

SCRIPT

Title	Script
<p>1. Self-ID Survey Kimberly</p>	<p>*Self-ID survey will be displayed prior to the meeting beginning*</p> <p>Before we get started, if you wouldn't mind, please take our anonymous self-ID survey to help ADOT understand who attends our public meetings. Thank you.</p>
<p>2. Title Slide Kimberly</p>	<p>Good evening and thank you for joining us for our presentation of the SR 347 Corridor widening and intersection improvements. My name is Kimberly Larson, Community Relations Project Manager with ADOT.</p>
<p>3. Welcome Kimberly</p>	<p>Before we get our presentation underway, I would like to go over a few important details about tonight's meeting.</p> <p>The restrooms are located in the lobby where you entered the building.</p> <p>The emergency exits are located to my left. If an emergency arises, please exit through these doors and gather away from the building.</p> <p>Please be sure to mute your cell phone or any other mobile devices you may have.</p> <p>Members of the project team will be available throughout the meeting to assist with the question-and-answer session, at the check-in table and in the open house area to answer questions. All of our team members will be wearing name badges to help you identify them.</p> <p>We also want to make everyone aware that we have Spanish interpreters present this evening to assist anyone who needs interpretation. I would like to introduce NAME and NAME (interpreters come to the front and ask if anyone needs assistance in Spanish).</p>
<p>4. Meeting Purpose Kimberly</p>	<p>We are here tonight to provide specifics on the proposed State Route 347 Corridor improvements and give you the opportunity to ask questions and provide any comments. Based upon your feedback, ongoing agency discussions and the engineering and environmental investigations and documentation, the project teams will be ready to move forward into more detailed design and environmental work.</p> <p>And with that, I would like to introduce our main presenter for this evening, our corridor manager Trent Kelso.</p>

Title	Script
<p>5. SR 347 Corridor Trent</p>	<p>Thank you, Kim, and thank you all for being here tonight.</p> <p>I'd like to start off with some background on why we are proposing improvements to SR 347.</p> <p>The Maricopa Association of Governments (MAG) published a planning-level study in June 2022, that concluded, without improvements the future traffic volumes on SR 347 will exceed the existing roadway capacity resulting in unacceptable and failing operations (in other words traffic backups and extreme congestion).</p> <p>The study recommended widening SR 347 from 2 to 3 lanes in each direction into the median, as well as converting the Riggs Road at-grade intersection into a traffic interchange. In addition, the study recommended reconfiguring other intersections along SR 347 to improve traffic flow and safety.</p>
<p>6. Overview Trent</p>	<p>Here is a map of the 13-mile-long corridor, which is contained entirely within the Gila River Indian Community. The green line indicates the proposed corridor widening, the yellow star indicates the location of the proposed new interchange at Riggs Road and the red circles indicate the other intersections proposed for improvements.</p>
<p>7. Public Involvement Trent</p>	<p>It's important for ADOT to receive input from the public and our project partners to help determine the best strategies for improving SR 347.</p> <p>The first phase of our outreach efforts began in mid-2023 with the public scoping phase. The purpose of scoping is to introduce the study and seek public and agency input to identify feasible alternatives for making the improvements.</p> <p>Outreach during the scoping phase included a public survey, as well as numerous presentations to Gila River Indian Community elected and appointed bodies, as the underlying landowner on SR 347. We also coordinated with multiple Community departments and the City of Maricopa to review and provide input on various alternatives being considered.</p> <p>Through these efforts we received more than 700 public comments and valuable input to help determine Community and public preferences.</p> <p>We are now in the alternatives evaluation phase. The team has developed alternative design concepts for each of the proposed improvements and are seeking input on these tonight and also through an online survey.</p>

