PINAL COUNTY
WIDE OPEN OPPORTUNITY

SunCorridor
Metropolitan Planning Organization

Pinal County Strategic Transportation Safety Plan



Adopted by the Sun Corridor MPO Executive Board on March 11, 2025

Prepared by:

Greenlight Traffic Engineering

The Barnhart Company

BURGESS & NIPLE

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23 USC § 409 - Discovery and admission as evidence of certain reports and surveys notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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- George Kindsvater, Pinal County Sheriff's Office
- Mohamed Youssef, Queen Creek
- Jan Martin, Queen Creek

Project Leadership

Pinal County
Tara Harman, Transportation Planning Supervisor
85 N. Florence Street
Florence, AZ 85132
E: tara.harman@pinal.gov
T: 520-866-6902

SCMPO
Jason Bottjen, Deputy Director
211 N Florence Street, Suite 103
Casa Grande, Arizona
E: jbottjen@scmpo.org
T: 520-705-5153

Irene Higgs, Executive Director
211 N Florence Street, Suite 103
Casa Grande, Arizona
E: ihiggs@scmpo.org
T: 520-705-5143

Consultant Team:

Greenlight Traffic Engineering
Mike Blankenship
14060 N 83rd Avenue, Suite 290
Peoria, AZ 85381
E: mikeb@greenlightte.com
T: 633-308-6523

Burgess & Niple, Inc.
Dana Biscan
1500 N Priest DR, Suite 102
Phoenix, AZ 85381
E: dana.biscan@burgessniple.com
T: 602-244-8100

The Barnhart Company
Brock Barnhart
3200 N 39th St
Phoenix, AZ 85018
E: bbarnhart@barnhartco.com
T: 623-362-1597

Acronyms

ACIS – Arizona Crash Information System

ADOT – Arizona Department of Transportation

BIL – Bipartisan Infrastructure Law

CAG – Central Arizona Governments

CMAQ - Congestion Mitigation and Air Quality Improvement

CMF – Crash Modification Factor

DOT – Department of Transportation

DPS – Department of Public Safety

ETC - Equitable Transportation Community

FARS - Fatality Analysis Reporting System

FHWA – Federal Highway Administration

FTA - Federal Transit Administration

HRRR - High Risk Rural Road

HSIP – Highway Safety Improvement Program

MAG – Maricopa Association of Governments

NHTSA - National Highway Traffic Safety Administration

PDO – Property Damage Only

SCMPO - Sun Corridor Metropolitan Planning Organization

STSP – Strategic Transportation Safety Plan

SHSP – Strategic Highway Safety Plan

SS4A – Safe Streets and Roads for All

STB - State Transportation Board

T2 - Technology Transfer

VMT – Vehicle Miles Traveled

Executive Summary

Sun Corridor Metropolitan Planning Organization (SCMPO) led the development of the Pinal County Transportation Safety Plan (STSP) in partnership with the Arizona Department of Transportation (ADOT), Maricopa Association of Governments (MAG), Central Arizona Governments (CAG), Pinal County, Gila River Indian Community, Ak-Chin Indian Community, City of Casa Grande, City of Florence, Town of Queen Creek, City of Coolidge, City of Maricopa, City of Eloy, and City of Apache Junction. A planning committee consisting of staff members from these agencies provided oversight for the development of the STSP; all will jointly lead the implementation and monitoring of the STSP.

This STSP establishes a framework for reducing fatal and serious injury crashes on public roads in Pinal County by identifying crash trends, emphasis areas, performance measures, high-risk crash locations, funding resources, and potential projects.

Vision: "STRIVING FOR ZERO DEATHS – One is too many!"

Goal: "Reduce serious injuries and deaths on public roads within Pinal County by 20% by 2030."

A crash analysis was performed for Pinal County based on the most recent 5 years of available crash data: January 1, 2018, to December 31, 2022. Over this period, 22,429 crashes were reported, with 360 fatalities, and 10,473 injuries in Pinal County. The following highlights the crash trend and crash characteristics:

- Intersection crashes account for the highest number of fatal plus serious injury crashes at 43%
- Unrestrained (no safety device used) crashes represent the second highest number of fatal plus serious injury crashes at 41%
  Nighttime crashes represent the third highest number of fatal plus serious injury crashes at 39%
- Of the 178 pedestrian-involved crashes, 20% resulted in fatalities, while 23% were reported as suspected serious injuries
- Of the 198 bicycle-involved crashes, 3% resulted in fatalities, while 17% were reported as suspected serious injuries
- "Speed Too Fast For Conditions" and "Failed To Yield Right Of Way" are the top crash violations in the County

The most common manners of collision in all crashes in the County were rear end (32%), single vehicle (24%), and angle (12%).

Emphasis areas represent the crash types and trends in the County that see a high frequency of fatal and serious injury crashes. Directing safety initiatives toward these specific areas helps to achieve the STSP vision. The following emphasis areas were identified for Pinal County:

- Behavior Related: Speeding, Impaired Driving, Unrestrained (Not Wearing Seat Belt)
- Intersection
- Lane Departure
- Nighttime
- Age-related: Under 25, Over 64

The STSP identified priority intersections and segments using a weighted system based on crash frequency and severity, resulting in a score for each location. Priority areas for the network screening were established from the highest-scoring locations within each jurisdiction.

The Safe System Approach (SSA) was utilized in developing strategies to improve transportation safety in the County. SSA is based on the principles that the human body is vulnerable, humans make mistakes, and it is unacceptable that these mistakes result in death and injury. The SSA employs strategies that revolve around the fundamental elements of Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care.

Using input from stakeholders, the public, crash data analysis, network screening, and individual agency input, potential safety projects within the County were identified. The projects are intended to improve safety and further the County's safety goals.

Introduction

County Overview

Pinal County (County) is a vast area covering 5,366.7 square miles with a population of 433,000 (as of 2022). Pinal County is a member of three regional planning agencies: the Maricopa Association of Governments (MAG), Central Arizona Governments (CAG), and the Sun Corridor Metropolitan Planning Organization (SCMPO). This Pinal County Strategic Transportation Safety Plan (STSP) was developed to address the needs of the entire County in a single, cohesive, and comprehensive document.

Plan Development

A previous STSP was developed in 2019 by the Sun Corridor MPO in collaboration with Pinal County, CAG, and MAG. The purpose of the STSP was to address safety from a holistic, countywide perspective to reduce the risk of death and serious injury to all transportation users. To continue efforts to reduce fatal and serious injury crashes, Sun Corridor MPO, with Pinal County collaboration, managed the development of this update to the 2019 STSP. During the past 5 years (2018-2022), 360 people have died, and over 10,473 people have been injured in traffic crashes within the County, highlighting the critical need for the County to update its STSP.

Safety stakeholders consisting of staff members from SCMPO, Pinal County, ADOT, MAG, CAG, Gila River Indian Community, Ak-Chin Indian Community, City of Casa Grande, City of Florence, Town of Queen Creek, City of Coolidge, City of Maricopa, City of Eloy, and City of Apache Junction provided oversight for the development of the STSP and will lead its implementation and monitoring of its progress.

Pinal County STSP Safety Committee

For the implementation of this STSP, a Safety Committee is established that consists of members of the County and the agencies within the County. The members of the Safety Committee shall include the following representatives:

- Pinal County, County Engineer
- SCMPO, Executive Director
- MAG, Transportation Safety Program Manager
- CAG, Executive Director
- Gila River Indian Community, Director of Public Works
- Ak-Chin Indian Community, Community Development Representative
- ADOT, South Central District Engineer
- City of Casa Grande, City Engineer
- City of Florence, Public Works Director
- Town of Queen Creek, Public Works Director
- City of Coolidge, Public Works Director
- City of Maricopa, City Engineer
- City of Eloy, Public Works Director
- City of Apache Junction, Public Works Manager

Safe Streets and Roads for All Action Plans

This STSP meets all of the requirements for a Safe Streets and Roads for All (SS4A) Safety Action Plan for Pinal County. The SS4A Action Plan allows for any agency within Pinal County to pursue program funds for projects through the Bipartisan Infrastructure Law's SS4A discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The plan typically consists of 8 essential components: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, and progress transparency. The location of each of these components in this plan are referenced in the table below.

Table 1: SS4A Action Plan 8 Essential Components

Number	Essential Component	Page Number
1	*Leadership Commitment and Goal Setting*	36
2	*Planning Structure*	9
3	*Safety Analysis*	19
4	*Engagement and Collaboration*	11
5	*Equity Considerations*	17
6	*Policy and Process Changes*	53
7	*Strategy and Project Selections*	42 & 56
8	*Progress Transparency*	55

Promoting a Culture of Safety

To meet the "Toward Zero Deaths" goal, a culture of safety is needed, from the County level to the agency level, to the individual road user. Establishing a culture of safety requires the collaboration among and responsibility of all who develop, prioritize, fund, plan, use, and enforce the transportation system. Key attributes of a successful culture of safety include:

- Prioritize people, starting with the most vulnerable users of the system, with equity and sustainability
- Focus on messaging, education, and public outreach at all phases of planning, design, maintenance, and enforcement
- Adopt a Safe System Approach
- Develop interagency initiatives that reach from top to bottom by incorporating safety principles into policies within an organization

Community Engagement

Introduction

Community engagement is a cornerstone in developing a comprehensive transportation safety plan. Community engagement and outreach initiatives are pivotal in fostering collaboration between local residents, stakeholders, and transportation authorities to address safety concerns effectively. Through open dialogue, active participation, and a shared understanding of community needs, a transportation safety plan can be tailored to reflect the unique challenges and priorities of the area. In doing so, community members and other interested stakeholders were invited to complete the surveys in person at community events, organization/committee meetings, or online. The surveys were open for approximately six months and closed on August 18, 2024.

Stakeholder Meetings

A kick-off meeting was held virtually on Tuesday, August 15, 2023. The following attendees were present at the meeting:

- Mike Blankenship, Greenlight
- Josh Barger, Greenlight
- Dana Biscan, Burgess & Niple
- Brock Barnhart, The Barnhart Company
- Jason Bottjen, SCMPO
- Irene Higgs, SCMPO
- Ben Navarro, Coolidge
- Doug Moseke, ADOT Southcentral District
- Jay Gomes, ADOT Regional Traffic Engineer
- Jesus Haro, Gila River Indian Community
- Keith Brown, Maricopa
- Margaret Herrera, MAG
- Matt Rencher, Eloy
- Mohamed Youssef, Queen Creek
- Shane Kiesow, Apache Junction
- Sharay Satchell, ADOT MPD
- Steve Abraham, Pinal County
- Tara Harman, Pinal County
- Teri De La Cruz, Ak-Chin Indian Community
- Will Randolph, ADOT MPD

This meeting aimed to outline the project's goals and establish a collaborative framework. It set the stage for ongoing communication, ensuring that everyone was aligned on the objectives and ready to contribute their insights and expertise to develop an effective and comprehensive safety plan.

Additional stakeholder meetings were held on February 24, 2024 and December 10, 2024. Presentations were also made to MAG (November 19, 2024) and CAG committees (April 11, 2024, and October 30, 2024). The purpose of the meetings was to gather insights and feedback from key stakeholders regarding the STSP.

Key topics discussed in the meetings were as follows:

- Public Outreach and Involvement: Online surveys were shown and discussed to gather broader community input.
- Vision and Goals: The vision and goals of the STSP were discussed, focusing on reducing traffic-related fatalities and serious injuries.

- Crash Data Analysis: Detailed crash data analysis was presented, highlighting high-risk areas and trends.
- Recommended Emphasis Areas: Following the crash analysis, recommended emphasis areas were shared with stakeholders for their input.
- Network Screening: The discussion on network screening included a list of top-priority intersections and segments needing safety improvements.
- Highway Safety Improvement Program (HSIP) Application Opportunities: Opportunities for Highway Safety Improvement Program (HSIP) applications were discussed to secure funding for safety projects.

A summary of the topics presented to stakeholders can be found in **Appendix I**.

Public Events

Six public meetings were held in multiple locations in the County, including Casa Grande, Coolidge, Florence, Apache Junction, and San Tan Valley. The purpose of the public meetings was to gather insights and feedback from community members and stakeholders about their safety concerns and experiences on local roads. These meetings aimed to foster collaboration and ensure that the perspectives and concerns of various stakeholders, including community members, local authorities, and transportation experts, were considered in developing the safety plan. The public meetings were as follows:

Coolidge Cotton Days Friday, Sunday, March 1, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at Coolidge Cotton Days. Crash Data Boards along with hard copies of a survey were available to event participants as well as a study postcard with a QR code that directed citizens to the study Public Outreach webpage. The webpage provided an electronic version of the survey as well as Social Pinpoint Mapping exercises where participants can drop a location pin and leave comments related to biking, walking, and driving. All public involvement materials were made available in English and Spanish. There were approximately 100 to 150 community members who visited the booth.



2024 Coolidge Cotton Days

Ironwood 55+ Community Visit, Tuesday, March 26, 2024
Sun Corridor MPO Staff and DPS Captain gave a presentation on the Pinal County Safety Study to the Ironwood 55+ Community. Crash Data Boards and hard-copy surveys were available for the community to complete. Approximately 60 community members were in attendance.

Casa Grande Public Safety Day, 10:00AM-2:00PM, Saturday, April 6, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Casa Grande Public



2024 Casa Grande Public Safety Day

Safety Day event. The exhibit distributed the study postcards with a QR code that directed citizens to the study Public Outreach web page and displayed crash hot spots on poster boards. Members of the general public were interacted with at the exhibit, and feedback on their perception of the County's roadway was shared. Approximately 200-300 members of the general public and local agencies attended.

Pinal County STSP Public Meeting, 5:30PM-7:00PM, Thursday, May 16, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, held a public meeting in the San Tan Valley where they presented the County's crash data along with crash hot spots, safety emphasis areas, and safety strategies. Exhibit boards, along with hard copies of a survey, were made available to meeting participants, as well as the study postcards with a QR code that directed citizens to the study Public Outreach web page. Approximately seven mixed attendees of the County agencies and law enforcement attended.

Casa Grande Silent Witness Night, 2:00PM-5:30PM, Tuesday, September 24, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Casa Grande Silent Witness Night. An exhibit showing the outcomes of the study's selected project locations, an exhibit of the County's crash hot spots, and information postcards linking to the SCMPO web page were displayed. Staff interacted with the public and gathered feedback on their perception of the safety of the County's roadways and the selected project locations. Approximately 150-200 members of the public and local agencies attended.


2024 Casa Grande Silent Witness Night

Florence 3rd Friday Food Truck Friday Event Series, 4:00PM-8:00PM Friday, February 21, 2025
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the 3rd Friday Event in Florence. The booth included an exhibit showing the County's top 20 crash segments and intersection location hot spots, and potential project locations that resulted from the study. An exhibit showing safety projects funded from the previous 2019 county-wide Pinal County STSP and 2016 Sun Corridor MPO STSP, as well as 10 HSIP Applications submitted to ADOT in May 2024, and information postcards linking to the SCMPO webpage, were displayed and distributed. Staff interacted with the public and discussed the outcomes of the study and the public's perception of the safety of the County's roadways. Approximately 30 to 40 members of the public were engaged.


2025 Florence 3rd Friday Event

The 61st Annual Lost Dutchman Days in Apache Junction, 9:00AM-2:00PM, Saturday, February 22, 2025
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Lost Dutchman Days event in Apache Junction. The booth included an exhibit showing the County's top 20 crash segments and intersection location hot spots, and potential project locations that resulted from the study. An exhibit showing safety projects funded from the previous 2019 county-wide Pinal County STSP and 2016 Sun Corridor MPO STSP, as well as 10 HSIP Applications submitted to ADOT in May 2024, and information postcards linking to the SCMPO webpage, were displayed and distributed. Staff interacted with the public and discussed the outcomes of the study and the public's perception of the safety of the County's roadways. Approximately 70 to 80 members of the public were engaged.



61st Annual Lost Dutchman Days Event

Public Surveys

The primary means of soliciting public comments to gain insight into the safety performance of the County's roadway network was through a survey that sought perspectives from drivers, bicyclists, and pedestrians. The survey was offered in English and Spanish online and in physical paper format for the public to participate in. The survey consisted of 12 questions where respondents were asked to consider feelings around roadway safety and their personal observations while acting as a driver, bicyclist, or pedestrian. Lastly, the survey asked respondents to identify areas with safety concerns on an interactive map, allowing respondents to mark specific locations for further review. The Survey was launched in February of 2024 and closed six months later, in August of 2024. During this time, the team received a total of 560. All responses were received in English. A summary of the survey and its results can be found in **Appendix II**.

