

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

Final Report



PREPARED FOR:
PINAL COUNTY

AUGUST 2006



PINAL COUNTY

SMALL AREA TRANSPORTATION STUDY FINAL REPORT

**PREPARED FOR:
PINAL COUNTY DEVELOPMENT SERVICES
DEPARTMENT OF PUBLIC WORKS**

**PREPARED BY:
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*August 2006
KM Project # 0504900*

When recorded return to:
Clerk of the Board
Pinal County Board of Supervisors
P. O. Box 827
Florence, AZ 85232

RESOLUTION NO. 083006 - SATS

**RESOLUTION OF THE PINAL COUNTY BOARD OF SUPERVISORS
ADOPTING THE FINAL REPORT OF THE PINAL COUNTY SMALL AREA
TRANSPORTATION STUDY (SATS) DATED AUGUST 2006 WHICH
EVALUATED PINAL COUNTY'S (UNINCORPORATED) TRANSPORTATION
NEEDS AND DEVELOPED A CAPITAL IMPROVEMENT PROGRAM OF
PROJECTS FOR THE NEAR AND MID/LONG-TERM.**

WHEREAS, Pinal County is empowered by A.R.S. § 11-251 and A.R.S. § 28-6701, et seq. to layout, maintain, control, and manage public roads with the County; and,

WHEREAS, the purpose of the Pinal County Small Area Transportation Study (SATS) was to evaluate Pinal County's (unincorporated) transportation needs including roadway and transit over the next 20 years to accommodate anticipated growth and to develop a Capital Improvement Program (CIP) which identifies projects for the near and mid/long-term; and,

WHEREAS, Pinal County SATS will provide the foundation to develop the County's transportation system in cooperation with local, regional, state, and federal stakeholders, as well as private developers; and,

WHEREAS, Pinal County SATS began July 2005 and concluded with review of the findings and recommendations of the Draft Final Report by Pinal County Board of Supervisors on August 16, 2006.

THEREFORE, BE IT RESOLVED: Pinal County Board of Supervisors hereby adopts the Final Report of the Pinal County SATS dated August 2006 and authorizes the County to utilize the findings and recommendations of Pinal County SATS as a basis for transportation decisions in unincorporated Pinal County.

PASSED AND ADOPTED this 30th day of August, 2006,
by the PINAL COUNTY BOARD OF SUPERVISORS.

ATTEST:

Shari Clapp
Clerk of the Board



Donald D. King
Chairman of the Board

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1. INTRODUCTION

Pinal County is located in south central Arizona as illustrated below in Figure 1.

Figure 1: Vicinity Map



It contains approximately 5,400 square miles and over 2,200 miles of roadways. Pinal County includes the following communities:

<i>Incorporated Communities</i>	<i>Unincorporated Communities</i>	<i>Indian Communities</i>
Apache Junction	San Manuel	Gila River Indian Community
Casa Grande	Oracle	Ak-Chin Indian Community
Coolidge	Arizona City	San Carlos Indian Community
Eloy	Stanfield	Tohono O'Odham Indian Community
Florence	Johnson Ranch	
Kearny	Gold Canyon	
Maricopa	Dudleyville	
Mammoth	Winkleman	
Queen Creek		
Superior		

The Town of Florence is the county seat. It is approximately 61 miles southeast of Phoenix. Geographically, the county contains both mountainous terrain and desert flatlands, some of which are contained within the Tonto and Coronado National Forests.

The county supports various commercial industries such as: agricultural, mining, tourism and manufacturing.

1.1 PURPOSE

Pinal County is currently experiencing a tremendous amount of growth. It is forecasted that within 20 years, the county will have grown from a population of 250,000 to over 1.9 million people. As the population increases, traffic volume and congestion will increase and roadway improvements will be needed to provide a safe travel way for the traveling public. Pinal County has recognized the need to be proactive by planning ahead for the anticipated growth and looking at travel alternatives and funding needed to implement new construction and/or rehabilitation of its roadways.

The purpose of this study is to evaluate the County's transportation needs, including roadway and transit elements, over the next twenty years.

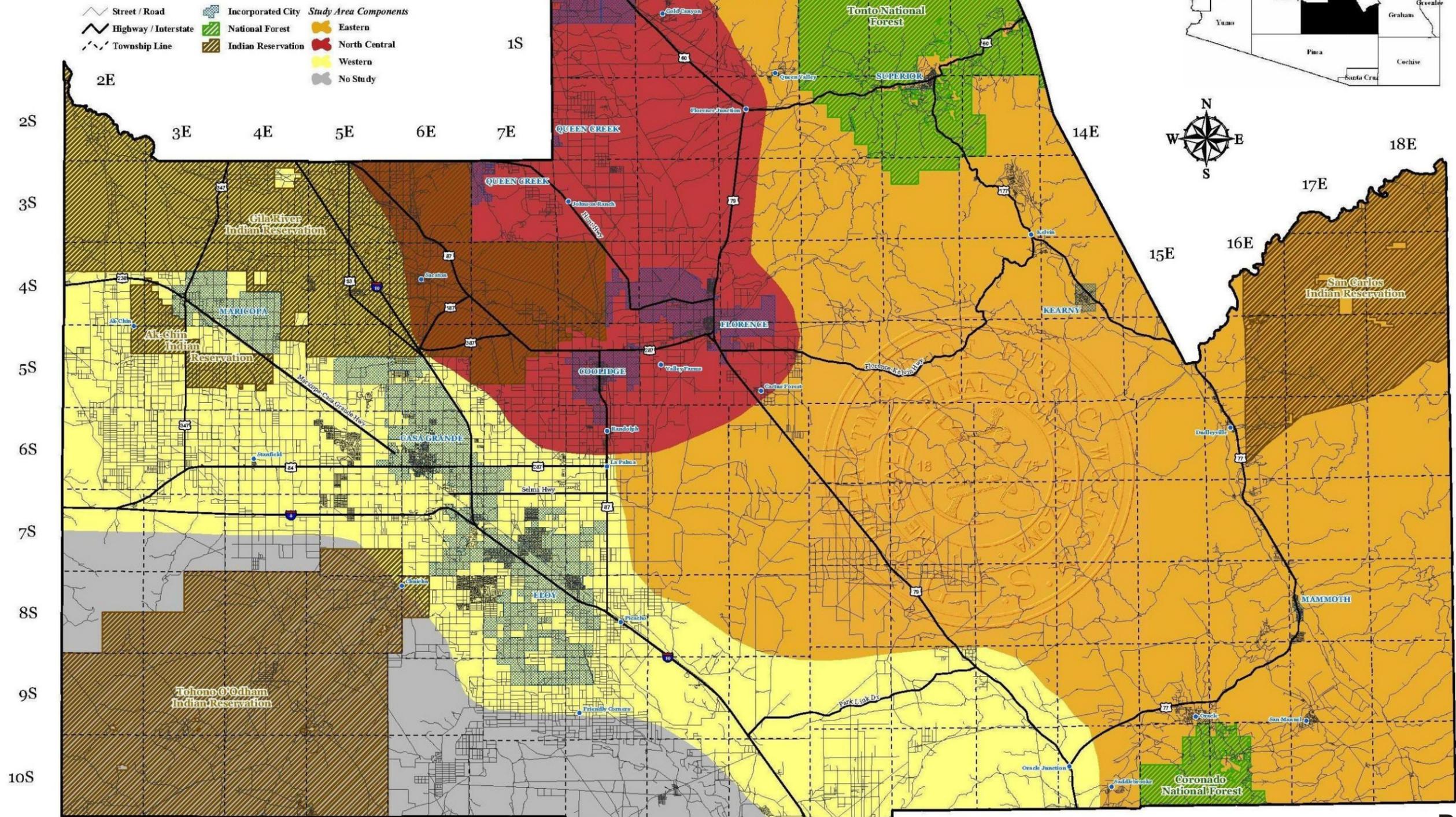
The Pinal County Small Area Transportation Study (SATS) and the Transit Element Report will provide the County with the tools needed to develop the county's transportation system in cooperation with local, regional, state, federal stakeholders as well as private developers. Due to Pinal County's geographical size, population, growth rate and unique transportation needs, the study has been divided into three study area components, illustrated in Figure 2. This study was divided into two separate working papers. Working Paper #1, analyzed the County's existing conditions and issues within each study area including roadway, transit, population and socioeconomic growth. Working Paper #2 examined future improvements including roadway, transit, funding and implementation. Working Paper #2 also included a recommendation for a 20 year capital improvement program (CIP). This report combines the two Working Papers and presents a transportation implementation plan for the county.

It should be noted that the roads within the Indian communities, city/town limits and ADOT jurisdictional roadways/freeways were reviewed. However, no recommendations were made.

Figure 2: Study Areas

Pinal County Arizona

Small Area Transportation Studies



1.2 STUDIES REVIEWED

Studies that were collected and reviewed are shown in Table 1:

Table 1: Studies Collected and Reviewed

Company	Study Title	Completed
Lima & Associates	City of Maricopa Small Area Transportation Study	2005
Kirkham Michael	Apache Junction Small Area Transportation Study	2004
Lima & Associates	City of Casa Grande Multimodal Transportation Study	2001
Lima & Associates	City of Casa Grande Transit Feasibility Study	2001
DMJM Harris	City of Eloy Small Area Transportation Study	1998
DMJM Harris	Town of Superior Small Area Transportation Study	1994
Curtis Lueck & Associates	Superstition Valley Transportation Study	1999
Lima & Associates	Pinal County Transportation Plan, 2000 Update	2000
David Evans & Associates	Regional Transportation Plan for CAAG	2000
Cambridge Systematics	Williams Gateway Existing and Future Conditions Report	2005
DMJM Harris	Williams Gateway Freeway Alignment & Environmental Overview Study	2005
Cambridge Systematics	Pinal County Planning Model Socioeconomic Estimates and Forecast	2005
Applied Economics	Central Arizona College Bond Feasibility Study (Demographic Analysis)	2004
C.L. Williams Consulting	Maricopa Casa Grande Highway Limited Access Study	2003
Kimley-Horn Associates	Arizona High Speed Rail Feasibility Study	1998
Entranco	Southern Pinal Regional Transportation Plan	2003
KHA	Apache Junction/Coolidge Corridor Study	2003
Pinal County	Pinal County Growth Planning Initiative	-
MAG	Southeast Maricopa/Northern Pinal County Area Transportation Study	2003
Entellus	Regional Arterial & Collector Street Plan for Pinal County (Ellsworth Rd to Schnepf Rd & Combs Rd to Magma Rd)	2003
Lima & Associates	US 60 Corridor Definition Study	2005
Pinal County	Subdivision Regulations & Requirements and Minimum Standards for Subdivisions Street Paving	1981
Curtis Lueck & Associates	Maricopa Subregional Transportation Study	2000
Pinal County	Pinal County Trails Plan	2005
Arizona State Land Department	Superstition Vista's Study	2006
Arizona State Land Department	Lost Dutchman Study	2006

Coordination is ongoing with the following studies:

- Queen Creek Small Area Transportation Study
- Coolidge/Florence Small Area Transportation Study
- Casa Grande Small Area Transportation Study – Update

1.3 STUDY OVERVIEW

This study serves as a complement to the Pinal County Transportation Plan 2000 Update. The primary product of this study is a long-range transportation plan for all county roads. The study does not include the ADOT jurisdictional highways or interstates.

1.3.1 Focus

The focus of this study is to examine existing socioeconomic and roadway network conditions and provide future alternatives based on roadway functional classifications of rural minor collectors and above. Figure 3 illustrates the Pinal County Functional Classifications as approved by the Federal Highway Administration (FHWA) on March 21, 2005.

The goals of the project are the following: to improve mobility by creating viable travel alternatives, analyze funding methods and develop a Capital Improvement Program (CIP) to specifically identify and prioritize projects along with providing an estimated cost and presenting project schedules.

Throughout the process, Pinal County citizens and a Technical Advisory Committee including various Stakeholders within the surrounding study areas were apprised of the study progress. Comments from each group were considered and applied to the study to produce the final product.

1.3.2 Study Areas

Because of the diversity of the county, the project was divided into three separate study areas; Western, North Central and Eastern as illustrated in Figure 2.

The population in the western and north central study areas are currently growing rapidly whereas population in the eastern study area is currently growing at a slower pace. However, it should be noted that various locations within the Eastern study area, such as Oracle and Superior, are beginning to see more growth due to development of planned areas and increase in population of contract mine workers. The population of each study area is expected to increase substantially over the next 20 years.

Using Figure 3 as a backdrop:

- The Eastern Study Area, shown in orange, includes the Towns of Kearny, Mammoth, Superior and unincorporated areas of Oracle, San Manuel, Winkleman and Dudleyville.
- The North Central Study Area, shown in red, includes the Cities of Apache Junction, Queen Creek, Coolidge, the Town of Florence and unincorporated areas of Johnson Ranch, Gold Canyon, Santan, Gold Field, and Florence Junction.
- The Western Study Area, shown in yellow, includes the Cities of Maricopa, Casa Grande, Eloy and the unincorporated areas of Arizona City, Stanfield, Picacho, and Oracle Junction.

1.4 REPORT ORGANIZATION

This report contains the following sections:

Section 1: Introduction – this section includes the study overview, purpose and methodology of the project

Section 2: Existing Conditions – this section includes an evaluation of the current socioeconomic trends and current traffic conditions.

Section 3: Future Network Improvements – this section includes future socioeconomic evaluation, network analysis and a recommended 2025 roadway network alternative

Section 4: Pinal County Guidelines – this section includes guidelines for both access management and traffic impact analysis for Pinal County.

Section 5: Funding – this section includes both public and private funding opportunities

Section 6: Findings and Recommendations – this section includes the project recommendations including prioritized action time frames.

Section 7: Cost of Improvements – this section includes approximate improvement costs for identified near term and long term transportation projects

Section 8: Schedule – this section includes the schedule and strategic implementation plan for several milestone items.

2. EXISTING NETWORK EVALUATION

This section presents the existing conditions for Pinal County. Examining the roads at their current state helps determine what methods are necessary to improve the transportation network as the population grows.

Pinal County would like to address and improve the existing transportation network. Hunt Highway and Maricopa-Casa Grande Highway are examples of existing roadways in need of capacity improvements.

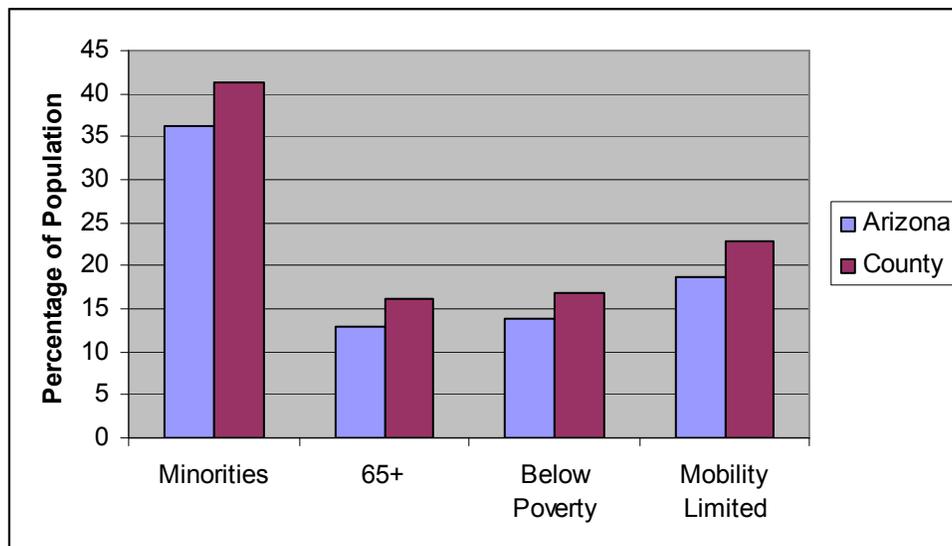
2.1 CURRENT SOCIOECONOMIC CONDITIONS

This section presents the current population data for Pinal County including demographic data on the percentage of minorities, persons 65 years of age and older, persons below poverty level, and persons of limited mobility. These population subgroups have been tabulated in response to Title VI of the Civil Rights Act of 1964 and Environmental Justice issues, which ensures that individuals are not discriminated against based on race, color, national origin, age, sex, or disability. Executive Order 12898 on Environmental Justice dictates that any programs, policies, or activities to be implemented are not to have disproportionately high adverse human health and environmental effects on minority populations. Thus, in relation to this study, transportation improvements should not adversely impact such groups disproportionately. In addition to assuring that these policies are adhered to, a variety of possible alternatives should be developed and considered in order to ensure all groups are fairly represented in the amount and type of transportation services provided.

2.1.1 Summary of Findings

The composition of the Pinal County 2000 population is illustrated in Figure 4 and a summary of findings of the population data analysis follows.

Figure 4: Pinal County Population Composition (Year 2000)



Source: US Census 2000

- The 2004 estimated population of Pinal County was approximately 220,000 persons, a 22.3 percent increase from the 2000 population of 179,727 persons.
- In 2000, approximately 74,000 persons in the County, or 41.2 percent of the total population, were minorities compared to a statewide percentage of 36.2 percent.
- The percentage of persons age 65 or older in the year 2000 was higher than the statewide average, 16.2 percent compared to 13 percent statewide.
- The percentage of persons living below poverty in 2000 was 16.9 percent in the County, three percent higher than the statewide average.
- Approximately 22.9 percent of the County population in 2000 were mobility limited compared to 18.8 percent statewide.

It is important to note that the composition of the County's population is changing with the rapid development throughout the County. As Pinal County continues to become more urban, a younger population living in the County and working in Maricopa and Pima Counties will be attracted in the near future. Therefore, the proportion of the population aged 65 and over will probably decrease. Moreover, the percent of the population below poverty level will probably begin to approach the statewide average as the economic structure changes.

2.1.2 Population Within The County

Population data for the 2000 census and the 2004 estimates were obtained from the Arizona Department of Economic Security (DES) for Pinal County and Pinal County's incorporated cities and towns as presented in Table 2.

**Table 2: July 1, 2004, Population Estimates
(For Arizona, Pinal County, Incorporated Cities and Towns)**

Area	DES Estimates 7/1/2004	Census April 1, 2000	Number Change	Percent Change
Arizona	5,833,685	5,130,632	703,053	13.7%
Pinal County	219,780	179,727	40,053	22.29%
Incorporated Cities and Towns				
Apache Junction*	33,450	31,541	1,909	6.10%
Casa Grande	31,315	25,224	6,091	24.15%
Coolidge	8,025	7,786	239	3.07%
Eloy	10,535	10,375	160	1.54%
Florence	17,105	17,054	51	0.30%
Kearny	2,195	2,249	-54	-2.40%
Mammoth	1,750	1,762	-12	-0.68%
Maricopa	4,855	1,040	3,815	366.83%
Queen Creek*	115	119	-4	-3.36%
Superior	3,195	3,254	-59	-1.81%
Winkelman*	5	4	1	0.25%
Subtotals	112,545	100,408	12,137	12.09%
Unincorporated Areas				
	107,235	79,319	27,916	35.19%

Source: Arizona Department of Economic Security, U.S. Census 2000 and Census 2004 Estimates
*Pinal County Portion

Arizona's population increased by 13.7 percent between 2000 and 2004, while Pinal County's population increased by 22.3 percent and the population living in unincorporated areas increased by 35.2 percent. A total of 79,319 residents, representing 44.1 percent of the County's population, live in unincorporated areas. Unincorporated areas comprise eleven (11) tribal communities: Ak-Chin, Bapchule, Blackwater, Chui Chu, Gu Komelik, Sacaton, Sacaton Flats, Casa Blanca, Goodyear, Stotonic and Santan; eight unincorporated communities: Arizona City, Dudleyville, Gold Canyon, Gold Field, Oracle, Picacho, San Manuel, and Stanfield. The remaining 55.9 percent of the County's residents, or 100,408 people, live within incorporated communities. Maricopa is the fastest growing city in Pinal County with a population growth percentage increase of 366.8 between 2000 and 2004 (as of September 2005 the population is estimated at 17,000). In contrast, the population of Kearny, Mammoth, and portions of Queen Creek and Superior has decreased between 0.7 percent and 3.4 percent.

Figure 5 shows the total countywide population distribution per square mile by census blocks. Pockets of highly populated areas are located near local communities and along main highways. Unpopulated areas exist throughout the County, particularly in the eastern and southwestern portions.

2.1.3 Minority Population

Table 3 displays the minority population in Arizona, Pinal County, and local communities within the County for the year 2000. Pinal County's percentage of minorities is 41.2 percent, which is greater than the percentage of minorities for Arizona overall (36.2 percent). As shown in the table, several of the communities with agriculture and mining industries have high percentages of minorities. Communities such as Apache Junction, Arizona City, portions of Queen Creek and Queen Valley have lower minority percentages than the State of Arizona.

Figure 6 shows the distribution of minority population per square mile by census block in Pinal County for the year 2000. Concentrations of minority populations are located in the proximity of local communities and along main highways. The distribution of minority population is similar to that of the total population.

Table 3: Pinal County Minority Population (Year 2000)

	Total Population	Total Minorities	Percent Minorities	Hispanic or Latino	White	Black or African American	American Indian and Alaska Nat.	Asian, Native Hawaiian & Other Pacific Islander	Other	2 or More Races
ARIZONA	5,130,632	1,856,374	36.2%	1,295,617	3,274,258	149,941	233,370	94,954	6,120	76,372
Pinal County	179,727	74,086	41.2%	53,671	105,641	4,658	12,419	1,112	169	2,057
Local Communities										
Ak-Chin Village	669	656	98.1%	60	13	2	591	0	1	2
Apache Junction*	31,814	3,847	12.1%	2,801	27,967	168	248	181	17	432
Arizona City	4,385	956	21.8%	726	3,429	43	82	19	4	82
Blackwater	504	499	99.0%	76	5	1	417	0	2	3
Casa Grande	25,224	12,517	49.6%	9,871	12,707	1,020	992	290	25	319
Chuichu	339	336	99.1%	19	3	0	317	0	0	0
Coolidge	7,786	4,177	53.6%	3,052	3,609	623	349	54	3	96
Dudleyville	1,323	821	62.1%	780	502	1	18	5	6	11
Eloy	10,375	8,735	84.2%	7,717	1,640	481	278	118	4	137
Florence	17,054	8,576	50.3%	6,041	8,478	1,524	692	142	49	128
Kearny	2,249	909	40.4%	864	1,340	6	15	2	3	19
Mammoth	1,762	1,321	75.0%	1,286	441	1	12	6	4	12
Maricopa	1,040	823	79.1%	732	217	28	52	0	3	8
Oracle	3,563	1,443	40.5%	1,365	2,120	4	33	4	2	35
Queen Creek*	4,316	1,395	32.3%	1,294	2,921	14	22	17	1	47
Queen Valley	820	62	7.6%	50	758	1	4	2	0	5
Sacaton	1,584	1,555	98.2%	112	29	0	1,416	1	0	26
San Manuel	4,375	2,144	49.0%	2,022	2,231	12	35	14	1	60
Santan	651	641	98.5%	83	10	0	546	0	3	9
Stanfield	651	485	74.5%	401	166	26	50	4	0	4
Superior	3,254	2,315	71.1%	2,248	939	9	28	7	1	22
Winkelman*	443	338	76.3%	331	105	1	0	0	5	1

Source: Census 2000
*Pinal County Portion

2.1.4 Population 65 And Over

According to the census data displayed in Table 4, 13.0 percent of Arizona’s population is 65 years of age or older. The average population percentage of this age group is 16.2 percent in Pinal County. As shown in Table 4, the percentage of people age 65 and older is higher in Pinal County than the State average, 16.23 compared to 13.02. The percentage is particularly high in the communities that have become popular with retirees such as Apache Junction, Arizona City, and Queen Valley.

Table 4: Age 65 and Over Population (Year 2000)

	Total Population	Median Age	Total Age 65+	Percentage Age 65+
Arizona	5,130,632	34	667,839	13.02%
Pinal County	179,727	37	29,171	16.23%
Local Communities				
Ak-Chin Village	669	24	26	3.89%
Apache Junction*	31,814	44	8,050	25.30%
Arizona City	4,385	41	970	22.12%
Blackwater	504	22	28	5.56%
Casa Grande	25,224	32	3,469	13.75%
Chuichu	339	25	16	4.72%
Coolidge	7,786	31	1,040	13.36%
Dudleyville	1,323	33	153	11.56%
Eloy	10,375	28	661	6.37%
Florence	17,054	35	1,626	9.53%
Kearny	2,249	37	317	14.06%
Mammoth	1,762	32	205	11.63%
Maricopa	1,040	28	73	7.02%
Oracle	3,563	40	482	13.53%
Queen Creek*	4,316	31	209	4.84%
Queen Valley	820	64.8	405	49.39%
Sacaton	1,584	25	88	5.56%
San Manuel	4,375	32	460	10.51%
Santan	651	24	38	5.84%
Stanfield	651	28	65	9.98%
Superior	3,254	39	649	19.94%
Winkelman*	443	37	64	14.45%

Source: Census 2000

*Pinal County Portion

Figure 7 shows the countywide distribution of the total population of persons aged 65 and over per square mile by census block for the year 2000. Most persons in this age group live in the northern portion of the County near the communities of Apache Junction, Gold Field, Gold Canyon, Queen Valley and in the south eastern portion of the County along Saddlebrooke.

2.1.5 Population Below Poverty Level

Table 5 shows that the Pinal County average percentages of population (16.9 percent), families (12.1 percent), and households (14.0 percent) living below the poverty level are all higher than those for the state of Arizona (13.9 percent, 9.9 percent, and 11.8 percent, respectively) in the year 2000. The communities of Eloy, Sacaton, Santan, and Stanfield have the highest percentages, while the communities of Apache Junction, Arizona City, Florence, portions of Queen Creek, Queen Valley, and Oracle have the lowest.

Population living below poverty level within Pinal County is shown by census block group in Figure 8. Concentrations of this population group are located near the communities of Apache Junction, Coolidge, Eloy, Casa Grande, and Kearny.

Table 5: Number and Percentage of The Population With Income Below The Poverty Level (Year 2000)

	# Population w/Income Below Poverty	% Population w/Income Below Poverty	Total Families	# Families w/Income Below Poverty	% Families w/Income Below Poverty	Total Households	# Households w/Income Below Poverty	% Households w/Income Below Poverty
Arizona	698,669	13.9%	1,296,593	128,318	9.9%	1,901,625	224,108	11.8%
Pinal County	27,816	16.9%	45,464	5,486	12.1%	61,413	8,602	14.0%
Local Communities								
Ak-Chin Village	175	26.8%	133	33	24.8%	163	45	27.6%
Apache Junction*	3,617	11.6%	8,937	655	7.3%	13,559	1,403	10.3%
Arizona City	259	6.2%	1,376	73	5.3%	1,777	116	6.5%
Blackwater	137	26.9%	103	31	30.1%	109	31	28.4%
Casa Grande	4,024	16.0%	6,481	801	12.4%	8,834	1,311	14.8%
Chuichu	70	22.1%	70	9	12.9%	81	20	24.7%
Coolidge	1,914	24.7%	1,967	412	20.9%	2,590	632	24.4%
Dudleyville	173	13.6%	324	28	8.6%	467	43	9.2%
Eloy	2,796	31.9%	2,000	557	27.9%	2,529	821	32.5%
Florence	372	7.0%	1,534	94	6.1%	2,234	184	8.2%
Kearny	296	13.2%	636	77	12.1%	821	111	13.5%
Mammoth	503	28.1%	454	108	23.8%	561	142	25.3%
Maricopa	245	23.4%	194	37	19.1%	281	53	18.9%
Oracle	352	10.0%	962	77	8.0%	1,365	143	10.5%
Queen Creek*	397	9.2%	1,147	69	6.0%	1,283	98	7.6%
Queen Valley	42	5.9%	263	0	0.0%	380	26	6.8%
Sacaton	513	39.9%	275	100	36.4%	364	137	37.6%
San Manuel	558	12.8%	1,191	123	10.3%	1,447	150	10.4%
Santan	277	46.2%	136	63	46.3%	153	63	41.2%
Stanfield	210	32.6%	156	50	32.1%	196	60	30.6%
Superior	906	27.8%	849	191	22.5%	1,234	279	22.6%
Winkelman*	123	27.2%	110	22	20.0%	164	45	27.4%

Source: Census 2000

*Pinal County Portion

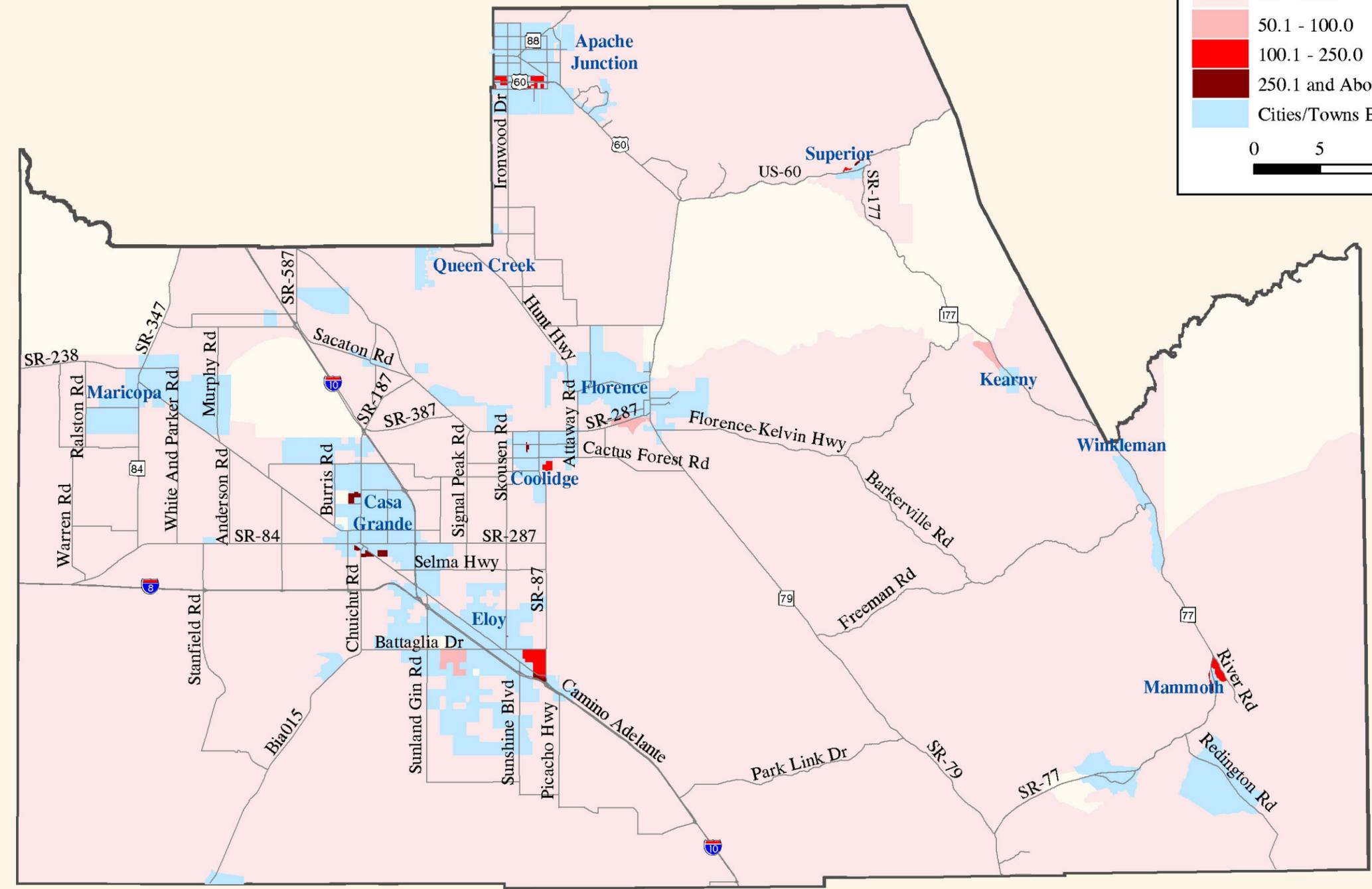


Figure 8: Year 2000 Below Poverty Level Population per Square Mile (by Census Block)

Legend

- Existing Street Network
- Below Poverty Level Population (per Square Mile)
 - Unpopulated
 - 0.1 - 50.0
 - 50.1 - 100.0
 - 100.1 - 250.0
 - 250.1 and Above
- Cities/Towns Boundary

0 5 10 Miles



2.1.6 Mobility-Limited Population

Table 6 shows that 22.9 percent of the population between the ages of 16 and 64 living in Pinal County reported having disabilities to the Census Bureau, compared with 18.9 percent of those statewide in the year 2000. Tribal communities have the highest percentage of disabled population including Chuichu (45.5 percent), Sacaton (31.0 percent), and Stanfield (35.6 percent). The communities such as Arizona City, Dudleyville, portions of Queen Creek, Queen Valley, and San Manuel have a lower percentage than the State of Arizona.

Table 6: Persons with Disabilities (Year 2000)

	Total Population 16 - 64	Population With Disability	Percent With Disability	No Disability
Arizona	3,169,173	596,787	18.83%	2,572,386
Pinal County	96,503	22,054	22.85%	74,449
Local Communities				
Ak-Chin Village	380	81	21.32%	299
Apache Junction*	17,532	4,441	25.16%	13,121
Arizona City	2,358	371	15.73%	1,987
Blackwater	332	63	18.98%	269
Casa Grande	14,741	3,172	21.52%	11,569
Chuichu	200	91	45.50%	109
Coolidge	4,429	1,205	27.21%	3,224
Dudleyville	736	138	18.75%	598
Eloy	5,106	1,126	22.05%	3,980
Florence	2,744	631	23.00%	2,113
Kearny	1,333	251	18.83%	1,082
Mammoth	1,016	236	23.23%	780
Maricopa	609	165	27.09%	444
Oracle	2,227	427	19.17%	1,800
Queen Creek*	2,895	372	12.85%	2,523
Queen Valley	273	29	10.62%	244
Sacaton	774	240	31.01%	534
San Manuel	2,632	465	17.67%	2,167
Santan	359	87	24.23%	272
Stanfield	419	149	35.56%	270
Superior	1,817	461	25.37%	1,356
Winkelman*	284	71	25.00%	213

Source: Census 2000

*Pinal County Portion

Figure 9 depicts the concentrations of mobility-limited population by census block group within Pinal County in the year 2000. Concentrations of mobility-limited populations reveal that the distribution of this population group is similar to that of the below poverty level population. In addition, concentrations of mobility-limited population are located north and east of Apache Junction, and southwest of Casa Grande.

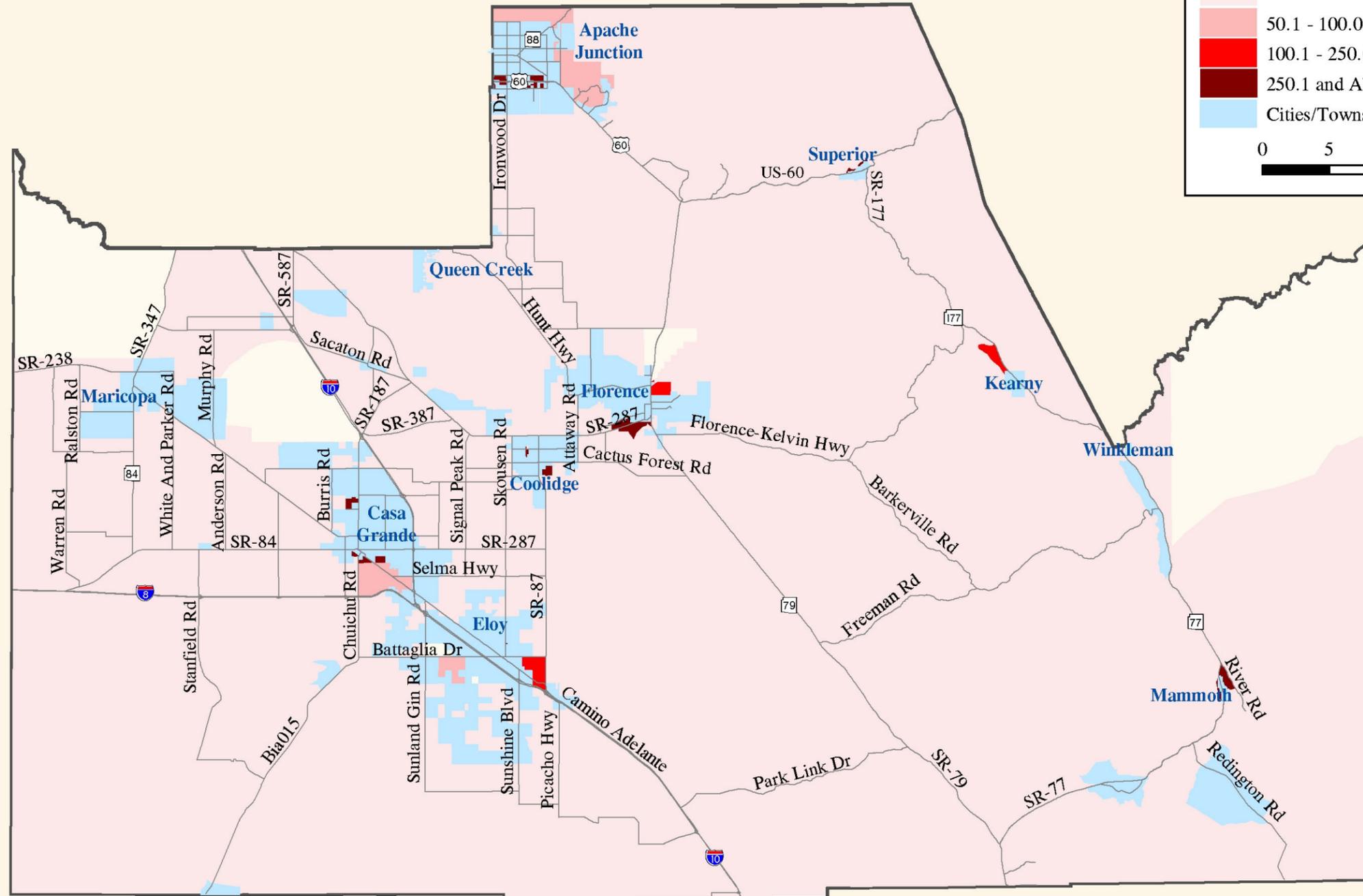
Figure 9: Year 2000 Mobility-Limited Population per Square Mile (By Census Block)



Legend

- Existing Street Network
- Mobility Limited Population (per Square Mile)
- Unpopulated
- 0.1 - 50.0
- 50.1 - 100.0
- 100.1 - 250.0
- 250.1 and Above
- Cities/Towns Boundary

0 5 10 Miles



2.2 ROADWAY CHARACTERISTICS AND CONDITIONS

Roadways are defined by functional classification, cross sections, number of lanes, posted speed limits, roadway surface, average daily traffic (ADT), safety conditions and level of service.

As shown in the approved FHWA Functional Classification map of Pinal County, refer to Figure 3, many of the roads within Pinal County are north-south aligned. Concentrations of east-west aligned routes are located within City and/or Town limits and offer connections to larger communities such as Casa Grande, Florence and Coolidge. There are two interstates, I-8 and I-10 that provide high speed routes through Pinal County. The interstates also connect major cities such as Tucson, Phoenix and San Diego. US 60 is the only corridor providing a connection between Globe, Superior and Phoenix.

2.2.1 Current Functional Classification Guidelines

The purpose of functional classification is to categorize roads by design, access and mobility. A collector is designed to provide access to adjacent properties. A minor arterial is designed to funnel traffic between local/collectors and principal arterials while providing limited access to adjacent properties. Principal Arterials are designed to provide the greatest mobility for through movement with more restricted access to adjacent land.

Collectors connect to Minor Arterials, which in turn, connect to Principal Arterials thereby mapping a grid or “network” system of roads. As previously stated, Pinal County’s current approved functional classification is shown in Figure 3.

Current Major/Minor Collector

Collector streets provide short distance traffic movement between counties, cities, businesses or commercial developments. Signal spacing is usually 2 miles or greater and development is allowed to front the roadway. Access is normally not controlled as collector roads have varying cross sections depending on the amount of traffic from the surrounding area. Pinal County’s Major Collectors include 80 feet of right-of-way, 2 lanes with a 14 foot two way left turn lane and 5 foot sidewalk. Pinal County’s Minor Collectors include 60 feet of right-of-way, 2 lanes undivided with 8 foot parking stalls and 5 foot sidewalk.

Current Minor Arterial

Minor arterial streets provide moderately long distance traffic movement where service to abutting land is more moderate and accepted. Access is typically controlled through frontage roads, raised medians or spacing and location of driveways and intersections. Signal spacing is usually a half mile or greater. Raised median or a continuous two-way left turn lane usually separates opposing traffic flows. Pinal County’s Minor Arterials typically include 110 feet of right-of-way and have 5 lanes with a 14 foot two way left turn lane, 5 foot bicycle lanes and 5 foot sidewalk.

Current Principal Arterial

Principal arterial streets provide for long distance traffic movement where service to abutting land is somewhat limited. Access is normally controlled through frontage roads and raised medians. Principal arterials are typically four to six lanes in width with adjacent bicycle lanes and sidewalk depending on the amount of right-of-way. Current Pinal County Principal

Arterials include 110 feet of right-of-way and are 6 lanes with 5 foot bicycle lanes on both sides of the travel way, 14' raised median and 5 foot sidewalk.

2.2.2 Regionally Significant Routes

A “Regionally Significant Route” is a roadway that is a connector road between city, town and county regional areas. It should be noted that Regionally Significant Routes within Pinal County will be classified as principal arterials or minor arterial roadways. Regionally significant principal arterials will be a 6 lane roadway within 150 feet of right of way. Regionally significant minor arterials will be a 4 lane roadway within 110 feet of right of way. Table 7 shows the arterial and collector roads within Pinal County.

Table 7: Regionally Significant Routes (Countywide)

Roadway	Classification	Jurisdiction
Apache Trail/Old West Hwy	Urban Principal Collector	Apache Junction
Baseline Avenue	Urban Collector	Apache Junction
Broadway Avenue	Urban Minor Arterial	Apache Junction
Goldfield Road	Urban Minor Arterial	Apache Junction
Ironwood Drive	Urban Minor Arterial	Apache Junction
Lost Dutchman Road	Urban Collector	Apache Junction
McKellips Road	Urban Collector	Apache Junction
Meridian Drive	Urban Minor Arterial	Apache Junction
Mountain View Road	Urban Collector	Apache Junction
Southern Avenue	Urban Minor Arterial	Apache Junction
Superstition Blvd	Urban Minor Arterial	Apache Junction
Tomahawk Road	Urban Minor Arterial	Apache Junction
Cottonwood Lane	Urban Minor Arterial	Casa Grande
Korsten Road	Urban Minor Arterial	Casa Grande
Pearl Road	Urban Minor Arterial	Casa Grande
Rodeo Road	Urban Minor Arterial	Casa Grande
Thornton Road	Urban Minor Arterial	Casa Grande
Trekell Road	Urban Minor Arterial	Casa Grande
Coolidge Ave/Kenilworth Rd	Urban Minor Arterial	Coolidge
Martin Road	Urban Collector	Coolidge
Vah Ki Inn Road	Urban Minor Arterial	Coolidge
Battaglia Road	Rural Major Collector	Eloy
Eleven Mile Corner Road	Rural Major Collector	Eloy
Sunland Gin Road	Rural Major Collector	Eloy
Sunshine Blvd	Urban Minor Arterial	Eloy
21 st Street	Urban Collector	Florence
Butte Avenue	Urban Collector	Florence
Diversion Dam Road	Urban Collector	Florence
Florence Heights Drive	Urban Minor Arterial	Florence
North Main Street	Urban Minor Arterial	Florence
Ruggles Street	Urban Collector	Florence
Casa Blanca Road	Rural Major Collector	Bureau of Indian Affairs
Alden Road	Rural Minor Collector	Kearny
Tilbury Drive	Rural Major Collector	Kearny
Upton Drive	Rural Minor Collector	Kearny
Murphy Road	Rural Major Collector	Maricopa
White and Parker Road	Rural Major Collector	Maricopa

Table 7: Regionally Significant Routes (Countywide) (continued)

Roadway	Classification	Jurisdiction
Bowlin Road	Rural Major Collector	Maricopa
Green Road	Rural Major Collector	Maricopa
Peters and Nall Road	Rural Major Collector	Maricopa
McDavid Road	Rural Major Collector	Maricopa
Smith Enke Road	Rural Major Collector	Maricopa
Porter Road	Rural Major Collector	Maricopa
Main Street	Rural Major Collector	Mammoth
Anderson Road	Rural Minor Arterial	Pinal County
Arizona Farms Road	Rural Major Collector	Pinal County
Attaway Road	Rural Major Collector	Pinal County
Battaglia Drive	Rural Major Collector	Pinal County
Baumgartner Road	Rural Major Collector	Pinal County
Bella Vista Road	Rural Major Collector	Pinal County
Clemens Road	Rural Major Collector	Pinal County
Combs Road	Rural Major Collector	Pinal County
Edwin Road	Rural Major Collector	Pinal County
Felix Road	Rural Major Collector	Pinal County
Florence – Kelvin Hwy	Rural Major Collector	Pinal County
Freeman Road	Rural Major Collector	Pinal County
Gilbert Road	Rural Major Collector	Pinal County
Hunt Highway	Urban Minor Arterial	Pinal County
Ironwood Rd/Ganzel Rd	Urban Minor Arterial	Pinal County
Maricopa-Casa Grande Hwy	Urban Minor Arterial	Pinal County
McCartney Road	Rural Major Collector	Pinal County
Miller Road	Rural Major Collector	Pinal County
Montgomery Road	Rural Major Collector	Pinal County
Park Link Drive	Rural Major Collector	Pinal County
Ralston Road	Rural Major Collector	Pinal County
Reddington Road	Rural Major Collector	Pinal County
Selma Highway	Rural Major Collector	Pinal County
Signal Peak Road	Rural Major Collector	Pinal County
Skyline Drive	Rural Major Collector	Pinal County
Sunland Gin Road	Rural Major Collector	Pinal County
Wheeler Road	Rural Major Collector	Pinal County
Belmont Avenue	Rural Minor Collector	Superior
Main Street/Magma Avenue	Rural Major Collector	Superior
Pinal Street	Rural Minor Collector	Superior
Sunset Drive/Mary Drive	Rural Minor Collector	Superior

2.2.3 Segment Characteristics

Table 8 below compiles all of the roadway “segment” characteristic data for all of Pinal County’s roads. A roadway segment is a link of roadway between intersections. Information collected about each particular segment include:

Functional Classification

Functional Classification dictates the design of the road and how much traffic it can carry. As an area builds, the functional classification can be changed based on redesign of the roadway. Figure 3 illustrates the current functional classifications for Pinal County’s roads.

Table 8: Roadway Characteristics Inventory

Roadway Name	Functional Classification	Urban/Rural	Lanes	Speed	Surface Conditions*
Adamsville Rd	Major Collector	Rural	2	50	P/G
Amarillo Valley Rd	Major Collector	Rural	2	45	P/G
Anderson Rd	Minor Collector	Rural	2	55	P/F
Arizona Farms Rd	Major Collector	Rural	2	50	P/F
	Minor Arterial/Major Collector				
Attaway Rd	Collector	Rural	2	45-50	P/F
Barkerville Rd	Major Collector	Rural	2	50	G/F
Bartlett Rd	Major Collector	Rural	2	45	P/G
Battaglia Dr	Major Collector	Rural	2	45	P/G
Baumgartner	Major Collector	Rural	2	50	G/F
Bella Vista Rd	Major Collector	Rural	2	50	P/G
Black Hills Quarry	Minor Collector	Rural	2	50	G/F
Cactus Forest Rd	Major Collector	Rural	2	45	P/G
Century Rd	Major Collector	Rural	2	45	P/G
Chuichu Rd	Major Collector	Rural	2	55	P/G
Clayton Rd	Major Collector	Rural	2	45	P/G
Combs Rd	Major Collector	Rural	2	45	P/F
Cox Rd	Major Collector	Rural	2	45	P/G
Cripple Creek	Major Collector	Rural	2	50	G/F
Curtis Rd	Major Collector	Rural	2	50	G/F
Don Donnelly Trl	Major Collector	Rural	2	25	P/G
Eagle Crest Ranch Blvd	Major Collector	Urban	2	50	G/F
Edwin Rd	Major Collector	Urban	2	50	G/F
El Camino Viejo Rd	Minor Collector	Rural	2	50	G/F
Eleven Mile Corner Rd	Major Collector	Rural	2	45	P/G
Ellsworth Rd	Minor Arterial	Rural	2	50	P/F
Florence-Kelvin Hwy	Major Collector	Rural	2	50	P/G - G/F
Freeman Rd	Major Collector	Rural	2	50	G/G
Gantzel Rd	Minor Arterial	Rural	2	50	P/G - P/F
Golden Rim Cir	Major Collector	Rural	2	25	P/G
Greenes Reservoir Rd	Major Collector	Rural	2	50	G/F
Hidden Valley Rd	Major Collector	Rural	2	45	P/G - G/F
Hunt Hwy	Minor Arterial	Rural	2	50	P/F
Ironwood Dr	Minor Arterial	Rural	2	50	P/F
Judd Rd	Major Collector	Rural	2	50	P/F
Kenilworth Rd	Major Collector	Rural	2	45	P/G
Kings Ranch Rd	Major Collector	Rural	2	25	P/G
Lago Del Oro Pkwy	Major Collector	Urban	2	50	G/F
Macrae Rd	Major Collector	Rural	2	45	P/G
Maricopa Blvd	Major Collector	Urban	2	45	P/E
Maricopa-Casa Grande Hwy	Minor Arterial	Rural	2	55	P/F
Martin Rd	Major Collector	Rural	2	45	P/G

*Legend:

P/E – Paved/Excellent Condition P/G – Paved/Good Condition
P/F – Paved/Fair Condition P/P – Paved/Poor Condition
G/E – Gravel/Excellent Condition G/G – Gravel/Good Condition
G/F – Gravel/Fair Condition

Table 8: Roadway Characteristics Inventory (continued)

Roadway Name	Functional Classification	Urban/ Rural	Lanes	Speed	Surface Conditions*
McCartney Road	Major Collector	Rural	2	45	P/G
Midway Rd	Major Collector	Rural	2	45	P/G
Montgomery Rd	Major Collector	Rural	2	50	P/G - G/F
Mountainbrook Dr	Minor Collector	Rural	2	25	P/G
Ocotillo Rd	Major Collector	Rural	2	50	P/F
Old Hwy 60	Minor Collector	Rural	2	50	P/G
Old Hwy 77	Major Collector	Rural	2	30	P/G
Old SR 84	Minor Arterial	Rural/Urban	4	45	P/F
Overfield Rd	Major Collector	Rural	2	45	P/G
Papago Rd	Major Collector	Rural	2	45	P/G
Park Link Dr	Major Collector	Rural	2	55	P/G - G/F
Peralta Rd	Minor Collector	Rural	2	50	P/G
Picacho Hwy	Major/Minor Collector	Rural	2	50	P/G
Pinal Airpark Rd	Major Collector	Rural	2	50	P/F
Powerline Rd	Major Collector	Rural	2	45	G/F
Quail Run Rd	Major Collector	Rural	2	50	P/F
Queen Anne Dr	Major Collector	Rural	2	50	G/F
Queen Valley Rd	Major Collector	Rural	2	50	G/F
Ralston Rd	Major Collector	Rural	2	45	P/G - G/F
Redington Rd	Major/Minor Collector	Rural	2	50	P/G
River Rd	Major/Minor Collector	Rural	2	50	G/F
Saddlebrooke Blvd	Major Collector	Urban	2	50	P/G
Sasco Road	Major Collector	Rural	2	50	P/G
Schnepf Rd	Major Collector	Rural	2	50	P/F
Selma Hwy	Minor Arterial/Major Collector	Urban/Rural	2	50	P/G
Signal Peak Rd	Major Collector	Rural	2	45	P/G - G/F
Skousen Rd	Major Collector	Rural	2	45	P/G
Skyline Dr	Major Collector	Rural	2	50	P/F
Stanfield Rd	Major Collector	Rural	2	55	P/E - P/G
Storey Rd	Major Collector	Rural	2	55	P/G
Sunland Gin Rd	Major Collector	Rural	2	50	P/G - P/F
Sunshine Blvd	Major Collector	Rural	2	50	P/G
Superstition Mtn Dr	Major/Minor Collector	Rural	2	25	P/G
Thornton Rd	Minor Arterial	Rural	2	55	P/P
Trico Rd	Minor Collector	Rural	2	50	G/G
US 60 Frontage	Minor Collector	Rural	2	50	P/G
Val Vista Blvd	Major Collector	Rural	2	45	P/G
Valley Farms Rd	Minor Collector	Rural	2	50	P/G
Warren Rd	Major Collector	Rural	2	45	P/G - G/F
West Val Vista Rd	Major Collector	Urban/Rural	2	45	P/G
White And Parker Rd	Major Collector	Rural	2	55	P/G - P/F
White Rd	Major Collector	Rural	2	45	P/E
Woodruff Rd	Major Collector	Rural	2	45	P/G

*Legend:

P/E – Paved/Excellent Condition P/G – Paved/Good Condition
P/F – Paved/Fair Condition P/P – Paved/Poor Condition
G/E – Gravel/Excellent Condition G/G – Gravel/Good Condition
G/F – Gravel/Fair Condition

Urban/Rural Design

As with a designated functional classification, a roadway can be designed for urban or rural use. In undeveloped areas, a roadway can be designated using a rural design. If the area is planning on a high amount of traffic upon completion of construction, the road can be designed using an urban standard.

Number of Lanes

Most of the roads within Pinal County are two-lane rural roads. Figure 10 illustrates the number of lanes per segment of roadway throughout the County. It should be noted that the lane designations for the freeways and interstates are directional.

Speed Limits

Posted speed limits range from 25 mph to 75 mph. The interstates, I-8 and I-10, are the only two roadways that have posted speed limits of 75 mph while US/state route systems like US 60 and SR 79 are assigned speed limits of 55 mph to 65 mph. Most other roads within the county have posted speeds of 45 mph to 50 mph. Figure 11 illustrates the posted speeds around the County.

Surface Type

There are two types of roadway surfaces within Pinal County: paved and unpaved. Paved roads are typically layered with compacted dirt, an aggregate base and topped with asphalt concrete. Paved roads are usually striped. Unpaved roads are often covered with an aggregate base such as gravel or compacted earth/dirt and are not striped. Most of Pinal County's unpaved roads are private drives or roads in isolated rural areas. Figure 12 illustrates the current surface types and conditions. Conditions are displayed as excellent, good, fair and poor. Excellent and good pavement typically indicates that no improvements are needed. Fair and poor pavement typically indicates that the roadway needs improvement.

