

# Appendix A

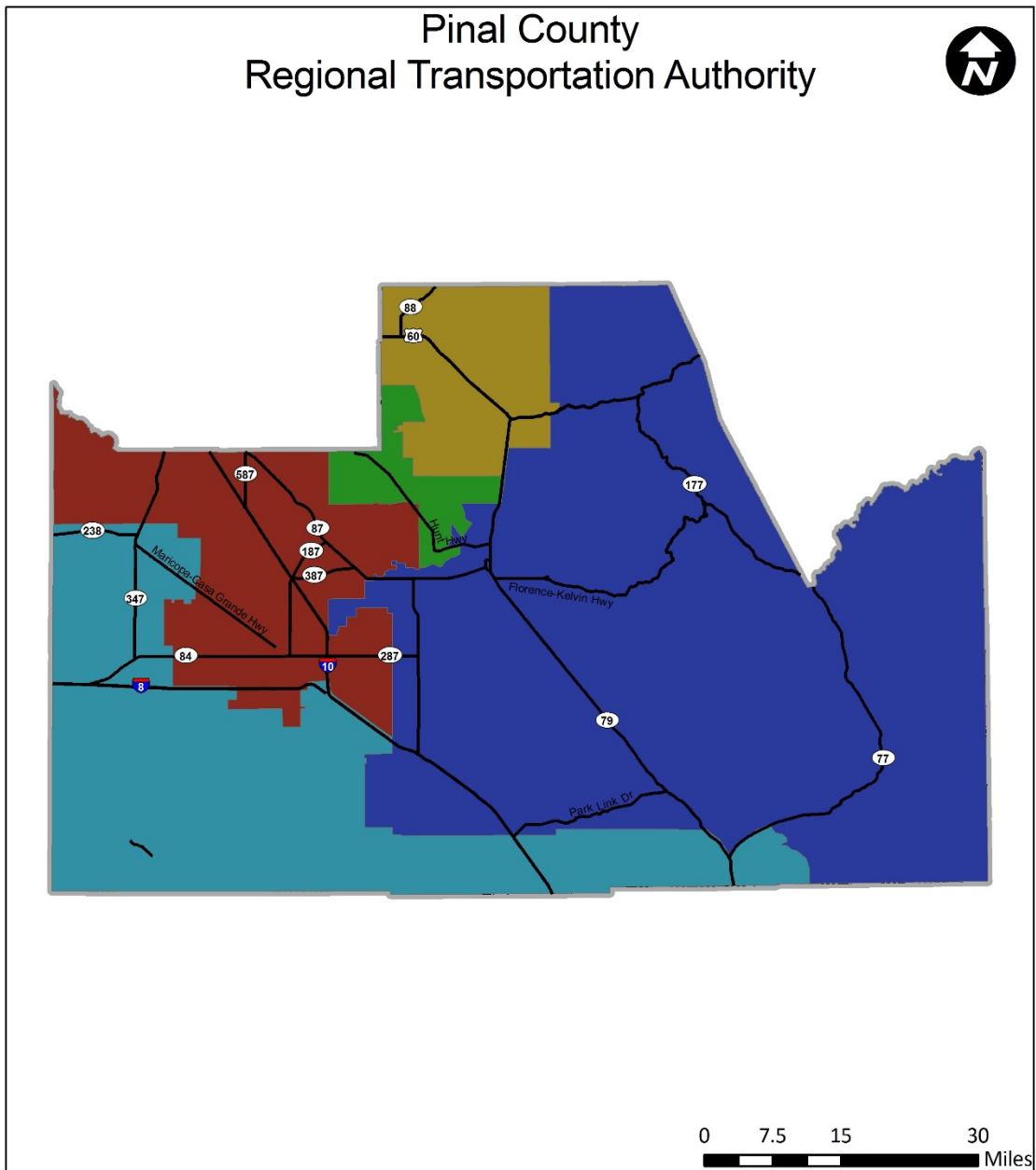
## Population within Pinal County, 2010








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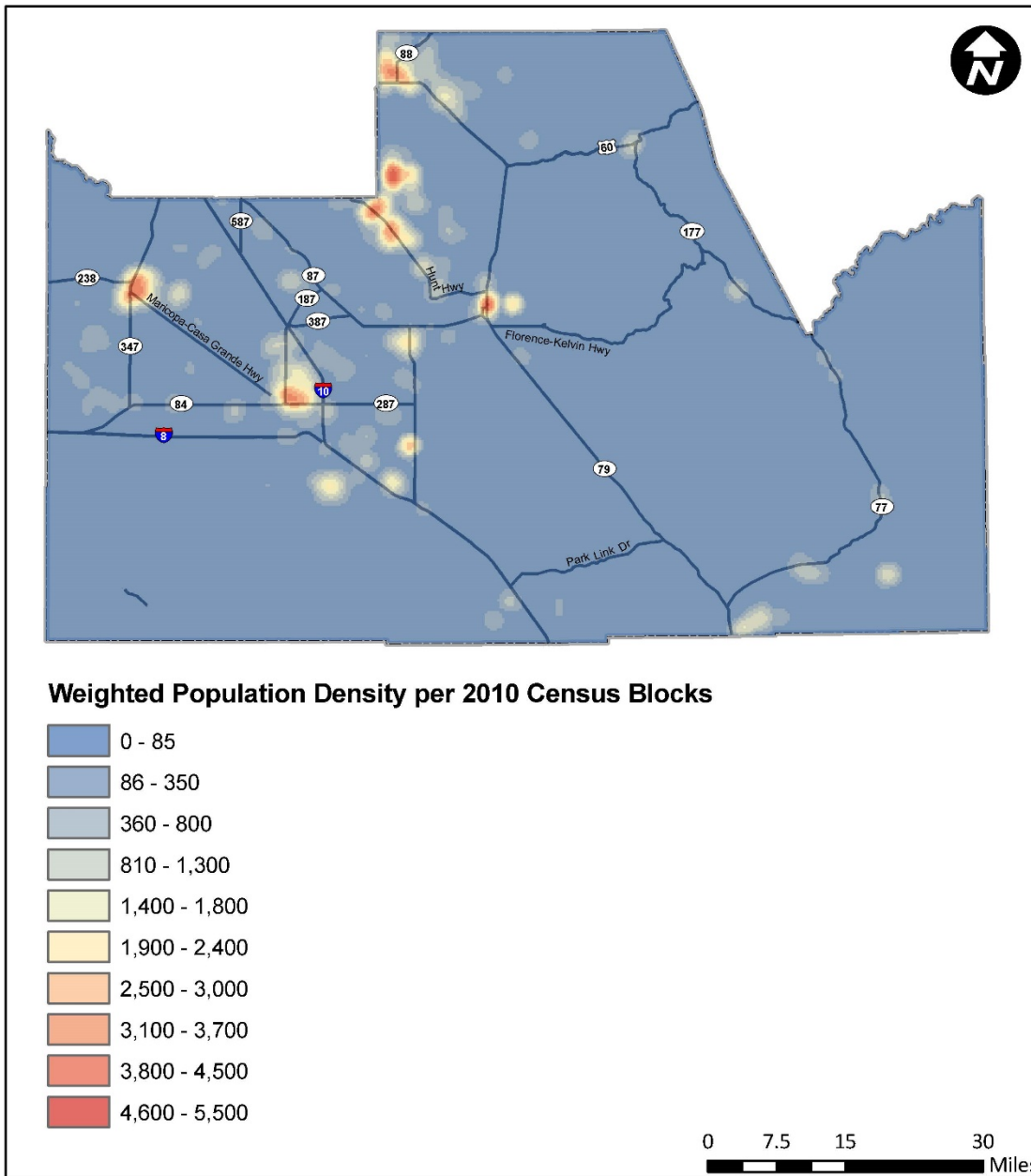
<b>Municipality</b>	<b>Population</b>	<b>Percent (%)</b>
Apache Junction	35,645	9.5%
Casa Grande	48,571	12.9%
Coolidge	11,825	3.1%
Eloy	16,631	4.4%
Florence	25,536	6.8%
Kearny	1,950	0.5%
Mammoth	1,426	0.4%
Marana	0	0.0%
Maricopa	43,482	11.6%
Queen Creek	782	0.2%
Superior	2,837	0.8%
Unincorporated	187,085	49.8%
<b>Total</b>	<b>375,770</b>	<b>100.00%</b>


