

Because of its emphasis on transit and support of infill development, Scenario C has the greatest reduction in greenhouse gas emissions. On the other hand, it has the most vehicle hours of travel, indicating a higher level of congestion and a lower reduction in fuel consumption than other scenarios.

Scenario C adds 215 new centerline miles with a high level of access management-- fewer than the 355 miles in (A) and 295 in (B). Scenario C also provides a lower level of alternative routes for emergencies than (A) or (B).

3.11 PHASING AND POLICY RECOMMENDATIONS FOR ALL SCENARIOS

The Central regional framework team developed preliminary phasing recommendations for the three scenarios, based on projected travel demand, related plans and studies, and other considerations. ADOT and its management consultant will refine the phasing recommendations in the final statewide framework.

The improvements were assigned one of three phases:

- Short - Phase I (2010-2020)
- Medium - Phase II (2020-2030)
- Long - Phase III (2030-2050)

Considerations in the development of phasing recommendations were:

Road Improvements on Existing Alignments

- Safety improvements (shoulders, passing lanes, drainage) on all existing roadways (freeways, highways, and arterials) are considered short-term.
- Input from the Critical Needs Definition process, and Pinal County input on road improvement priorities were used in the development of phasing for road projects.
- Road widening on existing alignments adding more than two lanes is generally considered medium-term, because it involves fairly detailed environmental analysis and the likely need for right-of-way acquisition.

Road Improvements on New Alignments

- Freeways and Arizona Parkways on new alignments, which typically involve the most environmental work and design concept evaluation, are generally considered Phase III or long-term improvements.
- The proposed North-South corridor was considered to be a medium term project, since planning for that corridor is underway.
- New arterials on developed areas were generally considered as medium-term projects. New arterials in less developed areas were considered to be long term projects.
- HOV lanes will be constructed as part of the freeway projects.

Transit and Rail Improvements

- Local transit improvements are generally considered short-term projects.
- Establishment of intercity bus routes were considered to be short term projects.

- Passenger rail services were considered to be long-term projects.
- Construction of transit centers on intercity bus routes, and on I-10 was considered to be short term projects. Construction of transit centers on future new corridors (such as the proposed North-South corridor) was considered to be medium term or long term projects. Construction of transit centers on other new freeway facilities was considered to be long term projects.
- High occupancy vehicle lanes were considered to be part of the freeway or roadway construction (in the case of Hunt Highway).

Potential Phasing of Improvements: I (2010-2020), II (2021-2030), III (2031-2050)

Table 3.9 summarizes the proposed phasing of Scenario A. Scenario A has the most new freeways, many of which are long-term improvements. Tables 3.10 and 3.11 summarize the proposed phasing of Scenarios B and C, which have more short-term transit projects.