Summary Of Findings

Respondents from the Pinal County area primarily identified as motorists (91%), of whom 54% feel unsafe on the roads. The respondents who reported feeling the least safe were bicyclists, elderly and/or disabled persons, pedestrians, and motorcyclists, respectively. Overall, respondents feel the following words best describe drivers' behaviors in the County: hurried, distracted, inattentive, and frustrated/angry. **Figure 1** represents the top five safety concerns observed by respondents.

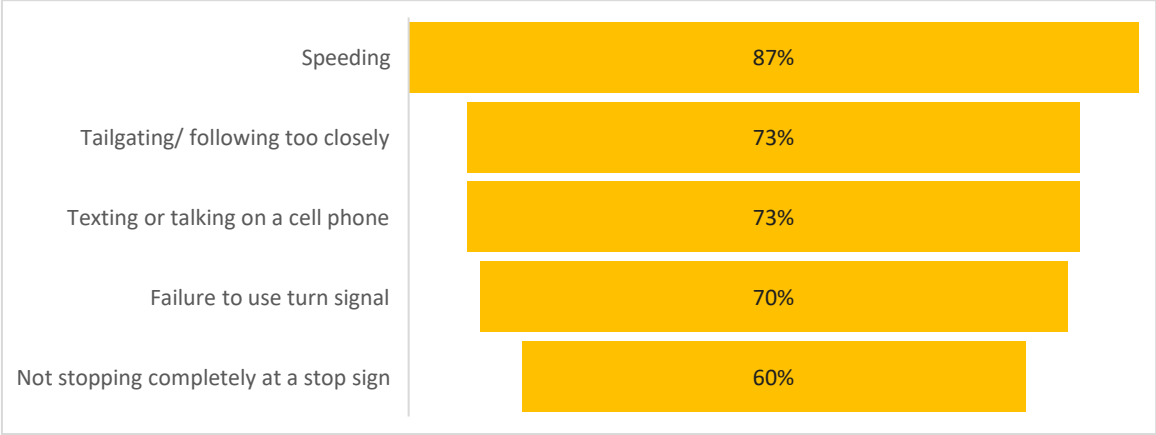


Figure 1: Top 5 Safety Concerns Observed by Respondents

Respondents feel that speed, distracted driving, and cell phones are the primary causes of crashes. They feel public agencies should provide more enforcement and make roadway improvements. Respondents report believing that the current road system does not support the growing population of the County. They also believe that investing in driver education could improve travel safety.

During the online mapping exercise portion of the survey, participants were asked to place comments on the map to show locations of concern for drivers, bicyclists, and pedestrians. Respondents identifying as bicyclists had the following primary concerns: poor lighting conditions, narrow roadways, limited shoulder space, limited bicycle facilities, and maintenance of existing bicycle facilities.



Source: FHWA.

Figure 2: Safe System Approach

Respondents who identified as drivers had the following primary concerns: speeding, overall pavement conditions/excessive number of potholes, lack of traffic signals, need for better signage, overall driver behavior, lack of passing lanes, narrow roadways, lack of paved shoulders, and general roadway design.

Individuals who identified as pedestrians had the following primary concerns: a need for sidewalks, high traffic volumes, and speeding.

The jurisdictions where respondents requested the most safety improvements are in and around the following areas:

- San Tan Valley
- Casa Grande

- Maricopa
- Queen creek
- Apache Junction

Safe System Approach

The Pinal County STSP adopts the Safe System Approach[1] which is based on the principles that the human body is vulnerable, humans make mistakes, and it is unacceptable that these mistakes result in death and injury. It is critical to design and operate the roadway system to keep impact energy on the human body at tolerable levels. Shared responsibility by all stakeholders is key, making it important that the stakeholders are collaborative and engaged partners when developing and implementing the Pinal County STSP.

The Federal Highway Administration (FHWA) has recognized the Safe System Approach as a method for eliminating traffic fatalities and serious injuries for all roadway users. The Safe System Approach moves beyond the traditional approach of reacting strictly based on crash history by proactively identifying risk factors associated with severe crash types and implementing safety countermeasures systemically based on those factors. This STSP includes the systemic implementation of strategies. All parts of the transportation system need to be strengthened to build redundancy to accommodate failures of the system. Examples of redundancy include the installation of curve warning signs to alert motorists of conditions in which a slower speed is necessary, combined with speed feedback signs, education, and enforcement campaigns that help avoid behaviors that may result in crashes.

This STSP uses the five elements of the Safe System Approach as the framework for integrating emphasis areas and strategies. These elements encompass the 4Es of safety (Engineering, Education, Enforcement, and Emergency Response) and accommodate human error:

Safe Roads: The roadway is the platform in which users move across the system. Safe roads incorporate engineering-related strategies during planning, design, construction, maintenance, and operations to prevent crashes and manage impacts to keep kinetic energy at tolerable levels should a crash occur.

Safe Road Users: This represents all users of all modes of travel. Their capabilities are influenced by factors such as age, level of impairment, and other behaviors. System owners and other stakeholders can use strategies such as signing, enforcement, and education campaigns to address these limitations and encourage behavior change.

Safe Speeds: As speeds increase, the risk of death and serious injury dramatically increases. This is especially true for pedestrians (See **Figure 3**) where the risk of death doubles for a pedestrian when speeds increase from 32 mph to 42 mph and triples at 50 mph. Safe speeds increase the likelihood of an individual surviving a crash. Appropriate speed limits and signing, as well as radar speed feedback signs, help reduce the speed of users. These can be reinforced with enforcement and education campaigns.

Safe Vehicles: Safe vehicles incorporate new technology and other features to prevent crashes from occurring and, if they do, reduce the severity of a crash.

Post-Crash Care: Post-crash care is critical when a crash occurs and a person is injured. This includes first respondents being able to quickly locate and respond to the crash and stabilize and transport the

[1] FHWA, Office of Safety, Safe System Approach flyer, SA-20-015, https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

individual. This also includes accurate and complete data collection and sharing of the data to facilitate improved decision-making and investments specific to safety.

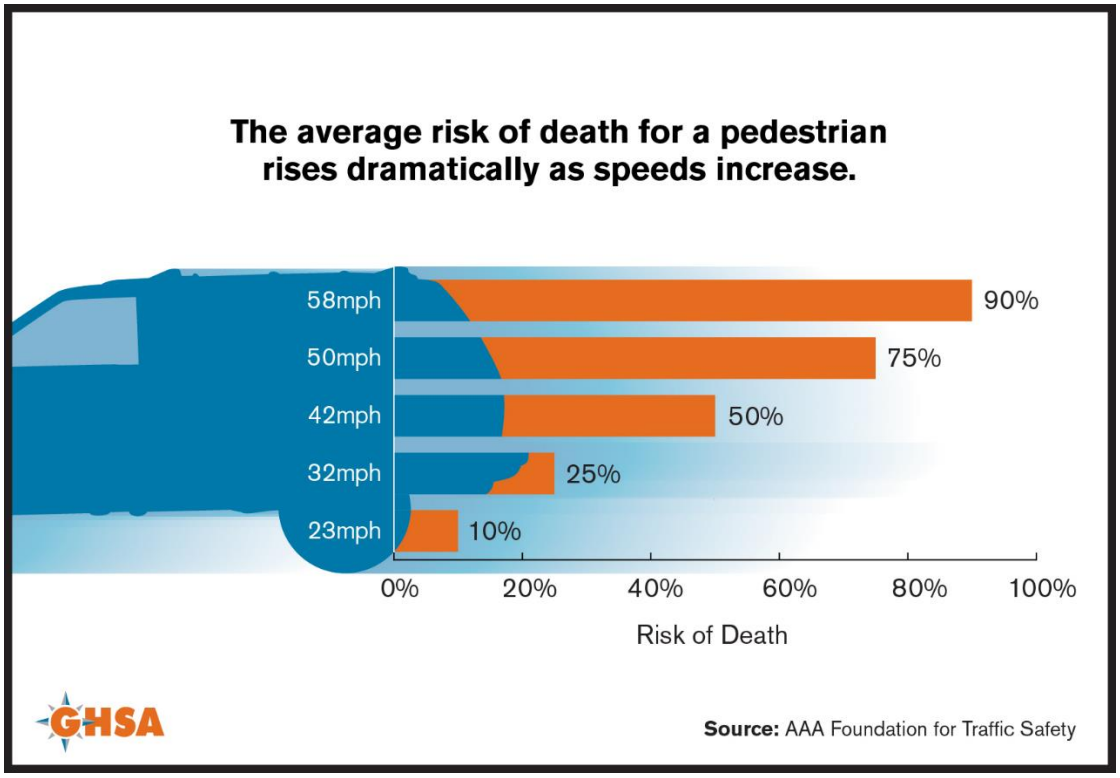


Figure 3 Risk of Death for a Pedestrian at Speed

Ultimately, the Safe System Approach prioritizes safety and shifts transportation investments. Pinal County and its stakeholders can reduce traffic fatalities and serious injuries on its roadways through their combined efforts and application of the Safe System Approach during the development and implementation of the STSP.

Equity Analysis

Equity is a fundamental consideration of the Safe System Approach, particularly given that pedestrian and bicyclist fatality rates on a per-capita basis vary by race,[2] income, age, and gender to varying degrees in varying places.[3] These outcomes better prioritize project development and underscore the need to explicitly examine correlations between sociodemographic and risk factors related to roadway infrastructure and operations. Furthermore, an equity analysis ideally encompasses more than just safety

[2] Federal Highway Administration. "Integrating Equity into the Safe System Approach" Presentation. Accessed Apr. 17, 2023: https://highways.dot.gov/safety/zero-deaths/integrating-equity-safe-system-approach-presentation.
[3] Vision Zero Network. N.d. *Equity Strategies for Practitioners.* Accessed April 17, 2023: https://visionzeronetwork.org/wp-content/uploads/2017/05/VisionZero_Equity.pdf

analysis, given the known limitations of crash data (e.g., underreporting or near misses) and the lack of systemic exposure estimates to contextualize risk.

It is important to note that vulnerable populations such as the very young, elderly, and those facing economic challenges are often disproportionately affected by transportation disparities. This demographic is less likely to have access to personal vehicles, relying heavily on alternative modes of transportation like walking, cycling, or public transit. As a result, they face increased vulnerability to road accidents and may encounter greater risks due to limited mobility options. Addressing these disparities is crucial in ensuring equitable and safe mobility for all members of the community.

USDOT's Equitable Transportation Community (ETC) Explorer[4] and RAISE Persistent Poverty[5] tools were used to identify priority equity areas in the study area. **Table 2** provides the total number and the percentage of fatal or suspected serious injury crashes in disadvantaged areas in Pinal County. As the table demonstrates, the majority of all reported fatal or suspected serious injury crashes occur in disadvantaged areas in Pinal County (81.4%).

Table 2: Proportion of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas

Jurisdiction	Number of Fatal or Suspected Serious Injury Crashes in County	Number of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in County	% of Fatal or Suspected Serious Injury Crashes in Disadvantaged Areas in the County
Pinal County	1,164	948	81.4%

When selecting priority projects, special attention was given to selecting projects within disadvantaged areas. **Table 3** summarizes the total number of priority projects located within a disadvantaged area of Pinal County. Individual projects that are located within disadvantaged areas are marked as such in the Safety Project section below.

Table 3: Summary of Overlap Between County Priority Projects and Disadvantaged Areas

Jurisdiction	Number of Priority Intersection Projects in a Disadvantaged Area	Number of Priority Segment Projects in a Disadvantaged Area	Total Number of Priority Projects in a Disadvantaged Area
Pinal County	21	17	38

Figure 4 illustrates the disadvantaged areas within Pinal County in relation to the priority locations identified.

[4] https://www.transportation.gov/priorities/equity/justice40/etc-explorer
[5] https://datahub.transportation.gov/stories/s/RAISE-Persistent-Poverty-Tool/tsyd-k6ij/

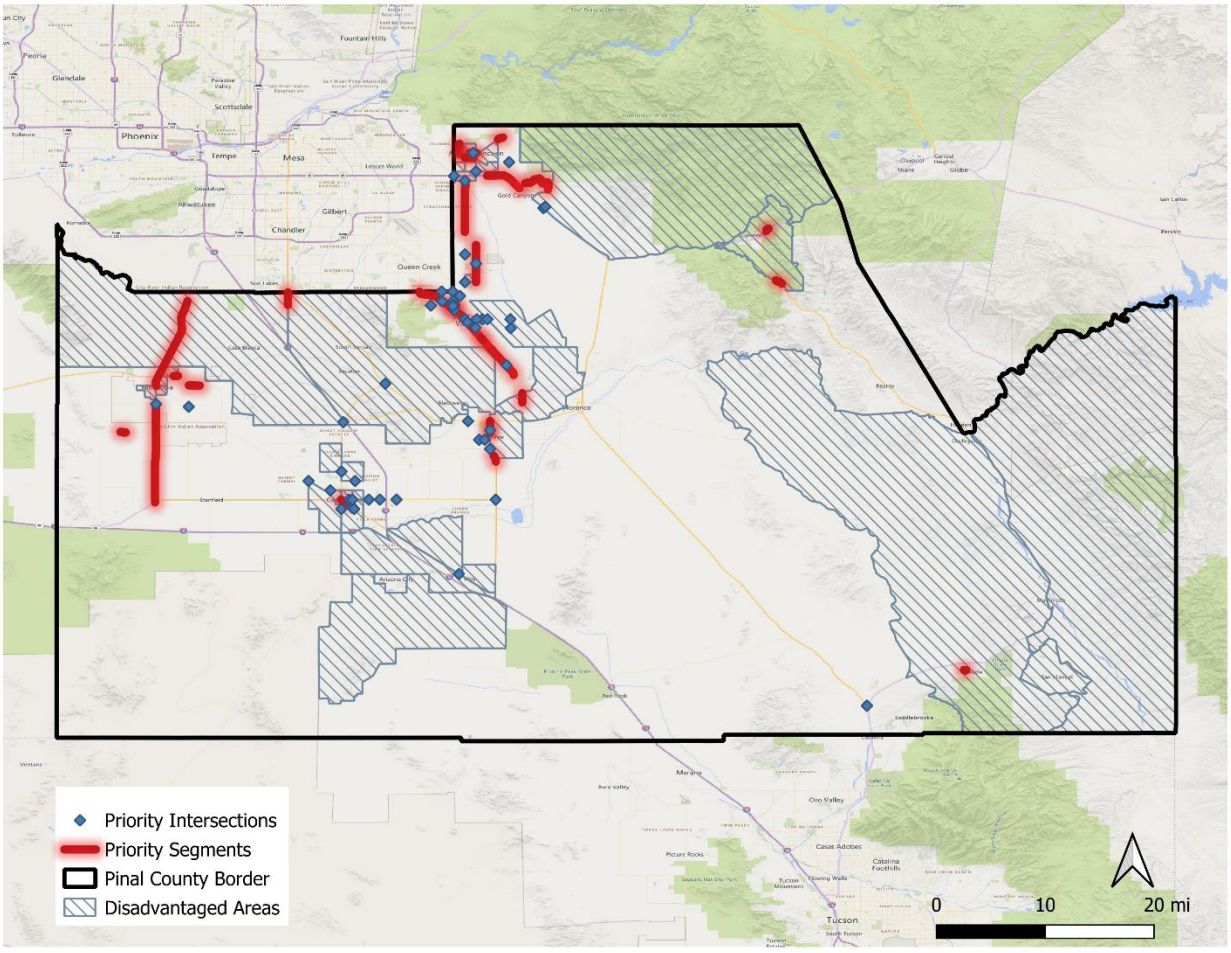


Figure 4: Pinal County Equity Analysis

County Safety Performance

Arizona Department of Transportation's (ADOT) Arizona Crash Information System (ACIS) was used to retrieve the crash data. ACIS is a comprehensive database system that collects, manages, and maintains traffic crash information within the state of Arizona. The most recent 5 years of crash data (2018-2022) were analyzed to determine existing crash performance, identify county-wide emphasis areas, and establish performance metrics to track future progress. A technical memorandum detailing the broad county-wide safety performance effort can be found in **Appendix III**.