Source: US Census Bureau

# Appendix B



	EXHIBIT TITLE			<b>LEGEND</b>  District 1  District 2  District 3  District 4  District 5 
	Pinal County Districts			
	DATE	PROJECT		
	3/8/2016	Pinal County RTA		
	SCALE	PAGE NO	TOTAL PAGES	
1 in = 15 miles	1	1		



	EXHIBIT TITLE			SOURCE  Census 2010, Pinal County blocks
	Population Density, Pinal County			
	DATE	PROJECT		
	10/5/2015	Pinal County RTA		
	SCALE	PAGE NO	TOTAL PAGES	
1 in = 15 miles	1	1		

## Appendix C

A summary report was compiled which documents the previous studies that had been completed. Attached is the document summary as well as one page summaries of each study.

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## Central Arizona Governments

### Pinal County Regional Transportation Authority Assistance and Support

#### Document Summary

The Pinal County Board of Supervisors voted and approved the formation of the Pinal County Regional Transportation Authority (RTA). The Pinal County RTA was established pursuant to A.R.S. § 48-5302A on August 5, 2015. The Pinal County RTA was formed to provide a balanced regional transportation system, manage the Regional Transportation Fund, provide a twenty year regional transportation plan, and authorize funding for all modes of transportation projects. Membership of the RTA consists of Pinal County, the Cities of Apache Junction, Casa Grande, Coolidge, Eloy, Maricopa, the Towns of Florence, Kearny, Mammoth, Queen Creek, Superior, and the Central Arizona Governments (CAG). The Pinal County RTA intends to go to the public for a vote on a one-half cent sales tax increase on the May 2016 ballot.

The Central Arizona Governments (CAG) has entered into an intergovernmental agreement with Pinal County. CAG has contracted Dibble Engineering to provide a public outreach strategy, assist with the ballot narrative, provide revenue projections, identify projects and cost estimates to be included in the Regional Transportation Plan, and provide a summary of studies conducted within the region.

This document contains the summary of various studies that were completed between 2007 and 2015 in Pinal County. The fourteen studies were identified by all stakeholders associated with this project, and contain 2,185 pages of information. The study summaries are intended to highlight key components, tables, and figures of each study, and highlight future transportation needs identified at the time the study was completed. Additional studies have been identified, however they have not been included at this time. The studies that have been summarized in this document are those identified by CAG as regionally significant.

## North-South Corridor Study

*Prepared for*

Arizona Department of Transportation

*Prepared by*

HDR Engineering, Inc.

*Completed*

October 2014

### Introduction

ADOT & FHWA are currently in the Alternative/Conceptual Design study stage which will result in a Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS) for a proposed 45-mile long, north-south transportation corridor in Pinal County, Arizona.

### Location Bounds

The 45-mile-long (900-sq-mile) study area is bounded by US-60 on the north; I-10 on the south, SR 79 to the east and roughly SR 202 Loop, the Gila River Indian Community, and SR 87 on the west, refer to Figure 2.

### Study Purpose

The purpose of the study was to develop several North-South transportation route alternatives through the corridor.

### Conclusions

The study has identified several segments and alternatives, refer to Figure 35. The study has recommended four alternatives to be considered for further alignment and Environmental Impact Studies, refer to Figure 46.

