there. 11 We also have community groups, such as HOAs and some of 12 the environmental groups that use the building. 13 And the alignment of the highway, looking 14 at the map, looks like it's going to move considerably 15 closer to the building than it has been in the past. 16 The road that goes by us now is virtually unused, you 17 know, being a residential area of very little traffic. 18 So it looks like it's going to go from very low traffic 19 to a significant amount of traffic going right next to 20 the building. And because of that, I'd like you to 21 consider some type of a sound barrier. Perhaps you 22 could do something that just kind of separates the 23 building from the right-of-way through there that would 24 help us with sound control so we don't have a lot of 25 impact from that.</p> <p style="text-align: right;">Page 13</p> <p>1 The other thing that I noticed is, it's going 2 to take away a significant part of our parking in the 3 area. We're going to lose at least a dozen parking 4 spots. And the way that I'm looking at the map anyway, 5 with the Rotary Park being mostly used up with the 6 roadway that's going to curve around and go north, 7 perhaps there's some space there that could be used for 8 additional parking for the VA Center. 9 So I don't know what the land use requirements 10 are or what they're planning to do with that piece of 11 property, but if it's possible to put parking in there 12 for the VA Center to make up for the loss that we're 13 going to suffer, I'd appreciate that as well. 14 That's all of my comments. Thank you. 15 (Concluded at 7:31 p.m.) 16 17 18 19 20 21 22 23 24 25</p>
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State Route 347 at Union Pacific Railroad

12/3/2014

SR 347 Public Comment

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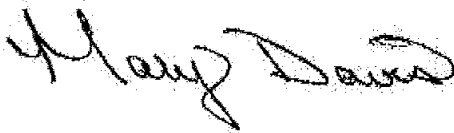
1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were
5 taken before me; that the witness before testifying was
6 duly sworn by me to testify to the whole truth; that
7 the foregoing pages are a full, true and accurate
8 record of the proceedings, all done to the best of my
9 skill and ability; that the proceedings were taken down
10 by me in shorthand and thereafter reduced to print
11 under my direction.

12 I CERTIFY that I am in no way related to any of
13 the parties hereto nor am I in any way interested in
14 the outcome hereof.

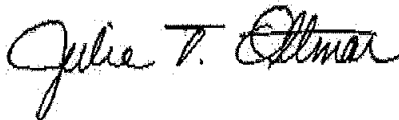
15 { } Review and signature was requested.
16 { } Review and signature was waived.
17 {X} Review and signature was not required.

18 I CERTIFY that I have complied with the ethical
19 obligations set forth in ACJA 7-706(F)(3) and ACJA
20 7-206 (J)(1)(g)(1) and (2), Dated at Phoenix, Arizona,
21 this 15th day of December, 2014.

22 

23 _____
24 MARY DAVIS, RPR - Digital Signature
25 AZ Certified Court Reporter No. 50271

26 I CERTIFY that OTTMAR & ASSOCIATES, INC., has
27 Complied with the ethical obligations set forth in ACJA
28 7-206 (J)(1)(g)(1) through (6).

29 

30 _____
31 OTTMAR & ASSOCIATES, INC.
32 AZ Registered Reporting Firm No. R1008

33 OTTMAR & ASSOCIATES 602-485-1488
34 www.ottmarassoc.com

Appendix B Cultural Resources Consultation

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U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

4000 North Central Avenue
Suite 1500
Phoenix, Arizona 85012-3500
Phone: (602) 379-3646
Fax: (602) 382-8998
<http://www.fhwa.dot.gov/azdiv/index.htm>

January 22 , 2015

In Reply Refer To:

STP-347-A(204)A
TRACS No. 347 PN 172 H7007 01L
SR 347 at UPRR Grade Separation
Initial 106 Consultation
"no adverse effect"

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are proposing to construct a grade-separated crossing of the Union Pacific Railroad (UPRR) at State Route (SR) 347. The project limits extend between mile post (MP) 172.5 and MP 174.0 along SR 347 in the City of Maricopa, Pinal County, Arizona. Project activities would occur within Sections 21, 22, 27, and 28 of Township 4 South, Range 3 East (Gila and Salt River Baseline and Meridian). As this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project would occur within ADOT, City of Maricopa (City), and UPRR right-of-way (ROW). FHWA initiated consultation with the State Historic Preservation Office (SHPO), UPRR, the Hopi Tribe, Pascua-Yaqui Tribe, Yavapai-Apache Nation, and the Ak-Chin Indian Community on October 29, 2013. At the request of the Four Southern Tribes, the Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O'odham Nation have now been added as consulting parties.