Crash Trends

Figure 5 illustrates the distribution of crashes by severity for Pinal County over the 5-year period. A total of 22,429 crashes occurred during this 5-year period, and fatal and serious injury crashes accounted for approximately 5 percent of the total crashes, while no injury crashes accounted for approximately 67 percent of the total crashes.

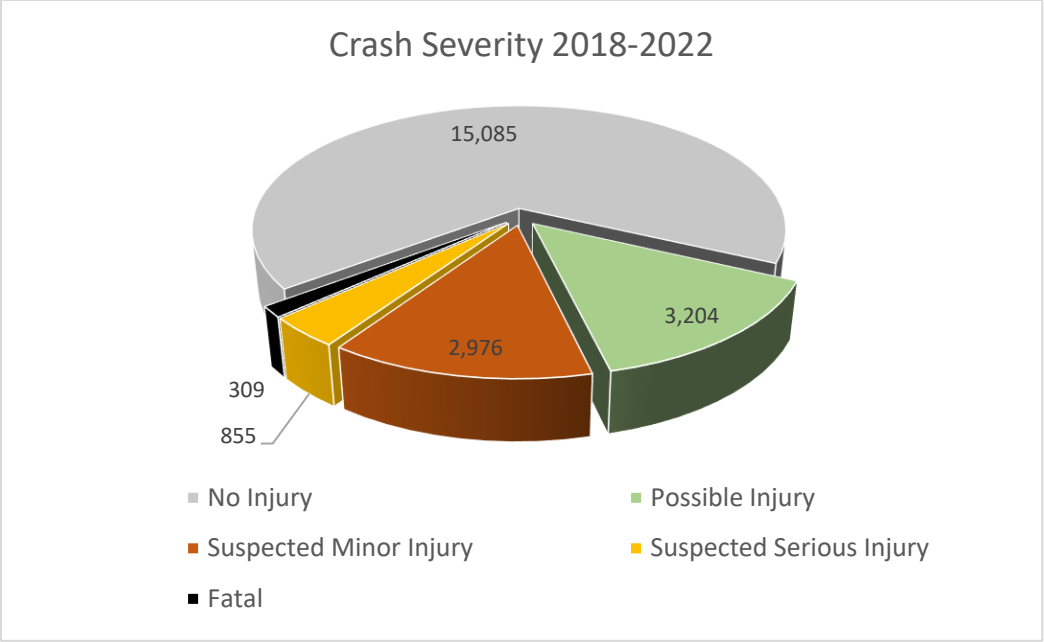


Figure 5: Pinal County Crashes by Severity

Figure 6 shows the annual crash frequency from 2018 to 2022. The trend indicates a rise in crashes of approximately 13 percent over the five years, with a decrease in 2020 that can be mainly attributed to the reduced traffic volumes associated with the pandemic.

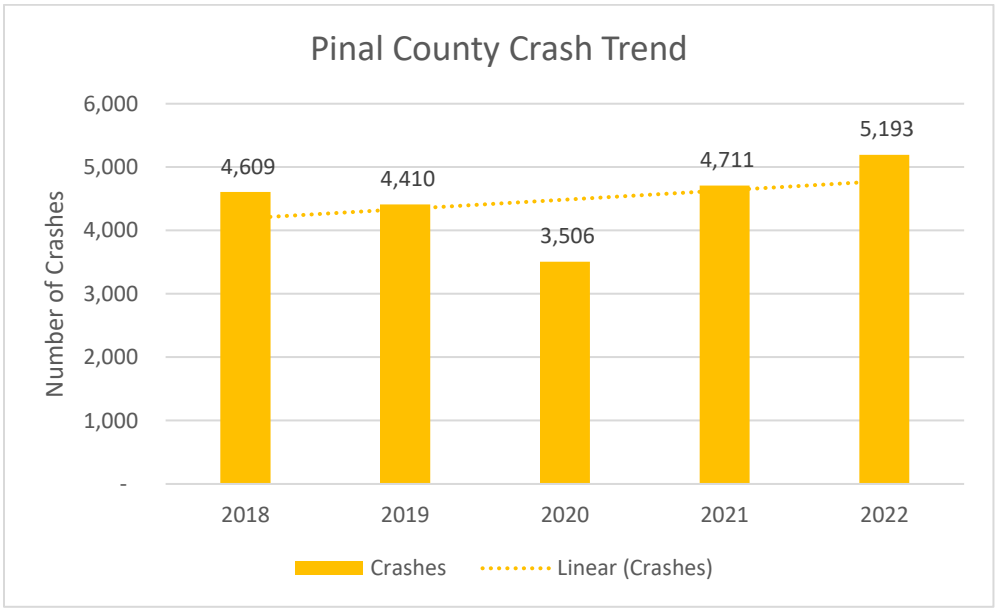


Figure 6: Pinal County Crash Trend

Factors like population growth and increases in the number of vehicle miles traveled could also influence the rise in crashes, which contribute to higher traffic volumes and greater exposure to potential crash risk.

Figure 7 represents the number of crashes for each hour of the day in Pinal County from 2018 to 2022. As shown, 7:00 AM has the highest number of crashes in the morning, with 1,296 incidents, while 3:00 PM has the highest number of crashes in the afternoon, with 1,840 incidents.

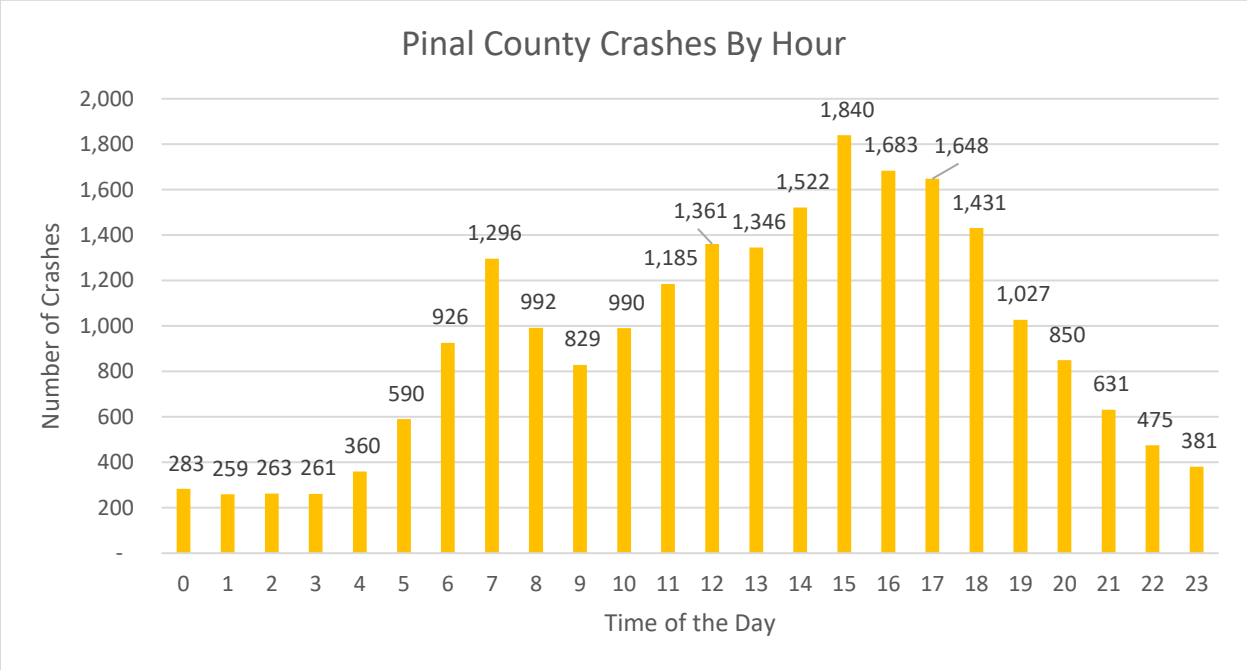


Figure 7: Pinal County Crashes Per Hour of The Day

Figure 8 represents the average annual crash rate per 100,000 population, calculated using the population for each year within the county boundaries from 2018 to 2022.

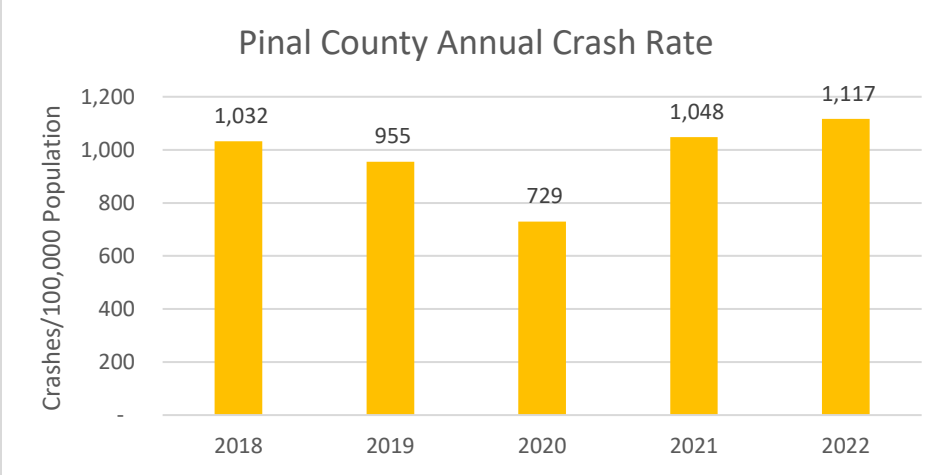


Figure 8: Average Annual Crash Rate per 100,000 Population

Figure 9 illustrates the number of crashes from 2018 to 2022 across all Arizona counties. Pinal County ranks third in crash frequency, following Maricopa and Pima Counties.

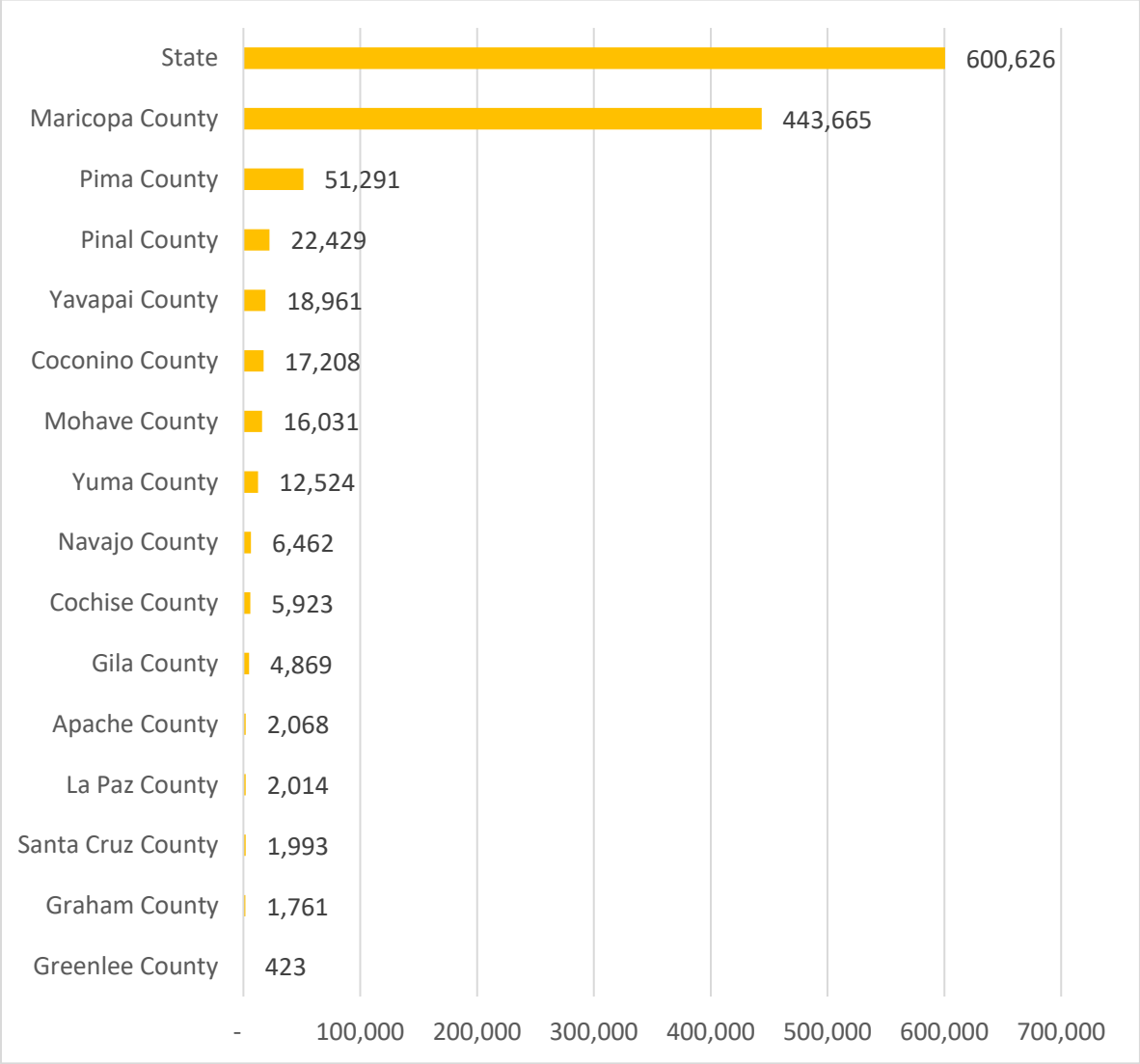


Figure 9: Crash Frequency by Arizona Counties

Figure 10 further breaks down the number of crashes during this period for all Arizona counties by severity.

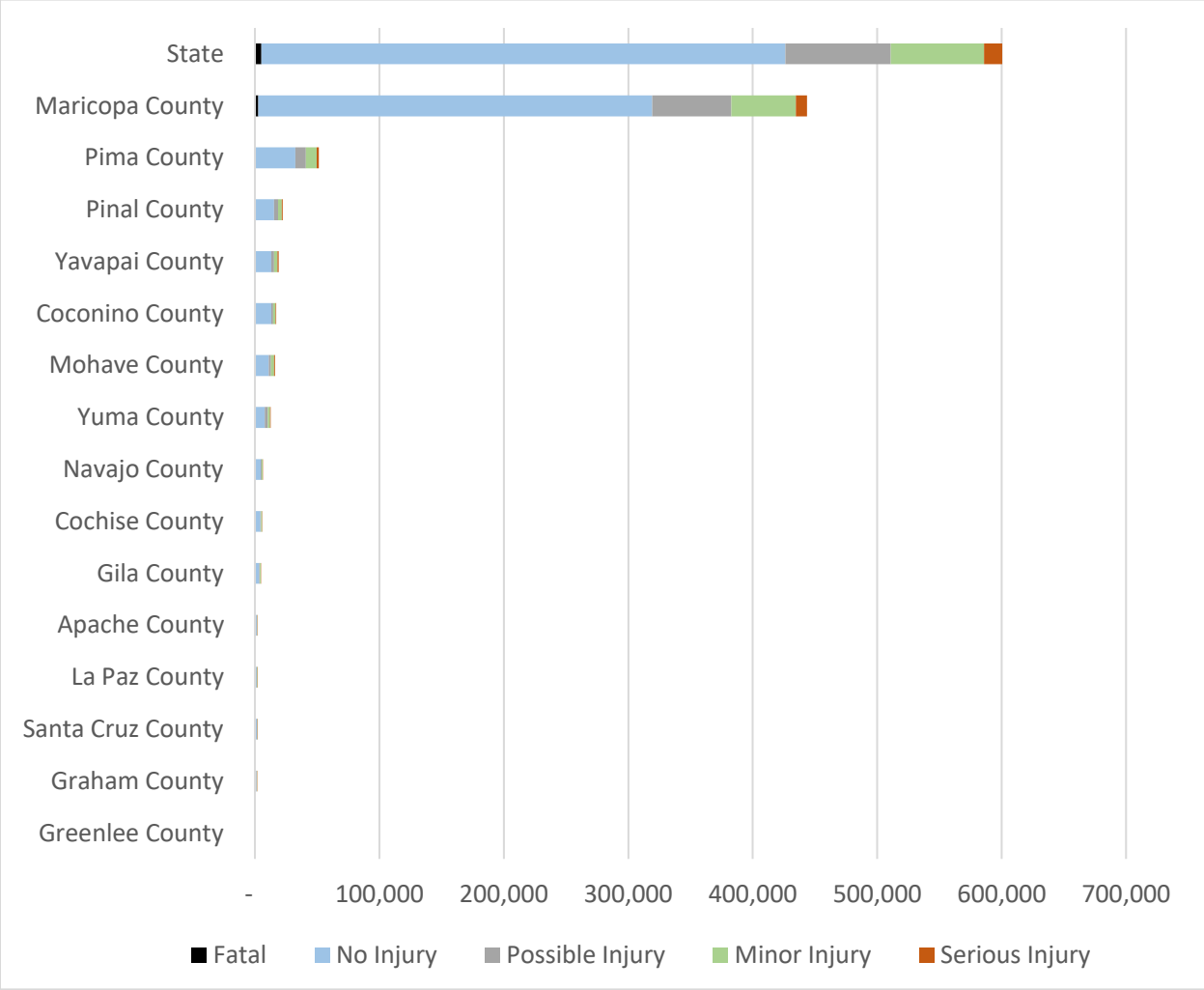


Figure 10: Crash Severity by Arizona Counties

Crash Characteristics

Figure 11 shows the distribution of crashes by manner. “Rear End” crashes are the most prevalent, accounting for nearly 32% of all incidents among the various crash manners. This is followed by "Single Vehicle and “Angle” manner at approximately 24% and 12% of all crashes, respectively.