Table 3.9 Proposed Phasing of Scenario A, 2010-2050

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79	Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	SR-79, SR-77 to Kortsen Rd SR-79, Skyline Dr to US-60	Medium
	SR-77, SR-79 to new road east of SR-79	Medium
	Idaho Rd, Baseline Rd to US-60	Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd	Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd	Short
Widen the existing 4-lane highway to a 6-lane highway	US-60, SR-79 to new road east of SR-79 SR-77, south of intersection with SR-79	Medium Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-79, Kortsen Rd to Skyline Dr SR-287, N-S Freeway to SR-79	Medium Medium
	US-60, new road east of SR-79 to SR-177	Short (Superior area) Medium (other)
	SR-77, new road east of SR-79 to SR-177 SR-177, SR-77 to US-60	Medium Short
Widen the existing 2-lane highway to a 4-lane divided highway	SR-87, I-10 to west study area boundary, SR-287, SR-87 to N-S Freeway	Medium Short
	SR-387, study area boundary to SR-87 US-60, SR-177 to US-70	Medium Medium
	US-70, US-60 to study area boundary	Medium
	US-60, junction of US-60 and SR-188 US-60, junction of US-60 and US-70	Short Short
	SR-77, SR-177 to US-70 US-60, US-70 to north study area boundary SR-188, US-60 to north study area boundary	Short Short Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway	Medium
	Selma Hwy, west boundary of study area to SR-87	Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79	Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*	
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd, Hunt Hwy to Baseline Rd	Short (Hunt Highway to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	Goldfield Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Dr to Ironwood Rd) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium(Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd, Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	N. 11 Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd., Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
Sunshine Blvd, Milligan Rd to I-10	Medium	
Widen the existing 2-lane arterial to 4-lanes	Superstition Blvd, Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr., US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd., Florence Kelvin Hwy to Freeman Rd	Short
	Freeman Rd., SR-79 to Barkerville Rd	Short
	Redington Rd., SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	SR-77 Reliever, Intersection of SR-79 and SR-77 to Pinal/Pima County Line	Medium
	Start Point: Red Rock; End Point: connects to SR-79 south of Florence Junction (bypasses Florence on the east side)	Long
	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Long
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: south boundary of study area	Long
	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: Proposed North-South Corridor; End Point: Overfield Rd	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor Long
	Skyline Dr, North-South Freeway to SR-79 Skyline Dr, Gantzel Rd to Schnepf Rd Long
	Bartlett Rd, Start Point: Proposed North-South Corridor; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd. Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79 Long
	Baumgartner Rd, North-South Freeway extension to I-10 Long
Construct a 4-lane Arizona Parkway	Selma Hwy, Start Point: SR-79; End Point: Barkerville Rd. Long
	Park Link Dr Extension, Start Point: SR-79; End Point: Willow Springs Rd. Long
Construct new 6-lane arterials	Sunland Gin Rd, Baumgartner Rd to Milligan Rd Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr Signal Peak Rd, Frontier St to SR-87 Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10 Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd Long
	Wheeler Rd, Baumgartner Rd to Selma Hwy Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10 Long
	Houser Rd, Trekell Rd to I-10 Houser Rd, Frontier St to SR-87 Long (Trekell Rd to I-10) Medium (Frontier St to SR-87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd Medium
	Hanna Rd, Overfield Rd to SR-87 Medium
	Kortsen Rd, west study area boundary to SR-79 Medium
	Van Ki Inn Rd, Attaway Rd to SR-79 Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd Attaway Rd, Felix Rd to North-South Freeway Medium
	Felix Rd, Attaway Rd to Hunt Hwy Medium
	Bella Vista Rd, Quail Run Rd to SR-79 Medium
Combs Rd, Schnepf Rd to SR-79 Medium	

Table 3.9 Proposed Phasing of Scenario A, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct new 6-lane arterials (continued)	E-W New Road, Schnepf Rd to US-60	Medium
	Germann Rd, Ironwood Dr to US-60	Medium
	N-S New Road, E-W New Road to Baseline Rd	Medium
	Elliot Rd, Ironwood Dr to US-60	Medium
	Kenworthy Rd, Warner Rd to SR-802	Medium
Construct new 4-lane arterials	Freeman Rd extension, Apache Junction to Red Rock Freeway to SR 79	Long
	Start Point: US-60; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Medium
Construct new 2-lane arterial	Start Point: Intersection of Barkerville Rd. and Freeman Rd.; End Point: SR-77	Medium
	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit		
Establish new express bus route	Proposed North-South Corridor	Medium
	I-10	Short
	Start Point: Proposed North-South Corridor; End Point: I-10	Long
	Hunt Hwy	Short
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
Establish new intercity bus route	Intercity bus route between Apache Junction, Superior, Miami, Globe	Short
	Intercity bus route between Oracle Junction and Tucson	Short
Construct transit center	On intercity bus routes	Short
	On I-10	Short
	On proposed North-South corridor	Medium
Establish local transit service	On other new freeways	Long
	Globe-Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle Junction area, western Pinal County	Short
	High occupancy vehicle lanes	Noted as part of roadway construction

