

Public Involvement and Meetings Summary

SR 347 Corridor Projects Widening and Intersection Improvements

Public Comment Period:

July 26 – Aug. 29, 2024

ADOT Project No. F0476, F0682, and F0581

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In cooperation with:

Arizona Department of Transportation
Gila River Indian Community
Bureau of Indian Affairs
Federal Highway Administration
Maricopa Association of Governments

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INTRODUCTION

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community and the Maricopa Association of Governments (MAG), and in coordination with the Bureau of Indian Affairs (BIA), is conducting study and design of several planned improvement projects on State Route 347 (SR 347) between Interstate 10 (I-10) and the city of Maricopa.

Riggs Road Traffic Interchange at SR 347

The purpose of this project is to improve traffic flow, improve regional mobility and reduce crashes by building a new grade-separated traffic interchange to separate SR 347 traffic from Riggs Road traffic with a new bridge. The study team evaluated a range of interchange design alternatives and identified a preliminary recommended build alternative (Alternative B1 - Shifted Tight Diamond), which along with public input, will be documented in the Design Concept Report (DCR) and environmental document.

Casa Blanca Road and Mammoth Way Intersections

This project seeks to improve traffic operations and safety along the SR 347 mainline and the intersections. by modifying the intersection layouts and traffic signals at Casa Blanca Road and Mammoth Way. The team presented the alternatives for these intersections. At Casa Blanca Road, a Florida T design was recommended and at Mammoth Way, improving the existing Standard T intersection was recommended. The intersections will be designed as part of the SR 347 widening project but constructed prior to the widening.

SR 347 Widening, I-10 to city of Maricopa

This project seeks to improve traffic operations and safety along the SR 347 mainline and the intersections by adding one lane in each direction on SR 347 from I-10 to the city of Maricopa. It will also include intersection improvements at Borgia Road and Maricopa Road. The preliminary preferred alternative is to widen SR 347 within the existing median between the city of Maricopa limits and Maricopa Road (milepost 187) and to widen to the inside and outside between Maricopa Road and I-10. At Mammoth Way, the preliminary preferred alternative presented is an improved standard T and at Borgia Road the preferred alternative is adding a right turn lane and right in/right out configuration. The widening project is not currently funded for construction.

Title VI Accommodations

The public outreach efforts were conducted in compliance with Title VI as outlined in ADOT's 2023 Agency [Public Involvement Plan](#).

This included:

- Including the Title VI Accommodations Notice in English and Spanish on public meeting notices and materials
- Translating Spanish and O'odham interpretation at the public meeting

PUBLIC REVIEW AND COMMENT

Beginning July 26, 2024, the public was able to provide comments on the various SR 347 Corridor Projects mentioned above. Throughout the 30-day public review and comment period (July 26 through Aug. 29, 2024), comments were accepted in the following ways:

- Public Meetings: providing written/verbal comments at one of the public meetings
- Study website: online through our comment form www.azdot.gov/SR347comment
- Email: Kimberly Larson at KLarson@azdot.gov
- Phone: 855.712.8530
- Mail: ADOT Community Relations
1655 W. Jackson, MD 126F
Phoenix, AZ 85007

PUBLIC MEETINGS

The public meetings were a significant component of the public involvement and comment process to provide information about the corridor improvements and to gather comments on the studies. The public meeting dates, times, locations and attendance are listed in Table 1.

Table 1. Public Meeting Dates and Locations

Date	Time	Location	Attendance
Tuesday, Aug. 13, 2024	5:30 – 7 p.m.	District 4 Multipurpose Building 2230 N Home Run Dr. Sacaton, AZ 85147 (Note: this meeting was only advertised to residents on the Gila River Indian Community)	38
Thursday, Aug. 15, 2024	5:30 – 7 p.m.	Maricopa Library and Cultural Center 18160 N. Maya Angelou Dr. Maricopa, AZ 85138 Redwood Rooms A/B	214

Public Meeting Notifications

Newspaper Advertisements

The team prepared and arranged for the publication of print and digital advertisements that described the proposed SR 347 Corridor Projects Widening and Intersection Improvements, provided information on how to submit comments and invited the public to attend the public meetings. ADOT placed an advertisement in the *Gila River Indian News* promoting both the Aug. 13 and 15 public meetings; all other digital ads that were placed in publications reaching the general public only advertised the Aug. 15 public meeting. The advertisements were placed in the following publications:

- Gila River Indian News – English Print (published Aug. 2, 2024)
- Pinal Central – English Digital (published Aug. 1-15, 2024)
 - 25k impressions
- inMaricopa – English Digital (published Aug. 1-15, 2024)
 - 25k impressions
- TVyMas/La Voz – Spanish Digital (published Aug. 2 – Aug. 10, 2024)
 - 252,698 impressions

Copies of print and digital advertisements can be found in Appendix A, *Public Meeting Notifications*.

ADOT Website

All information regarding the SR 347 Corridor Projects was posted online through the ADOT website at www.azdot.gov/sr347, including public meeting materials; date, time and location of the Aug. 15 public meeting; and information about the studies and comment period. All materials shown at the public meetings were posted on the website in English and Spanish and are listed below:

- Display boards
- Visualizations
- Fact sheet
- Frequently Asked Questions (FAQs)
- Public meeting presentation

Copies of the public meeting materials are included in Appendix B, *Public Meeting Materials*.

News Release/GovDelivery

Information on the proposed SR 347 Corridor Projects Widening and Intersection Improvements, how to provide comments and an invitation to attend the Aug. 15 public meeting was distributed by ADOT via GovDelivery notice and by MAG via news releases were distributed by ADOT and MAG on July 25, 2024. The GovDelivery notice was shared with 30,099 email addresses and posted on the ADOT website. The news release was distributed to local media outlets and posted on the MAG website. Four additional GovDelivery notices were distributed to remind the public of the meeting and to comment on the SR 347 Corridor Projects before the Aug. 29, 2024, deadline. The following distribution dates for the GovDelivery alert were:

- July 25, 2024
- Aug. 1, 2024
- Aug. 7, 2024
- Aug. 21, 2024
- Aug. 28, 2024

Copies of the news release and GovDelivery emails are included in Appendix A, *Public Meeting Notifications*.

Social Media

Social media content and graphics were created for 15 posts that occurred between July 26 and Aug. 29 using the ADOT social media accounts on Facebook, X and NextDoor to promote the comment period and Aug. 15 public meeting. MAG and the Gila River Indian Community also shared/posted social content to their accounts during this time. The social media posts were uploaded on the following dates:

- Nextdoor: July 26, 2024 and Aug. 1, 10, 15, 21 and 28, 2024
- Facebook: July 26 and 31, 2024, and Aug. 6, 14, 20 and 28, 2024
- X: July 26, 2024 and Aug. 7 and 20, 2024

Copies of the social media posts can be found in Appendix A, *Public Meeting Notifications*.

Direct Mailer

A direct mailer was sent by U.S. mail to all 7,414 residential and business addresses in the Gila River Indian Community to inform them of both public meetings opportunities and how to provide comments. The mailer (in English and Spanish) was distributed between July 30 and Aug. 2.

A copy of the direct mailer can be found in Appendix A, *Public Meeting Notifications*.

Poster

Two posters were created in both English and Spanish, one for residents on the Gila River Indian Community and another members of the general public, and shared at locations throughout the project area. The posters were created to provide information about each meeting, a description and schedule of the Riggs Road Traffic Interchange, the Casa Blanca Road and Mammoth Way Intersections, and the SR 347 Widening, I-10 to the city of Maricopa and commenting methods available during the comment period.

A copy of the poster is included in Appendix B, *Public Meeting Materials*.

Public Meeting Format

The two public meetings were held in person on Aug. 13 and 15, 2024. The purpose of the public meetings was to provide an overview of proposed improvements to the SR 347 Corridor and accept public comments. The public meetings were advertised to the public through various methods described in the public meeting notifications section. The in-person public meetings were held from 5:30 – 7 p.m. and followed the format in Table 2.

Table 2. In-Person Public Meeting Agenda

5:30 – 6 p.m.	Doors Open/Open House
6 – 6:30 p.m.	Formal Presentation
6:30 – 7 p.m.	Question & Answer Session/Open House

A sign-in table was available for public meeting attendees, which provided the following:

- Sign in at the door (optional and not required for attendance)
- Fact sheet in English and Spanish
- Instructions on how to provide comments
- Optional self-identification cards for people to fill out
- Title VI signs and brochures

The public meetings were held as a combination of formal presentation and an open house, and each meeting had a different floor plan. The meeting on Aug. 13 had the presentation and open house in one large room. The Aug. 15 meeting utilized two spaces, one room for the formal presentation and Q&A and an additional space for the open house, both areas are defined below:

- Area 1: open house
- Area 2: formal presentation and formal public comments

In Area 1, attendees were encouraged to view display boards, visualizations and roll plots. Study team members were available to answer questions one-on-one. Laptops, iPads and comment forms were available so that attendees could submit written comments on a comment form either on a hard copy or digitally. In Area 2, following the formal presentation, participants were able to ask questions during the Q&A portion of the meeting. Due to the capacity at the Aug. 15 meeting the presentation and Q&A session were repeated twice in Area 2.

Spanish interpreters were provided at both public meetings. In addition, an O’odham interpretation was offered at the in-person public meeting on the Gila River Indian Community (held on Aug. 13, 2024).

Public Meeting Materials

A variety of materials were made available at the public meetings. A copy of all public meeting materials can be found in Appendix B, *Public Meeting Materials*. These materials include:

- Comment forms (English and Spanish)
- Title VI/Civil Rights information and self-identification cards (English and Spanish)
- Fact sheet (English and Spanish)
- Large-format maps (rollplots)
- Display boards
- 3D visualization of proposed designs & improvements videos on two large monitors

Public Comment

All comments received during the formal comment period were reviewed for the specific issues or recommendations raised by commenters. A total of 111 comments were received by Aug. 29, 2024, the last day of the comment period, through the following methods:

- One (1) comment was received through mail
- Twelve (12) comments were received through email
- Ninety-two (92) comments were submitted through the online form
- Six (6) written comments were received at the in-person public meetings

Some of the common themes for each question on the comment form are listed below:

Riggs Road Interchange Alternative A2 (Spread Diamond)

- In agreement on the need for an overpass
- Concern over the height of the grade separation for trucks driving under

Riggs Road Interchange Alternative B1 (Tight Diamond)

- Pleased with this alternative because it requires less right-of-way
- In agreement on the need for grade separation
- General consensus for this alternative, although many commenters said they would be pleased with either option

Casa Blanca Road intersection Alternative 1 (Florida T)

- General consensus for this alternative

Casa Blanca Road intersection Alternative 2 (Improved Standard T)

- General consensus for the Florida T

Mammoth Way intersection

- Concern over the left turn lane being dangerous, would like it to be removed from the design
- Some concern over this plan not being safe enough
- Would like longer turn lanes for commercial vehicles
- Florida T would be more useful here
- An overpass would help
- Remove traffic signals to keep traffic moving instead of increasing the length of the turn lane

SR 347 corridor widening

- General consensus on the widening of SR 347
- Would like a median to be incorporated into the plan
- Agreement with the need for three lanes in each direction and the increase in capacity to keep up with growth and increase in traffic

Maricopa Road intersection

- Request to add sensors for the light to signal only when needed or to remove the traffic signal in general
- Agreement with the need for a dual left turn lane
- Pleased with longer acceleration lanes
- Generally pleased with this design

Borgia Road (Sacate Road) intersection

- No major objection or concern with these plans

Additional Comments

- General consensus on how essential the widening and improvements are
- Eagerness for these improvements and widening to commence
- Concern over people understanding how acceleration lanes work, the need for education for drivers
- Concerns over speed limit and speeding in general
- Concerns over driver safety
- Would like to see more police enforcement along SR 347
- Requests for the removal of all traffic signals along SR 347
- Concern over pedestrian and bicycle safety along SR 347
- Concern over the number of accidents on SR 347
- Concern about interstate traffic cutting through local roads on the Gila River Indian Community
- Concerns about improvements that have impacts to Gila River Indian Community lands but benefit drivers outside Gila River Indian Community lands.

A comment matrix highlighting all comments and Q&A sessions from both meetings can be found in Appendix C, *Public Comments*.

Appendix A

Public Meeting Notifications

Newspaper Advertisements

GovDelivery

News Release

Social Media

Direct Mailer

Posters



ADOT Project No. F0476, F0682, and F0581

YOUR INPUT IS IMPORTANT!

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community, Maricopa Association of Governments (MAG), and in coordination with the Bureau of Indian Affairs (BIA), is holding an in-person public meeting on Aug. 13, 2024 at 5:30 p.m. to present the proposed traffic interchange alternative at Riggs Road and State Route 347 (SR 347), as well as proposed widening and intersection improvements along SR 347 between I-10 and the northern limits of the city of Maricopa.

Proposed improvements include:

- A traffic interchange to separate SR 347 traffic from Riggs Road traffic using a new bridge.
- Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.



GET INVOLVED!

Join us at our upcoming public meeting to learn more about the project, ask questions and provide your feedback on the proposed improvements.

In-Person Public Meeting

Tuesday, Aug. 13, 2024 – 5:30 p.m.
District 4 Multipurpose Building
2230 N Home Run Dr.
Sacaton, AZ 85147

Public Meeting Agenda

5:30-6 p.m. Doors Open/Open House
6-6:30 p.m. Formal Presentation
6:30-7 p.m. Question & Answer Session/Open House

If you are unable to attend this meeting, an additional meeting will be held on Thursday, Aug. 15, 2024, at the Maricopa Library and Cultural Center located at 18160 N. Maya Angelou Dr., Maricopa, AZ 85138 in Redwood Rooms A/B at 5:30 p.m.



HOW TO COMMENT:

Comments are being accepted through **Aug. 29, 2024**, in the following ways:

- 📍 Attend one of the in-person public meetings
- 🖱️ Provide comments online: azdot.gov/SR347comment
- ✉️ Email: Kimberly Larson at KLarson@azdot.gov
- 📞 Phone: 855.712.8530
- ✉️ Mail: ADOT Community Relations, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007

Can't make either meeting? Visit our website at azdot.gov/SR347 to learn more and provide comments.

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

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

Gila River Indian News | August 2, 2024

ADOT
SR 347 Proposed Improvements:
I-10 to city of Maricopa

In-Person Public Meeting
Thursday, Aug. 15, 2024 – 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N. Maya Angelou Dr.
Maricopa, AZ 85138

Comments are being accepted through
Aug. 29, 2024.

Visit our website at azdot.gov/SR347
to learn more and provide comments.

STORY

ACE program nearly doubles in enrollment; work in progress, Lavender says

ODIE NEWELL Staff Writer Aug 14, 2024 Updated Aug 14, 2024 0

SUBSCRIBE NOW!



Trending

- 1 Driver dies after crash on SR 347
- 2 Tire failure leads to crash that closed I-10 a
- 3 CAC graduate heads to continue educ

ADOT SR 347 Proposed Improvements: I-10 to city of Maricopa

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GET INVOLVED

Join us at our upcoming public meeting to learn more about the project, ask questions and provide your feedback on the proposed improvements.

In-Person Public Meeting

Thursday, August 15, 2024 | 5:30 p.m.
Maricopa Library and Cultural Center
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18160 N. Maya Angelou Dr.
Maricopa, AZ 85138

HOW TO COMMENT:

Comments are being accepted through Aug. 29, 2024, in the following ways:

- Attend the in-person public meeting
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- Email: Kimberly Larson at KLarson@azdot.gov
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- Mail: ADOT Community Relations, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007

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ADOT Mejoras propuestas a la SR 347: I-10 a la ciudad de Maricopa

Reunión pública en persona

Jueves 15 de agosto de 2024 – 5:30 p.m.
Biblioteca y Centro Cultural Maricopa
Redwood Rooms A/B
18160 N. Maya Angelou Dr.
Maricopa, AZ 85138

Se aceptarán comentarios hasta el 29 de agosto de 2024.

Visite nuestro sitio web en azdot.gov/SR347 para obtener más información y proporcionar comentarios.

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



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ADOT
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I-10 a la ciudad
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All Govdelivery notifications: SR347 Aug 15 public meeting

July 25, 2024 Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Save the date! ADOT hosting public meeting on SR 347 Improvements Aug. 15

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3aaa40a>

ADOT

 SHARE

Save the date! ADOT hosting public meeting on SR 347 Improvements Aug. 15

Public invited to comment on proposed corridor improvements

The Arizona Department of Transportation and its project partners will hold an in-person meeting on proposed improvements to the SR 347 corridor, between I-10 and the city of Maricopa, on **Thursday, Aug. 15**.

Proposed improvements include:

- A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.
- Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions.

PUBLIC MEETING INFORMATION:

Thursday, Aug. 15, 2024 - 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N. Maya Angelou Drive
Maricopa, AZ 85138

AGENDA

5:30-6 p.m. Doors open/Open house
6-6:30 p.m. Formal presentation
6:30-7 p.m. Q&A session/Open house

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the public meeting.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person public meeting or through one of the ways listed below through **Aug. 29, 2024**:

- **Online Comment Form:** azdot.gov/SR347comment
- **Phone:** 855.712.8530
- **Email:** Kimberly Larson at KLarson@azdot.gov
- **Mail:** ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST

Visit the project website at www.azdot.gov/SR347 for more information and to subscribe to project updates by email.



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

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

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Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

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

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

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

SUBSCRIBER SERVICES:

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[Civil Rights/ADA](#) | [Derechos Civiles/ADA](#)

For more information, visit azdot.gov

Sent on behalf of ADOT using GovDelivery Communications Cloud • 206 S. 17th Ave • Phoenix, AZ 85007 • 802.712.7355



Aug. 1, 2024 Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Join ADOT for a public meeting on SR 347 Improvements Aug. 15

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3ac38aa>

ADOT

SHARE

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LEARN MORE

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Aug. 7, 2024 Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Learn about proposed SR 347 Improvements at In-person public meeting Aug. 15

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ADOT

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Learn about proposed SR 347 improvements at in-person public meeting Aug. 15

Public invited to comment on proposed corridor improvements



The Arizona Department of Transportation and its project partners will hold an in-person meeting on proposed improvements to the SR 347 corridor, between I-10 and the city of Maricopa, on **Thursday, Aug. 15**.

Proposed improvements include:

- A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.
- Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions.

PUBLIC MEETING INFORMATION:

Thursday, Aug. 15, 2024 - 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N. Maya Angelou Drive
Maricopa, AZ 85138

AGENDA

5:30-6 p.m. Doors open/Open house
6-6:30 p.m. Formal presentation
6:30-7 p.m. Q&A session/Open house

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the public meeting.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person public meeting or through one of the following ways, no later than **Aug. 29, 2024**:

- Online Comment Form: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

LEARN MORE

Visit the project website at www.azdot.gov/SR347 for more information and to subscribe to project updates by email.



Aug. 21, 2024 Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Missed the SR 347 meeting? Aug. 15 public meeting materials now online

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3b03359>

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Missed the SR 347 meeting? Aug. 15 public meeting materials now online

Last day to provide comments is Aug. 29

If you missed the Aug. 15 public meeting for the proposed improvements on SR 347, please visit the study www.azdot.gov/SR347 to learn more, view the meeting materials and provide comments.

All of the meeting materials are posted online, including exhibits of all alternatives being considered for the Riggs Road traffic interchange, the Casa Blanca Road intersection, and various intersection improvements throughout the corridor, as well as the corridor widening.

ADOT is accepting comments from the public through **Thursday, Aug. 29** in the following ways:

- Online Comment Form: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

If you are not yet subscribed to project updates via email, visit the project website at www.azdot.gov/SR347 to do so.





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Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov, download the [AZ511 app](#) or call 511.*

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Aug. 28, 2024 Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Last chance to comment on proposed SR 347 improvements is Aug. 29

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ADOT

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Last chance to comment on proposed SR 347 improvements is Aug. 29

Don't miss your opportunity to provide input

If you have input on the proposed improvements to the SR 347 corridor presented at the Aug. 15 public meeting, make sure to do so by Thursday, Aug. 29. If you missed the meeting, visit www.azdot.gov/SR347 to learn more.

All of the meeting materials are posted online, including: exhibits of all alternatives being considered for the Riggs Road traffic interchange and the Casa Blanca Road intersection, various intersection improvements throughout the corridor, as well as the corridor widening.

ADOT is accepting comments from the public through **Thursday, Aug. 29** in the following ways:

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- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

If you are not yet subscribed to receive project updates via email, visit the project website at www.azdot.gov/SR347 to do so.



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Aug. 28, 2024 Revised Email:

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: Last chance to comment on proposed SR 347 improvements is Aug. 29

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3b1b7e2>

ADOT

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Revised: Last chance to comment on proposed SR 347 improvements is Aug. 29

This alert provides corrected project web page link

If you have input on the proposed improvements to the SR 347 corridor presented at the Aug. 15 public meeting, make sure to do so by Thursday, Aug. 29. If you missed the meeting, visit www.azdot.gov/SR347 to learn more.

All of the meeting materials are posted online, including: exhibits of all alternatives being considered for the Riggs Road traffic interchange and the Casa Blanca Road intersection, various intersection improvements throughout the corridor, as well as the corridor widening.

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- **Phone:** 855.712.8530
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ADOT plans Aug. 15 public meeting on proposed SR 347 projects

Session will focus on improvements proposed between Maricopa and I-10

MARICOPA – The Arizona Department of Transportation will hold a public meeting Thursday, Aug. 15, to discuss and gather input on improvements proposed for State Route 347 between the city of Maricopa and Interstate 10.

The meeting is scheduled for 5:30 p.m. to 7 p.m. at the Maricopa Library and Cultural Center, Redwood Rooms A/B, 18160 N. Maya Angelou Drive, in Maricopa. The program will begin with a 30-minute open house, have a 30-minute presentation on preliminary recommendations and offer time for questions and comments.

The proposed improvements include:

- Widening SR 347 by one lane in each direction between I-10 and Maricopa and widening bridges at Santa Rosa Wash, Santa Cruz Wash and the Gila River: This project would also make intersection improvements at Borgia Road (Sacate Road) and Maricopa Road. Design began in 2023 and is expected to take two years. No funding is currently programmed for construction.
- Building a Riggs Road interchange with a bridge separating SR 347 traffic from cross-street traffic: A study is expected to be completed in 2025. Construction is expected to begin in late 2027 and take approximately 12-18 months.
- Improving intersections at Casa Blanca Road and Mammoth Way (cement plant access): Project design began in 2023. The project is expected to be advertised for construction in mid-2025 and take approximately 12 months to complete.

Meeting materials will be posted to the State Route 347 Corridor Projects website at azdot.gov/347 before Aug. 15.



The public is invited to provide comments at the public meeting or through one of the following ways through Thursday, Aug. 29.

- Online Comment Form: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

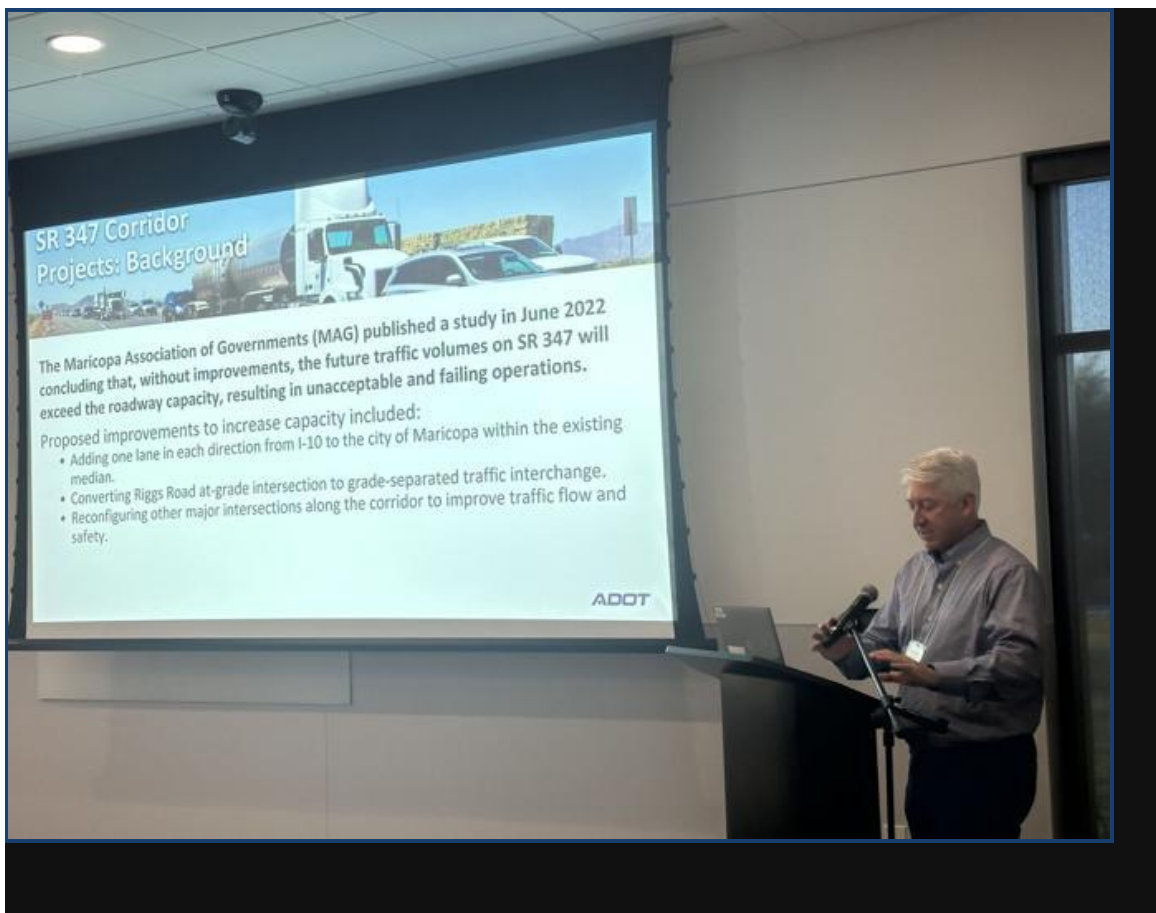
To learn more about proposed and planned SR 347 corridor improvements, please visit azdot.gov/SR347.

https://www.pinalcentral.com/maricopa_monitor/news/passions-high-as-adot-talks-sr-347-in-maricopa/article_41a9468e-5c1b-11ef-bb17-a718bc4fdd9e.html

Passions high as ADOT talks SR 347 in Maricopa

By KENNY QUAYLE Staff Writer

Aug 16, 2024 Updated Aug 21, 2024



MARICOPA Residents showed up in force Thursday evening to hear the Arizona Department of Transportation's proposed improvements to the State Route 347 corridor.

Elected officials from all levels of local government and residents both new and old packed into the Redwood Room at the Maricopa Library and Cultural Center to make their voices heard.

The packed-in audience was looking for answers and certainly got some, whether they liked them or not.

"I was told (these meetings) are a total waste of time and nothing is ever accomplished," said one speaker who did not identify himself. "With the danger on that highway and the amount of accidents we have, and the fact that we are one of the most dangerous highways around, give me one concrete thing that I can go back and tell those people we accomplished today."

ADOT has proposed improvements to several intersections, the long-awaited interchange at Riggs Road and a one-lane widening each way on SR 347 from Interstate 10 to the city limits. These improvements would go far with improving traffic and safety on the road, a concern that is close at heart to many citizens.

They care deeply about these issues, with one commenter even saying, "I would be remiss not to tell you that the 347 should be a shame on Maricopa." These improvements are especially important to ADOT because, at the current population growth rate of the city of Maricopa, the road would be unusable and completely gridlocked with traffic by 2050.

The work on the intersections at Mammoth Way and Casa Blanca Road would be completed first, with the expected completion sometime in late 2026. These projects are already funded, so they should be completed more promptly and are further along than any of the other proposed improvements.

Mayor Nancy Smith additionally made her own suggestion to ADOT for improving SR 347's intersections, requesting sensors be put in to allow the lights to operate more efficiently. This was supported by the crowd, and state Rep. Teresa Martinez, R-Casa Grande, threw her support behind this idea, in addition to making her own suggestions and statements about the proposed projects.

The proposed improvements on these intersections were met with support at first, but skepticism rose up in the audience once citizens began to question just why these intersection upgrades were to be completed before the widening of SR 347. ADOT officials countered this concern by indicating the improvements would actually be a solid step toward relieving congestion on SR 347, as the lights and current traffic patterns at the intersections play a significant role in causing traffic all the way down.

The interchange at Riggs Road, after being delayed by four years due to a funding deferment to fiscal year 2028, is expected to begin construction sometime in late 2027 with projected completion sometime in early 2029.

This deferment of funding is an obvious sore spot for many citizens, with commenters expressing worry that the funding would simply be deferred again, essentially kicking the can down the road.

"I called it about a year ago, I was worried about the Riggs Road funding being clawed back because it wasn't used for almost three years," said Bill Robertson, vice chair of the Maricopa Planning and Zoning Commission. "And sure enough, it didn't get clawed back but it got diverted for three years, and that is basically unacceptable."

The widening of SR 347, being the largest and most impactful project, would be completed by 2027, according to ADOT estimates. However, that project does not have funding yet, so even mentioning an expected completion date may be putting the cart before the horse.

ADOT put the project's start date sometime in 2025, so time is running short on securing funding for this project, but they did make assurances that funding would come from federal sources once they have the project completely ready for construction.

That funding would also be supplemented by Maricopa County's Proposition 479 ballot measure in the upcoming election, at least for the portion of SR 347 that is in Maricopa County.

That being said, with the expected price tag coming in at \$200 million, funding is certainly a concern for such an undertaking. It is, however, a vital improvement for many citizens, with everyone agreeing that something needs to be done. ADOT also proposed improvements to the intersections with Maricopa and Borgia roads as a part of this widening, adding to the cost and continuing their proposed trend of improving intersections to mitigate traffic.

However, citizens did express that some measures need to be taken now to ensure the proper operation and safety of SR 347, with separate commenters bringing up pothole filling, asphalt repair, increased law enforcement presence and light indicators.

ADOT assured the audience that driving conditions on SR 347 would improve within a month and mentioned there is a pavement preservation project in the works, already being designed and slated for fiscal year 2027. They also have already asked local law enforcement to increase patrols and enforcement on SR 347 and other local roads.

One commenter mentioned that the conditions on 347 have created "the worst bunch of damned disposition drivers in the world," a group which needs to be checked by local law enforcement. ADOT additionally already has plans in place to install more light indicators beyond the already installed (but not in operation) indicator lights at the Riggs Road intersection.

Overall, people were generally accepting of the improvements but angry about the timelines. Among the flurry of voices in the meeting, with many of those voices being unidentified commenters, it is clear that everyone has their own strong opinions and their own solutions, ranging from removing traffic lights to roundabouts and (to a response of many boos) installing a light rail line.

"I've traveled to 48 out of 50 states, and 347 is one of the worst I've ever been on," remarked one unidentified commenter.

He was not alone with this opinion, and another commenter highlighted the deaths that ADOT could prevent by improving this road sooner rather than later, saying, "If the schedule could be accelerated, that would save lives."

Some Maricopa residents are so frustrated with delays and the current state of the road, their solution is to just stop growing as a city, at least until SR 347 can handle it. But the march of progress is a hard thing to stop. Some residents are concerned that these improvements may not be enough to counter the problems facing Maricopa. "This is a Band-Aid," said one concerned commenter.

"Showing progress is important to this community," Robertson said. "If you show something happening, move some dirt, we change our attitude pretty quickly."

<https://www.inmaricopa.com/unacceptable-and-failing-hundreds-show-out-to-adot-meeting-on-sr-347/>

'Unacceptable and failing': Hundreds show out to ADOT meeting on SR 347

By **Monica D. Spencer, Reporter** —
Aug 16, 2024



Cobblestone Farms residents K.C. and Jeff Youngdale examine proposed improvements for State Route 347 during an Arizona Department of Transportation community meeting held at the Maricopa Library and Cultural Center on Aug. 15, 2024. [Monica D. Spencer]

It was standing room only at last night's meeting about [State Route 347 improvements](#).

More than 200 residents showed up to the Arizona Department of Transportation meeting to learn more about planned improvements to Maricopa's infamous highway.

Cobblestone Farms resident K.C. Youngdale was one of those attendees.

"We're just here to learn more about everything," she said. "You read this, you read that, and everybody has their own opinion. I wanted to see the plans for myself."

Her husband Jeff was encouraged by those plans.

"They seem like good ideas," he said.

You've got options

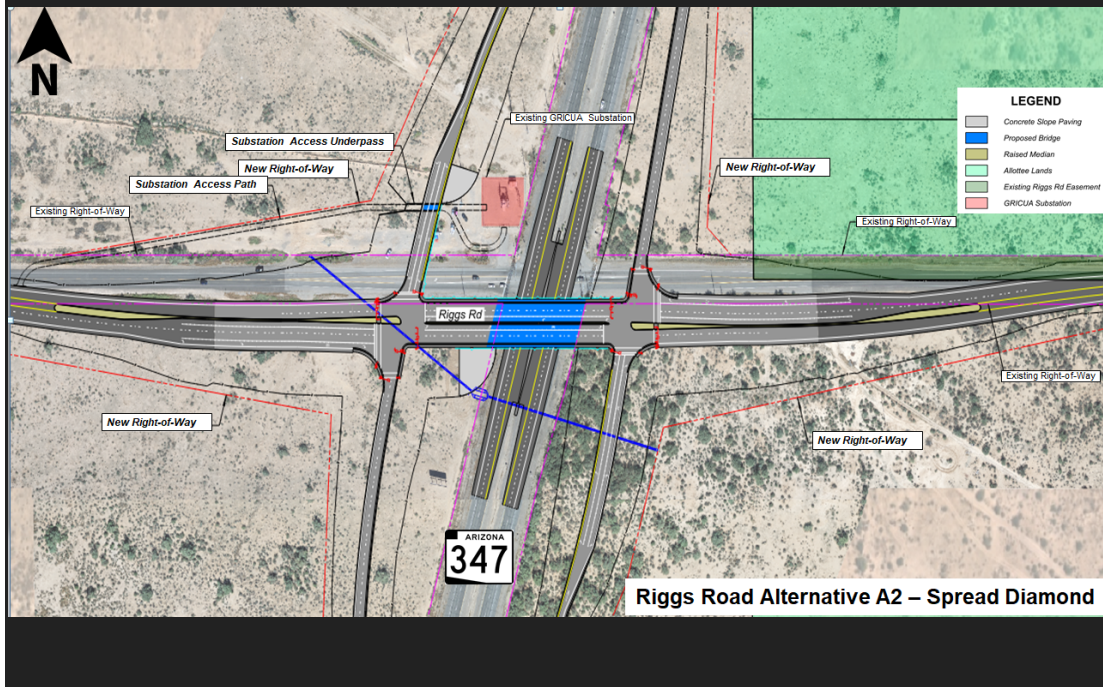
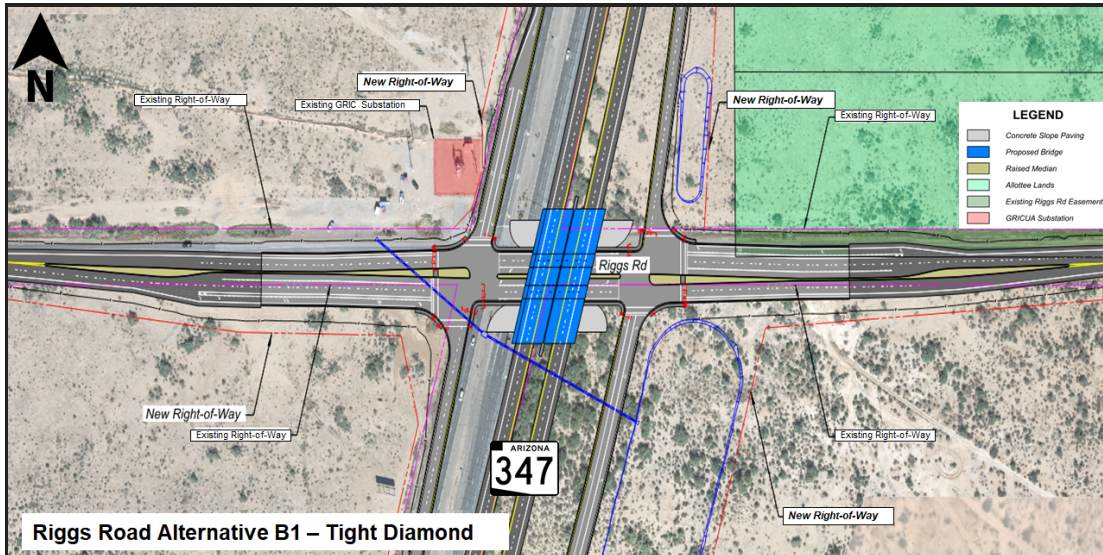
Corridor Manager Trent Kelso said ADOT plans to get cracking on SR 347 improvements over the next few years in response to a 2022 Maricopa Association of Governments study.