### Results

At this time subsequent studies or projects have not been identified as a result of this plan.

### List of Figures

Figure 2. North-South Corridor study area

Figure 35. Possible route alternatives

Figure 46. Route alternatives recommended to be advanced for detailed study in the EIS

## East-West Corridor Design Concept Study

*Prepared for*

Pinal County

*Prepared by*

Jacobs Engineering

*Completed*

September 2015

### Introduction

The East-West Corridor Design Concept Study has been initiated to develop high efficiency high capacity transportation alternatives within the East-West Corridor.

### Location Bounds

The proposed approximately 22 mile long east-west corridor (107-square-mile), is roughly bound by State Route 347 to the west, Interstate 10 to the east, the Gila River Indian Community (GRIC) to the north and Barnes Road to the south, refer to Figure 1-2.

### Study Purpose

A study by Pinal County (joint sponsoring with the Cities of Casa Grande and Maricopa) to improve the mobility and connectivity of the Pinal County regional transportation networks in providing a new, high-capacity facility that can handle the projected east-west travel demand from SR-347 to I-10.

### Conclusions

The Design Concept Alternatives were divided into five (5) zones. The recommended alternative for each zone is as follows: Alternative 1-3, Alternative 2-3, Alternative 3-1, Alternative 4-1, and Alternative 5-1. Refer to Appendix for a complete description and itemized cost estimates.

### Results

A 400 scale initial plan set has been created and can be found in Appendix A of the Design Concept Report.

### Appendix

Design Concept Alternatives

8.0 Itemized Cost Estimate

### List of Figures

Figure 1-2: Project Vicinity Map



## I-11 and Intermountain West Corridor Study

*Prepared for*

Arizona Department of Transportation  
Nevada Department of Transportation

*Prepared by*

CH2M Hill

*Completed*

November 2014

### Introduction

I-11 is a proposed Interstate Highway, officially designated by the United States Congress in the 2012 Surface Transportation ACT. The I-11 Corridor runs from Casa Grande, Arizona northwest to Buckeye Arizona thence through Kingman, Arizona and terminating in Las Vegas, Nevada. This provides a direct Interstate connection between Las Vegas and Phoenix metropolitan areas. A second proposed section would extend north from Las Vegas to Reno Nevada.

### Location Bounds

The study provides a high level overview of multimodal corridor opportunities divided into five corridor segments: three segments between the Las Vegas and Phoenix metropolitan areas (the congressionally designated Corridor), and two high-level vision possible future segments extending from Las Vegas to Canada and from Phoenix to Mexico, refer to Figure 7.

### Study Purpose

The study's purpose is to determine a need for a high capacity, intermodal transportation corridor. If the need exists for the corridor possible route alternatives were then presented. The I-11 and Intermountain West Corridor Concept Report summarizes numerous technical documents to provide an overall view of future economic conditions, possible route alternatives, and necessary actions to be considered.

### Conclusions

Within Pinal County, the Concept Report identified next steps for I-8 and I-10, refer to Figure 18. The study also identified critical actions required for implementation by ADOT and PAG, refer to Figure 21.

### Results

At this time subsequent studies or projects have not been identified as a result of this study.

### List of Figures

Figure 7. Recommended Corridor Alternatives

Figure 18

Figure 21. Critical Next Steps

## CAG Regional Transportation Plan

*Prepared for*

Central Arizona Governments

*Prepared by*

Wilson & Company

*Completed*

March 2015

### Introduction

The Central Arizona Governments (CAG) initiated a study to develop a long-range Regional Transportation Plan (RTP) for Gila and Pinal Counties. The RTP shows a full investigation of the region's future transportation needs, particularly with respect to the emergence of the Arizona Sun Corridor megalopolis. The RTP is a multimodal plan that addresses accessibility and mobility concerns.

### Location Bounds

The study area is the entire area of both Gila and Pinal Counties. Despite the revised transportation boundaries within Western and Northern Pinal County, the study encompassed all of Gila and Pinal Counties, refer to Figure 4.