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*	
Roadway Improvements		
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79	Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	Idaho Rd, Baseline Rd to US-60	Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd	Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd	Short
Widen the existing 4-lane highway to a 6-lane highway	US-60, SR-79 to new road east of SR-79	Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-77, south of intersection with SR-79	Medium
	SR-79, SR-77 to US-60	Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-287, N-S Freeway to SR-79	Short
	SR-77, SR-79 to new road east of SR-79	Medium
Widen the existing 2-lane highway to a 4-lane divided highway	SR-77, new road east of SR-79 to SR-177	Medium
	SR-177, SR-77 to US-60	Short
	SR-87, I-10 to west study area boundary,	Medium
	SR-287, SR-87 to N-S Freeway	Short
	SR-387, study area boundary to SR-87	Medium
	US-60, new road east of SR-79 to US-70	Short (Superior area) Medium (other)
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-70, US-60 to study area boundary	Medium
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-60, junction of US-60 and SR-188	Short
	US-60, junction of US-60 and US-70	Short
Improve the existing 2-lane highway (shoulders, passing lanes, drainage, etc.)	SR-77, SR-177 to US-70	Short
	US-60, US-70 to north study area boundary	Short
	SR-188, US-60 to north study area boundary	Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway	Medium
	Selma Hwy, west boundary of study area to SR-87	Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79	Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*	
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd, Hunt Hwy to Baseline Rd	Short (Hunt Hwy to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	Goldfield Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Dr to Ironwood Rd) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium (Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd., Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	Eleven Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd, Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
Sunshine Blvd, Milligan Rd to I-10	Medium	
Widen the existing 2-lane arterial to 4-lanes	Superstition Blvd, Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr, US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd, Florence Kelvin Hwy to Freeman Rd	Short
	Freeman Rd, SR-79 to Barkerville Rd	Short
	Redington Rd, SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Medium
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd	Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor	Long
	Skyline Dr., North-South Freeway to SR-79 Skyline Dr., Gantzel Rd to Schnepf Rd	Long
	Bartlett Rd, Start Point: Overfield Rd; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79	Long
	Baumgartner Rd, North-South Freeway to I-10	Long
	Start Point: Red Rock; End Point: connects to SR-79 south of Florence Junction (bypasses Florence on the east side)	Long
	SR-77 Reliever, Intersection of SR-79 and SR-77 to Pinal/Pima County Line	Medium
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: south boundary of study area	Long

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*
Construct a new 6-lane Arizona Parkway (continued)	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area Long
Construct a 4-lane Arizona Parkway	Selma Hwy, Start Point: SR-79; End Point: Barkerville Rd. Long
	Park Link Dr Extension, Start Point: SR-79; End Point: Willow Springs Rd. Long
Construct new 6-lane arterials	Sunland Gin Rd, Baumgartner Rd to Milligan Rd Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr Signal Peak Rd, Frontier St to SR-87 Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10 Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd Long
	Wheeler Rd, Baumgartner Rd to Selma Hwy Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10 Long
	Houser Rd, Trekell Rd to I-10 Long (Trekell Rd to I-10)
	Houser Rd, Frontier St to SR-87 Medium (Frontier St to SR 87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd Medium
	Hanna Rd, Overfield Rd to SR-87 Medium
	Kortsen Rd, west study area boundary to SR-79 Medium
	Van Ki Inn Rd, Attaway Rd to SR-79 Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd Attaway Rd, Felix Rd to North-South Freeway Medium
	Felix Rd, Attaway Rd to Hunt Hwy Medium
	Bella Vista Rd, Quail Run Rd to SR-79 Medium
	Combs Rd, Schnepf Rd to SR-79 Medium
	E-W New Road, Schnepf Rd to US-60 Medium
Germann Rd, Ironwood Dr to US-60 Medium	
N-S New Road, E-W New Road to Baseline Rd Medium	
Elliot Rd, Ironwood Dr to US-60 Medium	
Kenworthy Rd, Warner Rd to SR-802 Medium	