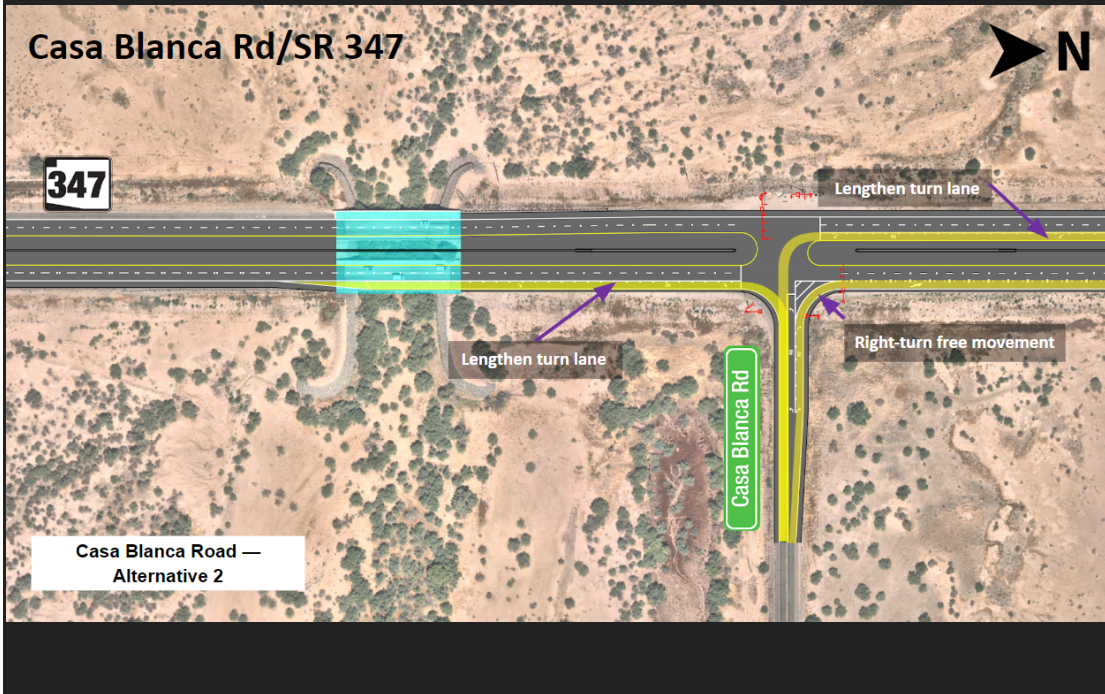
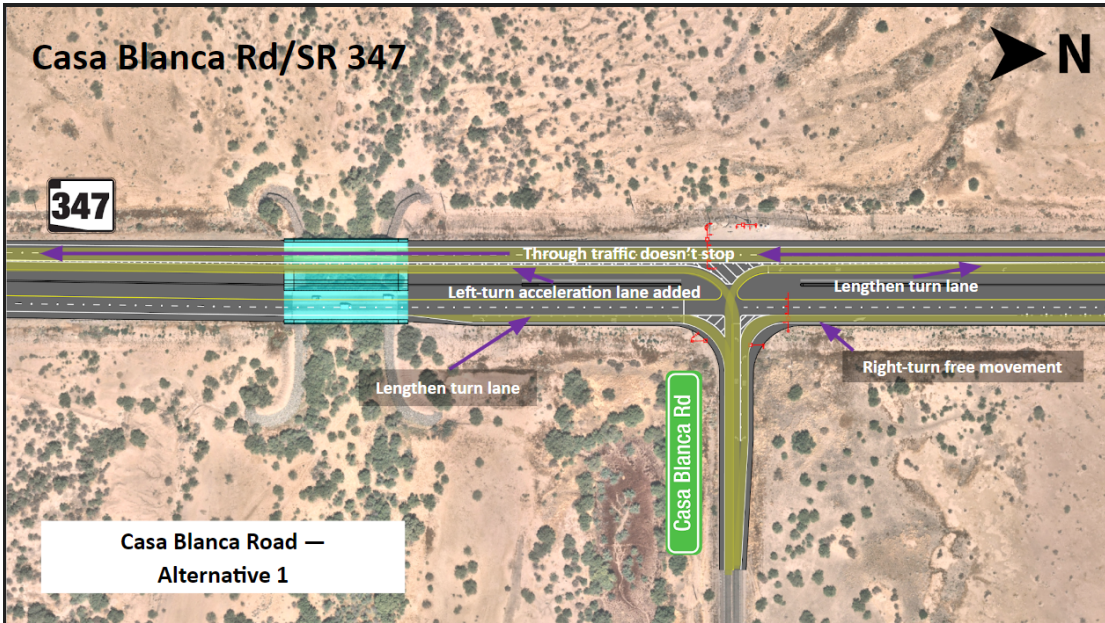
The study "concluded without improvements, the future traffic volumes on State Route 347 will exceed the existing roadway capacity, resulting in unacceptable and failing operations," Kelso said. "In other words, traffic backups and extreme congestion."

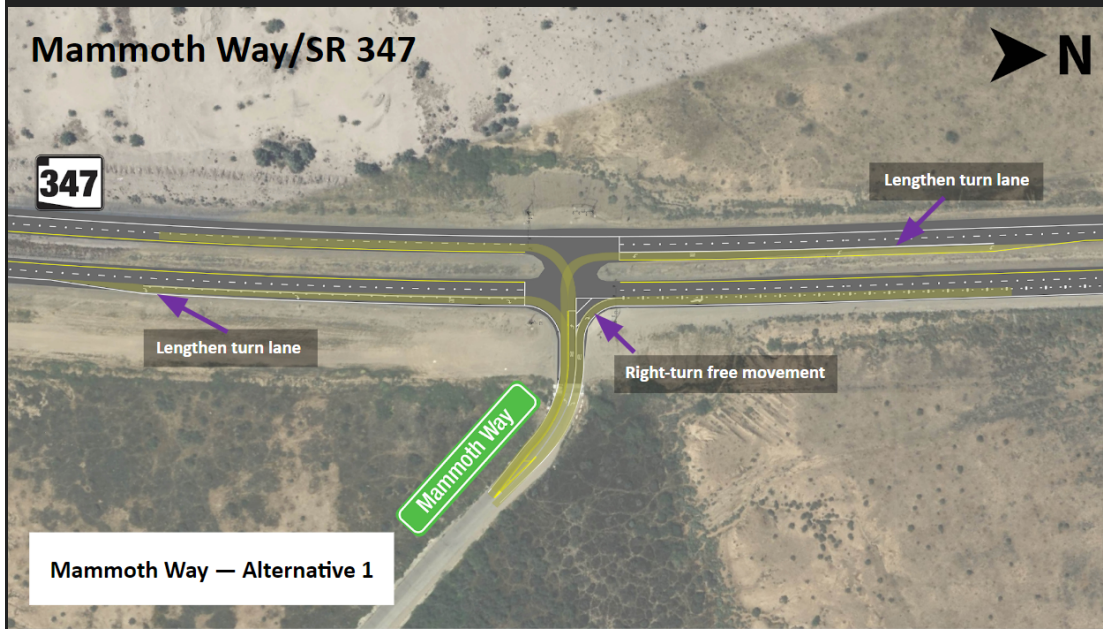
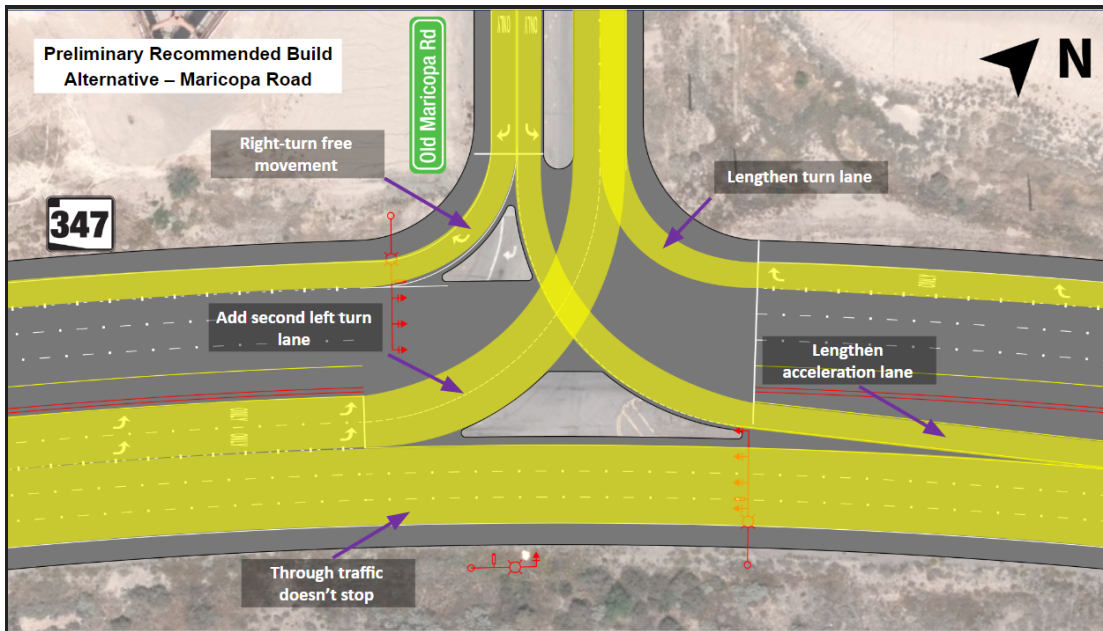
Those recommended improvements have been discussed for years: [widening the road](#) by one lane in each direction and converting the [Riggs Road intersection](#) into a traffic interchange, as well as improving four other intersections for better traffic flow.

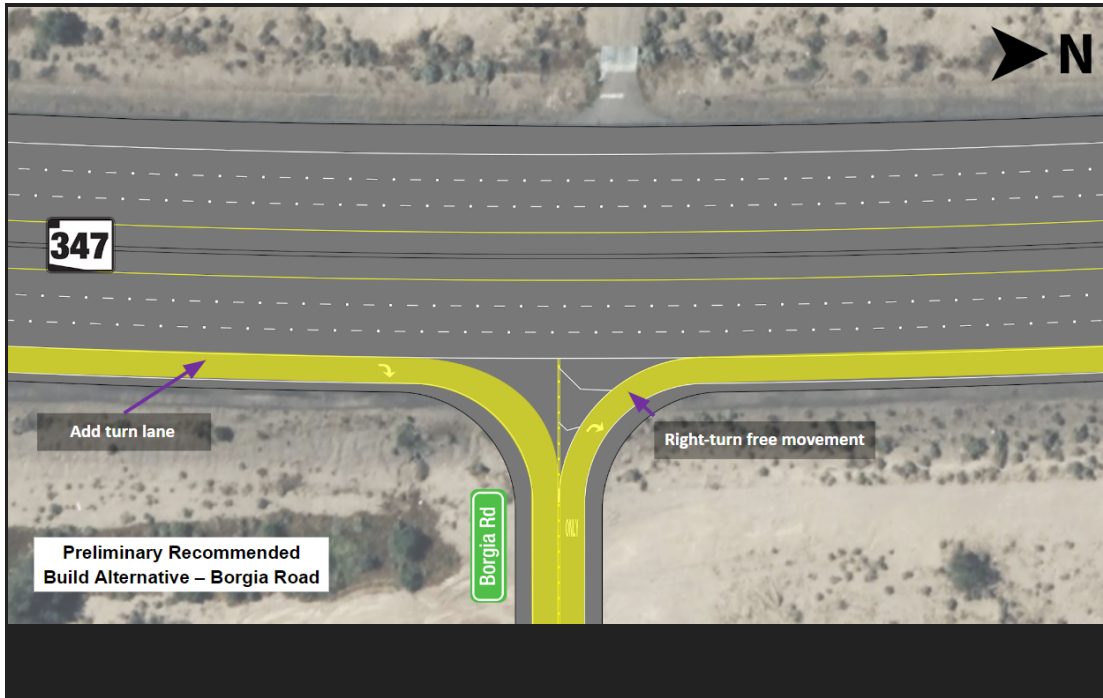
Illustrations of ADOT's proposed improvements

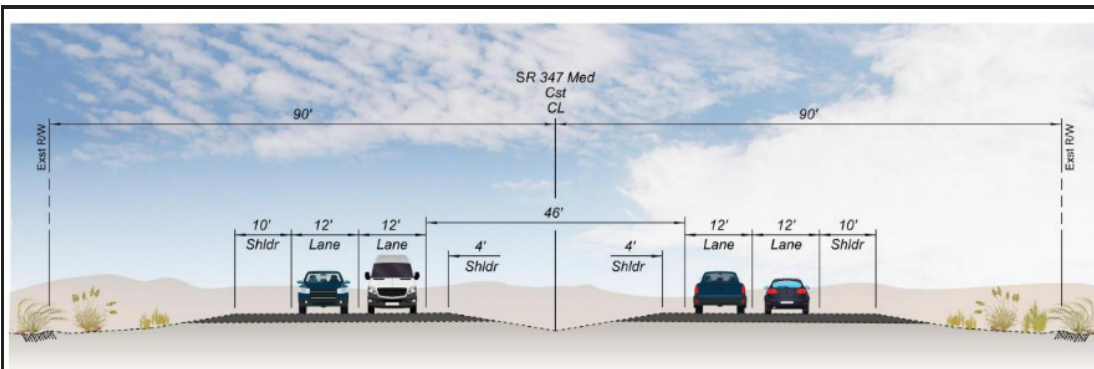
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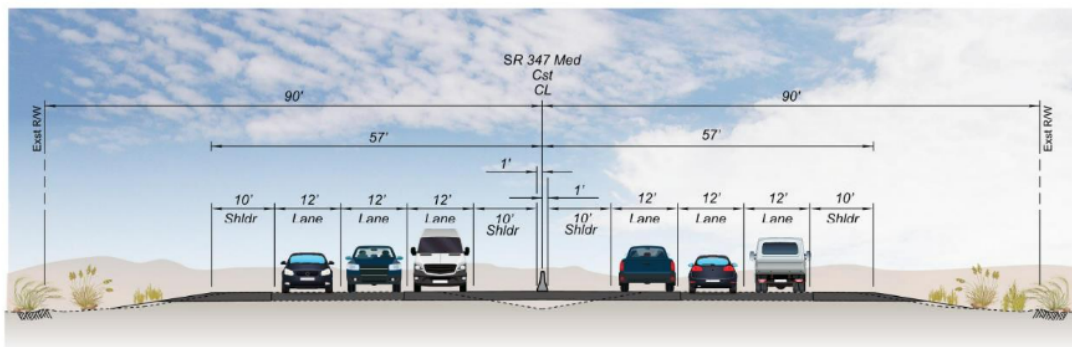








SR 347 Existing Roadway



SR 347 Proposed Roadway

The community needs to submit input on their preferred options by Aug. 29, Kelso said. So far, the department has received more than 700 public comments, which he said offered “valuable input to help determine community and public preferences.”

Kelso presented two diamond interchange options for Riggs Road to allow SR 347 traffic to flow uninterrupted — either a bridge would be built over the highway or the highway itself would become a bridge crossing over Riggs Road.

Intersection improvement ideas for Casa Blanca Road, Mammoth Way, Borgia Road and Old Maricopa Road include longer turn lanes and adding acceleration lanes.

Repping Maricopa

Maricopa's State Reps. Teresa Martinez (R) and Keith Seaman (D), who both serve on the House Transportation and Infrastructure Committee, said they were happy to see a huge crowd at the meeting.

"The attendance here tonight shows how important this project is to all of us," Seaman said.

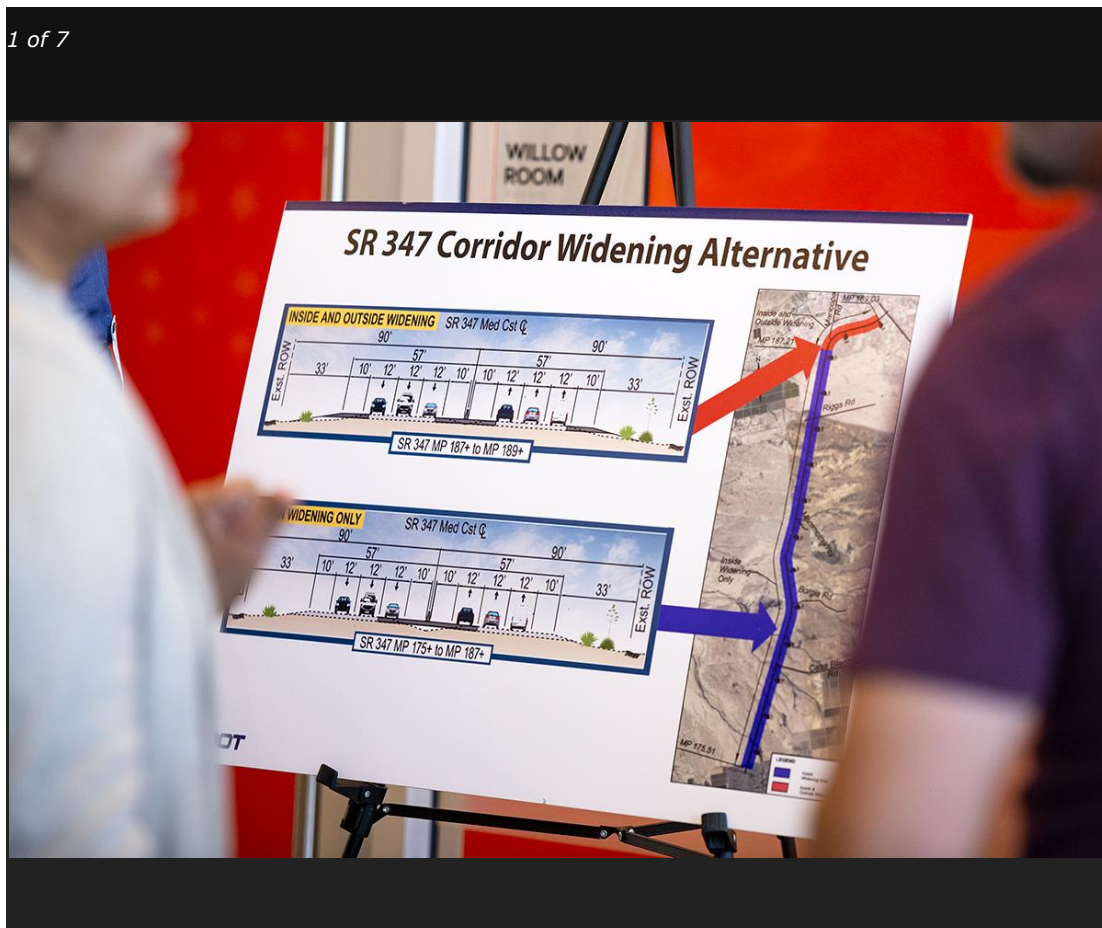
Martinez agreed.

"I think it was important that everybody showed up and gave ADOT a piece of their mind," she said. "We have to keep the pressure on ADOT, they have to know that we're mad and that we expect them to do their job."

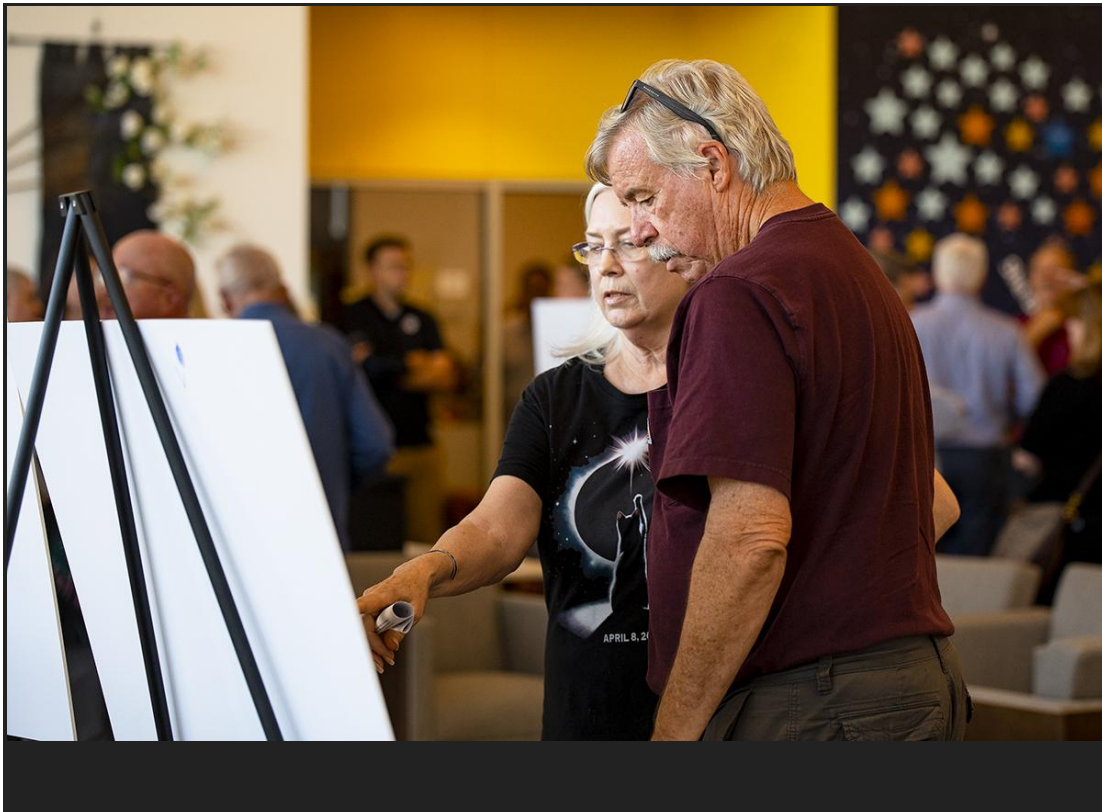
Both lawmakers have spent time advocating for the transportation department to prioritize the highway and those efforts have paid off. Martinez said SR 347 not only was added to ADOT's five-year plan, but it is currently among the department's top projects.

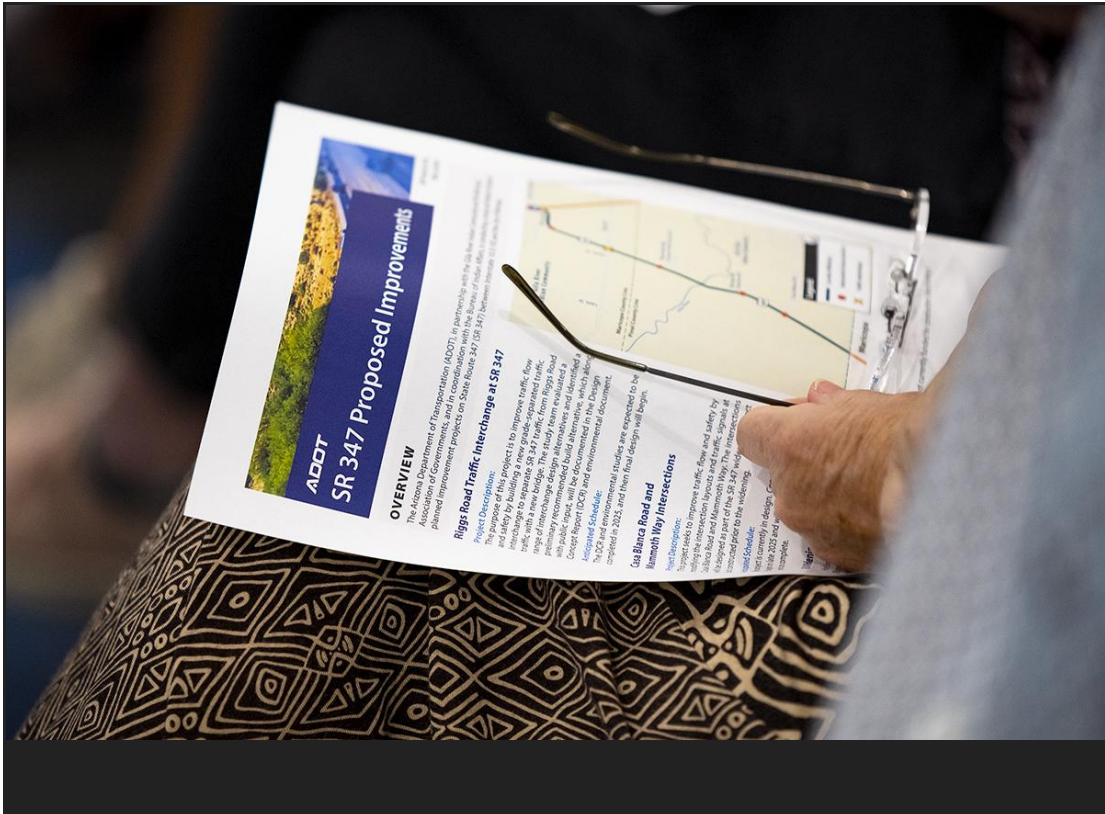
That road "is literally the third most important road because we're so passionate about it," she said. "[Interstate]-10 is number one, followed by State Route 93 in Mohave County."

"It should be on time and fully funded, not delayed for four more years," Seaman said. "The state needs to get its finances and priorities in order so we can fix our infrastructure."







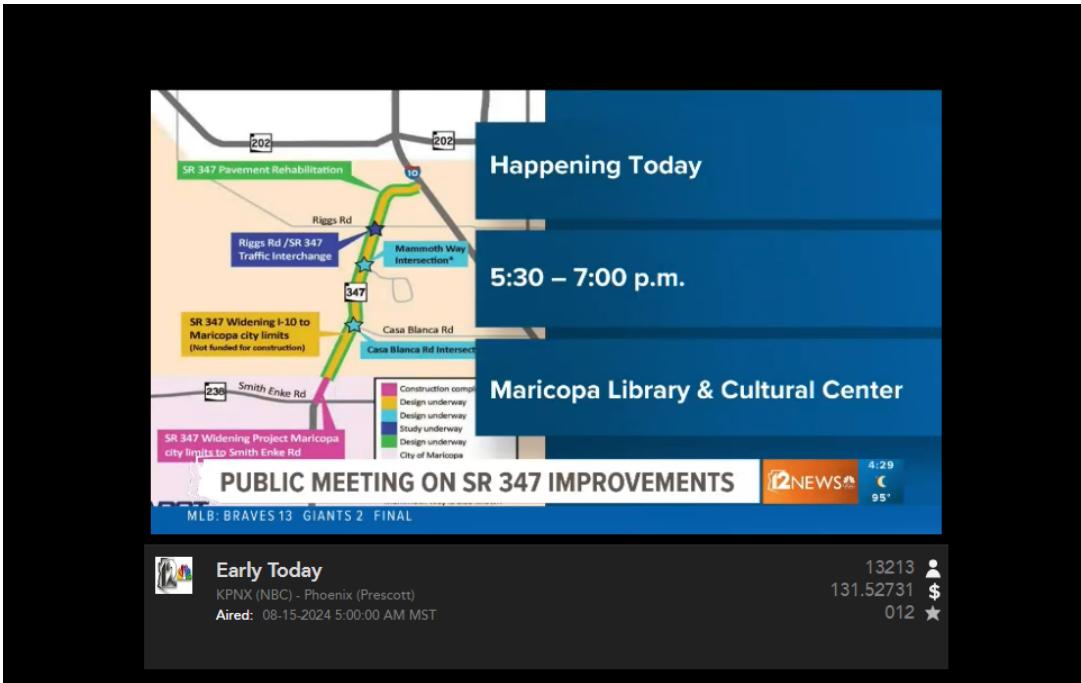




Sound off to ADOT

The state transportation department will accept comments on the suggested improvements through Aug. 29 in the following ways:

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- Phone: 855-712-8530
- Email: Kimberly Larson at KLarson@AZDOT.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



ADOT SR 347 Projects

SR 347 Pavement Rehabilitation

Riggs Rd / SR 347 Traffic Interchange

Mammoth Way Intersection*

SR 347 Widening I-10 to Maricopa city limits (Not funded for construction)

Casa Blanca Rd Intersection

SR 347 Widening Project Maricopa city limits to Smith Enke Rd

Legend:

- Construction completed
- Design underway
- Study underway
- Study underway

SR 347 Widening I-10 to Maricopa city limits (Not funded for construction)

Casa Blanca Rd Intersection

SR 347 Widening Project Maricopa city limits to Smith Enke Rd

Legend:

- Construction completed
- Design underway
- Design underway
- Study underway

FOX 10 ADOT TO HOLD PUBLIC MEETING FOR PROPOSED SR-347 IMPROVEMENTS TODAY AT 5:30 AT MARICOPA LIBRARY AND CULTURAL CENTER

9:06 96° 0 EXIT 57 ELLIOT RD 65 US-60 W/B: ENTRY RAMP FROM AZ-101-LOOP N/B CLOS

TRAFFIC

<https://www.12news.com/article/traffic/adot-in-beginning-stages-of-sr-347-improvement-project/75-140afe7f-adac-4955-9fc3-5c45f744620a>

ADOT working on plans to improve SR 347



Anyone who lives in Maricopa knows about the daily struggles of driving on State Route 347.

Author: 12news.com

Published: 10:18 PM PDT August 15, 2024

Updated: 10:18 PM PDT August 15, 2024

MARICOPA, Ariz. — People who live in Maricopa are asking the Arizona Department of Transportation to improve State Route 347, and the agency is now in the beginning stages of a project to address their concerns.

Dozens of Maricopa residents attended a meeting Thursday night at the Maricopa Library and Cultural Center where ADOT revealed its plans for SR 347.

"I want to see what's going on with this death trap," Mona Politte, a Maricopa resident, said. "It's scary. I don't even want to go on it. I don't want to drive on it."

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Maricopa is essentially landlocked with SR 347 serving as the primary road connecting the city with Interstate 10.

"I commute on it three days a week," Charles Clarke, a Maricopa resident, said. "A lot of times you really sit for a long time just idling your cars."

Population growth is mostly to blame for the traffic.

Maricopa grew by nearly 20,000 people in five years, according to the United States Census Bureau.

A Maricopa Association of Governments study said if improvements aren't made to SR 347, future traffic volumes will exceed the roadway.

"Maricopa has grown and it has been a great interest to the community and ADOT," ADOT spokesperson Steve Elliott said.

ADOT has three major roadway improvement projects lined up on SR 347, but they're all moving at a different pace.

First, widening SR 347 by one lane in each direction. Studies are ongoing and the funding hasn't been secured yet.

"Trying to have that project ready, so that when funding is identified, we can move forward with it," Elliott said.

Second, an interchange at Riggs Road. Final designs are expected to begin in 2025.

"That's going to build a bridge that's going to separate 347 traffic from Riggs Road and it's really going to help with the congestion and safety," Elliott said.

Lastly, improving intersections along SR 347. Designs are being drawn up and construction is expected to begin in 2025.

"We're invested in 347 and we have some good things in the pipeline," Elliott said.

Residents at Thursday night's meeting seemed satisfied with the plan.

"So far, I'm very impressed," Clarke said.

However, they want to see movement sooner rather than later.

"If only it gets done," Politte said.

Full details on the SR 347 corridor projects can be seen [here](#).

ADOT plans Aug. 15 public meeting on proposed SR 347 projects

jkronenfeld@azcapitoltimes.com

MARICOPA The Arizona Department of Transportation will hold a public meeting Thursday, Aug. 15, to discuss and gather input on improvements proposed for State Route 347 between the city of Maricopa and Interstate 10.

The meeting is scheduled for 5:30 p.m. to 7 p.m. at the Maricopa Library and Cultural Center, Redwood Rooms A/B, 18160 N. Maya Angelou Drive, in Maricopa. The program will begin with a 30-minute open house, have a 30-minute presentation on preliminary recommendations and offer time for questions and comments.

The proposed improvements include:

Widening SR 347 by one lane in each direction between I-10 and Maricopa and widening bridges at Santa Rosa Wash, Santa Cruz Wash and the Gila River: This project would also make intersection improvements at Borgia Road (Sacate Road) and Maricopa Road. Design began in 2023 and is expected to take two years. No funding is currently programmed for construction.

Building a Riggs Road interchange with a bridge separating SR 347 traffic from cross-street traffic: A study is expected to be completed in 2025. Construction is expected to begin in late 2027 and take approximately 12-18 months.

Improving intersections at Casa Blanca Road and Mammoth Way (cement plant access): Project design began in 2023. The project is expected to be advertised for construction in mid-2025 and take approximately 12 months to complete.

Meeting materials will be posted to the State Route 347 Corridor Projects website at azdot.gov/347 before Aug. 15. The public is invited to provide comments at the public meeting or through one of the following ways through Thursday, Aug. 29.

- Online Comment Form: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

To learn more about proposed and planned SR 347 corridor improvements, please visit azdot.gov/SR347.

<https://www.12news.com/article/news/local/arizona/adot-wants-to-make-sr-347-safer-for-drivers/75-fb3aad81-7b47-4417-9a66-adc7cf13093f>

Here's how ADOT wants to make SR-347 safer for drivers

ADOT is hosting a public meeting to present options for improving safety on State Route 347.



Author: Kevin Reagan

Published: 10:32 AM PDT August 12, 2024

Updated: 10:32 AM PDT August 12, 2024

MARICOPA, Ariz. — The Arizona Department of Transportation will be hosting a public meeting on Aug. 15 to present three proposals for improving safety [on State Route 347](#).

The route connecting Maricopa to south Chandler has been the site of several deadly crashes over the years and residents have routinely called upon government officials to fix the roadway.

[A recent ADOT study](#) determined "capacity constraints" was the root cause for the corridor's traffic congestion and many collisions. Between 2017 and 2022, over 950 crashes were reported on the stretch of SR-347 between I-10 and Maricopa.

ADOT has selected the following three proposed projects to improve traffic along SR-347.

- Widening SR-347 by one lane in each direction between I-10 and Maricopa. (Design plans for this project began in 2023 and should take two years to finish. ADOT said no funding has been programmed for construction).
- Building an interchange at Riggs Road with a bridge separating SR-347 traffic from cross-street. (Construction is expected to start in 2027 and take up to 18 months.)
- Improving intersections at Casa Blanca Road and Mammoth Way. (This project's construction is expected to be advertised in 2025.)

The ADOT meeting will be held at the Maricopa Library and Cultural Center at 5:30 p.m. Comments about the projects can be submitted online [here](#) or by calling 855-712-8530.

Social Media Notifications









Tag Performance | 3 of 9

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View the top tagged published posts from the publishing period.