Figure 10: 2005 Number of Lanes

Legend

2005 Number of Lanes

- 1 Lane
- 2 Lanes
- 4 Lanes
- 2 Directional Lanes
- City/Town Limits
- Indian Communities
- National Forest Area

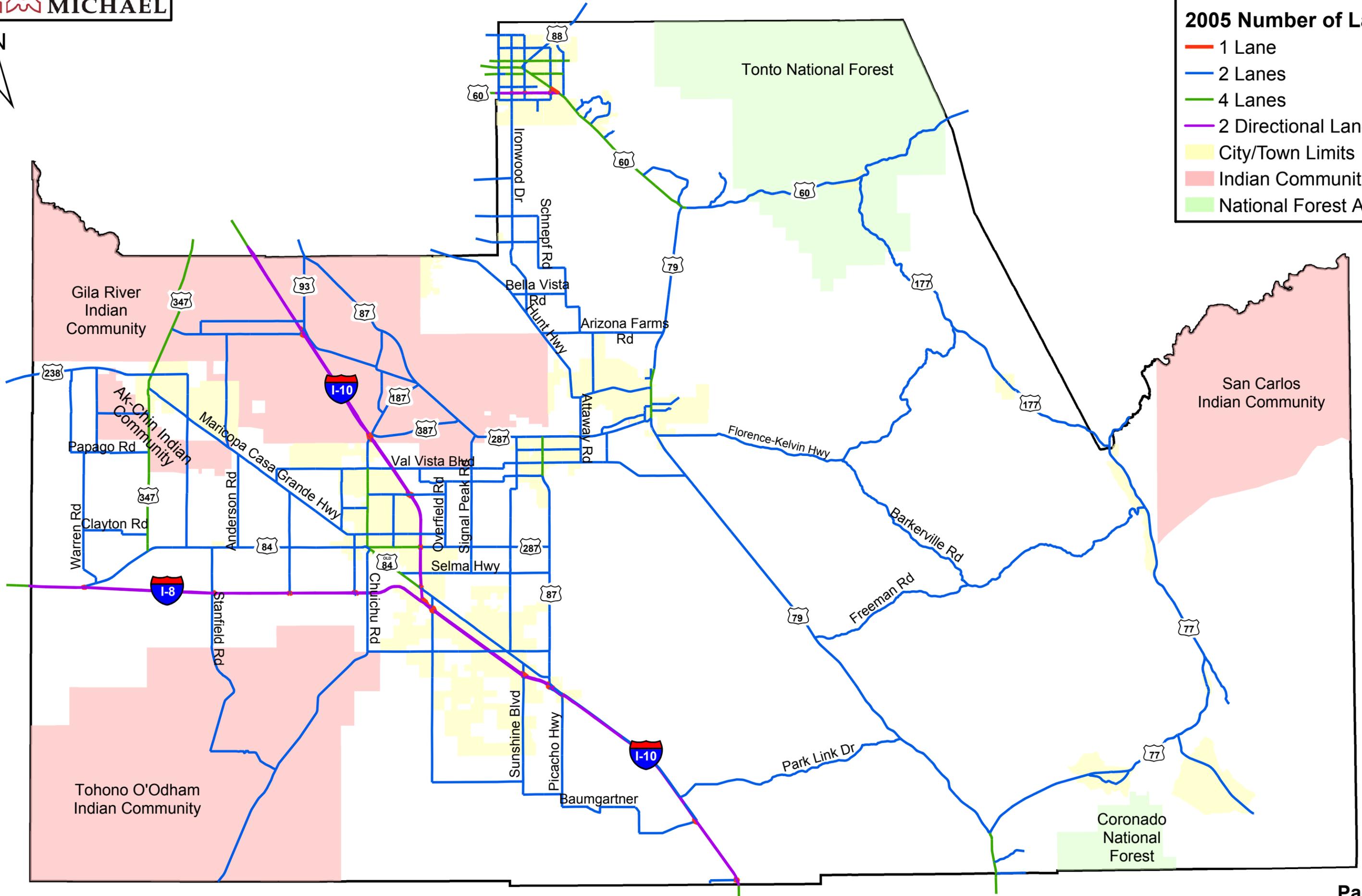


Figure 11: 2005 Posted Speeds

Legend
2005 Posted Speeds

- 25 MPH
- 30 MPH
- 40 MPH
- 45 MPH
- 50 MPH
- 55 MPH
- 65 MPH
- 75 MPH
- City/Town Limits
- Indian Communities
- National Forest Area

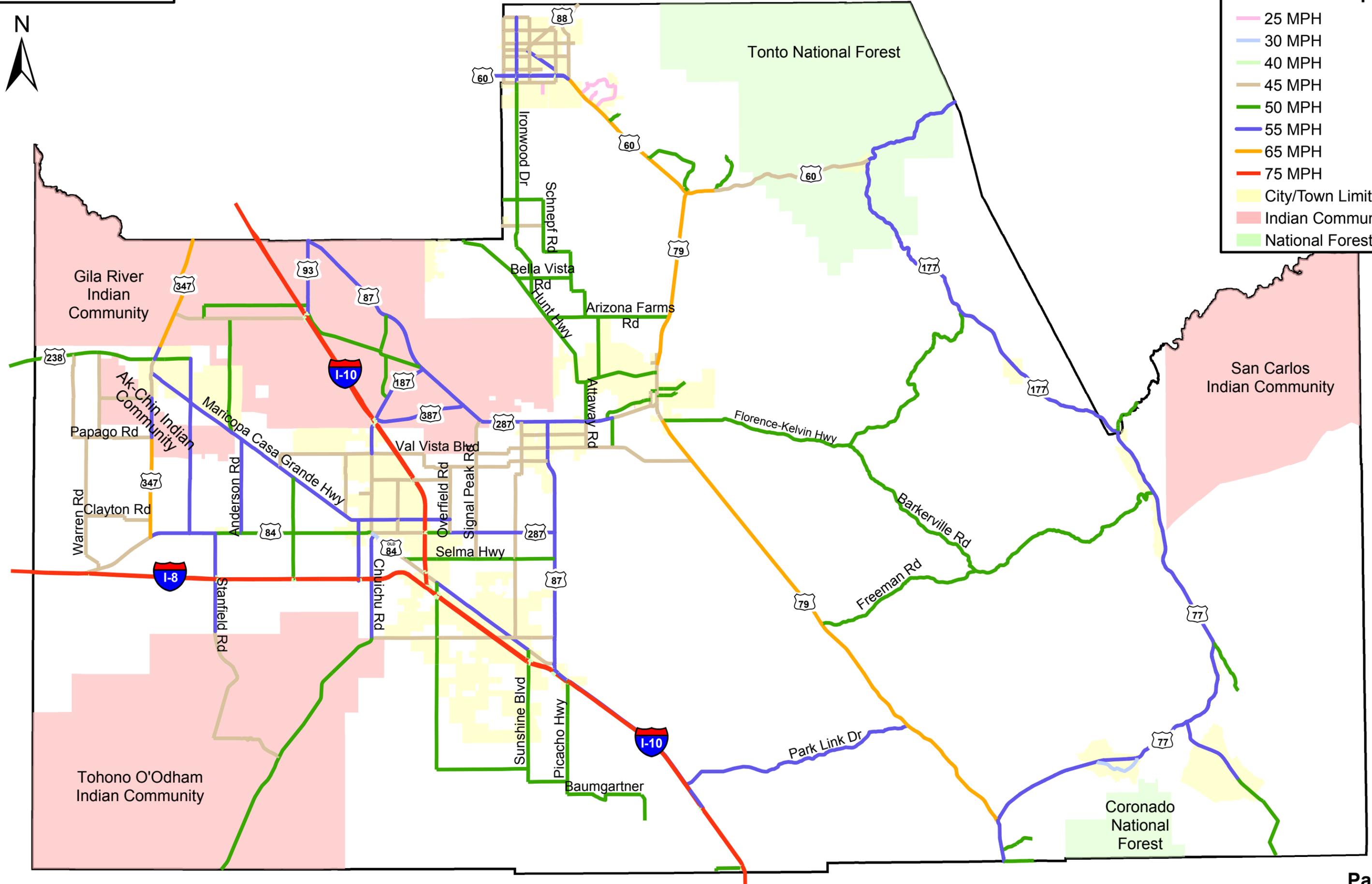
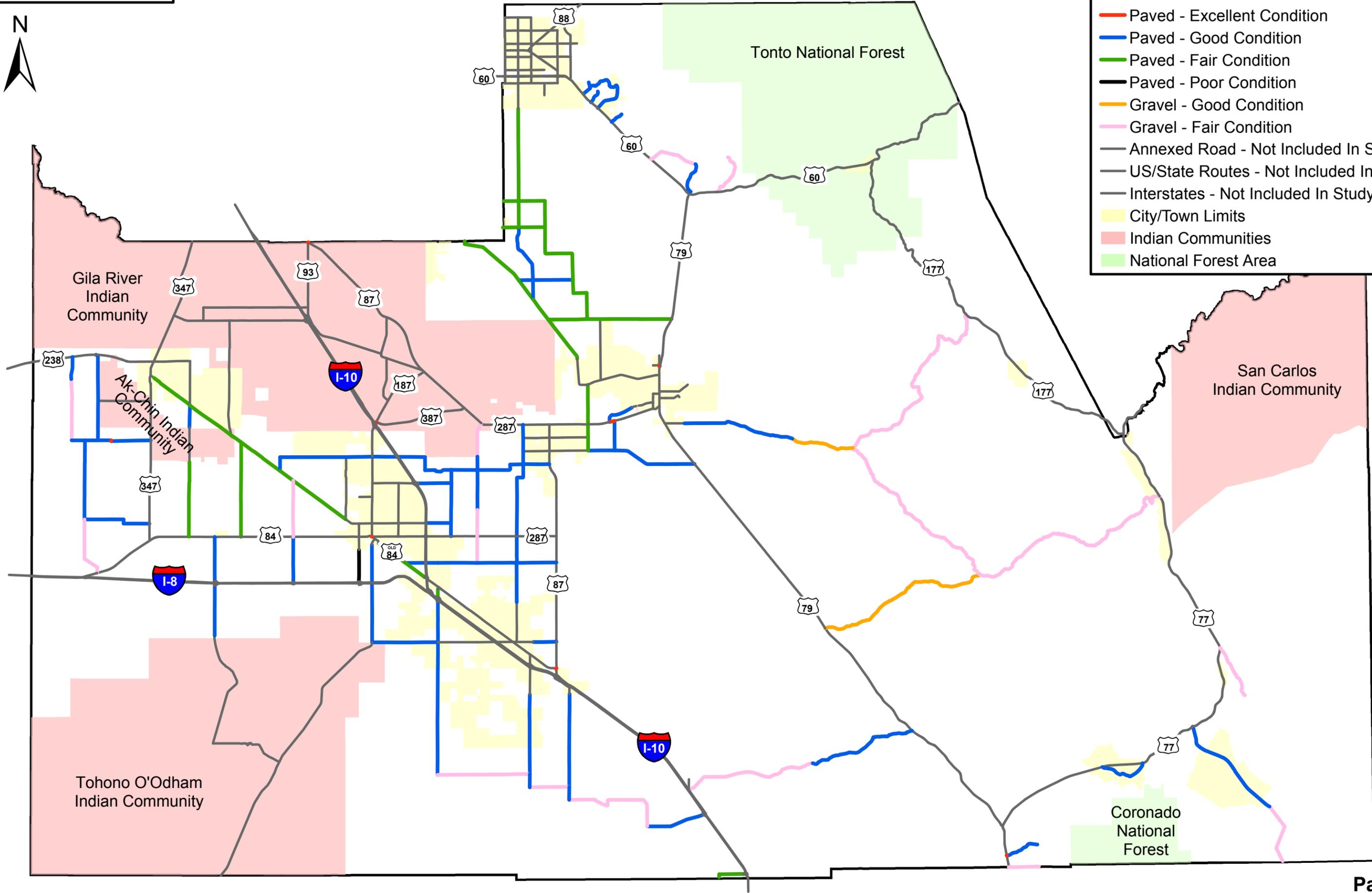


Figure 12: 2005 Surface Types and Conditions

Legend
2005 Surface Conditions

- Paved - Excellent Condition
- Paved - Good Condition
- Paved - Fair Condition
- Paved - Poor Condition
- Gravel - Good Condition
- Gravel - Fair Condition
- Annexed Road - Not Included In Study
- US/State Routes - Not Included In Study
- Interstates - Not Included In Study
- City/Town Limits
- Indian Communities
- National Forest Area



2.2.4 Collision Data

A summary of collision records for a three-year period from January 2002 to January 2005 were collected from ADOT and examined. The data analyzed includes all county roads as well as ADOT jurisdictional State Routes and Interstates.

In summary, out of the 11,894 collisions throughout the three-year period, there were 6,085 injuries and 265 fatalities. Approximately 68% of collisions each year occurred during daylight hours. Most of the fatalities during this time period were single vehicle collisions.

Table 9 through Table 14 contains a summary of collision data from type of event to number of injuries and fatalities to daytime/nighttime conditions.

Table 9: Jan 2002 – Jan 2003 Collision Data by Collision Type

Total	Collisions		Daylight			Type of Collision
	Injuries	Fatalities	Daytime	Nighttime	Dawn/Dusk	
1645	796	62	879	655	99	Single Vehicle
261	86	0	202	48	11	Sideswipe (same)
51	26	0	29	18	3	Sideswipe (opposite)
584	443	3	482	77	22	Angle
165	126	1	133	21	9	Left Turn
741	461	8	579	123	36	Rear End
35	53	11	19	14	2	Head-On
83	14	0	72	8	3	Backing
111	40	0	85	20	6	Other
9	5	0	7	2	0	Non Contact (Non-MC)
40	32	1	32	6	2	U-Turn
3,725	2,082	86	2,519	992	193	TOTALS

Table 10: Jan 2002 – Jan 2003 Collision Data by First Harmful Event

Total	Collisions		First Harmful Event
	Injuries	Fatalities	
157	79	5	All Other Non-Collision
78	44	1	Breakage of Vehicle
42	11	0	Collision with Animal Livestock
11	3	0	Collision with Animal Pets
6	6	0	Collision with Boulder
1	1	0	Collision with Bridge Abutment
7	1	0	Collision with Bridge Culvert
18	6	0	Collision with Curb
1	0	0	Collision with Fallen Tree or Stone
85	23	0	Collision with Fence
75	37	1	Collision with Guard Rail
16	7	0	Collision with Luminaire
1	0	0	Collision with Machine Transport
25	18	0	Collision with Median Barrier

**Table 10: Jan 2002 – Jan 2003 Collision Data by First Harmful Event
(continued)**

Collisions			First Harmful Event
Total	Injuries	Fatalities	
3	7	1	Collision with Motor Vehicle Other Roadway
13	4	0	Collision with Motor Vehicle Parked Improperly
139	11	1	Collision with Motor Vehicle Parked Properly
104	9	0	Collision with Object Dropped from Vehicle
173	68	1	Collision with Other Fixed Object
1997	1250	22	Collision with other Motor Vehicle
14	5	1	Collision with Other Non-Fixed
33	28	0	Collision with Pedalcyclist
38	34	6	Collision with Pedestrian
6	5	0	Collision with Pedestrian Conveyance
5	0	0	Collision with Spec Devices
8	2	0	Collision with Traffic Barricade
48	8	0	Collision with Traffic Sign
2	0	0	Collision with Traffic Signal
59	22	1	Collision with Tree
3	0	1	Collision with Unknown
58	22	1	Collision with Utility Pole
12	2	0	Collision with Wild Animal
45	2	0	Collision with Wild Game
43	1	0	Fire in Vehicle
2	0	0	Object Fall on Vehicle
3	0	0	Object Falling from, or in Vehicle
1	0	0	Object Thrown towards, in, or on Vehicle
8	5	2	Occupant Fall from Vehicle
385	361	42	Overtuning

Table 11: Jan 2003 - Jan 2004 Collision Data by Collision Type

Collisions			Daylight			Type of Collision
Total	Injuries	Fatalities	Daytime	Nighttime	Dawn/Dusk	
1545	757	43	831	595	106	Single Vehicle
301	87	2	246	47	7	Sideswipe (same)
45	26	1	19	24	2	Sideswipe (opposite)
572	404	11	466	72	34	Angle
144	101	1	115	25	4	Left Turn
730	444	8	573	122	34	Rear End
38	63	15	21	16	1	Head-On
88	3	0	76	7	5	Backing
114	51	2	82	22	8	Other
1	1	0	1	0	0	Non Contact (MC)
5	3	0	4	1	0	Non Contact (Non-MC)
35	31	0	29	4	2	U-Turn
3,618	1,971	83	2,463	935	203	TOTALS

Table 12: Jan 2003 - Jan 2004 Collision Data by First Harmful Event

Total	Collisions		First Harmful Event
	Injuries	Fatalities	
134	65	0	All Other Non-Collision
77	68	0	Breakage of Vehicle
34	8	0	Collision with Animal Livestock
6	2	0	Collision with Animal Pets
13	1	0	Collision with Boulder
3	2	0	Collision with Bridge Abutment
5	0	0	Collision with Bridge Culvert
32	11	1	Collision with Curb
7	3	0	Collision with Fallen Tree or Stone
80	30	1	Collision with Fence
74	45	1	Collision with Guard Rail
20	9	0	Collision with Luminaire
1	0	0	Collision with Machine Transport
52	32	0	Collision with Median Barrier
2	3	0	Collision with Motor Vehicle Other Roadway
12	6	0	Collision with Motor Vehicle Parked Improperly
157	16	0	Collision with Motor Vehicle Parked Properly
68	9	0	Collision with Object Dropped from Vehicle
153	59	5	Collision with Other Fixed Object
2005	1176	39	Collision with other Motor Vehicle
15	4	0	Collision with Other Non-Fixed
54	38	0	Collision with Pedalcyclist
29	25	7	Collision with Pedestrian
3	7	0	Collision with Pedestrian Conveyance
9	0	0	Collision with Spec Devices
4	1	0	Collision with Traffic Barricade
42	11	0	Collision with Traffic Sign
7	3	0	Collision with Traffic Signal
1	0	1	Collision with Train, Forward
39	24	0	Collision with Tree
59	27	0	Collision with Utility Pole
3	0	0	Collision with Wild Animal
44	3	0	Collision with Wild Game
1	0	0	Exhaust Fume Poisoning
47	1	0	Fire in Vehicle
4	0	0	Object Fall on Vehicle
5	0	0	Object Falling from, or in Vehicle
4	2	1	Occupant Fall from Vehicle
312	280	27	Overtuning
1	0	0	Toxic Chemical Leak

Table 13: Jan 2004 – Jan 2005 Collision Data by Collision Type

Collisions			Daylight			Type of Collision
Total	Injuries	Fatalities	Daytime	Nighttime	Dawn/Dusk	
1546	794	54	846	580	106	Single Vehicle
282	88	0	208	60	14	Sideswipe (same)
59	35	2	39	12	8	Sideswipe (opposite)
602	408	11	495	80	26	Angle
171	123	5	122	38	10	Left Turn
802	448	4	640	119	43	Rear End
39	51	10	23	13	3	Head-On
90	11	0	78	8	4	Backing
113	54	10	87	24	2	Other
3	2	0	3	0	0	Non Contact (Non-MC)
43	18	0	33	9	1	U-Turn
3,751	2,032	96	2,574	943	217	TOTALS

Table 14: Jan 2004 - Jan 2005 Collision Data by First Harmful Event

Collisions			First Harmful Event
Total	Injuries	Fatalities	
120	52	5	All Other Non-Collision
38	14	0	Breakage of Vehicle
28	8	0	Collision with Animal Livestock
7	1	0	Collision with Animal Pets
1	0	0	Collision with Animal with Person
2	0	0	Collision with Boulder
7	2	1	Collision with Bridge Abutment
2	1	0	Collision with Bridge Culvert
26	22	0	Collision with Curb
2	1	0	Collision with Fallen Tree or Stone
89	10	0	Collision with Fence
68	29	3	Collision with Guard Rail
10	2	0	Collision with Luminaire
1	0	0	Collision with Machine Transport
1	0	0	Collision with Machinery
42	23	0	Collision with Median Barrier
19	3	0	Collision with Motor Vehicle Parked Improperly
137	13	1	Collision with Motor Vehicle Parked Properly
57	8	0	Collision with Object Dropped from Vehicle
190	73	1	Collision with Other Fixed Object
2145	1216	35	Collision with other Motor Vehicle
25	3	0	Collision with Other Non-Fixed
45	34	1	Collision with Pedalcyclist
31	26	4	Collision with Pedestrian
5	3	0	Collision with Pedestrian Conveyance
12	2	0	Collision with Spec Devices
2	1	0	Collision with Traffic Barricade
43	11	1	Collision with Traffic Sign
1	0	0	Collision with Traffic Signal

**Table 14: Jan 2004 - Jan 2005 Collision Data by First Harmful Event
(continued)**

Collisions			First Harmful Event
Total	Injuries	Fatalities	
64	31	2	Collision with Tree
11	3	4	Collision with Unknown
44	33	0	Collision with Utility Pole
5	2	0	Collision with Wild Animal
45	3	0	Collision with Wild Game
54	0	0	Fire in Vehicle
1	0	0	Object Fall on Vehicle
1	0	0	Object Falling from, or in Vehicle
3	2	0	Occupant Fall from Vehicle
366	400	38	Overtuning

2.2.5 Capacity Analysis

Roadway capacity is the maximum traffic volume that can travel on a section of roadway during a given time period. The capacities for Pinal County's roadways are defined by their functional classification. Capacity levels are listed in Table 15 and shown graphically in Figure 13.

Table 15: Daily Roadway Capacities

Functional Classification	Daily Per Lane Capacity
Interstate/Freeway	16,375
Principal/Major Arterial	8,700
Minor Arterial	8,700
Major Collector	7,500
Minor Collector	7,500

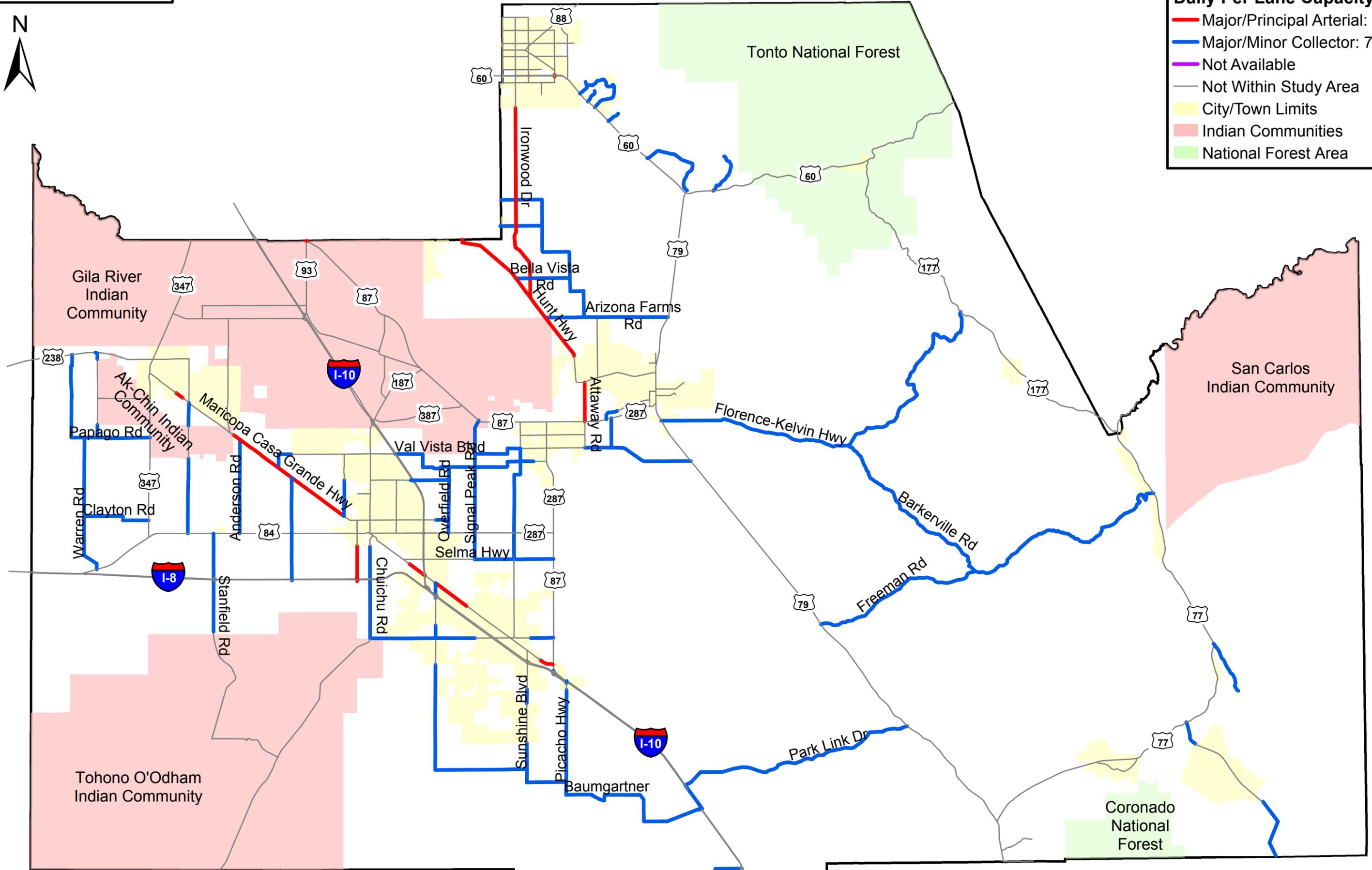
Source: Pinal County Transportation Plan, 2000 Update

Figure 13: Daily Roadway Capacities

Legend

Daily Per Lane Capacity

- Major/Principal Arterial: 8,700
- Major/Minor Collector: 7,500
- Not Available
- Not Within Study Area
- City/Town Limits
- Indian Communities
- National Forest Area



2.3 EXISTING ISSUES

Existing issues are concerns that need to be addressed within the three study areas.

2.3.1 Area Growth

Pinal County is currently experiencing a tremendous amount of growth. It is predicted that within 20 years, the County will have grown from a population of 250,000 to over 1.9 million people. As illustrated in Figure 14, there is already a large amount of growth occurring within the County. Most of the growth is occurring within the Western and North Central study areas. Figure 15, Figure 16 and Figure 17 show current Planned Area Developments (PADs) in the Western, North Central and Eastern study areas, respectively.

Two existing airports, San Manuel and Pinal Airpark, will need to be assessed for future growth and use.

2.3.2 Transportation

Regional and local circulation issues are very important to the surrounding communities within and around Pinal County. Many of the roads within Pinal County are north-south aligned and Pinal County will need to address and construct more north-south and east-west alignments along the major routes. Corridors like Florence-Kelvin Highway, Park Link from SR 79 to I-10 and SR 347 from SR 84 to I-10 will be necessary to provide connectivity and trip variation in the roadway network. In particular, the eastern study area will need more north-south as well as east-west alignments as the growth rate begins to increase.

It will be important for Pinal County to keep the current roadway infrastructure maintained as they continue to grow and provide new access around the county.

2.3.3 Pedestrian

Pedestrian crossings are becoming more of an issue due to the number of injuries and fatalities throughout the County. Most of Pinal County's roads are rural in nature. Sidewalks and crosswalks are not typically provided along rural roadways. Approximately 20% of pedestrian collisions within the 3-year study period were hit and run. Two of those hit and run collisions were fatal. The detail of how the pedestrian collisions occurred is not known.

2.3.4 Bicycle

Bicycle mobility is currently not an issue identified in this study. However, as Pinal County develops, bicycle routes will need to be taken into consideration and planned in conjunction with the County Parks and Trails plan as depicted in the cross-section figures within Section 2.2.1.

2.3.5 Transit and Multi-modal

The percentage of persons using public transportation in Pinal County is well below that of the statewide average of approximately two percent. This is due to the limited transit service currently offered in the County. However, the percentage of persons in the County who carpool to work is above the statewide average. The increased carpooling and vanpooling in Pinal County may be an indicator of a latent demand for transit services.

Existing transit services in Pinal County include one deviated fixed route service and one dial-a-ride service, both of which are operated by the City of Coolidge, intercity services provided by Greyhound and Amtrak, and a number of services operated for special-needs persons such as seniors or those traveling for medical reasons.

With the amount of people planned to move into the County, transit is going to be important and will need to be planned accordingly in order to seamlessly connect all cities and towns within the County to both Pima and Maricopa transit lines. Other transit opportunities such as light rail need to be discussed and possibly implemented using the two current rail lines that run diagonally through the County. Issues concerning transit can be found in the Transit Element Report.

2.3.6 Traffic Control

No traffic control issues were identified in this study.

2.3.7 Pavement Conditions/Maintenance

Pavement conditions were examined by Pinal County and by the study team. Figure 12 shows Pinal County's current pavement conditions. Overall, most of Pinal County's paved roads are in good shape. One 3-mile paved road is in need of improvement and/or repair and most if not all of the unpaved roads will need to be improved to paved status.

Figure 18 shows Pinal County's current maintenance priorities for updating and/or maintaining their roads.

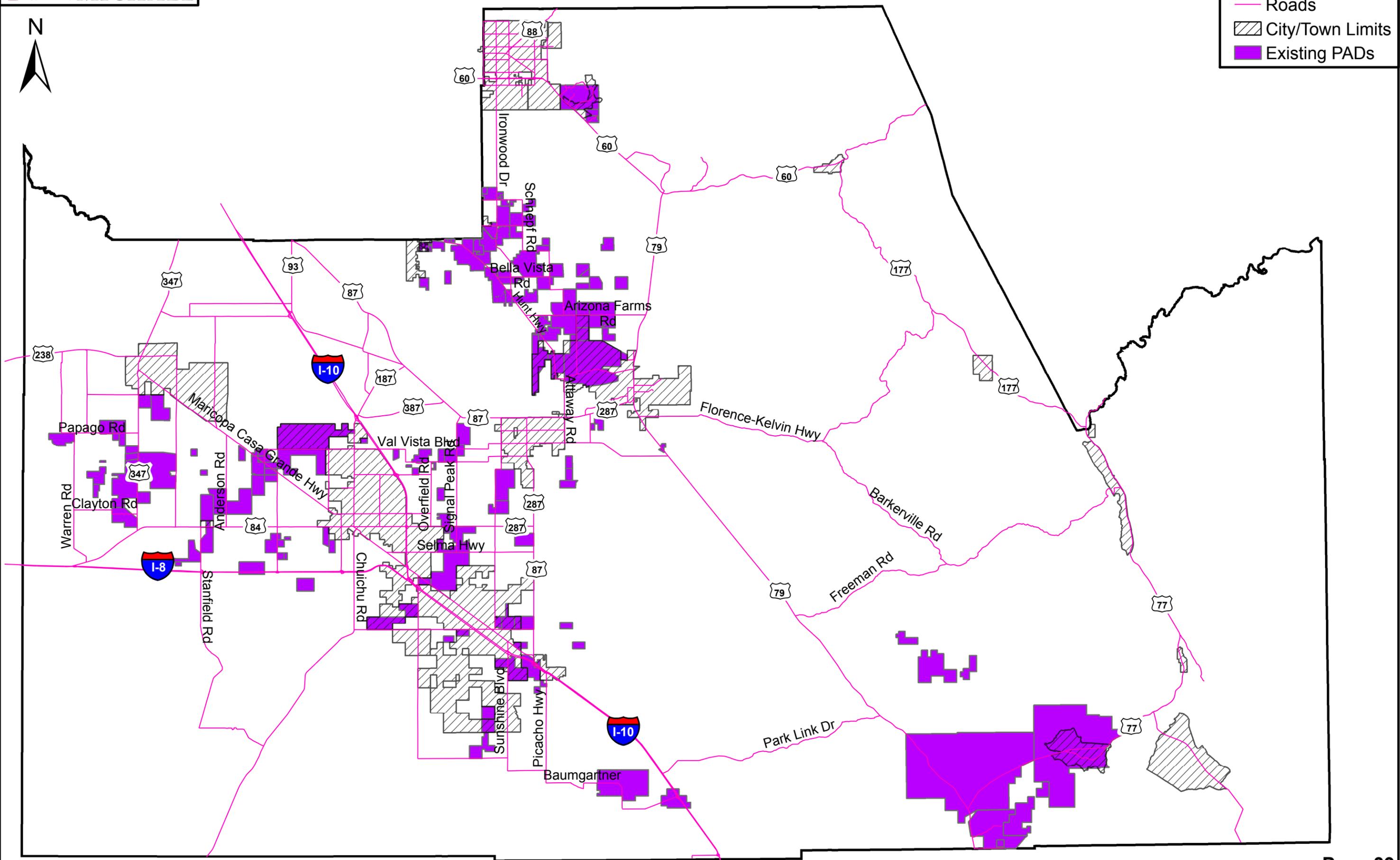
2.3.8 Intersections

Outside of examining the current collision statistics, intersection design and improving traffic control based on collision types and frequency; there were no intersection issues identified in this study.

Figure 14: Existing Planned Area Developments (PADs) Countywide

Legend

- Roads
- ▨ City/Town Limits
- Existing PADs



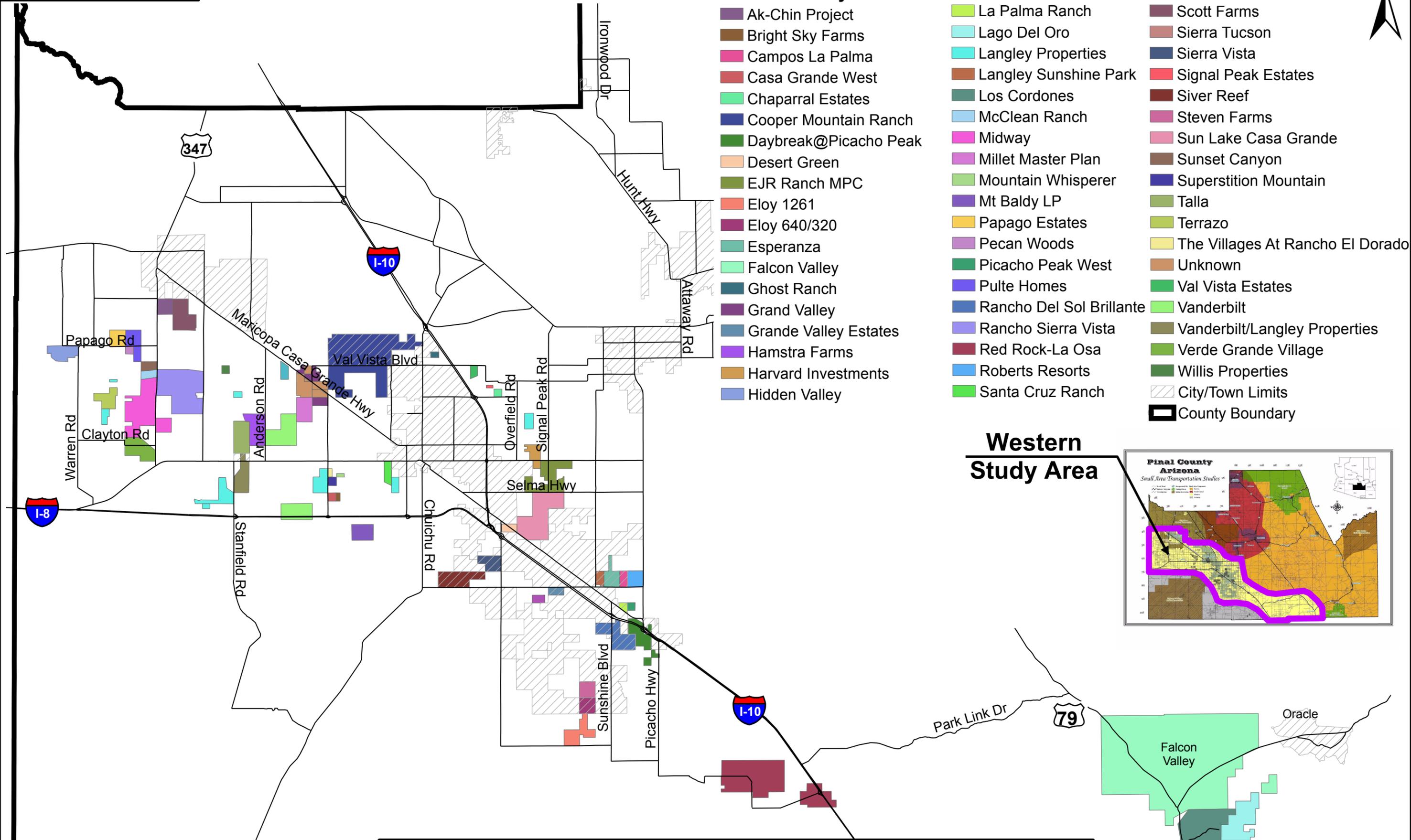
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Western Study Area PADs

- Ak-Chin Project
- Bright Sky Farms
- Campos La Palma
- Casa Grande West
- Chaparral Estates
- Cooper Mountain Ranch
- Daybreak@Picacho Peak
- Desert Green
- EJR Ranch MPC
- Eloy 1261
- Eloy 640/320
- Esperanza
- Falcon Valley
- Ghost Ranch
- Grand Valley
- Grande Valley Estates
- Hamstra Farms
- Harvard Investments
- Hidden Valley

- Kyvek Developments
- La Palma Ranch
- Lago Del Oro
- Langley Properties
- Langley Sunshine Park
- Los Cordones
- McClean Ranch
- Midway
- Millet Master Plan
- Mountain Whisperer
- Mt Baldy LP
- Papago Estates
- Pecan Woods
- Picacho Peak West
- Pulte Homes
- Rancho Del Sol Brillante
- Rancho Sierra Vista
- Red Rock-La Osa
- Roberts Resorts
- Santa Cruz Ranch

- Santa Cruz Valley
- Scott Farms
- Sierra Tucson
- Sierra Vista
- Signal Peak Estates
- Siver Reef
- Steven Farms
- Sun Lake Casa Grande
- Sunset Canyon
- Superstition Mountain
- Talla
- Terrazo
- The Villages At Rancho El Dorado
- Unknown
- Val Vista Estates
- Vanderbilt
- Vanderbilt/Langley Properties
- Verde Grande Village
- Willis Properties
- City/Town Limits
- County Boundary



**Western
Study Area**

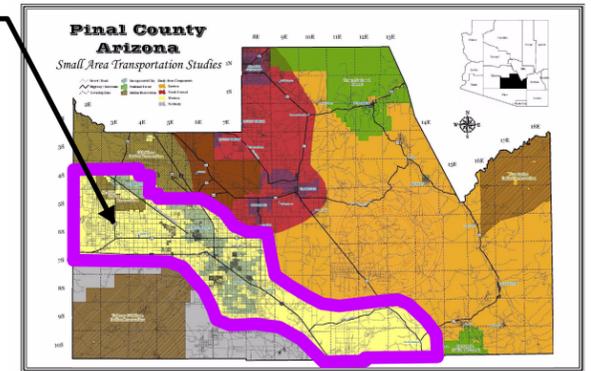
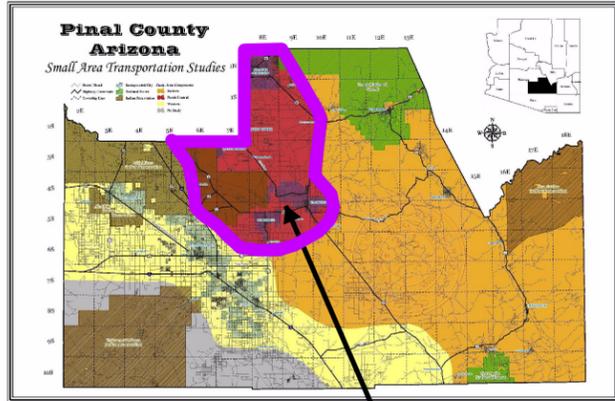
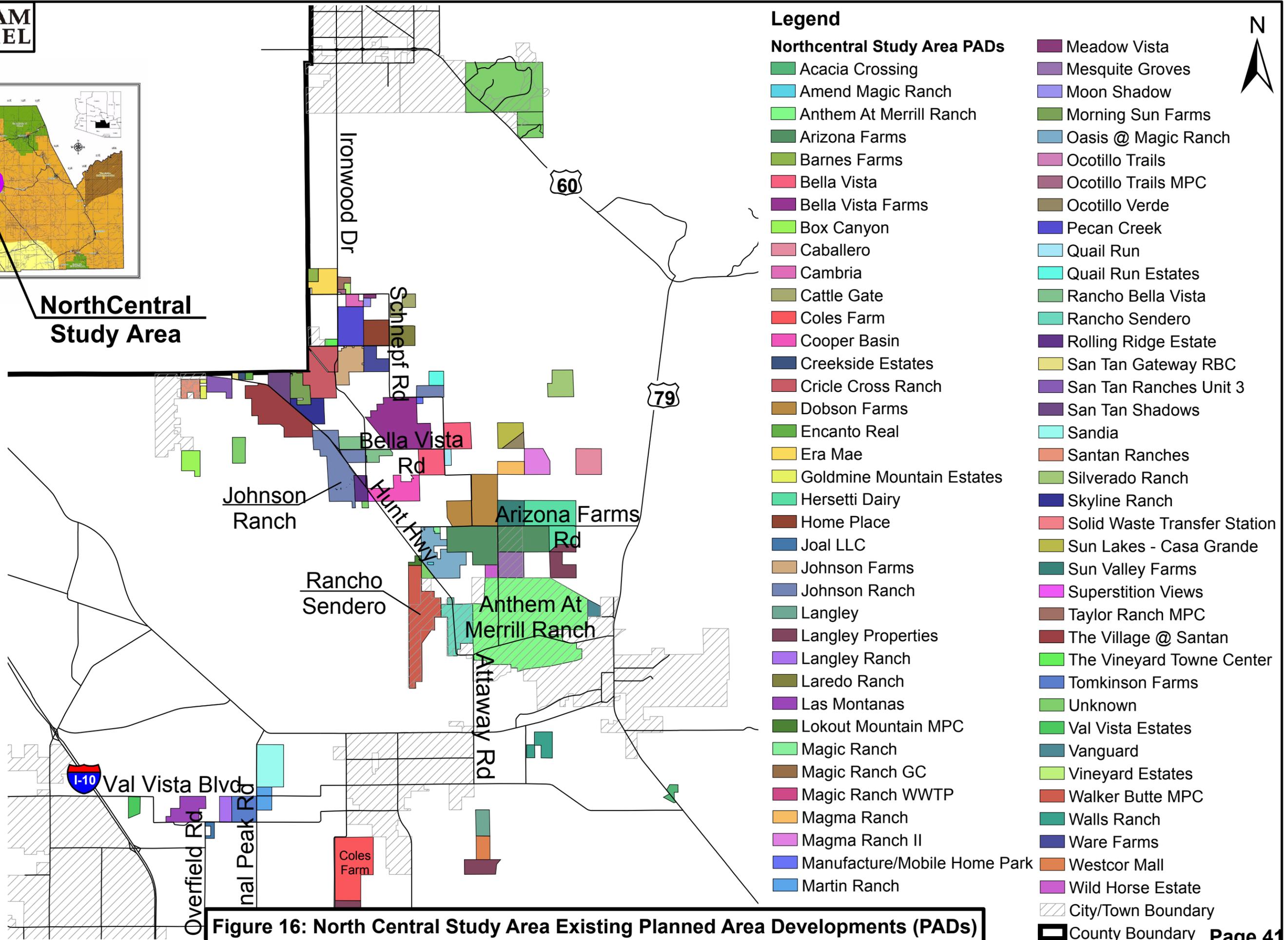


Figure 15: Western Study Area Existing Planned Area Developments (PADs)



**NorthCentral
Study Area**



Legend

Northcentral Study Area PADs

- Acacia Crossing
- Amend Magic Ranch
- Anthem At Merrill Ranch
- Arizona Farms
- Barnes Farms
- Bella Vista
- Bella Vista Farms
- Box Canyon
- Caballero
- Cambria
- Cattle Gate
- Coles Farm
- Cooper Basin
- Creekside Estates
- Cricle Cross Ranch
- Dobson Farms
- Encanto Real
- Era Mae
- Goldmine Mountain Estates
- Hersetti Dairy
- Home Place
- Joal LLC
- Johnson Farms
- Johnson Ranch
- Langlely
- Langlely Properties
- Langlely Ranch
- Laredo Ranch
- Las Montanas
- Lokout Mountain MPC
- Magic Ranch
- Magic Ranch GC
- Magic Ranch WWTP
- Magma Ranch
- Magma Ranch II
- Manufacture/Mobile Home Park
- Martin Ranch
- Meadow Vista
- Mesquite Groves
- Moon Shadow
- Morning Sun Farms
- Oasis @ Magic Ranch
- Ocotillo Trails
- Ocotillo Trails MPC
- Ocotillo Verde
- Pecan Creek
- Quail Run
- Quail Run Estates
- Rancho Bella Vista
- Rancho Sendero
- Rolling Ridge Estate
- San Tan Gateway RBC
- San Tan Ranches Unit 3
- San Tan Shadows
- Sandia
- Santan Ranches
- Silverado Ranch
- Skyline Ranch
- Solid Waste Transfer Station
- Sun Lakes - Casa Grande
- Sun Valley Farms
- Superstition Views
- Taylor Ranch MPC
- The Village @ Santan
- The Vineyard Towne Center
- Tomkinson Farms
- Unknown
- Val Vista Estates
- Vanguard
- Vineyard Estates
- Walker Butte MPC
- Walls Ranch
- Ware Farms
- Westcor Mall
- Wild Horse Estate



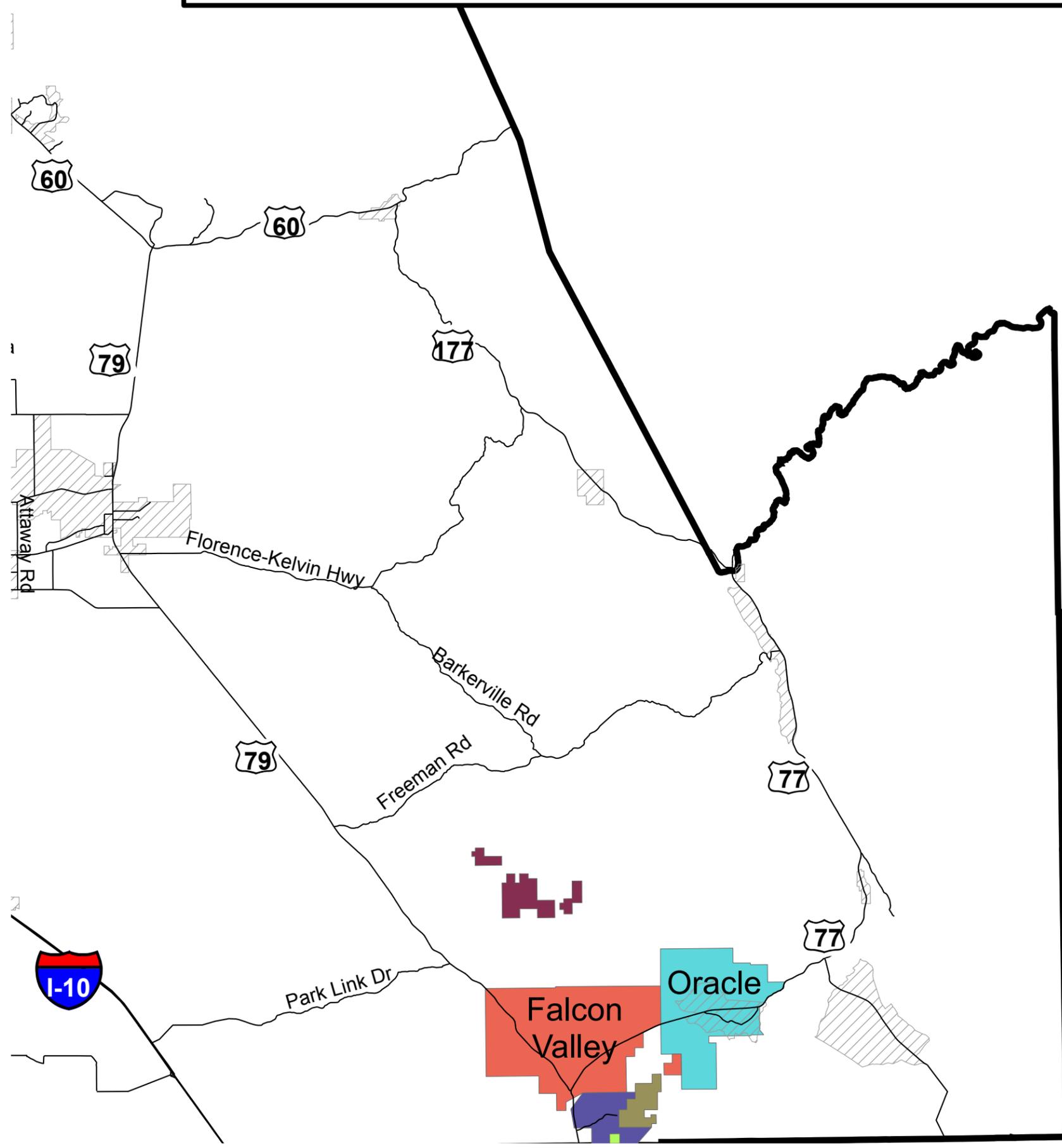
Figure 16: North Central Study Area Existing Planned Area Developments (PADs)

City/Town Boundary
 County Boundary

Figure 17: Eastern Study Area Existing Planned Area Developments (PADs)



- Legend**
- Eastern Study Area PADs**
- Falcon Valley
 - Lago Del Oro
 - Los Cordones
 - Oracle
 - Sierra Tucson
 - Willow Springs
 - City/Town Limits
 - County Boundary



**Eastern
Study Area**

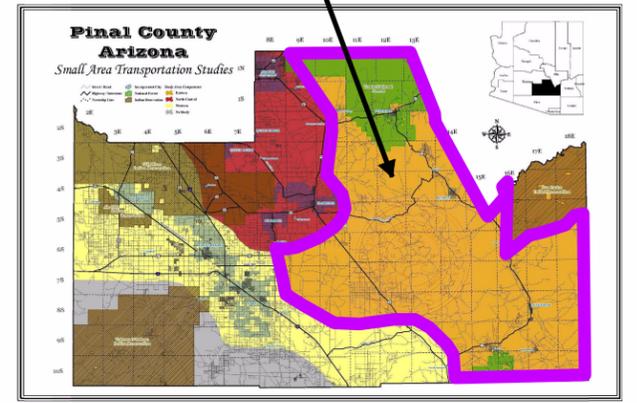


Figure 18: 2005 Pavement Maintenance Priorities

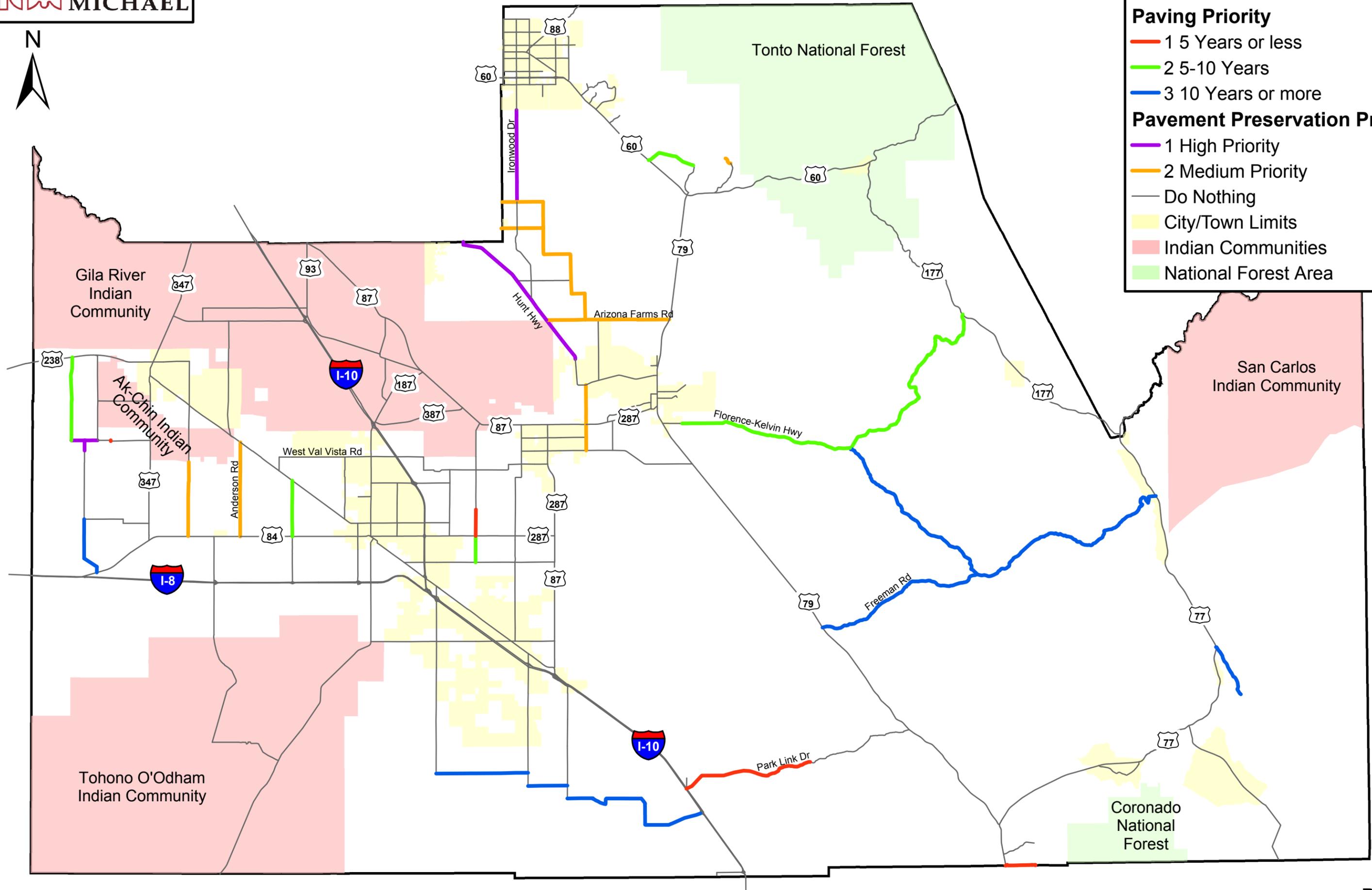
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Paving Priority

- 1 5 Years or less
- 2 5-10 Years
- 3 10 Years or more

Pavement Preservation Priority

- 1 High Priority
- 2 Medium Priority
- Do Nothing
- City/Town Limits
- Indian Communities
- National Forest Area



However, it is important to note that identification of right-of-way and easements will need to be assessed for future travel route alternatives and/or intersection improvements. Maintenance of intersections and segments of Pinal County roadways will also need to be assessed for prioritization within the Capital Improvement Program (CIP) schedule.