Table 3.10 Proposed Phasing of Scenario B, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct new 4-lane arterials	Start Point: US-60; End Point: Intersection of Florence Kelvin Hwy and Barkerville Rd.	Medium
	Start Point: Intersection of Barkerville Rd. and Freeman Rd.; End Point: SR-77	Medium
Construct new 2-lane arterial	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit /Rail		
Establish new express bus routes	I-10	Short
	Start point: Florence Junction; endpoint: Vineyard Rd. and continued into the Hidden Valley Framework study area	Long
	Hunt Hwy	Short
	Proposed North-South corridor	Medium
	Start point: Proposed North-South corridor; endpoint: I-10	Long
Establish new intercity bus routes	All	Short
Establish new passenger rail	Miami-Globe	Long
	Start point: Pima County Line; endpoint: Maricopa County Line, with branch west to I-10 and the Hidden Valley10	Long
Construct transit centers	On intercity bus routes	Short
	On proposed North-South corridor	Medium
	On I-10 at southern terminus of proposed North-South corridor	Medium
	On I-10	Short
Establish local transit service	On west branch of new freeway from proposed North-South corridor to I-10	Long
	Globe- Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle area, western Pinal County area	Short
High occupancy vehicle lanes	Noted as part of roadway construction	Varies

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements	
Widen the existing 4-lane freeway to a 6-lane divided freeway	US-60, Meridian Rd to Hwy 60 US-60, Reroute US-60 to SR-79 Medium
Widen the existing 2-lane freeway to a 6-lane divided freeway	Idaho Rd, Baseline Rd to US-60 Medium
Widen the existing 4-lane freeway to a 10-lane freeway	I-10, south boundary of study area to Sunland Gin Rd Long
Improve existing 4-lane freeway (shoulders, passing lanes, drainage, etc.)	US-60, Mountain View Rd to 0.4 miles southeast of Mountain View Rd Short
Widen the existing 4-lane highway to a 6-lane highway	SR-77, south of intersection with SR-79 Medium
Widen the existing 2-lane highway to a 6-lane divided highway	SR-79, SR-77 to US-60 Medium
	SR-287, N-S Freeway to SR-79 Medium
Widen the existing 2-lane highway to a 4-lane divided highway	SR-77, SR-79 to SR-177 Medium
	SR-177, SR-77 to US-60 Medium
	SR-87, I-10 to west study area boundary, SR-287, SR-87 to N-S Freeway Short
	SR-387, study area boundary to SR-87 Medium
	US-60, new road east of SR-79 to US-70 Short (Superior area) Medium (other)
	US-70, US-60 to study area boundary Medium
Improve the existing 4-lane highway (shoulders, passing lanes, drainage, etc.)	US-60, junction of US-60 and SR-188 US-60, junction of US-60 and US-70 Short
Improve the existing 2-lane highway (shoulders, passing lanes, drainage, etc.)	SR-77, SR-177 to US-70 Short
	US-60, US-70 to north study area boundary Short
	SR-188, US-60 to north study area boundary Short
Widen the existing 2-lane parkway to 6-lanes	Skyline Dr, Schnepf Rd to N-S Freeway Medium
	Selma Hwy, west boundary of study area to SR-87 Short (Curry Rd to SR 79) Medium (west boundary to Curry Rd)
	Park Link Dr, I-10 to SR-79 Short
Widen the existing 4-lane arterial to 6-lanes	Ironwood Rd, Baseline Rd to US-60 Medium