Descending by Lifetime Engagements

<div><div></div><div><div>Arizona Depart...</div><div>Tue 8/6/2024 1:00 pm MST</div></div></div> <div><p>SR 347 drivers! Make plans to attend a public meeting on Aug. 15 at 5:30 p.m. to lear...</p></div> <div><div>Total Engagements2,944</div><div>Reactions181</div><div>Comments84</div><div>Shares35</div><div>Post Link Clicks124</div><div>Other Post Clicks2,520</div></div>	<div><div></div><div><div>Arizona Depart...</div><div>Fri 7/26/2024 6:40 pm M...</div></div></div> <div><p>Save the date! Join us for a public meeting on Aug. 15 at 5:30 p.m. to learn about and...</p></div> <div><div>Total Engagements1,298</div><div>Reactions88</div><div>Comments46</div><div>Shares29</div><div>Post Link Clicks79</div><div>Other Post Clicks1,056</div></div>	<div><div></div><div><div>Arizona Depart...</div><div>Wed 7/31/2024 5:45 pm...</div></div></div> <div><p>Mark your calendar for a public meeting on Aug. 15 at 5:30 p.m. to learn about and...</p></div> <div><div>Total Engagements698</div><div>Reactions49</div><div>Comments13</div><div>Shares5</div><div>Post Link Clicks26</div><div>Other Post Clicks605</div></div>
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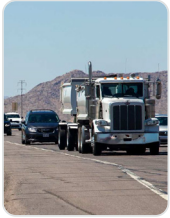



Descending by Lifetime Engagements

<div><div></div><div><div></div><div>Arizona Depart...</div></div></div> <div><div><div>Tue 8/20/2024 11:00 am...</div></div></div> <div><p>Missed the public meeting on the proposed improvements on SR 347, between I-10 an...</p><div></div></div> <div><div><div>Total Engagements</div><div>349</div></div><div><div>Reactions</div><div>25</div></div><div><div>Comments</div><div>6</div></div><div><div>Shares</div><div>6</div></div><div><div>Post Link Clicks</div><div>40</div></div><div><div>Other Post Clicks</div><div>272</div></div></div>	<div><div></div><div><div></div><div>Arizona Depart...</div></div></div> <div><div><div>Wed 8/28/2024 9:00 am...</div></div></div> <div><p>Time is running out. Thursday, Aug. 29, is the last chance to provide your comments on t...</p><div></div></div> <div><div><div>Total Engagements</div><div>137</div></div><div><div>Reactions</div><div>16</div></div><div><div>Comments</div><div>1</div></div><div><div>Shares</div><div>1</div></div><div><div>Post Link Clicks</div><div>6</div></div><div><div>Other Post Clicks</div><div>113</div></div></div>	<div><div></div><div><div></div><div>Arizona Depart...</div></div></div> <div><div><div>Wed 8/14/2024 6:00 am...</div></div></div> <div><p>Don't forget! Join us for a public meeting tomorrow, Aug. 15 at 5:30 p.m. to lear...</p><div></div></div> <div><div><div>Total Engagements</div><div>127</div></div><div><div>Reactions</div><div>19</div></div><div><div>Comments</div><div>1</div></div><div><div>Shares</div><div>4</div></div><div><div>Post Link Clicks</div><div>8</div></div><div><div>Other Post Clicks</div><div>95</div></div></div>
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<div> @ArizonaDOT Tue 8/20/2024 9:30 am ...</div> <p>Miss the public meeting on SR 347 proposed improvements? No worries. Check out...</p> <div></div> <div><div>Total Engagements63</div><div>Likes1</div><div>@Replies0</div><div>Reposts1</div><div>Post Link Clicks14</div><div>Other Post Clicks47</div><div>Other Engagements0</div></div>	<div> @ArizonaDOT Wed 8/7/2024 2:07 pm ...</div> <p>SR 347 drivers! Make plans to attend an in-person public meeting Aug. 15 to learn...</p> <div></div> <div><div>Total Engagements59</div><div>Likes2</div><div>@Replies3</div><div>Reposts2</div><div>Post Link Clicks10</div><div>Other Post Clicks42</div><div>Other Engagements0</div></div>	<div> @ArizonaDOT Fri 7/26/2024 12:30 pm ...</div> <p>Save the date! ADOT will hold a meeting Aug. 15 for the public to learn about and...</p> <div></div> <div><div>Total Engagements56</div><div>Likes3</div><div>@Replies2</div><div>Reposts2</div><div>Post Link Clicks11</div><div>Other Post Clicks38</div><div>Other Engagements0</div></div>
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All Nextdoor notifications: SR 347 Public Meeting 8.15.24

July 26, 2024 Post:



State of Arizona ✓

ADOT Communications Office of Community Relations • 26 Jul



SAVE THE DATE! ADOT HOSTING PUBLIC MEETING ON SR 347 IMPROVEMENTS AUG. 15

The Arizona Department of Transportation and its project partners will hold an in-person meeting on proposed improvements to the SR 347 corridor, between I-10 and the city of Maricopa, on Thursday, Aug. 15.

Proposed improvements include:

- A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.
- Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions.

PUBLIC MEETING INFORMATION:

Thursday, Aug. 15, 2024 - 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N. Maya Angelou Drive
Maricopa, AZ 85138

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person public meeting or through one of the ways listed below through Aug. 29, 2024:

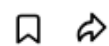
- Online Comment Form: www.azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Visit the project website at www.azdot.gov/SR347 for more information and to subscribe to project updates by email.



Posted to Subscribers of State of Arizona in 38 neighborhoods

♥ 13 💬 · 2,942 Impressions



Aug. 1, 2024 Post:



State of Arizona ✓

ADOT Communications Office of Community Relations • 1 Aug



JOIN ADOT FOR A PUBLIC MEETING ON SR 347 IMPROVEMENTS AUG. 15

The Arizona Department of Transportation and its project partners will hold an in-person meeting on proposed improvements to the SR 347 corridor, between I-10 and the city of Maricopa, on Thursday, Aug. 15.

Proposed improvements include:

- A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.
- Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions.

PUBLIC MEETING INFORMATION:

Thursday, Aug. 15, 2024 - 5:30 p.m.

Maricopa Library and Cultural Center

Redwood Rooms A/B

18160 N. Maya Angelou Drive

Maricopa, AZ 85138

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the public meeting.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person public meeting or through one of the ways listed below through Aug. 29, 2024:

- Online Comment Form: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: KLarson@azdot.gov
- Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST

Visit the project website at www.azdot.gov/SR347 for more information and to subscribe to project updates by email.



Posted to Subscribers of State of Arizona in 28 neighborhoods

♥ 3 💬 · 2,179 Impressions



Aug. 10, 2024 Post:



State of Arizona ✓

ADOT Communications Office of Community Relations • 10 Aug • Edited



JOIN ADOT FOR A PUBLIC MEETING ON SR 347 IMPROVEMENTS AUG. 15

Public invited to provide comments on corridor improvements

The Arizona Department of Transportation and its project partners will hold an in-person meeting on proposed improvements to the SR 347 corridor, between I-10 and the city of Maricopa, on Thursday, Aug. 15.

Proposed improvements include:

*** A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.

*** Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.

*** Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access road) and Maricopa Road.

*** Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions.

PUBLIC MEETING INFORMATION:

Thursday, Aug. 15, 2024 - 5:30 p.m.

Maricopa Library and Cultural Center

Redwood Rooms A/B

18160 N. Maya Angelou Drive

Maricopa, AZ 85138

AGENDA

5:30-6 p.m. Doors open/Open house

6-6:30 p.m. Formal presentation

6:30-7 p.m. Q&A session/Open house

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the public meeting.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person public meeting or through one of the ways listed below through Aug. 29, 2024:

Online Comment Form: azdot.gov/SR347comment

Phone: 855.712.8530

Email: Kimberly Larson at KLarson@azdot.gov

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

MORE INFORMATION

Visit the project website at www.azdot.gov/SR347 for more information and to subscribe to project updates by email.

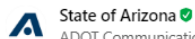


Posted to Subscribers of State of Arizona in 27 neighborhoods

♡ 2 · 3,073 Impressions

🔖 ➦

Aug. 15, 2024 Post:



State of Arizona

ADOT Communications Office of Community Relations • 15 Aug



We hope to see you tonight at the public meeting on SR 347 Improvements. Don't miss your chance to provide input!

Join ADOT tonight (Aug. 15) at 5:30 p.m., at the Maricopa Library and Cultural Center, 18160 N. Maya Angelou Drive. The project team will share project details on several SR 347 corridor projects, including the traffic interchange at Riggs Road, the corridor widening and several proposed intersection improvements. Team members will be on hand to discuss preliminary recommendations and answer questions.

Meeting agenda:

5:30-6 p.m. Doors open/Open house

6-6:30 p.m. Formal presentation

6:30-7 p.m. Q&A session/Open house

If you can't attend, visit www.azdot.gov/SR347 to review the meeting presentation and additional information.

You can provide comments at the in-person public meeting tonight, or through one of the ways listed below through Aug. 29, 2024:

Online Comment Form: azdot.gov/SR347comment

Phone: 855.712.8530

Email: Kimberly Larson at KLarson@azdot.gov

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



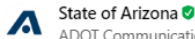
Posted to Subscribers of State of Arizona in 24 neighborhoods



2 · 2,760 Impressions



Aug. 21, 2024 Post:



State of Arizona

ADOT Communications Office of Community Relations • 21 Aug



MISSED THE SR 347 MEETING? AUG. 15 PUBLIC MEETING MATERIALS NOW ONLINE
LAST DAY TO PROVIDE COMMENTS IS AUG. 29

If you missed the Aug. 15 public meeting for the proposed improvements on SR 347, please visit the study www.azdot.gov/SR347 to learn more, view the meeting materials and provide comments.

All of the meeting materials are posted online, including exhibits of all alternatives being considered for the Riggs Road traffic interchange, the Casa Blanca Road intersection, and various intersection improvements throughout the corridor, as well as the corridor widening.

ADOT is accepting comments from the public through Thursday, Aug. 29 in the following ways:

*** Online Comment Form: azdot.gov/SR347comment

*** Phone: 855.712.8530

*** Email: Kimberly Larson at KLarson@azdot.gov

*** Mail: ADOT Community Relations, 1655 W. Jackson St, MD 126F, Phoenix, AZ 85007

If you are not yet subscribed to project updates via email, visit the project website at www.azdot.gov/SR347 to do so.



SR 347 Corridor Projects | Department of Transportation
azdot.gov



Posted to Subscribers of State of Arizona in 27 neighborhoods



1



3,471 Impressions



Aug. 28, 2024 Post:

LAST CHANCE TO COMMENT ON PROPOSED SR 347 IMPROVEMENTS IS AUG. 29

If you have input on the proposed improvements to the SR 347 corridor presented at the Aug. 15 public meeting, make sure to do so by Thursday, Aug. 29. If you missed the meeting, visit www.azdot.gov/SR347 to learn more.

All of the meeting materials are posted online, including: exhibits of all alternatives being considered for the Riggs Road traffic interchange and the Casa Blanca Road intersection, various intersection improvements throughout the corridor, as well as the corridor widening.

ADOT is accepting comments from the public through Thursday, Aug. 29 in the following ways:

*** Online Comment Form: www.azdot.gov/SR347comment

*** Phone: 855.712.8530

*** Email: Kimberly Larson at KLarson@azdot.gov

*** Mail: ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

If you are not yet subscribed to project updates via email, visit the project website at www.azdot.gov/SR347 to do so.



SR 347 Corridor Projects | Department of Transportation
azdot.gov



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· 2,661 Impressions



347

SR 347 Proposed Improvements Mejoras propuestas para SR 347

YOU'RE INVITED TO A PUBLIC MEETING

SR 347 Proposed Improvements, I-10 to city of Maricopa

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community, Maricopa Association of Governments, and in coordination with the Bureau of Indian Affairs, invites you to a public meeting on Aug. 13 to provide an update on improvements on State Route (SR) 347. The meeting will be held at the District 4 Multipurpose Building and will cover the proposed traffic interchange at Riggs Road and SR 347, as well as other proposed improvements along SR 347 between I-10 and the city of Maricopa. Team members will give a presentation and answer questions about the projects.

MEETING DETAILS

Tuesday, Aug. 13 at 5:30 p.m.
District 4 Multipurpose Building
2230 N Home Run Dr.
Sacaton, AZ 85147

PUBLIC MEETING AGENDA

5:30-6 p.m. Doors open/Open house
6-6:30 p.m. Formal presentation
6:30-7 p.m. Q&A session/Open house

PROPOSED IMPROVEMENTS INCLUDE:

- ▶ A traffic interchange to separate SR 347 traffic from Riggs Road traffic on a new bridge.
- ▶ Widening SR 347 by one lane in each direction from I-10 to the city of Maricopa.
- ▶ Intersection improvements at Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (Cement Plant Access Road) and Maricopa Road.
- ▶ Widening existing bridges at Santa Rosa Wash, Santa Cruz Wash and Gila River.

If you are unable to attend this meeting, an additional meeting will be held at the Maricopa Library and Cultural Center, located at 18160 N. Maya Angelou Dr., Maricopa (Redwood Rooms A/B), on Thursday, Aug. 15 at 5:30 p.m.

You can also learn more about the proposed improvements and provide comments/questions online at azdot.gov/SR347.

WE WANT TO HEAR FROM YOU!

Comments are being accepted through Aug. 29 in the following ways:

- ▶ Attend a public meeting
- ▶ Email: Kimberly Larson at KLarson@azdot.gov
- ▶ Comment online: azdot.gov/SR347comment
- ▶ Phone: 855.712.8530
- ▶ Mail: ADOT Community Relations, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007

STAY INFORMED

Visit the project website at azdot.gov/SR347 for more information and to sign up for updates by email.

ESTÁ INVITADO A UNA REUNIÓN PÚBLICA

Mejoras propuestas para SR 347, entre I-10 y la ciudad de Maricopa

El Departamento de Transporte de Arizona (ADOT), en asociación con la Comunidad Indígena del Río Gila, la Asociación de Gobiernos de Maricopa, y en coordinación con la Oficina de Asuntos Indígenas, le invita a una reunión pública el 13 de agosto acerca de las mejoras en la Ruta Estatal SR-347. La reunión se llevará a cabo en el edificio de multipropósito del Distrito 4 e informará sobre el intercambio de tráfico propuesto en Riggs Road y SR 347, así como otras mejoras propuestas a lo largo de SR 347 entre I-10 y la ciudad de Maricopa. Los miembros del equipo darán una presentación y responderán a preguntas sobre los proyectos.

DETALLES DE LA REUNIÓN

Martes 13 de agosto a las 5:30 p.m.
Edificio de usos múltiples del Distrito 4
2230 N Home Run Dr.
Sacaton, AZ 85147

AGENDA DE LA REUNIÓN PÚBLICA

5:30-6 p.m. Puertas abiertas/casa abierta
6-6:30 p.m. Presentación formal
6:30-7 p.m. Sesión de preguntas y respuestas/casa abierta

LAS MEJORAS PROPUESTAS INCLUYEN:

- ▶ Un intercambio de tráfico para separar el tráfico de SR 347 del tráfico de Riggs Road a través de un nuevo puente.
- ▶ Ampliar SR 347 con un carril adicional en cada dirección desde I-10 hasta la ciudad de Maricopa.
- ▶ Mejoras en las intersecciones de Casa Blanca Road, Borgia Road (Sacate Road), Mammoth Way (camino de acceso a la planta de cemento) y Maricopa Road.
- ▶ Ampliación de puentes existentes en Santa Rosa Wash, Santa Cruz Wash y Gila River.

Si no puede asistir a esta reunión, se llevará a cabo una reunión adicional en la Biblioteca y Centro Cultural de Maricopa, ubicada en 18160 N. Maya Angelou Dr., Maricopa (Redwood Rooms A/B), el jueves 15 de agosto a las 5:30 p.m.

Para más información sobre las mejores propuestas y cómo proporcionar comentarios/preguntas, visite azdot.gov/SR347.

¡QUEREMOS ESCUCHAR SUS COMENTARIOS!

Se aceptarán comentarios hasta el 29 de agosto de las siguientes maneras:

- ▶ Asistir a una reunión pública
- ▶ Correo electrónico: Kimberly Larson, KLarson@azdot.gov
- ▶ En línea: azdot.gov/SR347comment
- ▶ Teléfono: 855.712.8530
- ▶ Correo: ADOT Community Relations, 1655 W. Jackson, MD 126F, Phoenix, AZ 85007

MANTÉNGASE INFORMADO

Visite el sitio web en azdot.gov/SR347 para obtener más información y registrarse para recibir actualizaciones por correo electrónico.



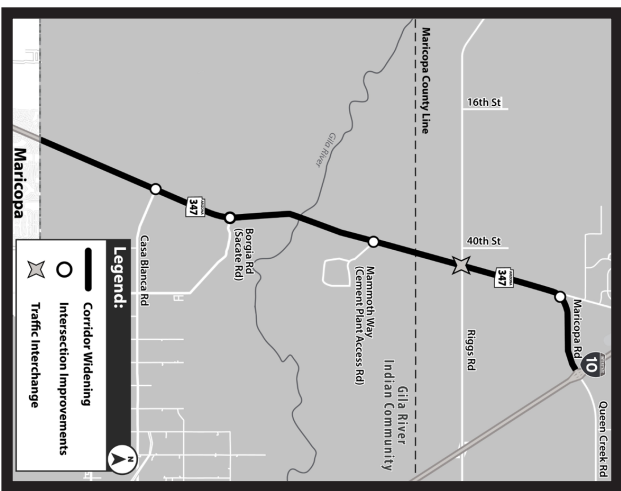
24-867282



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



YOU'RE INVITED TO A PUBLIC MEETING



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

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

Posters



ADOT SR 347 Proposed Improvements

ADOT Project No. F0476, F0682, and F0581

OVERVIEW

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community and the Maricopa Association of Governments, and in coordination with the Bureau of Indian Affairs, is conducting a study and design of several planned improvement projects on State Route 347 (SR 347) between Interstate 10 (I-10) and the city of Maricopa.

Riggs Road Traffic Interchange at SR 347

Project Description:

The purpose of this project is to improve traffic flow and safety by building a new grade-separated traffic interchange to separate SR 347 traffic from Riggs Road traffic with a new bridge. The study team evaluated a range of interchange design alternatives and identified a preliminary recommended build alternative, which along with public input, will be documented in the Design Concept Report (DCR) and environmental document.

Casa Blanca Road and Mammoth Way Intersections

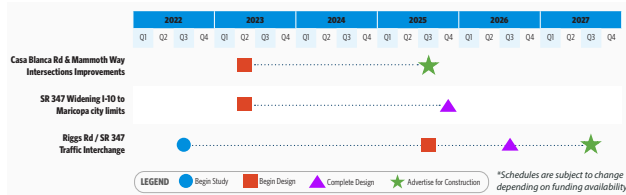
Project Description:

This project seeks to improve traffic flow and safety by modifying the intersection layouts and traffic signals at Casa Blanca Road and Mammoth Way. The intersections will be designed as part of the SR 347 widening project but constructed prior to the widening.

SR 347 Widening, I-10 to city of Maricopa

Project Description:

This project seeks to improve traffic flow and safety by adding one lane in each direction on SR 347 from I-10 to the city of Maricopa. It will also include intersection improvements at Borgia Road and Maricopa Road.



GET INVOLVED

Join us at our upcoming public meeting to learn more about the project, ask questions and provide your feedback on proposed improvements.

Meeting Details

Tuesday, Aug. 13 at 5:30 p.m.
District 4 Multipurpose Building
2230 N Home Run Dr.
Sacaton, AZ 85147

Public Meeting Agenda

5:30 - 6 p.m. Doors open/Open house
6 - 6:30 p.m. Formal presentation
6:30 - 7 p.m. Q&A session/Open house

PROVIDE COMMENTS

Comments on the proposed improvements will be accepted through **Aug. 29, 2024**, in the following ways:

- Online: adot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@adot.gov
- Mail: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

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ADOT SR 347 Proposed Improvements

ADOT Project No. F0476, F0682, and F0581

OVERVIEW

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community and the Maricopa Association of Governments, and in coordination with the Bureau of Indian Affairs, is conducting a study and design of several planned improvement projects on State Route 347 (SR 347) between Interstate 10 (I-10) and the city of Maricopa.

Riggs Road Traffic Interchange at SR 347

Project Description:

The purpose of this project is to improve traffic flow and safety by building a new grade-separated traffic interchange to separate SR 347 traffic from Riggs Road traffic with a new bridge. The study team evaluated a range of interchange design alternatives and identified a preliminary recommended build alternative, which along with public input, will be documented in the Design Concept Report (DCR) and environmental document.

Casa Blanca Road and Mammoth Way Intersections

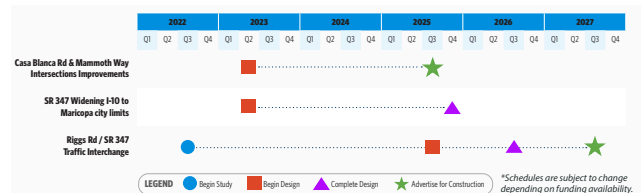
Project Description:

This project seeks to improve traffic flow and safety by modifying the intersection layouts and traffic signals at Casa Blanca Road and Mammoth Way. The intersections will be designed as part of the SR 347 widening project but constructed prior to the widening.

SR 347 Widening, I-10 to city of Maricopa

Project Description:

This project seeks to improve traffic flow and safety by adding one lane in each direction on SR 347 from I-10 to the city of Maricopa. It will also include intersection improvements at Borgia Road and Maricopa Road.



GET INVOLVED

Join us at our upcoming public meeting to learn more about the project, ask questions and provide your feedback on proposed improvements.

Meeting Details

Thursday, Aug. 15 at 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N Maya Angelou Dr.
Maricopa, AZ 85138

Public Meeting Agenda

5:30 - 6 p.m. Doors open/Open house
6 - 6:30 p.m. Formal presentation
6:30 - 7 p.m. Q&A session/Open house

PROVIDE COMMENTS

Comments on the proposed improvements will be accepted through **Aug. 29, 2024**, in the following ways:

- Online: adot.gov/SR347comment
- Phone: 855.712.8530
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ADOT SR 347 Mejoras Propuestas

Proyecto ADOT No. F0476, F0682, y F0581

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona (ADOT), en asociación con la Comunidad Indígena de Gila River y la Asociación de Gobiernos de Maricopa (MAG), y en coordinación con la Oficina de Asuntos Indígenas (BIA), está realizando un estudio y diseño de varios proyectos de mejora planificados en la Ruta Estatal 347 (SR 347) entre la Interestatal 10 (I-10) y la ciudad de Maricopa.

Intercambio de Tráfico Riggs Road en SR 347

Descripción del Proyecto:

El propósito de este proyecto es mejorar el flujo y seguridad del tráfico con la construcción de un nuevo intercambio de tráfico separado por niveles para separar el tráfico de la SR 347 del tráfico de Riggs Road con un nuevo puente. El equipo del estudio evaluó diversas alternativas para el diseño de intercambio e identificó una alternativa de construcción preliminar recomendada, que junto con la opinión pública, se documentará en el Reporte de Concepto de Diseño (DCR) y el documento ambiental.

Intersecciones de Casa Blanca Road y Mammoth Way

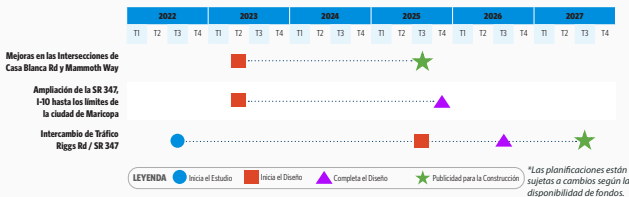
Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico con la modificación de los diseños de intersección y las señales de tráfico en Casa Blanca Road y Mammoth Way. Las intersecciones se diseñarán como parte del proyecto de ampliación de la SR 347, pero se construirán antes de la ampliación.

Ampliación de la SR 347, I-10 hasta la ciudad de Maricopa

Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico agregando un carril en cada dirección en la SR 347 desde la I-10 hasta la ciudad de Maricopa. También incluirá mejoras en la intersección de Borgia Rd y Maricopa Rd.



INVOLUCRARSE

Únase a nosotros en nuestra próxima reunión pública para obtener más información sobre el proyecto, hacer preguntas y brindar comentarios sobre las mejoras propuestas.

Detalles de la reunión
martes 13 de agosto a 5:30 p.m.
District 4 Multipurpose Building
2230 N Home Run Dr.
Sacaton, AZ 85147

Agenda de la reunión pública
5:30 - 6 p.m. Sesión de preguntas y respuestas/Casa abierta
6 - 6:30 p.m. Presentación formal
6:30 - 7 p.m. Puertas se abrirán/Casa abierta

PROPORCIONAR COMENTARIOS

Se aceptarán comentarios sobre las alternativas propuestas hasta el **29 de agosto de 2024**, por los siguientes medios:

► En línea: azdot.gov/SR347comment
► Teléfono: 855.712.8530
► Correo Electrónico: KimberlyLarson@klarson@azdot.gov
► Correo: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA) y otras leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben contactar a Kimberly Larson al 855.712.8530 o KLarson@azdot.gov. Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.



ADOT SR 347 Mejoras Propuestas

Proyecto ADOT No. F0476, F0682, y F0581

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona (ADOT), en asociación con la Comunidad Indígena de Gila River y la Asociación de Gobiernos de Maricopa (MAG), y en coordinación con la Oficina de Asuntos Indígenas (BIA), está realizando un estudio y diseño de varios proyectos de mejora planificados en la Ruta Estatal 347 (SR 347) entre la Interestatal 10 (I-10) y la ciudad de Maricopa.

Intercambio de Tráfico Riggs Road en SR 347

Descripción del Proyecto:

El propósito de este proyecto es mejorar el flujo y seguridad del tráfico con la construcción de un nuevo intercambio de tráfico separado por niveles para separar el tráfico de la SR 347 del tráfico de Riggs Road con un nuevo puente. El equipo del estudio evaluó diversas alternativas para el diseño de intercambio e identificó una alternativa de construcción preliminar recomendada, que junto con la opinión pública, se documentará en el Reporte de Concepto de Diseño (DCR) y el documento ambiental.

Intersecciones de Casa Blanca Road y Mammoth Way

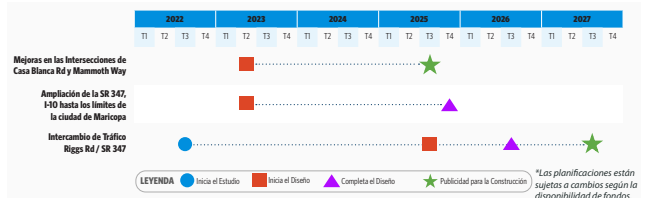
Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico con la modificación de los diseños de intersección y las señales de tráfico en Casa Blanca Road y Mammoth Way. Las intersecciones se diseñarán como parte del proyecto de ampliación de la SR 347, pero se construirán antes de la ampliación.

Ampliación de la SR 347, I-10 hasta la ciudad de Maricopa

Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico agregando un carril en cada dirección en la SR 347 desde la I-10 hasta la ciudad de Maricopa. También incluirá mejoras en la intersección de Borgia Rd y Maricopa Rd.



INVOLUCRARSE

Únase a nosotros en nuestra próxima reunión pública para obtener más información sobre el proyecto, hacer preguntas y brindar comentarios sobre las mejoras propuestas.

Detalles de la reunión
jueves 15 de agosto a 5:30 p.m.
Maricopa Library and Cultural Center
Redwood Rooms A/B
18160 N Maya Angelou Dr.
Maricopa, AZ 85138

Agenda de la reunión pública
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Appendix B

Public Meeting Materials

Display Boards

Roll Plots

Fact Sheet

Formal Presentation

Display Boards

Welcome

SR 347 Corridor Projects
Widening and Intersection Improvements

ADOT

Please sign in at the welcome table

Please see a staff member if you need Spanish interpretation assistance.

Consulte a un personal miembro si necesita asistencia de interpretación en español.

PUBLIC MEETING AGENDA
5:30-6 p.m. Doors Open/Open House
6-6:30 p.m. Formal Presentation
6:30-7 p.m. Question & Answer Session/Open House



Project website
Comment: azdot.gov/SR347

Timeline

Casa Blanca Road and Mammoth Way Intersections
The project is currently in design. Construction is expected to begin in late 2025 and will take approximately 12 months to complete.

SR 347 Widening, I-10 to city of Maricopa
Project design is scheduled 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 complete.

Riggs Road Traffic Interchange Study at SR 347
The DCR and environmental studies are expected to be completed in 2025, and then Final Design will begin.

	2022	2023	2024	2025	2026	2027
Casa Blanca Rd & Mammoth Way Intersections Improvements				★		
SR 347 Widening I-10 to Maricopa city limits				★		
Riggs Rd / SR 347 Traffic Interchange					★	

LEGEND ● Begin Study ■ Begin Design ▲ Complete Design ★ Anticipation for Construction


*Schedules are subject to change depending on funding availability.

ADOT

How to Comment

Comments on the proposed alternatives will be accepted through **Aug. 29, 2024**, in the following ways:

- Online: azdot.gov/SR347comment
- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007



Take the survey

ADOT

SR 347 Corridor Widening and Intersection Improvements: Purpose and Need

Purpose

- Improve traffic operations and safety along the SR 347 mainline and at the intersections

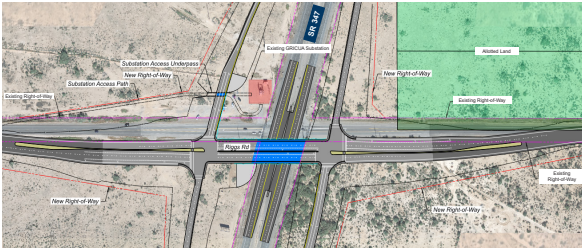
Need

- Reduce traffic congestion and improve travel time reliability
- Enhance regional mobility
- Reduce crash rate and improve safety



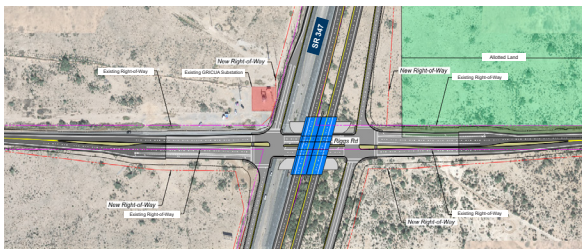
ADOT

SR 347/Riggs Road Interchange: Alternative A2, Spread Diamond Interchange



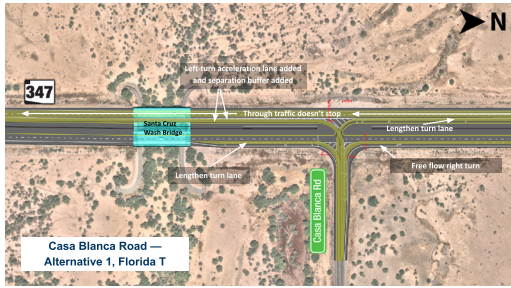
ADOT

SR 347/Riggs Road Interchange: Alternative B1, Shifted Tight Diamond Interchange



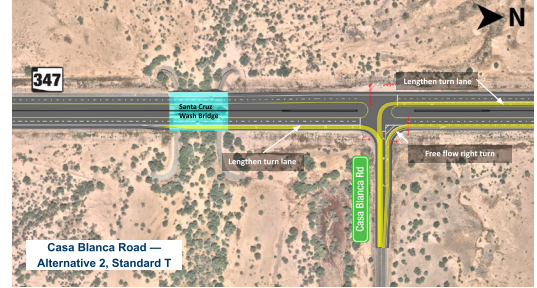
ADOT

Casa Blanca Road Intersection: Alternative 1, Florida T



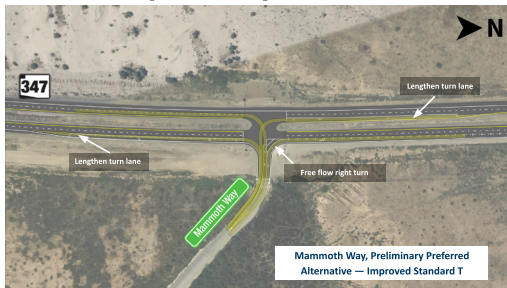
ADOT

Casa Blanca Road Intersection: Alternative 2, Improved Standard T



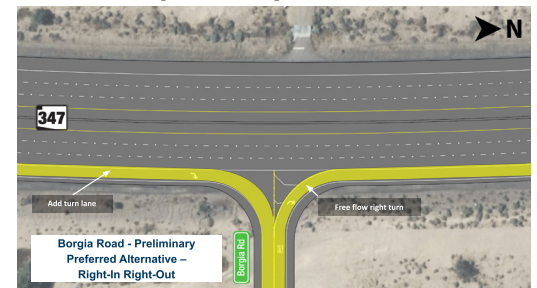
ADOT

Mammoth Way Intersection: Proposed Improvements



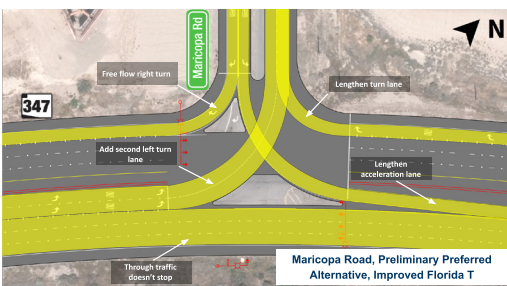
ADOT

Borgia Road Intersection: Proposed Improvements



ADOT

Maricopa Road Intersection Improvements: Florida T



ADOT

SR 347 Environmental and Engineering Studies

Environmental Considerations:

- Cultural Resources
- Biological Resources
- Social and Economic Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Visual Resources
- Water Resources

Engineering Considerations:

- Traffic Analysis
- Roadway
- Bridges
- Drainage
- Signing and Striping
- Signals and Lighting
- Right-of-Way Needs
- Utility Relocations
- Estimated cost

ADOT

SR 347 Corridor Improvements



ADOT

Bienvenido

ADOT

Proyectos del corredor SR 347

Mejoras en el ensanchamiento y la intersección

Por favor, regístrese en la mesa de bienvenida

Please see a staff member if you need Spanish interpretation assistance.

Consulte a un miembro del personal si necesita asistencia de interpretación en español.

ORDEN DEL DÍA DE LA REUNIÓN PÚBLICA

5:30-6 p.m. Puertas abiertas/Casa Abierta

6-6:30 p.m. Presentación Formal

6:30-7 p.m. Sesión de preguntas y respuestas/
Casa Abierta



Sitio web del proyecto

Comentario: azdot.gov/SR347

Cronograma

Mejoras en las Intersecciones de Casa Blanca Rd y Mammoth Way

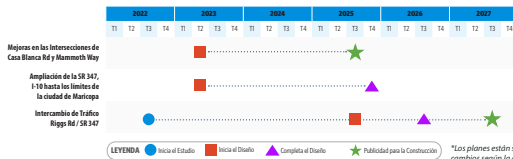
El proyecto está actualmente en diseño. Se espera que la construcción comience a finales de 2025 y tardará aproximadamente 12 meses en completarse.

Ampliación de la SR 347, I-10 hasta los límites de la ciudad de Maricopa

Está previsto que el diseño del proyecto concluya a finales de 2025. El proyecto no está financiado actualmente para su construcción. Una vez que la financiación esté disponible, el proyecto tardará aproximadamente dos años en completarse.

Intercambio de Tráfico Riggs Rd / SR 347

Se espera que el DCR y los estudios ambientales se completen en 2025, y luego comenzará el diseño final.



LEYENDA: ● Inicio de Estudio ■ Inicio de Diseño ▲ Completo de Diseño ★ Publicidad para la Construcción

*Los planes están sujetos a cambios según la disponibilidad de fondos.