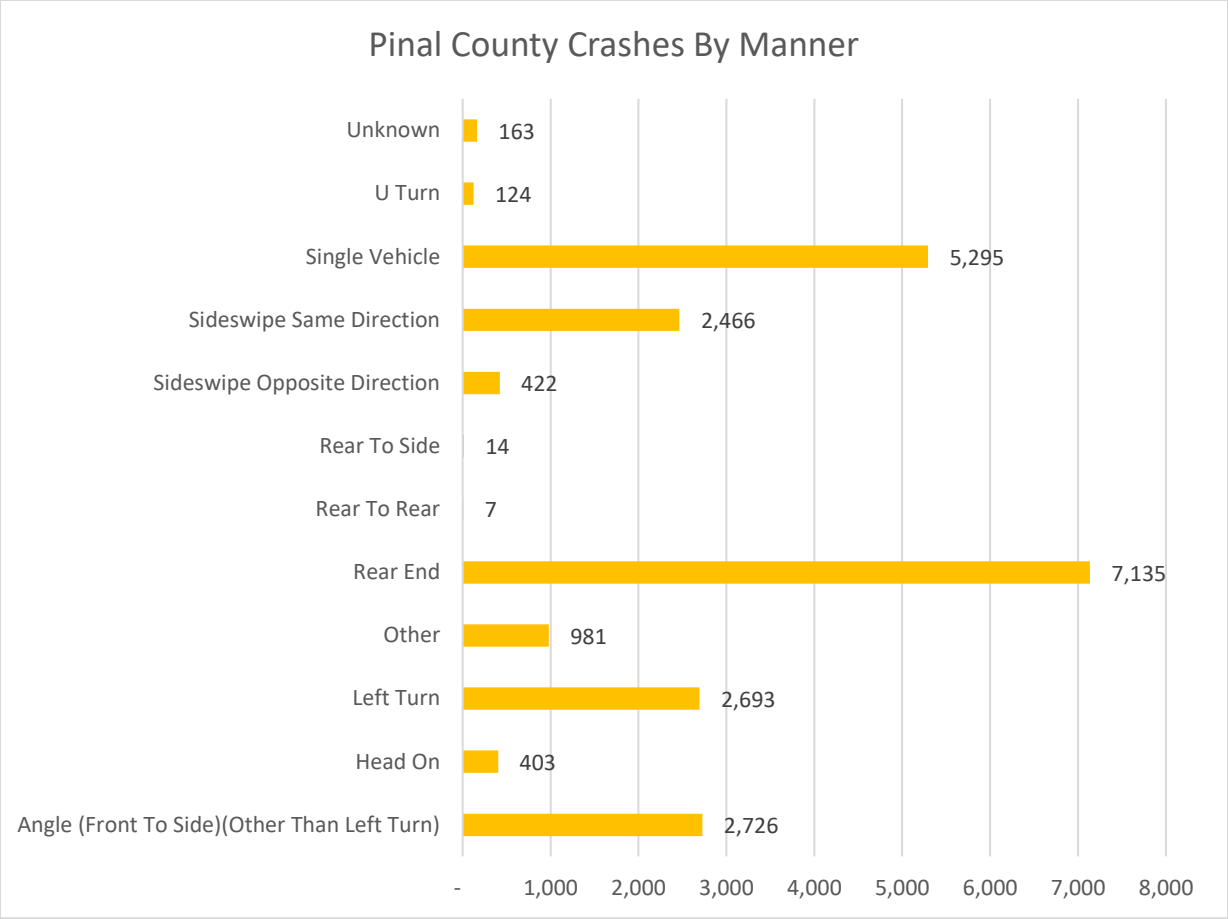


Figure 11: Pinal County Crashes by Manner

Figure 12 displays the distribution of crashes by light condition. The "Daylight" condition has the highest number of crashes, with a total of 15,031. This is followed by the "Dark not Lighted" and "Dark Lighted" conditions, with 3,218 and 2,503 crashes, respectively.

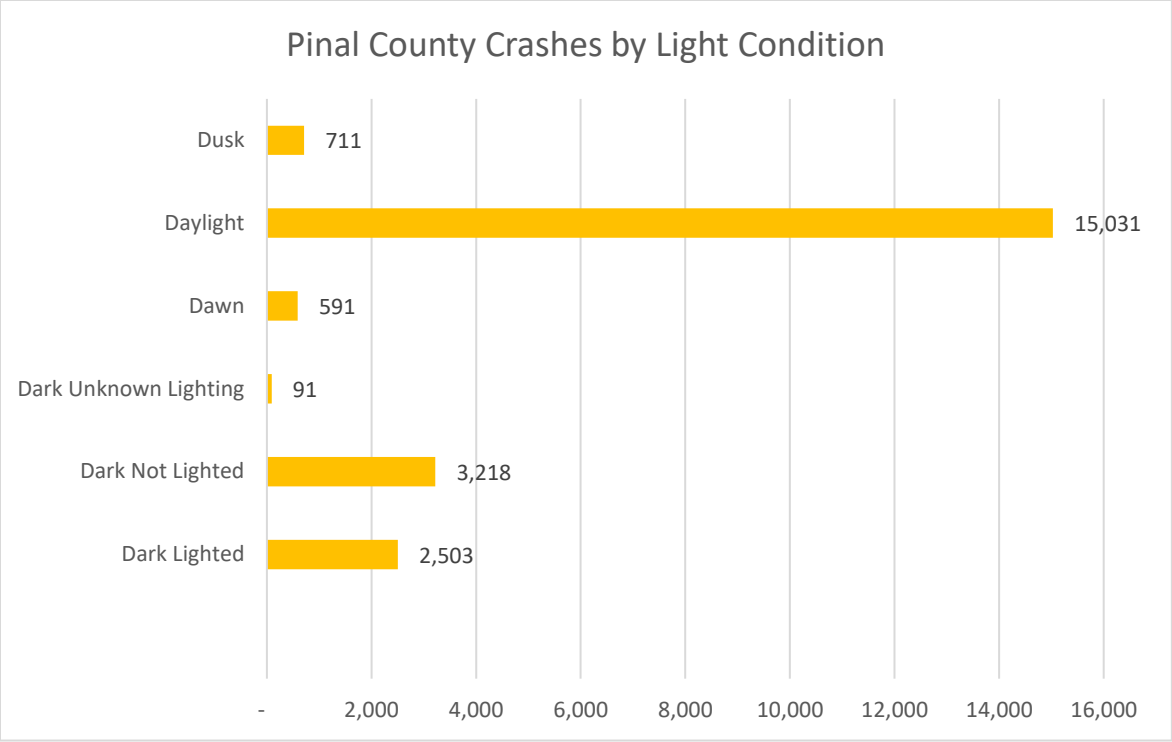


Figure 12: Pinal County Crashes by Light Condition

Table 4 shows crash violations by severity. "Speed Too Fast For Conditions"[6] and "Failed To Yield Right Of Way" are the top crash violations.

[6] "Speed Too Fast For Conditions" in crash analysis refers to situations where a driver is traveling at a speed that is excessive or unsafe considering the prevailing weather, road, or traffic conditions even if the driver is within the posted speed limit.

Table 4: Pinal County Crash Violation by Severity

Violation	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total	% of Crashes
Speed Too Fast For Conditions	4,799	1,203	1,102	272	95	7,471	33.3%
Failed To Yield Right Of Way	1,914	635	518	147	25	3,239	14.4%
No Improper Action	1,960	227	319	58	12	2,576	11.5%
Unknown	1,558	201	187	82	56	2,084	9.3%
Followed Too Closely	969	164	91	13		1,237	5.5%
Other	883	151	132	37	18	1,221	5.4%
Unsafe Lane Change	877	82	62	11	4	1,036	4.6%
Failed To Keep In Proper Lane	657	110	152	68	26	1,013	4.5%
Made Improper Turn	595	124	100	29	2	850	3.8%
Disregarded Traffic Signal	289	102	88	31	5	515	2.3%
Ran Stop Sign	215	91	95	33	11	445	2.0%
Drove Left Of Center Line	130	26	38	28	21	243	1.1%
Exceeded Lawful Speed	108	53	48	23	11	243	1.1%

The crash data was evaluated to determine the factors that contributed to the highest percentage of fatalities and serious injuries. The top contributing crash characteristics are shown in **Figure 13**. Intersection crashes account for the highest number of fatal plus serious injury crashes at 42.5%, with unrestrained and nighttime ranking below at 40.7% and 38.8% respectively. These crash characteristics helped identify the emphasis areas as described in the next section.

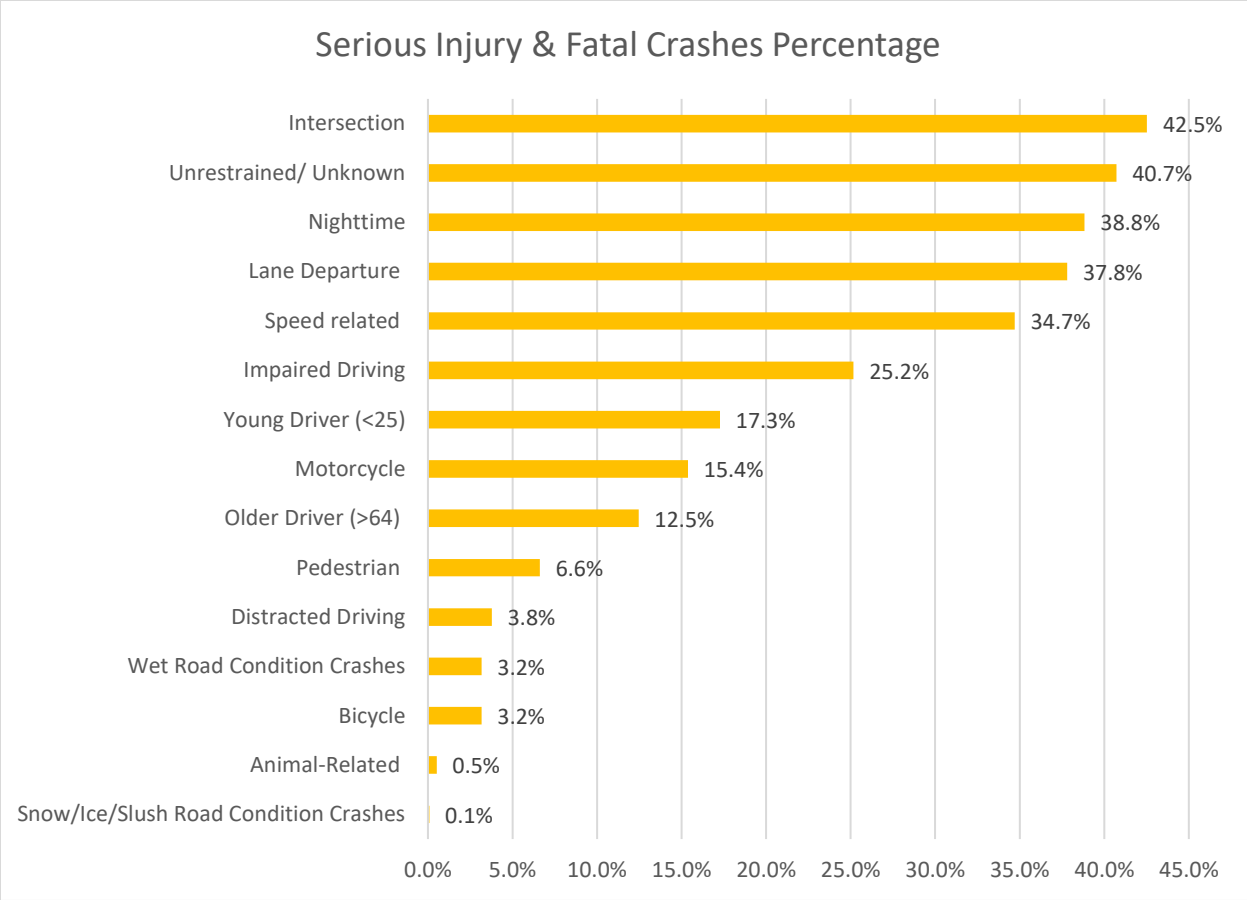


Figure 13: Pinal County Fatal and Serious Injury Characteristics

Pedestrian Safety Performance

Figure 14 shows the distribution of pedestrian crashes by injury severity. Over the span of 2018 to 2022, there were a total of 178 pedestrian-involved crashes. Of these, 20% resulted in fatalities, while 23% were classified as suspected serious injuries.

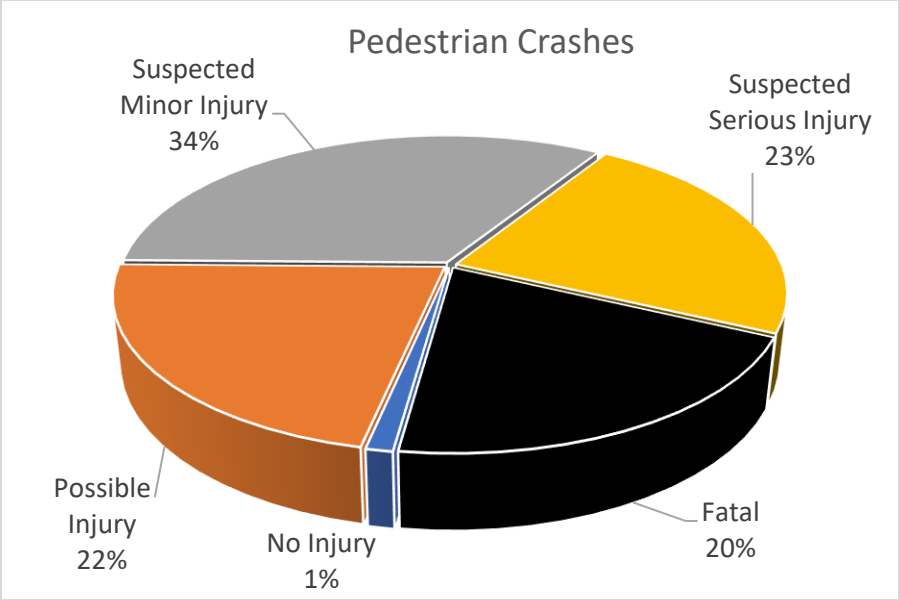


Figure 14: Pedestrian Crashes by Severity

Bicyclist Safety Performance

Figure 15 shows the distribution of bicycle crashes by injury severity. Over the span of 2018 to 2022, there were a total of 190 bicycle-involved crashes, with 3% resulting in fatalities, while 17% were classified as suspected serious injuries.