### Plan Purpose

The RTP identifies future transportation facilities, potential environmental mitigation actions, establishes operational and capital investment strategies, and based on previous studies identifies Roads of Regional Significance. The RTP provides a framework for allocating funding for transportation improvements throughout the CAG region up to the year 2040.

### Conclusions

The CAG RTP discusses several elements within the area and makes recommendations for improvements. Those elements are identified as Non-motorized Transportation, Aviation, Roadway, Access Management, Safety, Transit, Rail, and Freight. Due to the considerable amount of information, this summary refers sections 3.0 – 10.0 of the CAG RTP. The plan also discusses the Buildout Network and Roads of Regional Significance, refer to section 11.0 of the CAG RTP, as well as provide recommendations, refer to Figure 39.

### Results

At this time subsequent studies or projects have not been identified as a result of this plan.

### List of Figures

Figure 4 – CAG Regional Transportation Plan Study Area

Figure 39 – Recommended Buildout Network Roadways

## Hidden Valley Framework Study

### ***Prepared for***

Maricopa Association of Governments

### ***Prepared by***

AECOM

### ***Completed***

August 2009

### Introduction

Maricopa Association of Governments (MAG) and its partners are beginning broad planning in anticipation of future growth. The Hidden Valley Framework Study was conducted to initiate the transportation planning process for areas that are expected to see intense growth over the next 30 to 50 years within the study area.

### Location Bounds

The study area is from approximately the Gila River in the north to the Barry M. Goldwater Air Force Range and Tohono O'odham Indian Community in the south and from 459<sup>th</sup> Avenue in the west to Overfield Road in the east, refer to figure 3-1 Study Area. Within Pinal County the study area is bounded by the Maricopa and Pinal County line in the North and West and Overfield Road and Tohono O'odham Indian Community in the East and South respectively.

### Study Purpose

Within Pinal County the study looked at freeways, Arizona parkways and arterial alternatives. Alternatives A, A1, B, C, C1, C2 and C3 in Pinal County includes State Route (SR) 238, proposed Hassayampa Freeway, widening of Interstate 8 (I-8), Warren Road, Ralston Road, SR 347, Anderson Road, Val Vista Road, SR 84 and Selma highway, refer to Figures 5-1, 5-4 through 5-9. Throughout the entire project area, the study looked at Environmental conditions, land use and ownership, planned and proposed development projects, transit and rail, and potential revenue.

### Conclusions

As a result of the MAG team using a two tiered evaluation process and input from funding partners and stakeholders, the conclusion is a blended Alternative A and B, refer to Figure 6-1 Recommended Network.

### Results

The Hidden Valley Framework Study has spurred the East West Corridor Study. The East West Corridor Study looks at a high efficiency high capacity corridor from SR 347 in the City of Maricopa to I-10 in the City of Casa Grande.

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Figure 5-4: Alternative A1  
Figure 5-5: Alternative B  
Figure 5-6: Alternative C  
Figure 5-7: Alternative C1  
Figure 5-8: Alternative C2  
Figure 5-9: Alternative C3  
Figure 6-1 Recommended Network

## Southern Pinal County Regional Corridor PARA Study

*Prepared for*

Pinal County

*Prepared by*

Parsons Brinckerhoff

*Completed*

July 2015

### Introduction

Pinal County and the Arizona Department of Transportation (ADOT) as part of the ADOT Planning Assistance for Rural Areas (PARA) program conducted a study to address existing and future multimodal travel demand, identify market opportunities, evaluate priority investment areas, and identify transportation system improvements within the Southern Pinal County region.

### Location Bounds

The study area, approximately 1,200 square miles, is located in the southern half of Pinal County. The boundary of the study is approximately Selma highway in the North, Avra Valley Road in the South, State Route (SR) 79 in the east, and Trell Road in the West, refer to Figure 1.