2.3.9 Drainage

There are no critical drainage issues at this time. Since Pinal County's roadway network is currently rural in nature, there are going to be drainage concerns due to an undeveloped drainage system such as curb, gutter and storm drains. Most of the concern lies in road erosion and pavement depletion as water crosses the pavement during a storm event. That coupled with sediment left on the pavement after an event can cause safety concerns as vehicles cross the wash area, whether during a storm or after a storm.

However, it is important to note that drainage issues will need to be assessed as the area develops. Future Crossings along the Gila River, Queen Creek and other existing washes will need to be designed and constructed as needed.

2.3.10 Safety Deficiencies

The collision data for the past three years are presented in Section 2.2.4 of this report. No specific safety deficiencies were identified for this project.

2.3.11 Railroads

The Union Pacific Railroad (UPRR) parallels the Maricopa-Casa Grande Highway in the western study area. Daily trains using the UPRR are expected to increase in the coming years, per the 2005 City of Maricopa Small Area Transportation Study. Safe solutions to the railroad crossings along the Maricopa-Casa Grande Highway will need to be assessed. The Magma Arizona Railroad (MARR), headquartered in the Town of Superior, recently changed ownership and is looking to reactivate the rail link between Superior and Florence. San Manuel Arizona Railroad (SMARR) is currently an inactive rail link between San Manuel and the Copper Basin Railway (CBRY) within the eastern study area. It is unknown, at this time, whether the San Manuel Arizona Railroad would be reactivated if the smelter operation in San Manuel reopens. The Copper Basin Railway (CBRY) is an Arizona short line railroad that operates freight service in the eastern study area using a connection with the UPRR at Magma Jct. The CBRY has rail lines from Magma Junction to Winkleman, Ray Junction to Ray, Arizona and connects with the SMARR at Hayden, Arizona. The CBRY hauls freight cargo such as copper concentrates, ore finished and unfinished cooper, sulfuric acid, lumber and military equipment.

Issues concerning railroad usage and transit opportunities can be found in the Transit Element Report.

2.3.12 Funding

Funding is a major priority as no project can be completed without having the proper funds available for construction. Types of funding to be assessed include Pinal County Impact fees and guidelines along with other sources of funding such as the Highway Users Revenue Fund (HURF), among others. Funding is discussed, in detail, in Section 5 of this report.

2.4 EXISTING TRANSPORTATION IMPROVEMENT PLAN (TIP)

The Transportation Improvement Plan (TIP) assists in prioritizing transportation projects within a 5-year fiscal period. The projects listed that have been funded and are currently in design and/or construction. Projects under the current 5-year (2005-2010) TIP include;

2.4.1 Current Priority Projects

The Ironwood-Gantzel Roadway Improvement Project is currently the highest priority project for Pinal County. The objective of the Ironwood-Gantzel project is to improve Ironwood Drive from its current two-lane cross section to a four-lane roadway with a raised median, curb and gutter, and sidewalk at designated locations. The project will also plan for long term expansion of the roadway to its "ultimate" configuration of three lanes in each direction, and raised median, curb and gutter, and sidewalk along the entire alignment. This project is developing the final design and the roadway will be widened to its ultimate configuration as development occurs in the future.

Other projects of priority, for the 2005-2010 TIP, are shown in Table 16.

**Table 16: Existing 5-Year Transportation Improvement Plan (TIP)
Countywide**

Fiscal Year	Project	Location	Scope
District 1			
2005-2006	Florence/Kelvin Hwy	To Be Determined	Design/New Construction
2006-2007	Sunland Gin Road	Bridge So. To Kinley Alignment	Reconstruction
	Kenilworth Road	Attaway Road to Valley Farms Road	Design, New Construction
	Park Link Drive	To Be Determined	Design, New Construction
2007-2008	Park Link Drive	To Be Determined	Design, New Construction
	Florence/Kelvin Road	To Be Determined	Design, New Construction
	Valley Farms Road	To Be Determined	Design, New Construction
2008-2009	Park Link Drive	To Be Determined	Design, New Construction
	Florence/Kelvin Road	To Be Determined	Design, New Construction
	Martin Road	Picacho Street To Nafzier Road	Design, New Construction
2009-2010	Park Link Drive	To Be Determined	Design, New Construction
	Florence/Kelvin Road	To Be Determined	Design, New Construction
	Martin Road	Picacho Street To Nafzier Road	Design, New Construction
2009-2010	Park Link Drive	To Be Determined	Design, New Construction
	Javelina Estates	Various Roads 4.5 Miles	Design, New Construction
	Phillips Road	Sunland Gin To City Limits	Design, New Construction
	Phillips Road	Curry Road To Sunshine Road	Design, New Construction
	Hanna Road	Tweedy West To Mid-Section Line	Design, New Construction
	Tweedy Road	Hanna North To Mid-Section Line	Design, New Construction
District 2			
2005-2006	Combs Road	Schnepf Road East	Design, New Construction
	Tomahawk Road	McKellips To Saddlebutte	Design, New Construction
2006-2007	Linda Vista Street	Prospectors Road To Holmes Road	Design, New Construction

**Table 16: Existing 5-Year Transportation Improvement Plan (TIP)
Countywide (continued)**

Fiscal Year	Project	Location	Scope
District 2			
2006-2007	Prospectors Road	End Of Pavement To Lost Dutchmen	Design, New Construction
	Canyon Street	Idaho West ½ Mile	Design, New Construction
2007-2008	Judy's Road-Phase 1	Skyline To Felix Road	Design, New Construction
	Judy's Road-Phase II	Skyline To Felix Road	Design, New Construction
2008-2009	Judd Road	Attaway Road To Quail Run Road	Design, New Construction
	Gary Road	Judd Road South To End	Design Only
	Quail Run Road	Judd Road To Bella Vista	Design, New Construction
	Geronimo Road	Broadway Ave To Junction	Design, New Construction
	Rolling Ridge Road	East Of Schnepf 1 Mile	Design, New Construction
	Sun Valley Farms #7	Southwood, Coyote	Design, New Construction
	Lost Dutchman Road	Val Vista To Prospectors	Design, New Construction
2009-2010	Price Road	Hwy 79 East 2.2	Design, New Construction
District 3			
2005-2006	Signal Peak Road	Kleck Road To SR 287	Design, New Construction
	McCartney/Overfield	Intersection	Design, New Construction
2006-2007	McCartney Road	Turn Lanes At Cox Road	Design, New Construction
2007-2008	Val Vista Road	Hidden Valley Road To Warren Road	Design, New Construction
	Warren Road	Fresno Road To Robin Road	Design, New Construction
2008-2009	Barnes Road	Warren Road To Hidden Valley Road	Design, New Construction
	Clayton Road	Candlestick Road West ¾ Mile	Design, New Construction
	Evans Road	Locklin Road To McCartney Road	Design, New Construction
2009-2010	Thornton Road	I-8 North 1 Mile	Design, New Construction
	Maricopa CG Turn Lanes	Russell, Anderson, Murphy, Val Vista	Design, New Construction
	Maricopa CG Bridge	Over The Santa Cruz	Design
	Farrell/Porter Road	Bridge Over The Santa Rosa Wash	Design
	Hidden Valley Road	McDavid To Farrell	Design, New Construction
	Farrell Road	Warren To Hidden Valley	Design, New Construction

3. FUTURE NETWORK IMPROVEMENTS

Pinal County’s growth is going to require rapid expansion of the current roadway network as well as the use of other transportation options including travel demand management and transit. The challenge will be to improve the quality and quantity of the transportation network as development occurs. Determining the future transportation needs as soon as possible will give Pinal County the ability to be proactive in providing a safe and efficient transportation system.

3.1 FUTURE SOCIOECONOMICS

This section presents the future population and employment estimates in order to provide a basis for understanding the socioeconomic conditions within the study area. Socioeconomic data from CAAG and MAG was reviewed, analyzed and used to initiate the development of Pinal County 2025 socioeconomic data. These socioeconomic estimates will also be used to forecast traffic volumes on the highway and street network. As the existing conditions section explained, most of Hayden and all of Winkelman are located in adjacent Gila County, these communities are included in the study area because of their adjacent geographical location and economic interaction with Pinal County. The tabulated data for the study area includes Hayden and Winkelman information unless otherwise stated.

3.1.1 Population Overview

The initial projections were based on a set of databases including: MAG and CAAG socioeconomic data, data developed for the ADOT Pinal Corridors Studies, the current planned area developments (PADs) provided by Pinal County, SRP, and CAAG, and data from the 2000 Pinal County Transportation Plan. A PAD shapefile was developed to create another source of data for the study area. In addition, assumptions were made regarding the 2025 percent built for residential as well as commercial acreage for the individual PADs. Table 17 summarizes the assumption used.

Table 17: Planned Area Developments Buildout Assumptions

2025 Percent Built		
	Residential	Commercial
PADs started in 2005 or prior	100%	100%
PADs not developed in 2005 with land use designations	75%	75%
PADs not started in 2005 and with no land use designation	0%	0%

The population was estimated using the number of dwelling units generated by the PADs and the person per household ratio consistent with the 2005 data, which was reflective of Census 2000 results. For areas where data was not available, the surrounding areas person per dwelling unit ratio was used or the County average of 2.6 person per dwelling unit. The PAD data was allocated to the TAZs and TAZs data were summarized by incorporated and unincorporated areas. Since TAZs boundaries do not follow current city limits, the summary results include incorporated jurisdictional boundary plus some surrounding land. Figure 19 displays the jurisdictional areas from which population and employment summary tables were generated.

Department of Economic Security (DES) 2025 forecasts for Pinal County and the incorporated jurisdictions based on the 2000 Census data for the area were not available. The 2005

population data was based on a set of databases including: 2000 US Census data, data developed for the ADOT Pinal Corridors Studies, 2005 Casa Grande data developed by Wilson & Associates, the currently built planned area developments (PADs) provided by Pinal County, SRP and CAAG data, and the 2005 projection data from the 2000 Pinal County Transportation Plan. Table 18 shows a comparison between the 2005 and the 2025 population and dwelling units data while Figure 20 and Figure 21 depicts the 2005 and the 2025 population density by TAZ respectively. The County population is expected to grow 688% percent in the next 20 years to an approximate population of 1,954,016 people. Areas of substantial population growth include Eloy, City of Maricopa, Casa Grande, Coolidge, and Florence. Also the Saddlebrook area in southern Pinal County will grow extensively.

Table 18: 2005 and 2025 Population

Study Area	2005 Population	2025 Population	Population Increase	Percent Growth
Western	94,024	789,761	695,737	739.96%
North Central	121,871	884,202	762,331	625.52%
Eastern	32,212	280,053	247,841	769.41%
Countywide	248,107	1,954,016	1,705,909	687.57%

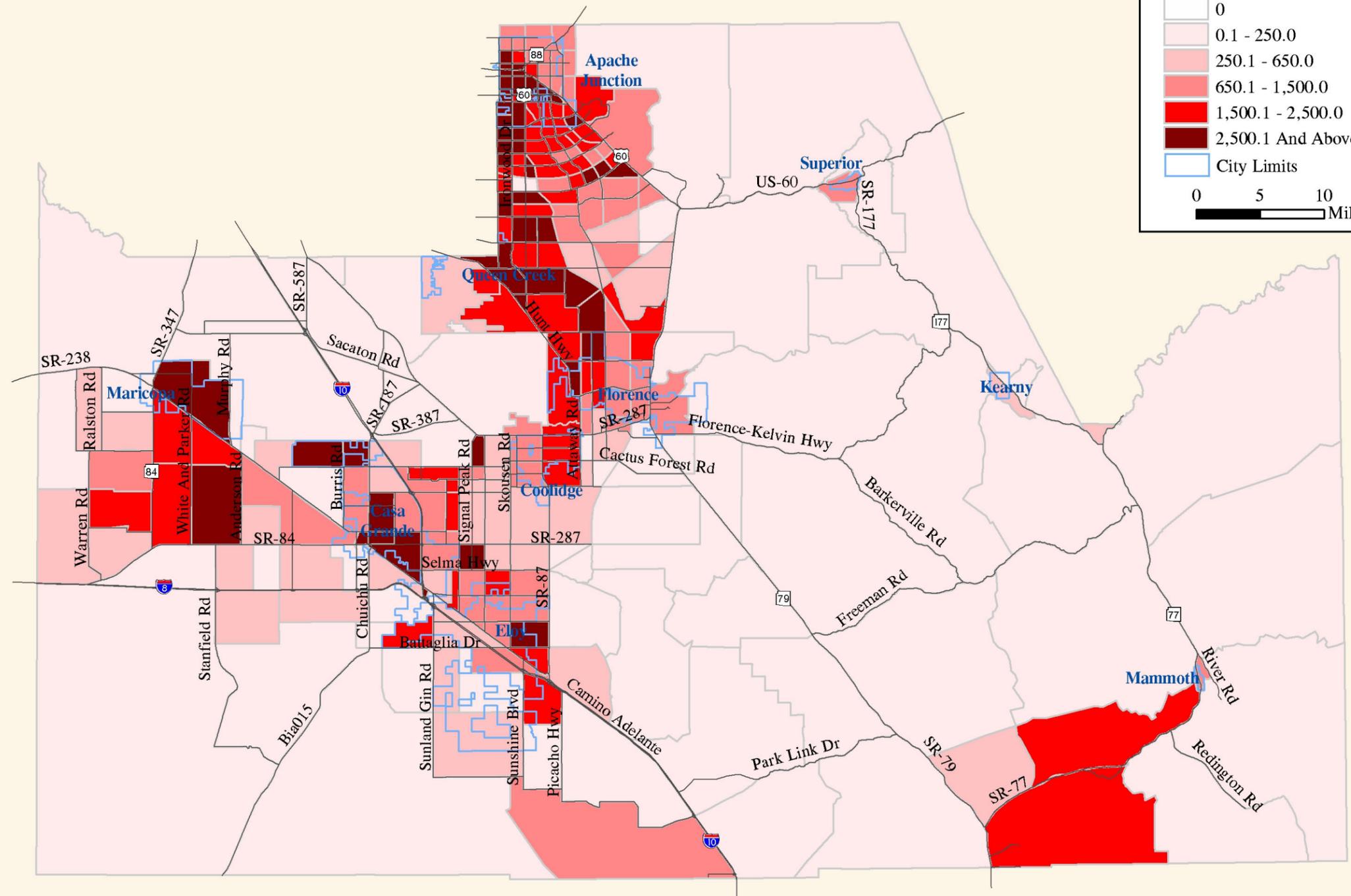


Figure 21: 2025 Population Density (per Square Mile)

Legend

- 2025 Street Network
- 2025 Population Density (Per Square Mile)
- 0
- 0.1 - 250.0
- 250.1 - 650.0
- 650.1 - 1,500.0
- 1,500.1 - 2,500.0
- 2,500.1 And Above
- City Limits

0 5 10 Miles



Note:
Jurisdiction boundaries as of August 11, 2005
include all annexations as of July 5, 2005.

3.1.2 Economic Overview

Limited detailed data is currently available regarding the future commercial growth in Pinal County. It must also be noted that more data is available for the northern portion of the County, then the southern portion. Available PAD data was used to augment the employment projections developed in the Pinal Corridors Study for the northern portion, while updated 2020 employment projections from the 1999 Pinal County Transportation Plan were used to develop the forecasted employment for the southern portion. Table 19 shows the comparison of 2005 and 2025 employment by TAZ, while Figure 22 and Figure 23 depict the 2005 and 2025 employment densities for Pinal County. Although the employment in Pinal County is expected to increase, it is expected to increase at a similar rate to the population. Therefore, the employment to population ratio is expected to remain about the same. The employment to population ratio is approximately 0.20 in 2005 and 0.23 in 2025. This is a relatively low ratio compared to Maricopa County, which currently has an employment to population rate of approximately 0.55.

The future growth trend exhibited in the 2025 projections could be seen as a reflection of the growth of the Phoenix metropolitan area. Growth from the Phoenix area will “spill over” into Pinal County, and the County will function as a “bedroom suburb” to the Phoenix area. A percentage of Pinal County residents probably will commute to the Phoenix area to work. Similarly, growth pressure from northern Pima County will spill over into Pinal County. However, goods and services will be required by the residents, which will create jobs within the County.

Table 19: 2005 and 2025 Employment

Study Area	2005 Employment	2025 Employment	Employment Increase	Percent Growth
Western	21,977	259,706	237,729	1,081.72%
North Central	18,149	216,346	198,197	1,092.06%
Eastern	2,851	43,722	40,871	1,433.57%
Countywide	42,977	519,774	476,797	1,109.42%

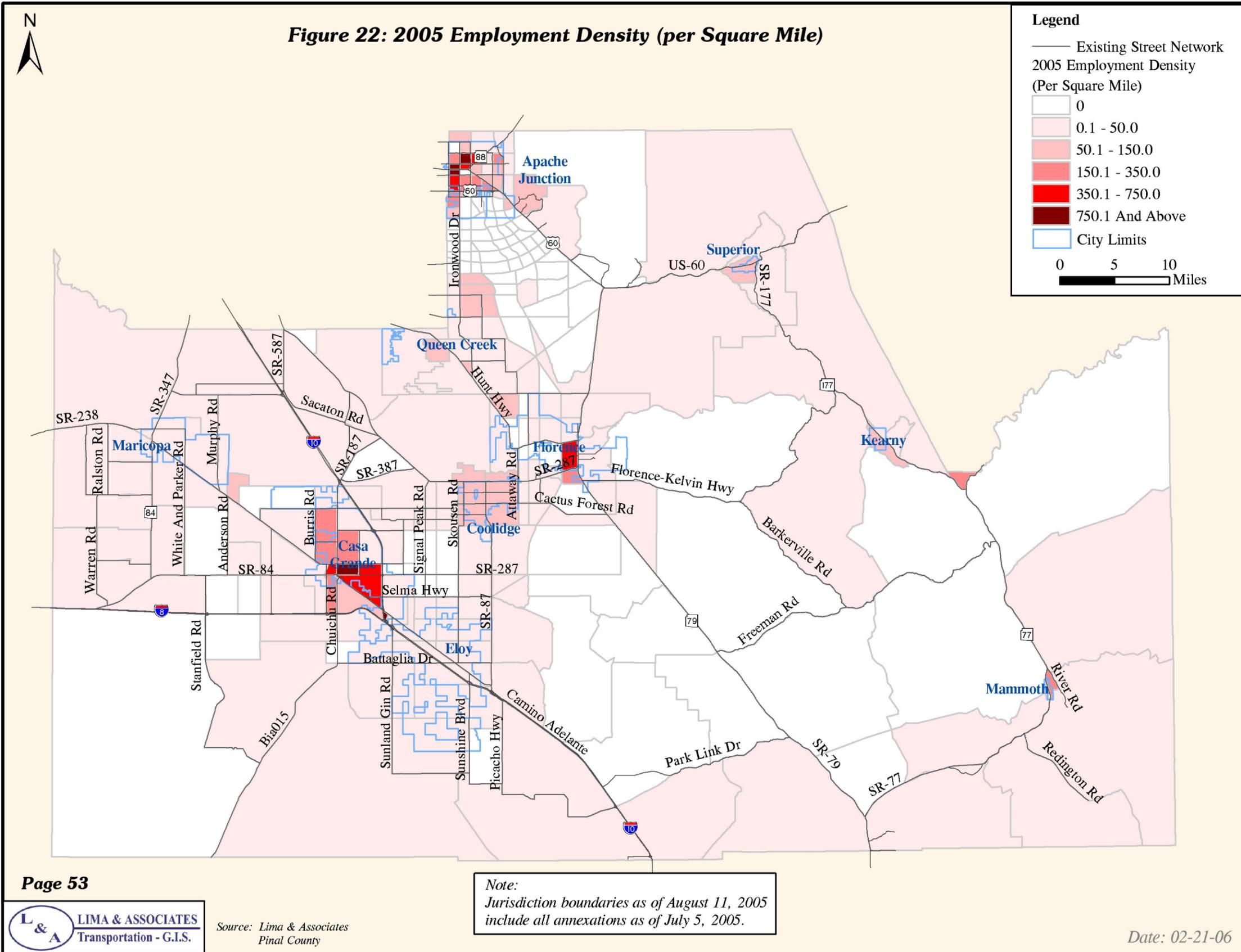


Figure 22: 2005 Employment Density (per Square Mile)

Legend

- Existing Street Network
- 2005 Employment Density (Per Square Mile)
- 0
- 0.1 - 50.0
- 50.1 - 150.0
- 150.1 - 350.0
- 350.1 - 750.0
- 750.1 And Above
- City Limits

0 5 10 Miles

Note:
Jurisdiction boundaries as of August 11, 2005
include all annexations as of July 5, 2005.

3.2 FUTURE 2025 ROADWAY ANALYSIS

Before a future roadway network recommendation can be formed, the current Pinal County Travel Demand Model must be calibrated and updated to a future 2025 network including number of lanes, volumes, transportation analysis zones, socioeconomic data and calculated level of service.

3.2.1 2005 Calibrated Model

The calibrated Pinal County Travel Demand Model was utilized to forecast future traffic on future roadway networks. The model was prepared using the TransCAD travel demand software and calibrated with a 2005 roadway network, 2005 Transportation Analysis Zone (TAZ) system, and 2005 socioeconomic data.

A preliminary 2005 roadway network was defined by updating the roadway networks in the following model.

- The Pinal County Corridor Planning Model (PCPM) was developed for the northern portion of Pinal County as part of the ADOT Corridor Definition studies.
- The remaining portions of the County's roadway network were developed from the 2000 Pinal County Travel Demand Model.

Data was defined for each roadway in the network including functional classification, number of lanes, speed, and capacity. The preliminary 2005 roadway network and characteristics were then reviewed by the County and TAC and revised where necessary. Traffic count data provided by ADOT and CAAG was also populated in the model roadway network.

Socioeconomic data for the year 2005 was updated from socioeconomic data for the Pinal County Corridor Planning Model and 2000 Pinal County travel demand model. This data included number of households and number of employees for commercial, office, general, government and other land uses. General land uses include industrial and manufacturing. Other land uses include schools and services. The preliminary socioeconomic data was forwarded to the local jurisdictions and the County for review and updated where necessary based on comments.

The 2005 socioeconomic and roadway network data was used in the TransCAD travel demand model to generate vehicle trips and assign 2005 daily traffic volumes to roadway segments on the network.

Table 20 presents estimated daily traffic volumes and levels of service for the years 2005 and 2025 on selected roadway segments. As the table indicates, traffic volumes increase significantly on all roadway segments as the County grows from approximately 248,000 people to almost 2 million in population. Mid-block roadway segment LOS is dependent upon traffic volumes and number of lanes. The table also shows the deterioration of the level of service for all segments in 2025.

3.2.2 2025 Base Roadway Network

As previously discussed in Section 4.1.1, the 2025 roadway network was created by updating the 2005 model network with roadway improvements from Pinal County and ADOT. The 2025 network also includes additional arterial improvements from the Apache Junction Small

Area Transportation Study, City of Maricopa Small Area Transportation Study and preliminary Casa Grande Small Area Transportation Study. Data was defined for each roadway in the 2025 network including functional classification, number of lanes, speed, and capacity. The preliminary 2025 roadway network and characteristics were then reviewed by the County and revised where necessary. This network will constitute the base 2025 future network, which will be used to begin the deficiency identification process and help in formulating alternatives to address travel demand. Figure 24 and Figure 25 display the 2025 roadway network number of lanes and functional classification respectively.

As Table 20 shows, many of Pinal County's major roadways are currently operating adequately. However, roadways like Ironwood and Hunt Highway are currently operating at LOS F and are in need of capacity improvements. It should be noted that Pinal County is currently improving Ironwood Road. Comparing the 2005 and 2025 volumes and level of service shows that most of Pinal County's roadway system will operate at LOS F by 2025 if regional and local circulation issues are not addressed.

Table 20: 2005 & 2025 Daily Traffic Volumes and LOS

Road	Area	2005		2025	
		Volume	LOS	Volume	LOS
SR 347	South of Papago Road	11,100	A	87,800	F
SR 347	Smith-Enke Road to Bapchule Road	23,100	D	69,300	F
Maricopa-Casa Grande Hwy	East of 347	7,600	B	106,500	F
SR 84	Montgomery Road to Anderson Road	3,700	A	62,900	F
I-8	Thornton Road to Montgomery Road	9,000	A	180,000	F
SR 84	I-10 to Peart Road	23,800	E	94,800	F
SR 84	I-10 to Overfield Road	11,900	E	97,900	F
I-10	SR 287 to Selma Highway	51,000	C	201,000	F
I-10	Sacaton Road to SR 187	51,000	B	169,000	F
SR 87	North of SR 287	7,300	D	51,500	F
I-10	Picacho Hwy to Park Link Drive	44,300	B	181,000	F
SR 87	SR 387 to Signal Peak Road	7,600	E	55,900	F
SR 287	East of SR 87	10,500	E	64,000	F
Coolidge Avenue	East of SR 87	6,700	D	99,300	F
Florence Boulevard	South of Hunt Highway	10,000	D	83,000	F
SR 79	North of SR 77 Junction	5,000	A	82,400	F
SR 77	South of SR 79 Junction	10,100	A	138,200	F
SR 77	North of SR 79 Junction	9,400	C	87,900	F
Hunt Highway	Skyline Drive to Bella Vista Road	27,200	F	100,500	F
Skyline Drive	Schnepf Road to Quail Run Road	N/A	N/A	77,800	F
SR 79	North of Combs Road	8,400	B	50,400	F
US 60	East of SR 79 Junction	11,600	E	78,000	F
US 60	West of SR 79 Junction	23,000	C	58,600	F
US 60	North of Golden Rim Circle	33,200	D	51,900	F
Ironwood Road	North of Pecos	19,000	F	64,700	F
Idaho Road	North of Pecos	N/A	N/A	76,100	F

Functional Classification and/or Re-classification

Functional Classification dictates the design of the road and how much traffic it can handle. As an area builds, the functional classification can change based on redesign of the roadway. Procedures must be followed when changing the functional classification of a rural or urban roadway. Per the 1991 Intermodal Surface Transportation Act, FHWA has guidelines that proportionally classify roadways based on total rural mileage and total urban mileage. The FHWA guidelines denote 85-95% of total rural mileage as rural collector and local road systems. Rural arterial systems fall within 6-12% of total rural mileage. The FHWA guidelines suggest that 7-10% of total state mileage be used for rural roadway systems. Per the FHWA guidelines, urban roadway systems should contain 70-90% of urban collector and local street systems combined. Table 21 shows the breakdown by percentage in regards to the FHWA guidelines for both urban and rural roadways. Ultimately, all urban areas should strive to meet these guidelines. Figure 24 illustrates the functional classification for the 2025 Pinal County base network.

Table 21: FHWA Guidelines for Rural and Urban Systems

Rural System	Percentage of Total Rural Mileage (%)
Principal Arterial System	2% - 4%
Principal plus minor arterial System	6% - 12%
Collector Street System	20% - 25%
Local Street System	65% - 75%

Urban System	Percentage of Total Rural Mileage (%)
Principal Arterial System	5% - 10%
Principal plus minor arterial System	15% - 25%
Collector Street System	5% - 10%
Local Street System	65% - 80%

Urban/Rural Design

Even with a designated functional classification, a roadway can be redesigned based on surrounding development. If the area doesn't plan on building out anytime soon, it can be designated using a rural design. If the area is being planned for a good majority of traffic from the start, it can be designed on an urban scale. If the roadway was already designed as rural and needs to be updated, it can be widened to fit urban standards using the Functional Classification Cross Sections illustrated in Section 2.2.1.

Number of lanes and traffic control

Most of the streets within the Pinal County area are currently two-lane streets. As the area develops, most of the rural streets will be widened to urban standards. Figure 25 illustrates the number of lanes per segment of roadway throughout the County for the 2025 base network. It should be noted that the lane designations for the freeways and interstates are directional.

Surface Type

As the area continues to build, Pinal County's roadway system will be updated to fully paved, urbanized roadways. Improvements will be based on development of the area.

Figure 24: 2025 Base Network Functional Classification

**Legend
2025 Base Network
Functional Classification**

- Interstate
- Freeway
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- City/Town Limits
- Indian Communities
- National Forest Area

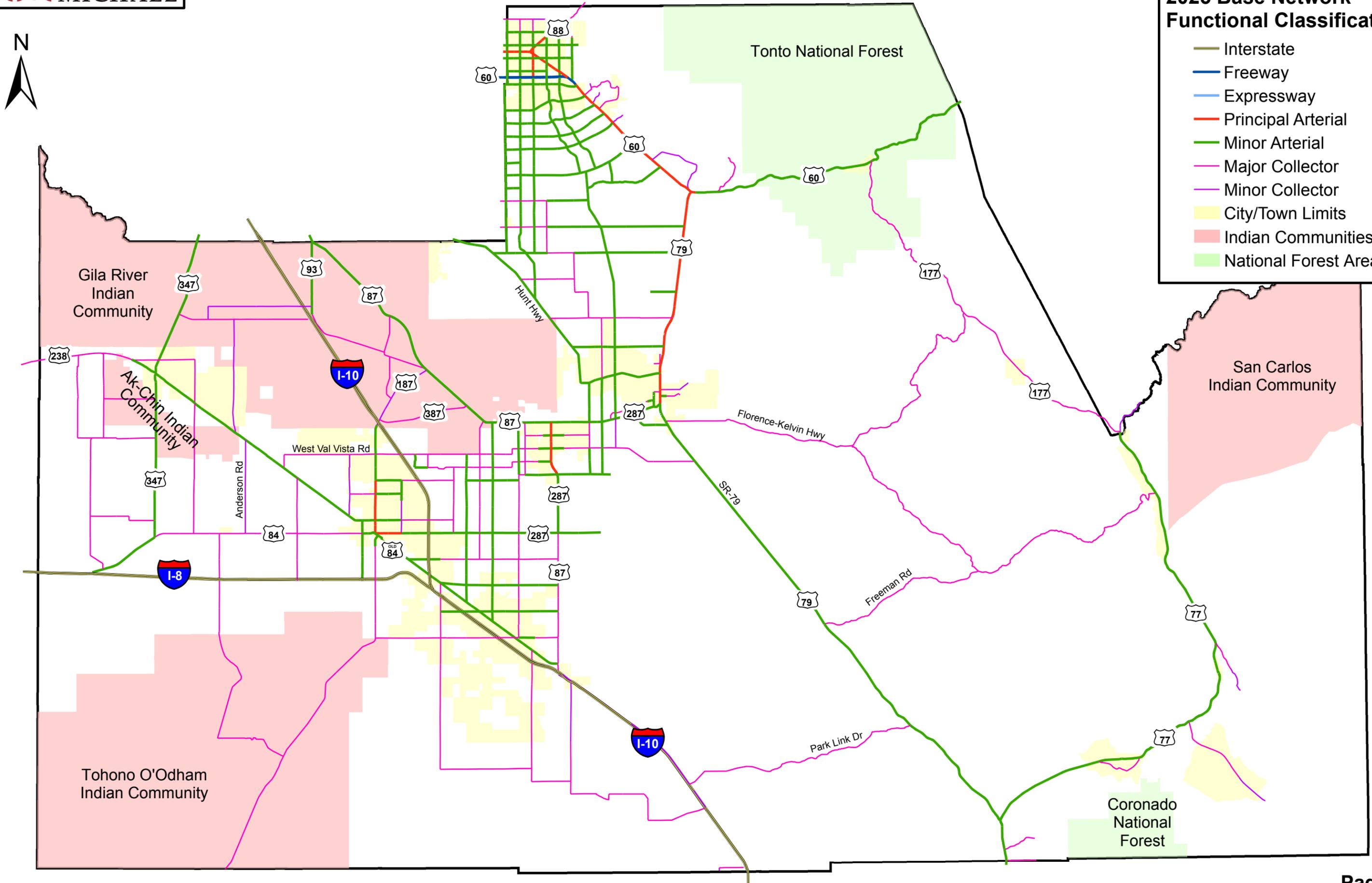
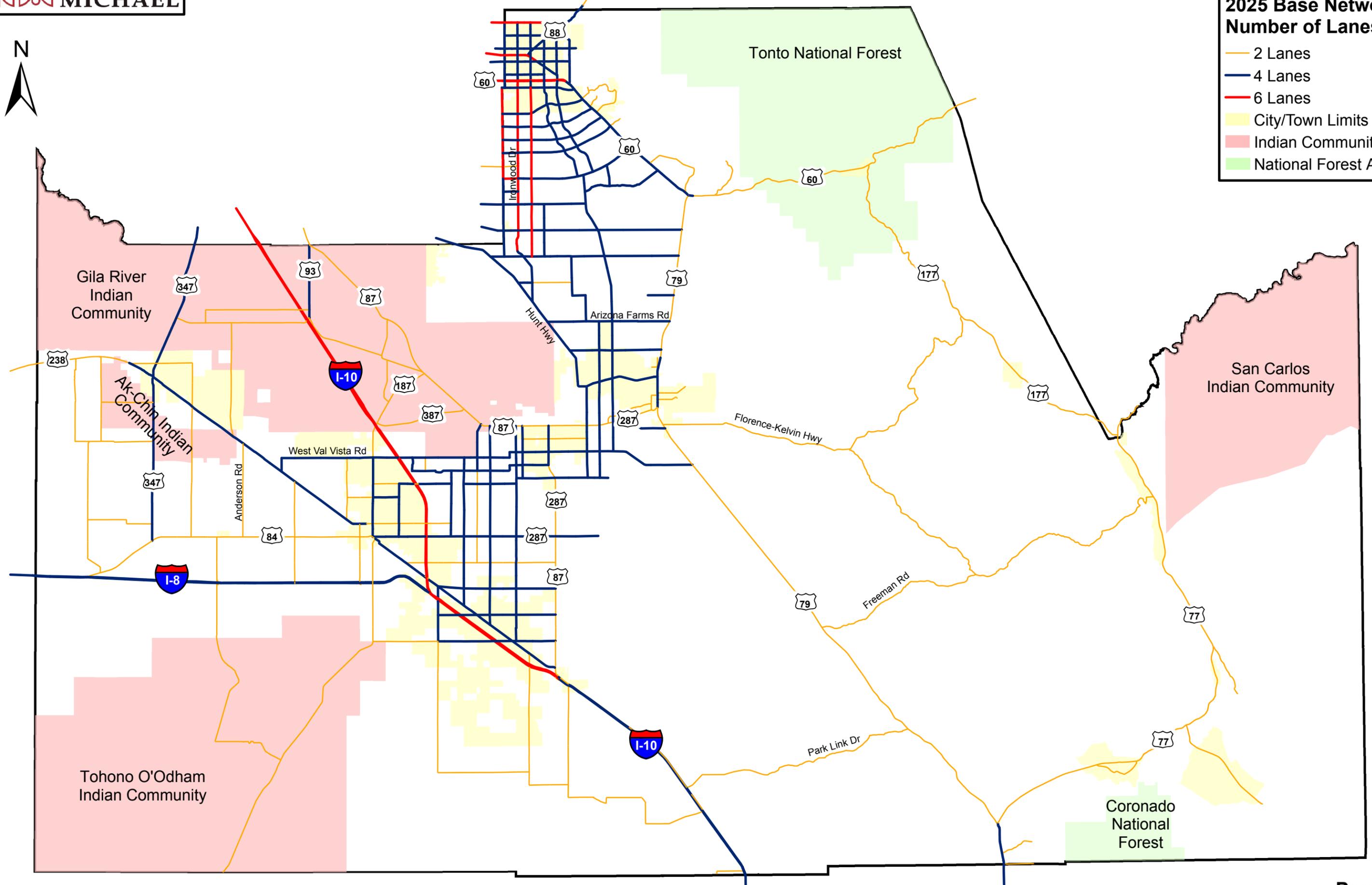


Figure 25: 2025 Base Network Number of Lanes

Legend
**2025 Base Network
Number of Lanes**

- 2 Lanes
- 4 Lanes
- 6 Lanes
- City/Town Limits
- Indian Communities
- National Forest Area



3.3 ROADWAY IMPROVEMENT RECOMMENDATIONS

At the time of this study ADOT was conducting an evaluation of alternatives for a north-south freeway corridor. Pinal County and the SAT's TAC established reasonable planning assumptions based on conditions dated February 17th, 2006. The modeling scenarios are reflective of the alternatives and conditions of that date.

3.3.1 Network Alternatives

The development of the roadway network alternatives were based on the results for the 2025 base future conditions described below. The 2025 future socioeconomic data, projecting a population of approximately 1.97 million people, together with anticipated improvements from Pinal County and ADOT, were used to generate the 2025 base forecasted traffic volumes. This exercise helped in identifying the areas where travel supply was insufficient and to quantify the magnitude of the travel demand. After reviewing the results, six alternatives were formulated. Each alternative supported a scenario that offered varied locations of proposed freeways and differing functional classifications within the County system. Detailed descriptions of the 2025 base and alternatives network scenarios follows.

While compiling the inventory of existing roads and reviewing traffic patterns within Pinal County it was determined that there are many roads incomplete of regional connectivity. Regional connectivity is a primary purpose for conducting Small Area Transportation Studies. After consultation with the local cities, towns, and tribal communities, a two mile grid system of north south and east west Regionally Significant Routes (RSR) were identified. For the purpose of this study, Regionally Significant Routes are recommended as 6 lane principal arterial roadways with 150 feet of right of way and work in concert with 4 lane minor arterial roadways with 110 feet of right of way, as illustrated in Figure 26. Regionally Significant Routes, similar to those illustrated on Figure 39, are depicted as straight lines and do not account for existing/planned development, current roadway alignments or vertical structures and should not be construed as centerline or roadway alignments. Pinal County will be working on further defining Regionally Significant Routes.

Minor arterial roads on the one mile section lines were not modeled in this study. Estimated levels of service and volume capacity ratios will improve once minor arterial roads are included in future forecasting models.

2025 Base Network

As previously discussed in Section 3.2.2, the base network for 2025 was created by updating the 2005 model network with roadway improvements from Pinal County and ADOT. The improvements included committed and programmed jurisdictional improvements. The ADOT freeways were not included in the 2025 base network given that ADOT had not approved the freeway corridors when the 2025 base network was developed. The network was then reviewed by Pinal County and revised where necessary. This network was the starting point for the travel demand analysis and development of the transportation plan.

Alternative 1

Alternative 1 was based on the 2025 base network with the inclusion of the newly approved ADOT freeway corridor alignments in Pinal County and additional improvements to state

highways and arterial streets in order to address travel demand. Both southern termini for the North-South corridor freeway alignment, one to SR 287, the other to SR 79, were included in this scenario. The continuation of the North-South corridor as a 4 lane arterial from SR 287 to I-10 was also included. The freeway corridors were assumed to be 6 lane facilities as were most of the arterial roadways proposed by the County. State Routes were improved to 4 lanes with the exception of SR 79 south of Florence, SR 84 west of SR 387, and US 60 from SR 79 junction to Pinal/Gila County line.

Alternative 2

Alternative 2 was built from Alternative 1 with the following modifications:

- Addition of all County Regionally Significant Roads, if not already included, as 6 lane arterial facilities.
- Improved US 60 from SR 79 junction to Pinal/Gila County Line to 6 lanes
- Improved SR 79 from SR 287 to Pinal/Pima County Line to 4 lanes
- Deletion of the proposed north-south freeway connection to SR 79 from Skyline Drive and retention of the connection to SR 287
- Improve all other State Routes to 4 lanes

Alternative 3

Alternative 3 was built from Alternative 2 with the following modification:

- Addition of the proposed North-South freeway alignment connection to SR 79 from Skyline Drive and deletion of the connection to SR 287

Alternative 4

Alternative 4 was built from Alternative 2 with the following changes:

- Widen SR 347 from I-10 to SR 84 to 6 lanes
- Widen SR 287 from SR 79 to proposed North-South freeway to 6 lanes
- Widen SR 79 from SR 287 to Pinal/Pima County line to 6 lanes

Alternative 4B

Alternative 4B was built from Alternative 4 with the following changes:

- Widen SR 79 from US 60 to SR 287 to 6 lanes

Alternative 5

Alternative 5 was built from Alternative 1 with the following changes:

- Total deletion of the North-South freeway in the County and the deletion of the east-west freeway connection of the North-South freeway with US 60/SR 79 Junction.

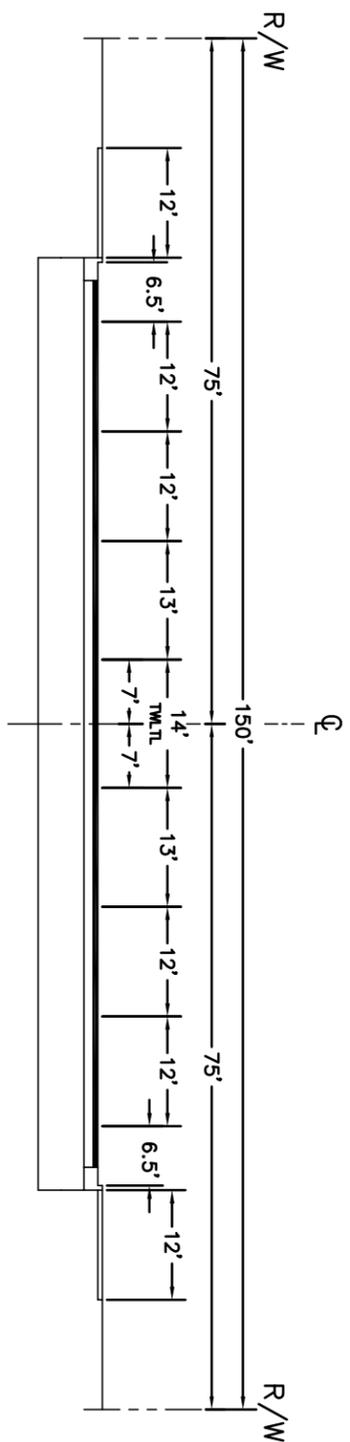
3.3.2 Recommended 2025 Alternative

At the time of this report, the ADOT proposed north-south freeway alignment has not been determined. Alternative B, as shown on Figure 31, was used for modeling purposes. Revisions to the recommended 2025 roadway network will be required if the proposed freeway alignment is changed from Alternative B to Alternative A, per illustration on Figure 31.

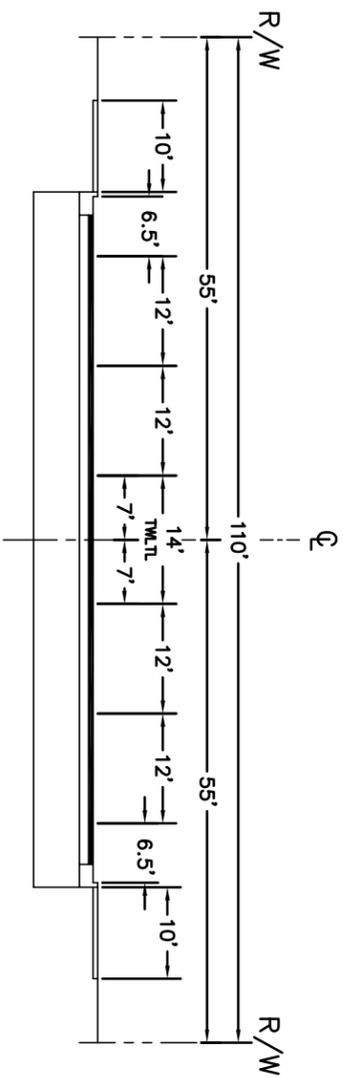
Of the alternatives listed above in Section 3.3.1, Alternative 4B was determined to be the network with the best resulting outcome. Alternative 4B proposes:

- All regionally significant routes (RSR) as 6 lane major arterial facilities
- All state highways as 4 lane roadways except for the following, listed below:
- Widen US 60 from SR 79 to Pinal/Gila County Line to 6 lanes
- Widen SR 347 from I-10 to SR 84 to 6 lanes
- Widen SR 287 from SR 79 to proposed North-South freeway to 6 lanes
- Widen SR 79 from US 60 to Pinal/Pima County line to 6 lanes

Alternative 4B's functional classification, total lanes, level of service and volume to capacity (V/C) ratio are illustrated in Figures 27-30.



PRINCIPAL ARTERIAL
RECOMMENDED TYPICAL SECTION
FOR REGIONALLY SIGNIFICANT ROUTES
 SCALE: 1"=20'



MINOR ARTERIAL
RECOMMENDED TYPICAL SECTION
FOR REGIONALLY SIGNIFICANT ROUTES
 SCALE: 1"=20'

FIGURE 26
RECOMMENDED TYPICAL SECTION FOR REGIONALLY SIGNIFICANT ROUTES
PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

PINAL COUNTY

ARIZONA

PROJ. NO. 0504900
 DRAFT
 DATE AUGUST 2006
 SHEET 1 OF 1

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 CONSULTING ENGINEERS
 9201 NORTH 25TH AVENUE STE 150 PHOENIX, ARIZONA 85021
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Figure 27: Recommended 2025 Alternative - Functional Classification

**Legend
Recommended 2025 Alternative
Functional Classification**

- Freeways
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Collector
- City/Town Limits
- Indian Communities
- National Forest Area

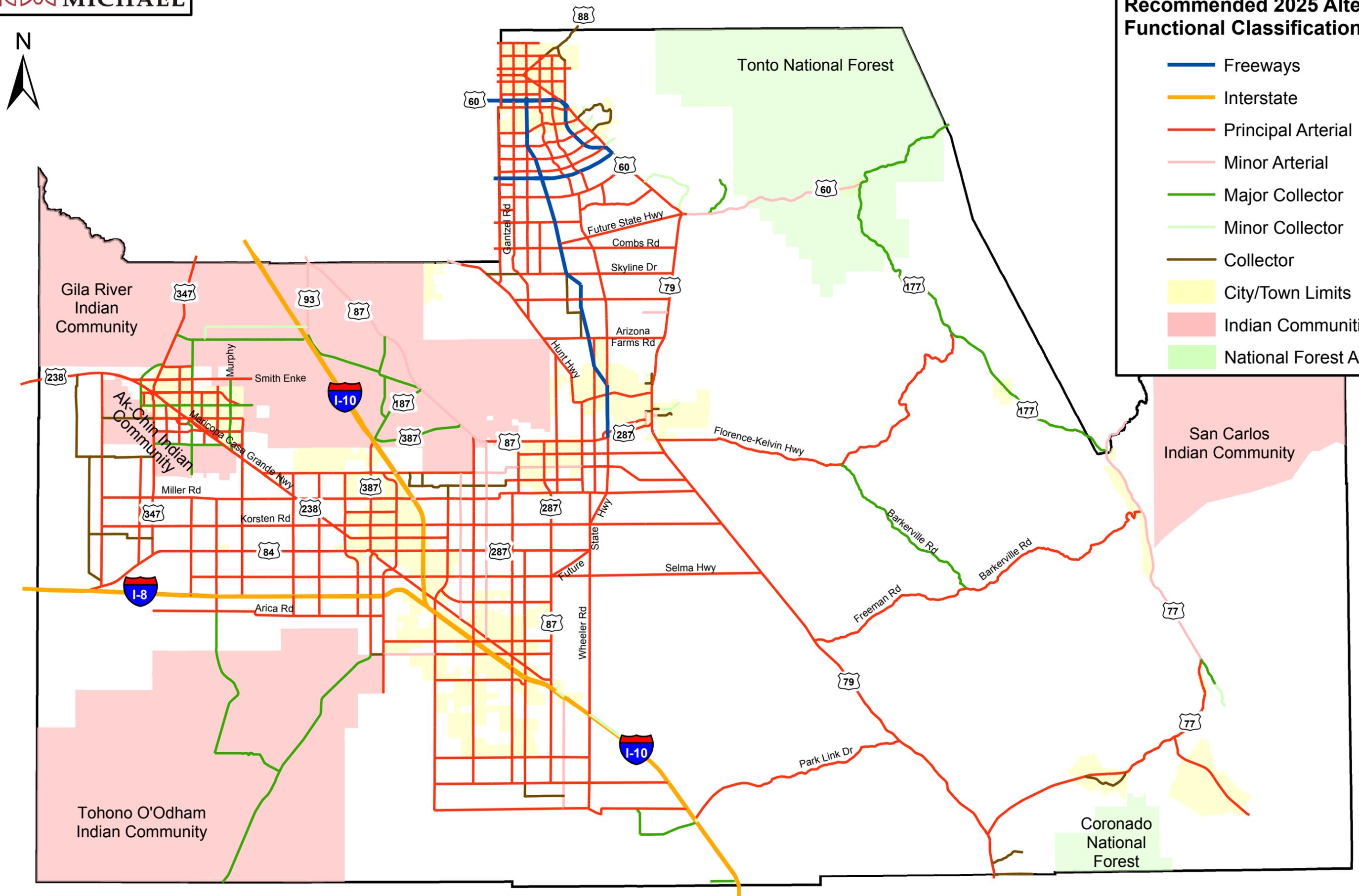


Figure 28: Recommended 2025 Alternative - Total Lanes

Legend
Recommended 2025 Alternative
Total Lanes

-  2 Lanes
-  4 Lanes
-  6 Lanes
-  City/Town Limits
-  Indian Communities
-  National Forest Area

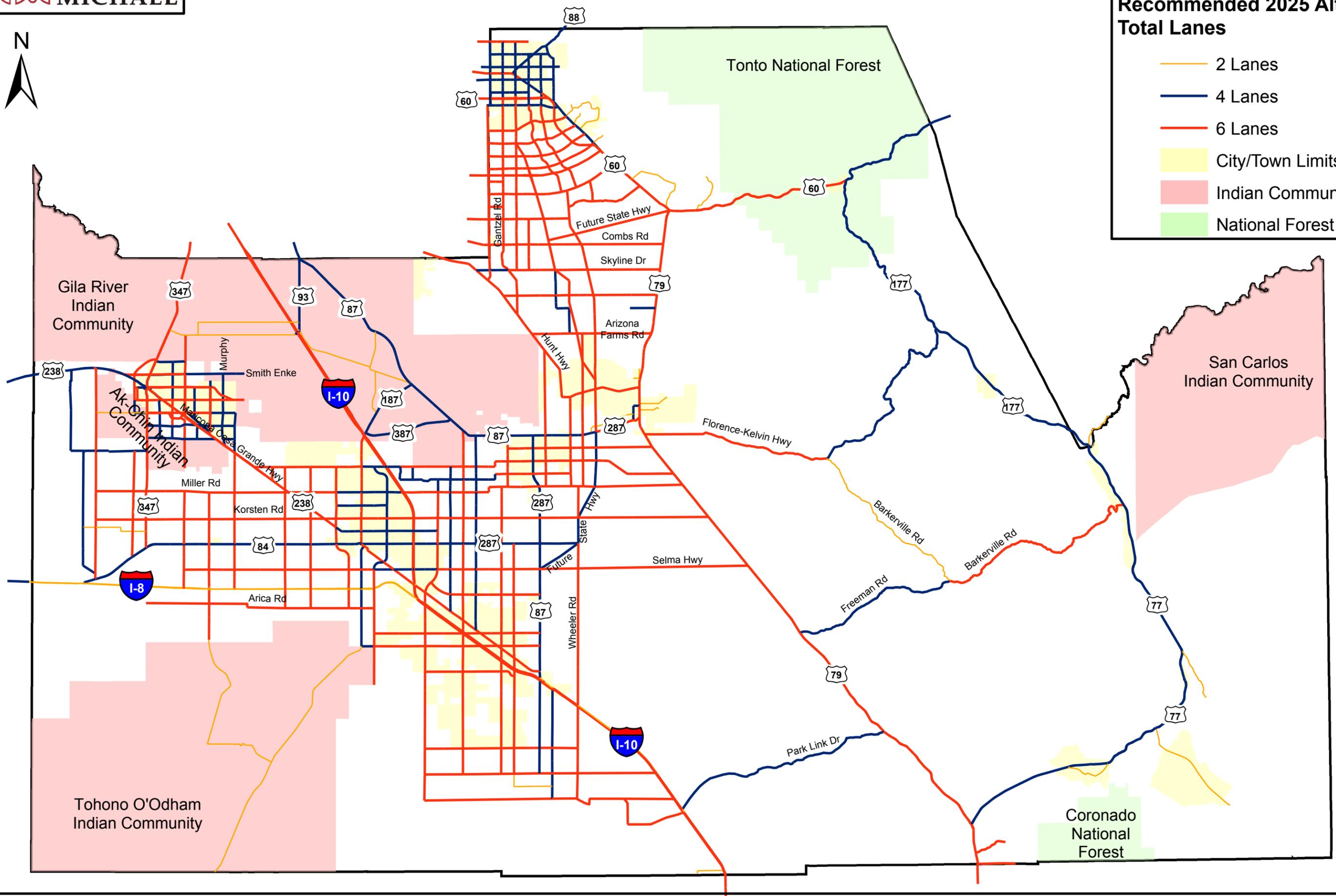


Figure 29: Recommended 2025 Alternative - Level of Service

Legend
Recommended 2025 Alternative
Level of Service (LOS)

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City/Town Limits
- Indian Communities
- National Forest Area

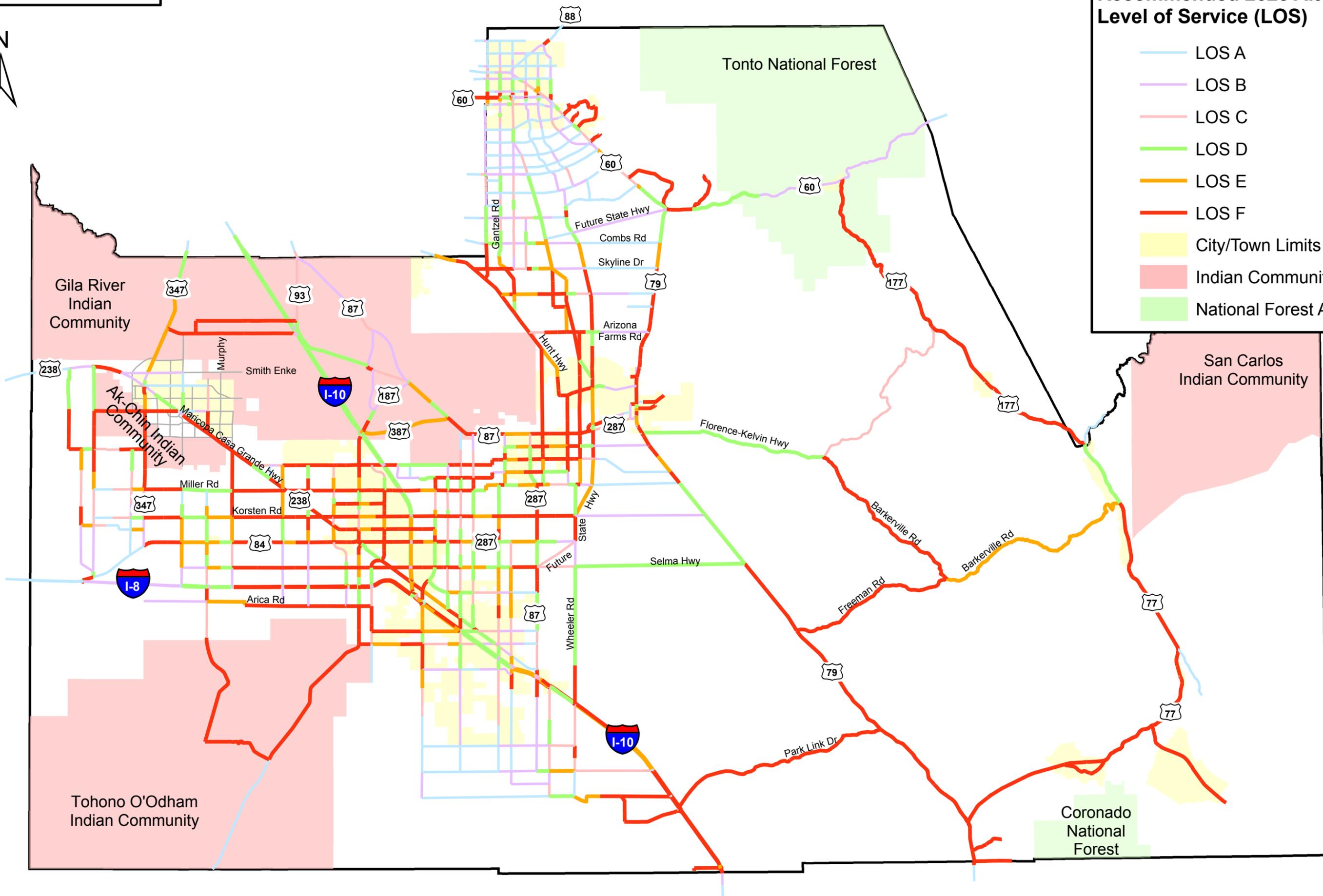
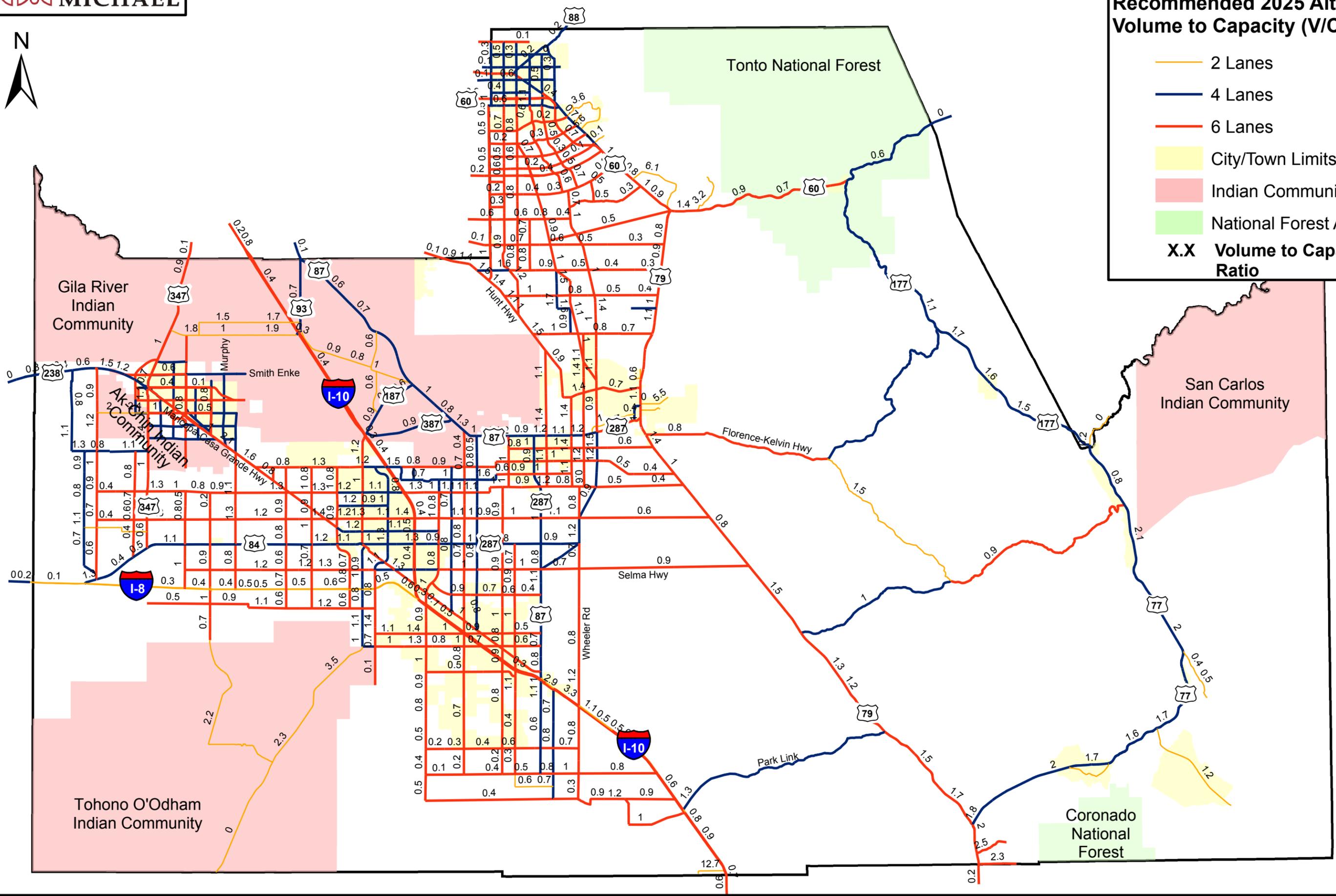


Figure 30: Recommended 2025 Alternative - Volume to Capacity (V/C) Ratio

Legend
Recommended 2025 Alternative
Volume to Capacity (V/C) Ratio

- 2 Lanes
- 4 Lanes
- 6 Lanes
- City/Town Limits
- Indian Communities
- National Forest Area
- X.X** Volume to Capacity Ratio



3.3.3 Proposed Freeway Alternatives

The proposed alternative of the new north-south freeway corridor has not yet been determined by ADOT. ADOT has two possible alternatives that could be designed and constructed in the future. Alternative A (Apache Junction to SR 79) and Alternative B (Apache Junction to Coolidge) are illustrated in Figure 31.