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement	Potential Timeframe (Short, Medium, or Long)*	
Roadway Improvements		
Widen the existing 2-lane arterial to 6-lanes	Ironwood/Vineyard/Gantzel Rd., Hunt Hwy to Baseline Rd	Short (Hunt Hwy to Elliot Rd) Medium (Elliot Rd to Baseline Rd)
	GoldField Rd, Baseline Rd to US-60	Medium
	Ocotillo Rd, Meridian Rd to Schnepf Rd	Short (Meridian Rd to Ironwood Dr) Medium (Ironwood Rd to Schnepf Rd)
	Combs Rd, Ironwood Rd to Schnepf Rd	Short
	Hunt Hwy, study area boundary to SR-79	Short (study area boundary to Christensen Rd) Medium (Christensen Rd to SR 79)
	Arizona Farms Rd, Hunt Hwy to SR-79	Short (Hunt Highway to Clemens-Felix Rd) Medium (Clemens-Felix Rd to SR 79)
	Felix Rd, Hunt Hwy to Arizona Farms Rd	Medium
	Attaway Rd, Coolidge Ave to Hunt Hwy	Medium
	Vah Ki Inn Rd, Skousen Rd to Attaway Rd	Medium
	Skousen Rd, Bartlett Rd to SR-87	Medium
	Eleven Mile Corner Rd, I-10 to Bartlett Rd	Short (Selma Rd to Kortsen Rd) Medium (I-10 to Selma Rd and Kortsen Rd to Bartlett Rd)
	SR-84/Frontier St/Jimmie Kerr Blvd, Sunland Gin Rd to SR-87	Medium
	Sunland Gin Rd, Milligan Rd to Jimmie Kerr Blvd	Medium
	Houser Rd, Signal Peak Rd to Frontier St	Medium
	Signal Peak Rd, Battaglia Dr to Frontier St	Medium
Widen the existing 2-lane arterial to 4-lanes	Sunshine Blvd, Milligan Rd to I-10	
	Superstition Blvd., Meridian Rd to Ironwood Rd	Medium
	Florence Kelvin Hwy, SR-79 to SR-177	Short
	Chuichu Rd, Battaglia Rd to study area boundary	Medium
	Barkerville Rd, new road east of SR-79 to SR-77	Medium
Freeman Rd, SR-79 to Barkerville Rd	Short	

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Roadway Improvements		
Improve the existing 4-lane arterial (shoulders, passing lanes, drainage, etc.)	Ironwood Dr, US-60 to Superstition Blvd	Short
Improve the existing 2-lane arterial (shoulders, passing lanes, drainage, etc.)	Barkerville Rd, Florence Kelvin Hwy to Freeman Rd	Short
	Redington Rd, SR-77 to McNab Pkwy	Short
Conceptual New Roadways		
Construct a new 6-lane Freeway	Proposed North-South Corridor Start point: I-10 near Eloy; End Point: Apache Junction (passes between Coolidge and Florence)	Medium
	Start Point: Florence Junction; End Point: Vineyard Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Start Point: US-60 west of Florence Junction; End Point: Apache Junction	Long
Construct a new 4-lane highway	SR-87, Start Point: I-10/SR-87 Intersection; End Point: Greens Reservoir Rd	Medium
Construct a new 6-lane Arizona Parkway	Start Point: US-60; End Point: Proposed North-South Corridor	Long
	Skyline Dr, North-South Freeway to SR-79	Long
	Skyline Dr, Gantzel Rd to Schnepf Rd	Long
	Bartlett Rd, Start Point: Overfield Rd; End Point: SR-79	Long
	Selma Hwy, Start Point: SR-87; End Point: SR-79	Long
	Proposed North-South Corridor Extension, Start Point: I-10; End Point: Baumgartner Rd	Long
Construct new 6-lane arterials	Start Point: Red Rock; End Point: Chuichu Rd. and continued into the I-8/I-10 Hidden Valley Framework Study Area	Long
	Sunland Gin Rd, Baumgartner Rd to Milligan Rd	Long
	Signal Peak Rd, Greens Reservoir Rd to Battaglia Dr	Long
	Signal Peak Rd, Frontier St to SR-87	Long
	Greens Reservoir Rd, Sunland Gin Rd to I-10	Long
	Pretzer Rd, Sunland Gin Rd to Wheeler Rd	Long