### Study Purpose

The Southern Pinal County Regional Corridor Study was conducted to update several key studies completed previously. The update was required due to the change of economic conditions previous studies were based on.

### Conclusions

The study lists projects based on Near, Mid, and Long term recommendations with estimated costs, refer to tables 17 to 20. The study divides the study area into six focus areas, refer to Figure 50. Within each focus area, projects are listed in Near, Mid, and Long term conditions. Additional recommendations for corridor preservation is also listed, refer to tables 21 to 25. It should be noted that Focus Area Five is in and around Marana, no additional roadway improvements were required beyond those currently programmed.

### Results

At this time subsequent studies or projects have not been identified as a result of this study.

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Table 17: Project Ranking and Programming (Near-Term)  
Table 18: Project Ranking and Programming (Mid-Term)  
Table 19: Project Ranking and Programming (Long-Term)  
Table 20: Project Ranking and Programming (Corridor Preservation)  
Table 21: Focus Area One (I-10) Improvements  
Table 22: Focus Area Two (Eloy) Improvements  
Table 23: Focus Area Three (Red Rock) Improvements  
Table 24: Focus Area Four (Pinal Airpark) Improvements  
Table 25: Focus Area Six (SR 87) Improvements

### List of Figures

Figure 1: Study Area  
Figure 50: Focus Areas

## Pinal County Regionally Significant Routes for Safety and Mobility

*Prepared for*

Pinal County

*Prepared by*

Lima & Associates

*Completed*

December 2008

### Introduction

The Pinal County Regionally Significant Routes (RSR) for Safety and Mobility (RSRSM) report describes the planning process for RSRs within Pinal County. The study developed an RSRSM plan to ensure mobility and safety through a partnering approach with federal, state, county, local, Native American Communities, and private stockholders.

### Location Bounds

Pinal County is the study area.

### Study Purpose

The purpose of the study is to detail the public outreach, analyze candidate regionally significant corridors, guidelines, corridor preservation, and recommended steps.

### Conclusions

From the screening analysis, a summary was created to show priorities throughout Pinal County, refer to Figure 7 and Table 6. As a result of the screening analysis several critical flaws were discovered, refer to the appendix for a description.

### Results

At this time subsequent studies or projects have not been identified as a result of this plan.

### List of Tables

Table 6. Summary of Screening Analysis

### List of Figures

Figure 7. Screening Analysis

## Pinal County Small Area Transportation Study

*Prepared for*

Pinal County

*Prepared by*

Kirkham Michael Consulting Engineers

*Completed*

August 2006

### Introduction

At the time of this study, Pinal County was experiencing a tremendous amount of growth. The population growth over the future 20 year period was expected to be over 1.9 million. Due the expected population growth the study was conducted to determine travel alternatives as well as funding.

### Location Bounds

Pinal County is the study area. The study divided the county into three areas; Western, North Central, and Eastern. The Western study area includes the Cities of Maricopa, Casa Grande, Eloy, and the unincorporated areas of Arizona City, Stanfield, Pichacho, and Oracle Junction. The North Central study area includes the Cities of Apache Junction, Queen Creek, Coolidge, the Town of Florence and the unincorporated areas of Johnson Ranch, Gold Canyon, Santan, Gold Field, and Florence Junction. The Eastern study area includes the Towns of Kearny, Moammoth, Superior, and the unincorporated areas of Oracle, San Manuel, Winkleman and Dudleyville. Refer to Figure 2.

### Study Purpose

The purpose is to evaluate the transportation needs, including roadway and transit elements, for Pinal County for the future 20 year period.

### Conclusions

Within the Western study area, based on the 2006 expected growth projections the study identified State Route (SR) 347 as a route that will experience considerable traffic volume increase. The study also states that despite an increase from four (4) lanes to six (6) lanes the roadway will still fail. The study suggests a connection between I-8 and SR 303 to connect the western study area to west Maricopa County, refer to Figure 34.