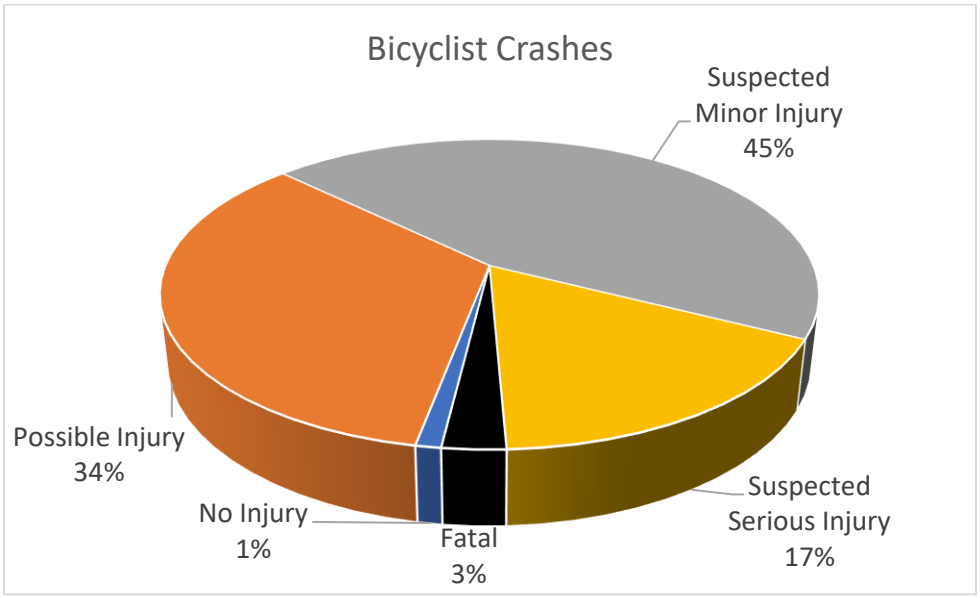


Figure 15: Bicyclist Crashes by Severity

Crash Data Analysis by Jurisdiction

A crash data analysis was completed for each jurisdiction. Aspects such as 5-year crash count, crash severity, crash manner, and crashes per 100,000 population are shown in **Figure 17** to **Note:** *The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.*

Figure 20 and in **Table 5** and **Table 6** below.

Figure 16 depicts the borders of Arizona City and San Tan Valley within Pinal County. It should be noted that the crash counts listed for unincorporated Pinal County do not include the areas of San Tan Valley or Arizona City.

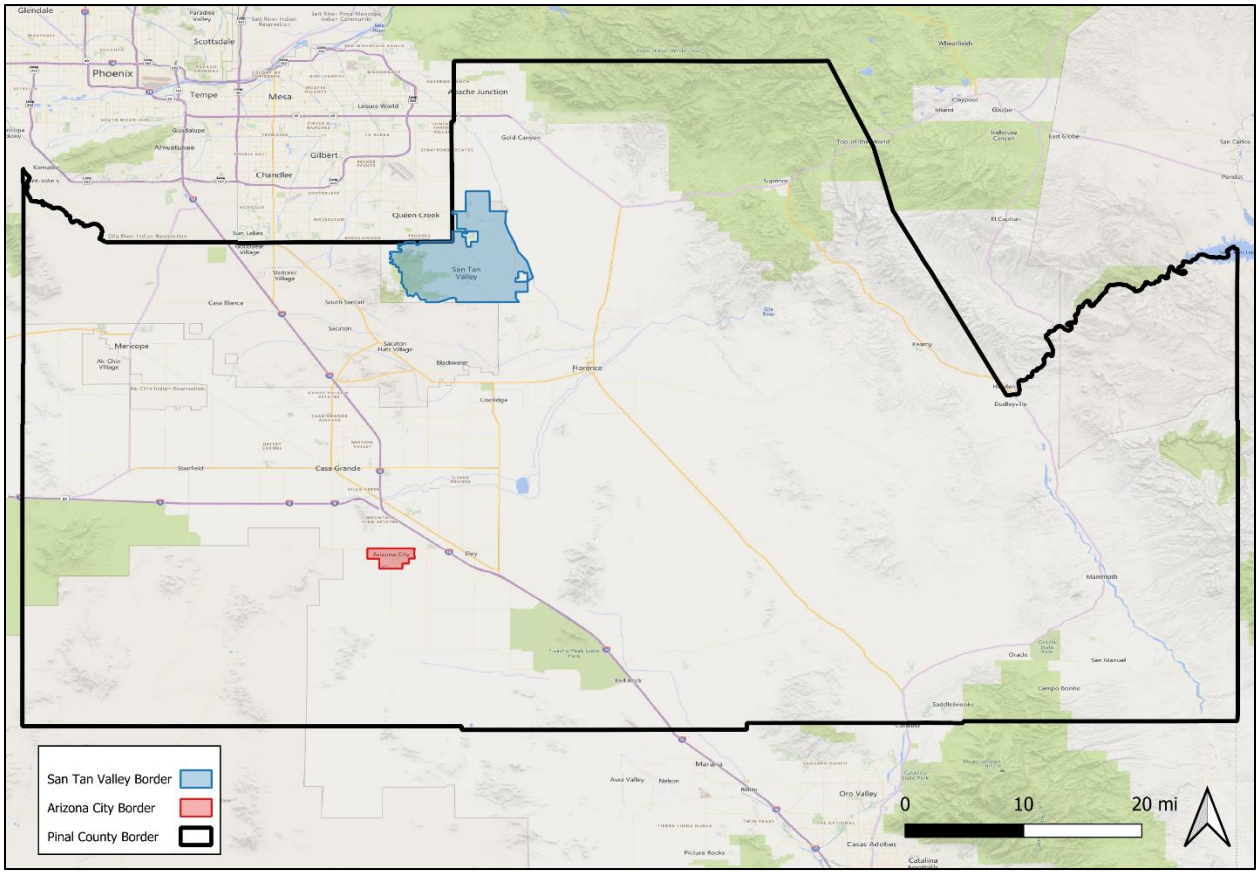
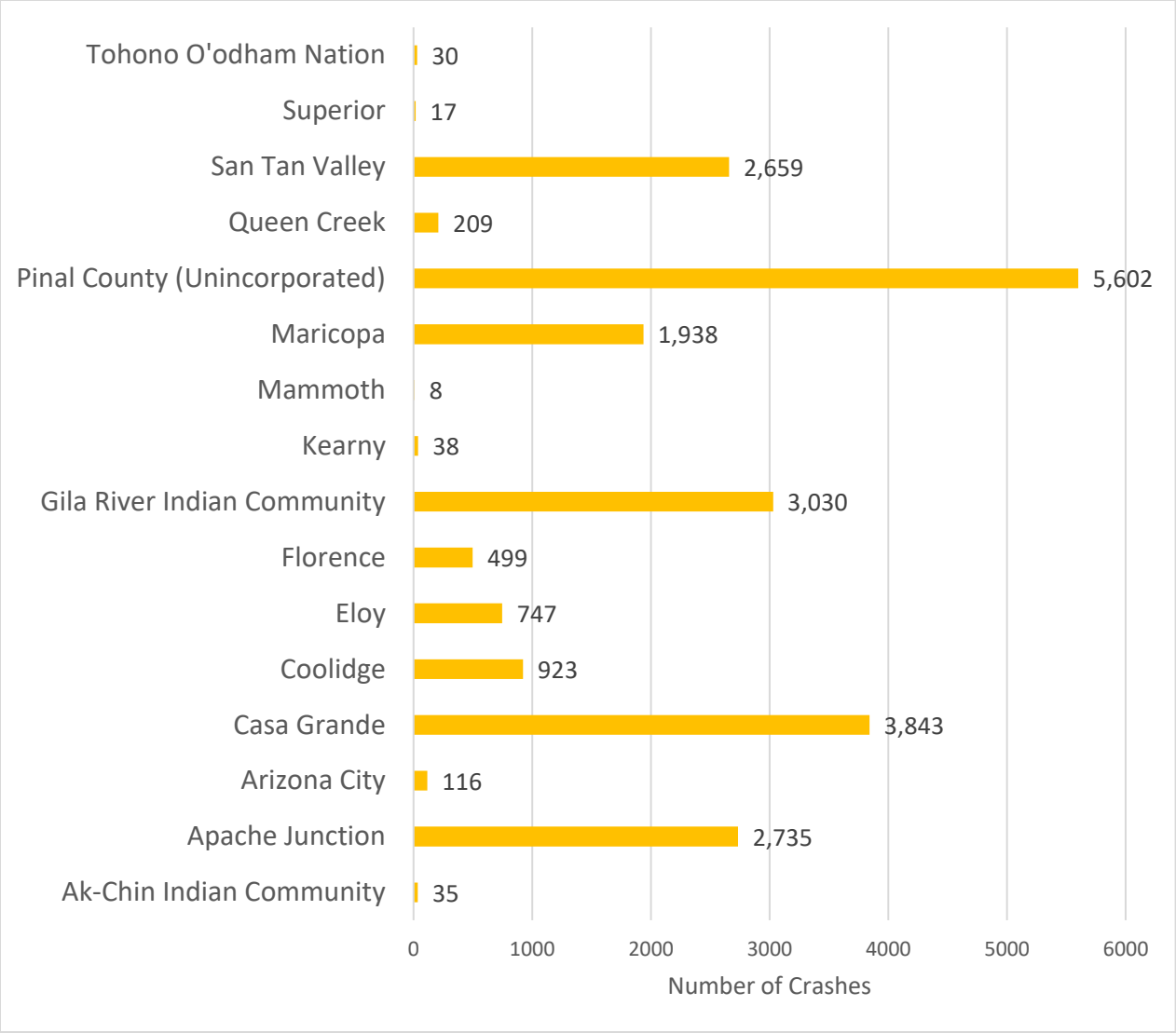


Figure 16: Arizona City and San Tan Valley borders within the Pinal County Border

Pinal County has a significantly higher fatal and serious injury crash rate than the state, which may be attributed to the rural nature of the County. Rural roads are generally at a higher speed with higher injury severities as compared to urban areas.



Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.

Figure 17: Crashes by Jurisdiction

Table 5: Crash Severity by Jurisdiction

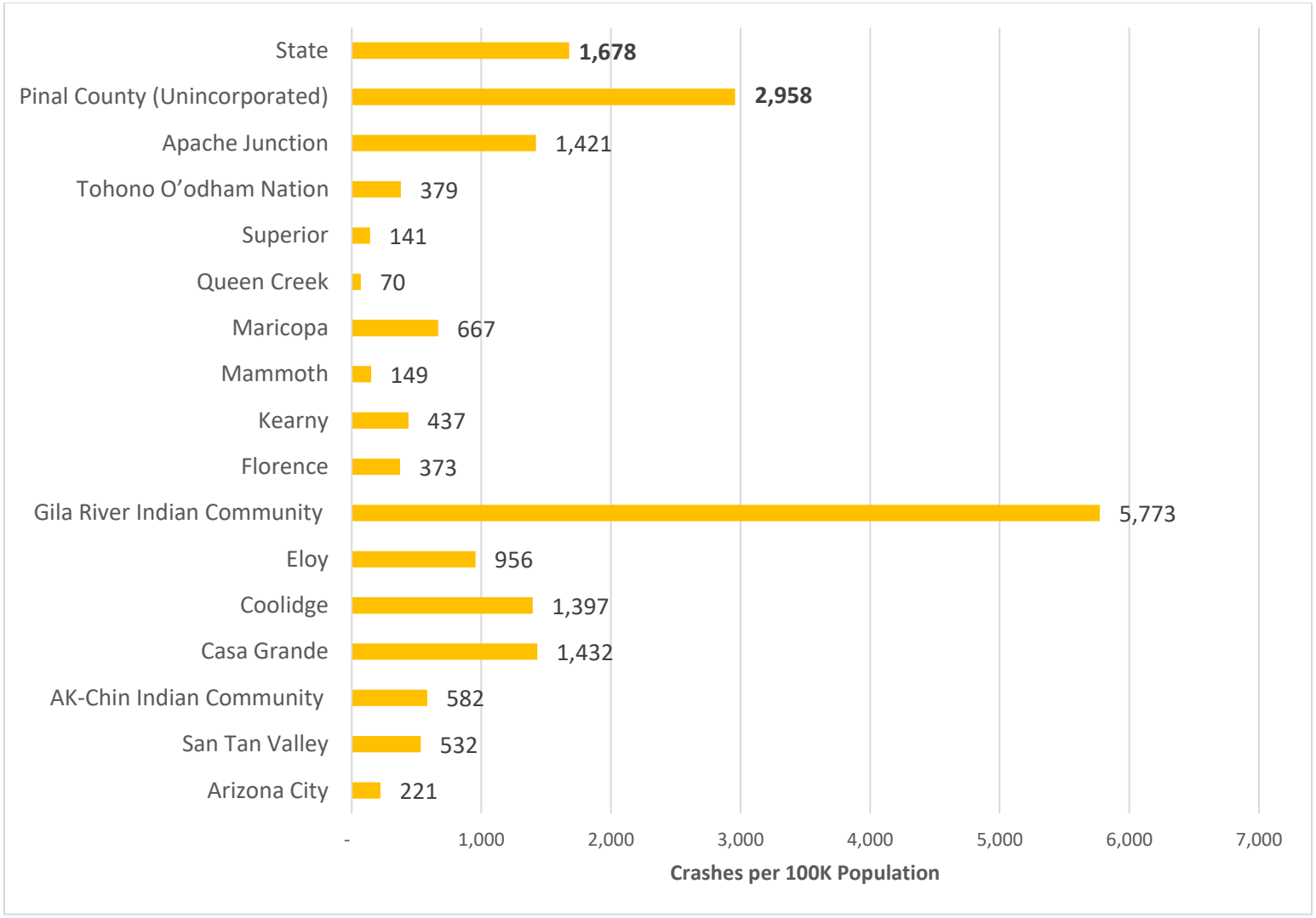
Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.

Agency	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Ak-Chin Indian Community	18	6	6	2	3	35
Apache Junction	1,825	396	384	107	23	2,735
Arizona City	81	14	19	1	1	116
Casa Grande	2,622	703	367	131	20	3,843
Coolidge	552	174	134	56	7	923
Eloy	478	98	116	35	20	747
Florence	307	75	74	37	6	499
Gila River Indian Community	2,061	332	497	80	60	3,030
Kearny	29	2	3	3	1	38
Mammoth	5	2	1			8
Maricopa	1,335	349	205	37	12	1,938
Pinal County (Unincorporated)	3,756	636	823	255	132	5,602
Queen Creek	156	29	17	5	2	209
San Tan Valley	1,833	379	325	105	17	2,659
Superior	10	4	2		1	17
Tohono O'odham Nation	17	5	3	1	4	30
Grand Total	**15,085**	**3,204**	**2,976**	**855**	**309**	**22,429**