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
	Wheeler Rd, Baumgartner Rd to Selma Hwy	Long
	Milligan Rd, Sunland Gin Rd to Sunshine Blvd	Long
	Eleven Mile Corner Rd, Greens Reservoir Rd to I-10	Long
	Houser Rd, Trekell Rd to I-10	Long (Trekell Rd to I-10)
	Houser Rd, Frontier St to SR-87	Medium (Frontier St to SR-87)
	Overfield Rd, Jimmie Kerr Blvd to Hanna Rd	Medium
	Hanna Rd, Overfield Rd to SR-87	Medium
	Kortsen Rd, west study area boundary to SR-79	Medium
	Van Ki Inn Rd, Attaway Rd to SR-79	Medium
	Attaway Rd, Bartlett Rd to Kenilworth Rd	Medium
	Attaway Rd, Felix Rd to North-South Freeway	Medium
	Felix Rd, Attaway Rd to Hunt Hwy	Medium
	Bella Vista Rd, Quail Run Rd to SR-79	Medium
	Combs Rd, Schnepf Rd to SR-79	Medium
	E-W New Road, Schnepf Rd to US-60	Medium
	Germann Rd, Ironwood Dr to US-60	Medium
	N-S New Road, E-W New Road to Baseline Rd	Medium
	Elliot Rd, Ironwood Dr to US-60	Medium
	Kenworthy Rd, Warner Rd to SR-802	Medium
Construct new 2-lane arterial	Start Point: US-60; End Point: Proposed North-South Corridor	Medium
Transit /Rail		
	I-10	short
Establish new express bus route	Start point: Florence Junction; endpoint: Vineyard Rd and continued into the Hidden Valley Framework study area	Long
	Hunt Hwy	Short
	Proposed North-South corridor	Medium
	Start point: proposed North-South corridor; endpoint: I-10	Long
Establish new intercity bus route	All	Short
Establish new passenger rail	Start point: Pima County Line; endpoint: Maricopa County Line, with branch west to I-10 and the Hidden Valley	Long

Table 3.11 Proposed Phasing of Scenario C, 2010-2050 (continued)

Proposed Improvement		Potential Timeframe (Short, Medium, or Long)*
Construct transit centers	On intercity bus routes	Short
	On proposed North-South corridor	Medium
	On I-10 at southern terminus of proposed North-South corridor	Medium
	Other locations	Long
Establish local transit service	Globe-Miami area, Kearny-Hayden-Winkelman area, Mammoth-Oracle junction area, western Pinal County area	Short
High occupancy vehicle lanes	Noted as part of roadway construction	Varies

*Approximate timeframes: Short = 2010-2020; Medium = 2021-2030; Long = 2031-2050

General Policies and Issues

A number of general transportation issues emerged during the stakeholder meetings and public outreach events, including:

- Preserving right-of-way - Policies and tools should be developed to preserve right-of-way in advance of development. Right-of-way should be purchased early to allow for future expansion, conserve costs, and minimize relocations. Laws and policies should allow the Arizona State Land Department to dedicate right-of-way before development.
- Consideration of emergency evacuation routes and hazardous materials transportation - There is a need to look at evacuation routes and emergency management considerations, particularly in areas with few alternative routes. Hazardous materials transportation should also be considered.
- Incorporation of wildlife crossings and encouragement of wildlife connectivity – There is a need to incorporate wildlife crossings on new routes and to retrofit existing roadway facilities to allow wildlife to cross. Access to environmentally sensitive lands is an issue.
- A number of people mentioned air quality and PM10 (particulates). Many particulates consist of dust generated by unpaved roads. Air quality issues were mentioned by staff from Pinal County, Casa Grande, Hayden and Winkelman. Residents near I-10 in Casa Grande have concerns about air quality due to the heavy truck volume and dust storms.
- Utility corridors should be incorporated into roadway planning and pre-design – Coordination should be maintained to place new roadway corridors near or next to major utility corridors.
- Removal of at-grade railroad crossings – At-grade railroad crossings need to be replaced with grade-separated crossings.
- Roadway transportation improvements should be coordinated with transit improvements, e.g., design and construction of the North-South Corridor should include preservation of right-of-way for a future transit or commuter rail corridor.
- The issue of public-private partnerships was raised regarding casinos. Private entities may be willing to help fund roads leading to their establishments.

Transportation System Management

The Transportation Systems Management (TSM) approach to congestion mitigation seeks to identify low-cost operational improvements to enhance the capacity of existing roadways and other transportation systems. Techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, while enhancing accessibility and safety.