Within the North Central Study Area, the study recommends adding a North-South corridor. At the time of the Study, ADOT was conducting a North-South corridor study. The northern termini would be US 60 with the southern termini options being SR 287 to SR 79, refer to Figure 35.

For the Eastern Study Area recommendation refer to Figure 36.

### Results

The study presented initial transit related recommendations, the Pinal County Transit Feasibility Study was conducted to look at these recommendations.

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

Figure 35: 2025 Total Lanes and Daily Traffic Volumes in North Central Study Area

Figure 36: 2025 Total Lanes and Daily Traffic Volumes in Eastern Study Area



## City of Coolidge Comprehensive Transportation Feasibility Study

*Prepared for*

City of Coolidge

*Prepared by*

Wilson & Company

*Completed*

June 2012

### Introduction

The City of Coolidge Comprehensive Transportation Feasibility Study was funded and supported through the Arizona Department of Transportation's (ADOT) Planning Assistance for Rural Areas (PARA) program. The study was conducted to identify and establish a multimodal transportation plan within the City of Coolidge Metropolitan Planning Area (MPA). The study recommendations replace the Coolidge-Florence Regional Transportation Plan developed in 2008, refer to attached excerpt.

### Location Bounds

The study area is within the City of Coolidge MPA, matching the City's General Plan, Zoning and Future Land Use Plan.

### Study Purpose

The study provided recommendations, direction, and a community vision for transportation investments. The study was intended to augment Pinal County's Regionally Significant Routes, refer to Figure 1. The study presents three key multimodal elements, roadways, transit, and bicycle/pedestrian, refer to figures 10-13, and 17.

### Conclusions

The study concludes that the development of a long-rang transportation plan is paramount to a community's long-term growth. Refer to the excerpt Implementation for key findings, Table 7, system implementation costs, and Table 8.

### Results

Excerpt: Study Overview

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Table 7: Future Study Recommendations

Table 8: Planning Level Construction Costs

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Figure 11: Transportation Plan – Number of Lanes.

Figure 12: Proposed Transit Service

Figure 13: Regional Long-Term Transit Improvements

Figure 17: Priority Pedestrian Improvement Corridors

## City of Eloy Small Area Transportation Study

*Prepared for*

City of Eloy

*Prepared by*

Lima & Associates

With minor revisions by: R. H. Bohannon & Associates, LLC

*Completed*

March 2010

### Introduction

The City of Eloy Small Area Transportation Study was completed to determine year 2030 roadway and multimodal transportation plans. The study discusses how and when improvements should be implemented and funded.

### Location Bounds

The study area includes the City of Eloy Metropolitan Planning Area (MPA), the Northwestern corner of the Marana Planning Area, and areas south of the City of Eloy MPA, refer to Figure 1-1.

### Study Purpose

The purpose of the study is to provide the City of Eloy with a plan to implement multimodal transportation improvements to handle projected growth to the year 2030. The study provides implementation strategies, estimated costs, and possible funding sources, refer to Tables 6-1, 6-2, 6-3, 6-4, and 6-5.

### Conclusions

The study has identified several areas for short term and long term projects including concepts for Main Street, refer to pages 93 – 97 (attached) and Figure 5-3.

### Results

At this time subsequent studies or projects have not been identified as a result of this plan.

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Table 6-2. Eloy Multimodal Implementation Strategies

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Figure 5-3. City of Eloy Growth Areas identified in General Plan Update



## Coolidge-Florence Regional Transportation Study

### *Prepared for*

City of Coolidge  
Town of Florence

### *Prepared by*

Lima & Associates

### *Completed*

February 2008

### Introduction

The Coolidge-Florence Regional Transportation Study developed a regional multimodal transportation system for the Coolidge and Florence planning area. The study is a cooperative effort between the City of Coolidge, Town of Florence, and the Arizona Department of Transportation (ADOT). The result of the study is a regional transportation plan.

### Location Bounds

The study area is a combination of the City of Coolidge and the Town of Florence planning area, refer to Figure 1-2.