The purpose of the project is to construct a separated grade crossing for the UPRR to replace the existing at-grade crossing on SR 347. The continuing rise in regional and local traffic volumes on the roadway has increased traffic congestion and lowered the operational efficiency of SR 347, and congestion is exacerbated when traffic is stopped at the existing railroad crossing to allow for the passing of freight and passenger trains. Recommendations for improvements to this portion of SR 347 have been identified and documented in the long range transportation plans and studies prepared by the State, City, and Pinal County. Improvements are needed to alleviate traffic congestion on SR 347 and to address the operational concerns created by the roadway's at-grade railroad crossing.

The scope of the project is broken down into three phases, and would include the following:

Phase I

- Relocate the Amtrak Station to the west, northeast of Garvey Avenue at approximately the Loma Drive alignment
 - Construct new segment parallel tracks to allow trains to unload/load passengers offline of UPRR's existing double tracks
 - Construct new passenger platform
 - Construct new passenger station and parking lot
 - Demolish the existing AMTRAK Maricopa Station and passenger platform

Phase II

- Construct a three-lane arterial roadway connection between the Maricopa-Casa Grande Highway (MCGH) and Honeycutt Road approximately one-quarter mile east of existing SR 347
- Install a 3 way traffic signal at new MCGH/Honeycutt Road intersection
- Improve/widen Honeycutt Road between SR 347 and the new intersection with MCGH
- Relocate SR 347 signalized intersection from MCGH to Honeycutt Road
 - Modify existing SR 347 at new SR 347/Honeycutt Rd intersection to accommodate necessary turn lanes
- Close MCGH to through traffic approximately 450 feet east of SR 347

Phase III

- Construct a grade separated crossing of the UPRR tracks
- Realigning SR 347 to the east of its existing alignment to accommodate the bridged UPRR track crossing
- Construct a frontage road on the existing MCGH west of 4th Street that will terminate in a cul-de-sac east of SR 347 to provide access to existing residences
- Construct a one-way road to enable southbound SR 347 traffic to connect with MCGH (this route would cross under the proposed grade-separated crossing and parallel the proposed frontage road on the existing MCGH alignment)
- Realign Honeycutt Avenue to create a new signalized intersection with the realigned SR 347.
 - The new Honeycutt Ave/SR 347 intersection will include additional left- and right-turn lanes
- Close the existing SR 347/UPRR crossing by constructing a cul-de-sac at the end of the existing SR 347 south of the UPRR tracks

New ROW, temporary construction easements, and geotechnical investigations would be required for this project. The area of potential effects (APE) for this project includes: the existing Maricopa Road/SR 347 ROW between MP 172.5 and 174.0; the existing AMTRAK passenger station parcel at the northeast corner of SR 347 and the UPRR; a variable 336 to 110-foot wide corridor along Honeycutt Road between SR 347 and 350ft east of 4th Street; a variable 129 to 110-foot wide corridor along 4th Street between Honeycutt Road and MCGH; a variable 245 to 110-foot wide corridor along MCGH between SR 347 and 850ft east of 4th Street; isolated areas near the existing SR 347/Edwards Avenue intersection; a variable 120 to 110-foot wide corridor along Honeycutt Avenue from the existing intersection with SR 347 to approximately 400ft west; and a variable 160 to 336-foot wide corridor along SR 347 between Hathaway Avenue and Alterra Parkway. The total area of new ROW required for the proposed alignment alternative is 31.2 acres. TCEs would be required at various locations within the existing UPRR ROW within 0.5 mile on either side of the existing SR 347 crossing. The proposed site of the new AMTRAK station would be approximately 4,000 to 5,000 feet northwest of the existing AMTRAK station, northwest of the intersection of Roosevelt and Garvey Avenues and may extend up to 500 feet northeast of the existing tracks. The majority of improvements, including a new rail-spur and passenger platform, would be made within the existing UPRR ROW. Construction of the new AMTRAK passenger station may impact up to 5 acres. Project area maps are included to assist you in your review.

At this time, FHWA is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the project area. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your office opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

The entire project study area was surveyed for cultural resources by Archaeological Consulting Services (ACS) in association with this project, as reported in *Class III Cultural Resources Survey and Historic Building Inventory for the Proposed State Route 347 Crossing over the Union Pacific Railroad between MP 172.5 and MP 174.0, Maricopa, Pinal County, Arizona* (Jones et al. 2013). A copy of this report in

enclosed for your review and comment. A total of seven archaeological resources, one historic structure, 48 historic buildings, and one Traditional Cultural Property (TCP) were identified as a result of this survey (Table 1).