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<p>8. Environmental and Engineering Trent</p>	<p>Along with reaching out to the public and agencies, the alternatives were evaluated using several different environmental and engineering factors. Over the past year, the project team has been collecting data and preparing initial assessments to determine potential impacts and opportunities related to each of these factors. The project team will continue to refine these assessments, and along with the comments we receive during these meetings, prepare to move forward with final alternatives into the design process.</p> <p>One item to note from our data collection efforts is that there will be impacts to cultural resources for all of the alternatives. ADOT and its Historic Preservation Team will work with Community Cultural Resources Team and the Tribal Historic Preservation Office to determine the impacts and develop the required agreements and treatment plans.</p>
<p>9. SR 347 Corridor Widening Trent</p>	<p>So, let’s start with the proposed corridor widening.</p>
<p>10. Alternative Trent</p>	<p>Consistent with the MAG study, the project team proposes to widen SR 347 by one lane in each direction from I-10 to the northern city limits of Maricopa with a concrete median barrier separating the northbound and southbound lanes. All of the proposed widening would fit within the existing ROW. The northern section of the corridor, roughly between Maricopa Road and I-10 (indicated by the red arrow) would be widened in the median and to the outside since the median is not wide enough to accommodate the additional lanes. From Maricopa Road, south to the City Limits, the new lanes would be added entirely within the existing median. The proposed improvements would also include widening the existing bridges at Santa Rosa Wash, Santa Cruz Wash and the Gila River.</p>
<p>11. Riggs/SR 347 Study Trent</p>	<p>Next, let’s talk about the proposed improvements at Riggs Road.</p>
<p>12. Range of Alternatives Trent</p>	<p>The initial study proposed seven interchange alternatives to separate SR 347 from Riggs Road traffic on a new bridge, including the types of interchanges shown in this slide. Following agency and public scoping, the project team refined the seven alternatives down to the two diamond interchange alternatives, shown in the diagram second from the right, the tight diamond and the spread diamond.</p>

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<p>13. Spread Diamond Interchange Trent</p>	<p>The first of the two alternatives is Alternative A2, the spread diamond, with Riggs Road elevated on a bridge over SR 347. Riggs Road would be shifted to the south and SR 347 would remain in the same location it is in today. A new structure would be required on the southbound exit ramp to access the electrical substation shown in pink, which would remain in its current location between the ramp and SR 347. This is not unprecedented at an ADOT interchange but is not a desirable layout for access to the substation.</p>
<p>14. Shifted Tight Diamond Interchange Trent</p>	<p>The 2nd alternative is Alternative B1, the shifted tight diamond, with SR 347 elevated on a bridge over Riggs Road. SR 347 would be shifted to the east and Riggs Road would be shifted slightly to the south from where it is today and widened. The southbound exit ramp would be to the east of the existing substation, greatly simplifying access to it.</p>
<p>15. Riggs Road/SR 347 Preliminary RA Trent</p>	<p>ADOT’s preliminary preferred alternative for Riggs Road is Alternative B1, the Shifted Tight Diamond. In comparing the two alternatives, both of them meet the project purpose and need and have similar impacts and opportunities for most of the environmental and engineering factors discussed previously. However, the benefits of constructing the shifted tight diamond with SR 347 passing over Riggs Road are that it:</p> <ul style="list-style-type: none"> ● Simplifies access to land adjacent to Riggs Road, since Riggs would remain at its existing grade ● Provides improved access to the substation ● Requires seven less acres of new Right of Way, with 31 total acres of tribally owned right of way needed. ● Allows for direct passage of oversized vehicles traveling on SR 347 whereas Alternative A2 would require the oversized vehicles to use the new ramps to bypass the bridge structure ● And finally it would reduce the construction duration by up to three months, from 15 to 12 months, primarily due to being able to construct the bridge and ramps in fewer phases than Alternative A2.
<p>16. Casa Blanca Road Trent</p>	<p>Now, Let’s take a look at the alternatives for the four other intersections along the corridor, indicated by the red circles. Let’s start at the bottom with the Casa Blanca Road intersection.</p>
<p>17. Casa Blanca Road Trent</p>	<p>This intersection currently operates as a signalized Standard T intersection. The project team looked at two alternatives for improving this intersection 1) Reconstructing the intersection as a Florida T intersection, and 2) Improving the existing Standard T intersection. The results of the evaluation and ADOT’s preliminary preferred alternative are presented on the following slides.</p>