Transportation systems management strategies include, but are not limited to:

- Intersection and traffic signal improvements
- Freeway and highway bottleneck removal programs
- Data collection to monitor system performance
- Special events management strategies
- Intelligent Transportation Systems (ITS)
- Preferential treatment of transit vehicles (e.g., queue jumpers, signal priority)

Other TSM strategies include providing current information to travelers regarding:

- Construction updates
- Incidents
- Emergencies
- Weather

- Real-time conditions

Within the Central Regional Framework, TSM Strategies should be considered on major multi-modal corridors:

- Freeways: Include ITS such as FMS (freeway management system) on existing and new freeway corridors. The FMS should include a network of cameras along major corridors to enable monitoring incident and congestion management. FMS should be considered on major new freeway corridors as they are constructed.
- Principal Arterials: As the roadway network in the Central region is developed, major arterials should include advanced technologies to enable real-time traffic management (signals management), and a system of cameras to facilitate incident and congestion management.
- Multimodal travel corridors: As passenger rail and other alternative modes are planned and implemented, a multimodal traveler information system should be considered to enable travelers to efficiently transfer between modes (e.g, bus to passenger rail). For A traveler information system would facilitate a passenger using intercity bus originating in Globe to transfer to passenger rail or light rail upon entering the Phoenix urban area.

Pedestrians and Bicycles

Many stakeholders expressed the need for better pedestrian access along and across roads. As roads are developed and improved, bicyclists and pedestrians should be accommodated as a matter of course. It is suggested that Complete Streets policies be developed by ADOT and by local agencies and jurisdictions.

The Complete Streets concept recognizes that the safety, interests, and convenience of all users – drivers, bicyclists, transit, and pedestrians of all ages and abilities – should be considered in the design and construction of transportation improvements. Detailed information about Complete Streets can be found at <http://www.completestreets.org>.

Design elements typically found on a Complete Street include sidewalks, bike lanes (or wide paved shoulders), comfortable and accessible transit stops, frequent (and safe) pedestrian crossing opportunities, medians (which can sometimes serve as pedestrian refuges on wide streets), and accessible pedestrian signals. A Complete Street recognizes the unique context of the surrounding environment. For example, a Complete Street in a rural area is different from a Complete Street in an urban area. However, streets in both areas are designed to balance safety, convenience, comfort and aesthetics for everyone using the road.

Complete Streets and bicycle/pedestrian facilities should be considered throughout the region. During the study, however, stakeholders mentioned specific areas of concern:

- The Town of Hayden would like to improve pedestrian facilities to improve accessibility to services. Improvements to sidewalks on SR 177 are needed.
- Hayden staff mentioned that significant pedestrian activity is associated with the San Carlos-Apache Indian Reservation. School children must walk along the state highways where there are no sidewalks.
- Sidewalks and lighting are the most important considerations between Hayden and Winkelman.
- Pedestrian crossings over US 60 are needed.
- The Queen Creek community is very interested in linked trails and open space for use by pedestrians, cyclists, and equestrians.

- Bicycle and pedestrian issues will be important in the areas currently owned by the State Land Department. Trails and multi-use paths will follow the contours of the land.
- Many pedestrians walk to and from Miami and Globe. SR 177 is the only state highway with a 10 percent grade. Paving of Florence–Kelvin Highway is important to relieve US 60 and also SR 177. This road would connect employment centers in Florence to those in Hayden and Winkelman.
- The Bloody Tanks/Miami Wash runs through the Town of Miami. The town is considering Trail/Pathway improvements to the Wash.

Freight Transportation

A number of stakeholders mentioned freight issues during the study, particularly with respect to accommodating truck traffic from increased mining operations in the Central region. Key issues include:

- Improve crossings of railroads and rivers to accommodate commercial trucks. More truck stops and parking are needed.
- Consider dedicated truck lanes and truck-only facilities throughout the state.
- Additional analysis tools for commercial vehicle traffic are needed, including a statewide commercial vehicle/truck travel demand model.
- Routes that are heavily used by trucks, such as SR 177, US 60 and SR 77, need improvements.