Seventeen of these resources, all of which date to the historic period, are within the APE. Site AZ Z:2:40(ASM) is identified as the historic alignment of the Southern Pacific Railroad, now the UPRR. This resource has previously been determined eligible for listing on the National Register of Historic Places (NRHP) under Criterion A. One contributing feature, a water tower, was identified as a result of this survey and is recommended eligible under Criterion C. The water tower would be avoided by the project. The proposed project would alter the location and setting of the section of the railroad within the APE; however this would not adversely affect the characteristics that qualify AZ Z:2:40(ASM) for inclusion in the NRHP as a whole.

AZ T:16:130(ASM) is the historic Maricopa Road (SR 347), which was originally constructed in the 1930s. According to the *Interim Procedures for Treatment of Historic Roads* (November 15, 2002), SR 347 is recognized as part of the Historic State Highway System (HSHS). It is recommended as eligible for inclusion in the NRHP under Criterion D for its potential to yield important information about the development of Arizona's roadways. The section of SR347 currently retains its integrity of location; however the setting has been drastically altered over the years from a rural desert area to an urban thoroughfare, and no historic features associated with the roadway were identified during the survey. Therefore, the realignment of the section of SR347 within the APE would not adversely affect the characteristics that qualify SR 347 for inclusion in the NRHP as a whole.

AZ T:16:151(ASM) is the Maricopa-Casa Grande Highway (MCGH). This road is not part of the HSHS and is therefore not included in the *Interim Procedures for Treatment of Historic Roads*. The highway was constructed in 1922 and served as a vital corridor for farmers and residents of western Pinal County. The road played a significant role in the context of Rural Transportation Corridors in Western Pinal County (1922-1958) and retains integrity of location, association, feeling, and setting. Therefore, FHWA recommends AZ T:16:151(ASM) eligible for listing on the NRHP under Criterion A. The proposed project would not alter the location or association of the segment of AZ T:16:151(ASM) within the APE; and would not adversely affect the characteristics that qualify the MCGH for inclusion in the NRHP as a whole.

Newly recorded site AZ T:16:208(ASM) is the Honeycutt Farmstead, which was developed and occupied by C.P. Honeycutt and family from the 1950s to the modern era. All buildings associated with the property have been razed, and five features remain: two concrete slabs, a concentration of utility pipes, an earthen pit, and an irrigation lateral. Documentation of the site has exhausted the research potential of this site, and it is not considered eligible for listing on the NRHP.

Newly recorded Structure 1 is the Silver Horizon railcar displayed at the Amtrak passenger station. The structure retains integrity of design, workmanship, and materials, and is therefore recommended eligible for listing on the NRHP under Criterion C as an excellent example of a rare passenger rail car type. The current location of the railcar would be impacted by the proposed alternatives, and the owner of the railcar would move it to a new location. Because of the mobile nature of railcars, relocation would not adversely affect the eligibility of this resource.

One TCP, a roadside memorial, was identified within the UPRR ROW east of SR 347. This TCP would be avoided by all construction activities. If it can be arranged, the family that maintains the memorial may remove it prior to construction and replace it after construction has finished; or a 10-foot buffer would be established with temporary construction fencing to ensure that the memorial would not be disturbed by construction activities.

Eleven buildings of historic age were identified within the APE, within parcels that may be all or partially acquired for new ROW (Table 1). None of the buildings are associated with an event or broad pattern in

history (Criterion A); are associated with significant historical figures (Criterion B); are characteristic of a type, period, or method of construction, or represent the work of a master and most do not retain integrity of workmanship (Criterion C); or retain the potential to yield important information about the past (Criterion D). Therefore, none of these buildings are recommended eligible for listing in the NRHP.

The AMTRAK Maricopa passenger station that would be acquired and demolished does not meet the age requirement for historic resources and has not achieved significance in its own right during the last 50 years. This building is considered not eligible for listing on the NRHP, therefore the acquisition and removal of the building would not constitute an effect to an historic property.

Based upon the above information, FHWA has determined that a finding of "no adverse effect" is appropriate for this project. Please review the enclosed report and the information provided in this letter. If you agree with FHWA's finding of project effect, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Specialist Sara Ferland at (602) 712-6371 or e-mail sferland@azdot.gov.