Cómo Comentar

Se aceptan comentarios hasta el 29 de agosto, por las siguientes vías:

- En línea: azdot.gov/SR347comment
- Teléfono: 855.712.8530
- Correo electrónico: Kimberly Larson en KLarson@azdot.gov
- Correo: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007



Realice la encuesta

Ampliación del corredor SR 347 y mejoras en la intersección: Propósito y necesidad

Propósito

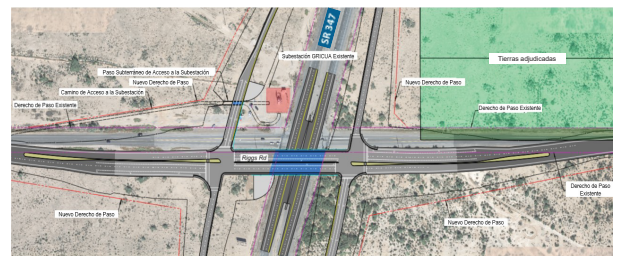
- Mejorar las operaciones de tráfico y la seguridad a lo largo de la línea principal de la SR 347 y en las intersecciones.

Necesitar

- Reducir la congestión del tráfico y mejorar la fiabilidad del tiempo de viaje
- Mejorar la movilidad regional
- Reducir la tasa de accidentes y mejorar la seguridad

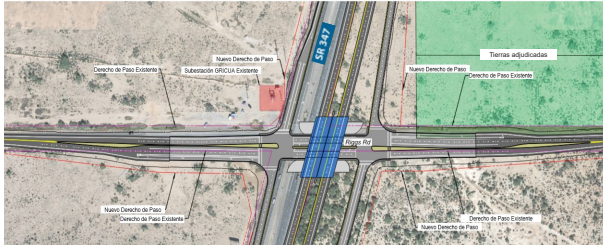


Intercambio de SR 347 / Riggs Road: Alternativa A2, intercambio de diamantes dispersos



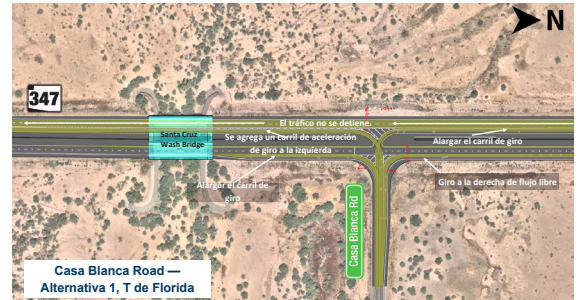
ADOT

Intercambio de SR 347/Riggs Road: Alternativa B1, intercambio de diamante ajustado desplazado



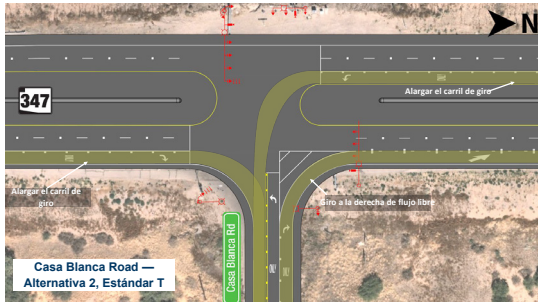
ADOT

Intersección de la carretera Casa Blanca: Alternativa 1, Florida T



ADOT

Intersección vial de Casa Blanca: Alternativa 2, Estándar T mejorada



ADOT

Intersección de Mammoth Way: Mejoras propuestas



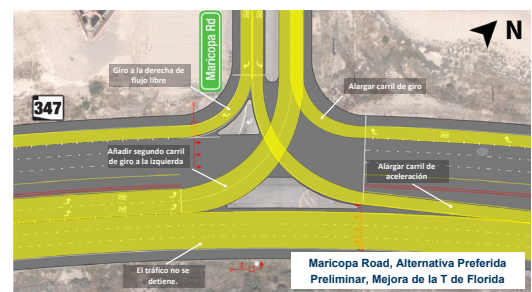
ADOT

Intersección de la carretera Borgia: Mejoras propuestas



ADOT

Mejoras en la intersección de Maricopa Road: Florida T



ADOT

SR 347 Ingeniería y Estudios Ambientales

Consideraciones ambientales:

- Recursos culturales
- Recursos biológicos
- Consideraciones sociales y económicas
- Materiales peligrosos
- Propiedad, jurisdicción y uso de la tierra
- Ruido
- Recursos visuales
- Recursos hídricos

Consideraciones de ingeniería:

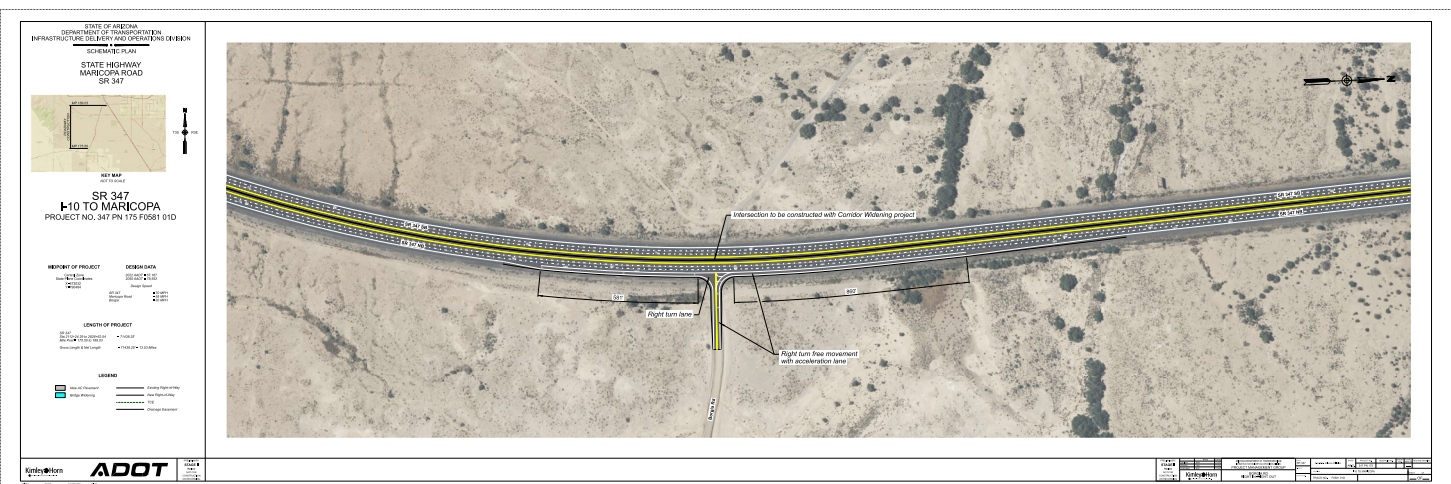
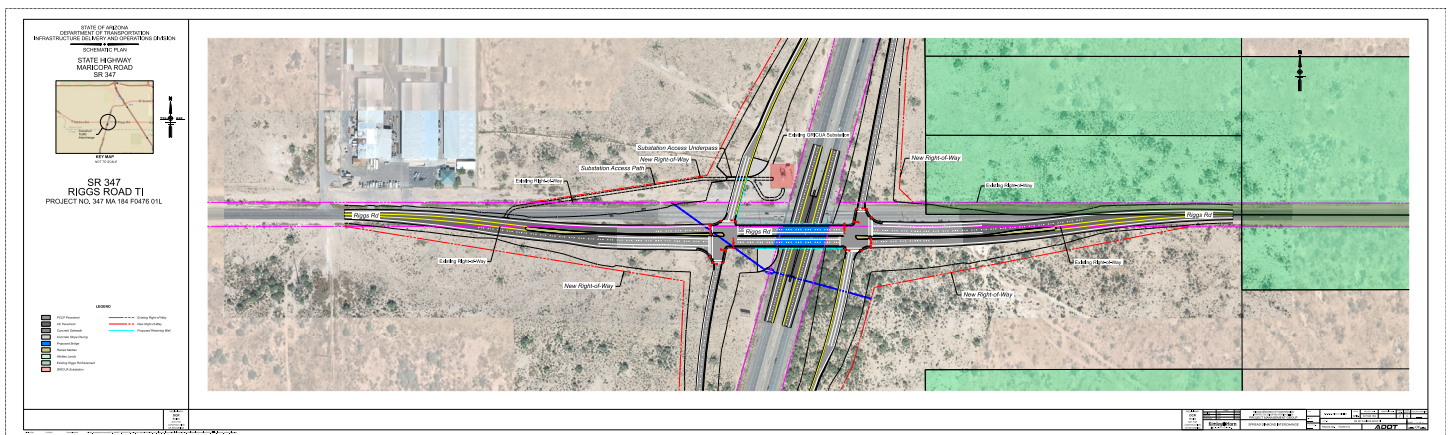
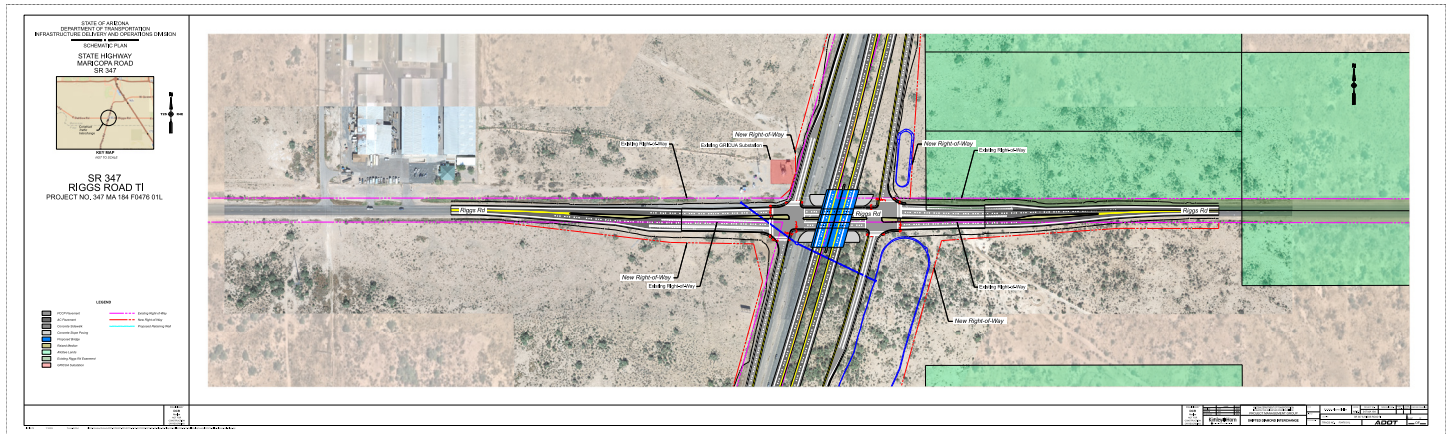
- Análisis de tráfico
- Calzada
- Puentes
- Drenaje
- Firma y rayado
- Señalización e iluminación
- Necesidades de derecho de paso
- Traslados de servicios públicos

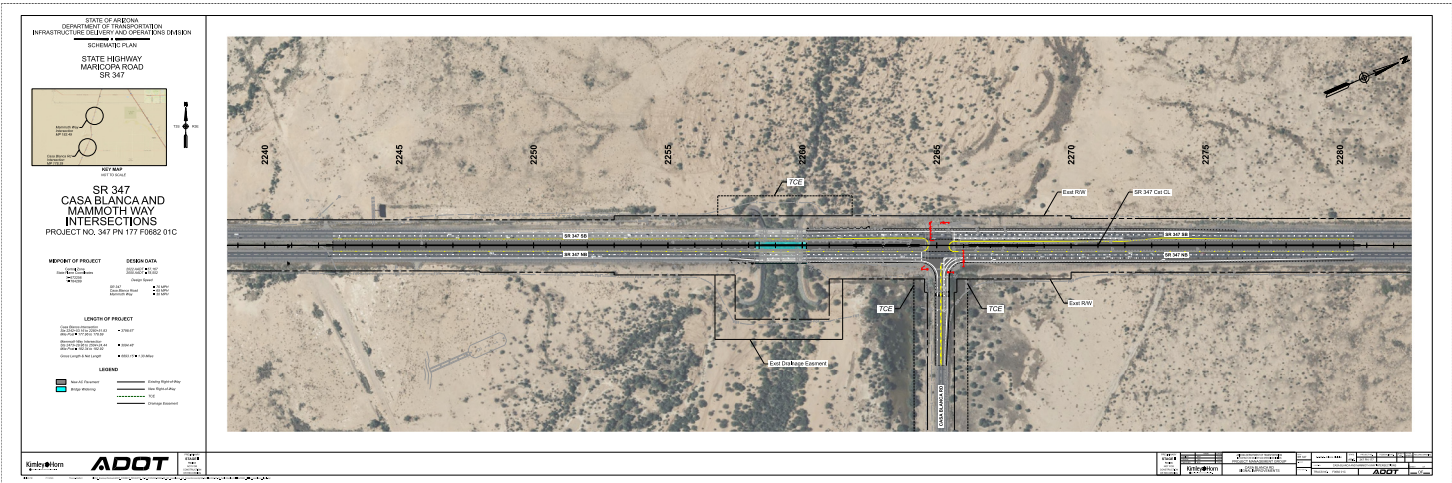
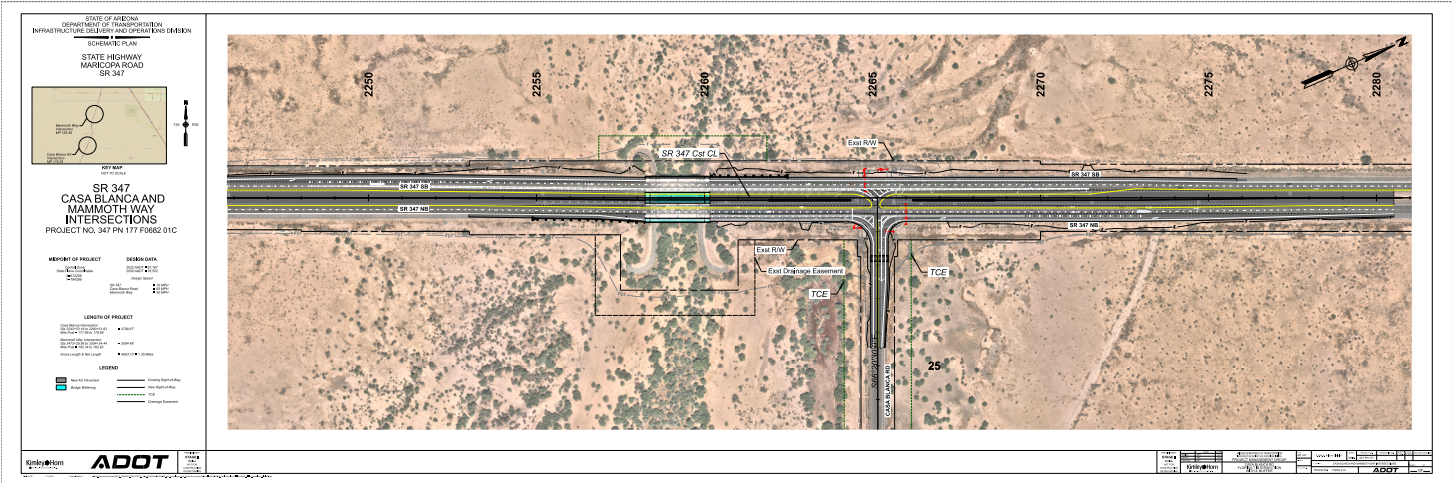
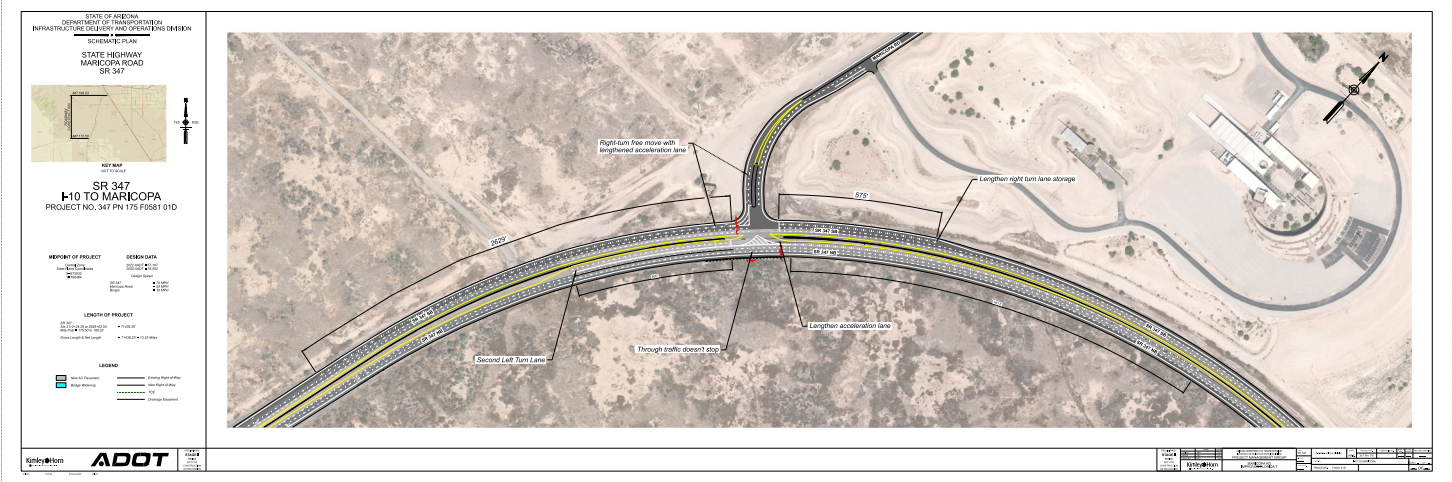
Mejoras en el corredor de la SR 347



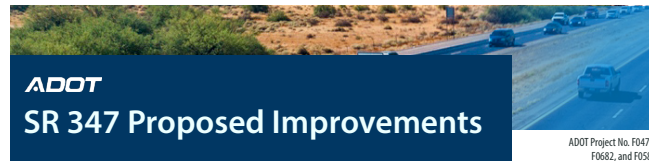
ADOT

Roll Plots





Fact Sheet (English)



OVERVIEW

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community and the Maricopa Association of Governments, and in coordination with the Bureau of Indian Affairs, is conducting a study and design of several planned improvement projects on State Route 347 (SR 347) between Interstate 10 (I-10) and the city of Maricopa.

Riggs Road Traffic Interchange at SR 347

Project Description:

The purpose of this project is to improve traffic flow and safety by building a new grade-separated traffic interchange to separate SR 347 traffic from Riggs Road traffic with a new bridge. The study team evaluated a range of interchange design alternatives and identified a preliminary recommended build alternative, which along with public input, will be documented in the Design Concept Report (DCR) and environmental document.

Anticipated Schedule:

The DCR and environmental studies are expected to be completed in 2025, and then final design will begin.

Casa Blanca Road and Mammoth Way Intersections

Project Description:

This project seeks to improve traffic flow and safety by modifying the intersection layouts and traffic signals at Casa Blanca Road and Mammoth Way. The intersections will be designed as part of the SR 347 widening project but constructed prior to the widening.

Anticipated Schedule:

The project is currently in design. Construction is expected to begin in late 2025 and will take approximately 12 months to complete.

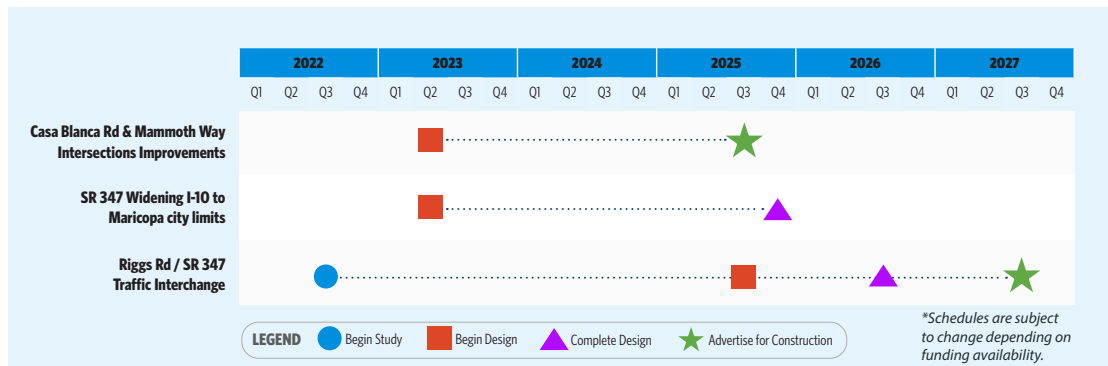
SR 347 Widening, I-10 to city of Maricopa

Project Description:

This project seeks to improve traffic flow and safety by adding one lane in each direction on SR 347 from I-10 to the city of Maricopa. It will also include intersection improvements at Borgia Road and Maricopa Road.

Anticipated Schedule:

Project design is scheduled 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 complete.



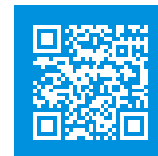
PROVIDE COMMENTS

Comments on the proposed alternatives will be accepted through **Aug. 29, 2024**, in the following ways:

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- Phone: 855.712.8530
- Email: Kimberly Larson at KLarson@azdot.gov
- Mail: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

PUBLIC MEETING AGENDA

5:30 - 6 p.m.	Doors open/Open house
6 - 6:30 p.m.	Formal presentation
6:30 - 7 p.m.	Q&A session/Open house



Take the survey

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Fact Sheet (Spanish)



DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona (ADOT), en asociación con la Comunidad Indígena del Gila River y la Asociación de Gobiernos de Maricopa, y en coordinación con la Oficina de Asuntos Indígenas, está realizando un estudio y diseño de varios proyectos de mejora planificados en la Ruta Estatal 347 (SR 347) entre la Interestatal 10 (I-10) y la ciudad de Maricopa.

Intercambio de Tráfico Riggs Road en SR 347

Descripción del Proyecto:

El propósito de este proyecto es mejorar el flujo y seguridad del tráfico con la construcción de un nuevo intercambio de tráfico separado por niveles para separar el tráfico de la SR 347 del tráfico de Riggs Road con un nuevo puente. El equipo del estudio evaluó diversas alternativas para el diseño de intercambio e identificó una alternativa de construcción preliminar recomendada, que junto con la opinión pública, se documentará en el Reporte de Concepto de Diseño (DCR) y el documento ambiental.

Programación Prevista:

Se espera que el DCR y los estudios ambientales se completen en 2025, y luego comenzará el diseño final.

Intersecciones de Casa Blanca Road y Mammoth Way

Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico con la modificación de los diseños de intersección y las señales de tráfico en Casa Blanca Road y Mammoth Way. Las intersecciones se diseñarán como parte del proyecto de ampliación de la SR 347, pero se construirán antes de la ampliación.

Programación Prevista:

El proyecto se encuentra actualmente en la fase de diseño. Se espera que la construcción comience a fines de 2025 y tardará aproximadamente 12 meses en completarse.



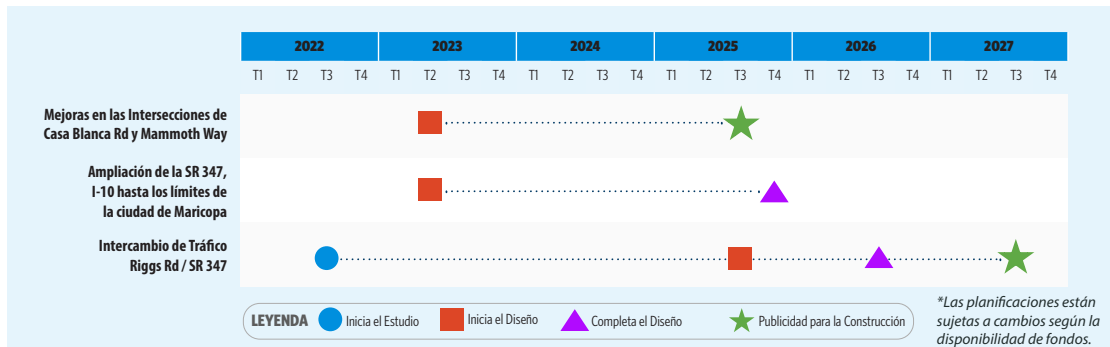
Ampliación de la SR 347, I-10 hasta la ciudad de Maricopa

Descripción del Proyecto:

Este proyecto busca mejorar el flujo y seguridad del tráfico agregando un carril en cada dirección en la SR 347 desde la I-10 hasta la ciudad de Maricopa. También incluirá mejoras en la intersección de Borgia Rd y Maricopa Rd.

Programación Prevista:

Está previsto que el diseño del proyecto concluya a finales de 2025. El proyecto no está financiado actualmente para su construcción. Una vez que la financiación esté disponible, el proyecto tardará aproximadamente dos años en completarse.



PROPORCIONAR COMENTARIOS

Se aceptarán comentarios sobre las alternativas propuestas hasta el **29 de agosto de 2024**, por los siguientes medios:

- En línea: azdot.gov/SR347comment
- Teléfono: 855.712.8530
- Correo Electrónico: Kimberly Larson at KLarson@azdot.gov
- Correo: ADOT Communications and Public Involvement
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007

AGENDA DE LA REUNIÓN PÚBLICA

- 5:30 - 6 p.m. Sesión de preguntas y respuestas/Casa abierta
- 6 - 6:30 p.m. Presentación formal
- 6:30 - 7 p.m. Puertas se abrirán/Casa abierta



Tomar la encuesta

De conformidad con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA) y otras leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben contactar a Kimberly Larson al 855.712.8530 o KLarson@azdot.gov. Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.

Formal Presentation

Anonymous Self-ID Survey

• While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.
English: <https://forms.gle/E4WLSqVa3X5XF8m9>



• Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación de miembros de minorías.
Español: <https://forms.gle/EspuxrUt44REtpWr8>



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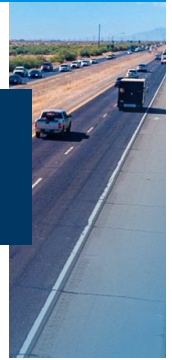
ADOT

SR 347 Corridor Projects Widening and Intersection Improvements

Public Meeting
Gila River Indian Community
Aug. 13, 2024



FOOTY 001, FORM 000



Welcome!

- Restroom locations
- Emergency exits
- Evacuation muster point
- Mute cell phones
- Project team members
- Interpreters available upon request
- Questions and Comments at the end

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Community Prayer



Mr. Robert Stone
Former Lt. Governor
Gila River Indian Community

ADOT

Purpose of Tonight's Meeting



Discuss Proposed SR 347
Corridor Improvements



Opportunity to ask questions and
provide comments

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SR 347 Corridor Projects: Background



The Maricopa Association of Governments (MAG) published a study in June 2022 concluding that, without improvements, the future traffic volumes on SR 347 will exceed the roadway capacity, resulting in unacceptable and failing operations.

Proposed improvements to increase capacity included:

- Adding one lane in each direction from I-10 to the City of Maricopa within the existing median.
- Converting Riggs Road at-grade intersection to grade-separated traffic interchange.
- Reconfiguring other major intersections along the corridor to improve traffic flow.

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State Route 347 Proposed Improvements

- Widening SR 347 from I-10 to Maricopa city limits*
- New interchange at Riggs Road
- Intersection improvements at
 - Maricopa Road*
 - Mammoth Way
 - Borgia Road*
 - Casa Blanca Road

* not funded for construction



Public Involvement

Scoping Phase

Summer 2023-Spring 2024

Purpose: Introduce studies, seek input to identify feasible alternatives for improvements.

Activities

- Public survey
- Presentations to Gila River Indian Community Council Districts, Elders Group
- Coordination with Community departments and city of Maricopa
- 700+ comments

Alternatives Phase

Summer 2024

Purpose: Seek input on current alternatives for improvements.

Activities

- Public meetings
- Public survey

WE ARE HERE!

ADOT

SR 347 Environmental and Engineering Studies

Environmental Considerations:

- Cultural Resources
- Biological Resources
- Social and Economic Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Visual Resources
- Water Resources

Engineering Considerations:

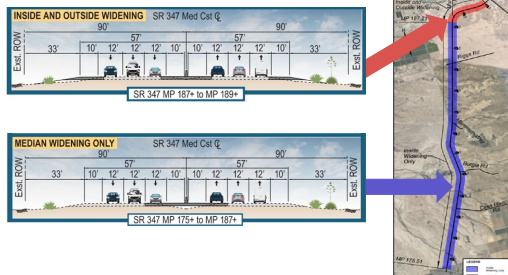
- Traffic Analysis
- Roadway
- Bridges
- Drainage
- Signing and Striping
- Signals and Lighting
- Right-of-Way Needs
- Utility Relocations
- Estimated Cost

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State Route 347 Corridor Widening

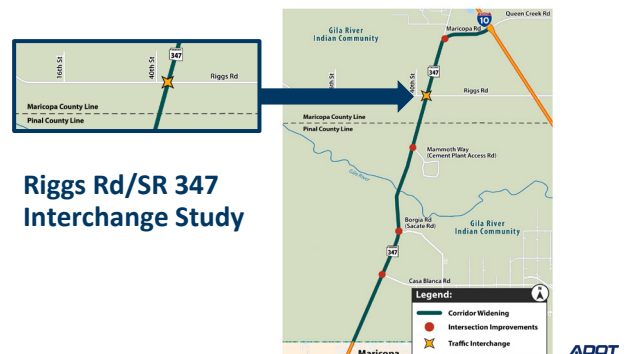


SR 347 Corridor Widening Alternative

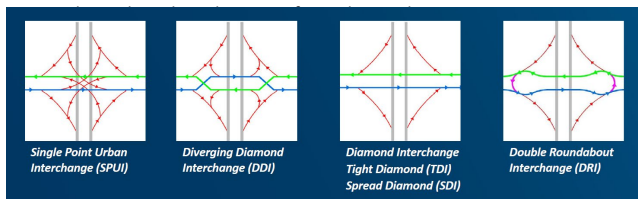


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Riggs Rd/SR 347 Interchange Study

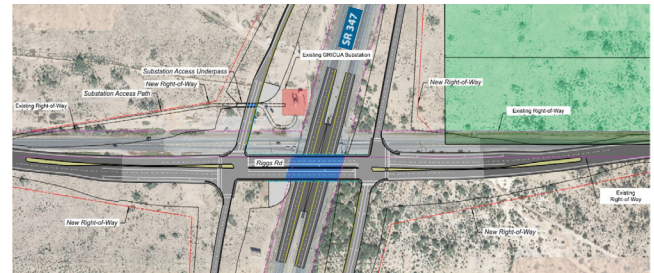


Riggs Rd/SR 347 Interchange Study: Range of Alternatives

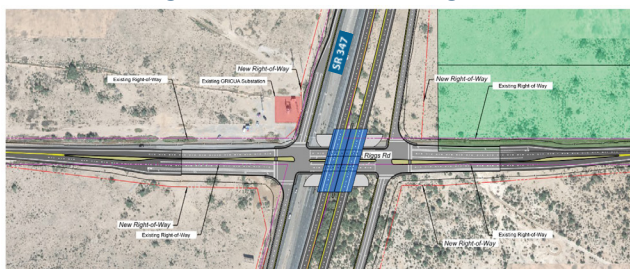


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Refined Alternative A2 – Spread Diamond Interchange



Refined Alternative B1 - Shifted Tight Diamond Interchange



Riggs Rd/SR 347 Interchange Study: ADOT Preliminary Preferred Alternative

Alternative B1 - Shifted Tight Diamond

- Meets the project Purpose and Need
- Simplifies access to land adjacent to Riggs Road, since Riggs would remain at its existing grade
- Provides improved access to electrical substation over Alt. A2
- Requires approximately seven fewer acres of Right of Way than Alt. A2
- Allows for direct passage of oversized loads traveling on SR 347
- Reduces construction duration by three months over Alt. A2

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SR 347 Intersections: Casa Blanca Road



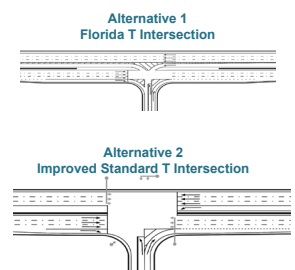
SR 347 Intersections: Casa Blanca Road

Existing Condition

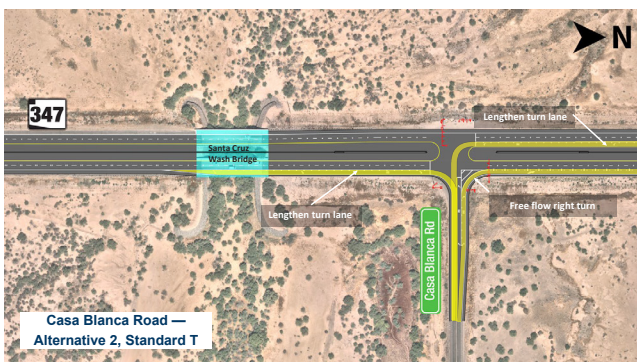
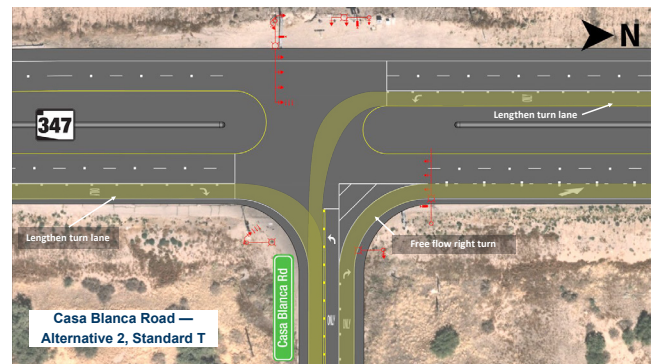
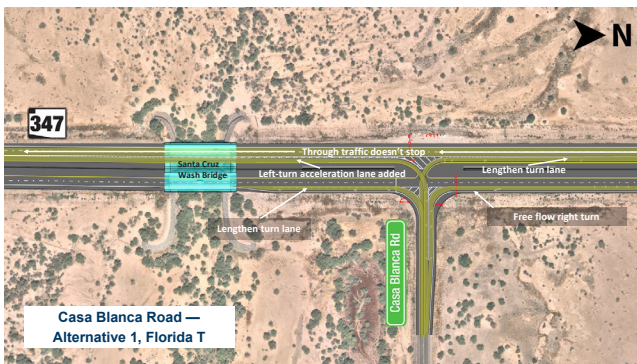
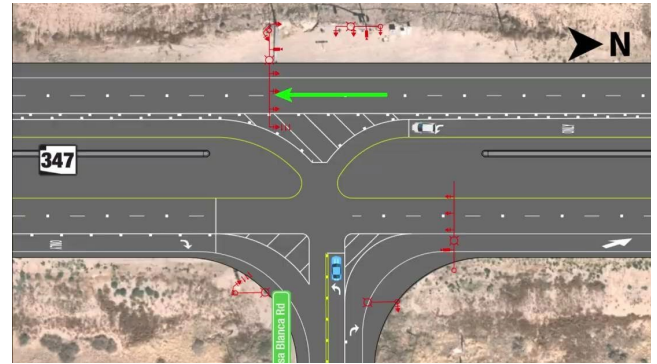
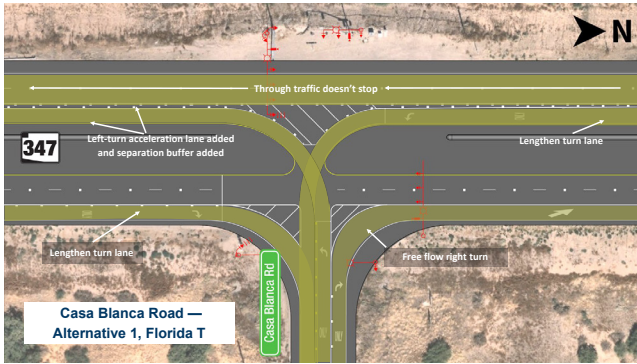
- The Casa Blanca Road intersection currently operates as a signalized Standard T intersection