Table 6: Crash Manner by Jurisdiction

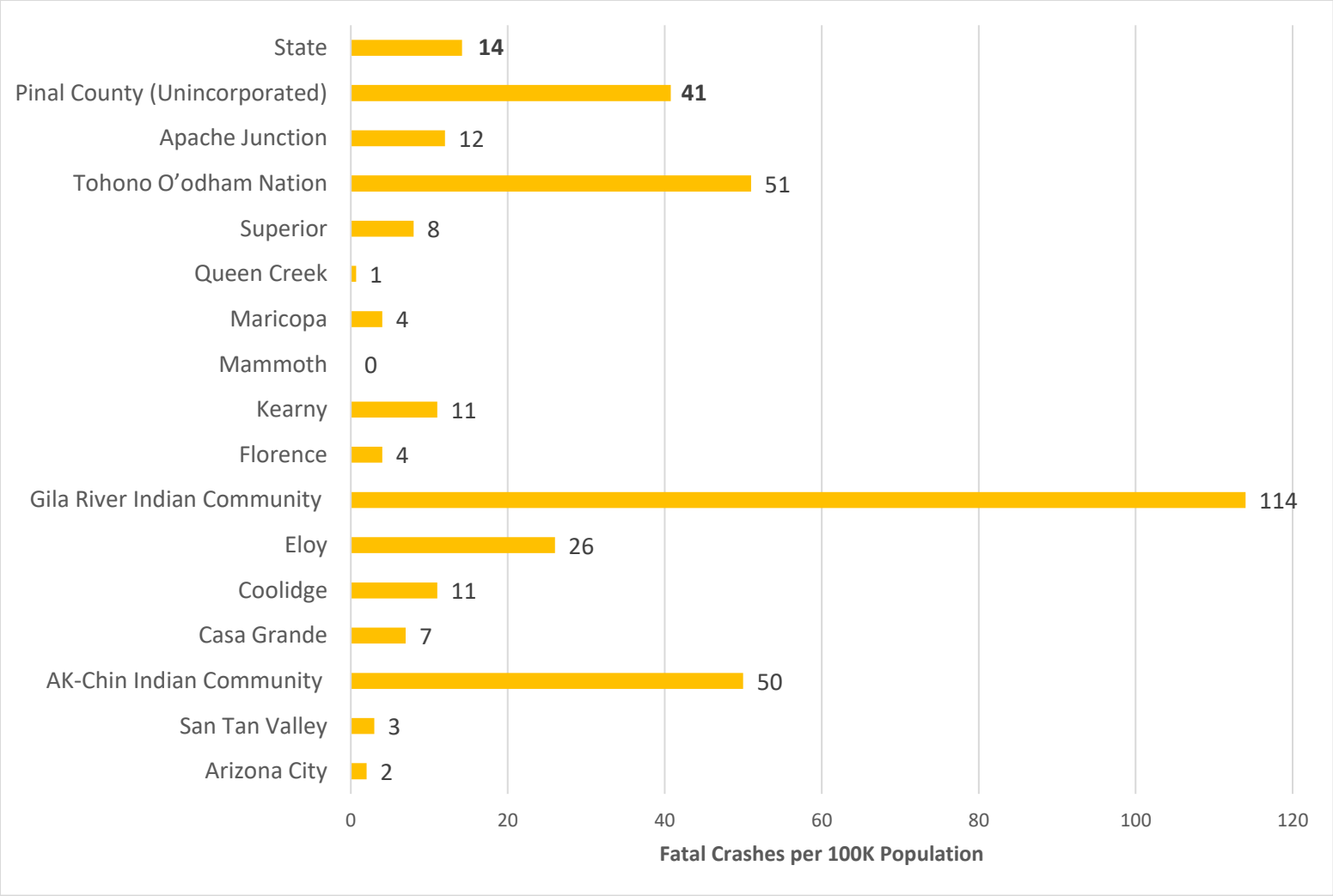
Agency	Angle	Head On	Left Turn	Other	Rear End	Rear To Rear	Rear To Side	Sideswipe Opposite Direction	Sideswipe Same Direction	Single Vehicle	U Turn	Unknown	Grand Total
Ak-Chin Indian Community	3		2	2	11			2	2	12		1	**35**
Apache Junction	548	40	415	126	833	1	3	38	293	392	14	32	**2,735**
Arizona City	28	5	9	8	34			3	6	18	2	3	**116**
Casa Grande	671	62	642	184	1,101		3	66	466	583	28	37	**3,843**
Coolidge	196	26	118	59	207		2	27	83	192	4	9	**923**
Eloy	122	14	57	51	187			21	86	202	4	3	**747**
Florence	56	7	79	24	144			14	37	132	2	4	**499**
Gila River Indian Community	103	27	84	106	1,499			29	400	764	12	6	**3,030**
Kearny	1		4	9	6		1	2	1	12		2	**38**
Mammoth	2		2					1		3			**8**
Maricopa	211	62	355	90	680	5	5	47	198	261	4	20	**1,938**
Pinal County (Unincorporated)	397	92	322	232	1,484	1		104	604	2,320	23	23	**5,602**
Queen Creek	18	7	57	8	64			6	24	21	4		**209**
San Tan Valley	369	61	545	78	883			60	262	353	27	21	**2,659**
Superior	1		2	2	1			1	4	5		1	**17**
Tohono O'odham Nation				2	1			1		25		1	**30**
Grand Total	**2,726**	**403**	**2,693**	**981**	**7,135**	**7**	**14**	**422**	**2,466**	**5,295**	**124**	**163**	**22,429**

Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.



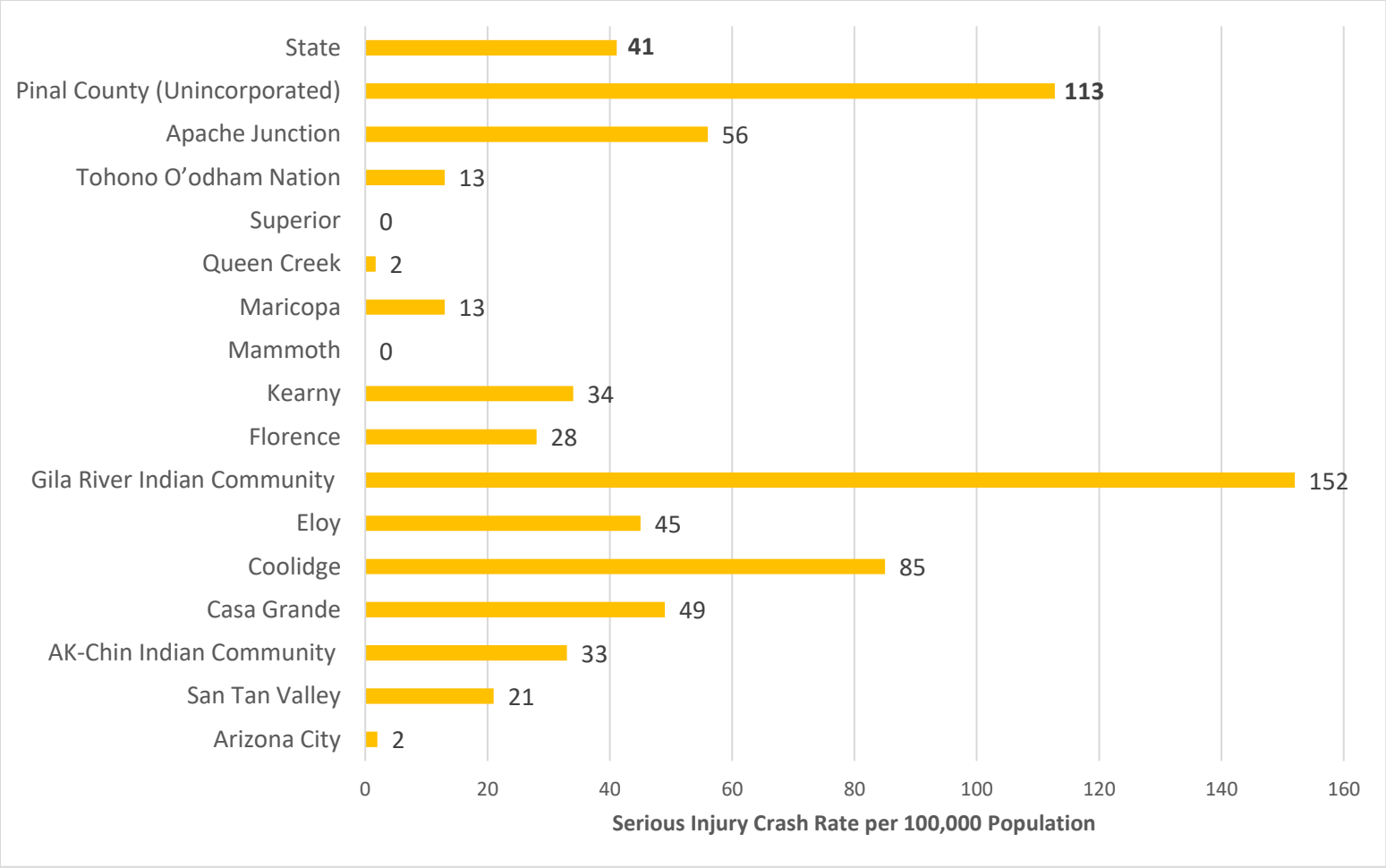
Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.

Figure 18: Average Annual Crash Rate per 100,000 Population



Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.

Figure 19: Average Annual Fatal Crash Rate per 100,000 Population



Note: The crash counts listed for Pinal County do not include the areas of San Tan or Arizona City.

Figure 20: Average Annual Serious Injury Crash Rate per 100,000 Population

Vision and Emphasis Areas

Vision & Goal

The STSP aligns with the FHWA Vision of "Toward zero deaths and serious injuries on the Nation's roadways" and the 2024 Arizona Strategic Highway Safety Plan (SHSP) Vision of "Creating shared responsibility so everyone arrives safely home."

Vision: "STRIVING FOR ZERO DEATHS – One is too many!"

Goal: "Reduce serious injuries and deaths on public roads within Pinal County by 20% by 2030."

The zero deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. This idea was first adopted in Sweden in 1997 as "Vision Zero" and since then has spread around the world. The U.S. Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities. Safety is the U.S. DOT's top priority, and the NRSS represents a Department-wide approach to working with stakeholders across the country, including Councils of Governments and Metropolitan Planning Organizations, to achieve this goal.

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

A core principle of the vision is that "Life and health can never be exchanged for other benefits within the society." A presentation and comparison between rural and urban agency vision zero policies is found in **Appendix VI.**

Emphasis Areas

Emphasis areas represent the crash types and factors associated with high frequencies of fatal and serious injury crashes. Directing safety initiatives towards these specific areas helps to achieve the STSP vision. **Table 7** presents the number of crashes, fatal crashes, and suspected serious injury crashes for each safety factor and compares these figures to the statewide data. Highlighted cells are areas of concern where the County is higher than the state for that factor or crash type.

Table 7: Pinal County Emphasis Areas

Focus Area	Crashes	% of Crashes	% of State Crashes	Serious Injury	% of Crashes	% of State Crashes	Fatal	% of Crashes	% of State Crashes
Unrestrained/ Unknown	4,216	**18.8**	16.1	302	**35.3**	29.2	172	**55.7**	45.3
Motorcycle	497	**2.2**	1.6	128	**15.0**	14.8	51	**16.5**	13.3
Intersection	10,324	46.0	47.5	386	45.1	49.2	109	35.3	43.6
Lane Departure	5,644	**36.5**	35.4	310	41.1	46.2	130	46.9	66.1
Pedestrian	178	<1.0	1.4	41	4.8	11.7	36	11.7	23.3
Bicycle	190	<1.0	0.9	32	3.7	4.7	5	1.6	3.5
Nighttime	5,812	**25.9**	25.6	325	**38.0**	35.2	127	41.1	47.9
Speeding/ Aggressive Driving	7,750	**34.6**	33.1	295	**34.5**	29.4	109	**35.3**	26.7
Impaired Driving	2,280	**10.2**	7.3	208	**24.3**	19.9	85	27.5	32.7
Young Driver	8,658	**38.6**	37.2	162	18.9	30.6	39	12.6	23.8
Older Driver	4,807	**21.4**	17.2	101	11.8	18.6	44	14.2	20.0
Weather	1,266	**5.6**	5.6	55	**6.4**	5.6	11	3.6	4.8
Animal	599	**2.7**	1.6	6	**0.7**	0.4	0	0.0	0.3
Distracted Driving	1,298	5.8	8.1	38	4.4	7.2	6	1.9	4.8

Note: Cells highlighted in dark brown have a higher percentage than State.

Based on crash data analysis results and stakeholder input, below are the emphasis areas for Pinal County:

- Behavior Related: Speeding, Impaired Driving, Unrestrained (Not Wearing Seat Belt)
- Intersection
- Lane Departure
- Nighttime
- Age-related: Under 25, Over 64

Network Screening and Areas of Opportunity

Priority intersections and segments were identified by conducting a network screening of crash data for the County. Crash frequency and severity were utilized in identifying priority intersections and segments, and the prioritization scoring methodology can be found in **Appendix III**. The priority index method highlights the sites that have high frequencies of more severe crash outcomes, which typically warrant further investigation and countermeasure application. These locations are often the most competitive for grant funding programs that address fatal and severe injury crashes, including but not limited to the Safe Streets and Roads for All (SS4A) grant program, ADOT Highway Safety Improvement Program (HSIP), the USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program, and the USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

Priority Location Scores

Priority intersections and segments were identified through a review of annualized/normalized crash severity scores from the network screening results. Priority locations were developed from the highest-scoring locations in the County. The resulting list of priority intersections and segments are provided in **Table 8** and **Table 9**, respectively.

Table 8. Priority Intersections by Crash Severity Score

Rank	Intersection Name	Crash Frequency (Crashes in 5-year period)	Priority Index
1	Sr 87 & Skousen Rd	42	37.5
2	I-10 Ramp South (Exit) & Sr 387	57	49.5
3	Peters Rd & Florence St	29	51
4	Ironwood Dr & Pima Rd	72	60
5	Sr 287 & Hacienda Rd	24	62.5
6	Sr 87 & Vah Ki Inn Rd	32	64
7	Battaglia Rd & Frontier St	28	65.5
8	Sr 87 & Sr 187	31	65.5
9	Sr 287 & Sr 87	19	69
10	Sr 88 & Southern Ave	35	70
11	Bella Vista Rd & Gantzel Rd	47	72
12	Hunt Hwy & Mountain Vista Blvd	58	72.5
13	Pinal Ave & Rodeo Rd	50	77.5
14	Sr 87 & Martin Rd	17	78.5
15	Ironwood Dr & Baseline Ave	110	79
16	Sr 287 & Brown Ave	21	80
17	White & Parker Rd & Maricopa Casa Grande Hwy	19	81
18	Sr 287 & Cacheris St	20	81
19	Us 60 & Peralta Rd	31	82
20	Meridian Rd & Us 60 East (Ramp)	28	83.5

Table 9: Priority Roadway Segments by Crash Severity Score

Rank	Roadway Segment	Crash Frequency (Crashes in 5-year period)	Crash Rate (Crashes per 100M VMT)	Priority Index
1	SR-347 *Sonoran Desert Pkwy to Juan St*	25	621.42	414.87
2	SR-87 *0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd*	19	184.36	646.47
3	SR-79 *SR 77 to 0.4 mile west of SR 77*	9	256.21	657.23
4	Superstition Boulevard *400 ft west of San Marcos Dr to Idaho Rd*	15	155.79	682.49
5	SR-88 *650 ft east of Hackamore Rd to Mountain View Rd*	7	377.37	689.66
6	*Coolidge Avenue* *15th St to 10th St*	12	183.41	707.51
7	*SR 177* *2 Miles south of E Tu Ranch 1 to 2.6 Miles South of E Tu Ranch 1*	11	332.86	717.68
8	*Delaware Drive* *Foothill St to Shiprock St*	9	584.58	732.23
9	*Papago Rd* *0.1 Miles east of White Rd to 0.2 Miles east of White Rd*	9	258.22	748.42
10	*Quail Run* *Judd Rd to 0.3 miles north of Judd Rd*	9	312.66	764.52

*Note: The top 500 roadway segments identified by this prioritization process are included in **Appendix III**.*

Priority intersections are visualized in **Figure 21.** The map highlights key locations, including three specific intersections with a high potential for crash reduction (greater than 3.5 crashes). These intersections are shown with aerial imagery to give a clearer understanding of the surroundings. Additional details can be found in **Appendix III**.