Figure 32 shows the average daily traffic volumes surrounding each proposed freeway alternative. Figure 33 illustrates the level of service surrounding each proposed freeway alternative. For both freeway alternatives, the heaviest traffic demand in this area is in the north-south direction.

**Figure 31: Proposed Freeway Alternatives:
Per ADOT Corridor Definition Study and February 18, 2006 ADOT Board Adoption**

Legend

Functional Classification

- Freeways
- - - Proposed Freeway
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Collector
- City/Town Limits
- Indian Communities
- National Forest Area

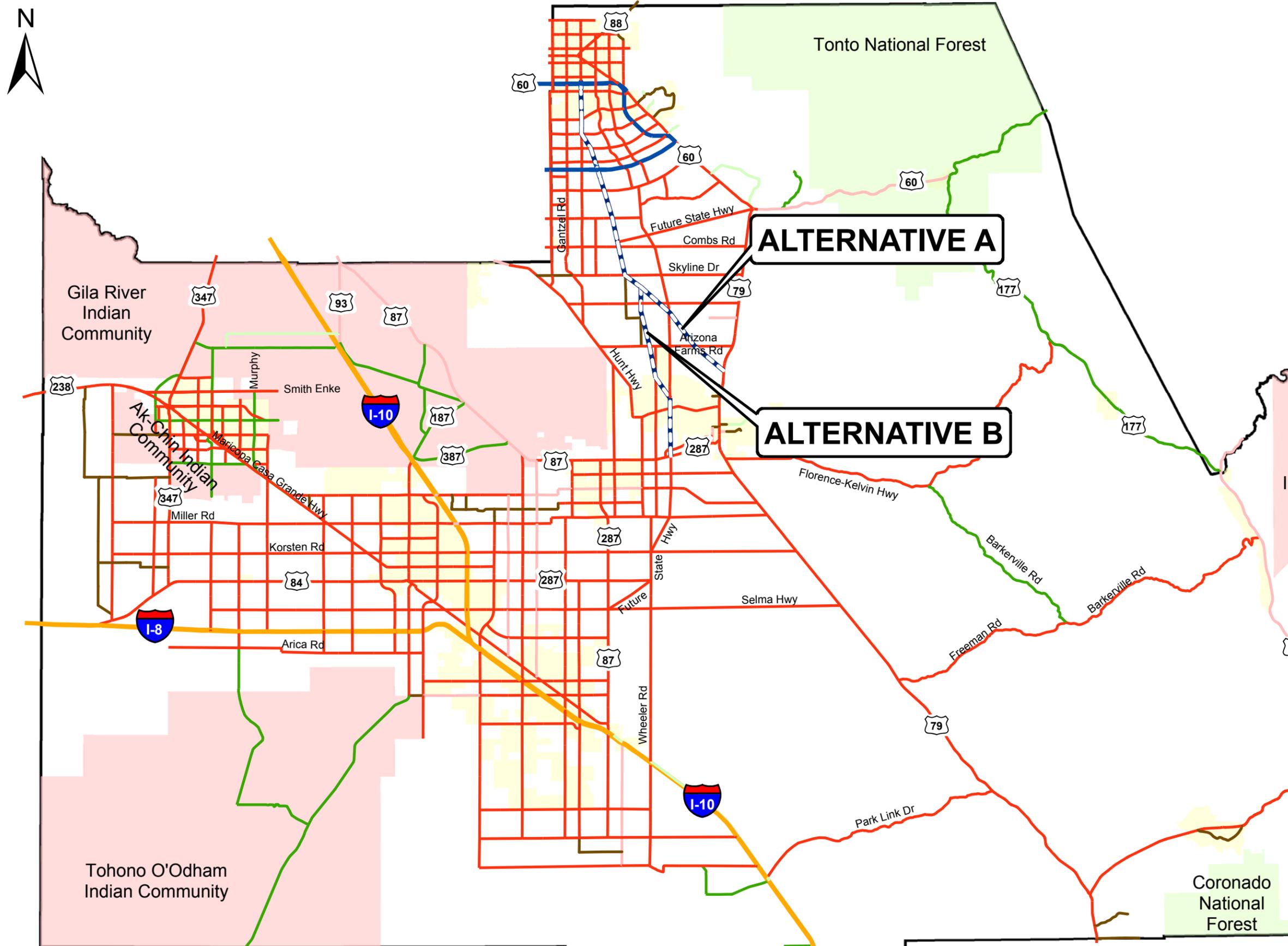


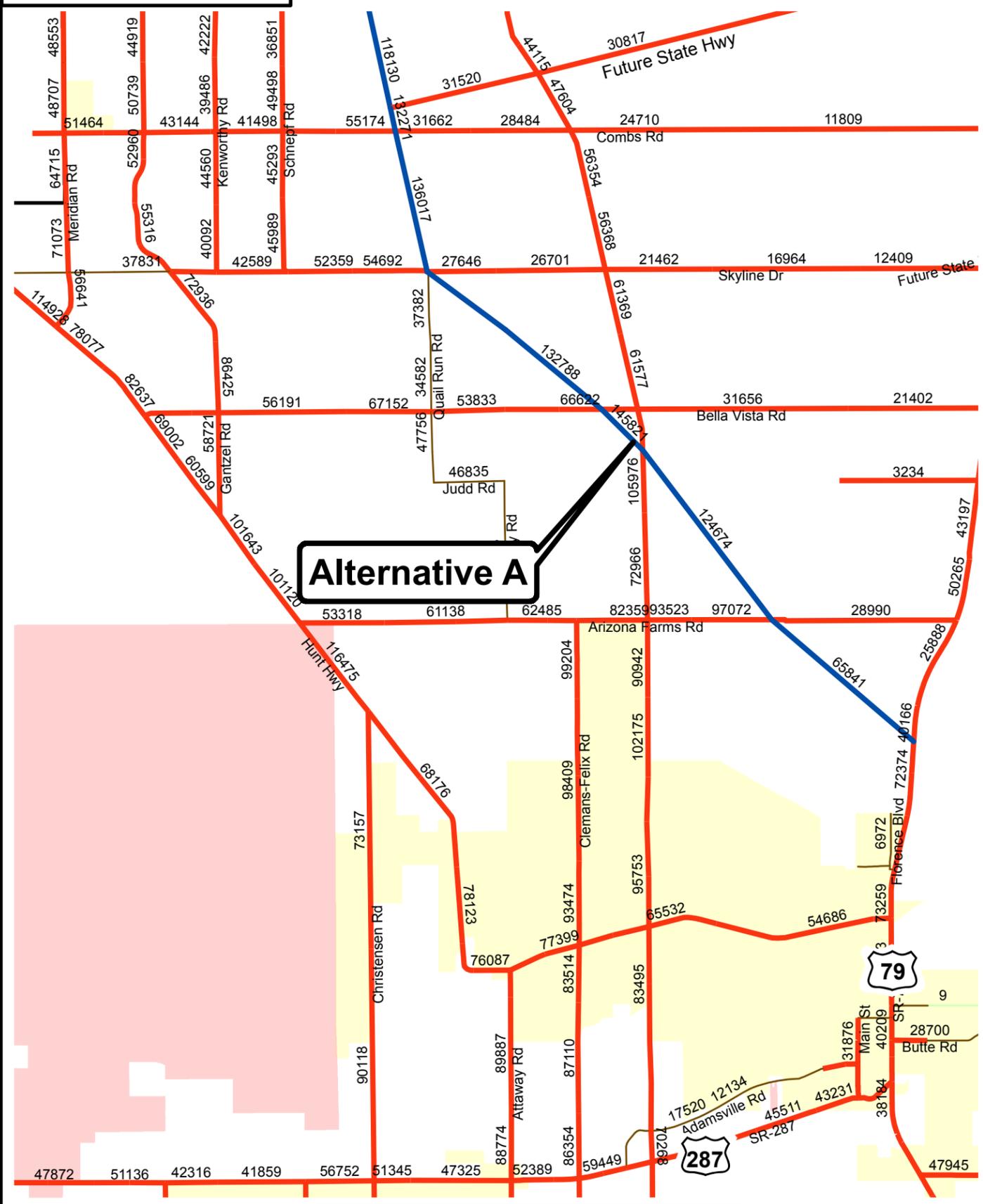
Figure 32: 2025 Traffic Volumes For Proposed Freeway Alternatives

**Legend
Proposed Freeway Alternatives
on Recommended 2025 Network**

- Proposed Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Collector
- City/Town Limits
- Indian Communities
- National Forest Area

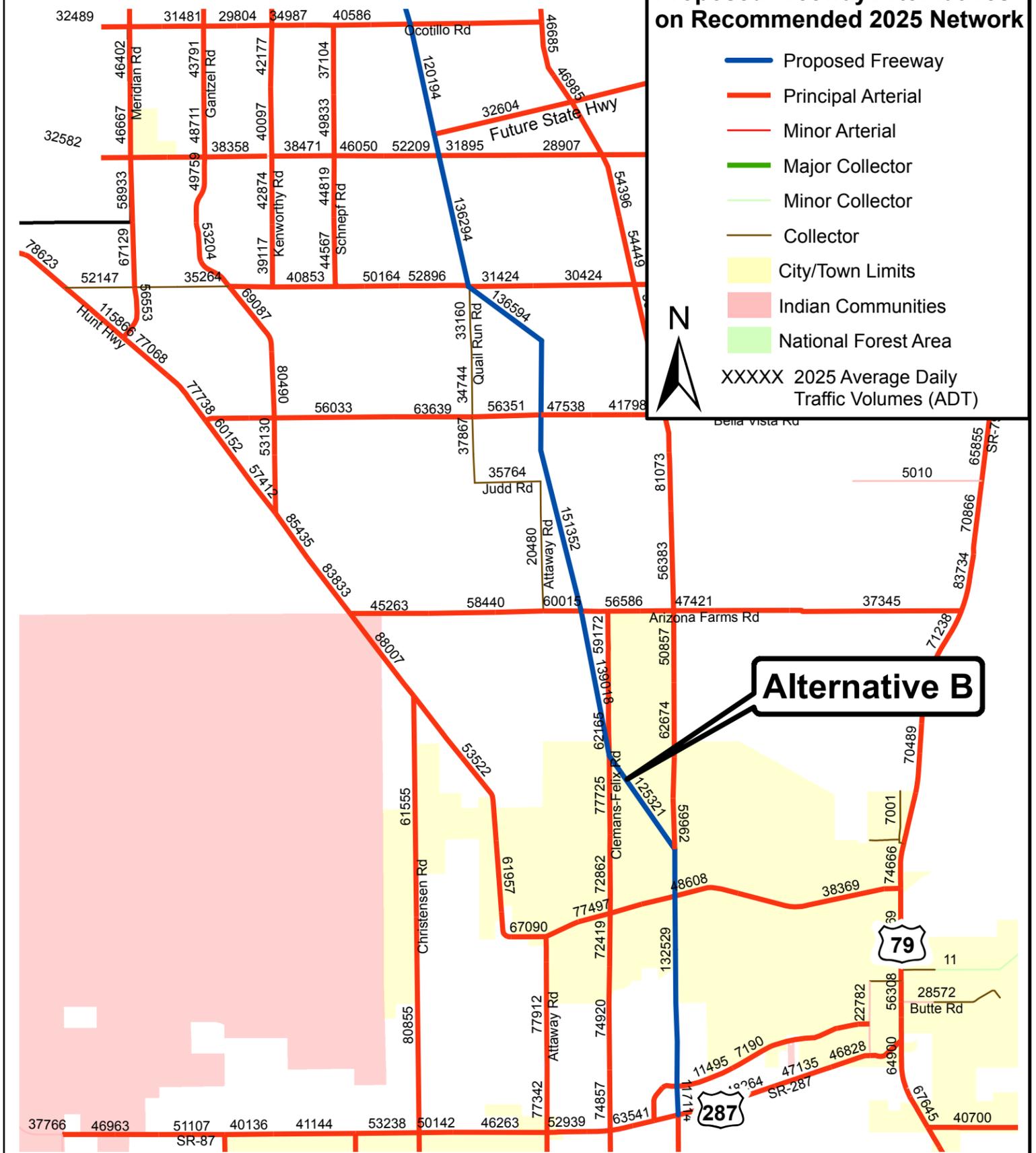


XXXXX 2025 Average Daily Traffic Volumes (ADT)



Alternative A

From Apache Junction to SR 79



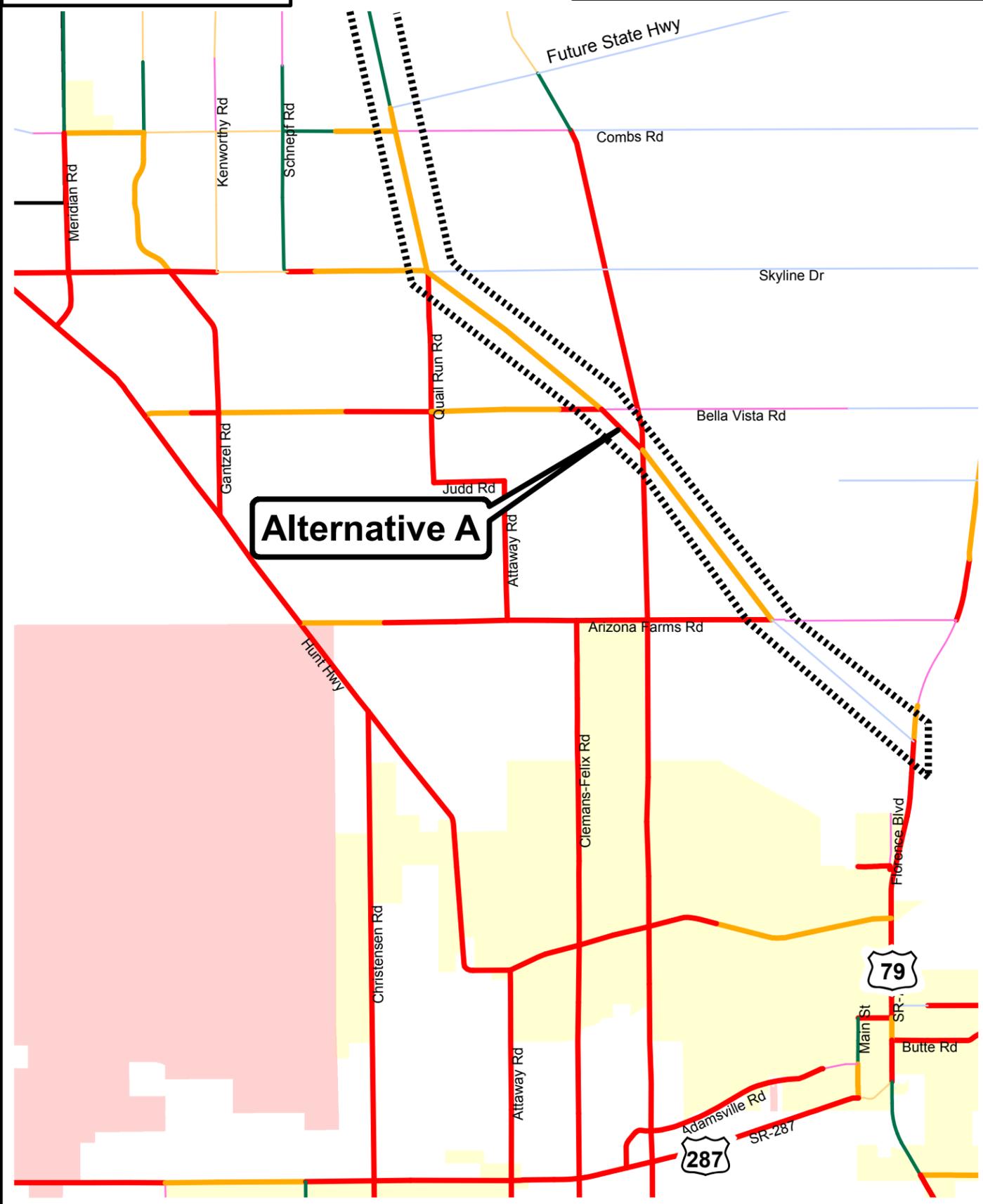
Alternative B

From Apache Junction to Coolidge/SR 287

Figure 33: 2025 Level of Service For Proposed Freeway Alternatives

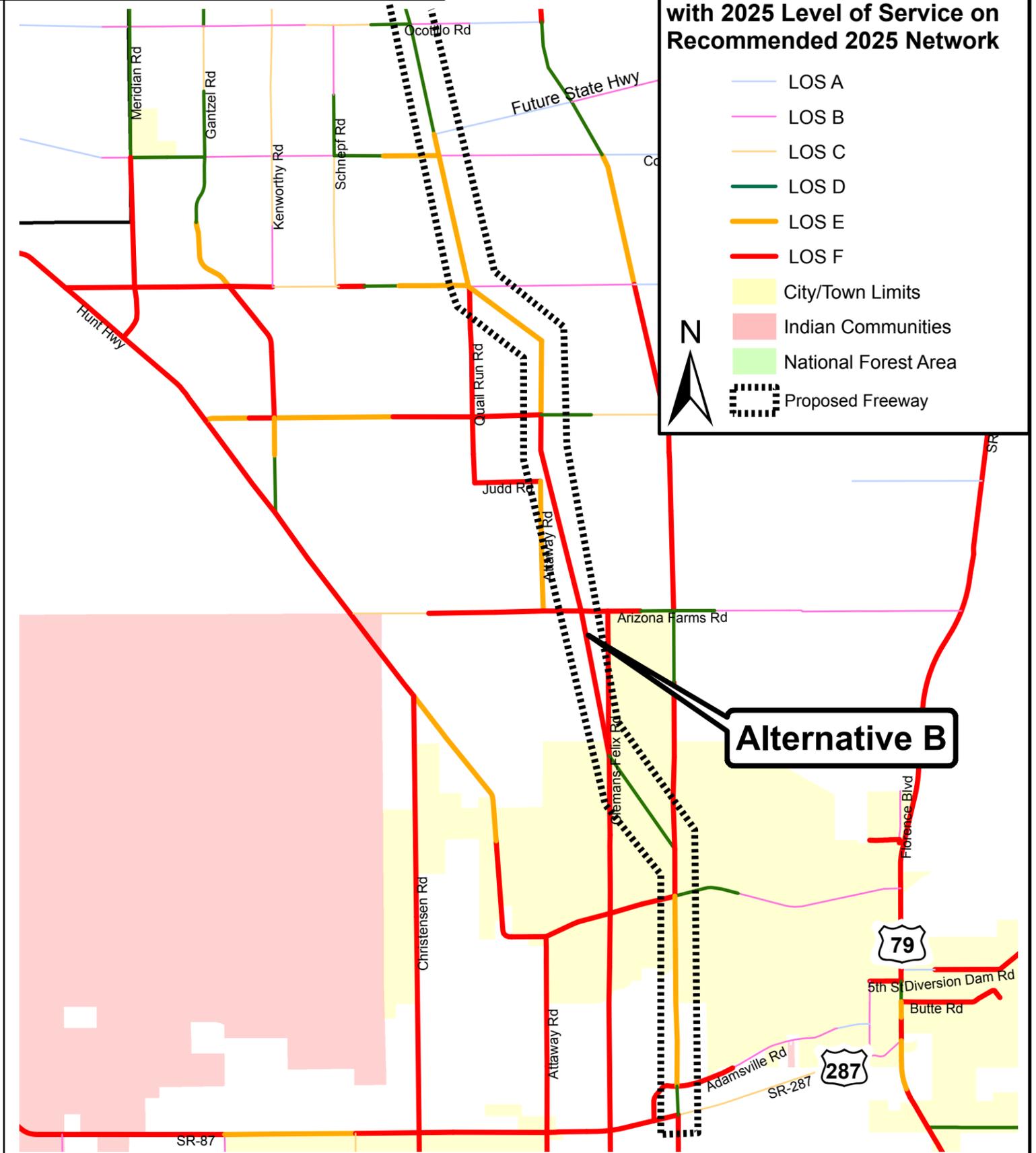
Legend
Proposed Freeway Alternatives with 2025 Level of Service on Recommended 2025 Network

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- City/Town Limits
- Indian Communities
- National Forest Area
- Proposed Freeway



Alternative A

From Apache Junction to SR 79



Alternative B

From Apache Junction to Coolidge/SR 287

3.3.4 Western Study Area

With population expansion occurring on a regional scale, an increase in traffic volumes in and around the western study area will greatly increase regional travel time.

The study focused on regionally significant roads, not local circulation streets. The study included arterials that were already in the earlier Pinal County model or the Corridor Definition Study Model and did not add new one mile arterials. Additions of the one mile arterials or new routes through tribal lands will greatly increase capacity on the transportation network.

It should be noted that the City of Maricopa roadway network has been included in the future exhibits of this project. The City of Maricopa roadway network is based off the City of Maricopa Small Area Transportation Study, 2005 and was obtained from Lima and Associates.

Many residents of the western study area work in Maricopa County, so there is a large demand for mobility between the western study area and Maricopa County. SR 347 is the primary route between the western study area and Maricopa County, so the demand on SR 347 will grow as the population of the western study area continues to increase. The Gila River Indian Community (GRIC) occupies a large area of land between western study area residents and Maricopa County, so the addition of alternate routes to SR 347 would cross the Gila River Indian Community. Any new routes across tribal lands must be approved by the Gila River Indian Community. Therefore, in the traffic modeling for this project, no routes across any tribal lands that do not exist today were included in the alternatives.

The Maricopa Association of Governments (MAG) maintains a large traffic model for all of Maricopa County. In order to determine an estimate the number of vehicles expected to utilize Pinal County roads that extend into Maricopa County, projected external volumes from the MAG traffic model were used. Since the traffic modeling shows SR 347 being over capacity in 2025, it is likely that the traffic demand for the route between the western study area and Maricopa County is greater than the traffic volumes presented in this report. The addition of capacity in this area would likely result in an increase in traffic volumes between the western study area and Maricopa County.

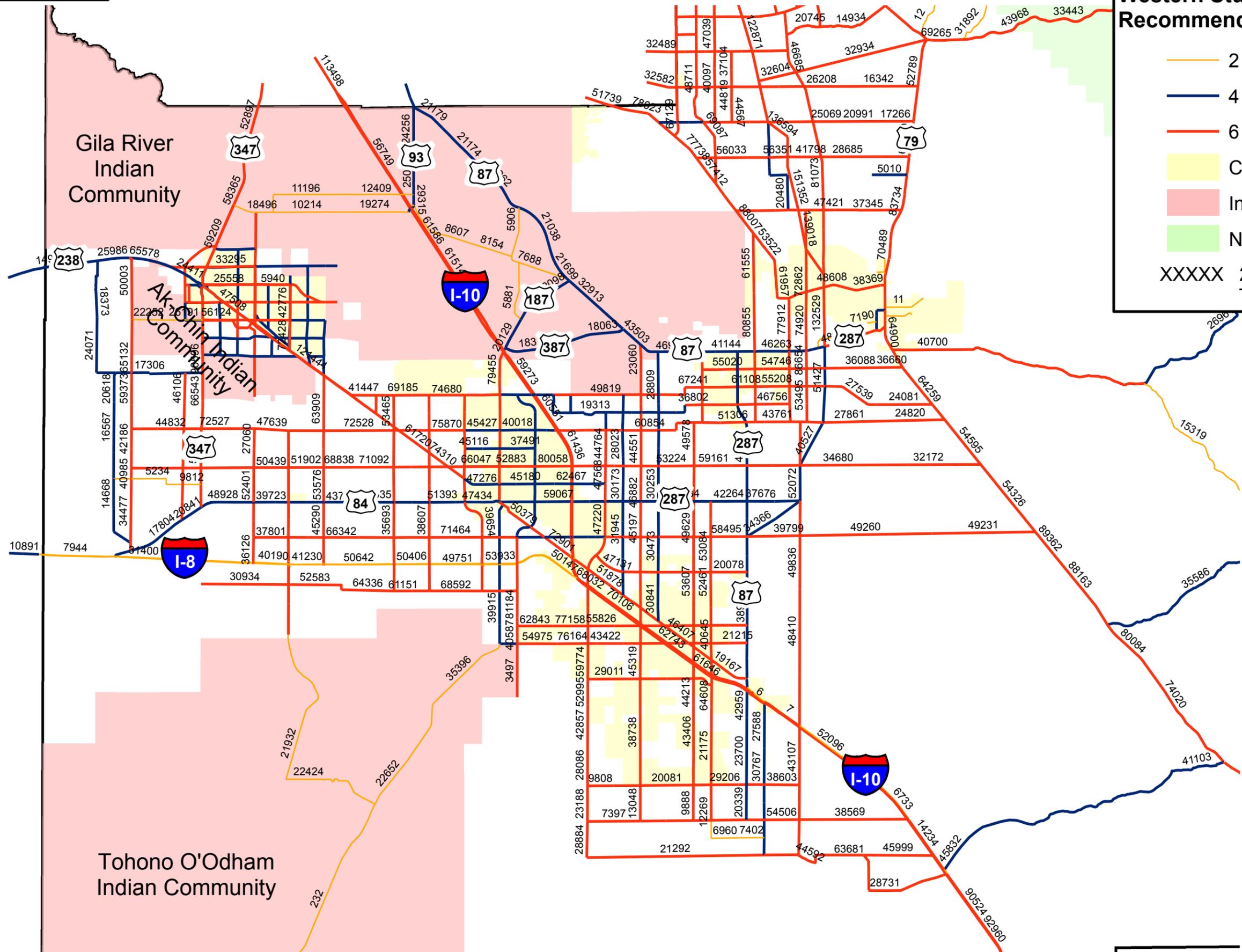
The addition of commuter rail or bus services would also improve mobility within, to and from the western study area. Concepts for rail and bus services are presented in the Transit Element report for this project.

Figure 34 illustrates the resulting 2025 volumes for the western study area. Because of the lack of connectivity between the surrounding communities within the western study area, the Maricopa-Casa Grande Highway is expected to fail even after planned expansion to a six lane roadway. Solutions to this problem include not only widening SR 347 to six lanes between SR 238 and I-10 but also adding roadway connections to the north and west and possibly connecting I-8 to the Loop 303 in order to connect the western study area to west Maricopa County. ADOT, Pinal County, City of Maricopa, Maricopa County and other surrounding agencies should all be actively involved in solving this regional transportation issue.

Figure 34: 2025 Total Lanes and Daily Traffic Volumes In Western Study Area

**Legend
Western Study Area on
Recommended 2025 Alternative**

- 2 Lanes
- 4 Lanes
- 6 Lanes
- City/Town Limits
- Indian Communities
- National Forest Area
- XXXXX 2025 Average Daily Traffic Volumes (ADT)



3.3.5 North Central Study Area

During the course of this study, it was determined that modeled roadways would include regionally significant routes at approximately two mile intervals. Mile roadways were not modeled. Therefore, it is recommended that the one mile minor arterials be modeled in the next update of the Small Area Transportation Study (SATS) and within future individual community planning studies.

ADOT has identified the need for a north-south freeway in this area in their Pinal County Corridor Definition Study. The alignment of this freeway is currently being studied, and there are currently two proposed Alternatives.

New economic development is planned for the north central study area. As a result, traffic volumes and congestion are expected to increase in the area bounded by Williams Gateway, SR 79, SR 287 and Hunt Highway. This study recommends adding one additional north-south roadway corridor to alleviate future congestion surrounding the proposed freeway. The additional roadway should be a 6 lane major arterial to match the surrounding roadway system and should be located between the freeway corridor and SR 79. The Town of Florence, Town of Queen Creek, City of Coolidge, City of Apache Junction, Arizona State Land Department (ASLD), Pinal County and major developers should be included in discussions of issues concerning the north central study area. Figure 35 shows the recommended 2025 alternative for the north central study area and illustrates the location of the proposed ADOT freeway alternatives.

3.3.6 Eastern Study Area

Modeling on Alternative 4B suggests that there may be significant traffic congestion issues throughout the eastern region of the county. Specifically, the SR 77/SR 79 junction near Oracle is showing considerable congestion near the area of a large planned area development, which is currently under construction. Since the model appears to reflect abnormally high vehicular volumes, it is recommended that ADOT, Pima County, Maricopa County and Pinal County collaborate in creating a regional model that would include the area from Apache Junction/Queen Creek to Tucson. Figure 36 illustrates the 2025 traffic volumes and the number of lanes planned for this region.

4. PINAL COUNTY GUIDELINES

4.1 ACCESS MANAGEMENT GUIDELINES

4.1.1 Land Use and Access Management Recommendation

This study recommends that current land use and access management guidelines, listed in the Pinal County Transportation Plan 2000 Update, be followed in order to control the number of access points and their locations. This is especially important for new principal and minor arterial designs. Frontage roads are recommended for existing residential collector roadways that will be improved to arterial status. Limited access is recommended for all state highways to maintain the integrity of controlled access along the routes. This study also recommends the implementation of a review team consisting of ADOT District personnel and Pinal County personnel to approve access permit applications along state routes. Development applications, such as subdivision, commercial and Planned Area Developments (PADs), should go through Pinal County approval process for land use and zoning to determine access locations.

4.1.2 Definition of Access Management

Access management seeks to limit and consolidate access along major routes, mostly arterials, while promoting a supportive street system and circulation for development. The resultant is a roadway that performs safely and efficiently while providing a more attractive corridor.

Benefits of a successful access management system include;

- Less vehicle, pedestrian and bicycle collisions
- Less driveway queue, due to closely constructed driveways
- Greater operation of roadway efficiency
- Aesthetic corridor for both commercial and residential development
- Less cut through traffic and more scenic landscapes provided by the design of roadway medians
- Less construction and/or improvement due to roadway widening
- Less commute time, fuel consumption, fuel emissions, better air quality due to sitting in traffic

Pinal County does not currently have formal Access Management Guidelines except for what is stated in the Pinal County Transportation Plan – 2000 Update. Pinal County recommends using these guidelines as provided. However, the County is currently updating these guidelines.

4.1.3 Access Management Guidelines

This portion of the report is a reiteration of the Access Management Guidelines in the Pinal County Transportation Plan 2000 Update.

Driveway Spacing

Distance between adjacent driveways should be adequately spaced to allow vehicles to safely queue, accelerate, decelerate and cross conflicting traffic without interference to/with through traffic and/or other adjacent driveways. Two adjacent developments, where spacing requirements cannot be met, will require joint access pre-approved by Pinal County. Table

22 lists the minimum driveway spacing for both arterial and collector streets with a design ADT of greater than 5,000. These distances are measured from driveway centerline to driveway centerline.

Table 22: Driveway Spacing

Land Use	Posted Speed	Driveway Type	Arterial & Collector Minimum Spacing (FT)
Single Family	20	S-1 (Single Family)	65
Single Family	25	S-1 (Single Family)	65
Single Family	30	S-1 (Single Family)	85
Single Family	35	S-1 (Single Family)	85
Single Family	40	S-1 (Single Family)	105
Single Family	45	S-1 (Single Family)	105
Single Family	50+	S-1 (Single Family)	105
Multi-Family	(Low Volume)	M-1 (Low Volume Residential)	65
Multi-Family	(High Volume)	M-2 (High Volume Residential)	330
Commercial	All	CL-1 (Low Volume Commercial)	165
Commercial	All	CH-2 (High Volume Commercial)	330
Industrial	All	CL-1 (Low Volume Commercial)	165

Driveway Corner Clearance and Location Restriction

Driveways that are located near major intersections or medians will have to meet the specific Pinal County requirements

Driveway locations do have restrictions. Driveways cannot be built if they meet any of the criteria listed below.

- Within 10 feet of any commercial property line
- Within 25 feet of ending guardrail
- Within 100 feet of a bridge or other structure
- When adequate sight distance, on the driveway, cannot be provided
- When the nearest edge of any driveway flare or radius must be at least 2 feet from the nearest projection of a fire hydrant, utility pole, drop inlet and/or appurtenances, traffic signal or light standard.
- Parking or loading areas that require backing maneuvers in a public right-of-way except for single family uses on local roads.

Locations of access on properties on the other side of the roadway will be coordinated so that they do not interfere with driveways on the opposing side. Driveways should also be located directly opposite each other to provide opportunity for single access and/or median cut access.

Variations from driveway and/or access criteria may be granted by Pinal County.

4.2 TRAFFIC IMPACT ANALYSIS GUIDELINES

Traffic Impact Analysis (TIA) guidelines are used to provide information to the permit applicant concerning specific transportation requirements needed for development and to ensure consistency

in preparation and review of all traffic impact analysis reports.

4.2.1 Traffic Impact Analysis (TIA) Requirements

TIAs are required for all new county developments where the development will generate 100 or more trips per average weekday as shown in Table 23. The type of report required can vary in detail due to the size and/or density of the proposed development, existing and planned development, existing roadway conditions and/or the amount of trips that will be produced. The consultant should obtain the requirements from Pinal County Department of Public Works (DPW) prior to beginning the analysis. The County makes the final decision on the requirements needed for the TIA based on estimated amount of vehicle trips obtained by the developer.

Table 23: TIA Report Requirements

Report Chapters	Limited Report (100 or more trips per day)	Standard Report (500 or more trips per day)
Proposed Development	X	X
Study Area		X
Analysis of Existing Conditions	X	X
Future Traffic Forecasts		X
Traffic and Improvement Analysis		X
Site Access	X	X
Level of Service		X
Improvement Analysis	X	X
Traffic Control Needs	X	X
Traffic Safety	X	X
Improvement Costs	X	X

4.2.2 TIA Report Contents

The report chapters listed above provide guidance to the developer as to what needs to be included in the final report. The County is presently updating these guidelines. The detailed report information listed below is taken directly from the Pinal County Transportation Plan 2000 Update.

Proposed Development

The TIA report should include a description of the following:

- Proposed site location;
- Proposed site plan;
- Land use;
- Development phasing

A map of the study are is required. The description of the proposed development should provide as much details as possible including:

- Specific tenants, if known;

- Specific types of uses such as banks, fast food restaurants etc
- Intensity of each land use in terms of number of dwelling units, or square footage of gross building area.

The projected opening data for the proposed development must be included. In the case of a large phase development, specific project completion dates for each phase must also be included.

Study Area

A description of the existing and future land uses in the study area must be described. The study area will vary depending on the extent of the proposed development. A large development will generate more traffic and influence a larger geographical area than a smaller development. The minimum study area will be determined by the project type and size as illustrated in Table 24. The consultant should contact the Department of Public Works to obtain approval and/or agreement on the study map.

Table 24: TIA Study Requirements

Ultimate Development Characteristics	Study Horizons*	Minimum Study Area on the County Roads***
Small Development 100-500 peak hr trips	<ul style="list-style-type: none"> • Opening year 	<ul style="list-style-type: none"> • Site access drive • Adjacent signalized intersections and/or major unsignalized street intersections
Moderate, Single Phase 500-1,000 peak hr trips	<ul style="list-style-type: none"> • Opening year • 2-5 years after opening 	<ul style="list-style-type: none"> • Site access drive • All signalized intersections and/or major unsignalized street intersections within ½ mile
Large, Single Phase >1,000 peak hr trips	<ul style="list-style-type: none"> • Opening year • 5 years after opening** • 3-10 years after opening 	<ul style="list-style-type: none"> • Site access drives • All signalized intersections and/or major unsignalized street intersections within one mile
Moderate or Large Multi-Phase	<ul style="list-style-type: none"> • Opening year • 5 years after opening** • 3-10 years after opening 	<ul style="list-style-type: none"> • Site access drives • All signalized intersections and major unsignalized street intersections with ½ mile

*Assume full occupancy and build-out

**Not required if the traffic impacts of the project are fully mitigated 10 to 15 years after opening with existing conditions plus 5 year programmed improvements

***An enlarged study area may be required for certain projects

Analysis of Existing Conditions

The report must include analysis and traffic conditions of the existing roadway including:

- Physical roadway conditions
 - Roadways serving the site
 - Roadway cross-section and lane configuration
 - Lane configuration of intersection approaches
 - Posted speed limits
 - Location of existing driveways
 - Existing traffic signal timing and phasing
- Traffic volumes
- Traffic control of roadways and intersections
- Roadway and intersection level of service
- Safety conditions

Information on 24-hour traffic volumes on the major roads in the study area should be provided. Estimated 24-hour traffic volumes may be used, with approval from DPW, in the case of low volume roads. Recent counts may be used if they are less than 3 years old and if available, several factors can be used to adjust traffic volumes. The peak hour turning count should be taken at all major intersections within the study area. Capacity analysis will be conducted for all required locations using the latest Highway Capacity Manual (HCM) procedures. The three-year collision history should be analyzed to identify collision problems and patterns.

Future Traffic Forecasting

Estimation of future traffic volumes include:

- Generation of site traffic
- Estimation of non-site traffic including pass-by trips, if applicable
- Distribution of site traffic to other land uses and activity centers
- Assignment of site traffic to the study area roadways

Site traffic estimation will be completed for each horizon year. Traffic volumes will be estimated using the trip generation rate or equations published in the latest edition of the ITE Trip Generation Manual. The distribution of site traffic to and from potential destinations must be estimated and should be indicated in a tabular form or illustrated in a figure as percentages of total site traffic. The projected site traffic volumes will be assigned to the roadways using the estimated distribution and added to the non-site traffic. The non-site or background traffic is the traffic that would be on the roadways if the site was not developed. The non-site traffic may be estimated using one of the following methods

- Trend and growth rates
- Combination of trends and estimation of other proposed land uses
- Application of the Pinal County traffic forecast model

Site and non-site volumes will be combined to show the total estimated traffic volumes on the roadways at build-out of the site.

Traffic and Improvement Analysis

Total traffic will be projected to analyze the roadways in the study area. Analysis includes:

- Site access
- Level of service of the roads and intersections
- Traffic control needs
- Improvement analysis
- Traffic safety
- Improvement costs

Site Access

Access driveways should be analyzed with respect to capacity, traffic operation and safety. Driveways should be designated and located in accordance with DPW access management guidelines.

Level of Service

Level of service analysis should be conducted on all major intersections with the following conditions:

- Base roadway conditions without site traffic for the horizon year(s)
- Base roadway conditions with total traffic (site plus non-site traffic) for the horizon year(s)
- Roadway and intersection improvements for horizon year(s), if required

The base roadway conditions include the existing conditions plus any programmed improvements. The level of service analysis for signalized and unsignalized intersections should be conducted using procedures from the latest edition of the Highway Capacity Manual (HCM).

Improvement Analysis

The roadways and intersections within the study area will be analyzed with and without the proposed development to identify any projected impacts with regard to level of service and safety. The following conditions need to be noted:

- Where the roadway will operate at LOS C or better without the development, the traffic impact of the development on the highway will be mitigated to LOS C.
- Where the highway will operate below LOS C in the horizon year(s) without the development, the traffic impact of the development will be mitigated to provide the same LOS at the horizon year(s)

Roadway improvements will be required if the roadway or intersections will operate at LOS C or better without the improvement, but will operate at LOS C or worse with the improvement. For a limited TIA, the improvement analysis should focus on whether the existing surface type/condition is appropriate for the proposed development.

Traffic Control Needs

The analysis will indicate the appropriate type and location of traffic control such as stop signs or traffic signals. A proposed traffic signal must meet traffic signal warrants. If a signal is warranted, the analysis will discuss:

- Location of the signal related to the intersection and access driveways
- Traffic signal actuation and phasing
- Traffic signal progression, if needed

Traffic Safety

The report will include a review of roadways and access driveways for safety including:

- Access driveways designed to permit vehicle to enter the site without impeding traffic
- The need for auxiliary speed-change lanes
- Adequate storage length for turning vehicles
- Adequate sight distance at intersections and access drives
- Alignment of intersections and driveways opposite the site's access drives where possible
- Analysis of three years of collision data

Improvement Costs

The report will include estimated costs of the proposed improvements. The report will also recommend allocation of the costs among developer, county, state and other jurisdictions, where appropriate.

Certification

The TIA report will be prepared under the supervision of a Professional Civil Engineer registered in the State of Arizona. The final TIA report will be signed and sealed.

5. FUNDING

Funding of transportation projects are based on federal, state, local, developer, private and/or public Sources. Specific roadway project funds from each group are listed below.

5.1 ROADWAY FUNDING TYPES

5.1.1 Public Funding

Public funds are provided by the Federal, State and local governments. Transportation funds, in general, are disbursed by government agencies or are voter approved.

Pinal County's transportation funding sources include: Highway User Revenue Funds (HURF), Vehicle License Tax (VLT), Transportation Excise Tax and regional/subregional roadway funds. Figure 37 and Figure 38 illustrate the percentage of funding used on a yearly basis.

Figure 37: Fiscal Year 2005-2006 Funding Sources

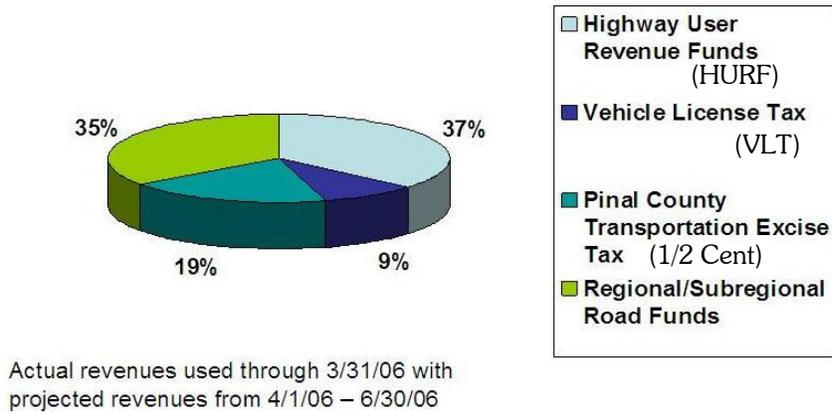
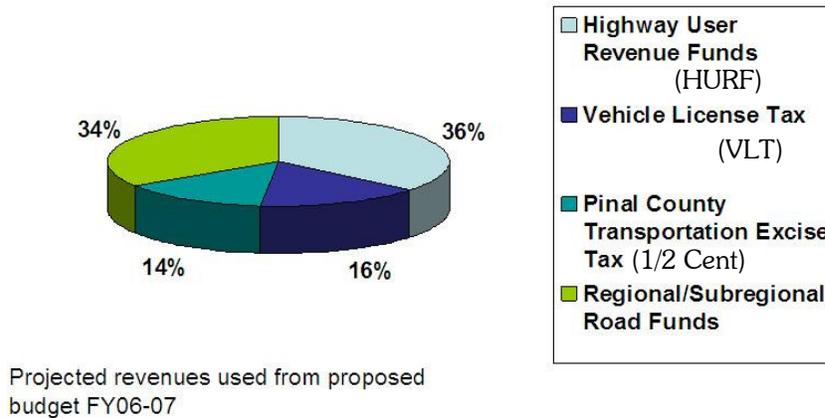


Figure 38: Fiscal Year 2006-2007 Funding Sources



Listed are the funding mechanisms used for transportation improvements in Pinal County.

Transportation Excise Tax (1/2 Cent Sales Tax)

The Pinal County Transportation Excise Tax is often referred to as the “1/2 cent sales tax” which is levied on business activities in Pinal County. The tax is split between the county and the cities on a per capita ratio. Pinal County’s Transportation Excise Tax was reauthorized in November 2005 and will be in place until 2026. The next Transportation Excise Tax vote will take place in approximately 20 years.

The transportation excise tax funds are used for new roadways, major reconstruction, payment of highway and street bonds and asphalt rock dust palliative (ARDP) programs. 19% of Pinal County’s funds came from the Excise Tax in fiscal year 2005/06 and approximately 14% will be used in fiscal year 2006/07.

Based upon inflation and other economic factors, Arizona State Legislature estimates that in the next 20 year period, the Transportation Excise Tax will generate approximately 951 Million dollars. With that, it is estimated that fiscal year 2007 will yield approximately 15 million to be distributed to both cities and county as specified in the allocation procedure.

When Pinal County reaches a population of 1.2 million people, the Pinal County Board of Supervisors intend to apply provisions from A.R.S. Title 28, Chapter 17, Article 1 (Transportation Excise Tax Distribution in highly populated counties). A.R.S. Title 28, Chapter 17, Article 1 specifies that the transportation excise tax monies will be transferred to the state treasurer, as a trustee for the county, and deposited into a fund designated for the county as a regional area road fund.

Highway Users Revenue Fund (HURF)

Highway Users Revenue Fund (HURF) is a state resource and is defined by the Arizona Department of Transportation. The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state.

These collections include gasoline and use fuel taxes, motor carrier taxes, vehicle license taxes, motor vehicle registration fees, and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns and counties and to the State Highway Fund. These taxes represent the primary source of revenues available to the state for highway construction and improvements and other related expenses.

HURF funds are used primarily for roadway maintenance, pavement preservation, fleet maintenance and capital purchases.

HURF funds amounted to approximately 36% of gross transportation funds for fiscal year 2005/06. HURF funds are expected to remain consistent for fiscal year 2006/07 with a percentage of 36% of all transportation funding available.

Vehicle Licensing Tax

Vehicle License Tax (VLT) is collected by the State Department of Transportation. Arizona Department of Transportation (ADOT) currently generates approximately 5 million dollars annually for transportation in Pinal County.

Like HURF funds, VLT funds are primarily used for public works fleet maintenance and roadway maintenance, pavement preservation and capital purchases.

VLT funds amounted to approximately 8% of total gross transportation funding available for fiscal year 2005/06.

Regional/Subregional Road Funds

Regional/subregional road funds (RSRF) are used primarily for new roadway construction and reconstruction of existing roadways in high growth areas. During fiscal year 2005/06, RSRF funds accounted for approximately 37% of all transportation funding available.

5.1.2 Private Funding

Private funds are received by developers or consortiums which may include property owners and neighbors. These types of funds are negotiated between the entity requesting the improvement and the County.

Developer contributions

Developer Funded

Pinal County has a unique opportunity to use this transportation plan to work with developmental partners in assuring that an adequate transportation system is constructed to support the development. Developers are responsible for paying their share of improvements whether existing or new.

Impact Fees

Impact fees are funds used to build a portion of the new infrastructure that is needed to provide services to new development. Impact fees are based on the type of land use being developed, the building area, gross site area, water meter sizes and the drainage fixture characteristics of the proposed development. The amount charged for impact fees is based on the estimated demand the development will place on County services and the estimated taxes the new development will generate to pay for new infrastructure. In rapidly growing communities, impact fees make new residences and businesses pay their fair share of new infrastructure costs. Impact fees also help make growth acceptable to existing residents. By collecting impact fees that take into account the future tax-generating capabilities of the new developments, Pinal County can show its citizens that new growth is paying its fair share of infrastructure costs.

Design/Build

Design/build is defined as using a single contractor to design and build the project, thereby making a single entity responsible for both construction and costs. The contract is then a single, fixed fee contract thereby saving the County money by having a lower overall project cost and saving on change order costs among others.

Improvement Districts

Roadway improvements can be provided in unincorporated areas by means of improvement districts. An improvement district is a financing method for making public street, water or sewer improvements in a neighborhood. Formation of an improvement district begins with a petition request from neighborhood property owners. Next, the City evaluates the request. If a majority of property owners within the area in question support the project, it can proceed.

Property owners who benefit from installation of the improvements pay for them through special assessments levied on their property. Improvement districts can only fund the roadways that benefit the district directly. Improvement districts can undertake a variety of public work improvements such as roadway widening and paving.

Regional Transportation Investment Districts

Regional Transportation Investment Districts (RTID) is a joint effort between counties to specifically fund roads, transit and even light rail based on regional significance. Funding proposals for such projects are made by county board members and then voted on by those who live in those joint counties. Special legislation can be used to fund very large projects. The Central Arizona Canal Project was funded using this mechanism.

Road Improvement Districts

Road Improvement Districts (RID) are comprised of County citizens whose roadways are in need of improvement. Most RIDs contain property owners within a half mile or more in length. The RID petitions the needed improvement, the County designs and builds it and the property owners within the RID then pay for that improvement over a 10 to 20 year span. Arizona State law currently allows this method of financing as it was used in the construction of Maricopa Road.

Special Benefit Area Fees

Special fees are collected from the geographical area affected by special projects such as interchanges and regional roads of significance. These fees are then assessed as new development fees to help pay for large transportation projects.

It will be up to Pinal County officials to coordinate and gain cooperation with both ADOT and CAAG, as they will be essential funding proponents as Pinal County undergoes a period of unprecedented growth. It will be Pinal County's challenge to work with development partners in assuring that an adequate transportation system is constructed to support anticipated growth.