Alternatives

- Reconstructing as a Florida T intersection
- Improving the existing Standard T intersection



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Casa Blanca Road Intersection ADOT Preliminary Preferred Alternative

Florida T with separation buffer

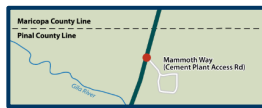
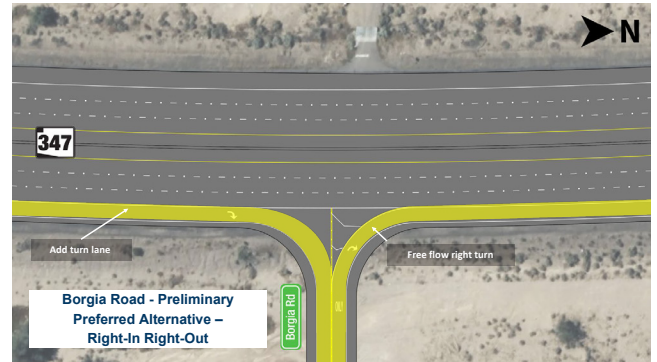
- Reduces total intersection delay from 37 seconds to 8 seconds per vehicle compared to the Improved Standard T (144-second delay in 2050 if we do nothing)
- Allows free-flow southbound SR 347 traffic, improving signal timing options and travel time reliability
- Provides dedicated acceleration lane for Casa Blanca Road vehicles turning left onto SR 347, allowing a safer merge over Improved Standard T alternative (vehicles turn into the southbound lanes with the Improved Standard T rather than a dedicated lane)

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SR 347 Intersections: Borgia Road



ADOT Preliminary Preferred Alternative:
Right-in/right-out only with no traffic signal



SR 347 Intersections: Mammoth Way



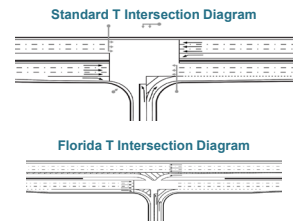
SR 347 Intersections: Mammoth Way

Existing Condition

- The intersection currently operates as a signalized Standard T intersection

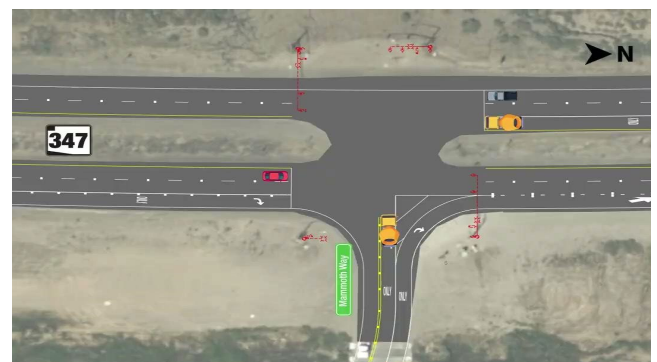
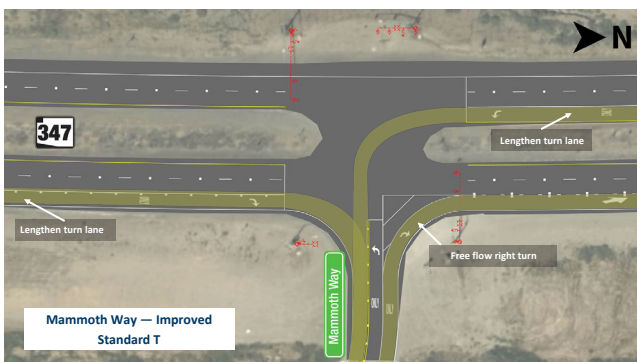
Alternatives

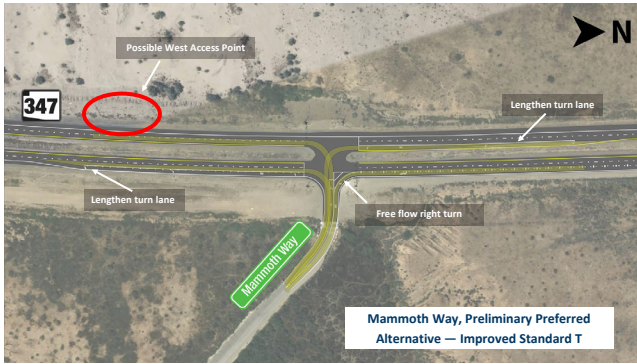
- Improving the existing Standard T intersection
- Reconstructing the intersection as a Florida T intersection



ADOT Preliminary Preferred Alternative: Improved Standard T

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SR 347 Intersections: Maricopa Road

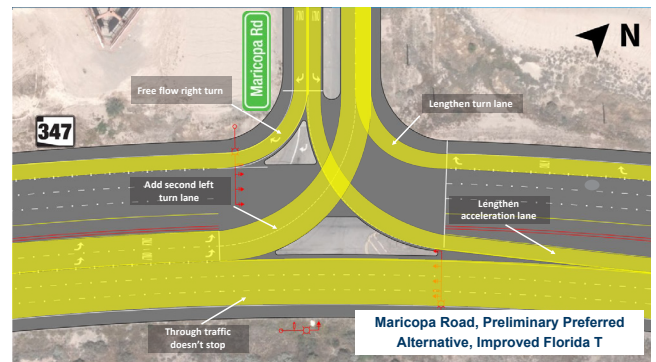
SR 347 Intersections; Maricopa Road ADOT Preliminary Preferred Alternative

Existing Condition: Signalized Florida T

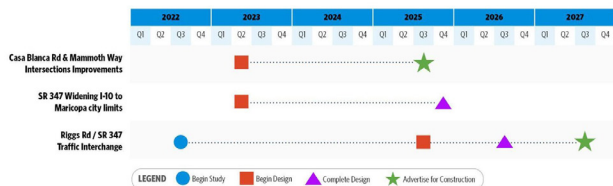
Maricopa Road: Improved Florida T with buffer

- Install dedicated eastbound left-turn lane
- Extend length of the existing southbound acceleration lane
- Provide northbound dual left-turn lanes
- Maintain buffer and lengthen acceleration lane between northbound merge lane and SR 347 through traffic

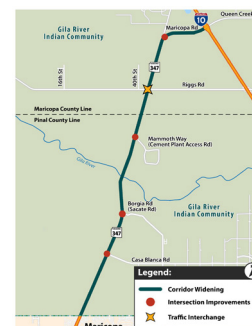
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Timeline



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How to Comment

Comments are being accepted through Aug. 29, 2024, in the following ways:

- Provide comments online: azdot.gov/SR347comment
- Email: Kimberly Larson at KLarson@azdot.gov
- Phone: 855.712.8530
- Mail: ADOT Community Relations
1655 W. Jackson, MD 126F
Phoenix, AZ 85007



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Questions/Comments?



Encuesta Self-ID Anónima

- While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.

English: <https://forms.gle/E4WLsCqVa3X5XF8m9>



- Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y cómo mejorar la participación de los asistentes.

Español: <https://forms.gle/EspuxrUt44REtpWr8>



Formal Presentation - Spanish

Proyectos para el Corredor SR 347
Mejoras de Ampliación e Intersección

Reunión Pública
Comunidad Indígena del Gila River
13 de agosto, 2024



PHOTO BY: ROBERT STONE



¡Bienvenido!

- Ubicaciones de baños.
- Salidas de emergencia.
- Punto de reunión para evacuación.
- Silenciar teléfonos celulares.
- Miembros del equipo del proyecto.
- Tenemos intérpretes disponibles bajo petición.
- Preguntas y comentarios al final.

Oración Comunitaria



Sr. Robert Stone
Anterior Vice Gobernador
Comunidad Indígena del Gila River

Propósito de la Reunión de esta Noche



Discutir las mejoras propuestas
para el corredor de la SR 347.



Oportunidad de hacer preguntas
y comentarios.

Proyectos para el Corredor SR 347: Antecedentes

La Asociación de Gobiernos de Maricopa (MAG) publicó un estudio en junio de 2022 que concluye que, sin mejoras, los futuros volúmenes de tráfico en la SR 347 superarán la capacidad de la carretera, lo que causará operaciones inaceptables y fallidas.

Las mejoras propuestas para aumentar la capacidad incluyeron:

- Agregar un carril en cada dirección desde la I-10 hasta la ciudad de Maricopa dentro de la mediana existente.
- Convertir la intersección a nivel de Riggs Road en un intercambio de tráfico separado por niveles.
- Reconfigurar otras intersecciones importantes a lo largo del corredor para mejorar el flujo de tráfico.

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Mejoras Propuestas para la Ruta Estatal 347

- Ampliación de la SR 347 de la I-10 a los límites de la ciudad de Maricopa*
- Nuevo intercambio de tráfico en Riggs Road.
- Mejoras en la Intersección en:
 - Maricopa Road*
 - Mammoth Way
 - Borgia Road*
 - Casa Blanca Road

*No está financiado para la construcción.



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Participación pública

Fase de Alcance

Verano 2023 – Primavera 2024

Propósito: Presentar los estudios, buscar aportes para identificar alternativas factibles de mejoras.

Actividades

- Encuesta pública.
- Presentaciones a los Distritos del Consejo Comunitario Indígena del Gila River, Grupo de Ancianos.
- Coordinación con departamentos Comunitarios y ciudad de Maricopa.
- Más de 700 comentarios.

Fase de Alternativas

Verano 2024

Propósito: Buscar información sobre las alternativas actuales para mejorar.

Actividades

- Reuniones públicas.
- Encuesta pública.

¡ESTAMOS AQUÍ!

ADOT

Estudios Ambientales y de Ingeniería del SR 347

Consideraciones Ambientales:

- Recursos Culturales.
- Recursos Biológicos.
- Consideraciones sociales y económicas.
- Materiales Peligrosos.
- Propiedad de la tierra, jurisdicción, y uso de la tierra.
- Ruido.
- Recursos visuales.
- Recursos de agua.

Consideraciones de ingeniería:

- Análisis de tráfico.
- Calzada.
- Puentes.
- Drenaje.
- Marcado.
- Señales e iluminación.
- Necesidades de derecho de paso.
- Reubicaciones de servicios públicos.
- Costo aproximado.

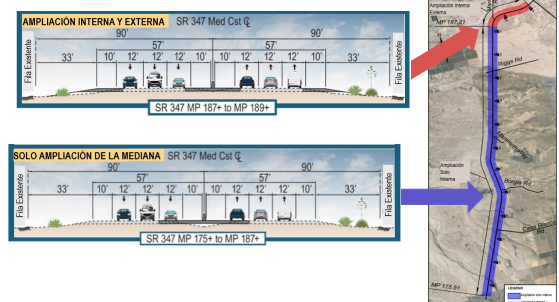
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Ruta Estatal 347 Ampliación del Corredor



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Alternativa de Ampliación del Corredor SR 347

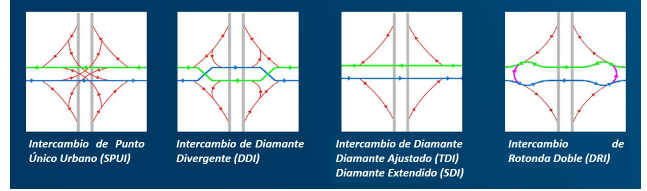


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Estudio de Intercambio en Riggs Rd/SR 347

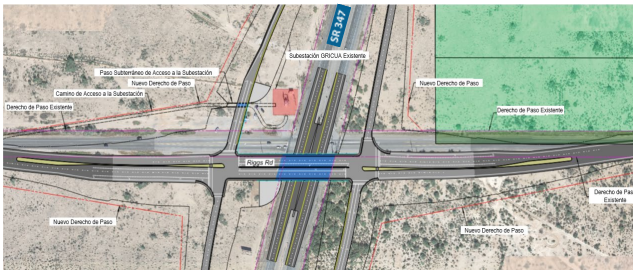


Estudio de Intercambio en Riggs Rd/SR 347: Rango de Alternativas

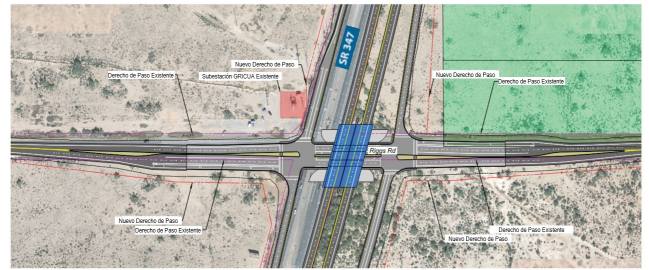


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Alternativa Refinada A2 – Intercambio de Diamantes Extendidos



Alternativa Refinada B1 - Intercambio de Diamante Ajustado Desplazado



Estudio de Intercambio en Riggs Rd/SR 347: Alternativa Preferida Preliminar de ADOT

Alternativa B1 – Diamante Ajustado Desplazado

- Cumple con el propósito y la necesidad del proyecto.
- Simplifica el acceso a los terrenos adyacentes a Riggs Road, ya que Riggs permanecería en su nivel actual.
- Proporciona un mejor acceso a la subestación eléctrica que la Alternativa A2.
- Requiere aproximadamente siete acres menos de Derecho de Paso que la Alternativa A2.
- Permite el paso directo de cargas sobredimensionadas que viajan en SR 347.
- Reduce la duración de la construcción en tres meses sobre la Alternativa A2.

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Intersecciones SR 347: Casa Blanca Road

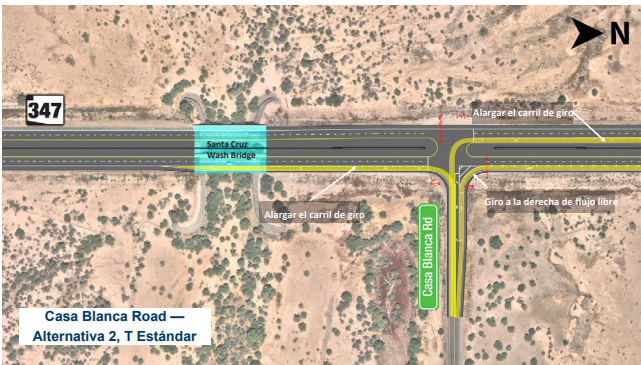
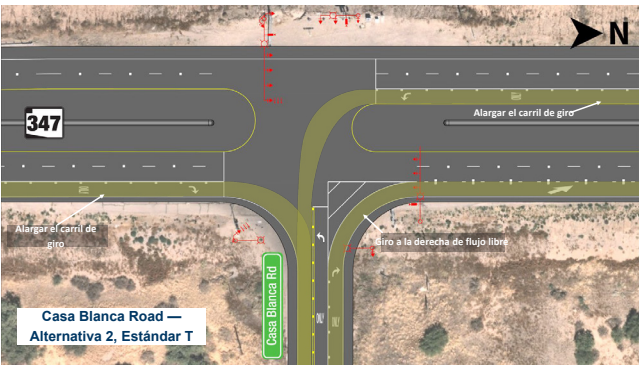
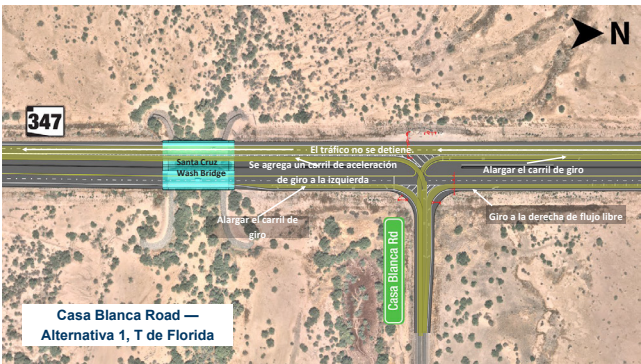
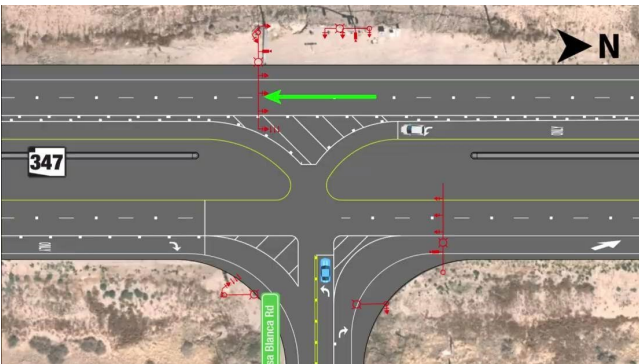
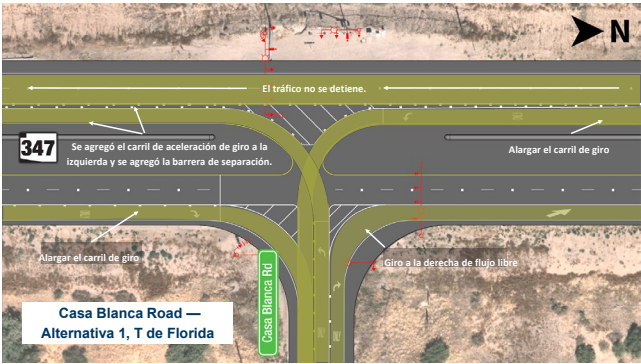
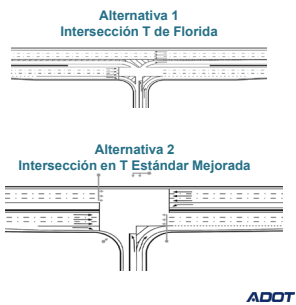


Intersecciones SR 347:
Casa Blanca Road

Condición Existente

- La intersección de Casa Blanca Road actualmente funciona como una intersección Estándar T señalizada.

- Alternativas
- Reconstrucción a una intersección T de Florida.
 - Mejorar la intersección en T estándar existente.



Intersección Casa Blanca Road Alternativa Preferida Preliminar de ADOT

T de Florida con Barrera de Separación

- Reduce el retraso total de la intersección de 37 segundos a 8 segundos por vehículo en comparación a una mejora en la T Estándar (retraso de 144 segundos en 2050 si no se hace nada).
- Permite el flujo libre del tráfico SR 347 hacia el sur, mejorando las opciones de sincronización de la señal y la fiabilidad del tiempo de viaje.
- Proporciona un carril de aceleración dedicado para los vehículos de Casa Blanca Road que giran a la izquierda en la SR 347, lo que permite una combinación más segura sobre la alternativa de la mejora en la T Estándar (los vehículos giran hacia los carriles hacia el sur con la mejora en la T Estándar en lugar de un carril dedicado).

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Intersecciones SR 347: Borgia Road

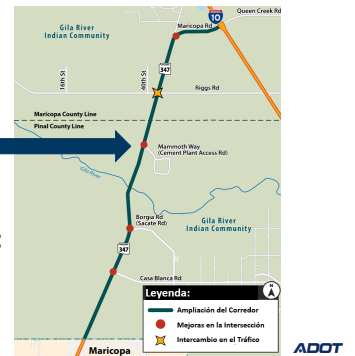


Alternativa Preferida Preliminar de ADOT:

Solo Entrada/Salida derecha sin señal de tráfico.



Intersecciones SR 347: Mammoth Way



Intersecciones SR 347: Mammoth Way

Condición Existente

- La intersección de Casa Blanca Road actualmente funciona como una intersección T Estándar señalizada.

Alternativas

- Mejora de la intersección en T Estándar existente.
- Reconstrucción como una intersección T de Florida.

Diagrama de Intersección en T estándar

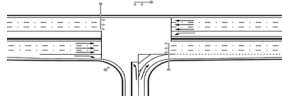
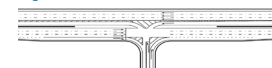
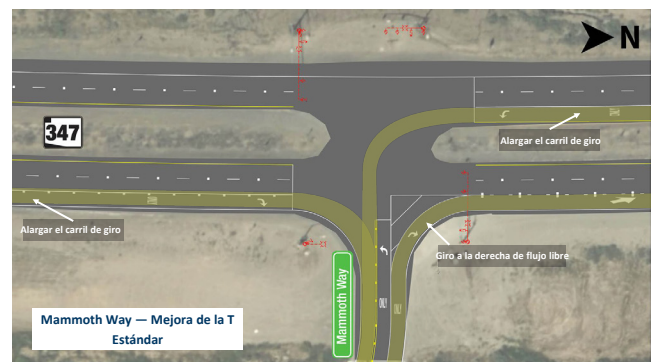


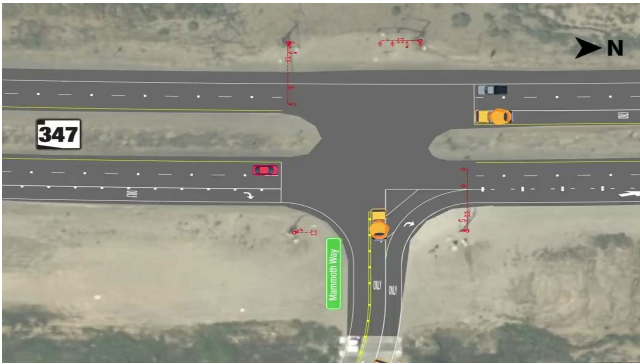
Diagrama de Intersección en T de Florida



Alternativa Preferida Preliminar de ADOT: Mejora de la T Estándar

ADOT





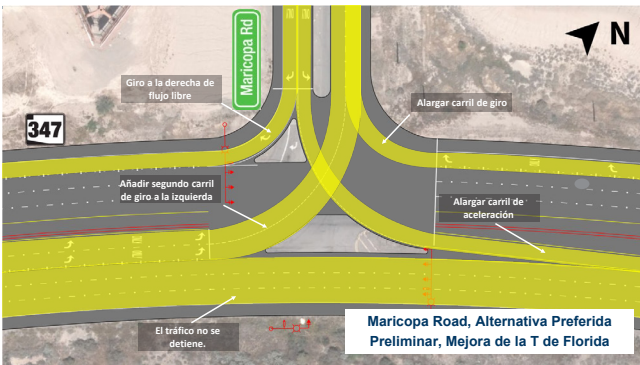
Intersecciones SR 347; Maricopa Road Alternativa Preferida Preliminar de ADOT

Condición Existente: T de Florida Señalizada

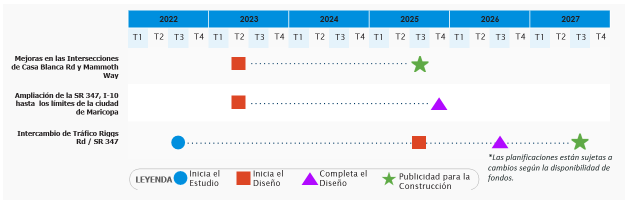
Maricopa Road: Mejora de la T de Florida con barrera

- Instalar carril dedicado de giro a la izquierda en dirección este.
- Extender la longitud del carril de aceleración hacia el sur existente.
- Proporcionar carriles de doble giro a la izquierda en dirección norte.
- Mantener la barrera y alargar el carril de aceleración entre el carril de combinación en dirección norte y la SR 347 a través del tráfico.

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Cronograma



ADOT



Cómo Comentar

Se aceptan comentarios hasta el 29 de agosto, por las siguientes vías:

En línea: En nuestro sitio azdot.gov/SR347comment

Email: Kimberly Larson - KLarson@azdot.gov

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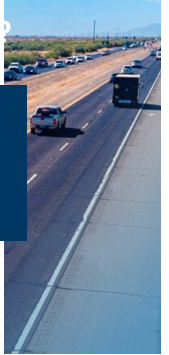
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¿Preguntas o Comentarios?



Appendix C

Public Comments

Q&A

Online Survey Comments

All comments were responded to as such:

Thank you for your comments. They will be shared with the project team and recorded as part of the public outreach summary.

Please provide any comments you have regarding the Riggs Road Interchange Alternative A2 (Spread Diamond), in the “Your Answer” space underneath the picture below.

This has little impact with the substation but takes more ROW. Takes fill to raise Riggs to the west. Make sure bridge clearance accommodates oversized vehicles. Check all fences on overpasses for suicide prevention. Preferred Alt.

which every way (A2 or B1) to get it completed as quickly as possible while maintaining quality and ability to expand in the future. Please Please push to fast track this, it is literally killing people & completely stressing people out by postponing it. Thank you!

Support Alternative A2

I think a bridge over 347 is more work for less use. I guess this could be better for a longer lasting bridge...

We need to move traffic in and out of Maricopa safely separating the locals whom actually resides in the City from the commercial vehicles and the visitors that are traveling through Maricopa on the 347 to go to the casino to I8 to Mexico or to/from I10

Can this meeting be streamed? Thank you.

Don't move forward with this alternative. Too much new ROW will be required and it will cost more to build this alternative that can delay the project because the State Legislature/Governor is cutting funding for infrastructure projects due to the forecasted \$1 Billion deficit next year.

Either alternative will be better than the dangerous intersection is I say a prayer every time I go through it that I make it ok

I like this.

Almost there. Make 347 a 6 lane road and fly over Riggs rd. Place a large single roundabout underneath the overpass so turning/ circulating traffic doesn't have to stop and you have a high flow low maintenance winning design.

This will not address the distracted drivers that cause most of the crashes. Cell phone enforcement.

Might be the best solution for commuters with least disruption

Yes, please.

Looks ok not convinced

Looks too boring and nearly like the one over the 10

Preferred option as the traffic on Riggs is less and would be similar to the overpass on Riggs and I-10

Not my preferred option

Please provide any comments you have regarding the Riggs Road Interchange Alternative A2 (Spread Diamond), in the "Your Answer" space underneath the picture below.

Honestly an overpass, over SR 347 (Riggs RD) would be best bet. Treat Riggs as on / off ramp. Also for construction sake, time delay, maintenance probably would be best to keep the main flow of traffic off a bridge per se. This intersection has seen so many fatalities & people sadly passing. Something at this point is better than nothing.

I prefer this one since it better maintains the scenic beauty of the desert.

No, prefer other option.

the speed diamond at Riggs will help but the only improvement will be another route to the Phoenix Metropolitan area. All the half measures will not help alleviate traffic.

personally prefer this option. my only concern with any changes is going to be the length of road closures and delays the route will have during the process.

I think having Riggs Rd bridge over the 347 makes the most sense. With all of the cars on the 347 I think having it bridge over Riggs Road would result in a lot of road repair and might cause accidents going off the bridge.

Clover leaf intersection

Please start to fund these projects ASAP. Currently 347 traffic is very congested and dangerous. I can only imagine what it will be like in a few years.

This option seems to be the most dangerous of the two options available. People drive insanely fast and wreckless this road and having any obstacles in the way for the idiots who think they own the road means possible death for them and everyone around them. Not to mention the drunks driving the wrong way.

No build

This would be preferable since there would be less disruption to SR347 during construction

No round about. Widen 347 on both sides by adding 3rd lanes from I-10/ Queen Creek over pass through to the town of Maricopa. Build the bridge over Riggs Rd to improve continuous flow of traffic. Diamond Interchange with access lane from Riggs onto 347.

I like this one. It appears that it could be easily expanded with time.

Please consider protected bicycle and pedestrian paths along southbound 347 between S Maricopa Road and Riggs Rd. The shoulder of 347 for this short length is relatively popular amongst cyclist and with the growing volume of vehicles on 347 the shoulder has become an increasingly dangerous place for cyclist and pedestrians.

I don't care which option is chose, as long as some sort of overpass is put in for cross traffic. This intersection is panic-inducing even in the middle of the night.

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

An overpass is exactly what is needed immediately

Prefer this scenario

Prefer B1

Please provide any comments you have regarding the Riggs Road Interchange Alternative A2 (Spread Diamond), in the "Your Answer" space underneath the picture below.

I preferred the Diverging Diamond interchange here, but this seems like a feasible (and certainly necessary) improvement. I prefer this alternative as opposed to B1, but don't have a strong preference except that it gets built as quickly as possible. There are too many accidents, and this intersection is too dangerous to delay improvements.

I like this option the best as it more aligns with how our freeways are designed.

This alternative works fine but has a greater impact on adjacent access to properties. I prefer Alt B1.

This option seems like it would result in less of an impact on 347 traffic during construction and would allow for easier future road widening.

This alternative is also great, but either way the less expensive option should be selected.

Let the engineers decide the best options but the quicker the better

For the immediate future. I don't understand why a red light arrow has not been added for both turn lanes. This is the most dangerous intersection and this is an easy fix that should've been done 10 accidents ago.

Answer:

Thank you for the comment. If a red arrow was installed, we'd eliminate the permissive phase and go to the protected phase, meaning that left turns could only be made with a turn arrow, not just on a green light. This could result in greater left turn queues, and possibly a greater risk of rear end crashes, as the queue could back up into the through lane of traffic. If ADOT were to make the change to protected turn, we would also want to implement dual left turn lanes, which would require further work to be done.

This would be an outstanding way to increase traffic flow on the 347.

Spread Diamond

Both options seem to be great solutions as long as the traffic heading southbound and northbound on the 347 both don't have to stop at a traffic light at any point in time.

I like A2-spread diamond. Hope GRIC will sell you the land to do this.

Any of the alternatives is acceptable to me as long as some alternative is done!

I like this one because of the overpass for Riggs Rd. This will make it safer for traffic on both roadways to move efficiently.

This looks like the best alternative for this intersection.

Absolutely the best idea!

#2

It would be better to have the structure go over SR347 to allow for overheight loads to continue travel to the westside of the Phoenix Metropolitan.

My preference.

This alternative has poor access to the utility substation and requires more acres of right-of-way than the B1 alternative.

Please provide any comments you have regarding the Riggs Road Interchange Alternative A2 (Spread Diamond), in the "Your Answer" space underneath the picture below.

Elderly couple, Lived in MARicopa 9 years and have to avoid travel south bound due to crazy congestion..scared of accidents. This spread Diamond looks amazing. Stop the deaths on this highway. Make access to dr, and other medical needs happen! Please NO ROUNDABOUTS

Could oversize loads be an issue? (height)

Answer:

As Riggs Road is proposed to be elevated on a bridge over SR 347 in Alt A2, SR 347 traffic will travel under the proposed bridge. ADOT's standard vertical clearance of 16.5' would be provided between the bottom of the bridge and SR 347 to accommodate typical truck traffic. Oversized loads higher than 16.5' could use the proposed off-ramps and on-ramps to bypass the bridge.

Any kind of overpass is sorely needed (Now & Expedited) for 347/Riggs Intersection. This (347) is ALSO the main route for folks trying to get to San Diego & back home to "The Valley". We must plan for future growth, ... thus the overpass and a 3rd lane both directions are a must. Thanks !!!

I like the separation of traffic here while still allowing Riggs access for trucks / commuters. I think this would be less intrusive from an impact standpoint as it wouldn't require as much shutting down of the 347 to complete.

Please provide any comments you have regarding the Riggs Road Interchange Alternative B1 (Tight Diamond), in the "Your Answer" space underneath the picture below.

Tight saves on ROW but instead the alignment is pushed to the east to protect the existing substation. This also takes a lot of fill to raise 347 over Riggs Ave. Prefer Alt. 1. Make sure bridge clearance accommodates oversized vehicles. Check all fences on overpasses for suicide prevention.

I think this is the better solution as it gives better access to the substation and takes fewer acres.

Having a bridge over 347 for cross traffic on Riggs would prove most beneficial, to that end; we should also utilize acceleration lanes for traffic on Riggs entering 347. Considering HOW this nearly 2 year construction will impact current and future commuters should be a top priority.

This

Better of the two options to reduce footprint.

I like the idea of a bridge over Riggs. Traffic is greater on 347. This plan also stated it required less land to be used.

We need to move traffic in and out of Maricopa safely separating the locals whom actually resides in the City from the commercial vehicles and the visitors that are traveling through Maricopa on the 347 to go to the casino to I8 to Mexico or to/from I10

Can this meeting be streamed? Thank you.

Best option due to less ROW required. See if the GRIC will fund a portion of this improvement from their casino's profits.

Please provide any comments you have regarding the Riggs Road Interchange Alternative B1 (Tight Diamond), in the "Your Answer" space underneath the picture below.

Either alternative is better than this dangerous intersection is I say a prayer every time I go through that I make it

DDI's suck DRI's are better, but since there are no lateral constraints such as housing nearby, a large single roundabout circulating below the flyover is better for high frequencies of truck traffic as you don't need to worry about designing for a wb67 and the roundabout coming out too small. Design for a quadaxle trl with a 14' wide envelope and run as a wb120' unit and you will get 99% of all oversize and superloads by without incident.

This also will not address the distracted drivers, the cause of most of the accidents.

If you can maintain the traffic flow outside the construction area with a bypass and open when completed makes a great deal of sense.

To complicated for our people

I like this improvement a lot more

How do people heading west on Riggs enter the 347 S in B1? Ditto for people heading E who want to head N?

Answer:

With the proposed improvements, drivers on Riggs Road would access SR 347 via on-ramps. Westbound vehicles on Riggs Road would use the exclusive left-turn lane under the bridge to enter the southbound on-ramp to enter SR 347. Similarly, eastbound vehicles on Riggs Road would use the exclusive left-turn lane under the bridge to enter the northbound on-ramp to SR 347.

I love this idea the most out of the 2 options. We won't impede on the reservation to much

I prefer this option because it looks cleaner and would be free flowing with Riggs under the freeway instead of over it

Prefer this alternative. A simpler design.

Preferably use this

I think a bridge over 347 is still best bet. (Riggs is the bridge) Instead of making the main highway a bridge because of construction delays to the main road & for future maintenance & upkeep- why disturb the main flow of traffic vs a side road like Riggs that see way less vehicles.

I do not like this one since 347 will now rise above the horizon.

Preferred choice for me. Requires less land acquisition and quicker to complete

Yes, prefer this option

also a great option, both of these options are 10x better than adding a 3rd lane like people have been saying for years. anyone with basic traffic knowledge knows that extra lanes generally don't make anything better and can debatably make it worse.

Please provide any comments you have regarding the Riggs Road Interchange Alternative B1 (Tight Diamond), in the “Your Answer” space underneath the picture below.

I like this option the best

This version seems to make more sense

Providing an underpass for Riggs seems more appropriate. Maintain the continuation of the 347 seems to be the safest option available and it appears to require less interruption to the flow of traffic on the 347 during and after construction.

No build

This problem needs to be fixed assp. You folks are dragging your feet. Make the 347 3 lanes wide in each direction

This would work, but I'm concerned of how this would impact SR347 during construction

This one looks too tight. Upon widening 347 it does not appear to give it enough room.

I don't care which option is chose, as long as some sort of overpass is put in for cross traffic. This intersection is panic-inducing even in the middle of the night.

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

Seems like the better alternative given less acreage required. I'd love to understand if one is substantially more expensive than the other, as that would help me with my preferred option as well. Not sure if more acreage equals more cost.

B1 looks like it would be the least impact to 347 traffic during construction. The 347 traffic could be diverted to the ramp lanes while the bridge is being built.

Prefer B1

I preferred the Diverging Diamond interchange here, but this seems like a feasible (and certainly necessary) improvement. I prefer alternative A2, but don't have a strong preference except that it gets built as quickly as possible. There are too many accidents, and this intersection is too dangerous to delay improvements.

I do like how the GRICUA substation is situated better on this design.

This alternative seems better since it provides better access to adjacent properties from Riggs Road. This improvement is greatly needed ASAP to improve traffic movement and safety along SR347. Too many accidents at this intersection.

This option appears like it will be a nightmare for 347 traffic during the years long construction phase.

I think this alternative is more effective because of less right of way access.

Let the engineers decide the best options but the quicker the better

Please provide any comments you have regarding the Riggs Road Interchange Alternative B1 (Tight Diamond), in the "Your Answer" space underneath the picture below.

This seems best alternative for construction. Biggest worry is this will cause huge nightmare of traffic. This seems to go around existing road so appears to be less of a traffic issue

I prefer the spread diamond, but this would be a good fix too that I would support.

Again, both options seem to be great solutions as long as the traffic heading southbound and northbound on the 347 both don't have to stop at a traffic light at any point in time.