Title	Script
<p>18. Casa Blanca Road Alt 1 Trent</p>	<p>Let's first look at Alternative 1, reconstructing the intersection as a "Florida T". CLICK</p> <p>The main change at this intersection would be having westbound traffic turning left from Casa Blanca Road turn into a new acceleration lane rather than into the existing southbound through lanes on SR 347. The turning traffic would be separated from the through lane by a striped buffer at least four feet wide. CLICK</p> <p>Providing this separation as well as over a quarter mile long acceleration lane, will allow for safe merging of the traffic into the southbound SR 347 traffic, which will not have to stop under this alternative. CLICK</p> <p>A dedicated right turn lane connected to an acceleration lane on northbound SR 347 would allow for free flow right turn movements and safer merging. CLICK</p> <p>The northbound right-turn lane on SR 347 would be made longer to give vehicles more space to slow down before turning. CLICK</p> <p>Similarly, the southbound left-turn lane on SR 347 would be made longer to give vehicles more space to slow down and queue up while waiting to turn.</p>
<p>19. Casa Blanca Road Alt 1 Animation Trent</p>	<p>Here is an animation of signalized Florida T intersection, with the green arrow indicating how each direction of traffic moves.</p>
<p>20. Casa Blanca Road Alt 1 Trent</p>	<p>Here is the proposed Florida T configuration zoomed out a bit. The blue shading indicates the widening of the Santa Cruz wash bridge and the yellow highlighting indicates the proposed turn lane improvements as well as the free flow southbound traffic.</p>
<p>21. Casa Blanca Road Alt 2 Trent</p>	<p>The second alternative considered is to Improve the Standard T that is out there today. CLICK</p> <p>Similar to the Florida T, a free flow right turn lane from Casa Blanca Road would be added, along with an acceleration lane on northbound SR 347 to allow vehicles to get up to speed before merging. CLICK</p> <p>The southbound left-turn lane on SR 347 would be made longer to give vehicles more space to slow down and queue up while waiting to turn. CLICK</p> <p>And finally, northbound right-turn lane on SR 347 would be made longer to give vehicles more space to slow down before turning. CLICK</p> <p>The major difference between this and the Florida T is that SR 347 southbound traffic has to stop at the signal to allow left turns from Casa Blanca Road as it currently does today.</p>

Title	Script
<p>22. Casa Blanca Road Alt 2 Trent</p>	<p>Here is the improved Standard T configuration zoomed out a bit.</p> <p>Like the other slide, the blue shading indicates where the bridge over the wash would need to be widened and the yellow highlighting indicates the turn lane improvements.</p>
<p>23. Casa Blanca Road PPA Trent</p>	<p>ADOT’s Preliminary Preferred Alternative at Casa Blanca Road is the Florida T with the four-foot separation buffer since it reduces total intersection delay from 37 seconds to 8 seconds per vehicle compared to the Improved Standard T (144-second delay in 2050 if we do nothing). Allows for free-flow Southbound SR 347 traffic improving signal timing options and travel time reliability and provides a dedicated acceleration lane for Casa Blanca Road vehicles turning left onto SR 347 allowing a safer merge over Standard T alternative (vehicles turn into the SB lanes with the Standard T rather than a dedicated lane).</p>
<p>24. Borgia Road Trent</p>	<p>Moving north, let’s look at Borgia Road, or Sacate Road. The ADOT preliminary preferred alternative is to provide a right in right out at this intersection as well as widening Borgia Rd at the intersection.</p>
<p>25. Borgia Road PPA Trent</p>	<p>Here’s a demonstration of the proposed improvements. CLICK On SR 347, a northbound right-turn lane would be added to allow vehicles to slow down before they turn. CLICK A northbound acceleration lane would be added to allow free-flow right-turning vehicles to get up to speed before merging into SR 347 traffic.</p> <p>If needed, for the small amount of vehicles going to and coming from southbound SR 347, which is separated by a concrete barrier, a U-turn would be required at either Mammoth Way or Casa Blanca Road, where those turning movements are allowed.</p>
<p>26. Mammoth Way Trent</p>	<p>Now let’s move on to the Mammoth Way intersection.</p>
<p>27. Mammoth Way Trent</p>	<p>This intersection currently operates as a signalized Standard T intersection. Two alternatives were evaluated 1) Improving the existing Standard T intersection, 2) Reconstructing the intersection as a Florida T intersection. Due to the high volume of concrete trucks and heavy vehicles using this intersection, the Improved Standard T was identified as the Preliminary Preferred Alternative.</p>

