

Table 3.1 Programmed Short-Term Roadway Improvements (cont.)

| Project | Location | Type of Work | Year | Total Cost (\$000) |
|--|--|-----------------------------------|-------------|---------------------------|
| Street improvement Phase I- Florence | N/A | Street improvement | 2008-2010 | \$740 |
| Street improvement Phases II-V, Florence Gardens | N/A | Street improvement | 2008-2013 | \$2,163 |
| Broadway/Old Oak Rd | US 60 to Broadway and Broadway from El Camino east end | Reconstruction | 2010 | \$575 |
| Ice House Canyon Rd | Jess Hayes Rd to Kellner Canyon Rd | Reconstruction | 2008 | \$625 |
| Broad St Phase III | N/A | Reconstruction | 2012 | \$500 |
| Gateway Enhancement Phase II | US 60/70 & Oak/Hill Streets | Intersection improvements | 2008 | \$260 |
| Forest Ave | to US 60 | Reconstruction | 2011 | \$214 |
| Hunt Highway | Attaway Rd | Reconstruction | 2009 | \$456 |
| Sunland Gin Rd | Alsdorf Road to Battaglia Dr | Reconstruction | 2011 | \$400 |
| Combs Rd | Meridian Rd to Ironwood Rd | Reconstruction | 2012 | \$470 |
| Sossaman Rd | South of Hunt Hwy | Construction | 2010 | \$450 |
| Jesse Hayes Rd | Jesse Hayes Rd | Alignment/widening | 2008 | \$625 |
| SR 77 multi-use pathway and landscaping | MP 114.5 to Old SR 77 | Multi-use pathway and landscaping | 2008 | \$459 |

Sources: Arizona State Transportation Improvement Program (STIP), Fiscal Years 2008-2011, Central Arizona Association of Governments Transportation Improvement Program, local capital improvement programs

3.3 POPULATION AND EMPLOYMENT DATA AND PROJECTIONS BY COUNTY

Working closely with the ADOT management consultant, the Central study team compiled population and employment estimates from the following sources:

- Pinal County Regionally Significant Routes Travel Demand Model, 2007
- Gila County Small Area Transportation Study, 2006
- Labor Force and Non-farm Employment 2005 (Prepared in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics, by State of Arizona, Department of Commerce, Research Administration)

- Arizona Subcounty Population Projections, July 1, 2006 to July 1, 2055, by County, Census County Division, Place, and Reservation (Arizona Dept. of Economic Security (DES), 12/01/06), Census 2000.

Sources of future year population and employment projections include:

- Gila County Small Area Transportation Study, 2006
- Gila County Comprehensive Plan, 2003
- Pinal County Regionally Significant Routes Travel Demand Model, 2007
- Pinal County Comprehensive Plan Amended 2007
- Arizona Subcounty Population Projections, July 1, 2006 to July 1, 2055, by County
- Census County Division, Place, and Reservation (DES, 12/01/06)

Population and employment estimates by county, and by the area of the counties contained in the Central framework study area, are shown in Table 3.2.

Table 3.2 Estimated Population and Employment by County

| County | Population | | | | Employment | | | |
|------------------------------|------------|-----------|-----------|-------------------|------------|---------|-----------|-------------------|
| | 2005 | 2030 | 2050 | % change, 2030-50 | 2005 | 2030 | 2050 | % change, 2030-50 |
| Pinal County Total | 262,000 | 1,228,000 | 2,112,500 | 72% | 45,000 | 600,000 | 1,045,000 | 74% |
| Pinal County portion in CFS* | 167,000 | 845,000 | 1,474,500 | 74% | 24,000 | 402,000 | 705,000 | 75% |
| Gila County Total | 52,000 | 64,000 | 73,000 | 14% | 12,000 | 24,000 | 28,000 | 17% |
| Gila County portion in CFS* | 22,000 | 27,000 | 29,500 | 9% | 3,000 | 13,000 | 15,000 | 15% |
| Regional Total | 189,000 | 872,000 | 1,504,000 | 72% | 27,000 | 415,000 | 720,000 | 73% |

Source: HDR, Inc.

*Portion of county in Central framework study area (CFS)

3.4 2005 CONGESTED ROADWAY SEGMENTS

Figure 3-3 displays statewide traffic conditions in the 2005 roadway network. The ADOT management consultant used a statewide cut-line analysis to identify broad corridors that operate under congested (over-capacity) conditions. Three cut-lines—4, 6 and 7—cross major routes in the Central region. The modeled travel demand volumes on corridors crossing the cut-lines were compared to the capacity of the corridors to develop a volume-to-capacity (V/C) ratio. The V/C ratios used to define the levels of congestion are:

- <0.72 – Free Flow Conditions
- 0.72 to 0.89 – Moderate Congestion
- 0.90 to 1.0 – Severe Congestion
- >1.0 – Extreme Congestion