Not this. Prefer A2

Yes

Any of the alternatives is acceptable to me as long as some alternative is done!

This seems to involve some digging which will take longer than construction of an overpass on Riggs Rd.

Alternative that uses the least amount of land is the best choice, the problem that needs solving is the stop/go impact on 347 caused by the traffic signals.

Another great idea! Anything to alleviate the congestion!!

B1 is a better plan. B1 is my choice!!!

May cause confusion

#2

Major concerns for overheight loads due to Riggs Road & SR347 is a major route oversized loads travel from the eastside of the valley to the westside. If you restrict the height clearance under this structure how are oversized loads going to be able to get to their destination with having to travel a longer distance.

I prefer this option - please fast track as this change is urgently needed.

This alternative has improved access to the utility substation and requires fewer acres of right-of-way than the A2 alternative. This is the better alternative.

This would be great too!

A simple overpass would do the trick, less confusion and chance of wrong way drivers. Especially since there are two casino's on that stretch of road; drunk drivers.

I think a build that requires smaller acreage as well as maintains access to the substations is important. I worry that building a bridge over Riggs will close the 347 entirely while the buildout is occurring, and there is no other way out of town that can support this.

Please provide any comments regarding the Casa Blanca Road intersection Alternative 1 (Florida T), in the "Your Answer" space underneath the picture below.

I like not having both directions stop at the traffic light. This is the preferred Alt. However, a delayed left turn or Michigan left (downstream U-turn) is the best to prevent any use of more traffic lights.

This keeps traffic flowing south during Rush hour, which is great - but then the lights coming into Maricopa needs to be adjusted so we don't have heavy back up there. A ring around the city of Maricopa like they have been talking about for several years needs to get started!

This seems to be better because the thru traffic doesn't stop

This

Preferred option to reduce traffic lights operations.

Through traffic is a better and safer proposal however must make sure there cannot be any crossover as those travelling will think they can pass traffic coming off Casa Blanca Rd hence defeating the purpose of building for safety as well as growth. Traffic already drives on the shoulder because they are impatient and rude.

Can this meeting be streamed? Thank you.

If no additional ROW is required, this alternative will operate the best, especially during the evening rush hour commute.

Just get started already I have lived in MARICOPA for over 10 years and all there has been is talk no action
Action speaks louder than words

Prefer this

Too much turning truck traffic, a short term plan that will only increase accidents due to an increased 85% speed post construction.

Distracted drivers will hit turning traffic

Remove traffic signals at the intersection. Enhance the Florida T to a Michigan Turn where Left turn traffic from Casa Blanca turns right to a new outermost left-hand lane then makes a left turn when traffic clears. Northbound 347 traffic uses that same lane to make a U turn to 347 south. Southbound 347 Traffic uses a new outermost left turn lane past the intersection, and makes a left turn when traffic clears and then a right turn to Casa Blanca. With these changes neither Northbound or southbound traffic will stop

Love this design. It makes so much sense. I'm surprised we don't use this more often.

Yes, move the timeline up.

I like this improvement

This idea is better in all areas! The flow of traffic continuously is much needed!

This looks like the current old Maricopa rd interchange but having two turn lanes makes for better traffic flow.

Like the idea of continuous traffic at this intersection.

Better option to keep traffic flowing Southbound moving

Preferably use this

Please provide any comments regarding the Casa Blanca Road intersection Alternative 1 (Florida T), in the "Your Answer" space underneath the picture below.

I think the florida T would be the best bet, it keeps the flow southbound traffic moving. My concern though , is people driving southbound not knowing his this works & they see someone turning near them and freak out / cause accident. Unless possible there is some Jersey barrier between the left turn (south) and through way traffic so gives them time to merge on sr347 south. Either way not disturbing the flow of traffic headed south would be great help on less immediate braking / rear ends happening & also approve travel times.

I prefer this option. It works well on US60 East of Apache Junction already. My ultimate preference would be to make 347 a full freeway so I would most prefer to see this grade-separated.

Preferred choice. Keeps southbound traffic moving

Yes, prefer Florida T, with sensors so lights only trigger when vehicles are waiting in Casa Blanca.

great option. 100% support this with no questions or concerns

I like this option the best

Clover leaf intersection

This version is better long term

I don't see any benefits in this type of intersection.

No build

Let's get this fixed ASAP. Do not drag your feet. Along with this fixture we need the 347 to be 3 lanes wide in both directions.

This would allow for better merging for Casa Blanca

As stated before, 346 should be 6 lanes total, 3 in each direction, including access lane for acceleration and merging.

this one looks too complicated and upon widening 347, it might take more to reroute this.

This option is terrifying. People don't pay attention when vehicles are trying to merge as it is. Especially when merging into the left lane.

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

This seems like the best option to support traffic flows!!!

This is needed immediately. Just get it done

Prefer this option along with sensors at Casa Blanca intersection to only activate the traffic signal when traffic is at Casa Blanca intersection.

Prefer Florida T

Please provide any comments regarding the Casa Blanca Road intersection Alternative 1 (Florida T), in the "Your Answer" space underneath the picture below.

Northbound morning traffic seems to back up here more than southbound afternoon/evening traffic. Thus, this may not prove as beneficial as if the "T" were somehow in the other direction. Nonetheless, lengthening the southbound left turn lane would be a tremendous improvement, as vehicles have often spilled over into the high-speed lanes, creating a very dangerous situation. This improvement should be built as quickly as possible, and in a way that will accommodate the future widening.

I worry that those turning left from Casa Blanca onto 347 S may not always turn into the far left lane. People don't do that now on regular streets. Potential accidents.

This alternative is not acceptable, very dangerous!

Alt 1 is the most efficient for southbound traffic. This will help minimize accidents and increase flow.

This has to be the option. Option 2 isn't an improvement for 347 traffic. Casa Blanca traffic is minimal. Also an extended left turn lane while nice isn't going to improve anything. There isn't a back up of people turning left. That statement shows y'all don't drive the 347.

This should eliminate backups as it allows southbound traffic on i-347 to flow.

Let the engineers decide the best options but the quicker the better

Like this one best. More like the intersection at old Maricopa rd and that has been great for traffic flow

This would be outstanding to manage the traffic flow at thia intersection.

This is definitely the better option since traffic going south on the 347 doesn't stop at a light. It would be even better if there was an option where the traffic going north on the 347 didn't need to stop either. The best option would be to get rid of the traffic light all together; that would be the best solution. Stopping at a red light in the middle of the desert while driving freeway/highway speeds is unsafe and ridiculous.

Any of the alternatives is acceptable to me as long as some alternative is done!

Given how fast everyone drives on 347, I don't think this approach will be safe enough.

This is the best choice of the alternatives offered, better would be a fly over that eliminate the traffic signals. Stop and go traffic is the real problem.

This will help south 347 in the evening commute.

I choice alternative #1 as best solution.

Yes

To confusioning

Casa Blanca Road is highly traveled by oversize loads. Please just make it assessable and wide enough to get all types of traffic through this area as well as oversize loads.

Preferred option

My preference.

Anything "Florida" is a bad idea.

If I understand this model, only the northbound has a light, seems like it would help the southbound congestion. Not sure how northbound would be impacted. Seems better than the other option presented here.

Please provide any comments regarding the Casa Blanca Road intersection Alternative 1 (Florida T), in the "Your Answer" space underneath the picture below.

This one would be good.

This will not help, there are to many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

This is good. Especially a lane where traffic does not stop.

The right turn free movement is too dangerous, take note of the one at Old Maricopa Rd. No one stops at the light, they drive right into traffic even when the light is RED.

This is my preference to more safely and effectively allow for traffic flow.

Much prefer this intersection. Southbound traffic flow, will particularly weekday afternoons, would be greatly improved.

This will cause accidents - people will try and beat traffic coming left off Casa Blanca onto the 347 and be t-boned, or they will overshoot the turn and sideswipe southbound traffic.

Please provide any comments regarding the Casa Blanca Road intersection Alternative 2 (Improved Standard T), in the "Your Answer" space underneath the picture below.

Poor design; too many traffic signals already!

No real improvement here. Traffic already drives on the shoulder or faster because they are impatient and rude and do not give any right of way to merging traffic or commercial vehicles

Can this meeting be streamed? Thank you.

Same as above

Bad plan. 85th% is already above posted. This will increase fatalities as post construction drivers will be going 10-15 faster than current. Also with signals on either end the long platoons will make left turns all but impossible.

Cell phone users will still crash.

Don't like this alternative

Prefer the Florida T. This design does not maintain free flow of traffic.

No

Like the florida t better

Basically what we have currently right now. There usually never is any built up traffic to turn onto casa Blanca & go to the reservation. 2 cars stopping 50 cars each on 347 north & southbound? But guess lengthening turn lanes would help ppl merge out of way sooner ease need to cause braking. Either way widening the 347 really is the key.

I do not like this one since SB traffic will still need to stop for left turns.

Please provide any comments regarding the Casa Blanca Road intersection Alternative 2 (Improved Standard T), in the “Your Answer” space underneath the picture below.

NO, absolutely not

Standard T is really the only viable option. Maricopa driver's are unsafe and anything more complicated will only result in more accidents

terrible option, i think the best possible option for the traffic on this road is to keep the flow of traffic moving under any circumstances

This is what we have at Casa Blanca now with an unnecessary merge lane going north onto the 347.

No build

This would be least disruptive

This one looks simple. When 347 is widened, it might be easier to reroute this cheaper and easier.

Not ideal, but better!

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

Prefer Florida T

This is a minimal improvement over the current condition, but would still be better than no improvement. Something has to be done as quickly as possible, to avoid future serious injuries and/or loss of life .

I think the additional length on the turn lanes will help with the flow of traffic.

Very dangerous intersection for a future 6 lane high speed highway.

Minimal benefit.

Not an improvement

Alternative 1 is more effective because as it allows more traffic movement.

Let the engineers decide the best options but the quicker the better

Not a big difference.

Perfer the Flordia T tk this.

This isn't much better than what is currently in place. The traffic lights are a bad and dangerous idea.

A2 is probably safer. If one lane does not stop, people will be cutting each other off.

Yes

Please provide any comments regarding the Casa Blanca Road intersection Alternative 2 (Improved Standard T), in the “Your Answer” space underneath the picture below.

Any of the alternatives is acceptable to me as long as some alternative is done!

Given how fast everyone drives on 347, I don't think this approach will be safe enough.

This looks like not much improvement.

No

Will work better

Perfect interchange - Please just make it assessable and wide enough to get all types of traffic through this area as well as oversize loads.

The southbound SR 347 left turn lane to Casa Blanca Road will be lengthened to allow for more vehicles to wait to turn, reducing back-ups for through- traffic. Preferred alternative.

Would add more time with signals

Based on the large number of rear end collisions, this needs to be a Florida T as well

This will not help, there are to many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

This design does not relieve the traffic congestion because it still requires southbound traffic to stop, causing long backups.

This feels better from a safety perspective, but it eliminates the ability for Casa Blanca to be a bypass route for when the southbound 347 is closed for an accident or severely delayed

Please provide any comments about the proposed improvements to the Mammoth Way intersection, in the “Your Answer” space underneath the picture below.

I like the longer deceleration lanes. But having both directions stop at the traffic light is bad. No signals. However, a delayed left turn or Michigan left (downstream U-turn) is the best to prevent any use of more traffic lights. What 347 really needs is a new E/W connection to I-10 like Honeycutt Road or connects the HWY with I-10 to a new roadway adjacent to the Alpha Kilo Aviation Runway.

This does nothing to alleviate morning rush hour traffic at this location. The problem isn't the length of the turn lanes, it's the constant triggering of the northbound light for trucks to turn.

Those lengthen turn lanes, merging lanes only create more space or less space for traffic movement. There are no courtesy given nor right of way for safe merging or through traffic especially for commercial vehicles.

Can this meeting be streamed? Thank you.

Action speaks louder than words get on with with it

Please provide any comments about the proposed improvements to the Mammoth Way intersection, in the "Your Answer" space underneath the picture below.

Over pass the mainline and circulate turning traffic on a large roundabout below is the only logical option that will keep ongoing maintenance costs low.

This will not stop the cell users from crashing.

Remove traffic signals at the intersection. Use and Enhance the Florida T in Casa Blanca Alternative 1, to a Michigan Turn where Left turn traffic from Mammoth turns right to a new outermost left-hand lane then makes a left turn when traffic clears. Northbound 347 traffic uses that same lane to make a U turn to 347 south. Southbound 347 Traffic uses a new outermost left turn lane past the intersection, and makes a left turn when traffic clears and then a right turn to Mammoth. With these changes neither Northbound or southbound traffic will stop

This makes sense and we don't know what the future of this side road or the longevity of the concrete plant.

Fine. Again move the timeline

I've not seen to many trucks turn left going to Maricopa just going north. Maybe have a wider lane for the cement trucks coming out of the intersection

Looks good

This option works. Basically what we have currently right now. But lengthening there turn lanes would help, cause soon as they turn onto 347 north, everyone is merging into left lane cutting each other off too avoid getting rocks hitting car / windshield from these trucks. Honestly 3 main lanes what we need. Like said they always tend drive under speed so there own lane is like needed. Everyone is always immediate merging soon as they see one these trucks to avoid as such.

prefer Florida T, with sensors so lights only trigger when vehicles are waiting in Mammoth.

Any improvements on Mammoth way really don't affect Maricopa traffic because Mammoth is through the city and traffic is backed up

pretty good overall improvements. i personally haven't had much issues with this road since the speed limit increase. but lengthier turn lanes are always a great option and will help with the flow of traffic. especially for truck drivers

Clover leaf intersection

Close off Mammoth way to southbound drivers. It's a dangerous turn off from the highway to a dirt road into the reservation that tax payers aren't allowed to drive down. Close it off and require drivers to turn at Casa Blanca to get to this area.

No build

This looks good. Yet again, widen 347 Tony lanes. We outgrew 2 lanes in each direction three years ago.

I think straightening the road will be easier for trucks turning in. This is a no.

Please provide any comments about the proposed improvements to the Mammoth Way intersection, in the "Your Answer" space underneath the picture below.

There needs to be a way to keep traffic moving at the intersection.

No preference here. Longer turn lanes would help especially since this turn off is primarily used by commercial vehicles

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

#1 makes the best sense

No concern

Northbound morning traffic seems to back up here more than afternoon/evening traffic. Thus, this may not prove as beneficial as if the "T" were somehow in the other direction. Nonetheless, lengthening the southbound left turn lane would be a tremendous improvement, as cement trucks often spill over into the high-speed lanes, creating a very dangerous situation. This improvement should be built as quickly as possible, and in a way that will accommodate the future widening.

I think the additional length on the turn lanes will help with the flow of traffic.

An overpass would be needed, this option is not safe!

A Florida T intersection would be more helpful here for the trucks heading southbound. However, the improvements shown here will still help a small amount.

You should be doing the same as casa Blanca and southbound should have to stop.

This seems to be logical solution, but an overpass onto i-347 would be safer alternative.

Let the engineers decide the best options but the quicker the better

Looks good

This looks like a good plan.

Block left turns (southbound turns) from mammoth way entirely. This is 1 cement company. They can turn northbound, and take Riggs road to the I-10 if they want to go southbound. This company also has another location on Arizona ave on the other side of the reservation. I'm sure they can coordinate south bound deliveries. There have been many accidents and delays due to this 1 company having a dedicated stop light

This isn't a very good option. The traffic lights should be removed and another solution should be put into place. Again, having to stop at a light in the middle of the desert isn't a good idea. The north and southbound lanes could be widened to six lanes on each side and having to stop at a red light doesn't make it any better. Cars are stopping in the middle of the desert on a high speed road regardless of the number of lanes on each side.

This should not be included. To many stops and this should be re-routed to Casa Blanca road.

Please provide any comments about the proposed improvements to the Mammoth Way intersection, in the “Your Answer” space underneath the picture below.

Yes

Given how fast everyone drives on 347, I don't think this approach will be safe enough.

It's ok. Maybe a bridge?

Continue with this plan.

Possibly better than now.

The best so far

How much will the turn lanes be lengthened?

Answer:

The southbound left-turn lane into Mammoth Way would be extended nearly 400' for a total of approximately 600'. Similarly, the northbound right-turn lane into Mammoth Way would be extended nearly 500' for a total of approximately 700'.

If this is the cement factory, don't see how this helps..

This will not help, there are to many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

We need 3 lanes each way of 347. Please fast track this important infrastructure project. Thank You !!!

Giving these idiots the ability to turn into oncoming traffic is a terrible idea. The trucks leaving the gravel pit already turn at that light without waiting and back up traffic while they cut in front of everyone, so giving them the ability to do it more often doesn't seem great.

Please provide any comments about the SR 347 corridor widening, in the “Your Answer” space underneath the picture below.

Don't waste money widening the roadway. You do need need three lanes. I-10 directly to the east has 4 times the amount of traffic on two lanes in each direction. The only difference is the speed and the controlled access. With these changes of the Floride T, GSI, and some Michigan Left Turns you can increase capacity and keep cars moving. Spend the money on a future Hwy under the same pressure (SR85 near Buckeye, AZ) before it becomes the same problem with signals (move toward roundabouts here). OR spend the money on a redundancy connection south of Maricopa that heads east to I-10 giving the residents south of the City center an option.

Expanding will also help with traffic flow & accidents, so both (Riggs overpass) and 3 lane expansion needs to be done. 10' shoulder on all sides is good too. But this needs to be 3 lanes from I-10 to City of Maricopa, the description says from city of Maricopa to just North of Riggs Rd....

This has been so long overdue! Maricopa has grown leaps and bounds in the 4 years that I have lived here and yet NOTHING has been done about the roads and people had been injured and died because of it. GET IT DONE!

Please provide any comments about the SR 347 corridor widening, in the “Your Answer” space underneath the picture below.

My question pertains to the necessity of two 10' shoulder while allowing only 3 lanes. If the current road consists of 4' and 10' shoulders, why is it 4 lanes with 10' and 8' shoulders not possible? Or expand the right shoulders to allow for two 10' shoulders. The necessity of 4 lanes is NOW we needed 3 lanes 3 years ago. With current plans to develop maricopa further we should be considering our future expansion as a line of effort for why we need 4 lanes.

Answer:

From our traffic study for the design year of 2050, three lanes are adequate for this corridor and will provide an acceptable level of service. Existing at-grade signals at the intersections are the primary cause of bottleneck and resulting congestion and crashes. Converting the existing at-grade signal at Riggs Road, by constructing a bridge and elevating SR 347 over Riggs Road, will greatly alleviate congestion on SR 347. The shoulders are recommended to be 10' for safety so that if vehicles have to pull off the road and onto the shoulder (e.g., when a vehicle breaks down) there is a buffer of space between them and vehicles traveling at high speeds in the adjacent travel lane.

Maybe not a wall

I think widening by removing inside space/median is a good plan. I would not support any outside expansion.

Yes for proposed to accommodate growth and safety

It is TOO late for ONLY 3 LANES.....LOOKINGat Maricopa City's plans for an industrial park and more nad more multiple housing units.....it calls for 4 LANES IN EACH DIRECTION..PLUS SHOULDERS ON EACH SIDE OF THE ROADWAY!

Dreamers only wish that the folks who live in Maricopa will be able to also afford to work in Maricopa. NO SO! The high paying jobs are NOT IN MARICOPA. Maricopa residents will have to travel out of Maricopa for higher paying jobs.

Maricopa still does not attract restaurants.....Such as.....Thirsty Lion, Outback, Rigitonis..etc.....Einsteins, Panera, CHOMPIESCOSTCO, SAMS CLUB.....

How's about a car rental.....ENTERPRISE.

What about Medical services.....not enough quality physicians. Not enough choice of physicians. Look at how long it took to build a hospital.....sad, sad, sad.....

Can this meeting be streamed? Thank you.

Start today

Love this and it is very much needed.

Absollutely needs to happen. Should have happened years ago.

Yes, a minimum of 6 lanes are needed. However if maricopa keeps building 8lanes will probably be needed within 2 decades.

No HOV, No even no discriminatory lanes, just a graduated speed highway - slowest to fastest with 5mph lane increments.

This will make more cars susceptible to being hit by cell use while driving

The propsed alternatove looks good

Either solution works for me. I'm sure both alternatives allow for a fourth lane in the distant future where we already receive all approvals and only need and financing awaits.

Please provide any comments about the SR 347 corridor widening, in the "Your Answer" space underneath the picture below.

Yes

Yes

We need to utilize the median as there is so much space to give each side another lane that is very much needed!

Safety first and make sure enough room for broken down cars to be far enough away from the main flow of traffic. Plus would wanna see something less open of a median and better barrier

Yes, we need the additional lane.

MUCH NEEDED

Exactly what is desperately needed

I feel the proposed widening is the most crucial thing to SR 347 ! To improve safety, give people space. Keep the slower Semi to the right, drastically improve travel times & flow of traffic, this also give people on left or right side space to pull over incase emergency & not have to drive off the road into dirt ! Maricopa is no longer small country town this is a city approaching 80k ppl where everyone has commute to valley. Not only that a throughway for ppl headed east to i8 to go to Yuma / San Diego , gila bend. A 2 lane road seems very outdated & way too small, 2 lane roads are for empty roads. 347 is never empty. Highly traveled road. It's time it widen & prepares for future.

I believe widening this road should also change it into a freeway. I would like to see an HOV lane added into the median instead because Maricopa is set to grow and we need to incentivize carpooling.

A 3rd lane cannot come quick enough

Yes

The proposed roadway is needed but it only puts a bandaid on a bullet wound. Maricopa is too large and three really shouldn't be any further residential growth within the city until another Phoenix Metro route is established along with expansion of streets within the city.

10/10 improvement. i've lived in maricopa since may 2013 and the same year of moving here people were proposing this option. if the tribes agree and it's a possible thing to do, this change among others will help TREMENDOUSLY for existing citizens and the growth of the city in general.

Fix the intersections before widening the road

Yes please

This proposal is only one thing that needs to happen. We also need the state to provide officers to patrol this highway and arrest the wreckless drivers that fly down this road like it's a race track. We need police presence!! I agree to 3 lanes in each direction.

No build

Need it

Whatever way you do it, we need 3 lanes in each direction on the 347. We this ASAP

This would allow for more traffic, but also potentially less space for accidents

Please provide any comments about the SR 347 corridor widening, in the “Your Answer” space underneath the picture below.

Yes. 6 lanes total. Bottom rendering.

Three lanes is not going to be enough. When 347 was first built, you mentioned that the engineers did not think three lanes would be enough and here we are. If we add one lane now, we will need one for the anticipated growth. I don't like the growth but plan ahead. Three lanes each way won't be enough in ten years. Then you'll be back at the drawing board again.

There needs to be space for emergency vehicles to move between north and southbound lanes

For the love of all that is holy yes!!! We need a wider road or an ALTERNATIVE ROAD to support the volume of traffic caused by this building boom

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

Make sure there are adequate barriers in the median middle of road to eliminate any crossover of vehicles. We need the 3 lanes now. Just get it done

SR 347 must be widened immediately.

This would be a tremendous improvement. It should be completed as soon as possible.

I love the addition of another lane and a small barrier in the middle.

The sooner it's built the better. This is greatly needed for safety and capacity. Too many accidents, injuries and fatalities with just two lanes.

Should have happened years ago. Y'all need to properly plan this and do it without causing a traffic nightmare during construction.

This has to be done much sooner than later.

Let the engineers decide the best options but the quicker the better

Yes. And please yes!!

This would be amazing!!!

4 lanes

Perfect

Having an extra lane in each direction would be nice. Hopefully there are some type of barriers planned for the median to prevent any vehicles from crossing over. I cannot tell exactly from the drawing.

This will be nice, if ADOT can get land from GRIC.

Yes, the lanes need to be added, but add TWO more lanes in both direction think forward 30-50 years ahead, this will address the next 30-50 years of traffic and growth.

Yes! Do so ASAP!

Very necessary.

Please provide any comments about the SR 347 corridor widening, in the “Your Answer” space underneath the picture below.

Adding an additional lane within the existing footprint is good, eliminating traffic signals with flyovers is even better.

Absolutely need a third lane. Maricopa is growing, need to accommodate increase in traffic in & out of Maricopa.

Yes

Too close to each other and head on crashes

This needs to happen. The traffic volume going in and out of Maricopa is almost what I-10 is at certain times of the day. Please be diligent in making sure temporary roadway measures are put in place during construction to maintain the two lanes (even if temp asphalt needs installed). This corridor can not handle the roadway being reduced to one lane for construction, it must maintain 2 lanes during construction!

Please implement as soon as possible!

Agree ONLY if median barrier wall is installed as shown herein.

This should have been widened in 2021.

Yes - this needs to get done asap

This will not help, there are too many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

3 Lanes in each direction please. Forward Thinking ! Thanks !!!

More lanes is a must!

A million times over, please get on this. Expanding into the median with a third lane is the simplest and easiest solution that will get this widening done with as few delays as possible and should have been done years ago.

Please provide any comments about the proposed improvements to the Maricopa Road intersection, in the “Your Answer” space underneath the picture below.

This intersection was just reconfigured. Give it time to work properly. After the Riggs Road GSI the traffic platoons will even out and LOS will improve. DO NOTHING is the best alternative.

2 left turn lanes onto Old Maricopa Rd would help to move vehicles more quickly off SR347 and Through traffic not stopping would defiantly help keep cars moving-great idea!

Dual left turn lanes necessary at this location. Left turn lane often backs up close or into through traffic.

Second turn lanes will only work or flow traffic safely if there is 2 way lanes on both sides while traveling on Maricopa Rd to Wild Horse Pass. The trucks hold up traffic. May need to monitor the traffic lights and timing to accommodate traffic movement - safely!

Can this meeting be streamed? Thank you.

Please provide any comments about the proposed improvements to the Maricopa Road intersection, in the “Your Answer” space underneath the picture below.

Great get started

Like this too.

No signals. This will not fix the issue, you will just create bigger platoons and will not rectify the fatality issue.

Flyovers and large circulating roundabouts are the only logical way to grade separate traffic to reduce t bone fatalities and keep traffic flowing.

CELL PHONES

Remove traffic signals at the intersection. Use a Michigan Turn where Left turn traffic from Northbound 347 traffic uses that a new leftmost lane past the intersection to make a left turn when traffic clears and then a right turn into Maricopa road. With these changes neither Northbound or southbound traffic will stop

I seldom use this route.

No

Yes

Love the extension on turning lanes and the second left turn lane would help the flow of traffic and move more cars through faster

This should help reduce the congestion and keep traffic moving

I think this idea is great, I take maricopa Rd to SR 347 daily. 2 turn lanes on 347 for ppl taking maricopa rd would cause less build up. Maybe lengthening turn lanes to stop less immediate braking ? 1 thing I would like to comment about turn lane ONTO 347 FROM maricopa rd. Is the amount of back up daily. It's a slip ramp. Ppl tend to think they're merging immediately into 347 traffic & jus sit & wait til light turns green for maricopa rd. Maybe a Jersey barrier between that lane getting onto 347 ? Or a green right constant arrow ? There is always build up here & I don't think people understand when turning right onto 347 they're supposed to speed up and merge onto 347. An additional turn lane is nice but I feel like it backs up cause ppl think they're going immediately into ongoing traffic.

This should be grade-separated.

All we have to do is teach people to use it

Add sensors so light only triggers when vehicles need to cross over to Maricopa Rd

waste of time and resources

amazing option, no questions or complaints.

Clover leaf intersection

People don't know how to use these acceleration lanes but they do help

Please provide any comments about the proposed improvements to the Maricopa Road intersection, in the “Your Answer” space underneath the picture below.

I hate this road. It scares the crap out of me trying to merge onto the 347 with all of the selfishness and lack of concern for other drivers. This is another deadly place on the 347 without police presence.

No build

This would work well.

I don't know enough about this intersection to comment. Longer acceleration lanes will probably be enough.

Please consider bicycle and pedestrian provisions along southbound 347 from Maricopa Rd to Riggs rd.

No preference.

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

Yes just get it completed as soon as possible

No comments

No concern

This looks great. Please build it as quickly as possible.

I think the left turn lane from N 347 onto Maricopa Rd also needs to be lengthened. Cars slow down prior to getting to the turn lane, thus slowing the flow of traffic.

Not safe.

This improvement will definitely help at this intersection.

Good alternative solution

Let the engineers decide the best options but the quicker the better

Right turn onto south 347 needs to be “no turn on red”

This looks great!

I still cannot believe that a light was added at this intersection. A very bad idea. Traffic lights should be removed from the 347 and not added.

Only need one left turn lane.

Get rid of the signal lights. You need to think 30-50 years forward to fix this issue, for traffic and growth. Make over pass ramps from the 347 turning onto Old Maricopa Rd and On ramp over pass going on the 347 from Old Maricopa Rd. This will keep traffic from being backed up to the I-10. This will fix the issue for the next 30-50 year.

Please provide any comments about the proposed improvements to the Maricopa Road intersection, in the “Your Answer” space underneath the picture below.

Looks good to me

Given how fast everyone drives on 347, I don't think this approach will be safe enough.

Stopping here will make congestion again.

Totally agree with plan.

Yes

Definitely better

Why was the time and money spent on this intersection update recently knowing a 347 widening was coming in the near future?? Waste of tax dollars that could have been spent actually repairing the roadway in other areas where it's falling apart and ADOT does not maintain it!

How much will the acceleration and turn lanes be lengthened?

Answer:

- *NB Acceleration: From existing ~600' to ~1620'*
- *SB Acceleration: From existing ~720' to ~2630'*
- *NB Left Turn: From existing ~530' single left to 600' dual left*
- *SB Right Turn: From existing 150' to 575'*

Looks good!

This will not help, there are too many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

Pls do what is best for "Free-Flow" traffic.

This makes sense.

The extra left turn lane would improve safety as the single lane tends to fill up and cause through traffic to make sudden speed adjustments

Love the double turns. I've never once turned left from Maricopa Rd onto the 347, but giving more traffic options to bypass the 10 interchange will be great.

Please provide any comments about the proposed improvements to the Borgia Road (Sacate Road) intersection, in the “Your Answer” space underneath the picture below.

Placing a median divider will restrict left turns; that's good. Place Michigan Left Turn downstream and allow cars to make U-turns after properly merging into a newly proposed left turn lane.

Please provide any comments about the proposed improvements to the Borgia Road (Sacate Road) intersection, in the “Your Answer” space underneath the picture below.

Where is this road????? a I have never seen a sign saying “ Borgia/Sacate Road”.
How’s about labeling the roadway as a start !!!!!!!!!!!

Answer:

Borgia/Sacate Rd is located approximately 1.7 miles north of Casa Blanca Rd. It is currently an unpaved road.

Can this meeting be streamed? Thank you.

Is that really necessary that was done at the last light going out of MARICOPA and it’s dangerous people don’t know how to use it

Yes

Better than the previous plans, but it's not a long term solution

Distracted

Okay

Give better access for those who use this road and a longer acceleration lane dose work as long as driver understand what that lane dose.

Looks like a great option here

I don’t know if I’ve honestly ever seen a car use this road before. But if so giving them a dedicated lane that doesn’t disturb the main flow of traffic is absolutely best bet.

Yes

further waste

same thing, great option. no questions or concerns

Long turn and exclamation lanes

I have no idea where this is and thus I consider to be insignificant in requiring an update.

No build

This would be good

Yes.

No preference.

Please provide any comments about the proposed improvements to the Borgia Road (Sacate Road) intersection, in the "Your Answer" space underneath the picture below.

If the goal is to increase capacity while improving safety, ADOT should seriously consider removing all signaled intersections from this corridor. Converting SR 347 to a controlled-access highway will help to future-proof this major investment.

No concern

No concerns.

I think the additional length on the turn lanes will help with the flow of traffic.

Safe, and low cost alternative! Minimal potential for a collision.

Good improvement to minimize conflicts on SR347.

Good alternative solution

Let the engineers decide the best options but the quicker the better

Sure

I support this plan.

Looks good if only for right turn.

Yes

No comments

Given how fast everyone drives on 347, I don't think this approach will be safe enough.

Adding the extra lanes with this area will help.

No objections.

Yes

Yes it will work

Unnecessary use of tax dollars. Not enough traffic from this side street to warrant any improvements.

No comments.

This will not help, there are too many people in the town and the land is locked to support growth. Law enforcement is needed, not larger roads.

Pls do what is needed to have the best "Free Flow" traffic. Thx !

Please provide any comments about the proposed improvements to the Borgia Road (Sacate Road) intersection, in the “Your Answer” space underneath the picture below.

This is a much needed improvement to traffic flow and safety. The left turn to Borgia by southbound traffic must be eliminated because it is too dangerous.

I have no idea what this road is

If you have any additional comments please provide them below.

Rebuild SR85 before trying to through money at Maricopa Road. A second connection should be built to I-10 south of the City of Maricopa. GSIs and bridges cost a lot of money, when a simple delayed left turn (Michigan Lefts) design will provide almost equal benefit at a fraction of the cost.

Please fast track these projects - it would help with safety/deaths/accidents, and reduce the tremendous amount of time on the road and stress (which is another killer). We have only 1 way in and out to reach the Valley (without having to drive 30 miles out of the way thru Casa Grande-which is ridiculous) I just can't believe starting this project was moved to another budget year. 347 has way too many accidents/deaths & should be made a priority, please push on keeping this top of mind with the Politicians to get this completely funded and started. Thank you!

Please Please PLEASE get this started right away - we can't wait any longer for relief from the congestion and the daily fear of accidents / injury / death.

Safety to accommodate growth movement in and out of the city of Maricopa is important

I was just wondering if this meeting be streamed? Thank you.

Everyone that travels to the valley for anything Dr appointments shopping or work have a very difficult time getting home depending on the time of day. Last week it took me two hours to get from I-10 to the City of Maricopa. There was an accident and someone else stopped on the side of the road so everyone suffers because we only have that one way to get home unless you want to go to Casa grande via I-10 and come back to maricopa that is double the miles. I know because I have done it. There are too many people using the shoulder of the road as a lane. Someone ran into the back of a police truck that had a semi pulled over a couple weeks ago. The road is scary to travel things need to be done now we can't wait any longer to be safe

Please proceed with this plan, we need to widen 347 and create a Riggs overpass. Additionally, we need an access to I-10 east of Maricopa. A connector to the seed farm rd interchange would reduce reliance on 347 and provide another path out of the city. Please fund this we need this!

The 347 is in desperate need of widening to accommodate people commuting back and forth. It's already pretty bad and seems like it's only going to get worse as more people head out to Maricopa for its relative affordability.

347 widening needs to happen now and if I was boss, the intersections would have bridges over them for no stops on the 347 until Maricopa

Yes. Flyover all the intersections at the same time between 10 and maricopa with large single circulating roundabouts designed to handle superload truck traffic. This will save money during construction, and maintenance later. Just make sure you go at least 3 lanes each side on the main line

Address the cell phone issue and the crashes will decrease.

If you have any additional comments please provide them below.

The proposed timeline is too long. This should be addressed now.

The timeline is frustrating because by the time this project is finished, we will need six lanes in each direction. Maricopa and Pinal county are growing at exponential rates.

We need the construction done at night so it will not cause any more of a headache for us who have to leave and come home! I also think everyone on these projects needs to spend a couple weeks in Maricopa and driving this road daily at all hrs to see the real issues we have and so they know this is a huge concern! This needs to be done sooner than later and not with an end date of 2050! Stop procrastinating and get it done! Too many deaths! Our town is growing rapidly and the road needs to meet the demand!

I just love that extensions for turning lanes and having the 347 over Riggs makes a lot more sense to me then Riggs going over the 347.

These improvements would provide needed relief and benefits to the economy. Maricopa's image is the 347. Everyone that asks where do you live?, comments about this road and how horrible it would be to have to drive that road each day. Improvements would drive new business and population growth.

This has been planned to death. This time line is unacceptable we need it now!