Title	Script
<p>28. Mammoth Way Trent</p>	<p>CLICK On SR 347, the northbound right-turn lane would be made longer to give vehicles more space to slow down before they turn.</p> <p>CLICK Similarly, the SR 347 southbound left-turn lane would also be extended to give vehicles more space to slow down and wait before they turn.</p> <p>CLICK A free flow right turn lane with a longer acceleration lane would be added so traffic turning right from Mammoth Way would no longer have to stop at the intersection.</p>
<p>29. Mammoth Way Animation Trent</p>	<p>Here is an animation of the improved Standard T, with the green arrows indicating how each direction of traffic moves.</p>
<p>30. Mammoth Way Trent</p>	<p>Here is the proposed configuration at SR 347 and Mammoth Way zoomed out a bit to see more of the proposed improvements. During our outreach, Gila River Sand and Gravel has expressed an interest in a connection to SR 347 from the west, as indicated by the red circle. Discussions for including this feature in the project are continuing.</p>
<p>31. Maricopa Road Trent</p>	<p>Now we move north to Maricopa Road.</p>
<p>32. Maricopa Road PPA Trent</p>	<p>The existing intersection configuration is a signalized Florida T. Two intersection configurations were evaluated 1) Improve the existing Florida T, 2) or convert the intersection to a Standard T. Since the Standard T will not move as much traffic, Improving the Florida T with the listed improvements is ADOT’s Preliminary Preferred Alternative.</p> <p>There is considerable development planned by the Community in the Wild Horse Pass area. With the future improvements at the SR 347/I-10 interchange as well as the potential addition of a Koli Road interchange on I-10, traffic patterns at this intersection could change significantly in the future. Once the planned development and I-10 interchange improvements have been constructed, this intersection should be studied further to determine whether additional improvements are needed.</p>

Title	Script
<p>33. Maricopa Road Trent</p>	<p>This is what the proposed improvements would look like. CLICK The acceleration lane onto northbound SR 347 would be extended to give vehicles adequate distance to get up to speed. CLICK Traffic turning right from Maricopa Road would also no longer have to stop at the intersection because they would have a free-flow turn lane connected to an acceleration lane on SR 347. CLICK On SR 347, the southbound right-turn lane would be made longer to give vehicles more space to slow down before they turn. CLICK A second SR 347 northbound left-turn lane would be added to improve traffic flow through the intersection. CLICK As it exists today, the northbound through traffic doesn't need to stop.</p>
<p>34. Timeline Trent</p>	<p>As I mentioned before, there is only funding for a portion of the improvements we discussed tonight. This graphic shows the anticipated schedule for the separate projects, moving from left to right:</p> <p>The proposed improvements at Casa Blanca Road and Mammoth Way are funded and anticipated to begin construction in late 2025. Construction will take approximately 12 months to complete.</p> <p>The SR 347 Widening, I-10 to city of Maricopa is currently in preliminary design and is expected to be complete in late 2025. The project is not currently funded for construction. Once funding is available, the project will take approximately two years to construct.</p> <p>For the Riggs Road interchange, we are now in the alternatives analysis phase. The next steps are to complete the design concept report and environmental studies, which are expected to be completed in 2025. The construction funding for this interchange was deferred earlier this year.</p> <p>Now I'll turn it back over to Kim.</p>

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<p>35. How to Comment Kimberly</p>	<p>Thank you, Trent.</p> <p>Public involvement is a very important part of the planning process, and we want to ensure that you are able to provide your input in a variety of ways.</p> <p>You can submit your comments this evening at our comment station, or online either on your computer or mobile device, by visiting azdot.gov/SR347comment or by scanning the QR code on the screen.</p> <p>You can submit comments via email to KLarson@azdot.gov or call us at 855-712-8530.</p> <p>Finally, you can mail your comments to ADOT Community Relations, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007.</p>
<p>36. Q&A Kimberly</p>	<p>That concludes our presentation. We will now open up the floor for questions and comments. If you would like to ask a question or make a comment, you may line up behind the microphone or raise your hand and we will bring the microphone to you. I would also like to introduce Michael Grandy, one of ADOT’s consultants on the project, who will help answer some of your questions. There are also members of our project team in the open house area who are available to answer your questions as well. Thank you.</p>