### Study Purpose

The purpose of the study is to provide the City of Coolidge and the Town of Florence with a regional multimodal transportation system plan in anticipation of future growth in the area.

### Conclusions

It should be noted that the recommendations made by the City of Coolidge Comprehensive Transportation Feasibility Study replace those made by this study, refer to excerpt from the City of Coolidge Comprehensive Transportation Feasibility Study-Study Overview (attached).

### Results

At this time subsequent studies or projects have not been identified as a result of this study.

### List of Figures

Figure 1-2. Coolidge-Florence Study Area

## City of Casa Grande Small Area Transportation Study

### *Prepared for*

City of Casa Grande

### *Prepared by*

Wilson & Company  
Stantec

### *Completed*

July 2, 2007

### Introduction

The Casa Grande Small Area Transportation Study (SATS) represents an expansion of the Casa Grande Multimodal Transportation Study which was completed in 2001. The study developed a comprehensive regional transportation plan for the City as well as the greater Casa Grande planning area. The study presents implementation and programming recommendations for a 20 year period. From the study a two-level planning framework was established to address mobility and accessibility needs.

### Location Bounds

The study area is the City of Casa Grande planning area, refer to Figure 1-1

### Study Purpose

The purpose of the study is to provide a transportation plan based on future population growth up to the years 2010, 2020, and 2030.

### Conclusions

The study provides recommendations for roadways, transit, and truck routes. The recommendations are based on technical analyses of existing and future conditions. Figure 6-2 and Table 6-2 show roadway capacity improvement needs for the years 2020 and 2030.

### Results

At this time subsequent studies or projects have not been identified as a result of this study.

### List of Tables

Table 6-2 Year 2020 and Year 2030 Roadway Capacity Improvement Needs

### List of Figures

Figure 1-1 Study Area and Major Roadway Network  
Figure 6-2 Year 2030 Roadway Improvement Plan

## City of Maricopa Area Transportation Plan (Un-adopted)

*Prepared for*

City of Maricopa

*Prepared by*

Wilson & Company

*Completed*

In Progress

### Introduction

The City of Maricopa Area Transportation Plan (ATP) will serve as the City's Long-Range Transportation Plan (LRTP). The LRTP will specify policies, projects, and programs necessary to maintain, manage, and improve the community's transportation system over the next 25 years. The 2010 Census will serve as the basis for new growth projections from the Arizona Department of Administration (ADOA). Federal programs that provide funding have changed to include a requirement to address transportation needs in an integrated manner across all modes of travel.

### Location Bounds

The study area includes the City of Maricopa, the City's Municipal Planning Area (MPA, and the Ak-Chin Indian Community, refer to Figure 1-1.

### Study Purpose

The purpose of the study is to develop an ATP for the City of Maricopa. Focus of the study will be updating information from the Regional Transportation Plan (RTP 2008). The ATP will be a multimodal plan that charts the City's transportation future, establish conformance with growth expectations, update travel demand modeling, creating a City Transportation Master Plan (TMP), research and analyzing revenue/funding sources, and establishing long-range regional connectivity needs.

### Conclusions

The study identified potential transportation network upgrades and implementation recommendations, refer to tables 6-3, 6-4, 6-5, 6-6 and Figures 6-12, 6-13, 6-14. In addition, the study provided recommendation for transit improvement and year 2020 ITS project implementation, refer to excerpt Section 9.7 (attached) and Table 10-1.

### Results

At this time subsequent studies or projects have not been identified as a result of this plan.

### List of Tables

Table 6-3| Potential Roadway Network Upgrades

Table 6-4| Project Implementation Recommendations – Year 2020

Table 6-5| Project Implementation Recommendations – Year 2030

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Figure 6-14| Location of Project Implementation Recommendations: Year 2040

Figure 9-2| Short-Term Transit Improvements

Figure 9-3| Mid-Term Transit Improvements

Figure 9-4| Long-Term Transit Improvements