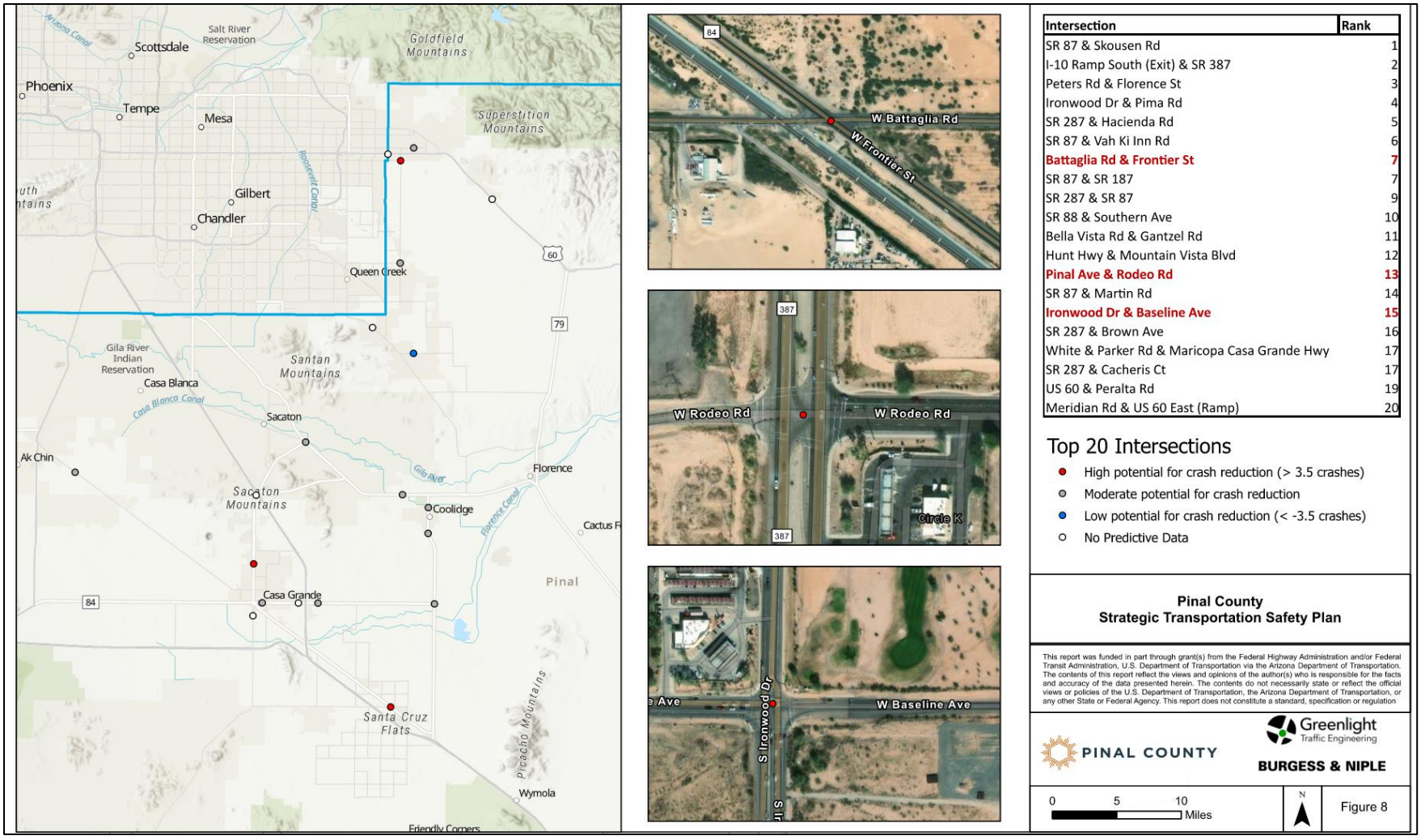


Figure 21: Top 20 Priority Intersections

Sun Cloud Explorer Network Screening

Sun Cloud Explorer, an open data portal containing transportation and socioeconomic data describing the Sun Corridor megaregion, hosts several safety-related data layers, including the results of a County-wide network screening. The Sun Cloud Explorer network screening results were compared to the Pinal County STSP network screening results to assess consistency as an additional benchmarking and accuracy-checking exercise. A visualized comparison between the Sun Cloud Explorer network screening and Pinal County STSP network screening is shown in **Figure 22.**

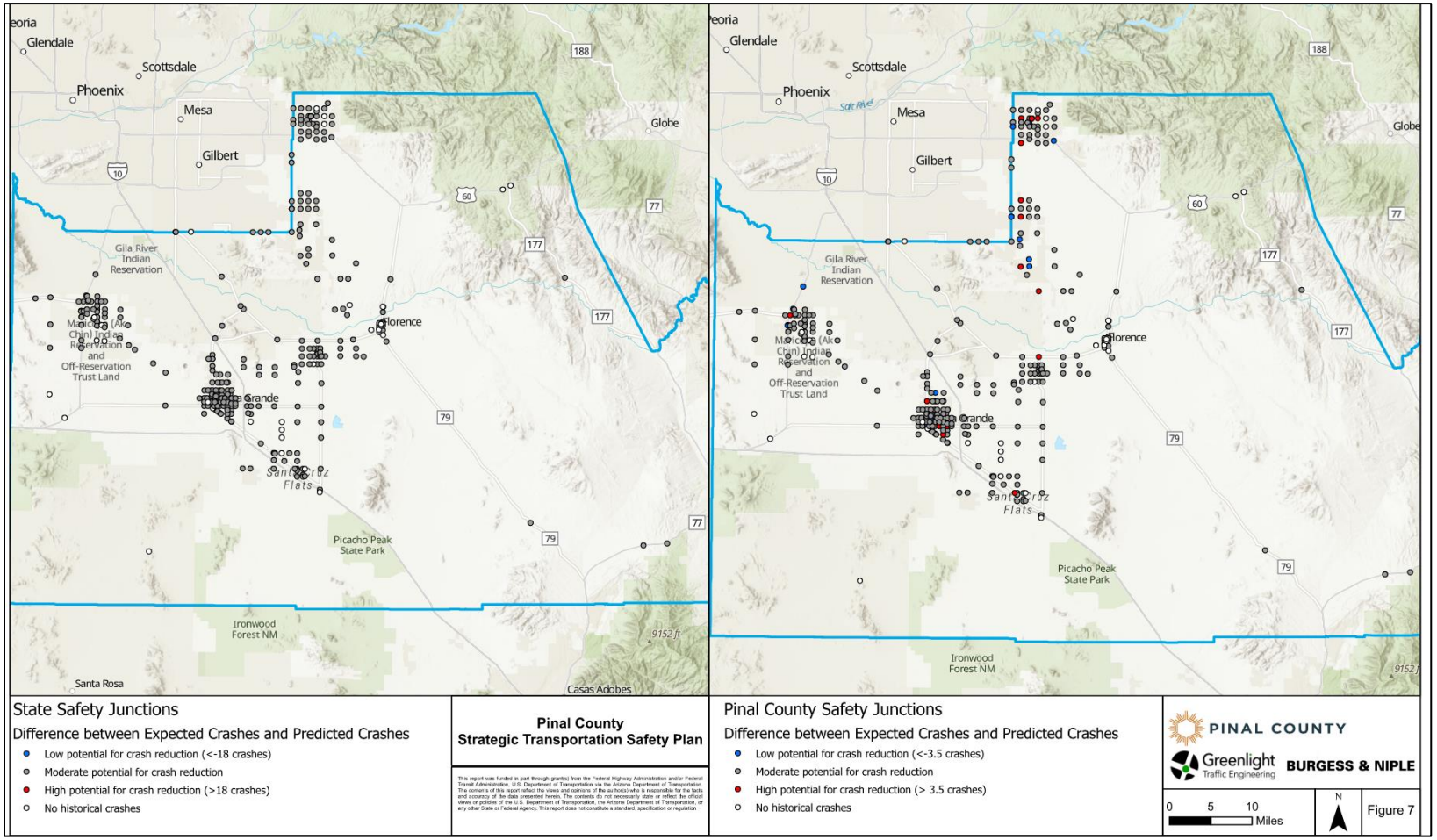


Figure 22: Sun Cloud Explorer and Pinal County Predictive Safety Metrics

Safety Strategies

Pinal County and its stakeholders evaluated the results of the data analysis and the safety concerns and priorities of the County using the Safe System Approach as its framework and established the strategies represented in the STSP. Each Safe System element (Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care) represented in the following strategy lists acts as the pillar for which implementation occurs. Each of these elements identifies emphasis areas and strategies which, when implemented with leadership and stakeholder support and input, will help achieve the STSP's safety goals.

Pinal County used multiple resources in developing appropriate safety strategies, including:

- FHWA's Proven Safety Countermeasures[7]
- National Highway Traffic Safety Administration's (NHTSA) "Countermeasures that Work" [8]
- FHWA's Crash Modification Factors Clearinghouse[9]

The effectiveness of an engineering-related action item is measured by a crash modification factor (CMF) and its associated crash reduction factor (CRF) from the FHWA Crash Modification Factors Clearinghouse. NHTSA's publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices[10] contains star ratings for behavior (education and enforcement) related countermeasures that are used most regularly by State Highway Safety Offices and have the most evidence of effectiveness.

A CMF is an estimate of the change in crashes expected after the implementation of a countermeasure. For example, an intersection experiences 100 angle crashes per year. If you apply a countermeasure that has a CMF of 0.80 for angle crashes, then you can expect 80 angle crashes per year following the implementation of the countermeasure (100 x 0.80 = 80). A CRF is the inverse of a CMF and is typically expressed as a percentage.

(Source: FHWA CMF Clearinghouse)

Behavior Countermeasure Star Ratings

★★★★ or ★★★★★ Effective

★★★ Promising, and Likely To Be Effective

☆☆ Effectiveness Still Undetermined

☆ Limited or No High-Quality Evaluation Evidence

(Source: NHTSA Countermeasures That Work)

[7] FHWA, Office of Safety, Proven Safety Countermeasures, https://safety.fhwa.dot.gov/provencountermeasures/

[8] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

[9] http://www.cmfclearinghouse.org/

[10] https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/15100_Countermeasures10th_080621_v5_tag.pdf

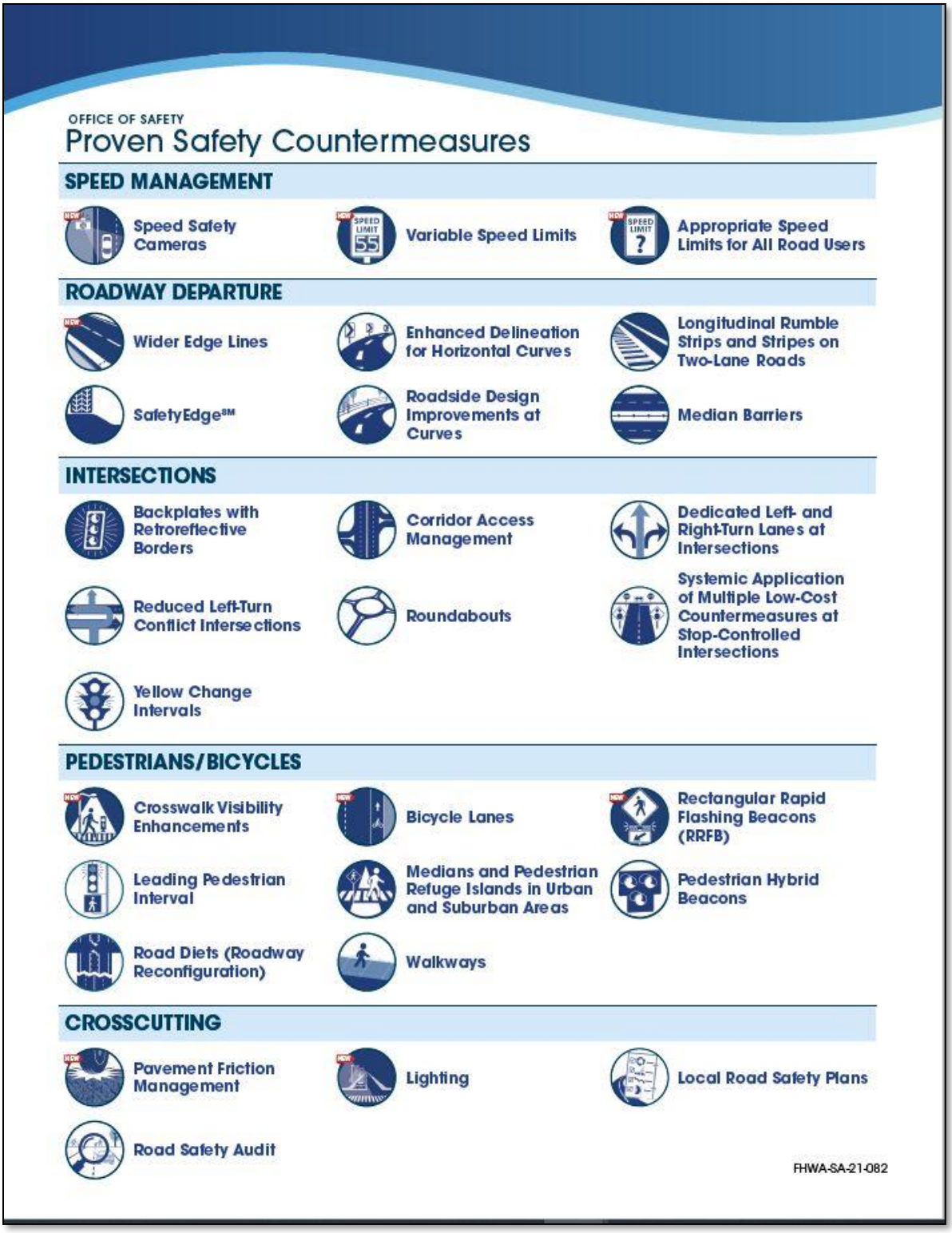


Figure 23: FHWA Proven Safety Countermeasures (Source: FHWA)

The following are strategies that the stakeholders deemed as providing a significant opportunity to reduce traffic-related fatalities and serious injuries in the County. Each emphasis area includes the 4E categories, safety strategies, the Safe System Approach elements associated with each strategy, and the effectiveness star rating from the NHTSA, and associated CRF range.

1. Intersections

Education

- Build upon and distribute educational materials related to intersection safety. *(Safe Road Users | 1 star)*
- Build upon existing "best practices" guides for high-risk intersections. *(Safe Roads 1-4 star)*
- Partner with local professional societies to hold an annual workshop to educate roadway designers on safety tools available to assess and improve substantive safety. *(Safe Road Users | 1 star)*
- Educate policymakers on the benefits of engineering strategies to increase the use of those strategies. *(Safe Roads | 1 star)*

Engineering

- Consider adopting Intersection Control Evaluation (ICE) policies and procedures to evaluate and select the geometry and control for an intersection. *(Safe Roads)*
- Identify intersections with fatal and serious injury crash patterns that can be addressed through infrastructure upgrades or improvements. *(Safe Roads)*
- Evaluate left-turn phasing practices and policies. *(Safe Roads)*
- Review and update corridor traffic signal timing and coordination on a regular schedule (every 3 to 5 years minimum). *(Safe Roads)*
- Improve traffic signal timing and coordination between jurisdictional signal systems to improve operations and reduce driver frustration. *(Safe Roads)*
- Implement systemic improvements based on identifying characteristics of high-risk intersections. *(Safe Roads)*
- Enhance the existing network screening methodology for intersections and segments. *(Safe Roads)*
- Reduced Left-Turn Conflict Intersections. *(Safe Roads | 30-54% reduction in crashes)*
    - Reduced left-turn conflict intersections are geometric designs that alter how left-turn movements occur to simplify driver decisions and minimize the potential for related crashes. Two highly effective designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT).
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections. *(Safe Roads | 10-15% reduction in crashes)*
    - This systemic approach to intersection safety involves deploying a group of multiple low-cost countermeasures, such as enhanced signing and pavement markings, at many stop-controlled intersections within a jurisdiction. It is designed to increase driver awareness and recognition of the intersections and potential conflicts.
- Left and Right Turn Lanes at Two-Way Stop-Controlled Intersections. *(Safe Roads | 14-48% reduction in crashes)*

- Appropriate Yellow Change Intervals. *(Safe Roads | 8-14% reduction in crashes)*
- Roundabouts. *(Safe Roads | 78-82% reduction in crashes)*
- Corridor Access Management. *(Safe Roads | 5-31% reduction in crashes)*
    - Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.
- Improve left-turn lane offset to create a positive offset. *(Safe Roads | 38% reduction in crashes)*
- Protected-only left-turn phasing. *(Safe Roads | 51-77% reduction in crashes)*
- Flashing yellow arrow. *(Safe Roads | 19% reduction in crashes)*
- Turn lane channelization. *(Safe Roads | 33% reduction in crashes)*
- Clear sight triangles. *(Safe Roads | 48% reduction in crashes)*
- Improve visibility of signals. *(Safe Roads | 29% reduction in crashes)*
- One signal head per lane. *(Safe Roads | 46% reduction in crashes)*
- Larger (12”) signal heads. *(Safe Roads | 42% reduction in crashes)*
- Reflective border for signal backplates. *(Safe Roads | 15% reduction in crashes)*
- Conduct RSAs during the project design phase. *(Safe Roads)*

Enforcement

- Install red-signal enforcement lights to assist enforcement of red-light runners. *(Safe Road Users | 2 star)*
- Encourage and expand the data-driven speed and red-light running enforcement, including the use of technology to assist enforcement. *(Safe Road Users)*
- Conduct targeted enforcement of high crash-risk intersections. *(Safe Road Users | 2 star)*
- Utilize automated enforcement at high crash-risk intersections where appropriate. *(Safe Roads and Safe Road Users | 2-45% reduction in crashes)*

Emergency Response

- Evaluate Emergency Vehicle Pre-emption system implementation practices. *(Post Crash Care)*
- Expand deployment of Emergency Vehicle Pre-emption systems. *(Post Crash Care)*

2. Lane Departure

Education

- Launch public awareness campaigns to educate drivers about the risks of lane departure and the importance of staying within their lanes, especially in curves and during inclement weather. (*Safe Road Users | 3 star)*
- Include lane departure prevention and safe driving practices in driver education and training programs. (*Safe Road Users | 1-2 star*)