6. FINDINGS AND RECOMMENDATIONS

This Pinal County Small Area Transportation Study recommends the actions and near term plan listed in Table 25 and Table 26. The long term plans identified in Table 28 were not prioritized due to various studies currently underway. Long term priorities will be better determined as the various agency studies, currently underway, are completed.

Table 25: Pinal County SATS Recommendations

Action	Responsibility	Time Frame
Study Area Components		
Develop regional transportation model for Eastern Study Area (from Tucson to Phoenix)	ADOT, Pima County, Pinal County, Maricopa County	Near Term
Explore additional north-south roads in North Central Study Area	Pinal County	Near Term
Address regional mobility issues in the Western Study Area	Gila River Indian Community, Ak-Chin Indian Community, City of Maricopa, Maricopa County, City of Casa Grande, Pinal County and ADOT	Near Term
Countywide		
Continue coordination of transportation planning with tribal communities, cities, towns and state agencies for development and expansion of the transportation system	Pinal County	Near, Mid, and Long Term
Develop transit strategy addressing “findings and recommendations” in the Transit Element report	Pinal County	Near Term
Create a County Transportation Advisory Committee (CTAC) to review/recommend transportation projects	Pinal County	Near Term
Define and preserve right-of-way for transportation system as state land and private development occurs	Pinal County local government, Cities in Pinal County, ADOT, and Indian Communities	Near, Mid, and Long Term
Establish 4-lane arterial grid (1 mile)	Pinal County	Near Term
Implement Capital Improvement Program (CIP) for near, mid and long –term plans	Pinal County	Near Term

Table 26: Pinal County SATS Near Term Plan

Order	Roadway Improvement	From	To
Western Study Area			
1	Maricopa-Casa Grande Hwy	Maricopa City Limit	Casa Grande City Limit
2	Thornton Road	I-8	Maricopa-Casa Grande Hwy
3	Val Vista Road	I-10	Maricopa-Casa Grande Hwy
4	Park Link Drive	SR 79	I-10
North Central Study Area			
1	Ocotillo Road	Meridian Road	Ironwood Road
2	Riggs/Combs Road	Meridian Road	Ironwood Road
3	Hunt Hwy	Arizona Farms Road	Ellsworth Road

7. COST OF IMPROVEMENTS

Approximate improvement costs are included in Table 27 and Table 28, below.

Funding sources and potential funding sources are discussed in Section 5. All funding sources include local, private, county, state and federal.

7.1 CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) guides the development of public facilities over a ten to twenty year period. It shows the arrangement of projects in a sequential order based on a schedule of priorities and assigns an estimated cost and anticipated method of funding each project. The Capital Improvement Program provides the financial foundation necessary to implement transportation and other related projects.

Pinal County is currently generating a CIP timetable for the next ten to twenty years starting in fiscal year 2007, shown in Table 27 and Table 28 and illustrated in Figure 39. This CIP timetable was compiled from consultation with local cities, towns, & various stakeholders identifying Regionally Significant Routes. Many of these projects could be shifted into town and city jurisdictions as they continue to annex. Consequently, the 5, 10 and 20 year CIP should be continually monitored in order to efficiently utilize the available funds.

The main guidelines for Pinal County to maintain a successful Capital Improvement Program include:

- Supporting the Board of Supervisors goals and objectives
- Satisfactorily addressing all State and County legal and financial limitations
- Maintain the County's favorable investment ratings and financial integrity
- Ensure that all geographic areas of the County have comparable quality and types of services

This plan must comply with the requirements and limitations above without requiring an increase in the tax rate.

It is recommended that Pinal County create a County Transportation Advisory Committee (CTAC) of individuals/citizens that would essentially review and recommend future transportation projects. Responsibilities of the CTAC would include review and advice on the development and maintenance of the regional roadway system along with prioritizing funding requests and making recommendations to the Pinal County Board of Supervisors.

Table 27: CIP Priorities (Near Term)

Roadway Improvement	From	To	Project Cost (Millions)
Western Study Area			
Maricopa Casa-Grande Hwy	Maricopa City Limit	Casa Grande City Limit	\$187
Thornton Road	I-8	Maricopa-Casa Grande Hwy	\$51
Val Vista Road	I-10	Maricopa-Casa Grande Hwy	\$61
Park Link Drive	I-10	SR 79	\$42
North Central Study Area			
Ocotillo Road	Meridian Road	Ironwood Road	\$7.5
Riggs/Combs Road	Meridian Road	Ironwood Road	\$5
Hunt Hwy	Arizona Farms Road	Pinal/Maricopa County Line	\$20

Table 28: CIP Priorities (Long Term)

Roadway Improvement	From	To	Project Cost (Millions)
Elliot	Meridian	Ironwood	\$9
Germann	Meridian	Ironwood	\$7.5
Pima	Meridian	Ironwood	\$7.5
Meridian Parkway	Elliot	Pima	\$50
Arizona Farms	Hunt Highway	Felix	\$5
McCartney	I-10	Skousen	\$51
Korsten	Burriss	SR 347	\$75
Anderson	Maricopa Casa-Grande	I-8	\$60
Selma Highway	White & Parker Road	Trekell Road	\$60
Arica Road	Stanfield Road	Trekell Road	\$65

Table 28: CIP Priorities (Long Term) (continued)

Roadway Improvement	From	To	Project Cost (Millions)
Arizona Farms	Felix Road	SR 79	\$22
Attaway	Hunt Highway	SR 287	\$21
Hunt Highway	Arizona Farms Road	SR 79	\$54
Combs	SR 79	Ironwood/Gantzel	\$33
Ralston	SR 84	SR 238	\$64
Miller	Ralston	Anderson	\$24
Ironwood/Gantzel	Hunt Highway	US 60	\$163
Sunland Gin	Baumgartner	Selma Highway	\$33
Montgomery	I-8	Val Vista	\$20
Bella Vista	SR 79	Hunt Highway	\$41
Skyline	SR 79	Ironwood/Gantzel	\$33
Felix	Hunt Highway	US 60	\$53
Clemens	Bartlett	Hunt Highway	\$21
Wheeler	Baumgartner	Bartlett	\$41
Freeman	SR 79	Camino Rio	\$68
Baumgartner	I-10	Sunland Gin	\$50
Signal Peak	SR 287	SR 87	-
Florence-Kelvin Highway	End of Pavement	SR 177	\$59
Montgomery	I-8	I-10	-
Anderson	I-8	Maricopa Casa-Grande Hwy	-
Reddington	SR 77	Pinal County Line	-
Selma Highway	Sunland Gin	SR 79	\$58

Figure 39: Pinal County's Transportation Strategies Map

PINAL COUNTY

Small Area Transportation Studies

Regionally Significant Roads

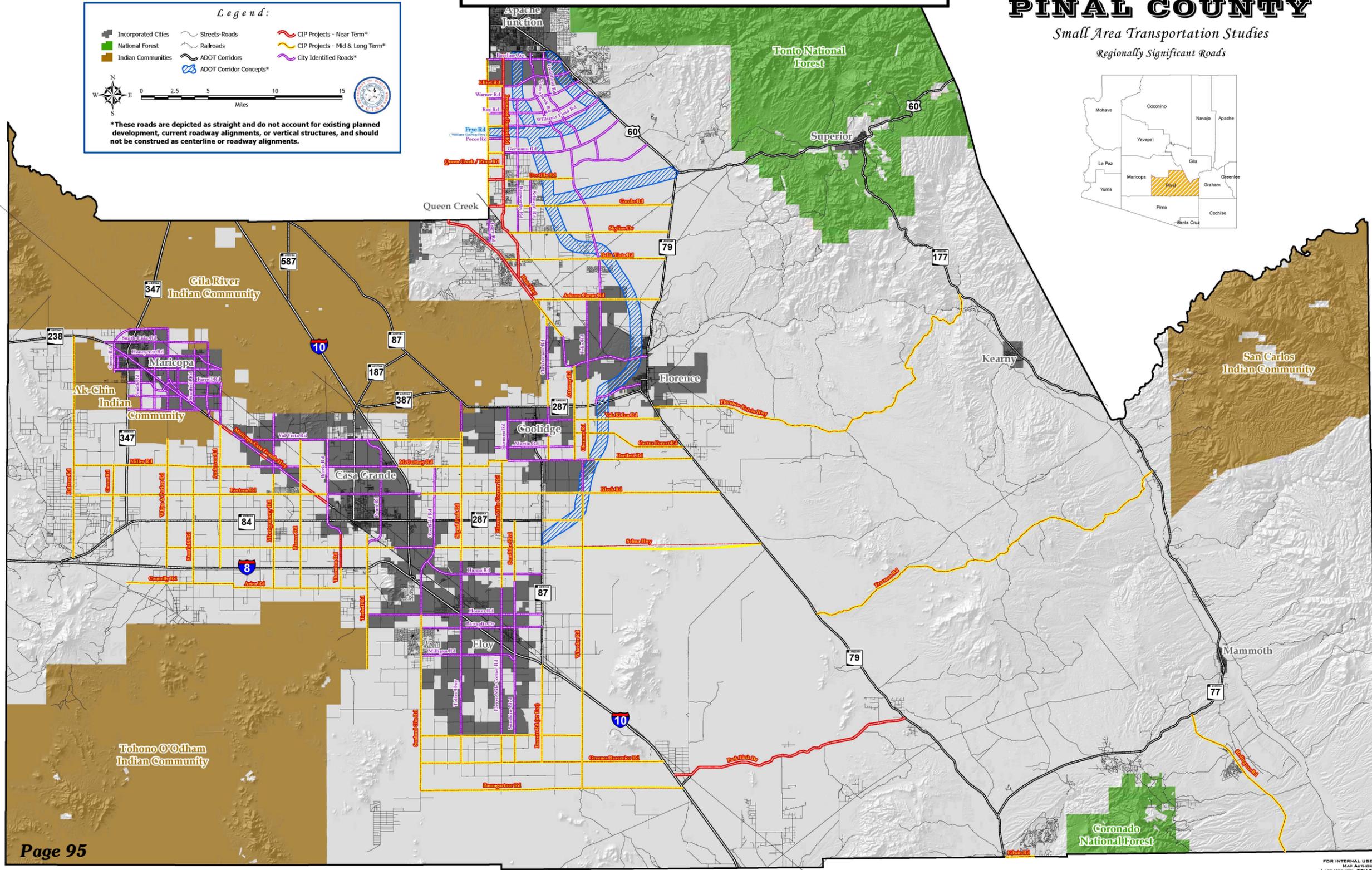


Legend:

- Incorporated Cities
- National Forest
- Indian Communities
- Streets-Roads
- Railroads
- ADOT Corridors
- ADOT Corridor Concepts*
- CIP Projects - Near Term*
- CIP Projects - Mid & Long Term*
- City Identified Roads*

Scale: 0, 2.5, 5, 10, 15 Miles

*These roads are depicted as straight and do not account for existing planned development, current roadway alignments, or vertical structures, and should not be construed as centerline or roadway alignments.



8. SCHEDULE

Measuring the success of any planning effort is dependent upon its effective implementation. The Pinal County Small Area Transportation Study serves as the blueprint for future transportation development. The future transportation network outlined above is intended to support the land use and economic development objectives as Pinal County continues to grow. It is critical that the plan is put into action through a comprehensive strategic implementation program. It is in Pinal County's best interest to implement this plan as soon as possible. Milestone Items would include:

- Approval of Small Area Transportation Study By ADOT and Pinal County Board Of Supervisors - August 2006
- Appoint a Transportation Advisory Committee – Immediate
- Adopt Five Year CIP- Immediate with annual updates
- Adopt New Impact Fee Schedule as recommended in recent Impact Fee Study- February 2007
- Complete Regionally Significant Routes Study- August 2007
- Work with ADOT, MAG, PAG, CAAG and MCDOT to:
 - Adopt Future Freeway Corridors – July 2008
 - Provide a regional traffic simulation model – July 2008
 - Address Regional Access Issues to northern, western and eastern study areas as recommended in this report – July 2008
- Work with Maricopa, Casa Grande, Queen Creek, Florence, Coolidge, Eloy, and Apache Junction in updating and completing their SATS. – Ongoing
- Develop a Transit Strategy – July 2007
- Update Pinal County SATS – July 2009

With the approval of the Pinal County Small Area Transportation Study, several city and town agencies will be able to begin or update their current transportation studies. Each incorporated or unincorporated area within Pinal County will be able to use this study as a resource for determining their own transportation improvement policies.

Appendix I
PUBLIC INVOLVEMENT SUMMARY REPORT
FIRST ROUND

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

FINAL Public Involvement Summary Report First Round



PREPARED FOR:
PINAL COUNTY

APRIL, 2006



PINAL COUNTY

SMALL AREA TRANSPORTATION STUDY

FINAL Public Involvement Summary Report

PREPARED FOR:

**PINAL COUNTY DEVELOPMENT SERVICES
DEPARTMENT OF PUBLIC WORKS**

PREPARED BY:

KIRKHAM MICHAEL CONSULTING ENGINEERS

April 2006

KM Project # 0504900

Introduction

The purpose of the Pinal County Small Area Transportation Study is to evaluate the county's transportation needs, including roadway and transit, over the next twenty years to accommodate anticipated growth and development. The study will provide the county with tools to develop the county transportation in cooperation with local, regional, state and federal stakeholders.

Due to Pinal County's geographical size and the unique transportation needs of Pinal County's residents, the study area has been divided into three smaller study area components. Information and features unique to each study area component will be identified, defined and studied. The findings of each study area component, along with the results of transportation characteristics common to the county as a whole, will be documented in a final report upon conclusion of the study.

The study effort is organized into seven major work tasks including two rounds of public involvement. The public involvement process provides for an open channel of communication between the study project team, Pinal County stakeholders, and residents to better understand the issues, receive possible solutions, and communicate the study's findings and recommendations. Two methods were used to gather input and comments from stakeholders and residents: stakeholder meetings and public open houses.

Stakeholders Meeting

The first Stakeholder meeting was held in September 2006 with over 20 stakeholders participating. Stakeholders participated in discussions regarding the purpose and schedule of the project as well as transportation issues within their study areas. Among those issues; regional circulation, congestion, funding and coordination were identified as high priority.

The stakeholder presentation materials and meeting minutes can be found in Appendix A.

Public Open House

Three public open houses were held in late February 2006. Each meeting location was separated by study area as shown in Figure 1.

Advertisements, shown in Appendix B, were run in the following papers on the dates listed in Table 1.

Table1: Public Open House Notices

Local Newspapers	Date
The Apache Junction Gold Canyon News	February 6-12, 2006
Tri-Valley Dispatch	February 8, 2006
Florence Reminder	February 8, 2006
Casa Grande Dispatch	February 8, 2006

Table1: Public Open House Notices (con't)

Local Newspapers	Date
Arizona City Independent	February 8, 2006
Maricopa Monitor	February 14, 2006
Copper Basin News	February 8, 2006
San Manuel Miner	February 8, 2006
Superior Sun	February 15, 2006

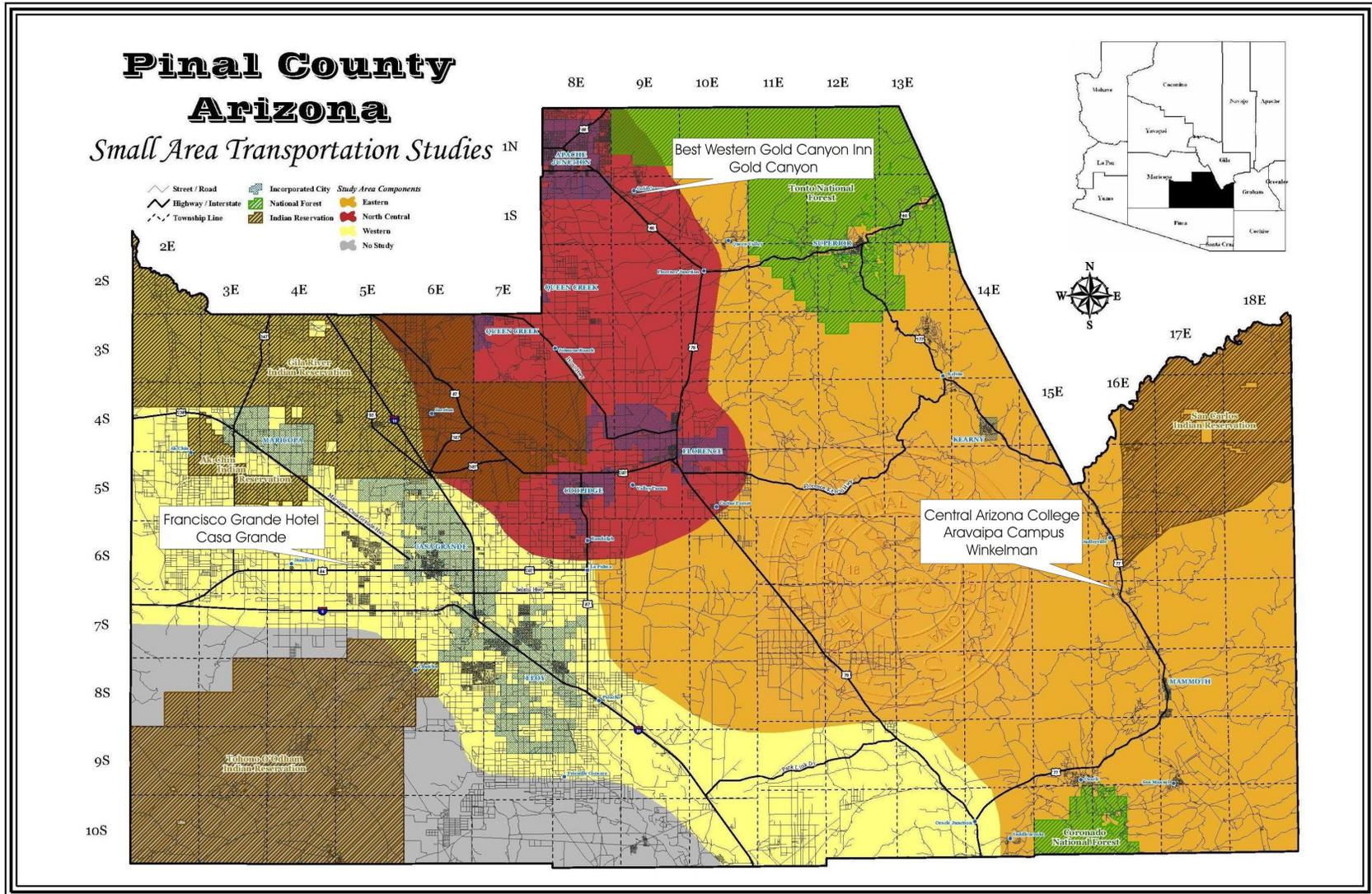
The first open house was conducted at Francisco Grande Hotel in Casa Grande on February 21, 2006. The second open house was conducted at the Best Western Gold Canyon Inn in Gold Canyon on February 22, 2006 and the third open house was conducted at the Central Arizona College – Aravaipa Campus in Winkelman on February 23, 2006. Each open house featured a presentation of the project purpose, current status and future status of the project along with display boards showing study areas, population/employment, number of lanes, volumes, level of service and current planned area developments. A total of 23 guests attended the open houses.

Comments received from the open houses consisted of:

- Do not forget the western portion of Pinal County, specifically Maricopa, as the TAZ analysis will need to be re-iterated considering current high growth rates
- Please make sure developers understand what impacts they are making on the transportation network.
- The eastern study area would like to get more public involvement/participation within their area. Perhaps something can be done to get the community more involved and informed?
- Park Link needs to become a major east/west roadway linking the eastern portion of Pinal County to the western portion.
- Development that will affect the Florence-Kelvin Highway include expansion of existing copper mines, creation of new copper mines and addition of a new state park that will add approximately 150,000 visitors to the western study area. Although the state park project is 3-5 years away, it should be taken into consideration. The addition and expansion of the copper mine industry will add to the population within and around Kearny.

Open house advertising and presentation materials can be found in Appendix B.

Figure 1: Public Open House Locations



APPENDIX A



PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

STAKEHOLDER MEETING

Pinal County invites you to participate in the first of two stakeholder meetings for Pinal County Small Area Transportation Study on Tuesday, September 27, 2005 at the Pinal County Emergency Operations Center in Florence.

The purpose of the meeting is to:

- introduce the study team
- define the study effort
- present assumptions regarding future growth and development
- Gather information to guide Pinal County's transportation vision

Stakeholders will be given an opportunity to ask questions of the study team as well as provide comments and insight for inclusion in the study.

Study Purpose

The purpose of the Pinal County Small Area Transportation Study is to evaluate the County's transportation needs, including roadway and transit elements, over the next twenty years to accommodate anticipated growth and development. The study will provide the County with the tools to develop the county transportation system in cooperation with local, regional, state, and federal stakeholders, as well as private developers.

When:

Tuesday, September 27, 2005
from 5:30 p.m. —7:30 p.m.

5:45 p.m. Presentation

Where:

Pinal County
Emergency Operations Center
Building F
31 N. Pinal Street
Florence, Arizona

Study Areas

Due to Pinal County's geographical size, population distribution, growth rate, and the unique transportation needs of Pinal County residents, the study area has been divided into three smaller study area components. For your reference, a map of the study area boundaries can be found on the back side of this page. Information and features unique to each study area component will be identified, defined, and studied. The findings of each study area component, along with the results of the transportation characteristics common to the County as a whole, will be documented in a final report in December 2006.



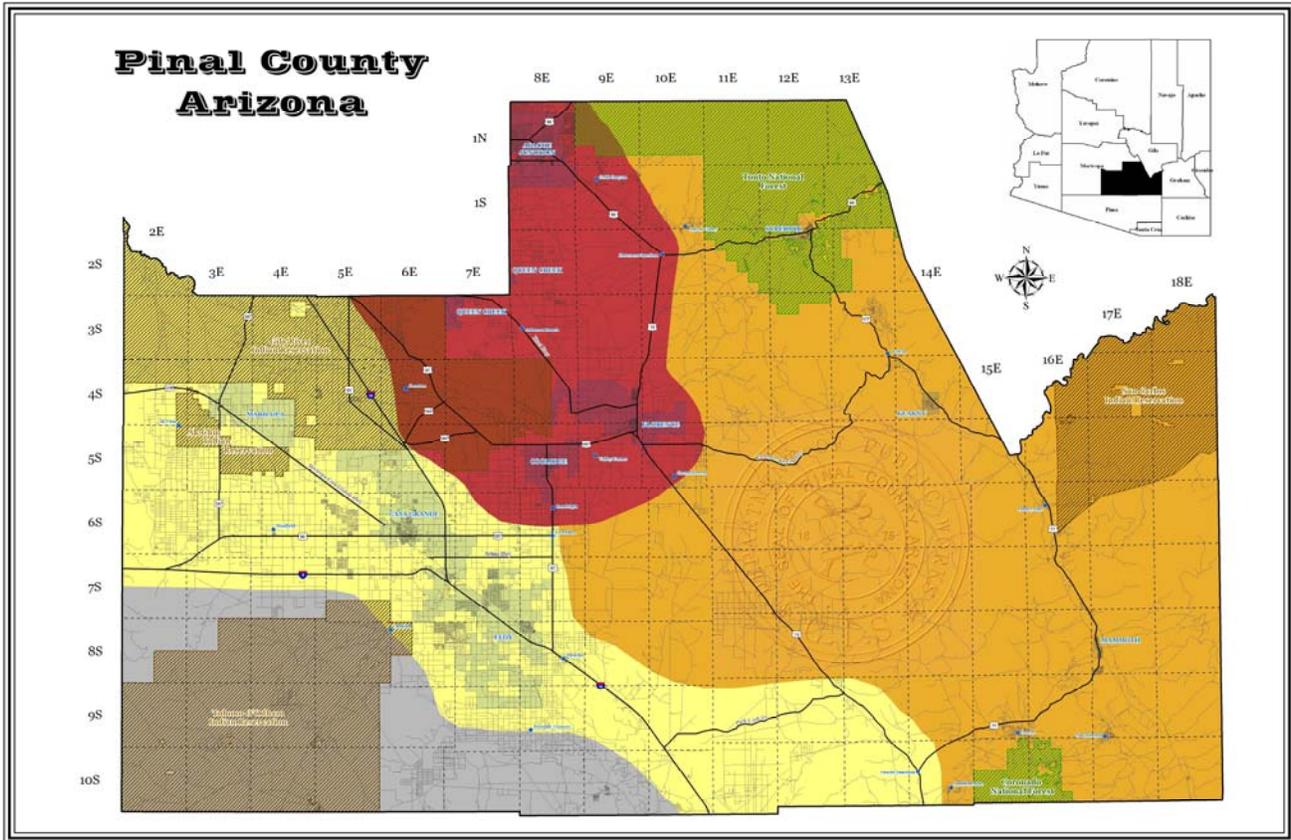
Study Objectives

The objectives of the Pinal County Small Area Transportation Study are:

- Evaluation of Pinal County's transportation needs over the next twenty years for roadway and transit elements including multi-modal issues
- Establishment of a capital improvement program to identify and prioritize transportation projects
- Development of an implementation program including funding strategies

Your participation in the stakeholder meeting is essential to the success of the study. We look forward to discussing the study with you at the stakeholder meeting. If you are unable to attend, please take a moment to provide your input on the enclosed questionnaire and return it to us by Friday, September 16, 2005.

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY



Study Area Components



IF YOU WOULD LIKE MORE INFORMATION, PLEASE CONTACT EITHER:

Project Manager

Doug Hansen
 Planning Section Chief
 Pinal County Department of Public Works
 P.O. Box 727
 Florence, AZ 85232
 (520) 866-6407
 Doug.Hansen@co.pinal.az.us

Project Administrator

Kathy Borquez
 Special Projects Manager
 Pinal County Department of Public Works
 P. O. Box 727
 Florence, AZ 85232
 (520) 866-6406
 Kathy.Borquez@co.pinal.az.us



PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

STAKEHOLDER QUESTIONNAIRE

STAKEHOLDER MEETING

When:

Tuesday, September 27, 2005
from 5:30 p.m. —7:30 p.m.

5:45 p.m. Presentation

Where:

Pinal County
Emergency Operations Center
Building F
31 N. Pinal Street
Florence, Arizona

The following list summarizes key issues that will be considered for inclusion in the Pinal County Small Area Transportation Study. Please take a few minutes before the stakeholder meeting to review the list and rank each item in order of importance to you. You may use the blank lines at the end of the list to add any issues that are not identified on the list. Your completed questionnaire will be used to guide discussion during the stakeholder meeting.

- _____ Regional Circulation: overall circulation, roadway conditions, improvements.
 - _____ Multi-modal Transportation: transit connectivity, pedestrian, bicycle, multi-modal options.
 - _____ Congestion: major highway system, arterial roads, capacity issues.
 - _____ Coordination: interagency and/or external coordination between agencies, Indian communities, developers.
 - _____ Funding: CIP program, impact fees, new roadway funding.
 - _____ Land Use: anticipated growth, planned developments, zoning.
 - _____ Environmental Issues: endangered species, wash crossings, pollution control.
 - _____ Railroad: crossings, delay, safety, quiet zones.
 - _____ Safety: accident, speed enforcement.
 - _____ Traffic Control: needs for traffic interchanges, signalization, other traffic control.
 - _____ Special traffic: emergency vehicles, construction traffic, truck and/or school bus traffic.
-
-

If you are unable to attend the stakeholder meeting, please fold and mail your completed questionnaire to us by Friday, September 16, 2005. Your input is essential to the success of this study. Thank you for your participation.

Pinal County

Small Area Transportation Study



**KIRKHAM
MICHAEL**

In Association With

L&A LIMA & ASSOCIATES
Transportation - G.I.S.



**Stakeholder Meeting
September 27, 2005**

Stakeholder Meeting Agenda

The background of the slide is a collage of various images. At the top center, there is a sign that reads 'CITY HALL'. To the left, there is a large, multi-story building with a red roof. In the foreground on the left, there is a saguaro cactus. On the right side, there is a tall, stone monument with a statue on top. The overall theme is a city or town.

- **Welcome & Introductions**
- **Presentation**
 - Study Purpose
 - Study Work Plan
 - Technical Advisory Committee
 - Project Study Team
 - Study Work Plan & Schedule
 - Travel Demand Model
- **Presentation Comments & Questions**
- **Facilitated Discussion**

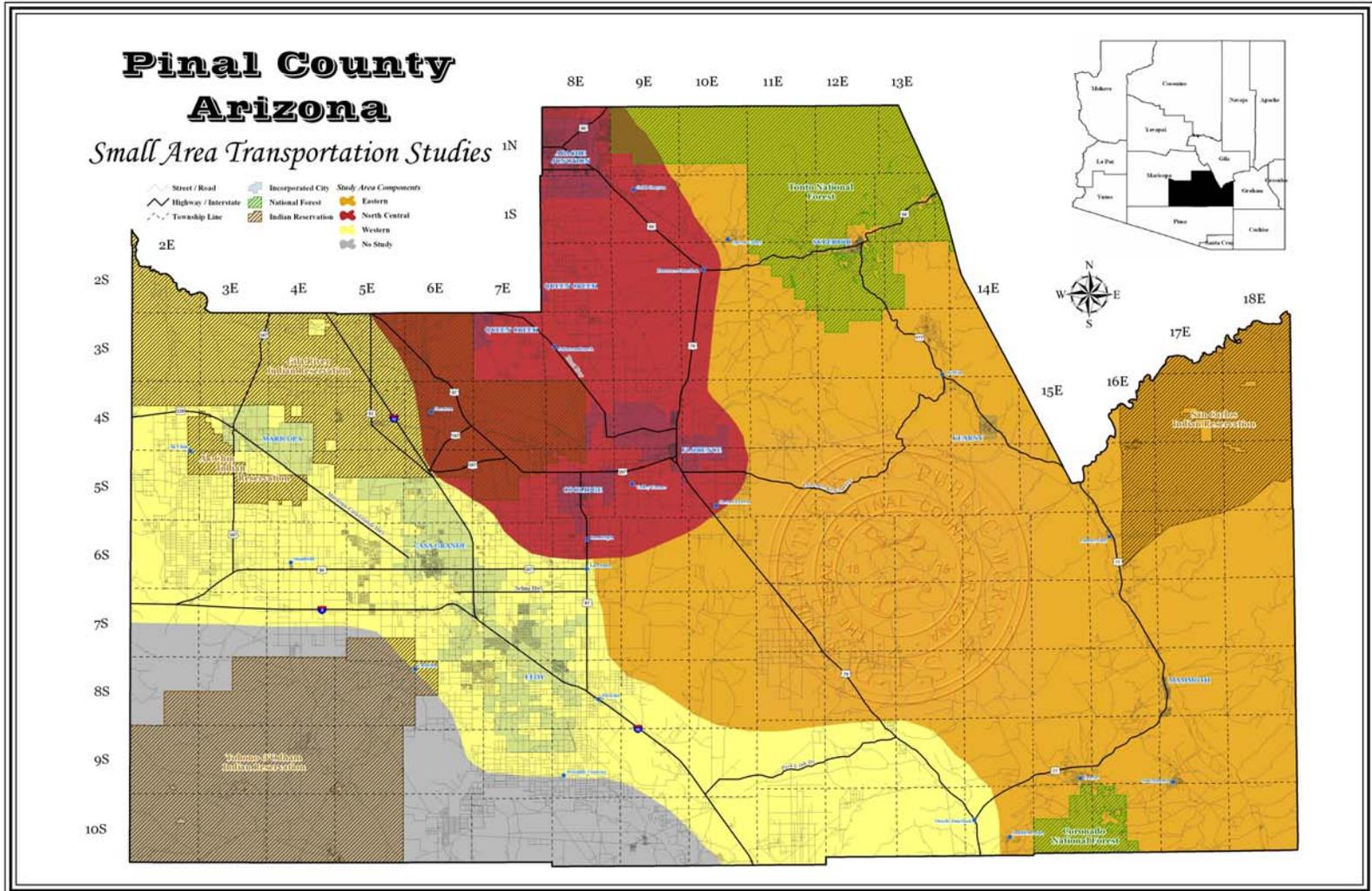
Study Purpose

Scope of Work

- **Evaluation of Pinal County's transportation needs over next 20 years including**
 - roadway & transit elements
 - multi-modal issues
- **Establishment of Capital Improvement Program**
 - Identify & prioritize projects
- **Development of Implementation Program**
 - Establish funding strategies

Study Purpose

Study Area Components



Study Work Plan

• Work Tasks

Refine Work Plan

- Identify & Evaluate Current & Future Conditions
- Round 1 of Public Involvement
- Develop & Evaluate Criteria & Plan for Improvements

• Work Products

- Technical Memorandum 1 - Refined Work Plan
- Working Paper 1 – Current & Future Conditions
- Summary Report 1 – Public Involvement
- Working Paper 2 - Draft Countywide Plan & Transit Element

Study Work Plan (continued)

• Work Tasks

- Round 2 of Public Involvement
- Prepare Draft Reports
- Prepare Final Reports

• Work Products

- Summary Report #2 – Public Involvement
- Draft Countywide Report with separate study area summary reports
- Final Countywide Report & Executive Summary with separate study area summary reports

Study Work Plan

Meeting Schedule

- **12 project team meetings**
- **4 Technical Advisory Committee meetings**
 - 1 TAC for each study area
 - Meetings held on same day and in Florence
- **2 public meetings per study area**
 - Meetings held in central location within each study area
- **2 stakeholder meetings**
 - Meetings held in Florence

Technical Advisory Committee

- **Attend or send representative to TAC meetings**
- **Assist in identification of stakeholders**
- **Review and provide comments on work products**
- **Report study progress to senior management & elected officials within its organization**
- **Actively participate in study process**

Technical Advisory Committee

- Eastern Study Area
 - Ramon Camacho, Town of Kearny
 - Juan Ponce, Town of Mammoth
 - Rick Hettler, Town of Superior
 - Dianne Kresich, Arizona Department of Transportation
 - Rick Powers, Arizona Department of Transportation
 - Reza Karimvand, Arizona Department of Transportation
 - Bill Leister, Central Arizona Association of Governments
 - Dennis Rittenback, Pinal County
 - Giao Pham, Pinal County
 - Wilbur Freeman, Pinal County

Technical Advisory Committee

- North Central Study Area
 - Ron Grittman, City of Apache Junction
 - Alton Bruce, City of Coolidge
 - Larry Quick, Town of Florence
 - Tom Condit, Town of Queen Creek
 - James Moline, Gila River Indian Community
 - Dianne Kresich, Arizona Department of Transportation
 - Perry Powell, Arizona Department of Transportation
 - Reza Karimvand, Arizona Department of Transportation
 - Bill Leister, Central Arizona Association of Governments
 - David Kuhl, Pinal County
 - Giao Pham, Pinal County
 - Wilbur Freeman, Pinal County

Technical Advisory Committee

- Western Study Area
 - A.J. Blaha, City of Casa Grande
 - John Mitchell, City of Eloy
 - Bob Jackson, City of Maricopa
 - Jack Patterson, Ak-Chin Indian Community
 - James Moline, Gila River Indian Community
 - Dianne Kresich, Arizona Department of Transportation
 - Dennis Alvarez, Arizona Department of Transportation
 - Reza Karimvand, Arizona Department of Transportation
 - Bill Leister, Central Arizona Association of Governments
 - Jerry Stabley, Pinal County
 - Giao Pham, Pinal County
 - Wilbur Freeman, Pinal County



**Pinal County
Project Team**

**Project Principal
Rod Penniman, PE**

**Technical Advisory
Committee**

**Project Manager
Barry Ling, PE**

**Deputy Project Manager
Peter M. Lima, PhD, PE**

Western Study Area Team

Technical Facilitators
Luke Albert, PE, PTOE
Kim Carroll, PE
Peter Lima, PhD, PE

**Stakeholders
General Public**

North Central Study Area Team

Technical Facilitators
Luke Albert, PE, PTOE
Kim Carroll, PE
Peter Lima, PhD, PE

**Stakeholders
General Public**

Eastern Study Area Team

Technical Facilitators
Luke Albert, PE, PTOE
Kim Carroll, PE
Peter Lima, PhD, PE

**Stakeholders
General Public**

Multi-disciplinary Technical Team

Rob Bohannon, Senior Planner, Kristine Taylor, Planner, Patrizia Gonella-Ramos, Modeling/GIS

Phase I

Phase 2

Phase 3

Pinal County SATS Work Plan & Schedule

Needs Analysis

- ✓ Inventory & Analysis of Existing Conditions
- ✓ Define & Analyze Future Conditions
- ✓ Develop Vision & Goals
- ✓ Technical Memorandum 1 to include a Refined Work Plan (boundaries of study area), Refined Work Tasks, a Draft Public Involvement Program, and a Study Mission
- ✓ Working Paper 1 to include Current & Future Conditions, Unique Characteristics of each Study Area, and an Updated 2000 Pinal County TransCAD Traffic Forecasting Model

- ✓ Evaluate Alternatives
- ✓ Develop Possible Improvement Options to include: Additional Capacity Improvements, Widen Intersections, Infrastructure Improvements, Multimodal Improvements, O & M, Hazard Elimination, Safety Improvements, ITS, Access Management, and Land Use Management
- ✓ Summary Report 1, Public Involvement, to include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings
- ✓ Working Paper 2, Draft Small Area Transportation Plan for entire County, which will include Identification of Alternatives and Forecast of Future Traffic Volumes; Evaluation of Environmental Justice Elements; and Preparation of a Draft Plan
- ✓ Summary Report 2, Public Involvement, which will include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings intended to capture and contrast the results of all sessions

- ✓ Draft & Final Reports to include four reports summarizing the Study Approach, Results & Recommendations. One report for entire County and one report for each Study Area
- ✓ Develop Capital Improvement Program (CIP) to include a Five-Year Multimodal CIP, Develop Funding Sources, Update Access Management & Traffic Impact Analysis Guidelines and Implementation of Action Plan
- ✓ Pinal County GIS Compatibility
- ✓ Training on TransCAD Model for Pinal County Staff

Deliverables

Technical
Memorandum 1

Working Paper 1

Summary
Report 1
Public
Involvement

Working
Paper 2
Draft SATP

Summary
Report 2
Public
Involvement

Draft & Final
Reports

Develop
CIP

Pinal County
Staff
Training

Public Involvement Meetings

First Stakeholder Meetings to be held in each study area and to include the Purpose of the Study, Identification of Issues, Transportation Vision, an Overview of the Study, Ask Stakeholders to voice their issues, Issues Written & Displayed, and Maps provided for mark-up

First Public Meetings to be held in each study area and to include an Open Forum to discuss Existing & Future Conditions, Preliminary Issues, Key Issues Identified at Stakeholders Meetings, Draft Vision Statement. Get Participants Input. Participants Q&A

Second Stakeholders Meetings to be held in each study area and to include the Purpose of the Study, Review public input to date, ask Stakeholders to identify possible solutions, and Maps provided for mark-up

Second Public Meetings and Regional Solutions Forums to be held in each study area and to include an Open Forum to Present Potential Solutions, Key solutions identified at Stakeholders Meetings. Participants Input. Participants Q&A

Presentation to
Board of Supervisors

Technical Advisory
Committee
(1 for each study area)

First TAC
Committee
Meeting

Second TAC
Committee
Meeting

Third TAC
Committee
Meeting

Fourth TAC
Committee
Meeting

Pinal County
Team Meetings

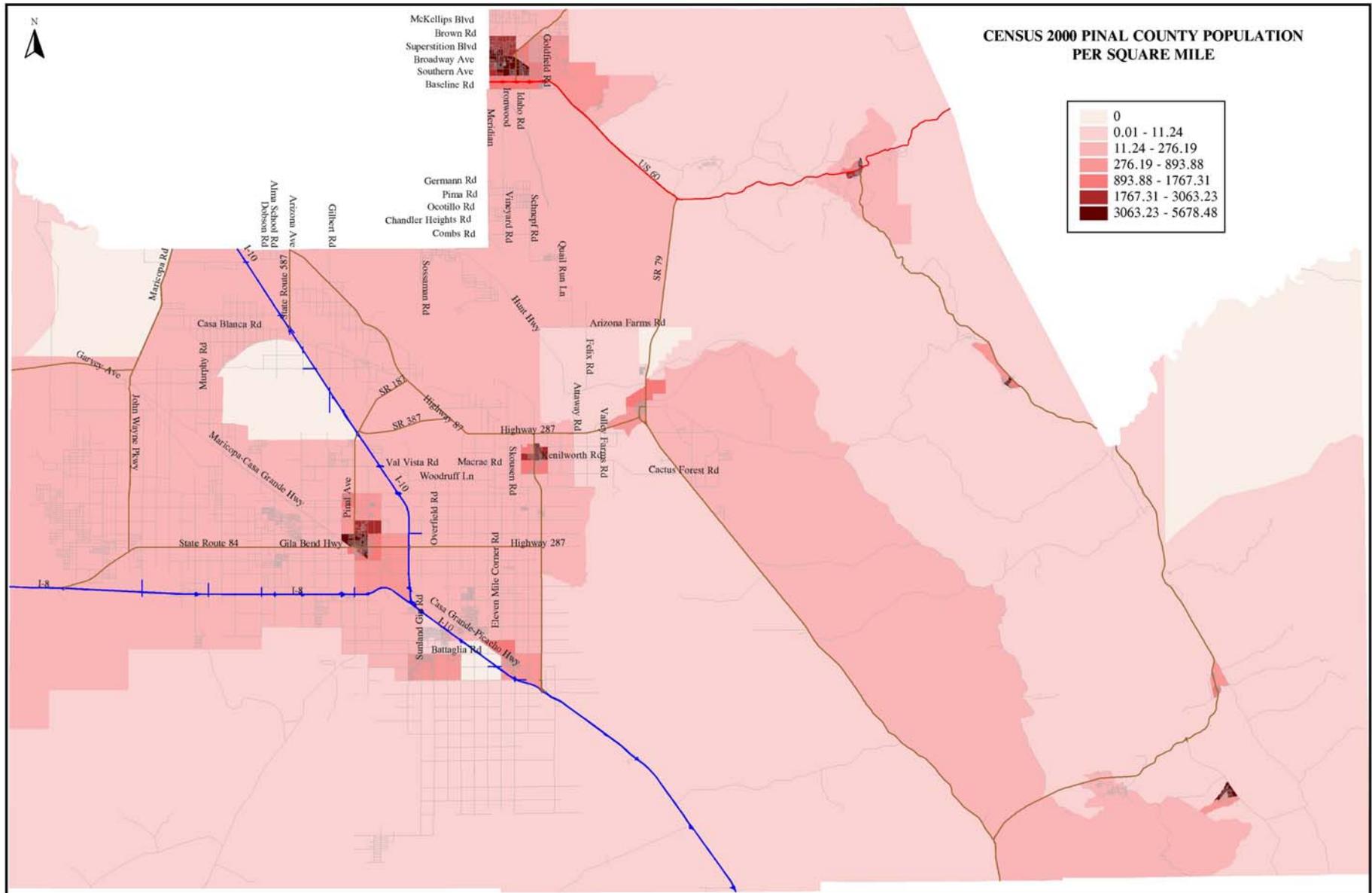
Project Team Meetings held monthly plus on an as-needed basis. Participants to include: Pinal County Representative, ADOT, KM Project Manager and Team Leaders, Representatives from each TAC as needed, plus other invited guests

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY - TRAVEL DEMAND MODEL

PURPOSE

- **Develop and Calibrate a Countywide Traffic Forecasting Model**
 - **Current Socioeconomic Data and the Current Street and Highway Network**
- **Apply the Model to Estimate Future Daily Traffic Volumes on Future Networks**
 - **Future Socioeconomic Data and Future Street Network**

2000 PINAL COUNTY POPULATION DENSITY



DEVELOP AND CALIBRATE MODEL

- **Define the Current Network**
 - Use Highways on the Functional Classification Map
 - Identify Lanes, Speed, Capacity
- **Develop Transportation Analysis Zones (TAZs)**
 - Start with TAZs Defined for ADOT Corridor Definition Zones
 - Refine Zones in Other Parts of County
- **Define The Current Socioeconomic Data By TAZ**
 - Dwelling Units And Employment
- **Develop The Model Parameters**
 - Trip Generation Rates, Trip Distribution, and Traffic Assignment Parameters
- **Calibrate The Travel Demand Model**
 - Compare Traffic Volumes From the Model With Current Traffic Counts

ANALYZE CURRENT AND FUTURE TRAFFIC CONDITIONS

- **Estimate Current Level of Service**
- **Develop Future Street And Highway Networks (2010, 2015, 2025)**
- **Define Future Socioeconomic Data (2010, 2015, 2025)**
- **Forecast Traffic Volumes for 2010, 2015, And 2025**
- **Estimate Level of Service on The Future Networks**

Comments & Questions

- **Your input is essential to the success of Pinal County SATS**
- **Comments?**
- **Questions?**
- **Thank you for your participation!**

MEETING DOCUMENTATION

Pinal County Small Area Transportation Study (SATS)

KMA will rely on these notes to represent the interpretation of the items discussed and the resolutions thereof during the meeting unless written notice to the contrary is received by the author within seven calendar days of the issuance of these notes.

PROJECT: Pinal County SATS

MEETING DATE: September 27, 2005

MEETING LOCATION: Pinal County Emergency Operations Center

SUBJECT: Stakeholder Meeting #1

KM PROJECT NO.: 0504900

DISCUSSION:

Pinal SATS Stakeholder Presentation

- The Pinal SATS study will evaluate the County's transportation needs over the next 20 years.
- As part of this study a Capital Improvement Program (CIP) and implementation program will be established.
- Pinal County has been divided into three study areas. Although these areas cross community planning boundaries, they were selected for a reason:
 1. The eastern area is primarily a rural portion of the county, and there is very little connectivity to the rest of the county.
 2. The north central area is a rapidly growing area that is experiencing pressure of rapid growth from the north.
 3. The western area includes the I-10 corridor and everything west to the county line. This area is experiencing growth pressures from the counties to the north and south.
- The work tasks for this project are as follows:
 1. Refine Work Plan
 2. Identify and Evaluate Current and Future Conditions
 3. Round 1 of Public Involvement
 4. Develop and Evaluate Criteria and Plan for Improvements
 5. Round 2 of Public Involvement
 6. Prepare Draft Reports
 7. Prepare Final Reports
- There is a separate Technical Advisory Committee (TAC) for each study area:
 1. The TAC will be responsible for attending meetings and reviewing and providing feedback on study products.
 2. The TAC will be heavily relied on to provide input.
- Phase 1 of the project will consist of evaluating the existing conditions. Public meetings will be held after the modeling is complete.
- Phase 2 of the project will consist of evaluating alternatives. After alternatives have been developed, a second round of public meetings will be held. The project will study Pinal County Needs, but will not recommend improvements within cities.
- Phase 3 will document the recommended system in a report.
- A draft report is expected to be completed in one year.

- As part of this study, a Countywide Traffic Forecasting Model will be developed. This model will first model future volumes on the existing network for 2010, 2015, and 2025 analysis years. Then future volumes will be modeled on the future network for 2010, 2015, and 2025 analysis years.

Comments and Questions

- A member of the Transportation Advisory Committee asked why members of that committee are not on the Technical Advisory Committee (TAC). The TAC consists of technical members only. Members of the Transportation Advisory Committee were invited to the stakeholder meeting.
- The socioeconomic data from this study should match the socioeconomic data in the Impact Fee Analysis study.
- There is an SRP map that shows subdivisions in Pinal County, so the consultants on this project should obtain a copy of that map to confirm that the information is consistent.
- This study should coordinate with other SATS projects. Florence and Coolidge are about to begin a joint SATS, but Eloy will not be doing a SATS.
- On October 4 the ADOT corridor studies recommendations will be presented to the State Board.
- It will be important to coordinate roads to connect cities to each other.
- It will be a challenge to connect the eastern portion to the central portion of the county.
- A clarification was made that although the road recommendations do not extend into city boundaries, the modeling will include the entire county, including the cities.
- The SATS will recommend transportation corridors, but not roadway alignments.
- This study will include a transit implementation plan.

Feedback From Stakeholder Questionnaire.

Stakeholder Questionnaire's were also sent out to the stakeholders prior to the meeting. Stakeholders were asked to review the key issues in the questionnaire and rank the issues in order of importance. Below are the tallies of the rankings of transportation issues for the seven questionnaire's received by Pinal County:

Key Issues	1	2	3*	4	5**	6	7
Regional Circulation	1	9	4	6	1	2	3
Multi-Modal Transportation	1	10		4	8		9
Congestion		8	1	5	2	1	2
Coordination		7	3	3	8		11
Funding		1	2	1	3	1	10
Land Use	1	2	1	2	4		4
Environmental Issues		11		11	7		5
Railroad		5		7	9		8
Safety		3	1	10	10	3	1
Traffic Control		4		8	5	4	6
Special Traffic		6		7	11		7
* Move north-south routes out of Northcentral Pinal County so that all traffic is not forced through Queen Creek			1				
** Use TAC personnel on study team from each District					6		

*Additional comments made

At the meeting stakeholders were asked to discuss how they ranked the transportation issues that were important to them. The results of this discussion were:

Key Issues	1st Priority	2nd Priority	3rd Priority
Regional Circulation	10	4	0
Multi-Modal Transportation	1	1	2
Congestion	8	1	2
Coordination	3	1	0
Funding	5	5	2
Land Use	6	0	1
Environmental Issues	0	0	0
Railroad	0	0	0
Safety	1	0	0
Traffic Control	0	1	0
Special Traffic	0	0	0

Comments and Questions during the Stakeholder Questionnaire session included:

- Regional Circulation, Congestion, and Funding were the three issues that were identified by most of the attendees.
- ‘Protecting Right-of-Way’ should be added to the Land Use Issue
- Coordination is very important. With this large of a study, we need to make sure we are coordinating with each agency including ASLD
- Coordination is going to be important in developing the Capital Improvement Program (CIP)
- State Legislation needs to be followed

With this discussion, it was clear that Regional Circulation is of upmost importance with Funding close behind.

Upcoming Meetings:

- A second stakeholder meeting will be held in February
- A second TAC meeting will be held in January.
- Public open houses will be held in each study area in January/February.

COPIES TO:

*Attendee

Doug Hansen*	Pinal County Public Works	Juan Ponce	Town of Mammoth
Kathy Borquez*	Pinal County Public Works	Kelly Anderson	City of Maricopa Mayor
Wilbur Freeman	Pinal County Public Works	Edward Farrell	City of Maricopa Council
Giao Pham	Pinal County Public Works	Rick Buss	City of Maricopa Manager
Dale Harmon*	Pinal County Public Works	Bob Jackson*	City of Maricopa
Greg Stanley*	Pinal County Public Works	Michael Hing	Town of Superior Mayor
Jerry Stabley*	Pinal County Planning	Roy Chavez	Town of Superior Manager
Stanely Griffis	Pinal County Manager	Rick Hettler	Town of Superior
Terry Doolittle	Pinal County Deputy Manager	Charles Walton Sr.	City of Casa Grande Mayor
Ken Buchanan	Pinal County Assist. Mgr - DevSvcs	Jim Thompson	City of Casa Grande Manager
Lionel Ruiz	Pinal County Supervisor, D1	A.J. Blaha	City of Casa Grande
Sandie Smith*	Pinal County Supervisor, D2	Byron Jackson	City of Eloy Mayor
David Snider*	Pinal County Supervisor, D3	Jim McFellin	City of Eloy Manager
Dianne Kresich*	ADOT Planning	John Mitchell	City of Eloy
Perry Powell	ADOT Phoenix District Engineer	Jack Patterson	Ak Chin Indian Community
Reza Karimvand	ADOT Regional Traffic Engineer	Luana Capponi	State Land Department
Rick Powers	ADOT Globe District Engineer	Stuart Boggs	Valley Metro
Dennis Alvarez	ADOT Tucson District Engineer	Janeen Rohovit	Salt River Project
Delbert Householder	ADOT State Trans. Board Member	Dan Hawkins*	Salt River Project
Bill Leister	CAAG	Charles Clark	Pinal County Trans. Advisory Com.
Stanley Gibson	CAAG	Ron Grittmann*	Pinal County Trans. Advisory Com.
Byron Jackson	CAAG	Bill Miller	Pinal County Trans. Advisory Com.
Barbara Brewer	CAAG	Warren Myers*	Pinal County Trans. Advisory Com.
Maxine Leather	CAAG	Ron Vogler	Pinal County Trans. Advisory Com.
James Hartdegen	CAAG	Jaime Lara	Pinal County Trans. Advisory Com.
Roger Herzog	MAG	Paul Prechel	Pinal County Trans. Advisory Com.
Dennis Smith	MAG	John Maher	Pinal County Trans. Advisory Com.
Ken Hall*	MAG	Bobby Johnson	Pinal County Trans. Advisory Com.
Gary Hayes	PAG	Ron Kingsbury*	Pinal County Trans. Advisory Com.
Douglas Coleman	City of Apache Junction	Roy Hudson	Pinal County Trans. Advisory Com.
George Hoffman	City of Apache Junction	Max Ragsdale	Pinal County Trans. Advisory Com.
Doug Dobson	City of Apache Junction	Thomas Lang	Pinal County Trans. Advisory Com.
Wilbur Wuertz	City of Coolidge Mayor	Bob Jackson*	Pinal County Trans. Advisory Com.
Robert Flatley	City of Coolidge Manager	Dennis Dugan	Pinal County Trans. Advisory Com.
Don Peters*	City of Coolidge	Craig Scott	Pinal County Trans. Advisory Com.
Alton Bruce	City of Coolidge	David Towle	Pinal County Trans. Advisory Com.
Tom Rankin	Town of Florence Mayor	Charles Millar	Pinal County Trans. Advisory Com.
Himanshu Patel	Town of Florence Manager	Barry Ling*	Kirkham Michael
Larry Quick*	Town of Florence	Luke Albert*	Kirkham Michael
Wayne Costa	Town of Florence	Kristine Taylor*	Kirkham Michael
Sandra Shade	Gila River Indian Community	Pete Lima*	Lima and Associates
James Moline*	Gila River Indian Community		
Wendy Feldman-Kerr	Town of Queen Creek Mayor		
Cynthia Seelhammer	Town of Queen Creek Manager		
Dick Schaner	Town of Queen Creek		
John Kross	Town of Queen Creek		
Tom Condit*	Town of Queen Creek		
Mark Young*	Town of Queen Creek		
Debra Sommers	Town of Kearney Mayor		
Gary Eide*	Town of Kearney Manager		
Ramon Camacho	Town of Kearney		
Craig Williams	Town of Mammoth Mayor		

APPENDIX B



Residents enjoy Riviera cruise

Submitted photo
Last month, eight Arizona City residents (from left) Dave and Hilda Graham, Gene and Ag Forey, Paul and Carol Croty and Gene and Priscilla Skoglund enjoyed a seven-day cruise to the Mexican Riviera on Royal Caribbean Vision of the Seas. Ports of call included Cabo San Lucas, Mazatlan and Puerto Vallarta. The weather was great and a good time was had by all, however, "diets are now the order of the day."