Widening the SR347 is extremely crucial & overpass at Riggs is huge. Not only for commute times but for safety. There is ppl dying on this road way to often & so many deadly accidents. This road isn't safe. Times have change maricopa & 347 are busy place now. Not some farm town rural small town. Time to prepare for its growth n make improvements. All things ADOT suggested is great. One thing would like to question, is lighting along the 347 possible ? Any highway with 3 lanes or SR in they valley has lighting through out the freeway.

This road would be best if it was turned into a freeway. I don't live in Maricopa but I travel through often enough that I'm frequently inconvenienced by SR347 having awful traffic.

The center lane on exit off I-10 onto southbound SR347 should be right turn only like it used to be.

Maricopa has already grown past the point where existing infrastructure can adequately support the residents of the city. The city should really pump the brakes with any further expansion within city limits all the proposed expansion of existing roadways are half measures which will not solve the single problem of the city is too large with only one direct route to Phoenix.

thank you so much for being transparent with us as residents of this city. like i said in another prompt me and my family have lived here since 2013 and to finally see changes like these coming to fruition makes me happy beyond belief. we appreciate the work you guys are doing and look forward to the changes being started and especially completed :)

The big answer here is hiring and assigning more DPS officers and state troopers to patrol this highway. Currently I rarely ever see them on the road and the crazy drivers take full advantage of that. There are accidents almost daily on this road and people being killed. The lack of preventative measures from the state is a major contributor to the lack of concern for safety on the road and creates traffic due to all of the accidents caused by it.

No build

Make the 347 3 lanes wide from the I10 to the Maricopa city limits and 3 lanes wide from the Maricopa city limits to the I10 ASAP

If you have any additional comments please provide them below.

Not matter what is decided, the 347 requires 6 lanes total from Maricopa all the way to the I-10. Period.

Please, Please, Please make and keep this as a top priority. This Highway is so overdue for improvements in order to keep up with the increasing population in Maricopa!

As someone who drives on SR 347 every day, I cannot overemphasize how much these projects need to be built, as soon as possible. The current road is unsafe, does not meet capacity needs and is an impediment to regional connectivity. We must complete these projects ASAP.

Please build these improvements as quickly as possible.

These improvements are needed to keep up with the demand of our growing population in Maricopa.

The widening of SR347 and the intersections improvements are critical to the safety of the thousands of motorists that travel this road every day. The daily congestion has a very negative impact to the environment, wastes fuel, and has a tremendous economic impact to the region. The State, ADOT, needs to make this roadway it's highest priority of all roadways to improve due to the high number of accidents and fatalities. Please expedite the design and construction.

Please accelerate the development of these projects.

this is so needed for the community please make this happen.

Please add red light areow at Riggs intersection immediately!!!

This work is essential to public safety in the area. As the main route in to and out of the largest city the county and the fact that this has taken so long is negligent. I driven thia road since 2003 and the ci ditii. Is embarrassing, the road is rutted, hasn't kept up with the growth in the areas it feeds and it dangerous. The light at Maricopa Rd as well as increasing the speed to 65 for consisnsncy has been a great start. Now it time for structural changes to deal with the growth fro the next 20years.

I have lived in Maricopa since 2008. I have watched it grow and watched the 347 become unbearable at times. Perhaps the traffic lights in the middle of the desert were a good idea at one point in time; they are definitely not a good idea now. I believe that all of the traffic lights should be removed to increase flow and safety. The Riggs Rd. light, Casa Blanca light, Cement plant light, and the recently added old Maricopa Rd. light as well. I personally would rather see all of the traffic lights removed as a priority over widening the 347 to three lanes on each side. Removing the traffic lights would have a bigger impact on traffic flow and safety in my opinion.

Good Luck in getting or buying some land from

gric.

Widen the 347 from Maricopa to the I-10, and add TWO more lanes, not one, in both direction, this will fix this issue for the next 30-50 forward. Over passes at Rigg Rd is the answer. I think I need me to come down there and show you folks how to operate that out fit you're working for? Let me know, you don't need to even pay me! Same goes for the I-17.

SR 347 is a daily threat to the lives and safety of every resident of the city of Maricopa. Please proceed full speed ahead with any and all improvements. Thank you.

If you have any additional comments please provide them below.

Accordion traffic flow caused by traffic signals is the primary problem with this highway. more signs reminding drivers to drive on the right and pass on the left are needed.

I have expressed on numerous occasions that SR347 & Riggs Road is a major route that is traveled by overheight/overweight loads in order to get from the East side of the Valley to the Westside of the Valley or vice versa. Please do not put limits on the Trucking Industry.

The 347 needs severe roadway maintenance (mill & fill) for many parts between the town of Maricopa and the Highway 84 where the 347 ends at the south. There are sections of roadway severely alligator and already potholing/chunking out and will only get worse with time and rain. If ADOT actually ever maintained the roadways when cracks begin to develop it wouldn't get to a ridiculous condition like it is currently. Please asses, and put maintenance measures into place south of town of Maricopa on 347, it needs it bad in many areas. Before too long ADOT will begin to start receiving risk management claims for suspension damages to vehicles, or tire blowouts.

N/A

The speed limit on 347 is 65 MPH. When the lights go from green to yellow, they do not give you the option to slow down in time to make the stop and you are constantly deciding if you should slam on your breaks or go through the light which in both cases can cause accidents. Plus after the Light turns red, there should be a longer delay until the other lights turn green to prevent green light jumpers when vehicles are still in the intersection because of the issues mentioned above.

Regarding the 347/Riggs and 347/Casa Blanca interchange, any overpass would be an improvement than what is currently there.

An additional lane is definitely needed each direction, as well as guardrails to prevent head on collisions.

Too many people are dying on the highway and something needs to be done immediately.

In the last 10 years, there have been 2,524 accidents on 347. Of those 35 have been fatal accidents with 43 fatalities. Thats 4.3 people every year. If we can reduce the schedule by 2 years, this would save 8-10 lives. Please do everything possible to accelerate the schedule. Thank you

The city of Maricopa needs to set realistic goals for city growth. The town is in a land lock and does not support the development with only one road including out of state drivers and out of country traffic.

This entire project is long overdue. Let's do this and do it as fast as you folks can. It is good for ARIZONA !!!

Please get these improvements completed. People are dying on this road.

Comments Received by Email

Comment

Maricopa ocupa otra vía de acceso a Phoenix aparte de la que se tiene pensado que es el 347 por qué Maricopa ya es un dormitorio de Phoenix y acomo ba puede que crezca unas 3 beses más de lo que está

English Translation:

Maricopa needs another access route to Phoenix apart from the one that is thought to be the 347 because Maricopa is already a suburb of Phoenix and at least it may grow about 3 times more than it is.

I can't believe Channei twelve comes out with a story on their news that a dot is having a meeting about 3:47 leading out to maricopa. That's great but you know what Caribe on channel 12 tells us. Oh it lasts till 7 o'clock with them with a smile tell telling everybody the meetings already going on and tell us yesterday or this morning they tell us while the meet is going on. I wish you guys had quit acting like you give a darn about 347 cause nothing, and I mean nothing, ever gets done. I know the governor moved the money earmarked for 347 to a different project so I just wish everybody would quit "acting " like they care. You don't have to sit in that massive traffic every day so leave us alone.

We are residents of the City of Maricopa for the last 14 years and have seen significant growth. Traffic growth is not stopping anytime soon. We would like the state to move up the improvements planned and consider the following comments./ First the illustrations have a flaw of not showing the 6 lane throughfare along SR 347, not so on illustrations of Maricopa Road at Queen Creek Rd and Boriga Rd. The No-Build was not offered and should not be considered on all intersections. I suspect the improvements are to improve traffic at a LOC of 'C' at peak hour for 20 years? I would wager that the Maricopa Land Use plan of additional residential and commercial uses will require more lanes prior to the end of twenty years. Our comments are considering this concern./ Also, with the improvements implemented the reconstruction of the SR 347 (Queen Creek Rd) & I-10 should use the Diverging Diamond, but with six lanes through the interchange (not the four) as presented in another project for comment./ Viewing the cross-section for MP 175 to 187 that shows no inside drainage, crown the inside lanes and pavement of the existing four lanes for drainage toward the outside shoulders. We support a Riggs Road improvement using Alternate B1 for its reduced right-of-way requirements and no impact to the electric substation. Even though the throughfare will require a 'S' curve north and south of the interchange. Additionally, bridge widening should consider the future of four lane bridges by cantilevering the fourth lane sometime in future years./ We would hope that emergency openings along the Jersey Barriers about 2,500 feet +/- north and south of each intersection be added for traffic to turn around. A traffic control device used (per the Highway Capacity Manual) of a diamond sign of "RED SIGNAL AHEAD" in neon and flashing lights has reduced accidents on high-speed roads and SR 347 is one of those, especially during peak hours. Also, note on this issue the sight lines that this intersection is on a curve and the viewing of traffic signals at higher than post speed limits should warrant additional traffic control devices. We have noticed during weekends of bicycling groups using the road, but no bikeway is included in your cross-sections, please consider them for the additional funding available, possibly extending the shoulder width to 12 feet and stripping the bike lanes./ We support the A-1 alternate at Casa Blanco Road and extending the southbound acceleration lane through the Santa Cruz Wash Bridge. All intersections will need to be converted to grade-separations in the future and all additional access only by interchanges./ Thank you,

Answer:

ADOT standards call for a minimum level of service (LOS) of 'D' for locations with commuter patterns of traffic that peak during the morning and afternoon. Regional traffic projections indicate three lanes in each direction should be able to provide LOS D or better through 2050 between intersections.

Why is everyone not paying attention to the problems on 347. There are accidents almost every day.. This problem has been here for years and it just gets kicked down the road. Its like a child getting his or hers first pair of shoes and they are `stuck with them as they grow up with out new or bigger ones. The Govener should use this road in the morning and evening rush or around lunch time The news station do not cover the back ups like they do on other roads or all the accidents. they happen almost daily.

First I will reiterate what mayor Smith stated, things that can be fixed without a lot of funds, install cameras or sensors at CB, MW, and Riggs intersections. Or fix the ones that are there. Riggs malfunctions on the left turn heading south. Also, change the middle off ramp lane at I-10 and 34 to a right turn only./ A couple comments I have before getting to the intersections. Someone asked about the condition of the 347, the answer was not what I wanted to hear. He said they would fix the rough spots, patch the holes. Obviously he has not been on the road. With the city population growing another 25,000 people in the next 5 years, the road conditions are going to deteriorate even faster. There needs to be a plan to resurface, chipseal, do something to fix the road between CB and I-10. The patch from Riggs to I-10 is terrible, dirt roads are smoother. It's noisy, hard on tires, cracks windshields as it breaks apart, and it forces drivers to pick a side that is smoothest, typically left lane, so it causes traffic flow issues. Please ask ADOT to resurface in 2025, it won't survive another 6 – 8 years, and patching and adding more tar isn't the answer./ I would also suggest installing some "slow traffic keep right" signs. Some might say there are signs, yes there are two tiny signs, that nobody can read because they were there when 347 was a dirt road 30 years ago. Install highway-size signage that can be ready at 60 mph, maybe some people will do it, many don't know about driving rules. The problem is, the road is so bad on the right that people stay left anyway. The road needs to be smooth for people to use the lanes correctly./ Now on the intersections, Florida T is the way to go on both CG and MW.. / CG is easy, 347 south bound traffic needs to keep going. Sometimes CB traffic is backed up as far as the eye can see. Don't know why, but when that happens SB 347 is backed up for a good 10 miles. The light is constantly cycling. Florida T fixes that. I know some say that just moves the traffic to the city line but I think the city will expand it's right lane at the Cobblestone light, and when that gets extended ¼ mile north it will open up a third lane that rarely gets used today. Another benefit of removing the southbound light is it reduces rear-end crashes./ MW should also be a Florida T. ADOT says to leave it because of the truck size but 95% of the trucks turn north, very few go south and the ones that do can merge like they do now. North bound has to stop in either option so no change there. Southbound can keep moving but it has to be two lanes (my handouts don't show the MW Florida T alternative, but I assume its 2 lanes) . Another thing, cement trucks going south are in the morning, traffic is fairly light, and merging will not be a problem. Certainly no worse than it is today when they merge north bound onto 347 and still only going 40 mph during rush hour./ Making it an "improved Standard T" gains nothing. Lengthening the left turn lane (southbound) has no gain, it's rarely backed up as it is now, and it's during the hours when cars can still get by./ They already have a free flow right turn (northbound), it could be lengthened but it takes them miles to reach 65mph. Extend it all the way to Riggs?/ Lengthening the right turn (northbound) gains little as traffic is not heavy in that direction. Some benefit but minimal./ RR is complicated and have no comment. Just that the lights have to go away. This has been deferred and won't be completed before 2030. I won't be making that drive by then. Maricopa will be at 125,000 people by then, probably at 100,000 cars a day, it will be a mess at that intersection long before it gets fixed. I will say, the 202 red mountain did wonders to take away truck traffic on beltline. Thank you for that, that bought you some time to redo this intersection./ 347 widening: Not much to say, this is going to be too little too late. By the time that completes, if it actually does, the population in Maricopa will have doubled, the road will be log jam, and there is nothing that can be done in time to fix it. ADOT waited too long. During the summer, this road is just bearable, come winter when kids are back, snow birds are here, time changes, it gets dark earlier, peoples schedules change, the drive is going to go from 20 minutes to 50. By 2030, that drive will I be easily 1.5-2 hours. Then add construction restriction and maybe work on the I-10 interchange? We ain't seen nothing yet. Its going to be horrible.

The best long term solution for traffic flow on SR 347 at Riggs Road, Cemex Road and Casa Blanca Road is to convert SR 347 to over passes at each intersection.

I am sending this e-mail to make a comment comment about the 347 and Riggs Road Intersection. I feel a bit silly because I can not tell from either of the alternatives if there will be a way for drivers to turn onto Riggs, and from Riggs onto the 347. It appears that they would not intersect. As someone who find it convenient to use Riggs for areas on that side of town I just wanted to clarify that this would not make it more difficult and cause me to have to drive out of my way.



I attended the meeting in Maricopa last week. The meeting and information presented was well done./ After the meeting I spoke with the Presenting Engineer about a Stop on Red sign at Old Maricopa Road and Hwy 347./ I was going to follow-up with him, but did not get contact information./ He and I both believed the sign could be removed since an acceleration lane was added during work at the intersection./ Please reach out to him, or forward this email./ Thank you./ Daniel Perko/ Maricopa Resident/ 307-631-2589

I wanted to submit a public comment regarding the planned expansion and intersection changes on SR 347. While I think that the expansion to a third lane is necessary, I worry it does not go far enough. The city is projected to grow to nearly 100,000 people. Adding a new lane only deals with the already existing problems from previous population growth and fails to plan for the future growth and commercial needs of the city. I believe that since the construction will already hinder and cause further headaches to daily commuters on the 347, it would be better to future plan adding 2 additional lanes instead of reacting to problems that have already occurred./ Regarding the intersection choices, I believe adding a Florida T at Casa Blanca is going to cause a massive increase in traffic fatalities and crashes. Trying to complete a left turn across 3 lanes of oncoming traffic going 65 MPH is going to be a disaster especially during rush hours and periods of high congestion. While I believe the second option will help reduce congestion on Casa Blanca, it still fails to address the problem of traffic backing up between Casa Blanca and the cement plant during rush hour caused by the intersection and the signal. I know it would be more difficult but creating an over pass or on ramp for left turning traffic from Casa Blanca and SR 347 would be better to increase traffic flow without increasing the risk of making these turns../ I believe the intersection changes of Old Maricopa Road would help alleviate traffic backing up on Old Maricopa Road and already have seen improvements since the recent intersection and signal changes./ I don't see any proposed changes for Riggs roads intersection which is currently a dangerous and source of congestion travelling both North and South during rush hours. I don't know if there are currently plans under development for addressing these concerns, but something should be done regarding travel in all directions.

I do have some input regarding the 347 planning, but it is not about the planned overpasses and interchanges as discussed in the recent meeting in Maricopa./ My concern is the north end of 347 where it meets I-10. Even with all the planned improvements getting in and out of Maricopa, we will still have a massive bottleneck at the I-10 interchange./ I strongly suggest that ADOT look at a high-speed ramp from 347 north to I-10 west. Currently, hundreds of cars back up at the light waiting to cross the interstate and turn left to get on. Not only do we have that backup, but many impatient, aggressive drivers speed ahead of the crowd and dive into the left turn lanes at the last moment. I see this every day, and it amazes me there aren't more crashes and injuries. A ramp here would allow traffic to get from Maricopa all the way on to the interstate relatively unimpeded with a Riggs road overpass in place./ My other concern is the same interchange, but from I-10 east to 347 south. Currently, the offramp ends at 347 with 3 lanes. Left turns left, center turns both directions, and right turns right. It would help tremendously if the right two lanes could be marked for right turns only. Nearly 100% of the time, a single car or two will be in the center lane waiting to turn left, with dozens, if not over a hundred, cars behind them waiting to turn right. This leads to impatient and aggressive drivers cutting off cars in the right lane./ Of course, a high-speed ramp from I-10 east to 347 south would keep traffic flowing and prevent any backups there at all./ Something like this... (image at right)/ Thank you very much for your time to consider these additional ideas.



I attended the SR 347 Public meeting two weeks ago and wanted to forward a few comments. I have been using SR 347 since 1995 and, quite frankly, have witnessed everything imaginable./ About two years ago, I forwarded a few thoughts to ADOT regarding SR347 and received an email back thanking me for my comments, but that ADOT already has their plan./ 1) When SR347 is widened, if it actually gets funded someday, I think that the improvement will increase the speeds on the highway, but may not relieve the real problems. With three lanes, the accidents that occur will be at a higher speed. Have you driven the highway recently? It's drivers not practicing good driving habits that cause most of the issues on the highway. When an accident occurs when we have three lanes, in many cases the highway will be shut down, just like what happens on any other highway in Arizona. With SR 347 servicing Maricopa and the different sections of the Reservation, when the highway gets shut down, everything will)stop!/
2) Have you sat on SR347 when there has been a wreck? Several times as SR347 gets shut down for a serious wreck, access roads, such as Casa Blanca Road has officers posted at the entry intersection shutting off access to the Reservation. It really makes a difficult situation worse./ 3) Because of a job located in south Chandler, I have used Nelson Road to get to and from Maricopa. New signs on Nelson Road strongly discourage using any access to the Reservation unless you are a resident there. Have you seen how many new homes are being built on the Reservation? No, the numbers don't compare to a surging city like Maricopa, but there are a lot of new homes being build there.

In regards to improving State Route 347, I have a few recommendations/insights./ 1. Traffic lights are a danger. Start and stops combined with cross traffic cause collisions and lethargic flow. Please advise the committee to implement on and off ramps. They will improve traffic flow and allow safe entry and exit./ 2. A carpool lane would improve traffic flow. If a carpool lane is not feasible, then perhaps implement restrictions for oversized/commercial vehicles to enter the left lane. This has been quite successful on the I-10 northbound on Black Canyon Hill north of Black Canyon City./ Thank you for the work you do./ Kind regards,/ Kaycee Williams, M. Ed./ Maricopa, AZ resident

Comments Received by Mail



[REDACTED]
[REDACTED]
Transportation Planning Advocate
[REDACTED]
[REDACTED]

August 6, 2024

ADOT, Project Manager
SR-347 Improvements
I-10 to Maricopa City Limit

As a retired city traffic engineer⁽¹⁾ and resident of the City of Maricopa (*the City* hereafter) I have devoted a lot of time to researching access issues. One major issue is the lack of a convenient alternative to SR-347 for not only capacity, but also for redundancy when traffic lanes are closed on SR-347. However, that is outside the scope of the in-person meeting regarding the proposed corridor improvements to SR-347 between I-10 and *the City* scheduled for August 15, 2024.

It appears that a 6-lane SR-347 will meet the capacity requirements for the next few years. Ultimately, even that will not be sufficient. It appears to me that ultimately SR-347 will have to be a full-fledged freeway. However, even that will not address the need for redundancy when lanes are closed, or if the whole facility is closed. We only need to look at the closure history of I-17 to verify that even high-design highways get closed.

It appeared to me that the Corridor Improvement Plan, SR 347: Interstate 10 to Peter and Nall Road Scoping Study and PEL (*Scoping Study* hereafter) leaned towards having SR-347 between I-10 and the *City* as a 6-lane Arizona Parkway. Some literature claims that a 6-lane Parkway will serve as much traffic as an 8-lane typical arterial. The capacity improvement for the Parkway Concept design is derived by eliminating left turn conflicts at intersections. In as much as SR-347 has only a few intersections in the segments under consideration, no significant capacity improvement would be attainable on SR-347 for the Arizona Parkway concept design. One potential benefit from the Arizona Parkway concept design, that it would probably provide the right-of-way needed for future improvements.

The *Scoping Study* does have in Advancing Strategies: Widening to include Reversible lanes (Segments 1 & 2 only [I-10 to City limits], HOV and/or future transit priority (Segments 1 & 2 only). It is unclear what ITS strategies might include. The Traditional corridor widening to 6 lanes is a minimum strategy that will not address many current and future needs. The 6-Lane Arizona Parkway Concept provides no improvement over the traditional corridor

widening in this situation. Thus, leaving the 6-lane traditional design highway with reversible and/or HOV lanes as the most desirable alternative(s).

One major problem that needs to be addressed is for alternative convenient access when one direction of travel is not available due to collision, maintenance, or a natural event (usually weather elated). When one direction of SR-347 is closed the travel distance from Phoenix/Chandler⁽²⁾ is more than doubled. To address the problem of the closure of one direction of traffic service on SR-347, I propose that one lane in each direction be separated, and median crossovers constructed to facilitate using the slightly separated lanes for reverse direction flow in emergency situations. The separated lane could be a general purpose or high occupancy vehicle lane when not needed for reverse flow.

The MUTCD 11th Edition (12/2023) page 406, Section 2G.01 Scope describes how preferential lanes (such as HOV lanes) are treated when adjacent to general purpose lanes, including those operating counterflow. I am not personally suggesting the regular counter-flow operation of the HOV lanes, but only in special situations – like when lane closures are in effect. However, counter-flow could be used on a regular basis during peak traffic flow hours. I would suggest that speed limits be reduced when the counter-flow is in effect.

The main point is the need to have SR-347 available for traffic in both directions most of the time. I have previously explored the options for an alternative route from the Valley to the City, either through the GRIC or to the west. For now, the easiest and most feasible way to assure convenient access when one direction of SR-347 must be closed, is to include a provision for a general purpose HOV lane that can be used in the reverse direction when needed. It might even be possible to separate a general-purpose traffic lane that could be used counter-flow only when needed.

So, whereas the *Scoping Study* proposed reversible lanes and HOV lanes as separate alternatives, I suggest that these two be combined in a preferred alternative.

Sincerely,



⁽¹⁾ Not a registered professional engineer.

⁽²⁾ The I-10 & SR-202 Loop Interchange

Written Comments



SR 347 Proposed Improvements I-10 to city of Maricopa

Public Comment Form



ADOT Project No. F0476,
F0682, and F0581

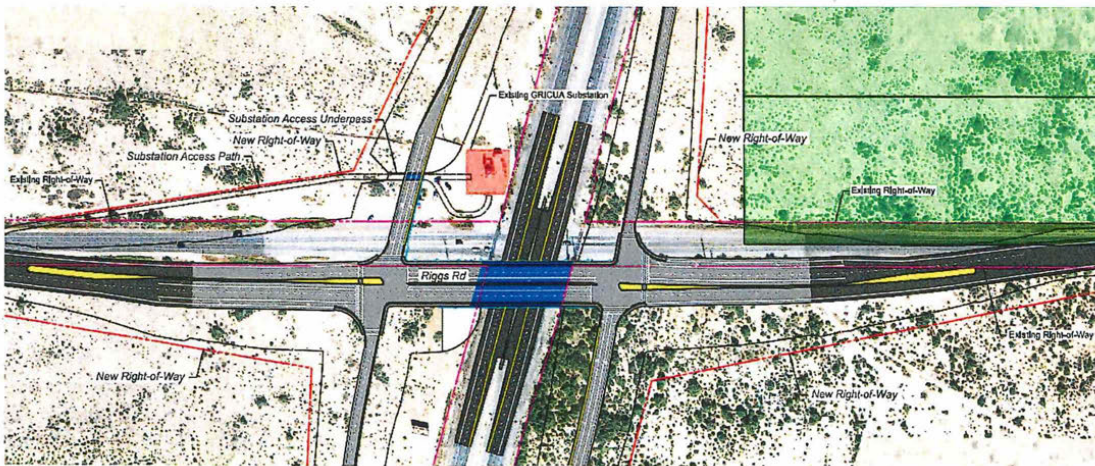
Please use this form to provide comments on the SR 347 proposed improvements. Comments will be accepted through **Aug. 29, 2024**.

For more information, visit www.azdot.gov/SR347.

Riggs Road Traffic Interchange at SR 347

Two alternative design concepts are being considered at the Riggs Road/SR 347 intersection to create a new interchange that would separate traffic on these two roadways to improve traffic flow and safety. Please provide your thoughts on these design alternatives.

Please provide any comments you have regarding the Riggs Road Interchange Alternative A2 (Spread Diamond) in the space underneath the picture below.



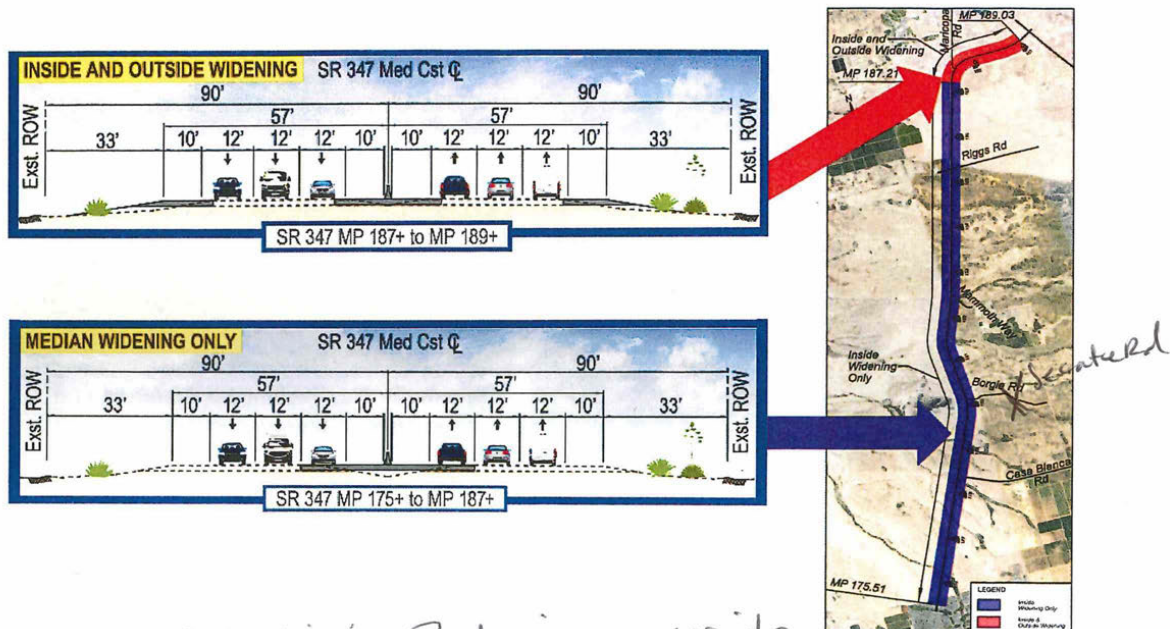
Comments:

Speed limit should stay at 65 mph
65 MPH is just fine!!

SR 347 Widening and Intersection Improvements at Maricopa and Borgia roads

The project team is evaluating options to widen SR 347 by one lane in each direction within the median from the city of Maricopa to just north of Riggs Road. The north section of the corridor, roughly between Maricopa Road and I-10, is being evaluated for widening both in the median and to the outside. The project team is also evaluating intersection improvements at Maricopa and Borgia roads to improve traffic flow.

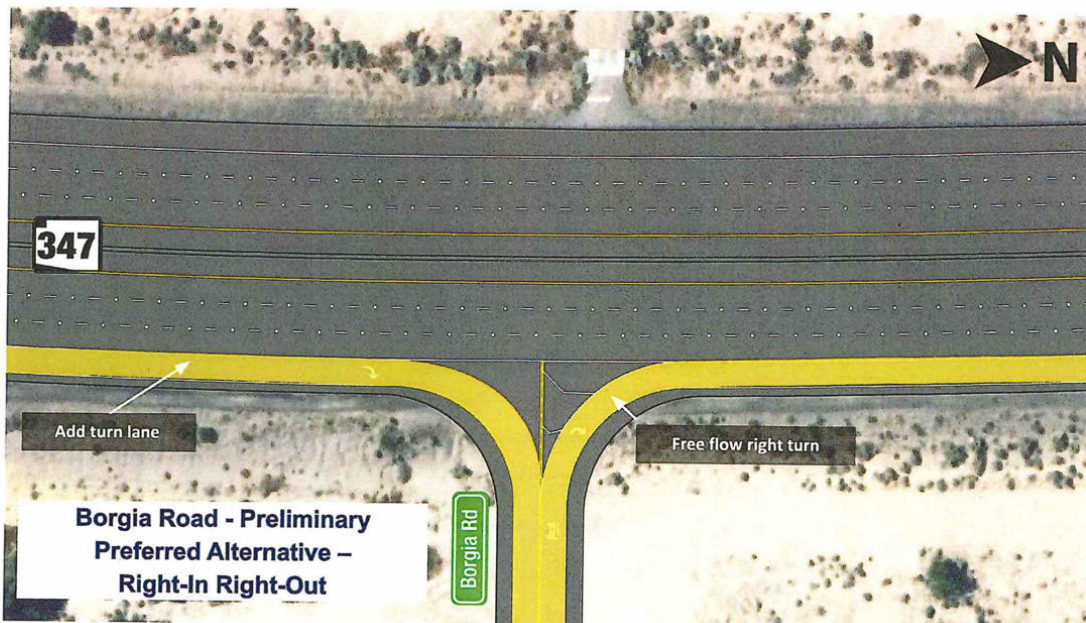
Please provide any comments about the **SR 347 corridor widening**, in the space underneath the picture below.



Comments:

I [redacted] reside on Secate / or Borgia Rd And we need a stop light we all use that intersection coming and going from Secated Rd / Borgia rd. What's it going to take someone life to be taken in order to get a light / stop light?? ~~Everyone~~ Everyone that lives on that road uses it. Also it is A bus Route for the kids And it's alot of wear and tear on our cars.

Please provide any comments about the proposed improvements to the **Borgia Road (Sacate Road)** intersection in the space underneath the picture below.



Comments:

I am satisfied community members
on this!!

If you have any additional comments, please provide them below.

Some of these people from community
dont know what they are taking about
yeah whatever the tribe this and that
I feel that what ADOT decides is
Justified !!

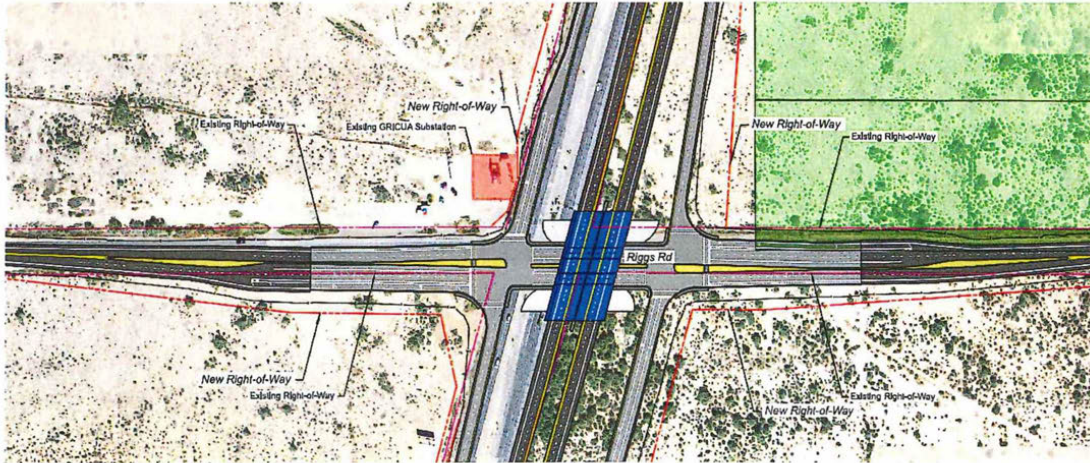
Zip Code: 85121

Name: [REDACTED]

Email: [REDACTED]

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

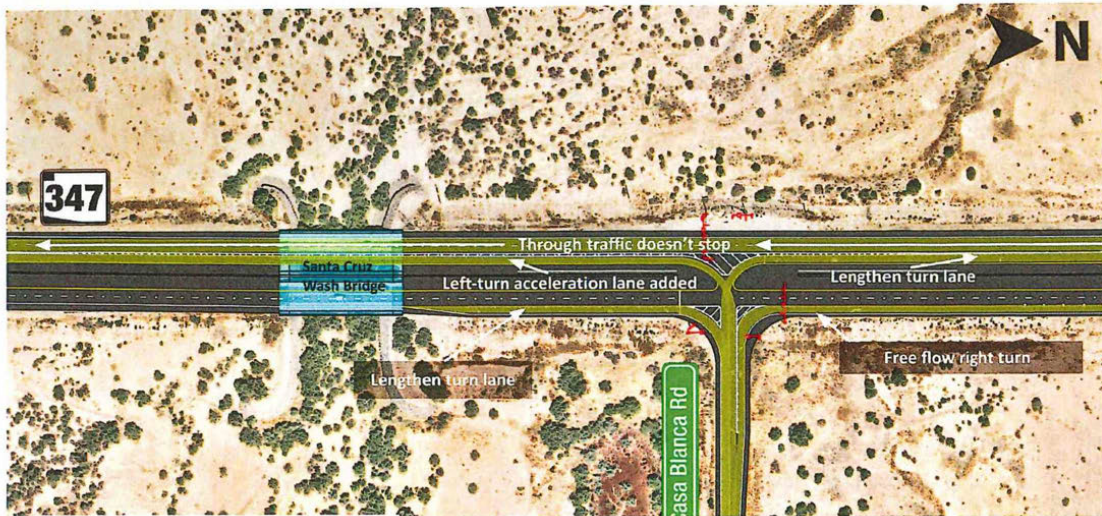
Please provide any comments you have regarding the Riggs Road Interchange Alternative B1 (Tight Diamond) in the space underneath the picture below.



Comments:

I believe B1 would be best to work with and less time to get everything going.