Sincerely yours,

KSP Karla S. Petty
Division Administrator

Signature for GRIC Concurrence
STP-347-A(204)A

Date

cc:

Barnaby Lewis, Tribal Historic Preservation Officer, P.O. Box 2140, Sacaton, AZ 85147
(w/enclosure)

Kyle Woodson, Director, Cultural Resource Management Program, P.O. Box 2140, Sacaton, AZ
85147 (w/enclosure)



FEB 2 - 2015
GILA RIVER INDIAN COMMUNITY

POST OFFICE BOX 2140, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162
Fax: (520) 562-5083

January 29, 2015

Karla S. Petty, Division Administrator
U. S. Department of Transportation
Federal Highway Administration, Arizona Division
4000 North Central Avenue, Suite 1500
Phoenix, Arizona 85012-3500

RE: STP-347-A(204)A TRACS No. 347 PN 172 H7007 01L, SR 347 at UPRR Grade Separation, Initial Section 106 Consultation, No Adverse Effect

Dear Ms. Petty,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation document dated January 22, 2015. The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are proposing to construct a grade-separated crossing of the Union Pacific Railroad (UPRR) at State Route (SR) 347 in the city of Maricopa, Pinal County, Arizona. Project limits extend between mileposts 172.5 and 174. There will be three phases of work: Phase I will be relocating the Amtrak rail station, construction of new parallel tracks, construction of a new passenger platform, construction of a passenger station and parking lot, and demolition of the existing Amtrak Maricopa Station; Phase II will include construction of a three-lane roadway connecting the Maricopa-Casa Grande Highway (MCGH) and Honeycutt Avenue, installation of a 3 way traffic signal, improvement of Honeycutt Avenue, relocation of the SR 347 intersection from the MCGH to Honeycutt Avenue, and partial closure of the MCGH; and Phase III will include construction of a grade separated crossing of the UPRR tracks (bridge), realignment of SR 347, construction of a frontage road for resident access, construction of a one-way road for southbound SR 347 traffic to access the reconfigured MCGH, realignment of Honeycutt Avenue, and closure of the existing SR 347 and UPRR crossing. Geotechnical investigations are required and no new right-of-way (ROW) is necessary for the undertaking.

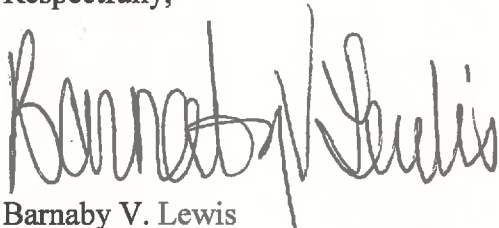
The proposed project area has been archaeologically surveyed with seven sites, a historic structure, forty-eight (48) historic buildings, and one Traditional Cultural Property (TCP) identified and recorded within the ROW: 1) Site AZ Z:2:40(ASM) is identified as the Southern Pacific Railroad (SPR) which is considered a Register eligible property. The SPR will not be affected by this undertaking; 2) AZ T:16:130(ASM) is identified as the historic Maricopa Road/SR 347. SR 347 is considered a Register eligible property but will not be affected by this undertaking; 3) AZ T:16:151(ASM) is identifies as the MCGH which is considered a Register eligible property. The qualities that make the

MCGH Register eligible will not be affected by this undertaking; 4) AZ T:16:208(ASM) is identified as the Honeycutt Farmstead. The farmstead is not considered a Register eligible property; 5) The Silver Horizon railcar on display at the existing Amtrak station is considered a Register eligible property. The railcar will be relocated and will not be affected by this undertaking; 6) A roadside memorial, identified and recorded as a Traditional Cultural Property recognized by the Ak-Chin Indian Community, will be relocated, with family consent, and will not be affected by this undertaking; 7) Eleven buildings of historic age were identified within the project area and none are considered Register eligible properties; and 8) The Amtrak station has been evaluated and is not considered a Register eligible property. The FHWA has made a finding of no adverse effect for this undertaking'

The GRIC-THPO concurs with a finding of no adverse effect the undertaking. The cultural resources survey report is an adequate, acceptable document. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'odham Nation). The GRIC-THPO defers to the Ak-Chin Indian Community as lead in the consultation process.

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

A handwritten signature in black ink, appearing to read "Barnaby V. Lewis". The signature is fluid and cursive, with the first name being the most prominent.

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community