Authority

Continued from Page 4

ment, law, or business. Most of these authorities are helpful, but some operate with principles that are contrary to that of the authority of God. In other words, those lower authorities are in rebellion against the highest Authority.

What is this rebellion all about? It's about selfish pride on the part of the lower authorities. It's about the unwillingness of the

lower authorities to submit to the higher Authority, even though these lower authorities expect those under them to submit to their own authority. Self-centered pride is one of the most basic sins. It can only be cleared up by humbling one's self before the highest Authority and asking for forgiveness.

School board candidates' workshop Feb. 9

Valley Leadership will conduct a workshop for potential school board candidates from 8:30 a.m. to 4 p.m. on February 9 at the Casa Grande Middle School conference room, 300 W. McMurray Blvd.

There will be discussions about how school boards work, school board law, campaign law and educational philosophies as well as the organization, time and money needed to campaign for a public office.

Current and former school board members including Panfilo Contreras, director of the Arizona School Boards Association will be available to share their experience and knowledge.

People who want Arizona's children to have a good education are encouraged to attend this workshop and help lead their schools.

The workshops are supported by Arizona State Superintendent of Public Instruction Tom Horn. Pinal County Superintendent of Schools Jack Harmon and the Arizona School Boards Association. Valley Leadership has been developing leaders in Arizona for 27 years.

Registration Fees Waived

Valley Leadership has offered to waive the \$30 registration fee for any Pinal County citizen who is thinking about running for a school board or who just wants to know what being on a school board is like. The workshop will be from 8:30 a.m. to 4 p.m. Feb. 9 in the conference room at Casa

Grande Middle School, 300 W. McMurray Boulevard.

The workshop includes a workbook, continental breakfast and lunch. There will be discussions about how school boards work, school board law, campaign law and educational philosophies as well as the organization, time and money needed to campaign for a public office. Current and former school board members will be available to

share their experience and answer questions.

The next workshop in this area will be April 5 in Florence. The next school board elections will take place on November 7. Candidates must file their petitions between July 10 and August 9 at the Pinal County School Superintendent's Office.

Call (602) 952-6760, extension 3, for more information or to reserve a spot.

Learning Central's new six-week online session will begin Feb. 15

A whole new six-week session of online learning, where students can enjoy classes anytime and from anywhere, will begin Wednesday, Feb. 15, at Central Arizona College.

Called Learning Central, the program opens a world of classes and makes them as close as a mouse and a keyboard. Topics range from investing in real estate and digital photography to learning how to read faster or publishing your own novel.

All that's required in most cases is access to the Internet, an account to send and receive e-mail, and a computer with Netscape Navigator or Microsoft Internet Explorer. Some classes have additional materials.

Learning Central is ideal for retirees or winter visitors who have special interests, who like to participate on their own schedule and who enjoy activities that are informative, fun, convenient and

highly interactive.

Dozens of subjects and classes, each led by an instructor trained in online learning, are being offered. Each course has a flat fee of \$99.

The non-credit courses are project-oriented and include lessons, quizzes and hands-on assignments. And there's a two-week grace period at the end of the session for students to complete their work.

Three more sessions are offered this semester, with start dates of March 15, April 19 and May 17.

A complete list of subjects and registration information are available on the Web at www.centralaz.edu/lrcentral. Those who would like to speak personally with someone at the college about Learning Central can call Judy Garrison at 520-494-5220.

Star Lab star party at CAC Friday

By KAREN S. COOK
Contributing Writer

Arizona's cloudless skies make for wonderful experiences viewing the heavens, and Central Arizona College's CALL program - Central Arizona Lifelong Learners - has organized a four-part series of stargazing at three different locations for your viewing pleasure.

First up will be a Star Lab at CAC's Signal Peak Campus this

Friday, February 10 from 6 p.m. to 8:30 p.m., when Katie Wilkins will first show participants how the night sky looks in the college's "big bubble" - a portable, inflatable planetarium and then after her lecture, lead participants to the CAC telescopes for viewing in real time.

On that same date, from 7 p.m. to 9 p.m. CAC faculty member Wayne Pryor will lead a Star Party at the campus observatory.

Participants will hear a short talk before viewing the skies through the 24, 20 and 14-inch telescopes.

Pryor will lead other Star Parties on March 31 and April 28, both beginning at 7 p.m.

On Tuesday morning, February 21, Gerry Nicholson, a member of the CALL Advisory Council and stargazer, will lead a trip to the Arizona State University Planetarium in Tempe, where participants will have an opportunity to tour the Mars Space Flight Facility and see an experiment that was sent aboard the Mars Global Surveyor spacecraft.

On March 21, from 4 p.m. to 9 p.m., the Arizona State University Planetarium will once again play host to a CALL group which will include a presentation and then on-the-roof viewing of the stars through ASU's telescope.

"We have a lot of interest in our star programs here at the college," says Joan Clair, director of the CALL program, "and we're

see Star Lab, page 6

CGRMC News

What are gall stones?

The gall bladder is a small sac-like structure which stores bile until it is needed in the gut. Gall stones can develop in this sac fairly easily, with about 10 percent of people eventually developing them. Fortunately, only about a quarter of these people ever have any trouble with their stones.

When the gall bladder fails to function properly, the salts and other chemicals in the bile can precipitate out and begin to form stones. These will continue to grow, much like hail stones.

Most of the stones are made of cholesterol, although this does not necessarily mean that your cholesterol level is too high. Stones can also be caused by diseases where blood cells break down too rapidly or by illnesses, such as diabetes. Taking certain medicines, such as estrogen or cholesterol-lowering agents, can also contribute to the formation of gall stones.

Gall stones tend to run in families and are most common in women. Often the stones show up in mid-life, and usually the person is somewhat overweight. However, a person who is rapidly losing weight can be more likely to develop stones.

The stones often cause no problems as long as they stay in the gall bladder itself, and do not obstruct the ducts. This is the case for most people with stones.

The severe colicky pain comes from trying to pass a stone or if infections occur in the gall bladder.

Infections and complications are most likely to occur when a stone causes an obstruction in the ducts that empty the gall bladder. These infections require antibiotics and often surgery to prevent recurrences.

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Public Meeting Ahead!

Pinal County is currently conducting a small area transportation study which is looking at our transportation system for the next twenty years.

This study will be used to help develop the Pinal County transportation system in cooperation with local, regional, state and federal stakeholders.

We would like to hear from you!

Participants at the public meeting will be given the chance to ask questions and provide comments for inclusion in the study.

- Tuesday, February 21, 2006
5:00 p.m.-7:00 p.m. - Presentation 5:15 p.m.
Francisco Grande Hotel - Mesquite-Palo Verde Rooms
26000 W. Gila Bend Highway
Casa Grande
- Wednesday, February 22, 2006
6:00 p.m.-8:00 p.m. - Presentation 6:15 p.m.
Best Western Gold Canyon Inn
Kachina Room
8333 E. Sunrise Sky Drive
Gold Canyon
- Thursday, February 23, 2006
5:00 p.m.-7:00 p.m. - Presentation 5:15 p.m.
CAC-Aravaipa Campus
Building A-Room 18
80440 E. Aravaipa Road
Winkelman

Persons with disability may request accommodation and requests should be made as early as possible to arrange the accommodation.
For more information Contact Kathy Barquez at 620-868-6406

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All Classified Ads Must Be PAID IN ADVANCE. Standard Rate: \$3.75 per line (3 line minimum) or \$22.00 per column inch (average 6 lines per inch). Classified Deadline: Thursday at 5 p.m. Call 480.982-6397 or e-mail sandy@ajnews.com

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Home Furnishings 510
Appliances 520
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RECEPTIONIST w/computer skills 480-985-8576

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Call to apply 480-982-3168

City of Apache Junction
 kennel Assistant \$9.91/hr. starting. This is a full-time position with benefits. Cares for animals housed in the City shelter, cleaning and disinfects animal runs and cages; feeds animals; provides first aid; and assists with cleaning and maintaining the facility, and assists in the Animal Control Officers as needed. Requires a high school diploma or GED and basic data entry and keyboarding skills. Closing date: 2/17/06.

Intern - Animal Control \$8.77/hr. Part-time position working approximately 19 hours/week. Assists with phone, licensing, typing, filing, and customer service. Under direct supervision of Animal Control Officer assists with cleaning kennels, grooming and exercising pets, and performing very basic first aid. Requires high school diploma or GED and basic computer skills. Closing date: 2/17/06.

To apply: Submit an accurately completed City application form to the City of Apache Junction Human Resources Office, 300 E. Superstition Blvd., Apache Junction, Arizona, 85219 by pm, 2/17/06. Only those applicants who appear to most closely match the specific requirements of the position will be invited to participate in the process. www.ajcity.net EOE/M/F/D

Public Meeting Ahead!

Pinal County is currently conducting a small area transportation study which is looking at our transportation system for the next twenty years.

This study will be used to help develop the Pinal County transportation system in cooperation with local, regional, state and federal stakeholders.

We would like to hear from you!

Participants at the public meeting will be given the chance to ask questions and provide comments for inclusion in the study.

Tuesday, February 21, 2006 • 5:00 p.m.-7:00 p.m. - Presentation 5:15 p.m.
Francisco Grande Hotel • Mesquite • Palo Verde Rooms • 26000 W. Gila Bend Highway Casa Grande

Wednesday, February 22, 2006 • 6:00 p.m.-8:00 p.m. - Presentation 6:15 p.m.
Best Western Gold Canyon Inn • Kachina Room • 8333 E. Sunrise Sky Drive Gold Canyon

Thursday, February 23, 2006 • 5:00 p.m.-7:00 p.m. - Presentation 5:15 p.m.
Central Arizona College • Aravaipa Campus • Building A-Room 18 • 80440 E. Aravaipa Road Winkelman

Persons with disability may request accommodation and requests should be made early as possible to arrange the accommodation. For more information contact Kathy Borquez at 520-866-6406.

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PUBLIC NOTICE
PINAL COUNTY AIR QUALITY CONTROL DISTRICT

The District hereby gives notice that it proposes to approve the following permits or permit revisions. Each has included the following, in order: the proposed permit number, company name, company address, facility location, facility type and the air contaminants to be emitted or potentially emitted. A Mobile Organic Compound will be abbreviated as M.O.C., Hexachloro Air Pollution is abbreviated as the HAP's, Benzene, Toluene, Ethyl Benzene, and Xylene are abbreviated as BTEX.

Permit No. B30842-R01
Apache Junction Mercury
348 Old West Highway
Apache Junction, AZ 85219
Apache Junction Mercury
348 Old West Highway
Apache Junction, AZ
Facility Type: Mercury/Cadmium
Emissions - Nitrogen Oxides, Carbon Monoxide, Sulfur Oxides, Particulate Matter

Permit No. B30871-000
Bennett Fe, LLC
3131 S. 81st St.
Scottsdale, AZ 85251
Bennett Fe/Construction Service & Memorial Products
398 Old West Hwy
Apache Junction, AZ
Facility Type: Animal Cremation
Emissions - Nitrogen Oxides, Carbon Monoxide, Sulfur Oxides, Particulate Matter

Permit No. S16016-000
Greenville Holdings, LLC
3018 N. Shea Blvd. Suite A-216
Scottsdale, AZ 85254
Bennett Fe/On Wajawajaw Treatment Plant
48277 N. Entrance Dr. Oro Blvd.
Apache Junction, AZ
Facility Type: Wastewater Treatment Plant
Emissions - Nitrogen Oxides, Carbon Monoxide, Sulfur Oxides, Hydrogen Sulfide, Total Hydrocarbons

Permit No. B30858-001
Pioneer Landscaping Materials, Inc.
245 N. Gilbert #124-PMB306
Gilbert, AZ
Sun Tan Trl
26401 N. Gary Rd.
Queen Creek, AZ
Facility Type: Granite Mining
Emissions - Particulate Matter

Permit No. B30869-000
Travis Equipment and Machine Tool Corporation
119 N. Coast Ave.
Lewistown, MS 39319
Tucson Steel
345 W. Roosevelt Ave.
Apache Junction, AZ
Facility Type: Steel Fabrication
Emissions - Particulate Matter, Nitrogen Oxide

Under A.R.S. § 40-480, any person who may be adversely affected by the permit may file a written objection to the issuance of the permit and may request (by writing) a public hearing. Objections, comments or a request for a hearing are due during the public comment period, which ends upon the later of thirty (30) days from the first publication of this notice, or close of business on the date of any hearing that may be held. Such objections/comments/requests to Pinal County Air Quality Control District, P.O. Box 927, Florence, AZ 85232 or deliver to 34 N. Third Street, Building F, Development Services, Florence, Arizona. The telephone number is (520) 866-6925.

Any objection shall state the name and mailing address of the objector, be signed by the objector, their agent or attorney, and clearly set forth the reasons why the permit should not be issued. Grounds for objections are limited to whether the proposed permit meets the criteria for issuance provided in A.R.S. § 40-480 or § 40-481. The permit package, all comments and objections will be available for public inspection and/or copying at the above address Monday through Friday from 8:30 a.m. to 4:30 p.m., excluding holidays.

PINAL COUNTY
AIR QUALITY CONTROL DISTRICT
DONALD D. GABRIELSON, DIRECTOR

Dates Published: February 6, 13, 2006

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PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

PUBLIC OPEN HOUSE



Tuesday, February 21, 2006

5:00 p.m. to 7:00 p.m. - Presentation at 5:15 p.m.
Francisco Grande Hotel
Mesquite-Palo Verde Rooms
26000 W. Gila Bend Highway
Casa Grande

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Gold Canyon

Thursday February 23, 2006

5:00 p.m. to 7:00 p.m. - Presentation at 5:15 p.m.
Central Arizona College - Aravaipa Campus
Building A - Room 18
80440 E. Aravaipa Road
Winkelman

Pinal County welcomes you to the first round of public open house(s) for the Pinal County Small Area Transportation Study. The purpose of the Open House is to present the existing conditions of the study area and to present information regarding future development. You will be given an opportunity to review the information and provide comments for inclusion in the study. Comments received at tonight's public open house(s) will be used to develop a draft transportation plan.

What is the purpose of the study?

The purpose of this study is to evaluate the County's transportation needs, including roadway and transit elements, over the next twenty years to accommodate anticipated growth and development. The study will provide the County with tools to develop the County transportation system in cooperation with local, regional, state and federal stakeholders.

What are the study objectives?

The study will address the following questions:

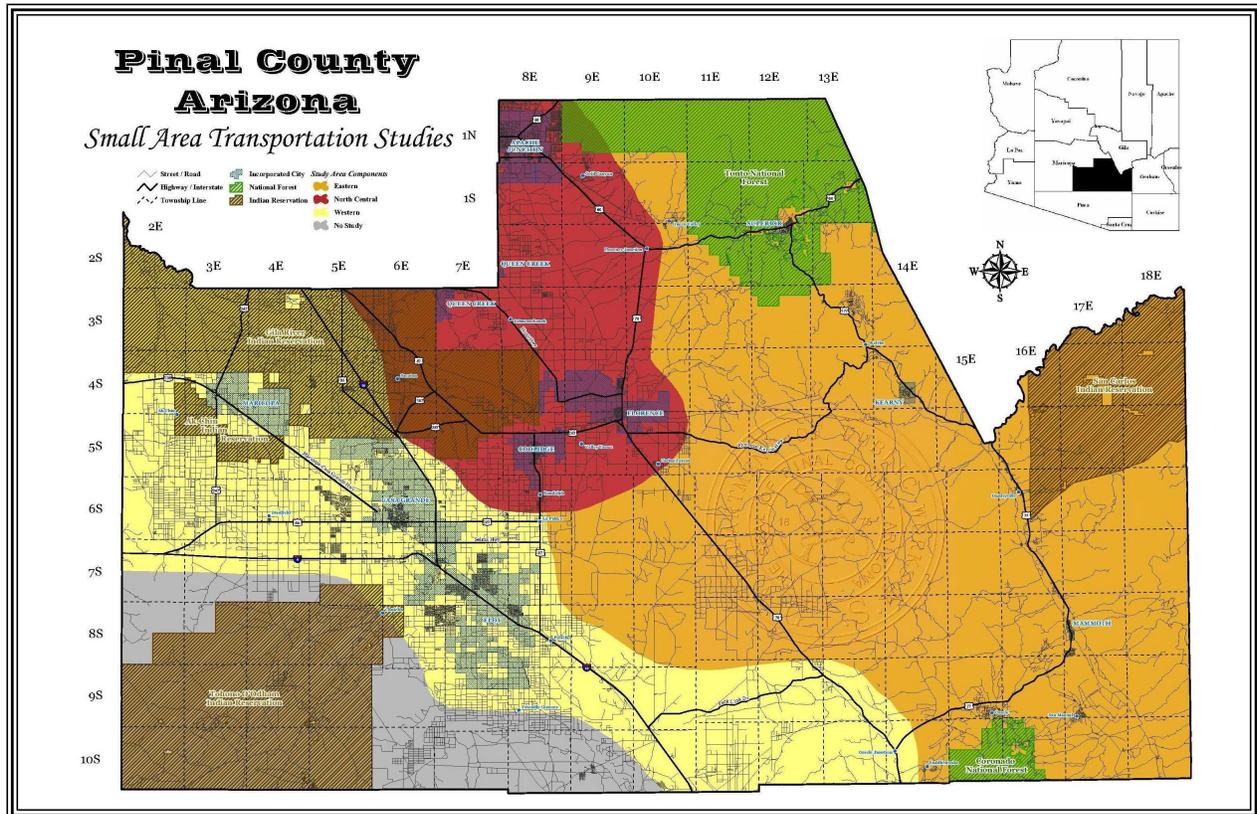
- What transportation improvements need to be implemented?
- How will these improvements be implemented and funded?
- When should these improvements be constructed?

What is the study boundary?

This study will address the transportation needs of Pinal County as a whole. However, due to Pinal County's geographical size and the unique transportation needs of Pinal County Residents, the study area has been divided into three smaller study area components. For your reference, a map of the study areas can be found on the back of this page.

How is the study organized?

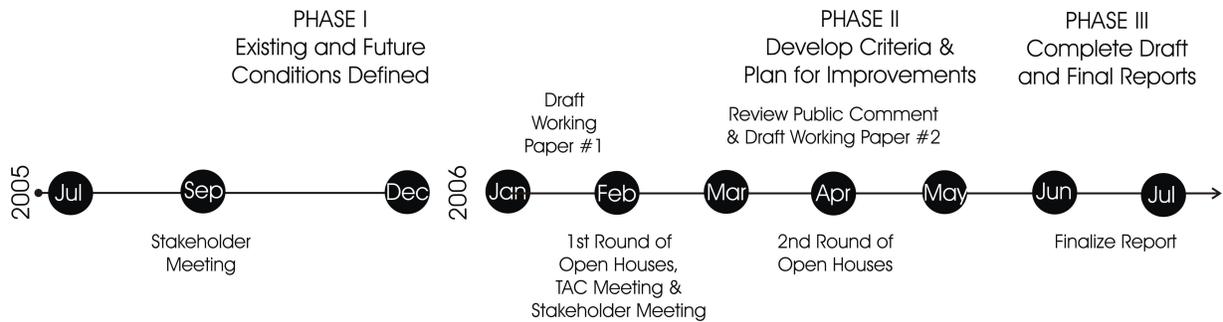
The study is being carried out by Pinal County in cooperation with the Arizona Department of Transportation, Pinal County stakeholders, Indian communities and neighboring jurisdictions. Three Technical Advisory Committees comprised of representatives from local and state agencies guide the overall study process. Kirkham Michael along with Lima & Associates, transportation consulting firms, are facilitating this study and are working closely with local and state officials.



Study Area Components

- | | | |
|---------------|--------------------|----------------------|
| Eastern | Incorporated City | Street / Road |
| North Central | National Forest | Highway / Interstate |
| Western | Indian Reservation | Township Line |
| No Study | | |

STUDY TIMELINE



If you would like more information, please contact:

Project Manager:
 Doug Hansen
 Planning Section Chief
 Pinal County Department of
 Public Works
 P.O. Box 727
 Florence, AZ 85232
 (520) 866-6407
 Doug.Hansen@co.pinal.az.us

Project Manager:
 Andy Smith
 Transportation Planner
 Pinal County Department of
 Public Works
 P.O. Box 727
 Florence, Arizona 85232
 (520) 866-6934
 Andrew.Smith@co.pinal.az.us

Project Administrator:
 Kathy Borquez
 Special Projects Manager
 Pinal County Department of
 Public Works
 P.O. Box 727
 Florence, AZ 85232
 (520) 866-6406
 Kathy.Borquez@co.pinal.az.us

Pinal County

Small Area Transportation Study



**KIRKHAM
MICHAEL**

In Association With

L&A LIMA & ASSOCIATES
Transportation - G.I.S.



**Public Open Houses:
February 21, 22 & 23, 2006**

Tonight's Agenda

- **Welcome & Introductions**
- **Presentation**
 - **Study Purpose**
 - **Study Work Tasks & Products**
 - **Technical Advisory Committees**
 - **Study Work Plan & Schedule**
 - **Current & Future Conditions**
- **Your Comments & Questions**

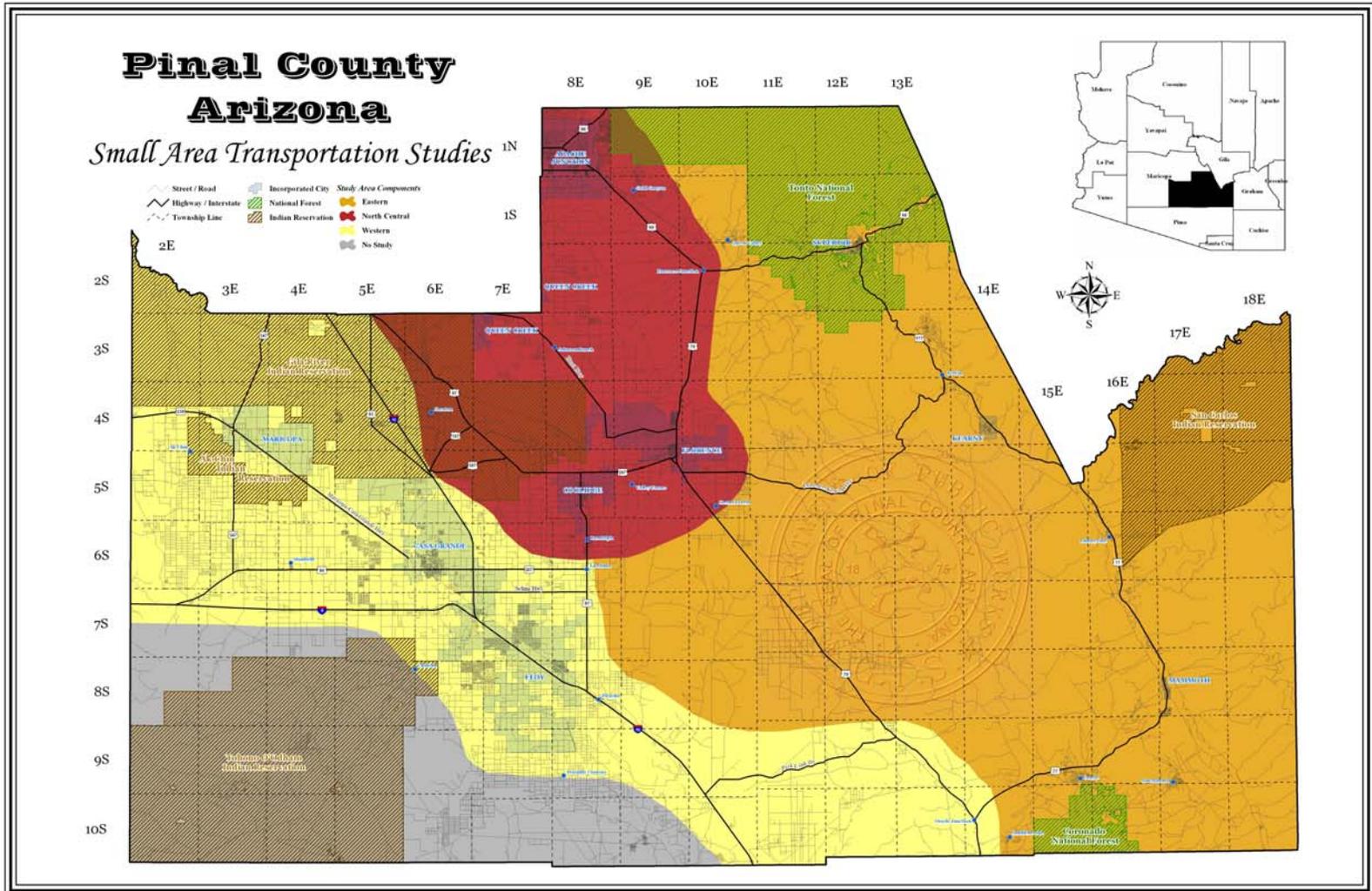
Study Purpose

Scope of Work

- **Evaluation of Pinal County's transportation needs over next 20 years including**
 - roadway improvements
 - transit & other multi-modal issues
- **Establishment of Capital Improvement Program**
 - Identify & prioritize projects
- **Development of Implementation Program**
 - Establish funding strategies

Study Purpose

Study Area Components



Study Work Tasks & Products

• Work Tasks

Refine Work Plan

Identify & Evaluate
Current & Future
Conditions

Round 1 of Public
Involvement

– Develop & Evaluate
Criteria & Plan for
Improvements

• Work Products

Technical Memorandum
1 - Refined Work Plan

Working Paper 1 –
Current & Future
Conditions

– Summary Report 1 –
Public Involvement

– Working Paper 2 - Draft
Countywide Plan
including Transit

Study Work Tasks & Products

(continued)

• Work Tasks

- Round 2 of Public Involvement
- Prepare Draft Reports
- Prepare Final Reports

• Work Products

- Summary Report #2 – Public Involvement
- Draft Countywide Report with separate study area summary reports
- Final Countywide Report & Executive Summary with separate study area summary reports

Technical Advisory Committees

- **Western Study Area**
 - Casa Grande, Eloy & Maricopa
 - Ak-Chin Indian Community & Gila River Indian Community
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County
- **North Central Study Area**
 - Apache Junction, Coolidge, Florence & Queen Creek
 - Gila River Indian Community
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County
- **Eastern Study Area**
 - Kearny, Mammoth & Superior
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County

Phase 1

Phase 2

Phase 3

*Pinal County SATS
Work Plan & Schedule*

Needs Analysis

- ✓ Inventory & Analysis of Existing Conditions
- ✓ Define & Analyze Future Conditions
- ✓ Develop Vision & Goals
- ✓ Technical Memorandum 1 to include a Refined Work Plan (boundaries of study area), Refined Work Tasks, a Draft Public Involvement Program, and a Study Mission
- ✓ Working Paper 1 to include Current & Future Conditions, Unique Characteristics of each Study Area, and an Updated 2000 Pinal County TransCAD Traffic Forecasting Model

- ✓ Evaluate Alternatives
- ✓ Develop Possible Improvement Options to include: Additional Capacity Improvements, Widen Intersections, Infrastructure Improvements, Multimodal Improvements, O & M, Hazard Elimination, Safety Improvements, ITS, Access Management, and Land Use Management
- ✓ Summary Report 1, Public Involvement, to include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings
- ✓ Working Paper 2, Draft Small Area Transportation Plan for entire County, which will include Identification of Alternatives and Forecast of Future Traffic Volumes; Evaluation of Environmental Justice Elements; and Preparation of a Draft Plan
- ✓ Summary Report 2, Public Involvement, which will include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings intended to capture and contrast the results of all sessions

- ✓ Draft & Final Reports to include four reports summarizing the Study Approach, Results & Recommendations. One report for entire County and one report for each Study Area
- ✓ Develop Capital Improvement Program (CIP) to include a Five-Year Multimodal CIP, Develop Funding Sources, Update Access Management & Traffic Impact Analysis Guidelines and Implementation of Action Plan
- ✓ Pinal County GIS Compatibility
- ✓ Training on TransCAD Model for Pinal County Staff

Deliverables

Technical Memorandum 1
September 2005

Working Paper 1
February 2006

Summary Report 1
Public Involvement
March 2006

Working Paper 2
Draft SATS
April 2006

Summary Report 2
Public Involvement
May 2006

Draft & Final Reports
June 2006

Develop CIP

Pinal County Staff Training

Public Involvement Meetings

First Stakeholder Meetings to be held in each study area and to include the Purpose of the Study, Identification of Issues, Transportation Vision, an Overview of the Study, Ask Stakeholders to voice their issues, Issues Written & Displayed, and Maps provided for mark-up (Sept. 2005)

First Public Meetings to be held in each study area and to include an Open Forum to discuss Existing & Future Conditions, Preliminary Issues, Key Issues Identified at Stakeholders Meetings, Draft Vision Statement. Get Participants Input. Participants Q&A (February 2006)

Second Stakeholders Meetings to be held in each study area and to include the Purpose of the Study, Review public input to date, ask Stakeholders to identify possible solutions, and Maps provided for mark-up (April 2006)

Second Public Meetings and Regional Solutions Forums to be held in each study area and to include an Open Forum to Present Potential Solutions, Key solutions identified at Stakeholders Meetings. Participants Input. Participants Q&A (April 2006)

Presentation to Board of Supervisors

Technical Advisory Committee
(1 for each study area)

First TAC Committee Meeting
July 2005

Second TAC Committee Meeting
February 2006

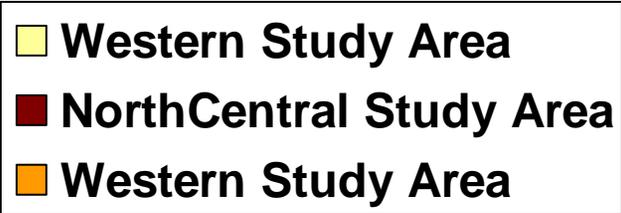
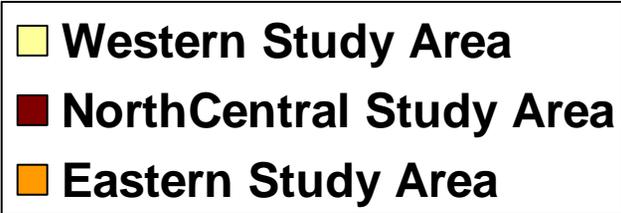
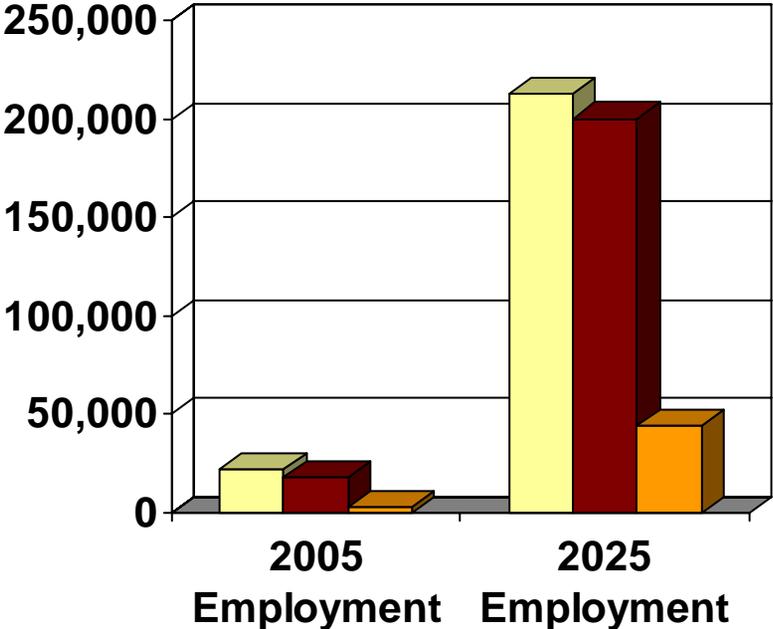
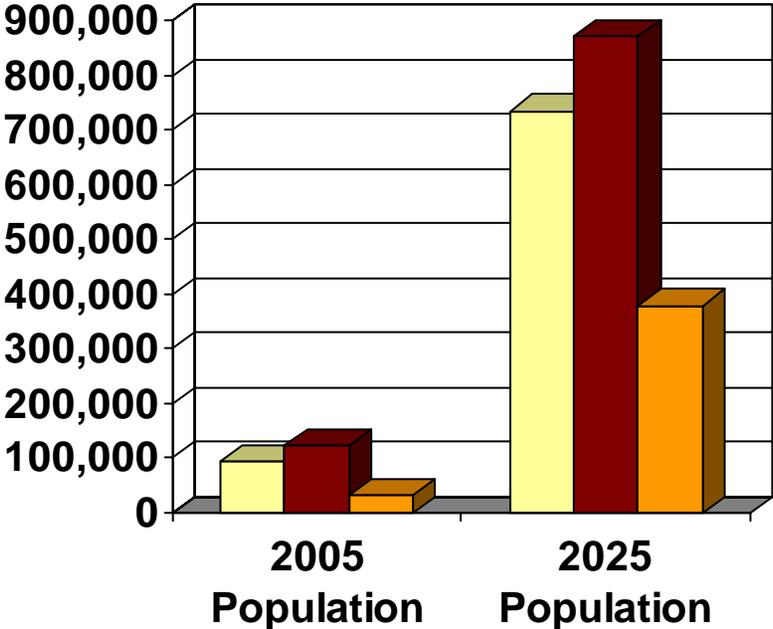
Third TAC Committee Meeting
March/April 2006

Pinal County Team Meetings

Project Team Meetings held monthly plus on an as-needed basis. Participants to include: Pinal County Representative, ADOT, KM Project Manager and Team Leaders, Representatives from each TAC as needed, plus other invited guests

Current & Future Conditions

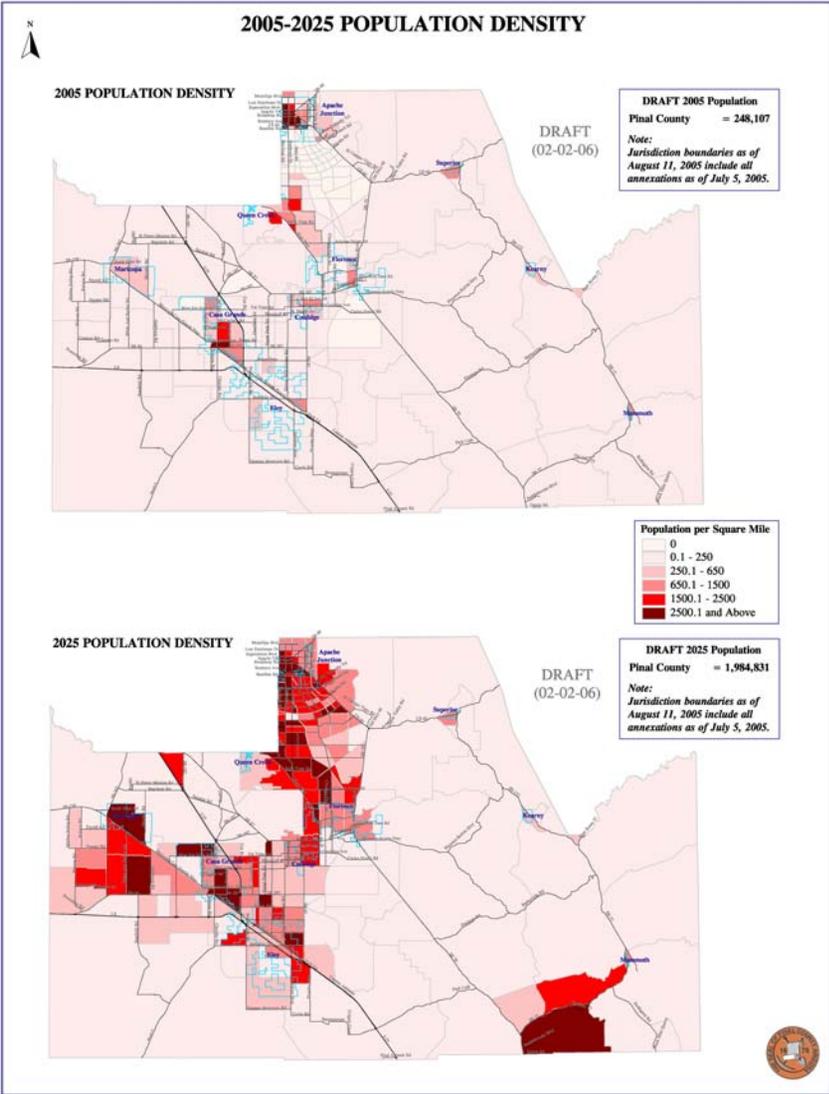
Estimated Socioeconomic Data



Current & Future Conditions

Estimated Socioeconomic Data

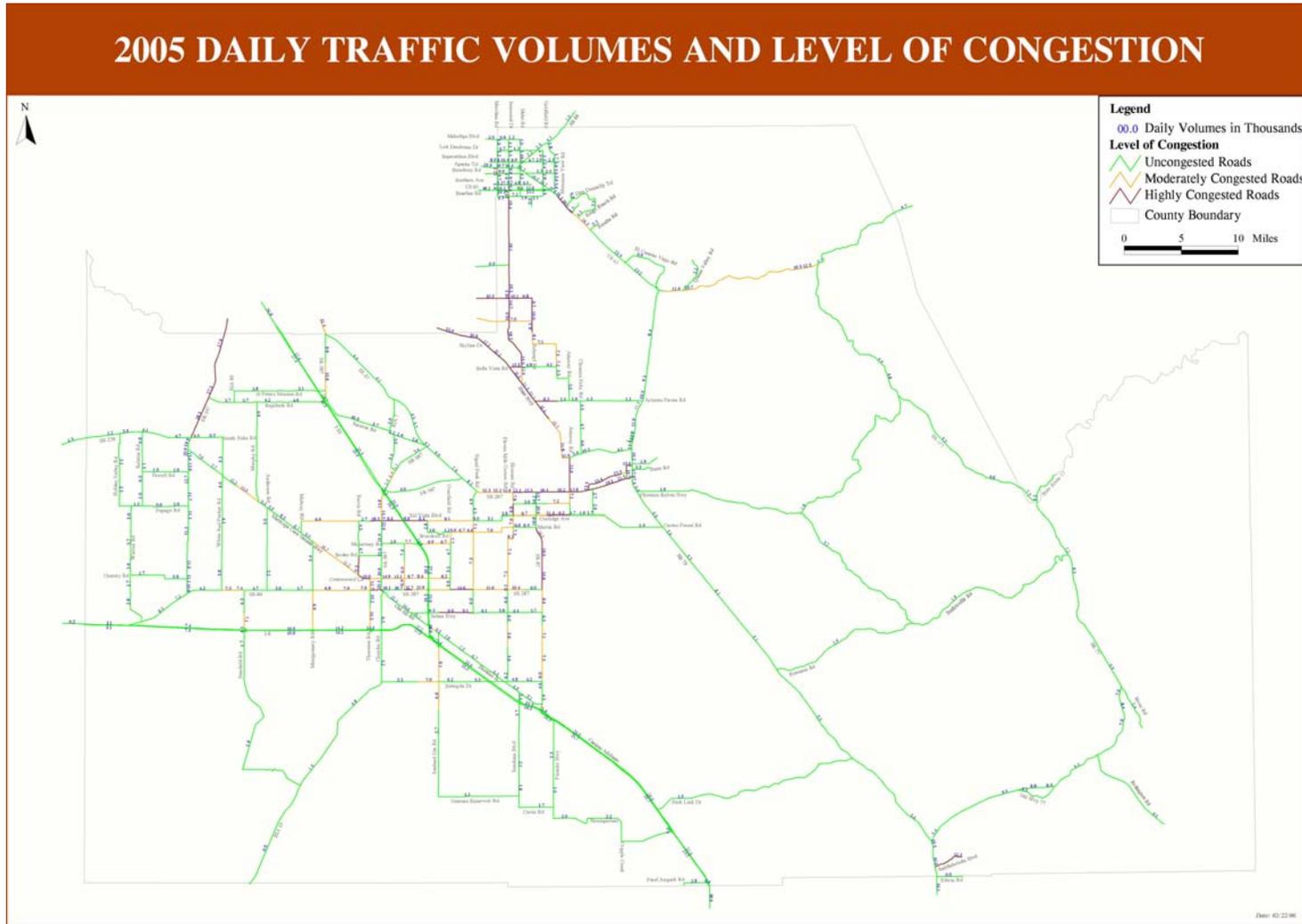
2005 Countywide
Population:
248,107



2025 Countywide
Population:
1,984,831

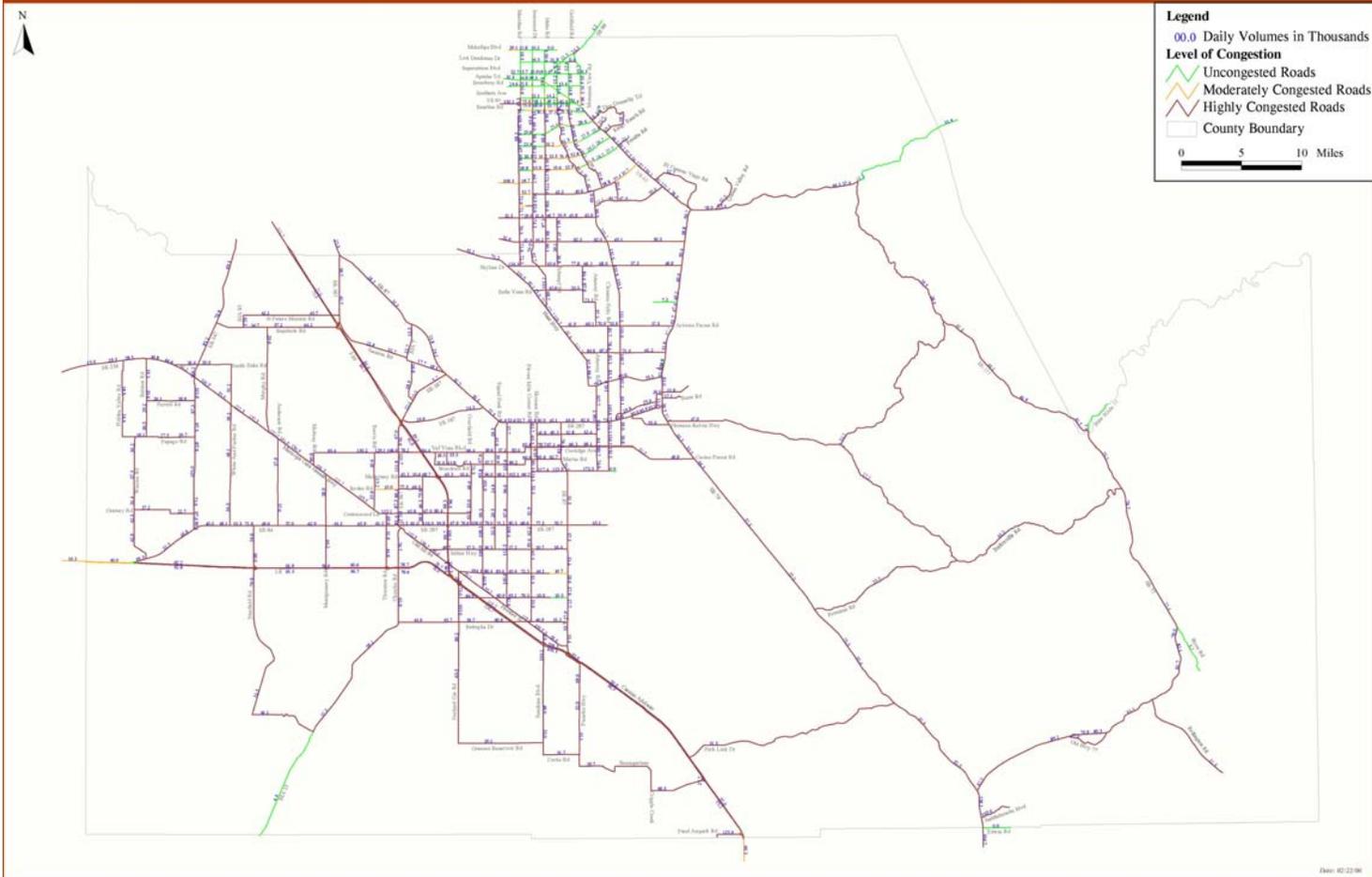
Current & Future Conditions

2005 Traffic Volumes & Level of Service



Current & Future Conditions 2025 Traffic Volumes & Level of Service

2025 BASE DAILY TRAFFIC VOLUMES AND LEVEL OF CONGESTION

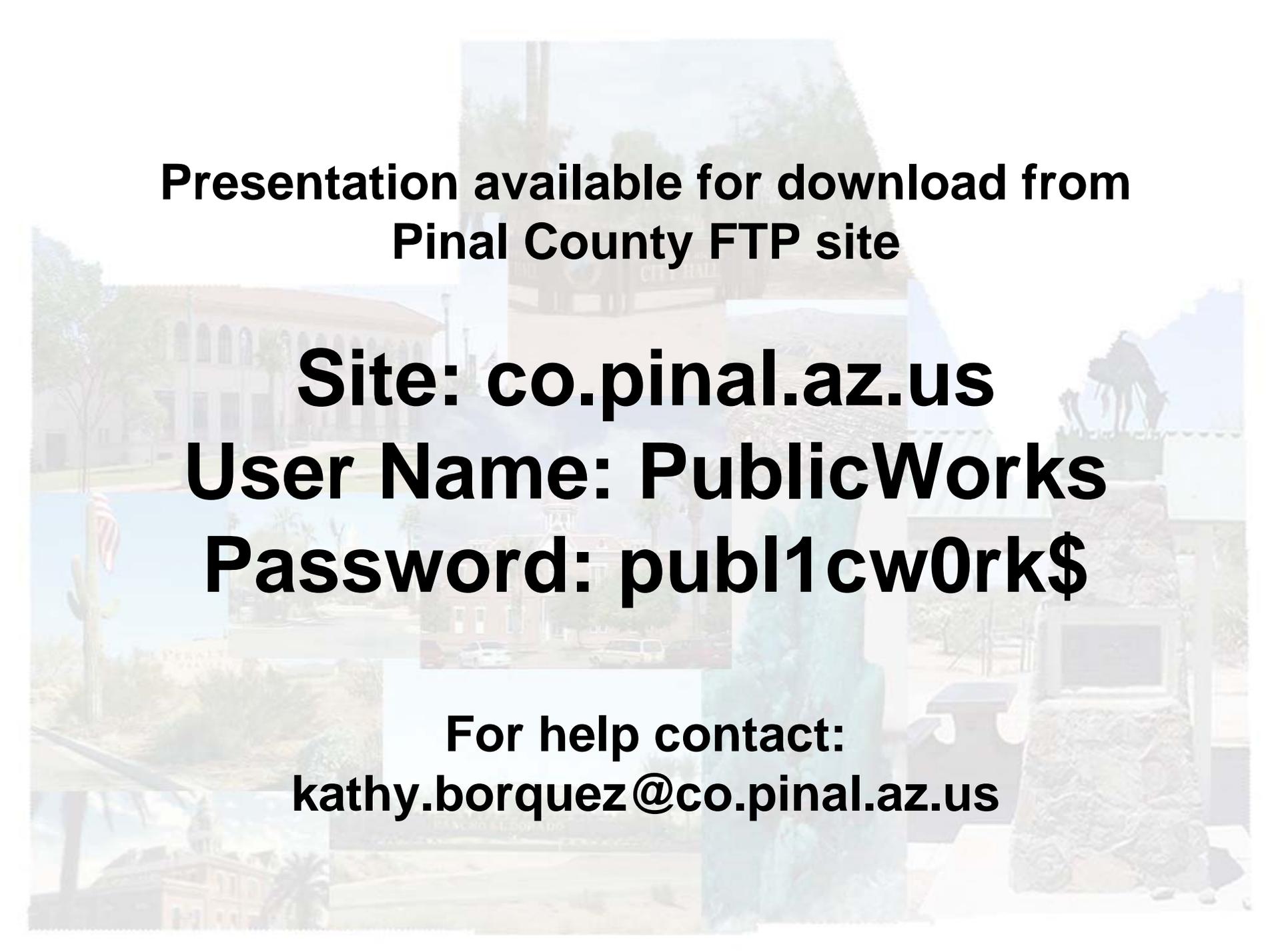


Next Steps

- Refine Future Network
- Draft Working Paper #2 – Countywide Plan including transit
- 2nd Round of Public Involvement
 - Arizona City, Johnson Ranch & San Manuel
- Draft & Final Report
- Approval by Pinal County Board of Supervisors

Comments & Questions

- **Your input is essential to the success of this**
- **Your comments are appreciated**
- **Questions**
- **Thank you for your participation!**



**Presentation available for download from
Pinal County FTP site**

**Site: co.pinal.az.us
User Name: PublicWorks
Password: publ1cw0rk\$**

**For help contact:
kathy.borquez@co.pinal.az.us**

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

PUBLIC OPEN HOUSE



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5:00 p.m. to 7:00 p.m. - Presentation at 5:15 p.m.
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Central Arizona College - Aravaipa Campus
Building A - Room 18
80440 E. Aravaipa Road
Winkelman

Please provide your comments and suggestions below:

I'm not sure what factors were used in the future computer modeling. However, here are items that will affect the development of the Florence Keweenaw Road and the movement of vehicles between Kearny and the greater Florence area.

- * Continued expansion of the ASARCO complex with record high copper prices. This not only has led to population growth here - but creates numbers of commuters for work.
- * The high potential for the opening of another copper mine near Kearny.
- * The creation of a new state park for climbing and hiking. The bill is moving through the Arizona legislature now. This project is probably 3-5 years away. Ken Travous, State Parks Director estimates up to 150,000 visitors a year.

Jay Eide, Town Manager,
Kearny

FEB 27 2006

Appendix II
PUBLIC INVOLVEMENT SUMMARY REPORT
SECOND ROUND

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

FINAL Public Involvement Summary Report Second Round



PREPARED FOR:
PINAL COUNTY

JUNE 2006



PINAL COUNTY

SMALL AREA TRANSPORTATION STUDY

FINAL Public Involvement Summary Report
Second Round

PREPARED FOR:
PINAL COUNTY DEVELOPMENT SERVICES
DEPARTMENT OF PUBLIC WORKS

PREPARED BY:
KIRKHAM MICHAEL CONSULTING ENGINEERS

June 2006
KM Project # 0504900

Introduction

The purpose of the Pinal County Small Area Transportation Study is to evaluate the county's transportation needs, including roadway and transit, over the next twenty years to accommodate anticipated growth and development. The study will provide the county with tools to develop the county's transportation network in cooperation with local, regional, state and federal stakeholders.

Due to Pinal County's geographical size and the unique transportation needs of Pinal County's residents, the study area has been divided into three smaller study area components. Information and features unique to each study area component will be identified, defined and studied. The findings will then be documented in a final report upon conclusion of the study.

The study effort is organized into seven major work tasks including two rounds of public involvement. The public involvement process provides for an open channel of communication between the study project team, Pinal County stakeholders, and residents to better understand the issues, receive possible solutions, and communicate the study's findings and recommendations. Two methods were used to gather input and comments from stakeholders and residents: stakeholder meetings and public open houses.

Stakeholders Meeting

The second Stakeholder meeting was held on May 24, 2006 with 36 stakeholders participating. Discussions ranged from existing and modeled characteristics to the findings and recommendations of the project. Comments and questions included:

- The Pinal County Board of Supervisors approved a notice of intent on May 24 to proceed with the Impact Fee Process. A public hearing can be held in 120 days, and there will be a 90 day public comment period after the public hearing.
- There are ongoing discussions with the Gila River Community Indian Community about additional connections in the Western Study Area.
- Alternate north-south routes in Apache Junction were not part of the scope of this project, but they are identified in the Apache Junction SATS. Pinal County is responsible for roads outside of the city limits.
- Improvements to SR 79 are not discussed in this SATS, but SR 79 will be included in the ADOT Regional Corridor Profile Study.
- 2025 Alternative 4B Total Lanes and LOS will be available on the Pinal County Public Works Website (<http://www.pinalcounty.org/PubWorks>).
- A question was asked as to whether or not the GIS/shapefiles for these maps are available for use. The GIS information is not currently available.
- The 2 mile streets will be 150' ROW cross-sections, and the 1 mile streets will be 110' ROW.
- Alternative routes to SR 347 will be evaluated in the ADOT Regional Corridor Profile Study. This will require coordination with the Gila River Indian Community. It was noted that city streets and county roads can also be alternate routes.
- There are ongoing talks regarding transit needs in Pinal County.

- Bike lanes will be included in arterial cross-sections, and the parks and trails study will evaluate bicycle paths.
- Pinal County met with MCDOT, Queen Creek, Mesa, Gilbert and most other cities/towns within Pinal County regarding their CIP projects

The stakeholder presentation materials and meeting minutes can be found in Appendix A and on the Pinal County Public Works Website (<http://www.pinalcounty.org/PubWorks>).

Public Open House

The second round of public open houses were held in late May, early June 2006. There were three public open houses, all located and separated by study area as shown in Figure 1.

Advertisements, shown in Appendix B, were run in the following papers on the dates listed in Table 1.

Table 1: Public Open House Notices

Local Newspapers	Date
Maricopa Monitor	May 19
Apache Junction Gold Canyon News	May 22
Arizona City Independent	May 24
Casa Grande Dispatch (Tri-Valley)	May 24
Coolidge Examiner (Tri-Valley)	May 24
Copper Basin News	May 24
San Manuel Miner	May 24
Superior Sun	May 24
Queen Creek Independent	May 24
Eloy Enterprise (Tri-Valley)	May 25
Florence Reminder (Tri-Valley)	May 25

The first of this second series of open houses was conducted at J.O. Combs Middle School multi-purpose room in Queen Creek on May 30, 2006. The second open house was conducted at the San Manuel Public Schools Gardner Learning Center in San Manuel on May 31, 2006 and the third open house was conducted at the Stanfield Elementary School Cafeteria in Stanfield on June 1, 2006. Each open house featured a presentation detailing the project from the overall project purpose and existing conditions to the findings and recommendations. Display boards showed the study areas and current planned area developments population/employment along with 2005 and 2025 number of lanes, volumes and level of service. A total of 48 guests attended the open houses.