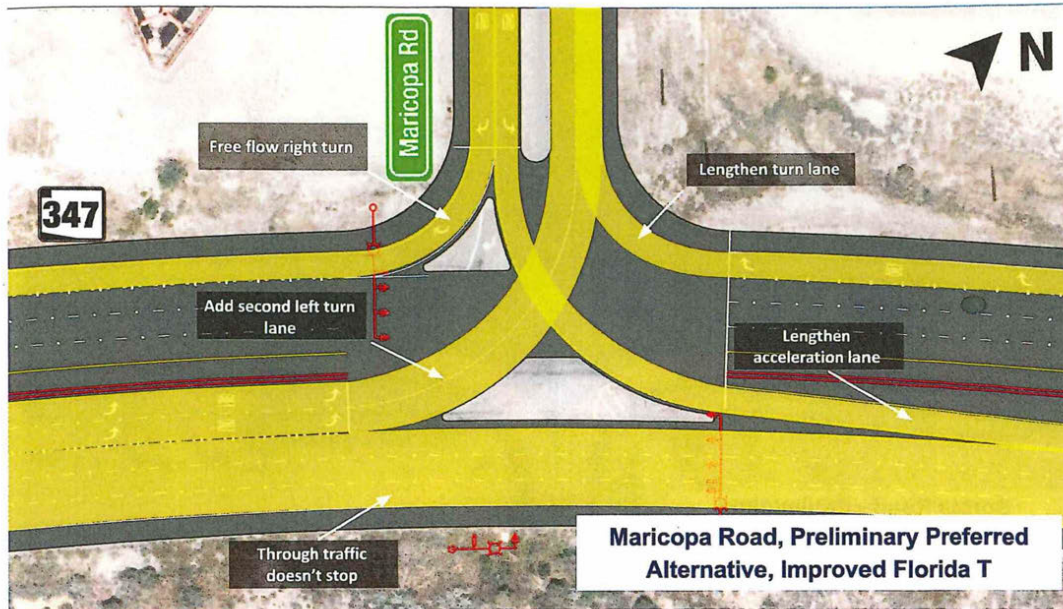
Two alternative design concepts are being considered at the Casa Blanca Road/SR 347 intersection to make improvements for traffic flow and safety. Please provide your thoughts on these alternative designs. Proposed improvements at Mammoth Way (Cement Plant Access Road) are being considered for public input. Please provide any comments regarding the **Casa Blanca Road intersection Alternative 1 (Florida T)** in the space underneath the picture below.



Comments:

I am for the Florida T.

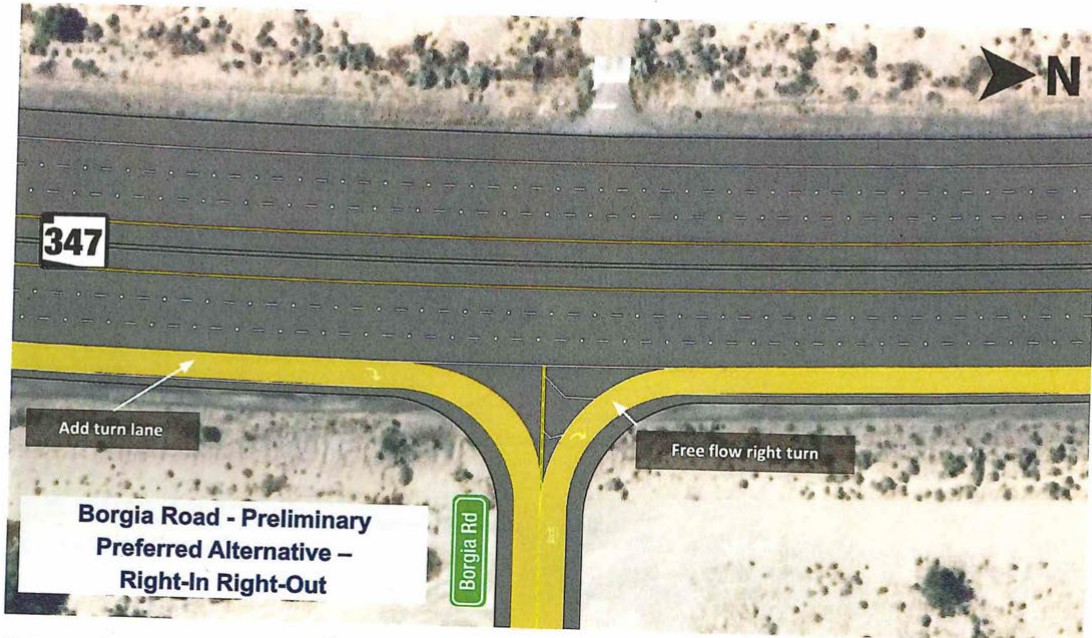
Please provide any comments about the proposed improvements to the **Maricopa Road intersection** in the space underneath the picture below.



Comments:

I am for this intersection improvements.

Please provide any comments about the proposed improvements to the **Borgia Road (Sacate Road)** intersection in the space underneath the picture below.



Comments:

I think this will be a lot safer way ~~to~~ to access on/off this road.

If you have any additional comments, please provide them below.

I wish we could make these improvements happen sooner than later.

We know that improvement is needed.

STRT 587 we need a light placed or some ~~type~~ type of improvement made for the trucks ~~come~~ exiting or getting on from GR Sand & Gravel, as the one existing on ~~STRT 587~~ 347.

Zip Code: 85121

Name: [REDACTED]

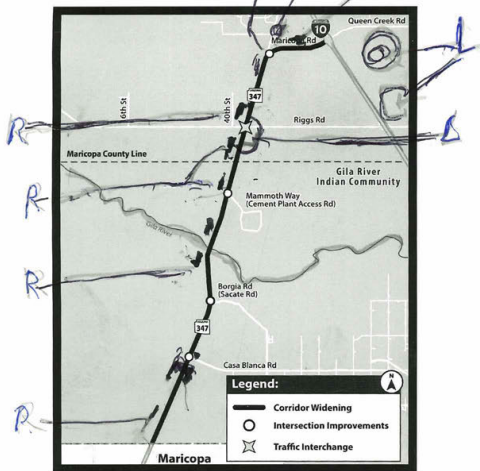
Email: [REDACTED]

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.



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

YOU'RE INVITED TO A PUBLIC MEETING



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

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

Verbal comment
about rough road
conditions on SR 347

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If you have any additional comments, please provide them below.

The Riggs Rd. overpass should be the first project on your list if the widening isn't. the other intersections might be less expensive and less intensive projects, but they are also way less effective. The other roads just are not just traveled that much. Riggs is a major option to get to I-10 and the 202+303.

Thousands of people are being added to Maricopa each year with no additional medical services, jobs or entertainment. 347 is a major threat to our lives every day. we were told funding was there + then some how it just magically disappeared and we are left literally fighting for our lives each day. This road needed to be improved 5 years ago in the anticipation of this growth.

where are our leaders? why are we being left out here to fend for ourselves? seriously!

This all needs to happen now. In the mean time, please supply patrol to minimize the danger of the wreckless driving. People are beyond frustrated with this road. It's the only option, and they're taking it out in the way they drive causing other people to die.

Zip Code: 85139

Name: [REDACTED]

Email: [REDACTED]

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

If you have any additional comments, please provide them below.

2 yrs Ago the Funding for the improvements
of .02 tax on purchases in Maricopa was
voted down. If + when it gets added to the
Ballot again, how can we get a positive message
out to ensure the tax Referendum gets passed.
This needs to happen! It cannot fail again.

Zip Code:

85138

Name:

Email:

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

SR-347

8/15/2024

If you have any additional comments, please provide them below.

~~Not be able to~~
Even a 6-lane highway will eventually serve the volume of traffic projected.

There is a need for another route from the Valley to the City of Maricopa. I have proposed a Gila River Expressway through the Gila River Indian Reservation from the SR-202 Loop near Gila River to SR-238 in the City. Such a route could be State, County, or even a toll road owned by the GRI. Toll roads are legal in Arizona by 2019 legislation.

An alternate route is needed because SR-347 gets closed frequently. Even high-class roads get closed. I-17 is often closed.

For now, I propose a 6-lane roadway with an HOV lane in each direction. The HOV lane should be constructed in a manner so that they can be used reverse-flow when needed.

The Arizona Parkway design will be of no benefit in this situation due to the lack of Intersections.

Zip Code: ~~8503~~ 85138

Name: [REDACTED]

Email: [REDACTED]

Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

In-Person Meeting Q&A

August 13, 2024 – Held at Gila River Indian Community

1. I'm happy with the 347 improvements, but with all the commuters and aggressive driving, we need to bring it forward to council and law enforcement even though they know we can't do anything about it.

The Department of Public Safety handles the enforcement of the speed on these roads. There was a recent enforcement effort that was coordinated with several agencies, including DPS, Pinal County Sheriff's Office and the city of Maricopa. So, there is some increased enforcement recently in the area.

2. At Borgia Road with a concrete barrier, they have to go to the community, all the way down to Casa Blanca Road.

Thank you for your comment.

3. 347 roads are rough.

Thanks for your comment. We will relay that information to the Maintenance team to take a look at areas that need to be repaired.

4. During the analysis how many cars use 347 and how many is projected in 10 years?

56,000 to 80,000

5. How is ADOT working to secure the funding for the widening of 347 and how does the political climate affect that.

We are looking at multiple avenues that we may pursue, including federal grants.

6. Widening on 347 — how will it mitigate the traffic if there is an accident, so people don't go onto the community?

Having a wider road means there will be more space for traffic to get around a crash scene without needing to close the road, reducing the likelihood of traffic trying to divert into the Community.

7. Regarding the speed limits on 87, speed limit on 347, are you reducing the speed limit?

No, there are no plans to reduce the speed limit on SR 347.

8. We are not being listened to about speed. It takes a long time as well as Pinal County and ADOT.

The Department of Public Safety handles the enforcement of the speed on these roads. There was a recent enforcement effort that was coordinated with several agencies, including DPS, Pinal County Sheriff's Office and the city of Maricopa. So, there is some increased enforcement recently in the area.

9. The way the people from Maricopa make their own roads on the canal through the community when there are accidents. How are you communicating with the responsible parties regarding traffic flow? I want to be involved in any meetings regarding these issues. Roads are being damaged by traffic through the community— those talks need to happen before any improvements.

As mentioned in the response to the prior question, the Department of Public Safety handles enforcement on SR 347. The Gila River Indian Community Police handle enforcement on Community roads and would be the ones to talk to regarding diverting traffic trespassing on Community lands.

10. SR 187 is a major concern. Traffic is horrendous and damaging to vehicles, maybe should consider a truck route in the future.

Thanks for your comment.

11. We know changes are coming and have been told all our lives. It's hard knowing this is a formality and no matter what they say that these options are all they have. We need road improvements but feel like they are being forced into these projects. As a community we need to take a step back and look at it, either way they feel like they have to put themselves aside to make their neighbors feel more comfortable. Who will they be protecting? Some projects have harmful impacts, and they will all have cultural impacts. We need to look at what will make the community better and not compromise. There is always a no build option.

Thank you for your comment.

12. I am happy with the 347 improvements, and it is a very good decision even if we have to do a U-turn at Casa Blanca Road for safety.

Thank you for your comment.

13. It's unfortunate that traffic is bad. Weekday/night meetings and locations are hard when you are presenting to elders. There is nothing to reference, they lack respect in roadways. We don't expect people to be speeding on our roads. The no build alternative should be presented. The options for District 5 are not beneficial for people on Casa Blanca Road. There is only a short timeframe for the comment period. I don't see information about a wildlife crossing.

The No Build alternative is always under consideration during alternatives analysis. The No Build alternative was discussed during the first round of public outreach and most public input was not supportive of the No Build alternative. Wildlife movements and potential needed mitigation measures will be assessed through the ongoing environmental study for the corridor.

August 15, 2024: Held at city of Maricopa

1. (Representative Seaman) Good evening, Representative Martinez and I understand the funding. The thing I worry about is the senior people getting to doctor's appointments, why didn't anyone think about a light rail up the middle?

High-capacity transit in the middle of SR 347 has not been recommended in regional transit planning efforts conducted to date.

2. Thank you for your presentation. My name is Bill. I serve on the 347facts.com committee and I'm also chairman of the Planning and Zoning Commission here in Maricopa. At the last ADOT board meeting, they explicitly told us that even if the money was available today, ADOT's not ready. They can't pull the trigger due to programming and all that. So, if there's a way to speed it up, that might be one of them, getting ADOT to perform at a higher rate, higher pace. I'm also concerned that, and I called it about a year ago, that I was worried about the Riggs Road overpass funding being clawed back because it wasn't used for almost three years. And sure enough, it didn't get clawed back, but it got diverted off for three years. That's basically unacceptable. It really is. When Ron talks about, you know, three or four fatalities a year, those could be saved if we move forward. So, I'm concerned about money being clawed back if we don't move expeditiously and make inroads and show some progress. So, showing progress is important to this community. If you show something happening and moving dirt, we change our attitude pretty quickly. I'm also concerned that we finally got it in the five-year plan. After two years of fighting, they get it in the five-year plan. But a lot of people don't understand that five-year plan is reviewed annually. Things get pulled out and things get put in. So, I'm concerned about that also. Thank you. Not really a question, mostly a statement.

We appreciate your comments. Thanks.

3. Good evening ADOT. I know this point has been brought up several times, but we would just like to enforce that you ensure that funding is adequate for each phase of the project to minimize disruptions and delays and to keep the project on plan as approved. Thank you.

Thanks for your comment.

4. I'm one of the hundreds of concerned citizens that see the population of Maricopa going up and up and up. And there doesn't seem to be any consideration of slowing the growth. It's an obvious solution. I mean, if everything goes according to plan, you get all your funding, it's on time, a miracle, it's not, the budget doesn't go up. By the time this project is finished, we are going to have more problems than we have today with traffic. So please stop the growth. That's an obvious solution. You have a big problem. This is a band-aid at the growth rate that you have.

Thank you for the comment.

5. Just one quick comment. All your plans here. The overpass at Riggs Road. You have no traffic light. If you continue to have traffic lights along the road that stop the movement of traffic, you're going to continue to have a problem. You need to find a way to get those other two intersections traffic light-free.

Thank you for the comment.

Questions and Answers:

1. (Maricopa Mayor Smith) I like the B1 option. I like the Florida T, but at both intersections to keep the traffic moving, the big ask is that at those intersections and possibly at Maricopa Road intersection, if we could put sensors in. I can't tell you how many times I'm at that intersection and there is no traffic trying to cut across, so I would like it to have sensors, so it is only activated when vehicles need to cross traffic. My last ask, which is what I ask at almost every ADOT State Transportation Board Meeting, is can we have the center lane coming off of I-10 southbound on the 347, back to a right turn only? It used to be that way and there is hardly any traffic going left. I would like to see that center lane be a right turn lane only like it used to be.

Thank you for the comment. Regarding sensors at the intersections, ADOT uses camera detection, or presence detection, at both Mammoth Way and Casa Blanca Road. Those signals will cycle to allow drivers on the side street to turn on to SR 347, after the vehicle triggers the detection.

Regarding the eastbound I-10 off-ramp Queen Creek Road, the lane configurations and turning assignments have not changed. They have been striped as they are today since 2013. The middle lane can turn left, go straight or turn right. The recent change was the installation of a green arrow, in April of this year, which allowed for an overlap of the right turn with the left turn of eastbound traffic on Queen Creek Road to the I-10. So, when eastbound Queen Creek traffic has a green left turn arrow, the off-ramp has a green right turn arrow, so there is no longer a right turn on red.

We have been seeing a reduction in queueing on the ramp, after this recent change.

2. During the in between, between now and completion, what are we going to do about the maintenance on 347? I'm a union iron worker and travel all around the country, been to 47 states and 347 is one of the worst I've ever been on, whether in an automobile or a motorcycle or especially a big eighteen-wheeler. What is ADOT proposed to do to help now?

ADOT will be patching the worst areas in the next month, and there is another pavement rehabilitation project, which is funded in the ADOT program, from I-10 to the city of Maricopa. Currently the funding is in the ADOT program in 2027, which technically means we could start it in July of 2026. However, depending on how the maintenance goes and everything, you know, we have already started the design of it. So, the intent is to get that project shovel ready, should funding become available or be able to be advanced. We would do it as soon as possible, but no later than late 2026.

3. Thank you for coming and bringing this great information and sharing with us. I wanted to talk about accelerating the schedule. As you know there were 2,524 accidents on 347 in the last 10 years not including 2024, which is 4.3 accidents per year. We had 35 fatal accidents if the schedule can be accelerated by a year or two that would save 8-10 lives. So, my question is if there is anything in the schedule that we can do to accelerate it and have the improvements sooner?

So that's something we think about every day. Our process is to work with the underlying landowner, and that's the Gila River Indian Community and their litigation team to obtain consensus on all the alternatives. So, while that process is lengthy, we recently got preliminary approval from the community to continue to study alternative B1 at Riggs Road. We don't have consensus on any other of the intersectional alternatives. Although from the corridor widening perspective, with it being in the median, fitting in within the existing right of way, it's something that is probably not too controversial, but the intersections where the community members drive to or use to get to State Route 347 are important. So, we don't have consensus on those. But like I said, we think about that every day, ways to speed up the environmental process and as we can, we are continuing to do engineering, environmental and right-of-way work to be ready to deliver the projects once the funding is secured. We are moving as fast as we can right now, and we would like to move faster.

4. I know that you said that funding is not granted at this point, but do you have a roundabout figure of what this whole project will cost?

So, there's actually three different projects. The two intersections Casa Blanca and Mammoth Way are funded for approximately \$20 million. For the Riggs Road interchange, the funding was deferred but there is \$49 million that has been identified for that interchange. The initial estimates for the corridor widening, including the Borgia Road and Maricopa Road improvements, is over \$200 million.

5. Good evening. My name is Tina. I first have a comment from those on social media they would ask that you allow for more room for comments on your online comment thing. They're having to truncate and abbreviate, and they would like to be able to have their comments heard instead of abbreviated. My question is, we just recently had some widening in a new lane, an acceleration lane people don't know how to use. So, when this is being done, one of the problems, and I mean a big problem, is that Maricopa is a city that commutes to the Metro Phoenix area, obviously leading to this issue. Will the construction be done at night to help alleviate some of the absolute total nightmares? I was having surgery at Mayo Clinic, and I was stuck in Rancho El Dorado for an hour and 10 minutes and almost missed having surgery because of it. And to go along with that, when this is done, will there be the emergency cut-throughs and crossovers ready to go in order to help any issues that come up? Thank you.

Yeah, once the corridor is widened, a barrier would be put in the median, and yes, we have spoken about median openings within the barrier. We haven't gotten to that point. We're still in the early stages of the preliminary design on the corridor widening. As far as the construction being at night, it really kind of depends on which project we're talking about. However, the intent throughout is to keep two lanes of traffic in each direction open. The work zones would be protected by concrete barriers, but there would still be two lanes of traffic open at all times.

I also did want to mention, thank you for making us aware of the comment form. We'll get that corrected by the end of the day tomorrow is what I meant to say. I might be able to do it tonight, but I'll commit to doing it by the end of the day tomorrow.

Note: *It was discovered that the form mentioned was not the ADOT public comment form, but another website's comment form, not affiliated with ADOT.*

6. I'm curious, because a statement was made that you have to go with the person who owns the land. I'm curious how we are with our relationships and how that may impact what we're trying to do, if at all. And if it is, what are we trying to do about that? Gila River owns the land. So, are we working together with the other market to mitigate the conditions?

So, we've been working with them very successfully on I-10, and we are continuing to develop that relationship with the State Route 347 projects. But the process can be a time-consuming one because we are asking for consensus for the alternatives. But we do have a very good relationship. And as a matter of fact, we had a public meeting on the community on Tuesday. And we had a good turnout and a successful public meeting. So, I think it's just a matter of continuing to coordinate with them and gain consensus from them and then we can construct the project.

7. Basically, going with what the lady right here in front of me said, you know, she was trying to travel to the city every day. I do that also; I work in the south side of Scottsdale. Some days it takes me an hour to get to work. Some days it takes me two hours. So, with that, in with the new, proposed expansions and everything, and you're talking about maybe doing them at night, maybe not having the two lanes. What is it going to do during the day of normal travel and the commute? Am I going to have to start going up at 3 a.m.? I mean, I'm not trying to be mean. I'm just trying to understand where we're going to be with the flow as the improvements are happening. We're all for the improvements. Let me just tell you.

I think what would happen during the construction for the corridor widening, especially in the intersections, will be fairly limited. Obviously, there would be reduced speed limits, that sort of thing at the intersections, but it's really the corridor widening. And it's possible that the contractor would do it in phases. It's possible that they would put a barrier down the median, the whole the whole stretch. However, I would say that other than not being able to go 75 miles an hour, I would say that it's still going to move along pretty well. Because you still have two lanes, the shoulders will be compromised a little bit or will be a little bit narrower with the barrier there. But it will still move.

8. Would it be possible to have this PowerPoint available on the ADOT Website. I'd rather be able to go and tell my friends to go and look at that.

Yeah. It's available right now, and all the exhibit boards are up there as well.

9. Hi, I'm Priscilla. I just wanted to know when you guys are working on the I-10, will that happen simultaneously with the work on the 347 projects? Or are we going to stagger that out? I don't know which would be better. They both are awful to me, actually. I would like to know so I can prepare.

The I-10 project is proposed to be completed by the end of 2028. So, they would be under construction at the same time. But what would occur is we would make sure from a contractor phasing standpoint that there were no concurrent closures on both routes, at the same time. So, traffic would still be moving. But we would definitely take that into consideration.

10. Just a quick one. My wife and I moved here in 2004 when there were 2400 residents and no restaurants. Anyways, my question is to the Mayor and City Council on the zoning go up there. Are we going to stop selling property to build homes until all of this stuff is over? How about that? How about we stop building homes and inviting people to move here if we're landlocked?

That would be an issue to speak to the city of Maricopa about.

11. I'm Theresa Martinez, State Representative, also Vice Chair of Transportation. I have one comment for the audience and one for ADOT. I would like to see publicly on the website an update on the process so that anybody here can find out. What the process is like. Where are we at and how long is it going to take to hold the agency accountable? I was, until I found out that it took two years for that Riggs Road that Brett Roberts (who I replaced, he got that money) for two years to find a contractor. So, I think it would be helpful for ADOT and the community to know what stage you're at on the website and how long the process is, so we can keep on track, whether it's behind or whether it's funding. Number two, the funding for the two roads that's going to be included as well. So, the three projects need to be on that. And then I'd like for you to report back to me, about the sensors. I thought Mayor Smith had a great idea about the sensors for the traffic light. It's ridiculous for anybody to be stopped by a traffic light. And that can't be more than \$1 million. So, we could find \$1 million in the budget if I have to go steal it from somewhere. Now for the audience: ADOT will tell you this at all the board meetings, the 347 is one of the top five roads, the I-10, the 95 or the 93 and the 347. That is because of community involvement. That is because of you. 347 facts and all the emails. If you are not on 347 facts, if you do not have my cell phone number or my email, we need to ADOT the governor who did try to take away our money, but she didn't. She? She sees those emails about, is James here? James, how many emails? **(James: Roughly 800.)** 800. And we're top three. If we had 1000 to 2000, I bet you we would be number one after the I-10. We've got to get that done.

But please, please, please get on www.347facts.com. Send out those emails. Let's show the governor and ADOT how important the 347 is to fix. Thank you.

Thank you for the comments. The project webpages are updated regularly as schedules change. A monthly update is also provided to the city of Maricopa staff regarding the status of each of the three projects. Regarding the intersection signal sensors, we will pass the question along to our Traffic Operations Division for assessment and follow up once we know more.

12. My name is Torrent. I'm one of also one of the members of the 347 facts. And my question is this. So, it likely going to be night construction. If an event that takes place, inquiring about, public safety, emergency vehicles. So, if it's going to be down to two lanes, continuous and flowing. How are they going to be able to respond to emergencies and things like that? How is it going to affect us, the drivers? Will there be more crossovers added for them to be able to use, during an event of an emergency or such?

So, during construction, the median would be closed. The outside would still be open generally. So, if there wasn't enough room on the outside, then we would have the contractor install openings within the concrete barrier to allow turnarounds as well as places where vehicles can be pulled into the median, to, to deal with incidents like that. When you have barrier protections, you have to have certain distances of having an opening in the barrier. So that would be accounted for within the, the design and, and the contractor's plan.

13. Good evening. This is the first time I've come to one of these meetings. And because I was told it was a total waste of time that nothing is ever accomplished. And I would be remiss to tell you that the 347 should be a shame on Maricopa. The danger on that highway and the amount of accidents that we have and the amount of and the thought that we are one of the most dangerous highways around. I would like to know when I can go back and tell friends who told me I was wasting my time coming here. I would like to say, give me one concrete thing that I can go back and tell those people that we accomplished today. Besides, maybe it might 2050? In the meantime, there are accidents every week. People are getting injured and what is created is the worst bunch of damn dispositioned drivers in the world. They all hate each other. So, what it does is, the camping in the left lane becomes I'm going to, you know, I'm going to just run you off the damn road. I don't have to do that every day. But damn, I feel terrible for folks who have to get up at 4:30 in the morning to try to get to work. So, my question to you is, all those people who told me that I was wasting my time coming here because nothing is ever accomplished, because everything is never definite. What can I go back and tell those three-dozen people who told me I was wasting my time, what concrete can I go back and tell those folks that I found out today?

Well, you can tell them that you understand the timeline that ADOT is committed for the corridor widening. We really do appreciate all these comments. And we know there's frustration out here. The reason why we're here is to listen to you. We have some alternatives. So, we're recommending a few alternatives for some of the intersections and the interchanges. We need that input to move forward. Once we have that input, we can move forward. And you know, continue down this process to get these done and get these finished in design and moving forward. So that's really the reason and making sure that everybody understands the process and the timeline, which we have up on the board right now. So, I think that's really the main thing is, is listening to the community and, and getting your input on these next steps.

14. My name is Mike, and I have some thoughts on what's being done on Casa Blanca. And, Mammoth and, maybe the one coming out of Cement Plant, putting in a roundabout. No, I'm not talking about on 347. Let me finish that. But a roundabout on Casa Blanca, maybe a quarter of a mile or a half a mile east of the intersection. So people that need to make a well.....I guess it won't work with the southbound.

Second Q & A

1. Hi, Kenny with the Maricopa Monitor. You mentioned that the funding for the Riggs Road interchange was deferred to 2028. So, since it was deferred, what would be the beginning of the construction then, and what would the completion be?

It was deferred to fiscal year 2028. So theoretically, we could begin in July of 2027. It would take about 18 months to complete.

2. I thought I had heard last year that funding had actually been secured for the widening of 347. Was I misinformed?

It was secured last year for the two intersection improvements for Mammoth Way and Casa Blanca. There is no funding for the actual corridor widening itself.

So why would we continue to improve intersections that are not very widely used instead of widening into the median, which is already there down the entire, I mean which is what is really needed.

Because once we widen the corridor, those intersections need to be improved. The initial estimates for the corridor widening are over \$200 million and we don't have that money now. The funding was appropriated through the state legislature for the improvement to the two intersections as well as the Riggs Road interchange. Rather than doing it, waiting for everything, we're going to construct what we can with the funding that we have, so that when we do have the corridor widening money available, the cost will be less.

Could we not do sections of the corridor versus intersections? The reason is, I'm new here. I did not do very much research before I bought a house in Maricopa. When I first found a job, finally, and it was in Chandler, and I started commuting on this road, I was like, my God, what did I do? And honestly, I've lived all over the country in the last 10 years, and it's horrendous. Honestly, it's horrendous. It's not patrolled, people are driving 90-95 miles per hour, which is kind of fun, but not fun when people are, you know, driving like maniacs, honestly. I mean, 95 straight is not bad, but when you get people tailgating you, it's dangerous. It's honestly dangerous. And the cops aren't there, they're not patrolling, and then you have an accident and you're sitting there for three hours just trying to get 20 miles down the road. It's horrendous. You're taking your life in your hand every single time you're going down that road. And to improve an intersection that concrete tracks come out of, I mean, it seems ridiculous to me. And then to widen the road three miles into town, okay, fine, but now we're doing intersections. At least make some progress on these three lanes. We all, and then we continue to add thousands and thousands of people to this town every single year, which again does not make sense to me when the only way out is that one road. We sit here and we take our lives into our hands every time we have to go to the doctor, every time we have to go to work, every time we just want to go to a nice dinner because none of it is here. And we sit here, and we listen to this and you're telling us it's three years before this road can be done. That's three years more of deaths on this road. And that's just not acceptable. It's not acceptable. I don't get it. I just don't get it.

So, if I may, the intersections are really what creates the congestion. If we had no intersections on State Route 347, traffic would move great, but when you hit Riggs Road, when you hit Casa Blanca Road at the wrong time, that's what creates the congestion. So, by improving the intersections, putting in higher capacity intersections with more turn lanes, and in the case of Casa Blanca Road, a Florida T that allows southbound State Route 347 traffic to move through without a signal. Those are improvements that will help the flow of traffic.

I'm Michael Grandy, traffic engineer on the project. Also, to your comment about, you know, is there anything we can do from a funding perspective. So, you may not be aware, but this November on both the Pinal County and Maricopa County ballots, there's going to be a half-cent sales tax renewal that's dedicated to transportation. And there are preliminary plans for some of that to be used on State Route 347 if those ballots get passed by the voters. So, something that you, each of you can do is spread the word. If you care about improvements on 347, you want them sooner rather than later, make sure those ballots pass and that will provide more opportunity for that funding to come to this corridor sooner.

Is there actual structure in the bill to say that that's where the money's going to go? Or are you just telling us how big it will go?

So, the Maricopa Association of Government, which is the Maricopa County piece, has a regional transportation infrastructure improvement plan and it does have a line item in there for State Route 347 between I-10 and south of Riggs Road, which is where the Maricopa County boundary is. So, there is an actual line item in there for funding and then on the Pinal County one, there's a line item to help fund the design of the corridor widening, which will, again, make it more likely that the construction can be done sooner if additional funding can be found for that.

3. I understand what you're saying as well as what you're asking. With these things, are you set to go for these two intersections? And the concerns that you're bringing up as well in regard to traffic, will there be an increase of law enforcement because what you said is correct as well as what you haven't mentioned yet is that people actually drive lengthwise on the shoulders to get around traffic. And when you try to pull over for an accident or you have ambulances almost hit by trucks because they don't see the ambulances ahead, there's no one there to give out a ticket or do anything. So, with these, working on these intersections, will there be an increase of law enforcement to make sure there's not going to be an increase of accidents or any kind of fatalities?

We have been in conversations with DPS, with Gila River PD, with Pinal County Sheriff, not sure that it was Maricopa PD, but in conversations to have a stepped-up enforcement on State Route 347, as well as some of the other routes in this area, State Route 87 as well. But just because of the speed that people are going, these aren't freeways. They're not necessarily access controlled like freeways are. So, there is concerted effort and DPS is looking at ways to step up enforcement.

4. You talk about the money being allocated for 347. I would like to know how much that is, because a few years ago they had ballot propositions for huge amounts of money but most of the money was going to be in the county east of I-10, with a very small amount slated for 347. So, you had a 20-year tax increase, and in my opinion as a retired traffic engineer, those improvements, the six lanes are only good for 10 years, so why should you pay taxes for 20 years for a project that's only good for 10? And I do want the road widened.

Thank you for your comment. On the Pinal County side, the only amount that's in any kind of plan for 347 is for the design of the portion in Pinal County. So, I can't speak to anything beyond that in terms of what's allocated. On the Maricopa County side, there is a preliminary number, looking at MAG in the back of the room, I don't know if you happen to know what that number is, but it is publicly available on MAG's website, if you look up the regional infrastructure improvement plan, you can find that information. Maricopa Association of Governments. Michael, do you want to mention how the traffic modeling is done and the year projections for the widening?

Sure, as you may have seen on the TVs out there, we look at 2050 as our design horizon. We're looking more than 25 years out at what the traffic volumes are projected to be and that's based off of looking at land use, population, employment trends, trying to forecast what's going to happen. Of course, nobody knows for sure what's going to happen. You could have another COVID pandemic or something that disrupts traffic trends, but we try to project that as best as we can and through our modeling then we say, you know, what improvements are needed to provide an acceptable level of service. And we believe that those three lanes each way, with the intersection improvements, will provide acceptable level of service.

5. I just moved to Maricopa three years ago. And before I moved, I know so many people have been complaining about this road. And there are a lot of accidents happening on this road. Last year the Congress passed an infrastructure bill to fund road transportation. So how can someone apply to get that money for their own city? Is it that Maricopa City, the county, or Arizona State is not able to request money from the federal government to take care of this road?

I'm not exactly sure which funding program you're talking about, but there are several different safety-related federal funding programs out there. Did you happen to know the name?

There was an infrastructure deal when Biden became the president. So, a deal was passed, like a lot of billions to take off roads, railways, and many other things but I don't know if nothing was allocated for this road or for Arizona.

So, on I-10 we recently applied, I believe it was a year ago now, we applied for a federal grant to widen I-10 from two to three lanes in each direction essentially from just south of Casa Blanca Road to State Route 387. And we got a \$95 million federal grant. Most of the time, the requirements for those types of grants require that the project is what we call shovel-ready, so the design is done, everything is done. It's ready to go, we're ready to construct and if we can show that we have seen success in obtaining grant money. So, while there's no guarantee for that, ADOT is always looking for opportunities to apply for federal grants and in this case it would be to apply for a federal grant to fill in that funding gap.

6. Hi, thanks for your time. First of all, I just want to say to anyone who wants more law enforcement on 347, please be careful what you wish for because they will not enforce speeding or anything. They will enforce other stuff. And I can tell you that as somebody who's been here in Arizona for two years, I'm telling you, compared to the rest of the country, Arizona will not enforce what they need to. But I did have a question about the interchanges, not the interchanges, the intersections, that still have stoplights. Are there going to be actual indicators, probably a mile or two up the road, down the road, whatever, indicating that, hey, the light has changed color? Because, I mean, driving at like, even if you're going to speed limit 65, 70 miles an hour, if it's in the middle of the day or even morning rush hour or afternoon, you can't see with the sun and everything. You can't see further than like maybe a quarter of a mile or half a mile. And with everybody just flying through there, we need to know like, hey, the light is red because yeah, traffic can seem like it's stopped, but then people are like releasing their brakes, they're pressing on it, like it's just back and forth constantly. And I know that's not gonna be an issue for rigs. It's still gonna be an issue for the other intersections. I'm just calling it right now. Are we going to have like, actual indicators to tell people miles down the road, hey, slow down. Light's turning, yellow, light's turning red, light's turning green so that nobody crashes into each other. Because I think that I think what a lot of people think is that the crashes mainly come from speeding. The crashes mainly come from people rear ending each other because everybody's going from 70 miles an hour down to zero like that, because no one's getting indicator on what the lights are doing up ahead.

So as part of a road safety audit, our traffic safety division had identified the need for those, flashers as well as signs. So you may have noticed them out by Riggs Road. They're not functional yet. I think we're still waiting to get the electrical hooked up, but those are now there. Those types of indicators will be installed in, I'm not sure about all intersections, but at least at Riggs Road. In the very near future. And then going forward, I think, that would be something that would be assessed if there were a high number of accidents, rear end accidents and that sort of thing. After we widened, after we improve the intersection, then we would look at that at that time.

And that is actually recommended in the traffic study. We're not to the final design stage yet, but we are recommending that exact thing that you're talking about.

7. I've lived in Maricopa about 12 years now. I'm very excited about these projects. I was wondering, are there any configurations or features that would help discourage traveling on the shoulder?

Widening the corridor and not having extreme congestion would help with that. The reason the people are traveling on the shoulder, I'm sure, is because the intersections are congested. But I assume that there would be rumble strips on the shoulders. Yeah, obviously, that just makes noise. It doesn't distract or keep people from driving on the shoulders. But truthfully, improving the capacity and improving the traffic flow will minimize that gradient.

8. Yeah. I appreciate what you're doing here. This is really important. My wife and I moved here just a year and a half ago from Chandler. And you know the old joke, it's not the money. It's the amount - the \$200 million for the widening. Is that all state money? I'm a little confused. Is there money that's pooled together to pay? Theoretically say it's going to happen. Is it all state funding money that pays for a corridor widening like that? Or is it combined with any ballot initiatives or anything of that sort, or is that hard to say?

As Michael indicated, Prop 479 is programmed to include some funding, at least for the Maricopa County section. So, from I-10 down to Riggs Road, there is a line item to provide funding for the corridor widening. Additionally, the obtaining or applying for and obtaining federal grants and as well as just, going into the pool of statewide projects. And we have a priority planning process. So, all the projects are weighed by their priority or their importance. And then get funded through the five-year construction program. So that usually is a few years out. That's less likely than, you know, the Maricopa County piece as well as obtaining a federal grant or some other type of federal funding.
