

- 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

Cut-line 4 crosses east–west routes in the southeast area of the state. In the Central region it crosses US 60. In total, Cut-line 4 crosses roads that carried 46,000 vehicles per day (as of 2005). The capacity of these roads was 146,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was therefore 46,000/146,000 or 0.32, indicating that the cut-line roadways as a whole were under capacity.

Cut-line 6 crosses primarily north-south routes in Pinal County. In the Central region it crosses SR 79, SR 87 and SR 287. In total, Cut-line 6 crosses roads that carried 105,000 vehicles per day. The capacity of these roads was 236,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was 0.45, again indicating that the roads crossing the cut-line were under capacity.

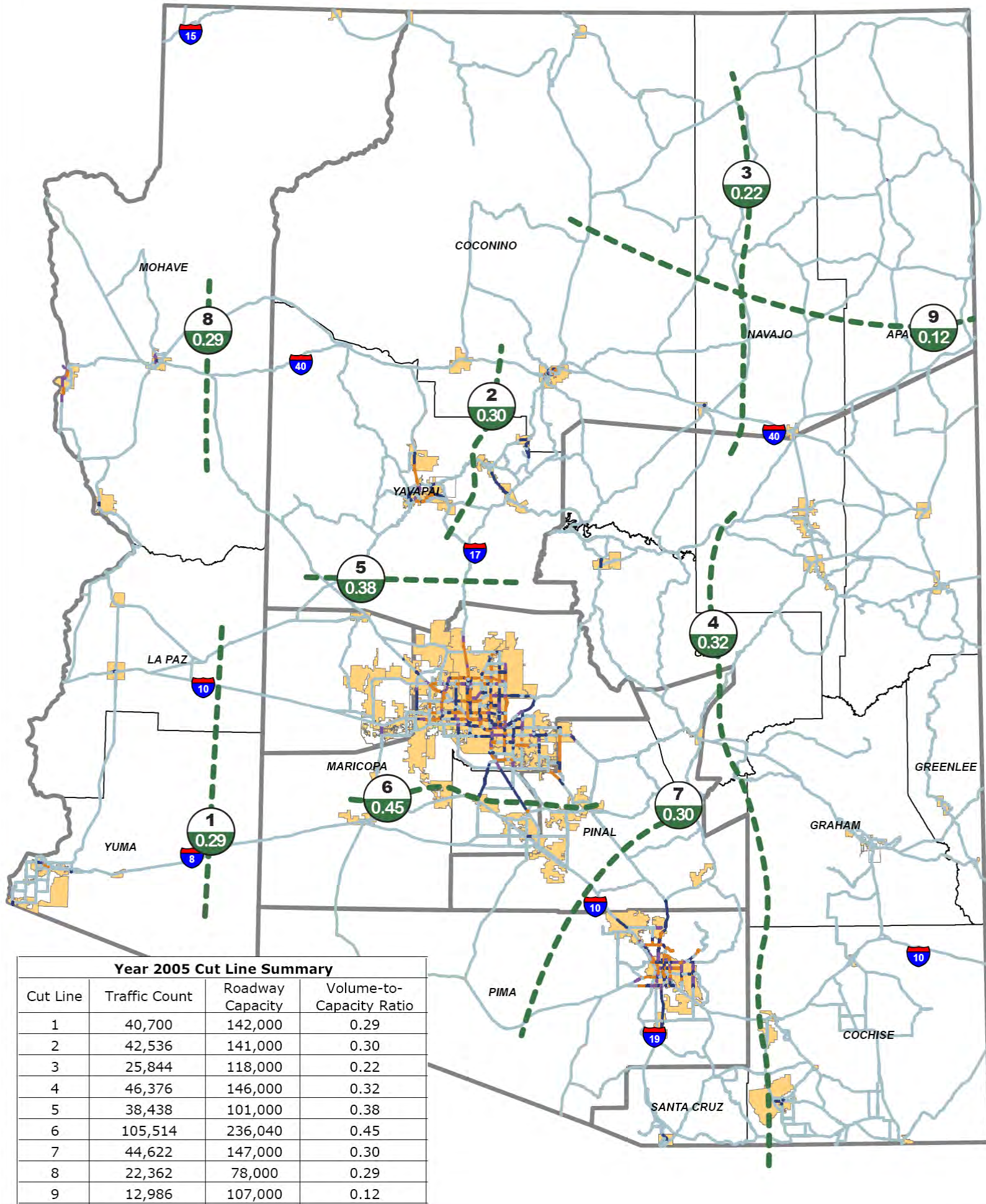
Cut-line 7 crosses primarily north-south routes between Pima County and Pinal County. In the Central region it crosses I-10, SR 79, and SR 77. In total, cut-line 7 crosses roads that carried 45,000 vehicles per day in 2005, the majority of which (nearly 40,000, according to the Highway Performance Monitoring System) were on I-10. The capacity of these roads is 147,000 vehicles per day. The V/C ratio of the roads crossing this cut-line was 0.30, indicating that the roads crossing this cut-line were under capacity.

Year 2005 traffic conditions are also shown graphically in Figure 3-3. Regionally significant roads in the Central region generally show free flow conditions or moderate congestion.

Figure 3-3 Volume/Capacity across Selected Cut-Lines, Year 2005



Year 2005 Statewide Traffic Conditions



Year 2005 Traffic Conditions

Legend

- Framework Study Boundary
- County Boundary
- 2008 City/Town

Year 2005 Traffic Conditions

- Free Flow
- Moderate Congestion
- Severe Congestion
- Extreme Congestion

Cut-line Key

- Reference Number
Volume-to-Capacity Ratio
- Cut-line Over Capacity
- Cut-line Under Capacity