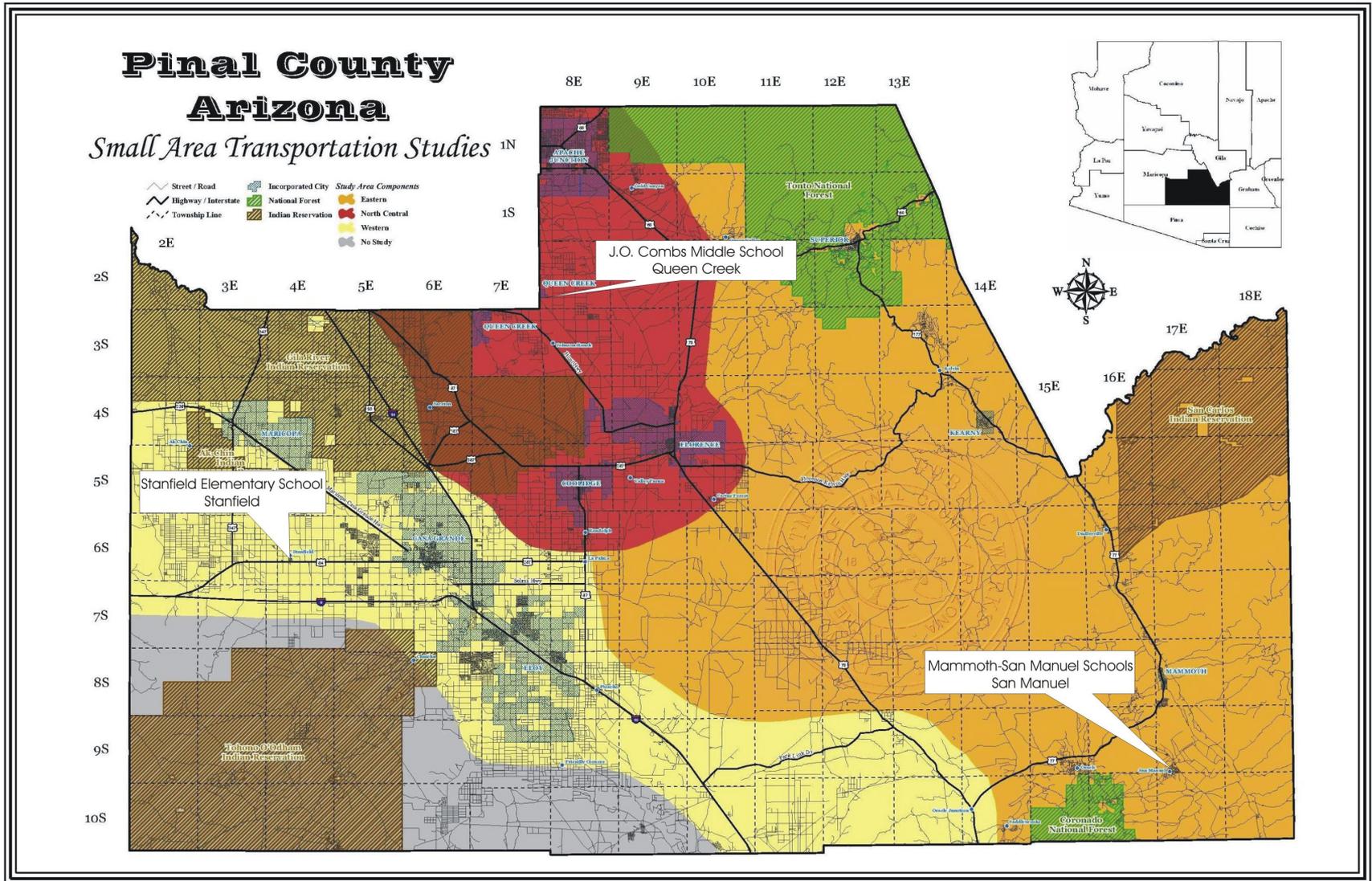
Comments received include:

- Provide improvements to Redington Road, which connects into Pima County and Tucson.
- Consider alternative routes for the Hidden Valley citizens by;

- Extending Miller Road from Ralston Road to Warren Road
- Extending Kortsen Road from Ralston Road to Warren Road
- If Miller and Kortsen are to be extended, provide enough right of way to allow expansion of both in future
- All City SATS should be incorporated into Pinal County SATS. If they are not or are not consistent with current City SATS, then City officials should be notified
- Level of service for SR 347 between Maricopa and I-10 are not believable. LOS numbers are too low for traffic traveling to the Phoenix area. Recommend special SATS modeling for SR 347.
- The SATS should strongly reflect regional mobility connections to support employment opportunities.
- Alternative routes to the Maricopa-Casa Grande Highway should be identified in this study.
- Are we planning for enough right of way, lanes, bike paths, bus shelters and other modes of transportation?
- Park Link is critical
- Impact and/or Development Fees are very important
- Redington Road from San Manuel south could be very beneficial to traffic circulation.

Open house advertising, comment forms and presentation materials can be found in Appendix B.

Figure 1: Public Open House Locations



APPENDIX A

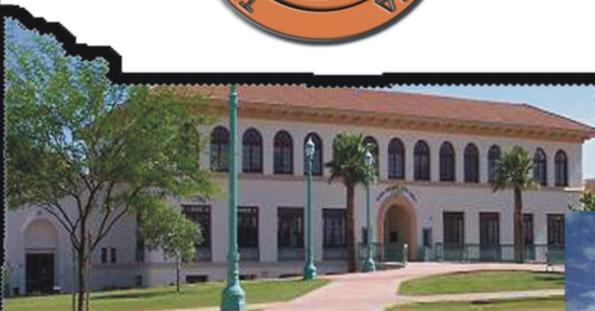
Pinal County Small Area Transportation Study



**KIRKHAM
MICHAEL**

In Association With

L & A LIMA & ASSOCIATES
Transportation - G.I.S.



**Joint Technical Advisory Committees
& Stakeholder Meeting
May 24, 2006**

Today's Agenda

- **Welcome & Introductions**
- **Presentation**
 - **Study Work Tasks & Products**
 - **Current & Future Conditions**
 - **Network Configuration**
 - **Findings & Recommendations**
 - **Capital Improvement Program**
 - **Final Steps**
- **Comment Forms**
- **Questions & Answers**

Study Work Tasks & Products

• Work Tasks

- Refine Work Plan
- Identify & Evaluate Current & Future Conditions
- Round 1 of Public Involvement
- Develop & Evaluate Criteria & Plan for Improvements

• Work Products

- Technical Memorandum 1 - Refined Work Plan
- Working Paper 1 – Current & Future Conditions
- Summary Report 1 – Public Involvement
- Working Paper 2 - Draft Countywide Transportation Plan including Transit

Study Work Tasks & Products

(continued)

• Work Tasks

 Round 2 of Public Involvement

– Prepare Draft Reports
(*Late June*)

– Prepare Final Reports
(*Mid July*)

• Work Products

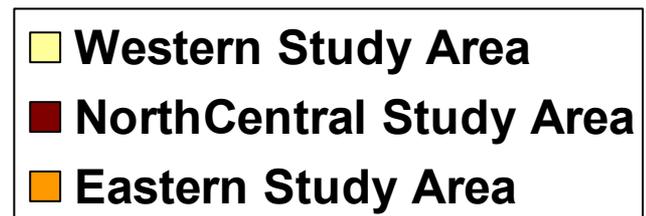
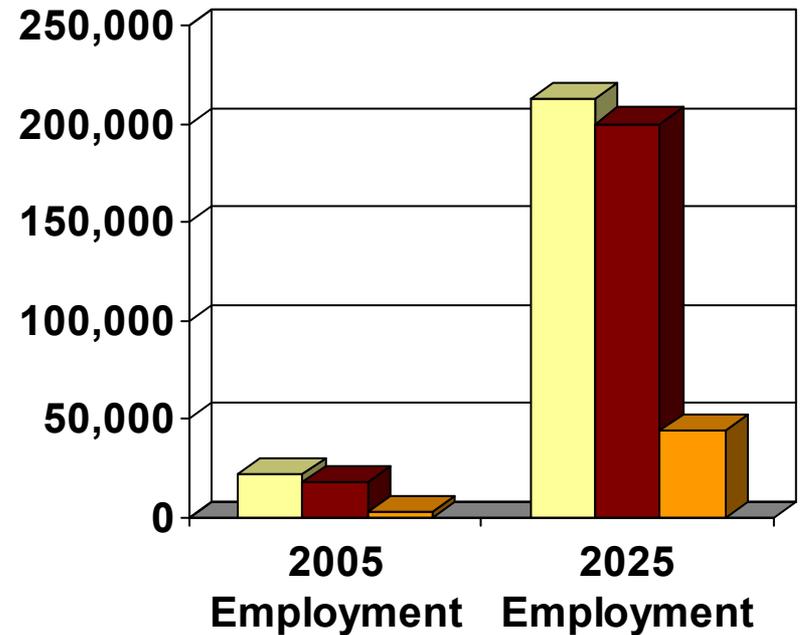
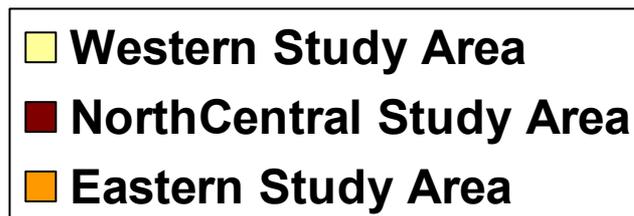
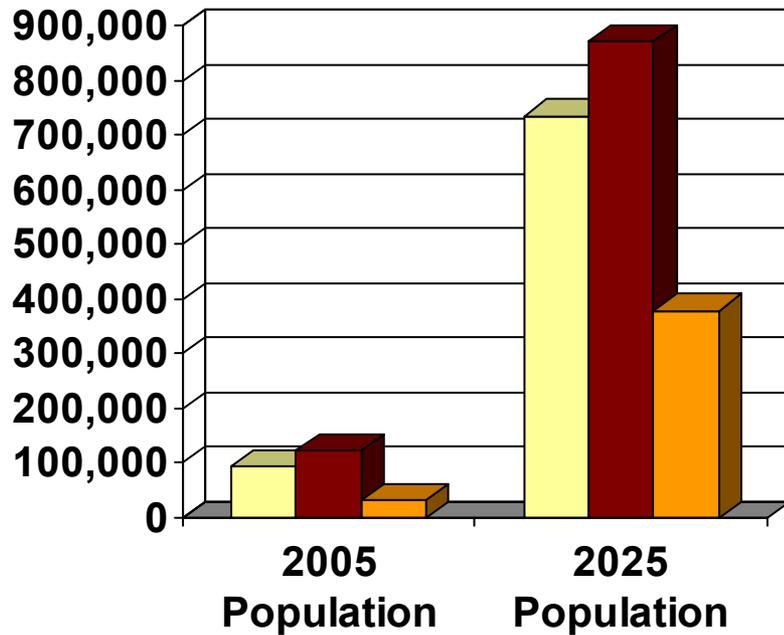
– Summary Report #2 –
Public Involvement

– Draft Countywide Report
with separate study area
summary reports

– Final Countywide Report
& Executive Summary
with separate study area
summary reports

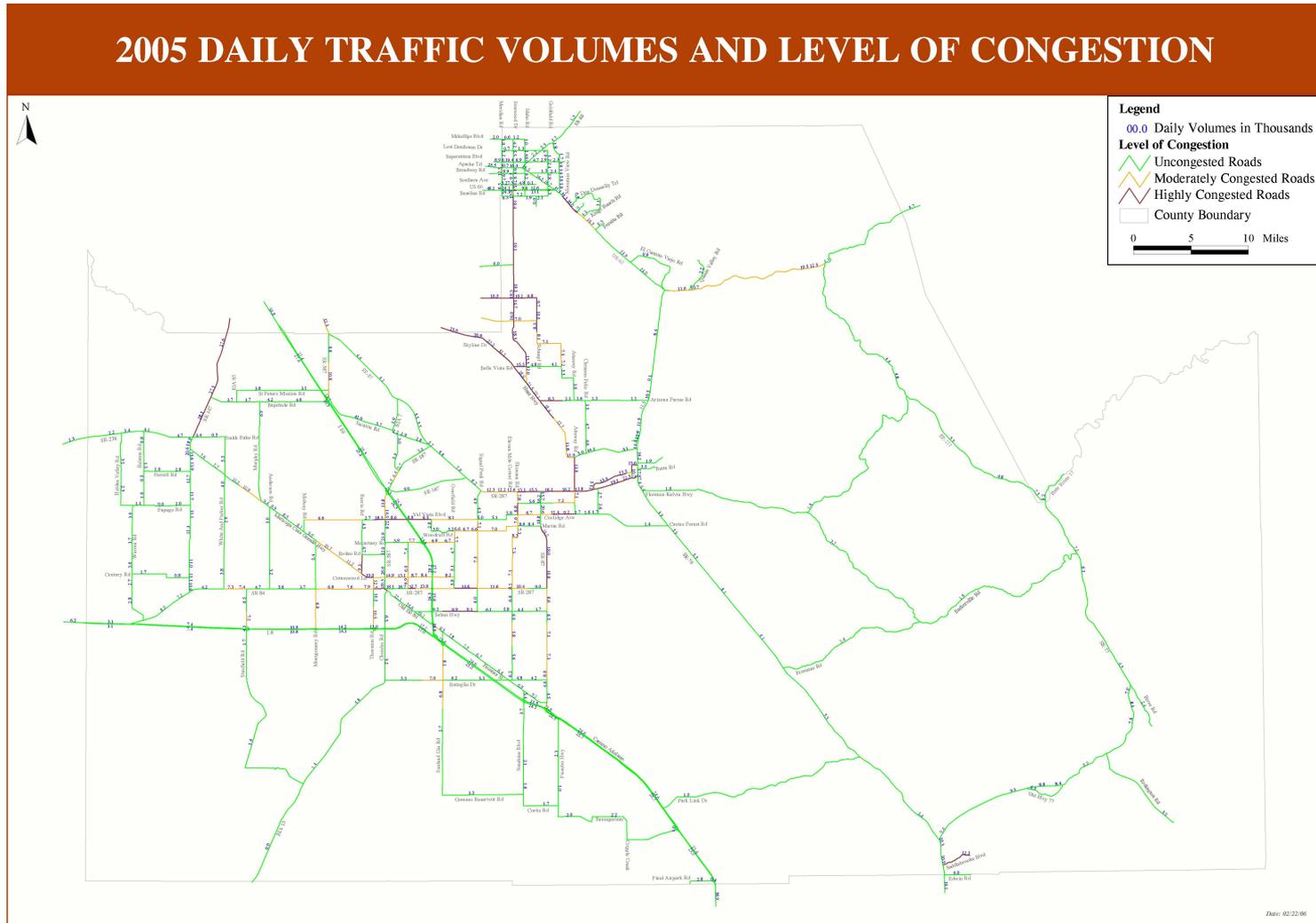
Current & Future Conditions

Estimated Socioeconomic Data



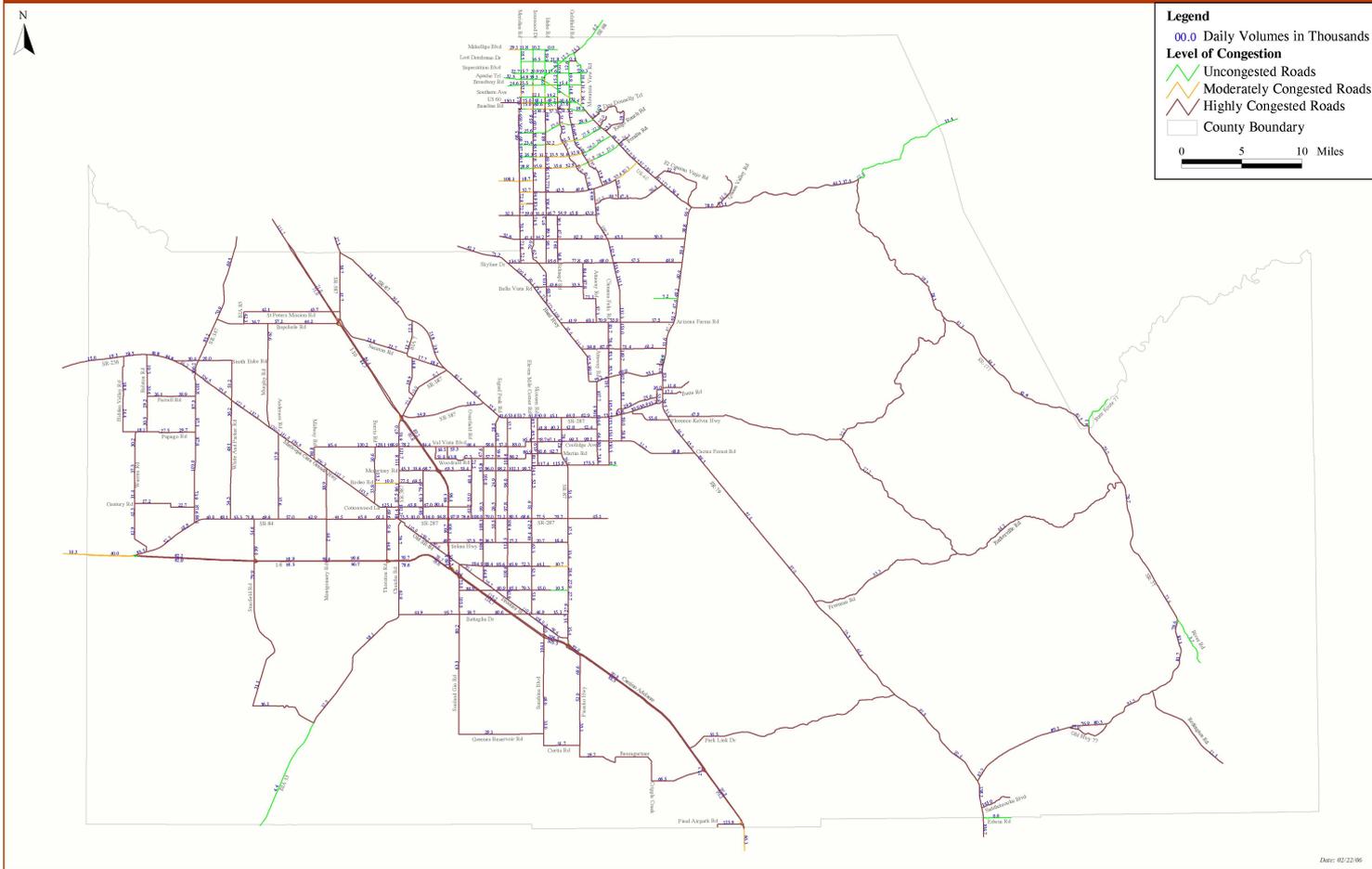
Current & Future Conditions

2005 Traffic Volumes & Level of Service



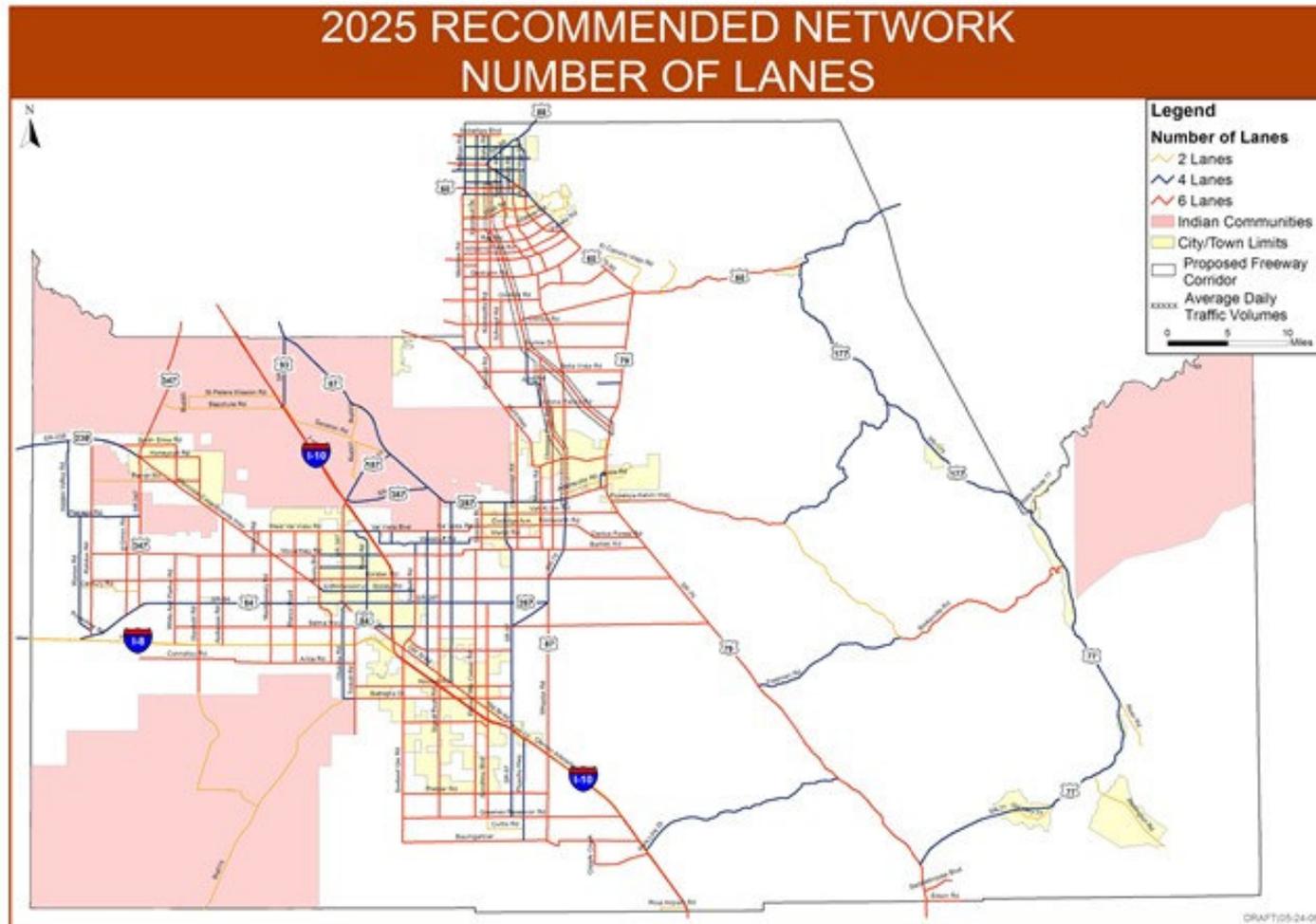
Current & Future Conditions 2025 Traffic Volumes & Level of Service

2025 BASE DAILY TRAFFIC VOLUMES AND LEVEL OF CONGESTION

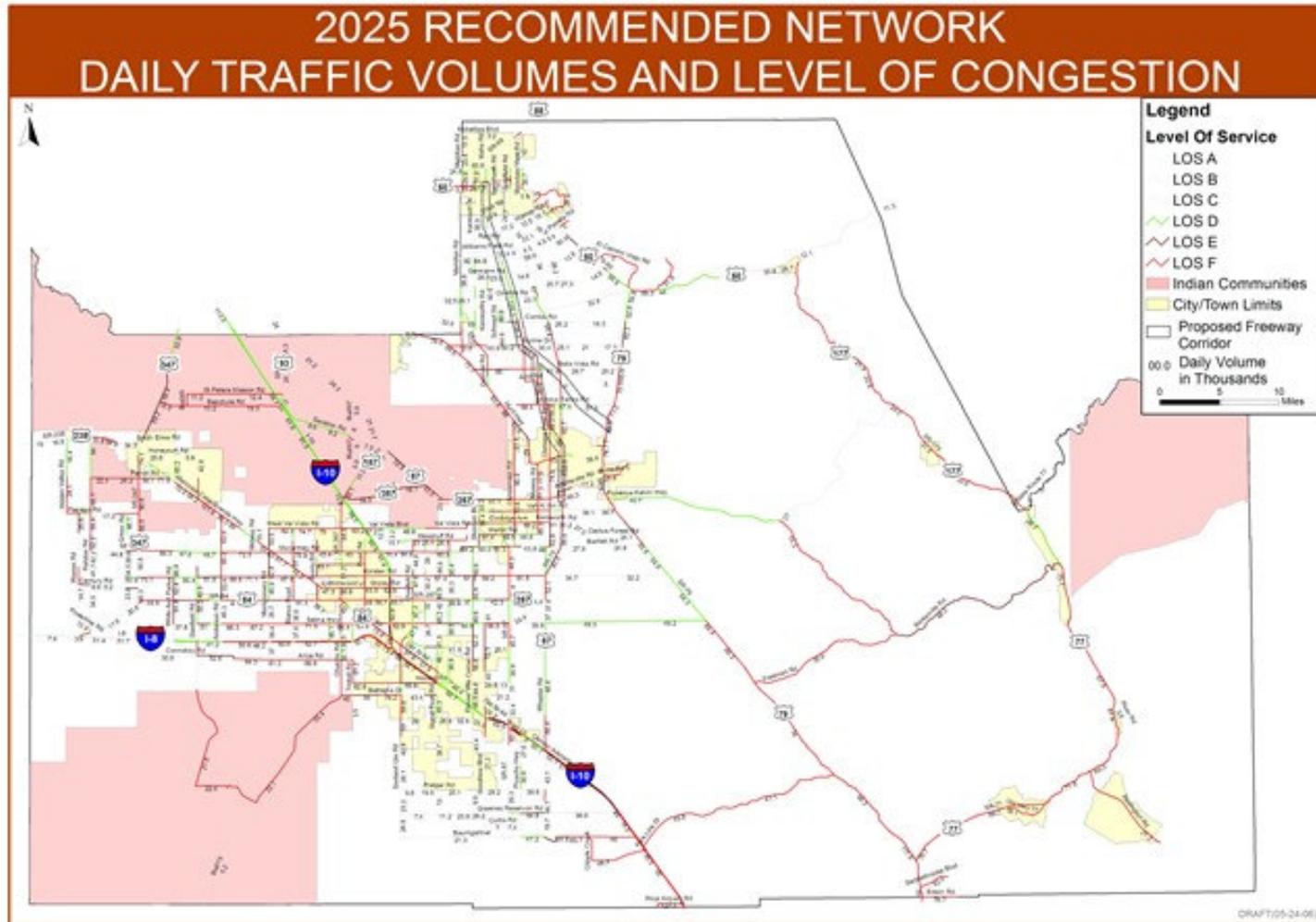


Network Configuration

Alternative 4B



Network Configuration Alternative 4B



Findings & Recommendations

- **Study Area Components**
 - Develop regional transportation model for Eastern Study Area (from Tucson to Phoenix)
 - Explore additional north-south facility for North Central Study Area
 - Address regional mobility issues in Western Study Area
- **Countywide**
 - Partner with ADOT on improving capacity on state highways in Pinal County
 - Refine countywide transit needs in cooperation with ADOT Public Transportation Division

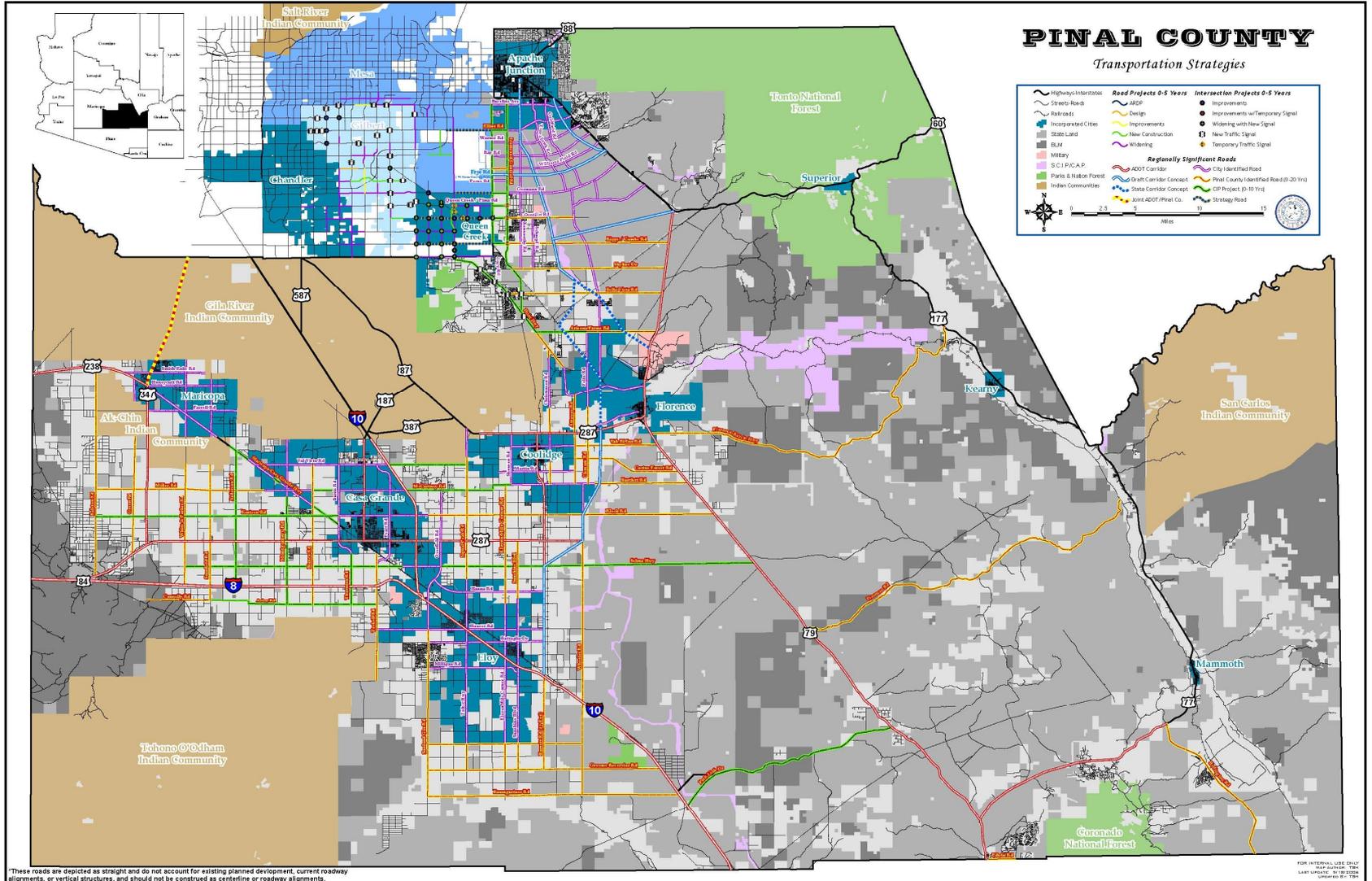
Findings & Recommendations

(continued)

- **Countywide**

- **Create a countywide transportation advisory committee to recommend multi-modal transportation projects**
- **Establish 4-lane arterial grid (1 mile)**
- **Define and preserve right-of-way for transportation system as state land & private development occurs**
- **Continue coordination of transportation planning with tribal communities, cities, towns & state agencies for development & expansion of the transportation system**
- **Implement Capital Improvement Program (CIP) for near, mid & long-term plan**

Capital Improvement Program



Final Steps

- Conduct public open houses
 - Tuesday, May 30th 5:00 p.m. – 7:00 p.m.
 - J. O. Combs Middle School Multi-Purpose Room – Queen Creek
 - Wednesday, May 31st 5:00 p.m. – 7:00 p.m.
 - Gardner Learning Center, Mammoth-San Manuel Schools – San Manuel
 - Thursday, June 1st 5:00 p.m. – 7:00 p.m.
 - Stanfield Elementary School Cafeteria – Stanfield
- Finalize Working Paper No. 2
- Prepare Summary Report No. 2 – Public Involvement
- Prepare Draft & Final Reports
- Approval by Pinal County Board of Supervisors

Comment Forms

- Your comments are essential to the success of this study
- Comment forms are appreciated by Friday, June 9th
 - Complete today and submit to any member of the study team
 - Mail (self-addressed)
 - E-mail to kathy.borquez@co.pinal.az.us
 - Fax to Kathy Borquez @ 520-866-6511
- Presentation and Final Working Paper No. 2 will be available to download from the Pinal County FTP site
 - Details, contact Kathy Borquez at 520-866-6406

Questions & Answers



MEETING DOCUMENTATION

Pinal County Small Area Transportation Study (SATS)

KMA will rely on these notes to represent the interpretation of the items discussed and the resolutions thereof during the meeting unless written notice to the contrary is received by the author within seven calendar days of the issuance of these notes.

PROJECT: Pinal County SATS

MEETING DATE: May 24, 2006

MEETING LOCATION: Pinal County Emergency Operations Center

SUBJECT: Joint TAC/Stakeholder Meeting

KM PROJECT NO.: 0504900

DISCUSSION:

Pinal SATS Stakeholder Presentation

- The work tasks for this project are as follows:
 1. Refine Work Plan
 2. Identify and Evaluate Current and Future Conditions
 3. Round 1 of Public Involvement
 4. Develop and Evaluate Criteria and Plan for Improvements
 5. Round 2 of Public Involvement
 6. Prepare Draft Reports
 7. Prepare Final Reports
- This project will be presented to the Board of Supervisors in July.
- The population and employment in Pinal County are expected to increase dramatically over the next 20 years.
- The project team modeled five roadway network alternatives, and alternative 4B was determined to be the preferred alternative.
- The study area specific findings and recommendations are as follows:
 1. Develop regional transportation model for the Eastern Study Area (from Tucson to Phoenix)
 2. Explore additional north-south facility for North Central Study Area
 3. Address regional mobility issues in the Western Study Area
- The countywide findings and recommendations are as follows:
 1. Partner with ADOT on improving capacity on state highways in Pinal County
 2. Refine countywide transit needs in cooperation with ADOT Public Transportation Division
 3. Create countywide transportation advisory committee to recommend multi-modal transportation projects.
 4. Establish 4-lane arterial grid (1 mile)
 5. Define and preserve right-of-way for transportation system as state land and private development grows
 6. Continue coordination of transportation planning with tribal communities, cities, towns, and state agencies for development and expansion of the transportation system.
 7. Implement Capital Improvement Program (CIP) for near, mid, and long-term plan

Comments and Questions

- The Pinal County Board of Supervisors approved a notice of intent on May 24 to proceed with the Impact Fee Process. A public hearing can be held in 120 days, and there will be a 90 day public comment period after the public hearing.
- There are ongoing discussions with the Gila River Community Indian Community about additional connections in the Western Study Area.
- Alternate north-south routes in Apache Junction were not part of the scope of this project, but they are identified in the Apache Junction SATS. Pinal County is responsible for roads outside of the city limits.
- Improvements to SR 79 are not discussed in this SATS, but SR 79 will be included in the ADOT Corridor Profile Study.
- 2025 Alternative 4B Laneage and LOS will be available for download on the Pinal County ftp site.
- The shapefiles for these maps are not available at this time.
- The 2 mile streets will be 140' or 150' ROW cross-sections, and the 1 mile streets will be 110' ROW.
- Alternative routes to SR 347 will be evaluated in the ADOT Corridor Profile Study. This will require coordination with the Gila River Indian Community. It was noted that city streets and county roads can also be alternate routes.
- There are ongoing talks regarding transit needs in Pinal County.
- Bike lanes will be included in arterial cross-sections, and the parks and trails study will evaluate bicycle paths.
- Pinal County met with MCDOT, Queen Creek, Mesa, and Gilbert regarding their CIP projects

Upcoming Meetings:

- Public open houses will be held in each study area on May 30, May 31, and June 1, 2006.

COPIES TO:

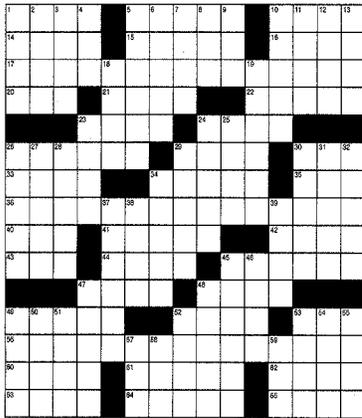
*Attendee

Doug Hansen*	Pinal County Public Works	Ramon Camacho	Town of Kearney
Kathy Borquez*	Pinal County Public Works	Craig Williams	Town of Mammoth Mayor
Andrew Smith*	Pinal County Public Works	Juan Ponce	Town of Mammoth
Lionel Ruiz	Pinal County Supervisor, D1	Kelly Anderson*	City of Maricopa Mayor
Sandie Smith*	Pinal County Supervisor, D2	Edward Farrell	City of Maricopa Council
David Snider*	Pinal County Supervisor, D3	Rick Buss	City of Maricopa Manager
Wilbur Freeman*	Pinal County Public Works	Brent Billingsley*	City of Maricopa
Giao Pham*	Pinal County Public Works	Bob Jackson	City of Maricopa
Dale Harmon	Pinal County Public Works	Michael Hing	Town of Superior Mayor
Greg Stanley*	Pinal County Public Works	Rick Hettler	Town of Superior
Dennis Rittenback*	Pinal County Planning/Dep. Dir	Charles Walton Sr.	City of Casa Grande Mayor
Jerry Stabley	Pinal County Planning	Jim Thompson	City of Casa Grande Manager
Terry Doolittle	Pinal County Manager	A.J. Blaha*	City of Casa Grande
Ken Buchanan*	Pinal County Assist. Mgr - DevSvcs	Byron Jackson	City of Eloy Mayor
Perry Powell	ADOT Phoenix District Engineer	Jim McFellin	City of Eloy Manager
Reza Karimvand*	ADOT Regional Traffic Engineer	John Mitchell*	City of Eloy
Rick Powers	ADOT Globe District Engineer	Jack Patterson*	Ak Chin Indian Community
Delbert Householder	ADOT State Trans. Board Member	Luanna Capponi	Arizona State Land Department
Greg Gentsch*	ADOT – Tucson District Engineer	Manny Patel*	Arizona State Land Department
Matt Carpenter*	ADOT – PTD	Stuart Boggs*	Valley Metro
Dale Buskirk*	ADOT	Janeen Rohovit	Salt River Project
Bill Leister*	CAAG	Dan Hawkins	Salt River Project
Stanley Gibson	CAAG	Charles Clark*	Pinal County Trans. Advisory Com.
Byron Jackson	CAAG	Bill Miller	Pinal County Trans. Advisory Com.
Barbara Brewer	CAAG	Warren Myers	Pinal County Trans. Advisory Com.
Maxine Leather	CAAG	Ron Vogler*	Pinal County Trans. Advisory Com.
James Hartdegen	CAAG	Paul Prechel*	Pinal County Trans. Advisory Com.
Roger Herzog*	MAG	John Maher	Pinal County Trans. Advisory Com.
Dennis Smith	MAG	Bobby Johnson	Pinal County Trans. Advisory Com.
Ken Hall	MAG	Max Ragsdale	Pinal County Trans. Advisory Com.
Gary Hayes	PAG	Thomas Lang	Pinal County Trans. Advisory Com.
Douglas Coleman	City of Apache Junction	Bob Jackson	Pinal County Trans. Advisory Com.
George Hoffman	City of Apache Junction	Dennis Dugan	Pinal County Trans. Advisory Com.
Doug Dobson*	City of Apache Junction	Craig Scott	Pinal County Trans. Advisory Com.
Wilbur Wuertz	City of Coolidge Mayor	David Towle	Pinal County Trans. Advisory Com.
Robert Flatley	City of Coolidge Manager	Charles Millar	Pinal County Trans. Advisory Com.
Don Peters*	City of Coolidge	Cecil Fendley*	Pinal County Trans. Advisory Com.
Alton Bruce*	City of Coolidge	Edward Braunger*	Pinal County Trans. Advisory Com.
Sue Layborn*	City of Coolidge	Barry Ling*	Kirkham Michael
Tom Rankin	Town of Florence Mayor	Luke Albert*	Kirkham Michael
Himanshu Patel	Town of Florence Manager	Kristine Taylor	Kirkham Michael
Larry Quick*	Town of Florence	Pete Lima	Lima and Associates
Wayne Costa*	Town of Florence		
Vicki Kilvinger*	Town of Florence		
James Moline*	Gila River Indian Community		
Don Noble*	Town of Queen Creek		
Dick Schaner	Town of Queen Creek		
John Kross	Town of Queen Creek		
Tom Condit	Town of Queen Creek		
Mark Young	Town of Queen Creek		
Debra Sommers	Town of Kearney Mayor		
Gary Eide	Town of Kearney Manager		

APPENDIX B

Fun and Games

Weekly Crossword Puzzle



Clues

Across

1. Fruit-filled tart.
5. Long frill in bodice front of 14.
14. Wrinkle.
15. Avoid blame.
16. Trojan War site.
17. Shown by example.
20. DiBiase, wrestler.
21. Molded mass of bread.
22. Telephone.
23. Bottle tops.
24. Forming viscous threads.
26. Intelligent.
29. Matter ejected.
30. Cut with blower.
33. ... of the Dogmen.
34. Shin bone.
35. Mae Brown, Ghost character.
36. Hardening of the arteries.
40. Laughing.
41. Not asleep.
42. Dissenting clique.
43. Longest division of geological time.
44. Hip term for "cool."
45. Make public.
47. Last three fingers of the sword hand.
48. Command against.
49. Period of rule.
52. Knee.
53. Sheep's cry.
56. Strong attachment to ecclesiastical usages.
60. Wearisome.
61. Main blood vessel.
62. Leeward side.
63. Airborne particulate matter.
64. Fifth son of Jopheth.
65. ... Koonitz, writer.

Down

1. Express discomfort.
2. Luxury.
3. Old.

4. Vietnam.
5. Old, unreliable vehicle.
6. Assumed name.
7. Yeager, actor.
8. Broad sash worn with a kimono.
9. Local, habitual face twitching.
10. Precisely meaningful.
11. Piquoirri.
12. National emblem of Great Britain.
13. Diane ..., actress.
18. Definite purpose.
19. Come into existence.
23. Command.
24. Russian money.
25. Person from Oklahoma.
26. Expanded leaf portion.
27. Quotient of two similar quantities.
28. Deathly pale.
29. Fussy about food.
30. Eighth century Hebrew prophet.
31. Authoritative proclamation.
32. Squander.
34. Powerful businesspeople.
37. Deep narrow, steep-sided valley.
38. Indebted for.
39. Capital of Norway.
45. Pertaining to dentine.
46. Small case for toilet articles.
47. Sheath over shoelace end.
48. Chaste.
49. ... Volkert, Merle Haggard guitarist.
50. Very light brown.
51. Decorates with frosting.
52. Mode of dress.
53. Ill manor.
54. In the direction of the sea.
55. So be it.
57. Past tense of "sit."
58. Informal debt instrument.
59. Boulder.

Answers on page 18

Horoscopes

Week of May 19

ARIES (March 21-April 19): A tiff among friends becomes heated. Don't step in, Aries, unless you are prepared to go that extra mile. A love lost turns out to be a blessing. Thank your lucky stars.

TAURUS (April 20-May 20): Your options are limited, Taurus, and you must weave some creative magic to succeed. A rare peek into a coworker's life gives you reason to be thankful for what you have.

GEMINI (May 21-June 20): The desire to build stronger family ties grows. Do what you can, Gemini, to make it happen. Throw frequent get-togethers, send letters or make phone calls.

CANCER (June 21-July 22): The end of spring revitalizes you and motivates you to make a fresh start. Take your time, Cancer, and don't move to another project until one is completed.

LEO (July 23-Aug. 22): You don't have to be perfect all of the time, Leo. In fact, now is a good time not to be at home. Your relaxed attitude will put guests at ease and allow everyone to have a good time.

VIRGO (Aug. 23-Sept. 22): A discussion adds fuel to the fire. Use the fury to further the work on a project, Virgo. The deadline is looming. A break in a case gives you reason to celebrate.

LIBRA (Sept. 23-Oct. 22): Frazzled nerves call for a vacation, Libra. Think big and go someplace exotic. A memo at work puts an end to everyone's concerns and brings the rumor mill to a grinding halt.

SCORPIO (Oct. 23-Nov. 21): Good fortune frowns on you, Scorpio, and you must take measures to cut back. Lucky for you, the reduction in spending won't affect an upcoming trip.

SAGITTARIUS (Nov. 22-Dec. 21): Born to be wild. That's what others have started to think of you, Sagittarius. If the shoe fits, don't give it another thought. If it doesn't, make changes to show the real you.

CAPRICORN (Dec. 22-Jan. 19): Sweet as honey. That's how you have been feeling these days, Capricorn, and it shows. People will gravitate in your direction and you will be the star of the show!

AQUARIUS (Jan. 20-Feb. 18): You can't have your pie and eat it, too, Aquarius, at least not this time anyway. Make allowances and work to find common ground. A tiny package bears a big delight!

PISCES (Feb. 19-March 20): Kind gestures require reciprocation, Pisces. Be creative and let others know how you feel. Suspicion at home continues to evolve as more of the story is revealed.

Remembering this week in history

May 19, 1930 - The 27th Amendment to the U.S. Constitution was ratified, prohibiting Congress from giving itself pay raises.

May 19, 1943 - Royal Air Force bombers successfully attacked dams in the German Ruhr Valley using innovative ball-shaped bouncing bombs that skipped along the water and exploded against the dams. The dams had provided drinking water for 4 million people and supplied 75% of the electrical power for industry in the area.

Birthdays - Vietnamese leader Ho Chi Minh (1890-1969) was born in the central Vietnamese village of Kim Lien (as Nguyen That Thanh). In 1930, he organized the Indo-Chinese Communist party and later adopted the name Ho Chi Minh, meaning "he who enlightens." In 1945, he proclaimed the independence of Vietnam and served as president of North Vietnam from 1945 to 1969. He led the longest and most costly 20th-century war against the French and later the Americans. On April 29, 1975, six years after his death, the last Americans left South Vietnam. The next day the city of Saigon was renamed Ho Chi Minh City.

Birthdays - Black nationalist and civil rights activist Malcolm X (1925-1965) was born in Omaha, Nebraska (as Malcolm Little). While in prison he adopted the Islamic religion and after his release in 1952, changed his name to Malcolm X and worked for the Nation of Islam. He later made a pilgrimage to Mecca and became an orthodox Muslim. He was assassinated while addressing a meeting in the Audubon Ballroom in Harlem on February 21, 1965.

Birthdays - African American playwright Lorraine Hansber-

ry (1930-1965) was born in Chicago, Illinois. She is best known for A Raisin in the Sun (1959) a play dealing with prejudice and black pride. The play was the first stage production written by a black woman to appear on Broadway. She died of cancer at the age of 34. A book of her writings entitled To Be Young, Gifted, and Black was published posthumously.

May 20, 325 A.D. - The Council of Nicea, the first ecumenical council of Catholic Church was called by Constantine I, first Christian Emperor of the Roman Empire. With nearly 300 bishops in attendance at Nicea in Asia Minor, the council condemned Arianism which denied Christ's divinity, formulated the Nicene Creed and fixed the date of Easter.

May 20, 1862 - President Abraham Lincoln signed the Homestead Act opening millions of acres of government owned land in the West to "homesteaders" who could acquire up to 160 acres by living on the land and cultivating it for five years, paying just \$1.25 per acre.

May 20, 1927 - Charles Lindbergh, a 25-year-old aviator, took off at 7:52 a.m. from Roosevelt Field, Long Island, in the Spirit of St. Louis attempting to win a \$25,000 prize for the first solo nonstop flight between New York City and Paris. Thirty three hours later, after a 3,600 mile journey, he landed at Le Bourget, Paris, earning the nickname "Lucky Lindy" and becoming an instant worldwide hero.

May 20, 1932 - Amelia Earhart became the first woman to fly solo across the Atlantic. She departed Newfoundland, Canada, at 7 p.m. and landed near Londonderry, Ireland, com-

pleting a 2,026-mile flight in about 13 hours. Five years later, along with her navigator Fred Noonan, she disappeared while trying to fly her twin-engine plane around the equator.

Birthdays - Founder of modern Zionism Theodore Herzl (1860-1904) was born in Budapest, Hungary. He advocated the establishment of a new land for the Jews rather than assimilation into various, historically anti-Semitic, countries.

and cultures.

May 21, 1881 - The American Red Cross was founded by Clara Barton. The organization today provides volunteer disaster relief in the U.S. and abroad. Community services include collecting and distributing donated blood, and teaching health and safety classes.

May 21, 1991 - Former Indian Prime Minister Rajiv Gandhi

History, page 16

Jeff Jirele

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Letters to the Editor

Precautions help keep kids safe on 'Net

To the Editor
Myspace.com, I know it because I have it. The media reports issues about Myspace.com being a very dangerous and sexual website. Myspace.com is really just a fun website for kids and their friends to contact each other and have conversations.

Television news reports talk about how rapists and other murderers contact young kids and do horrible things to them. There are simple solutions to keeping these scary people away.

First of all, if there are any strangers messaging you, saying things uncomfortable, you simply "block" them. And if they

find a way through, you report them to "Tom," the creator of Myspace.com. Inform him all about the person leaving you uncomfortable messages and he will delete their Myspace so they can no longer bother you.

Another way to prevent bad things happening to you is to set your profile to "private"; this way no strangers can view your profile.

There is one last thing that can help out a lot with strangers contacting you. If someone requests to be your Myspace "friend," simply deny them as your friend.

However, they can message you asking why you didn't accept them. All you need to do

is tell them you don't know them and you would prefer them not on your Myspace.com list.

One of the main concerns of parents is nudity on Myspace photos. When a child adds a picture on a Myspace profile, in big red bold letters it says "PHOTOS MAY NOT CONTAIN NUDDITY, VIOLENT OR

OFFENSIVE MATERIAL OR COPYRIGHTED IMAGES. If you violate these terms your account will be DELETED!"

I hope you consider all of this information about Myspace.com and take my advice to help keep your children safe.

A.J. Kubatko, teenager
Maricopa

Coming to Maricopa Fall 2007
For more information, visit our website and add your child to our Interest List

- AMI Certified Teachers
- Openings for 3 to 5 years old (520) 429-9019

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Public Open Houses

Pinal County Small Area Transportation Study

Pinal County invites you to the second round of open houses for the County's Small Area Transportation Study to present the recommendations of the draft transportation plan. Participants of the Open Houses will be given the opportunity to review the draft plan, ask any questions regarding the study and submit your comments for consideration in the final transportation plan.

Places, dates and times of the open houses

<p style="text-align: center;">Tuesday, May 30 5:00-7:00 pm Presentation at 6:15 pm J.O. Combs Middle School Multi-Purpose Room 37327 N. Gantzel Rd. Queen Creek</p>	<p style="text-align: center;">Wednesday, May 31 5:00-7:00 pm Presentation at 6:15 pm Mammoth/SM School Dist. Gardner Learning Ctr. 715 Avenue D San Manuel</p>	<p style="text-align: center;">Thursday, June 1 5:00-7:00 pm Presentation at 6:15 pm Stanfield Elem. School Dist. Cafeteria 515 S. Stanfield Rd. Stanfield</p>
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For More Information Call (520) 866-6406 / (520) 866-6407 / (520) 866-6934
Or Email kathy.borquez@co.pinal.az.us / doug.hansen@co.pinal.az.us / andrew.smith@co.pinal.az.us
Persons with disability may request accommodation and requests should be made as early as possible to arrange the accommodation.

Kid-Kid

summer savings

Save money on your summer clothing, toys and swimwear needs at Kid to Kid. We also pay you CASH when you sell us your like-new things or get 20% MORE in store credit!

1847 W. Camelback Rd. Phoenix, AZ 85015
Ahwatukee • (480) 753.3506 • 5030 E. Ray Rd.

Meet Your Neighbor: Celia McMurry

Celia McMurry is a resident of Queen Creek and a computer lab technician at Frances Brandon Pickett Elementary School. If you or someone you know would like to be featured in an upcoming edition of "Meet Your Neighbor," e-mail qcinews@newszap.com

Name: Celia McMurry
Age: 41
Town/Neighborhood: San Tan Ranches, Pinal County

What I like most about living here: The people! Everyone we've met is so friendly and genuinely nice!

Changes I'd like to see in this area: I'd really like to see more North/South roadways built in Pinal County so all the Hunt Highway traffic can go around downtown Queen Creek out to US80. It would also be nice if there was a bike path/talking trail system through eastern Maricopa County into Pinal County. One of my family's favorite activities in our old hometown was biking together in the Scottsdale greenbelt. Oh - and a library! The Florence and Coolidge libraries are nice for Pinal County residents, but a library in the Hunt Corridor would be fantastic!

What I'm excited about & why: I'm excited for my kids. My kids are so fortunate to go to good schools, to participate in sports, and to have many good friends. It's fun to be involved with their activities, even though I thoroughly embarrass them by yelling too loudly from the stands! Can you tell I'm one of those crazy sports moms? But it's all in good fun - I even root for the other teams because there's usually someone on them that I know!

Favorite community cause & why: Right now I'm actively involved in the San Tan Mountains PRIDE Association and the Nathan Martens Arizona Fallen Heroes



Celia McMurry

Memorial at the San Tan Regional Park. Since our family lives in the foothills of the mountains, we felt it was our obligation to be a part of the efforts to take care of the ecosystem and keep the park beautiful. One of my neighbors, Janie Hanlon, came up with the idea to honor a local hero (and neighbor), Nathan Martens with a memorial of some kind in the park. The PRIDE took on this project and with help from Maricopa County, the Town of Queen Creek and others whom I do not know, came up with a memorial flagpole. It will be a beautiful memorial to all of Arizona's fallen heroes in Operations

Previous occupations & why I left: Oh, I've had several. I worked in the garage door industry for 12 years in various office positions, but ended up leaving to be a stay at home mom. Then I worked as a bookkeeper for my father-in-law and left there when the office was moved from Tempe to Goodyear. I just wasn't going to make the 64 mile drive from Queen Creek to Goodyear Airport!

If I had picked a different occupation, it might have been: Gee, I don't know. I've never really had any great passion in life to do any one thing! I like trying different jobs and learning to master them.

My interests and hobbies: I like to read (thus the need for a closer library), and I crochet afghans. I've tried to crochet sweaters, but for some reason they tend to come out a size or two larger than they are supposed to. It's a running joke with my kids.

The best and/or worst time in my life: The best times of my life have been when I married my husband and had our children. The worst times were when my father

died and when my mother moved far, far away 10 years later.

My best/worst habits: I am way too cynical! Again, my kids keep me in check - they let me know when I'm finding fault and should instead look for the benefits and good things! On the other end, I think I try to help too much. My family hasn't seen much of me in the evenings because I'm always running to this meeting or that class or one of the kids' sporting events.

The trait(s) I admire in others: Being organized; having an open mind; taking advantage of new opportunities; traveling somewhere unusual; doing things just because you should, not because you have to.

27 Quick & Easy Fix Ups to Sell Your Home Fast and for Top Dollar

PINAL COUNTY - Because your home may well be your largest asset, selling it is probably one of the most important decisions you will make in your life. And once you have made that decision, you'll want to sell your home for the highest price in the shortest time possible without compromising your sanity. Before you place your home on the market, here's a way to help you to be as prepared as possible.

To assist home sellers, a new industry report has just been released called "27 Visible Tips That You Should Know to Get Your Home Sold fast and for Top Dollar." It tackles the important issues you need to know to make your home competitive in today's tough, aggressive marketplace.

Through these 27 tips you will discover how to protect and capitalize on your most important investment, reduce stress, be in control of your situation, and make the best profit possible.

In this report you'll discover how to avoid financial disappointment or worse, a financial disaster when selling your home. Using a common-sense approach, you will get the straight facts about what can make or break the sale of your home.

You owe it to yourself to learn how these important tips will give you the competitive edge to get your home sold fast and for the most amount of money. Order your free report today. To hear a brief recorded message about how to order your FREE copy of this report, call 1-877-275-5020 and enter ID#022. Call anytime, 24 hours a day, 7 days a week.

- Chandler Heights Road between Hawes Road and 204th Street.
- Crismon Road between Ocotillo Road and Queen Creek Road.
- Ellsworth Road and Queen Creek Road intersection.
- Ellsworth Road between Ocotillo Road and Rittenhouse Road.
- Germann Road between Power Road and 188th Street.
- Ocotillo Road between Ellsworth Road and Rittenhouse Road.
- Ocotillo Road between Crismon Road and 220th Street.
- Power Road North of Realigned Rittenhouse Road (Home Depot area).
- Power Road between Brooks Farm Road and Ocotillo Road.
- Queen Creek Road and Sossaman Road intersection.
- Queen Creek Road between 214th Street and Crismon Road.
- Realigned Rittenhouse Road (Home Depot area) east of Power Road.
- Rittenhouse Road and Combs Road intersection.

People who inspired me (and how): Wow, this is a toughie. My sisters Stacy and Sydney inspired me to do well in school. My parents taught me the value of having a good work ethic. My grandmothers taught me that love and beauty don't come in a size four dress - or even a size ten! My "little" brother Charlie taught me that patience really is a virtue! And somewhere along the way my friends taught me to laugh at myself and not be so serious all the time.

My guiding philosophy: Do what you say you are going to do. If you don't know how, ask and learn.

My advice to today's youth: When you work in a school, you hear all kinds of excuses for why something did or did not happen, so my own favorite saying is, "Own your own behavior."

Good Furniture... Honest Prices
5 Piece Oak Entertainment Wall **\$1,599**
IN STOCK!
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Layaway Available Same Building, Just 3 Doors South!
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1/2 mile south of Baseline on the SW corner of Gilbert & Houston
All major credit cards accepted

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(on Arizona Avenue south of Germann)
25607 S. Power Rd., Chandler Heights • 480.988.7233
(on Power Road south of Riggs Road)
18911 S. Sossaman Rd., Queen Creek • 480.987.8068
(S.E. corner of Sossaman Road & Rittenhouse Road)
"Arizona's Headquarters for All Your Indoor & Outdoor Landscaping Needs"
10% OFF Purchase of 15 Tons or More
Must present ad with purchase. Does not apply to sale items. Offer expires 7-31-06

4th ANNIVERSARY Sale
Take 10% OFF already low, low prices!
Neat Pests Pet Care & Decor
Expires 5/31/06
480-855-1385
www.neatpestsaz.com
2030 N. Alma School Rd., Ste. 14
NW Corner of Alma School & Warner

News

Continued From Page 2
Queen Creek encourages commuters

As commuters look for ways to escape filling up their vehicles with costly fuel each week, the Town of Queen Creek and Valley Metro are encouraging residents to start-up or join a vanpool.

By logging on to www.vanpooling.com, residents can start a vanpool that is traveling to the same location at the same time.

With 281 vanpools traveling on Valley roadways each week, more than 2,000 cars stay parked during peak commuting hours.

Riders in a vanpool pay a monthly fee that covers the cost of insurance and maintenance.

The driver of a vanpool typically rides for free and is allowed up to 300 miles for personal use per month.

Fuel costs are not included in the monthly fee and are split among the vanpool passengers.

New businesses coming soon

Numerous new commercial buildings and businesses in the town of Queen Creek are in the works.

New shopping centers include the 110-acre Vestar project at Ellsworth and Rittenhouse. Westco across Ellsworth to the east, a new series of shops around the Circle K in downtown at Ellsworth and Ocotillo; Phase 2 of the

Bashas' Center south of Chandler Heights Road on Power; UTAZ office condominiums at Ocotillo and Rittenhouse and additional shops and businesses near and around the Home Depot on Power Road.

Among the businesses known to be coming soon into the town are CHW Urgent Care, Quiznos, CVS Pharmacy, Tutor Time, a new preschool called "Youngsters U," Desert Wells LDS Church, Power Marketplace Professional Plaza, Pizza Hut Delivery and Pickup, Mid-First Bank, a second Ben Franklin Chatter School and Checker Auto.

Road improvements in Queen Creek

The Town of Queen Creek has committed \$60 million over the next few years to improve roads and intersections throughout the Town.

In partnership with the counties and builders, all roads in Town will be widened and improved over the next five year.

Some are being built now. In other areas, utility companies are working in the streets and in

newszap.com
Community Links. Individual Voices.

QUEEN CREEK OLIVE MILL
End of Season Sale
HUGE SAVINGS
ON ALL PRODUCTS, MAY 26, 27 & 28TH

The Queen Creek Olive Mill is closing for the summer May 28th until Oct. 1st. **Save on all our merchandise** during our last weekend open.

Visit our website for details and map at: www.queenolivecreekoliveoil.com

Northeast of Schnepf Farms - Take Rittenhouse, left on Riggs, over the tracks, the Mill will be on your left.
480-756-6998

Public Open Houses
Pinal County Small Area Transportation Study

Pinal County invites you to the second round of open houses for the County's Small Area Transportation Study to present the recommendations of the draft transportation plan. Participants of the Open Houses will be given the opportunity to review the draft plan, ask any questions regarding the study and submit your comments for consideration in the final transportation plan.

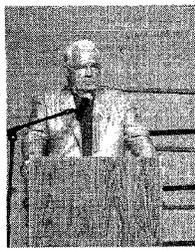
Places, dates and times of the open houses

Tuesday, May 30 5:00-7:00 pm Presentation at 5:15 pm J.O. Combs Middle School Multi-Purpose Room 37327 N. Gantzel Rd. Queen Creek	Wednesday, May 31 5:00-7:00 pm Presentation at 5:15 pm Mammoth/SM School Dist. Gardner Learning Ctr. 715 Avenue D San Manuel	Thursday, June 1 5:00-7:00 pm Presentation at 5:15 pm Stanfield Elem. School Dist. Cafeteria 515 S. Stanfield Rd. Stanfield
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For More Information Call (520) 866-6406 / (520) 866-6407 / (520) 866-6934
Or Email kathy.borquez@co.pinal.az.us doug.hansen@co.pinal.az.us andrew.smith@co.pinal.az.us
Persons with disability may request accommodation and requests should be made as early as possible to arrange the accommodation.



The final "Music in the Park" concert at Oracle State Park is scheduled for Sunday, May 28, from 5:30-7:30pm at the Kannally Ranch House by "Rafael Moreno and Grupo Descarga" a well-known Latin Salsa band from Tucson.



Pastor David Hall

Baptists to celebrate in the park Sunday

Sunday, May 28, The First Baptist Church of San Manuel is having an evening service in the park at the church.

Democratic Club elects new officers

The Democratic Tri-Community Club held the election of officers at its May 18 meeting at the San Manuel Senior Center.

Grow in wisdom, stature, favor with God and man, speaker tells graduates

By Gayle Carnes The San Manuel High School Class of 2006 was encouraged Sunday at Baccalaureate Services to grow as Jesus did -- in wisdom, stature and in favor with God and man.

San Manuel Senior News

The May calendar for the San Manuel Senior Citizens has events on most days of the week. The center is located on Avenue A and Fifth Avenue.

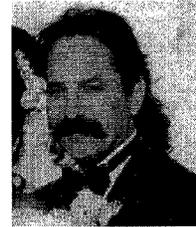
Tributes



Ronald Cecil Decker

Ronald Cecil Decker

Ronald Cecil Decker, 57, of San Manuel, passed away May 8, 2006. He was born Dec 17, 1947 in Cincinnati, Ohio.



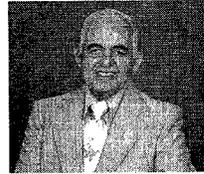
Gregory James Johnson

Gregory James Johnson

Gregory James Johnson, 51 of San Manuel, passed away Friday, May 19, 2006 at Good Samaritan Medical Center in Phoenix.

Michigan and moved to Arizona in 1980. Greg had worked for BHP in San Manuel for 20 years as a pipe fitter and the last five years he was a project engineer.

Andrew E. Lopez



Andrew E. Lopez

He is survived by his wife, Dorothy; daughter, Marissa; step-sons, Daniel, Victor and Alex Nabor, all of San Manuel; a son, Gregory Jason (Rebecca) Johnson of Red Ford, MI; his parents James and Karen Johnson of Gilbert; brothers, Mark A. (Sandy) Johnson of Lapeer, MI and James R. (Sher) Johnson of Swartz Creek, MI and four nephews.

The Mass was held Tuesday, May 23, at St. Bartholomew's Catholic Church in San Manuel with Father Sabastian officiating.

The family was assisted by Griffith Mortuary.

Andrew E. Lopez, 90 of Dudleyville, passed away at his home Friday, May 19, 2006. A lifetime resident of the Copper Basin Area, he was born July 3, 1915 in Winkelman to Antonio and Dolores Escalante Lopez.

See LOPEZ, page 10

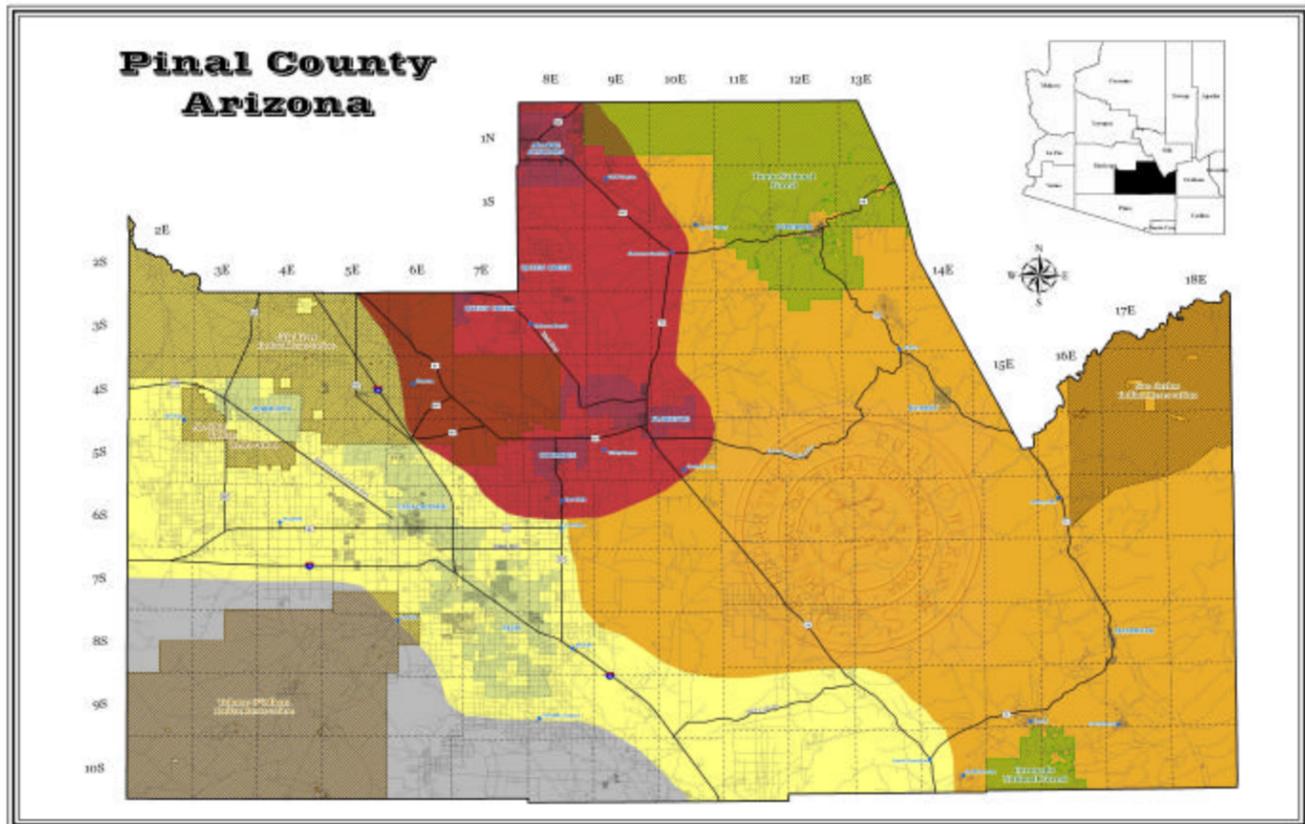
San Manuel Country Club Specials. 1:30 p.m. - 3:30 p.m. 15 holes with cart and 2 drink tickets \$21.00 per person.

BACK PAIN WHIPLASH SORE FEET? We have served the Tri-Community area for 18 years, and have had great success helping others to lead healthier lives.

PUBLIC NOTICE The next meeting of the Pinal County District 1 Transportation Advisory Committee is scheduled for Monday, June 5th, 2006, 1:00 p.m. at the Eloy City Library meeting room, 100 E. 7th Street, Eloy, Arizona.

Public Open Houses Pinal County Small Area Transportation Study. Pinal County invites you to the second round of open houses for the County's Small Area Transportation Study to present the recommendations of the draft transportation plan.

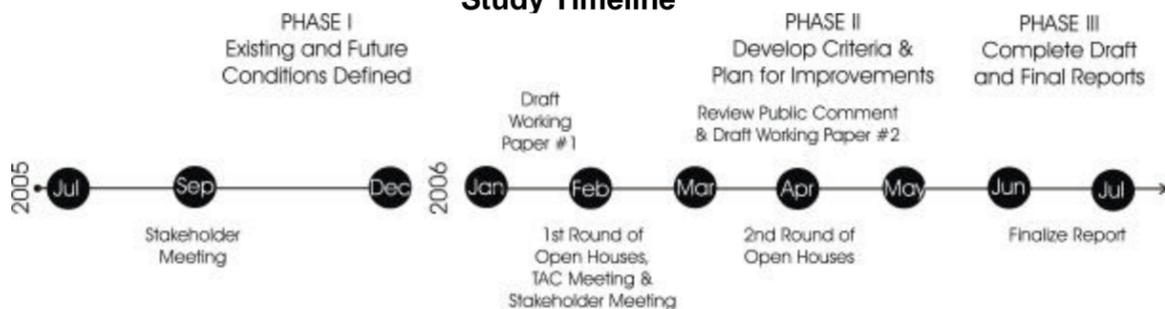
ORACLE #1 Ford Mercury. NO City Sales Tax. BEST Out The Door Prices. BEST Treatment Around. TRI-COMMUNITY HOT BUYS. '98 Escort SE Wagon \$4,700. '00 Nissan Frontier XE King Cab \$8,500. '01 F350 Crew Cab \$24,500.



Study Area Components

- Eastern
- North Central
- Western
- No Study
- Incorporated City
- National Forest
- Indian Reservation
- Street / Road
- Highway / Interstate
- Township Line

Study Timeline



If you would like more information, please contact:

<p>Project Manager: Doug Hansen Planning Section Chief Pinal County Department of Public Works P.O. Box 727 Florence, AZ 85232 (520) 866-6407 Doug.Hansen@co.pinal.az.us</p>	<p>Project Manager: Andy Smith Transportation Planner Pinal County Department of Public Works P.O. Box 727 Florence, Arizona 85232 (520) 866-6934 Andrew.Smith@co.pinal.az.us</p>	<p>Project Administrator: Kathy Borquez Special Projects Manager Pinal County Department of Public Works P.O. Box 727 Florence, AZ 85232 (520) 866-6406 Kathy.Borquez@co.pinal.az.us</p>
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PUBLIC OPEN HOUSES

Tuesday, May 30, 2006
 5:00-7:00 p.m.
J. O. Combs Middle School, Queen Creek

Wednesday, May 31, 2006
 5:00-7:00 p.m.
Mammoth-San Manuel Schools, San Manuel

Thursday, June 1, 2006
 5:00-7:00 p.m.
Stanfield Elementary School, Stanfield

Pinal County Board of Supervisors thanks you for participating in the second round of public open houses for the Pinal County Small Area Transportation Study (SATS). The purpose of the open houses is to present the initial findings and recommendations of the draft transportation plan for Pinal County.

Study Purpose

The Pinal County SATS will evaluate the County's transportation needs, including roadway and transit, over the next twenty years to accommodate anticipated growth and development. The study will provide the County with the tools to develop the county transportation system in cooperation with local, regional, state, and federal stakeholders.

Study Areas

Due to Pinal County's geographical size, population distribution, growth rate, and the unique transportation needs of Pinal County residents, the study area is divided into three smaller study area components. For your reference, a map of the study area boundaries can be found on the last page of this brochure. Information and features unique to each study area component will be identified, defined, and studied. The findings

Study Areas (continued)

The findings of each study area component, along with the results of the transportation characteristics common to the County as a whole, will be documented in a final report.

Study Objectives

- The objectives of the Pinal County SATS are:
- Evaluation of Pinal County's transportation needs over the next twenty years for roadway and transit, including multi-modal issues;
 - Establishment of a capital improvement program to identify and prioritize transportation projects; and,
 - Development of an implementation program including funding strategies.

Findings/Recommendations

The Pinal County SATS presents the initial findings/recommendations. A map depicting the Capital Improvement Program can be found on the next two pages of this brochure:

Study Area Components

- Develop regional transportation model for Eastern Study;

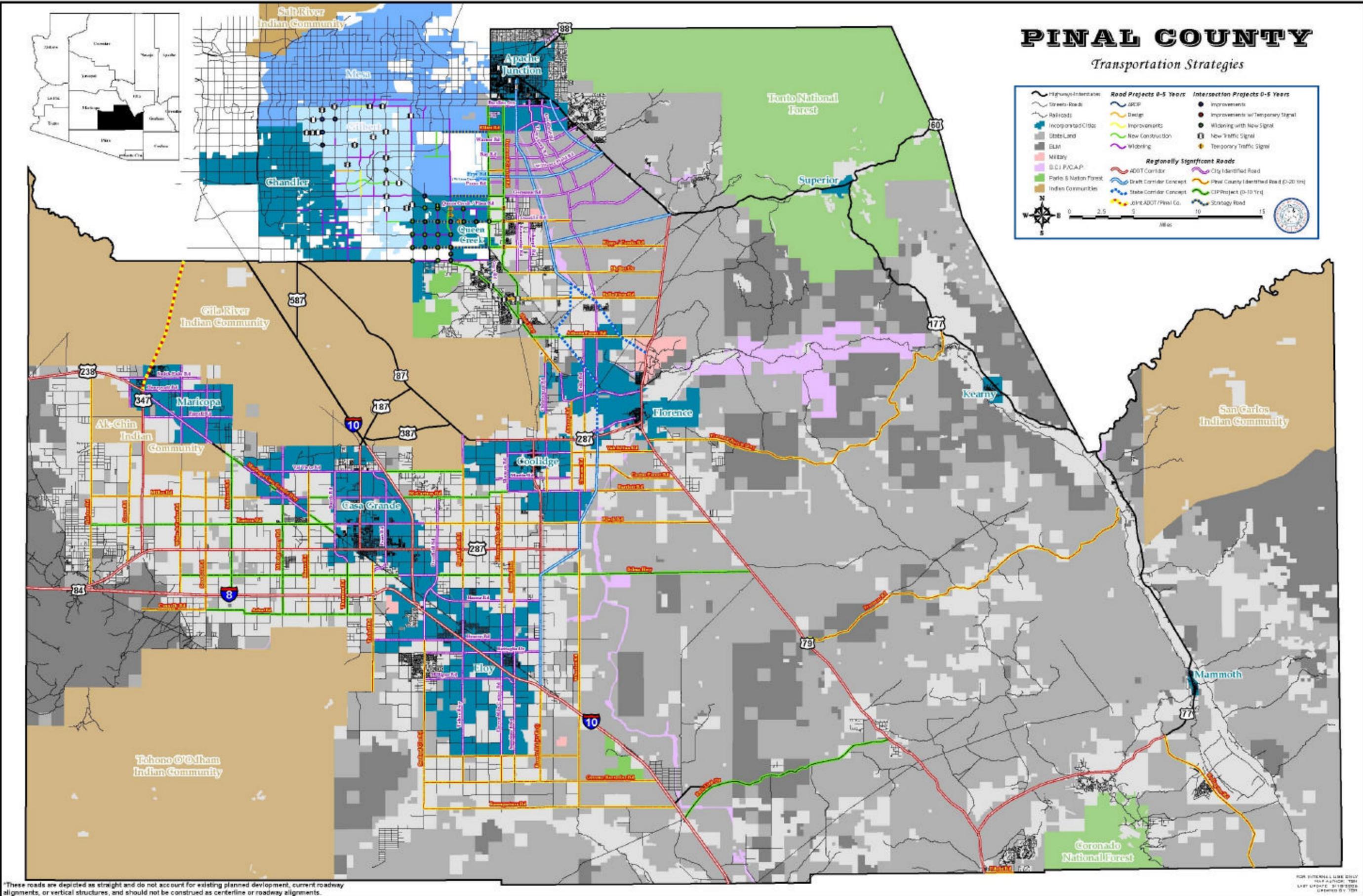
Findings/Recommendations

Study Area Components

- Explore additional north-south facility for North Central Study Area; and,
- Address regional mobility issues in Western Study Area.

Countywide

- Continue coordination of transportation planning with tribal communities, cities, towns, and state agencies for development and expansion of the transportation system;
- Develop transit strategy addressing "findings and recommendations" in the transit element;
- Create County Transportation Advisory Committee to review/recommend transportation projects;
- Define and preserve right-of-way for transportation system as state land & private development occurs;
- Establish 4-lane arterial grid (1 mile); and,
- Implement the Capital Improvement Program for near, mid and long-range plans.



*These roads are depicted as straight and do not account for existing planned development, current roadway alignments, or vertical structures, and should not be construed as centerline or roadway alignments.

FOR INTERNAL USE ONLY
MAP ADOP: 1984
LAST UPDATE: 01/19/2024
UPDATED BY: TSM

Pinal County

Small Area Transportation Study



**KIRKHAM
MICHAEL**

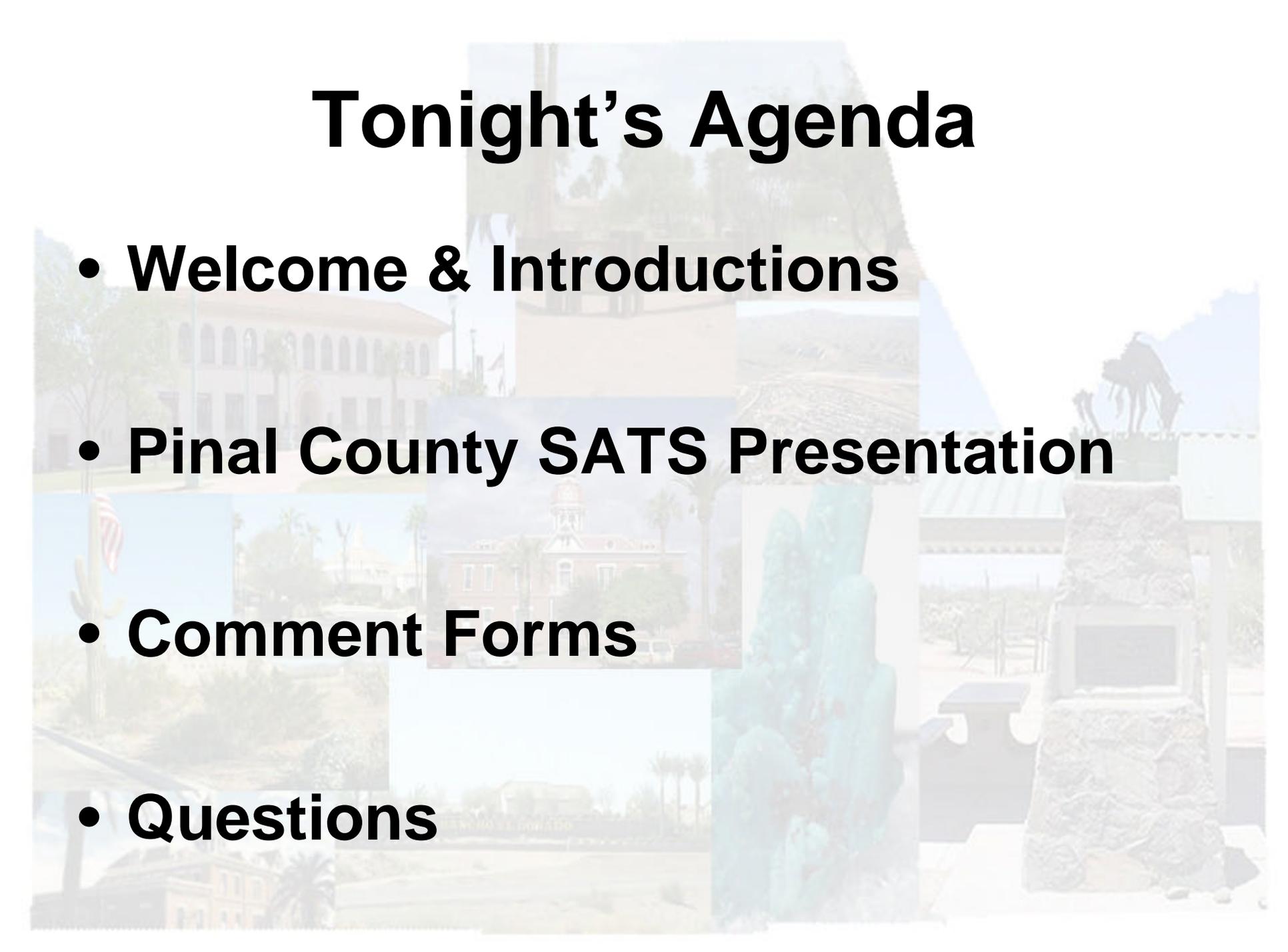
In Association With



Public Open Houses

May 30th, May 31st & June 1st, 2006

Tonight's Agenda

The background of the slide is a collage of various images from Pinal County, Arizona. It includes a large, multi-story building with a central tower, a saguaro cactus, a monument with a horse and rider statue, and a sign for the Pinal County Courthouse.

- **Welcome & Introductions**
- **Pinal County SATS Presentation**
- **Comment Forms**
- **Questions**

Technical Advisory Committees

- Western Study Area
 - Casa Grande, Eloy & Maricopa
 - Ak-Chin Indian Community & Gila River Indian Community
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County
- North Central Study Area
 - Apache Junction, Coolidge, Florence & Queen Creek
 - Gila River Indian Community
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County
- Eastern Study Area
 - Kearny, Mammoth & Superior
 - Arizona State Land Department & Arizona Department of Transportation
 - Central Arizona Association of Governments
 - Pinal County

Study Purpose

Scope of Work

- **Evaluation of Pinal County's transportation needs over next 20 years including**
 - roadway improvements
 - transit & other multi-modal issues
- **Establishment of Capital Improvement Program**
 - Identify & prioritize projects
- **Development of Implementation Program**
 - Establish funding strategies

Phase I

Phase 2

Phase 3

*Pinal County SATS
Work Plan & Schedule*

Needs Analysis

- ✓ Inventory & Analysis of Existing Conditions
- ✓ Define & Analyze Future Conditions
- ✓ Develop Vision & Goals
- ✓ Technical Memorandum 1 to include a Refined Work Plan (boundaries of study area), Refined Work Tasks, a Draft Public Involvement Program, and a Study Mission
- ✓ Working Paper 1 to include Current & Future Conditions, Unique Characteristics of each Study Area, and an Updated 2000 Pinal County TransCAD Traffic Forecasting Model

- ✓ Evaluate Alternatives
- ✓ Develop Possible Improvement Options to include: Additional Capacity Improvements, Widen Intersections, Infrastructure Improvements, Multimodal Improvements, O & M, Hazard Elimination, Safety Improvements, ITS, Access Management, and Land Use Management
- ✓ Summary Report 1, Public Involvement, to include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings
- ✓ Working Paper 2, Draft Small Area Transportation Plan for entire County, which will include Identification of Alternatives and Forecast of Future Traffic Volumes; Evaluation of Environmental Justice Elements; and Preparation of a Draft Plan
- ✓ Summary Report 2, Public Involvement, which will include a Summary Report for each Study Area summarizing findings from Stakeholders Meetings and Public Meetings intended to capture and contrast the results of all sessions

- ✓ Draft & Final Reports to include four reports summarizing the Study Approach, Results & Recommendations. One report for entire County and one report for each Study Area
- ✓ Develop Capital Improvement Program (CIP) to include a Five-Year Multimodal CIP, Develop Funding Sources, Update Access Management & Traffic Impact Analysis Guidelines and Implementation of Action Plan
- ✓ Pinal County GIS Compatibility
- ✓ Training on TransCAD Model for Pinal County Staff

Deliverables

Technical Memorandum 1
September 2005

Working Paper 1
February 2006

Summary Report 1
Public Involvement
March 2006

Working Paper 2
Draft SATS
April 2006

Summary Report 2
Public Involvement
May 2006

Draft & Final Reports
June 2006

Develop CIP

Pinal County Staff Training

Public Involvement Meetings

First Stakeholder Meetings to be held in each study area and to include the Purpose of the Study, Identification of Issues, Transportation Vision, an Overview of the Study, Ask Stakeholders to voice their issues, Issues Written & Displayed, and Maps provided for mark-up (Sept. 2005)

First Public Meetings to be held in each study area and to include an Open Forum to discuss Existing & Future Conditions, Preliminary Issues, Key Issues Identified at Stakeholders Meetings, Draft Vision Statement. Get Participants Input. Participants Q&A (February 2006)

Second Stakeholders Meetings to be held in each study area and to include the Purpose of the Study, Review public input to date, ask Stakeholders to identify possible solutions, and Maps provided for mark-up (April 2006)

Second Public Meetings and Regional Solutions Forums to be held in each study area and to include an Open Forum to Present Potential Solutions, Key solutions identified at Stakeholders Meetings. Participants Input. Participants Q&A (April 2006)

Presentation to Board of Supervisors

Technical Advisory Committee
(1 for each study area)

First TAC Committee Meeting
July 2005

Second TAC Committee Meeting
February 2006

Third TAC Committee Meeting
March/April 2006

Pinal County Team Meetings

Project Team Meetings held monthly plus on an as-needed basis. Participants to include: Pinal County Representative, ADOT, KM Project Manager and Team Leaders, Representatives from each TAC as needed, plus other invited guests

Study Work Tasks & Products

• Work Tasks

- Refine Work Plan
- Identify & Evaluate Current & Future Conditions
- Round 1 of Public Involvement
- Develop & Evaluate Criteria & Plan for Improvements

• Work Products

- Technical Memorandum 1 - Refined Work Plan
- Working Paper 1 – Current & Future Conditions
- Summary Report 1 – Public Involvement
- Working Paper 2 - Draft Countywide Transportation Plan including Transit

Study Work Tasks & Products

(continued)

• Work Tasks



Round 2 of Public Involvement

– **Prepare Draft Reports**
(Late June)

– **Prepare Final Reports**
(Mid July)

• Work Products

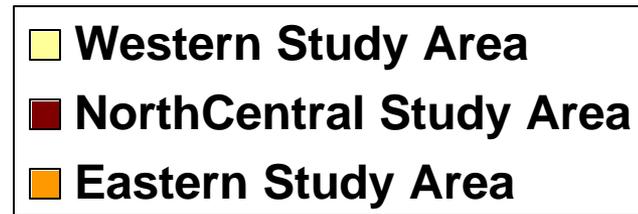
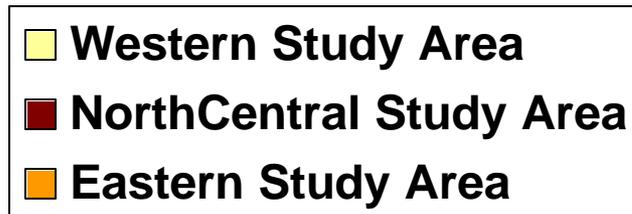
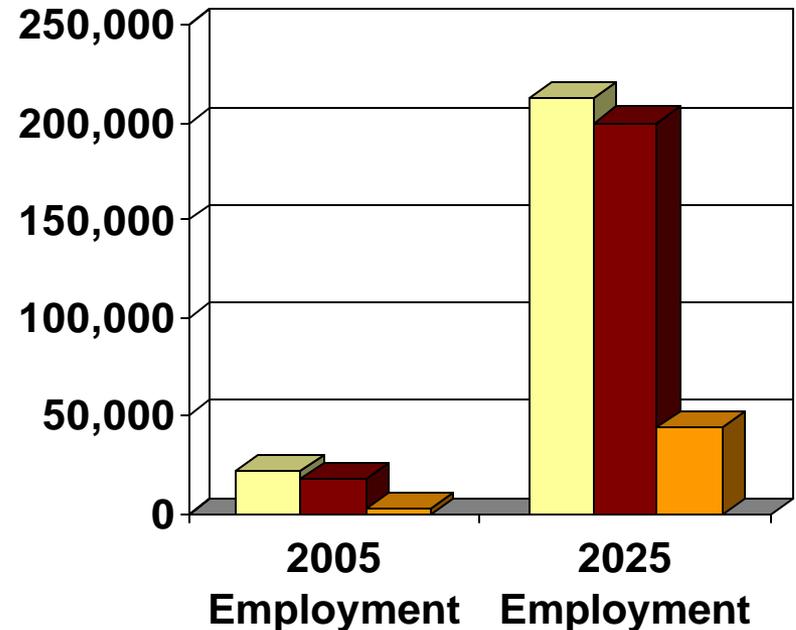
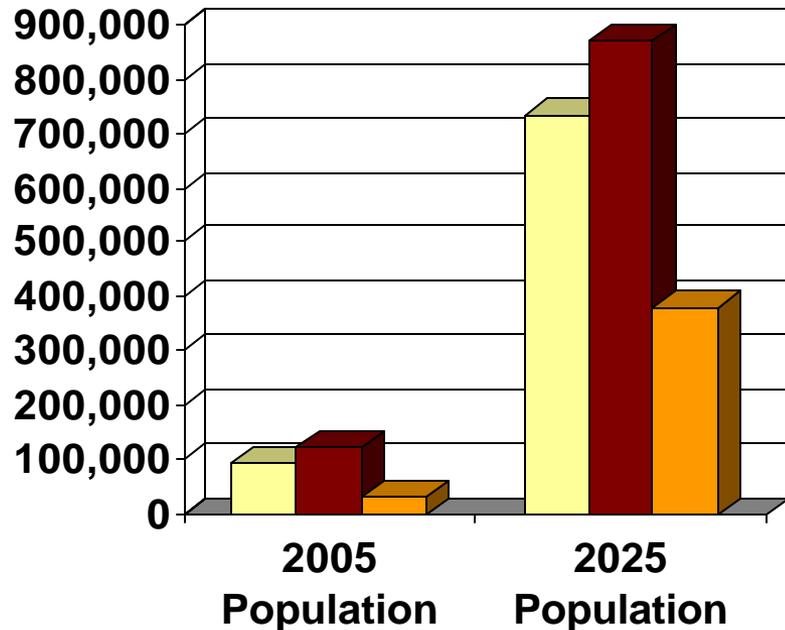
– **Summary Report #2 – Public Involvement**

– **Draft Countywide Report with separate study area summary reports**

– **Final Countywide Report & Executive Summary with separate study area summary reports**

Current & Future Conditions

Estimated Socioeconomic Data



2005 DAILY TRAFFIC VOLUMES AND LEVEL OF CONGESTION



Legend

00.0 Daily Volumes in Thousands

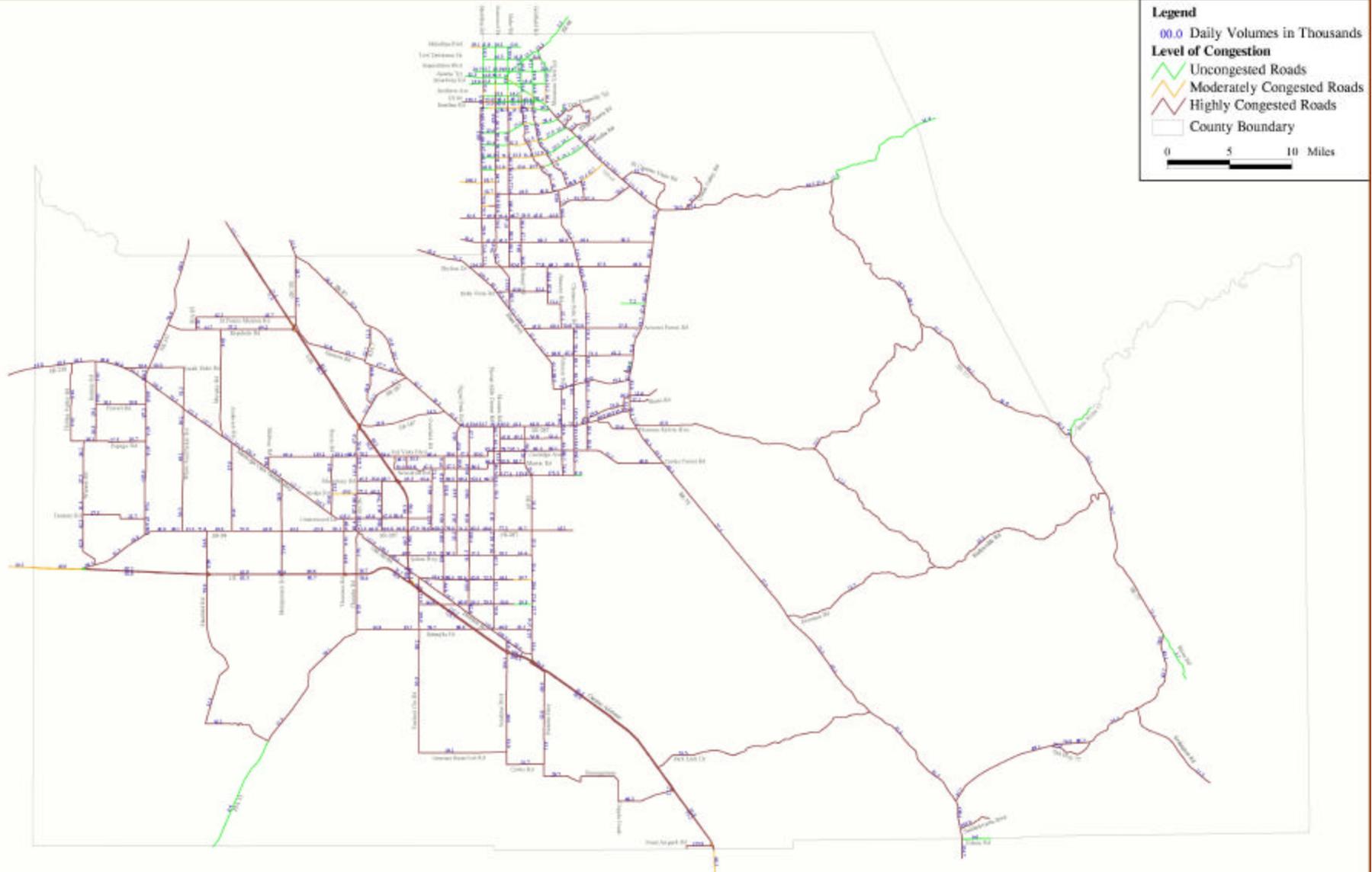
Level of Congestion

- Uncongested Roads
- Moderately Congested Roads
- Highly Congested Roads
- County Boundary

0 5 10 Miles



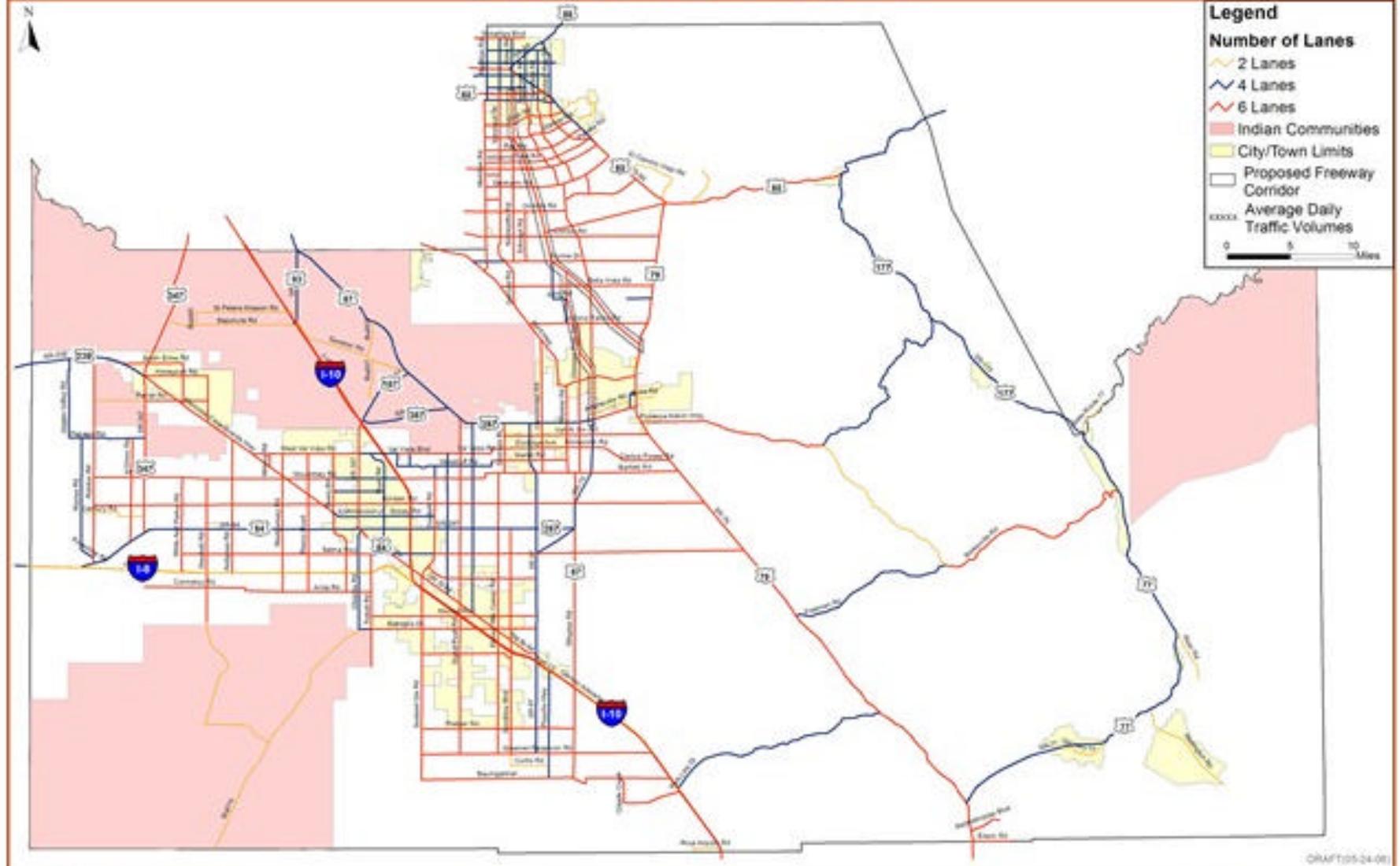
2025 BASE DAILY TRAFFIC VOLUMES AND LEVEL OF CONGESTION



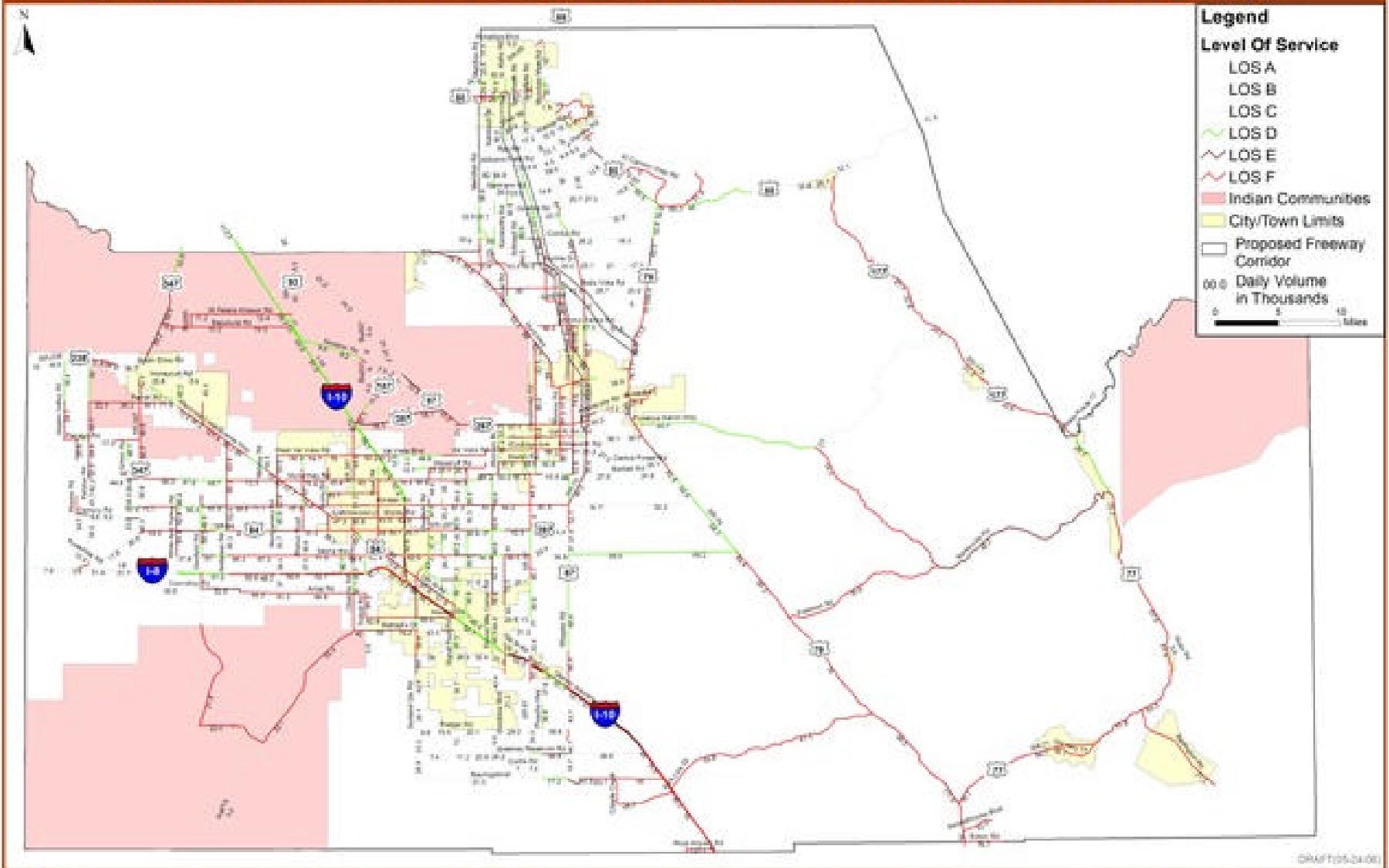
Date: 07/20/08



2025 RECOMMENDED NETWORK NUMBER OF LANES



2025 RECOMMENDED NETWORK DAILY TRAFFIC VOLUMES AND LEVEL OF CONGESTION



Findings & Recommendations

- **Study Area Components**
 - Develop regional transportation model for Eastern Study Area (from Tucson to Phoenix)
 - Explore additional north-south facility for North Central Study Area
 - Address regional mobility issues in Western Study Area
- **Countywide**
 - Continue coordination of transportation planning with tribal communities, cities, towns & state agencies for development & expansion of the transportation system

Findings & Recommendations

(continued)

- **Countywide**

- **Develop transit strategy addressing “findings and recommendations” in the transit element**
- **Create County Transportation Advisory Committee to review/recommend transportation projects**
- **Define and preserve right-of-way for transportation system as state land & private development occurs**
- **Establish 4-lane arterial grid (1 mile)**
- **Implement Capital Improvement Program (CIP) for near, mid & long-term plan**

Final Steps

The background of the slide is a collage of various images from Pinal County, Arizona. It includes a large, multi-story building with a red roof, a monument featuring a horse sculpture on top of a stone structure, a large saguaro cactus, and a sign that reads 'SAN JOSE'. There are also images of palm trees and other architectural details.

- Conduct public open houses
- Review/consider TAC, Stakeholder & public comments
- Prepare Draft & Final Reports
- Submit reports to Pinal County Board of Supervisors for approval

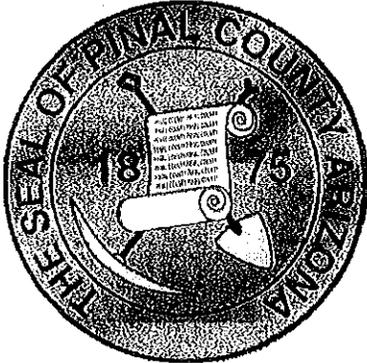
Comment Forms

- **Your comments are essential to the success of this study**
- **For comments to be considered, please submit them by Friday, June 9th**
- **Work products are available to download from the County FTP Site:**
 - **Address: co.pinal.az.us**
 - User Name: PublicWorks**
 - Password: publ1cw0rk\$**

(San Manuel)
5/31/06

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

PUBLIC OPEN HOUSE



Tuesday, May 30, 2006
5:00pm to 7:00pm - Presentation at 5:15pm
J.O. Combs Middle School
Multi-Purpose Room
57327 N. Gantzel Road
Queen Creek

Wednesday, May 31, 2006
5:00pm to 7:00pm - Presentation at 5:15pm
San Manuel Public Schools
Gardner Learning Center
117 Monro Parkway
San Manuel

Thursday, June 1, 2006
5:00pm to 7:00pm - Presentation at 5:15pm
Stanfield Elementary School
Caretan
515 S. Stanfield Road
Stanfield

Please provide your comments and suggestions below:

*Please submit comments by June 9, 2006

PROVIDE IMPROVEMENTS TO REDDINGTON ROAD
THAT CONNECTS INTO PINA COUNTY AND TUCSON.

(Stanfield)
6/1/06

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

PUBLIC OPEN HOUSE



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5:00pm to 7:00pm - Presentation at 5:15pm
J.O. Combs Middle School
Multi-Purpose Room
7152 N. Camel Road
Queen Creek

Wednesday, May 31, 2006
5:00pm to 7:00pm - Presentation at 5:15pm
San Manuel Public Schools
Civitan Learning Center
617 Monah Parkway
San Manuel

Thursday, June 1, 2006
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Stanfield Elementary School
Cafeteria
515 S. Stanfield Road
Stanfield

Please provide your comments and suggestions below:

*Please submit comments by June 9, 2006

To whom it may concern
I'm in hidden valley, I would strongly urge to be considered
The following items.
① Miller Rd currently will end at Ralston Rd. I urge it to be extended to
Warren Rd.
② Kortsner Rd currently will end at Ralston Rd. I urge it to be extended to
Warren Rd.

It can be 2 lanes (1 lane for each way) from Warren to Ralston, but leave enough
room on both sides for expansion if needed in future needs.

By extending both, it will take the growth off Papago traffic off
Papago Rd + Ralston Rd. The traffic on Papago Rd will become over-burdened
with development on Papago from White Rd + going east + development
from Papago to Miller Rd. Yet Miller Rd will be 4/6 lanes.

My Area Warren + going west to County line + from Miller Rd to
south will not have development like some areas yet, our needs
are not being considered by your study. To give us some alternate
routes, both Miller Rd + Kortsner Rd's should be strongly extended
to Warren. There are 2 sections that are state trust land, which
can end up as development. They are:

- ① Northeast corner of Barnes + Warren
- ② South west corner of hidden valley Rd + Meadow Green Rd.

I think there is also state land in the area of Powerline Rd.
That section is really close to St Rt 84

By extending Miller (which will go on north edge of that section) will
address that extra traffic. Kortsner Rd will help relieve the extra
traffic in the mid-section.

by extending these 2 rds. It will take the pressure off Papago + Ralston rds

Received 6/8/06
(mail -)

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

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Please provide your comments and suggestions below:

*Please submit comments by June 9, 2006

1. All City SATS (latest official versions) should be incorporated into the Pinal County SATS including all planned major infrastructure connections. Items that are not consistent or in conflict with Pinal SATS should be noted and City officials notified.
2. The level of service modeling results for SR347 between Maricopa and I-10 are not believable and do not reflect current or projected conditions. The LOS numbers are too low for traffic traveling to Phoenix. In addition, special roadway conditions on SR347 in the form of the large industrial complex south of the Pinal/Maricopa Co. line should be given special consideration when modeling traffic flow. A significant number of semi-trucks leave and return to the plant entrance daily and contribute to heavy traffic loading and severe safety issues. In the near future, this industrial complex is planning additional expansion that will add to the extremely dangerous travel conditions. Recommend special SATS modeling for SR347.
3. If Pinal County is to promote significant employment opportunities within the county, the SATS should more strongly reflect regional mobility connections to support commerce. The study is too weak to provide potential major employment providers a vision for regional connections to support their transportation needs.
4. Due to the extreme congestion projections for the Maricopa/Casa Grande Highway, alternative routes should be identified in the Pinal SATS to ~~relieve~~ relieve this situation.

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

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ARE WE MAKING THE STREETS LARGE ENOUGH?

ARE WE ACQUIRING ENOUGH RIGHT AWAY?

ARE WE PLANNING FOR BIKE PATHS?

AND OTHER MODES OF TRANSPORTATION

SUCH AS BLECTRIC CARS -

ARE WE PLANNING FOR BUS SHELTERS

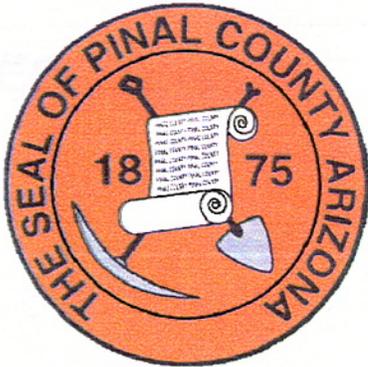
FOR A POSSIBLE TRICITY MODE OF TRANS.

ARE WE PLANNING FOR ACCEL + DECEL -

LANES AS WELL AS TURN LANES.

PINAL COUNTY SMALL AREA TRANSPORTATION STUDY

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DEAR KATHY,

In reference to the above study please consider the following:

- 1) The eastern Area has the least amount of infrastructure to handle the massive growth slated for this area. Approx. houses for 200,000 people are scheduled to be built within a 10 mile radius of Oracle Jet.
- 2) Park Link is critical.
- 3) Redington Road from San Manuel south could be very beneficial to traffic circulation in this expanding area.
- 4) Bike Paths, Bike Paths, Bike Paths
- 5) Developers install transit depots and perhaps provide buses to make people
- 6) Impact or Development Fee - very important

Thank you
Charlie Cosen