Engineering

- Identify and prioritize high-crash (fatalities and serious injuries) and high-risk segments for lane-departure crashes to be addressed through infrastructure improvements. (*Safe Roads | 3 star*)
- Install centerline and edge-line rumble strips, especially on two-lane roads. (*Safe Roads | 12-37% reduction in lane departure crashes*)
- Enhanced Delineation for Horizontal Curves: chevrons, post-mounted delineators, oversized signs, brighter/wider markings, enhanced guardrail delineation, post-mounted retroreflective sheeting, pavement markings through horizontal curves and tangent approaches (“Curve Ahead,”

"Slow") or dynamic speed-actuated feedback warning signs, and LED raised pavement markers. (*Safe Roads and Safe Speeds | 6-22% reduction in road departure crashes*)

- Utilize high-friction surface treatments. (*Safe Roads | 5-17% reduction in road departure crashes*)
- Install a combination of shoulder rumble strips with additional shoulder widening, or pave existing shoulders, widen existing paved shoulders, or establish gravel/stabilized "usable" shoulder extension at 1V:20H slope or flatter, particularly where paved shoulder width is less than 8 feet. (*Safe Roads | 11-51% reduction in road departure crashes*)
- Remove/relocate objects within the recovery area along the side of the road in high-risk locations. (*Safe Roads | 8-44% reduction in road departure crashes*)
- Apply paving technologies to negate vertical drop-offs and facilitate driver ability to maintain vehicle control under instances of lane departure, such as Safety Edge. (*Safe Roads and Safe Vehicles | 21% reduction in road departure crashes*)
- Conduct slope flattening, repair, restoration, and maintenance to reduce the likelihood of rollover on > 33% slopes, or recovery on > 25% slopes. (*Safe Roads and Safe Vehicles | 4% reduction in road departure crashes*)
- Improve shoulders by dispersing aggregate along the road edge to provide a more stable recovery area beyond the edge of pavement. Millings or aggregate are dispersed at 1V:6H or flatter. (*Safe Roads | 8-44% reduction in road departure crashes*)
- Median Barriers. (*Safe Roads | 97% reduction in road departure crashes*)

3. Nighttime

Education

- Promote the use of high-visibility clothing for pedestrians and cyclists can make them more visible to drivers at night. *(Safe Road Users)*
- Run public awareness campaigns about the dangers of drowsy driving, which is more common at night. *(Safe Road Users)*
- Promote the use of vehicles with adaptive headlights that adjust their intensity and direction based on vehicle speed and steering angle. *(Safe Road Users)*

Engineering

- Maintain and upgrade street lighting to ensure well-lit roadways, intersections, and pedestrian crosswalks. *(Safe Roads)*
- Use Reflective Signage and Markings for road signs, lane markings, and pedestrian crosswalks to enhance visibility at night. *(Safe Roads)*
- Provide roadside assistance services, especially in areas with limited services, ensuring that motorists who encounter problems at night can receive help quickly. *(Post Crash Care)*
- Install emergency call boxes along highways and remote roads, allowing motorists to call for assistance in case of emergencies. *(Post Crash Care)*
- Design roadways that enhance nighttime safety, such as improved sightlines, well-placed signage, and delineation of curves and intersections. *(Safe Roads)*
- Implement Animal Detection Systems that detect the presence of wildlife on the road and warn drivers of potential hazards at night. *(Safe Roads)*

Enforcement

- Enhanced Police Presence during nighttime hours can discourage speeding and reckless driving. *(Safe Road Users | 2 star)*

4. Behavior Related: Unrestrained

Education

- Run public awareness campaigns emphasizing the importance of seat belt use and child safety seats. (*Safe Road Users, Safe Vehicles | 4-5 star*)
- Work with schools to integrate seat belt safety education into curricula and conduct seat belt usage surveys among students. (*Safe Road Users, Safe Vehicles | 3 star*)
- Education media campaigns: using television, radio, social media, and other outlets to disseminate messages about the importance of safety device use. (*Safe Road Users, Safe Vehicles | 4-5 star*)
- Incentives and rewards: offering incentives or rewards to encourage seat belt use, such as discounts on insurance premiums for drivers with a history of safe practices. (*Safe Road Users, Safe Vehicles, Safe Speeds | 4 star*)
- Conduct surveys to assess seat belt usage rates to help agencies track progress and identify areas that need improvement. (*Safe Roads, Safe Vehicles, Safe Road Users*)

Engineering

- Partner with local organizations and car dealerships to provide safety device checks and installations. (*Safe Vehicles| 3 star*)

Enforcement

- Advocate for stricter seat belt laws and penalties for non-compliance can serve as a deterrent to unrestrained driving. (*Safe Road Users*)

5. Behavior Related: Speeding

Education

- Run public awareness campaigns to educate drivers about the dangers of speeding and aggressive driving by using emotional appeals, statistics, and real-life stories to convey the message. (*Safe Road Users and Safe Speeds | 3 star*)
- Mandate defensive driving courses and education programs for drivers cited for speeding or aggressive driving. (*Safe Road Users and Safe Speeds | 3 star*)
- Reward and incentive programs to encourage safe driving behaviors, such as obeying speed limits and avoiding aggressive driving. (*Safe Road Users | 3 star*)

Engineering

- Dynamic speed feedback signs that have data collection features (speed, volume). (*Safe Roads and Safe Speeds | 5% reduction in crashes*)
- Traffic Calming Measures: Install speed humps, rumble strips, road diets, curb bulb-outs, chicanes, and raised crosswalks. (*Safe Roads and Safe Speeds | varies reduction in crashes*)
- Identify locations with a high frequency of speed-related crashes for targeted enforcement (GIS heat maps can be generated for law enforcement). (*Safe Roads | 3 star*)
- Improving sightlines, adding clear and visible signage, and optimizing lane widths. (*Safe Roads | 20-41% reduction in crashes*)

Enforcement

- Targeted enforcement in school zones and locations with speeding-related crashes. (*Safe Road Users and Safe Roads | 2 star*)
- Installing automated speed cameras that automatically issue citations to drivers who violate traffic laws, including speeding. (*Safe Speeds and Safe Roads | 5 star*)
- High-Visibility Enforcement: Police officers use highly visible patrol cars and uniforms to increase their presence on the road, discouraging aggressive behaviors. (Safe *Speeds, Safe Roads, and Safe Road Users | 2 star)*
- Institute policies for purchasing vehicles that use advancements in vehicle technology, such as adaptive cruise control and lane-keeping assistance. (*Safe Speeds, Safe Roads, and Safe Road Users | 2 star*)

Emergency Response

- Traffic Incident Management: Efficient management of traffic incidents can prevent. secondary crashes caused by aggressive driving around crash scenes. Quick clearance of the road can reduce congestion and frustration. (*Post-Crash Care*)

6. Behavior Related: Impaired Drivers

Education

- Improve public awareness of and access to alternate forms of transportation (e.g. transit, taxicabs, ride share). (*Safe Road Users | 3 star*)
- Inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable. (*Safe Road Users | 3 star*)
- Inform and encourage the public to use designated drivers and establish a positive social norm related to their use. (*Safe Road Users | 2 star*)

Enforcement

- Conduct high-visibility impaired-driving enforcement initiatives. (*Safe Road Users | 4-5 star*)
- Work with the court system to promote policies and practices that result in the imposition of stricter driving laws and penalties for impaired driving convictions. (*Safe Road Users |3-5 star*)
- Increase the enforcement of drug-impaired driving by law enforcement. (*Safe Road Users | 3 star*)

7. Age-Related: Young Drivers (Under 25)

Education

- Driver Assessment and Education: offer comprehensive driver education programs specifically designed for young adults. These courses should cover topics such as traffic laws, defensive driving techniques, hazard awareness, and the dangers of risky behaviors like speeding and distracted driving. (*Safe Road Users | 2 star*)
- Graduated driver licensing (GDL) systems: Enact and enforce GDL systems that gradually introduce young drivers to the driving environment while limiting their exposure to high-risk situations. GDL programs typically include learner's permit phases, supervised driving periods, and restricted driving privileges before full licensure. (*Safe Road Users | 5 star*)
- Encourage parental involvement in the driver education process by offering resources and support for parents to supervise and coach their teen drivers during the learner's permit and intermediate licensing stages. (*Safe Road Users | 2 star*)

- Partner with schools, youth organizations, local businesses, and community groups to raise awareness about young driver safety issues and promote education and prevention initiatives. (*Safe Road Users | no Star)*
- Promote and facilitate the installation of the Teens in the Driver Seat mobile phone application, which offers real-time driving feedback, safety tips, and progress tracking for young drivers. This application can help teens develop safer driving habits and provide parents with insights into their teen's driving behavior. (*Safe Road Users*)

Engineering

- Analyze crash data involving young drivers to identify trends, evaluate risk factors, and inform targeted safety interventions. (*Safe Road Users*)

Enforcement

- Enforce compliance with Graduated Driver Licensing GDL laws and regulations, including restrictions on nighttime driving, passenger limitations, and mandatory supervision requirements during the learner's permit and intermediate licensing stages (*Safe Road Users | 3 star*)

8. Age-Related: Older Drivers (Over 64)

Education

- Driver Assessment and Education: offer driver assessment and refresher courses specifically designed for older adults. These courses provide updates on traffic laws, address age-related changes in vision and reaction time, and offer tips for safety. (*Safe Road Users | 2 star*)
- Provide information and resources on vehicle adaptations and modifications that can enhance the comfort and safety of older drivers, such as larger mirrors, hand controls, and adaptive seating. (*Safe Road Users | 1 star*)
- Offer counseling and information sessions to help older adults make informed decisions about their mobility options as they age. This may include discussions about when to stop driving. (*Safe Road Users | 1 star)*
- Encourage intergenerational dialogue and support for older drivers within families and communities to ensure they have the resources and assistance they need. (*Safe Road Users | 1 star*)
- Promote the development of age-friendly communities that prioritize safe, accessible sidewalks, public transportation, and pedestrian-friendly features. (*Safe Roads and Safe Road Users*)
- Promote community-based transportation options, such as senior shuttles, volunteer driver programs, and ridesharing services, to provide alternative transportation for older adults who may no longer drive. (*Safe Roads and Safe Road Users | 1 star*)

Engineering

- Analyze crash data involving older drivers to identify trends, evaluate risk factors, and inform targeted safety interventions. (*Safe Roads and Safe Road Users*)

Enforcement

- Enforce medical screening: Periodic medical screenings may be required for older drivers to assess their physical and cognitive fitness to drive. (*Safe Road Users | 4 star*)
- License renewal requirements: having specific renewal requirements for older drivers, including more frequent vision and road tests to ensure that older drivers are fit to drive safely. (*Safe Road Users | 2 star)*

- Collaborate with healthcare providers to identify medical conditions that may affect driving ability. (*Safe Roads and Safe Road Users | 1 star*)

Implementation Plan

Participants

Pinal County has the primary leadership role and acts as the primary contact for the STSP. Based upon strategies formulated in this plan, local agencies, ADOT, Sun Corridor MPO, MAG, CAG, and law enforcement will participate in executing the implementation plan.

For the implementation of this STSP, a Safety Committee is established that consists of members of the County and the agencies within the County. The members of the Safety Committee shall include the following representatives:

-Pinal County, County Engineer

-SCMPO, Executive Director

-MAG, Transportation Safety Program Manager

-CAG, Executive Director

-City of Coolidge, Public Works Director

-City of Maricopa, City Engineer

-Ak-Chin Indian Community, Community Development

-City of Casa Grande, City Engineer

-City of Florence, Public Works Director

-Town of Queen Creek, Public Works

-ADOT, South Central District Engineer

-City of Eloy, Public Works Director

-City of Apache Junction, Public Works Manager

-Gila River Indian Community, Director of Public Works

This diverse representation ensures a comprehensive and collaborative approach to transportation safety in the county. Regular meetings are crucial for maintaining momentum, addressing emerging issues, and ensuring the implementation of the safety plan's recommendations. It is recommended that quarterly meetings be held to review progress, discuss challenges, and plan upcoming activities. Additionally, special meetings should be scheduled as needed to address urgent matters or significant developments.

To maximize the committee's effectiveness, it is also essential to clearly define the roles and responsibilities of each member:

- **Oversight**: Monitor the development and implementation of the STSP.
- **Coordination**: Facilitate communication and collaboration among various agencies and stakeholders.
- **Evaluation**: Assess the effectiveness of implemented strategies and recommend adjustments to align with safety goals.

Incorporating Safety into the Project Development Process

Safety is often viewed as an "extra" or "add-on" or even a nuisance to incorporate into a project when, in fact, safety elements should be mainstreamed and explicitly considered in every project. Traffic safety programs, projects, and policies included in an agency's Long-Range Transportation Plan, Comprehensive Plan, and/or Master Plan have a higher likelihood of being implemented. The following should be considered for inclusion in an agency's policies, future Capital Improvement Plans (CIP), and updates to plans to ensure safety is an explicit consideration in projects:

1. Include systemic safety improvements in projects. Many of the FHWA Proven Safety Countermeasures are appropriate for systemic implementation (https://safety.fhwa.dot.gov/provencountermeasures/)


Safety Edge


Reflective Border Backplates


Enhanced Curve Delineation


Rumble Strips


Sidewalks


Lighting


Shoulder Improvement

2. Develop evaluation criteria to consider safety in project programming or consider making the following adjustments:
   - Strengthen evaluation criteria for proposed projects in the County Transportation Investment Plan (TIP) and Long Range Transportation Plan (LRTP) to include safety elements.
   - Give higher priority to projects that address STSP Emphasis Areas
   - Give higher priority to locations experiencing fatal and serious injury crashes
   - Give higher priority to projects incorporating multiple safety countermeasures

Pinal County could refer to the SCMPO Regional Transportation Plan (RTP) 2050 Update as an example of project prioritization criteria through its roadway Recommended Investment Strategy (RIS). The RTP's roadway RIS recommended that project resource allocation reflect the following percentages: modernization 50%, preservation 35%, and capacity 15%. Pinal County and its local agencies could utilize these criteria to evaluate and prioritize safety in their safety project programming.

Other examples of incorporating safety into project programming include:

- The Sun Corridor MPO's Updated RTP Project Nomination Form includes safety criteria in project development and prioritization. **Table 10** shows the safety project scoring criteria used by SCMPO.

Table 10: SCMPO's Project Prioritization Safety Scoring (Example)

#10 SAFETY				
Describe how the project will improve safety of the transportation system. Include discussion on implementation of FHWA proven safety countermeasures (use the hyperlink below to view the proven safety countermeasures). Use the drop-down menus below to choose how many safety countermeasures are being utilized for the project. Use the space below to provide a detailed description of the level of observable safety need and why the proposed project should be recommended for regional funding.				Points from Safety: 25
http://safety.fhwa.dot.gov/provencountermeasures				
Use the space below to describe how this project is related to or implements recommendations from the Sun Corridor Strategic Transportation Safety Plan (if applicable). Use the hyperlink below to view the Strategic Transportation Safety Plan.				
https://scmpo.org/wp-content/uploads/2016/08/SCMPO-STSP-Body.pdf				
Use the drop-down menus to select Safety Countermeasures, and the observed Level of Need. Each level of observed safety need has a different score tied to each answer. The following explains each observed safety need. "High" would require high severity and/or a high number of crashes recorded over a 5-year period. "Medium" would require low or medium severity and/or several crashes recorded over a 5-year period. "Low" would require low severity and/or low or no crashes recorded over a 5-year period.				
How many FHWA or STSP Safety Countermeasures does this project incorporate?		Level of Observed Safety Need		
One	10	High	15	

- ADOT's Planning-to-Programming (P2P) process incorporates safety into its scoring for Modernization projects by assigning values to the expected reduction in crashes as a result of the project, and if the project has been identified in the state's Strategic Highway Safety Plan.
- The Northwest Arkansas MPO uses a 20-point system to prioritize its Surface Transportation Program projects. Safety accounts for 3 points maximum and is based on the 3-year average crash rate. If the crash rate in the project area is higher than the statewide average for similar facilities, the project receives 3 points. If the crash rate is near the statewide average, the project receives 2 points. Projects with a crash rate below the statewide average are awarded one point.
- The Androscoggin Transportation Resource Center, an MPO in Maine, includes a safety component in the TIP prioritization process for all projects. The MPO's prioritization process awards points to transportation projects that correct a safety problem at an identified high-crash location. The safety score is based on the state's list of high-crash locations for the preceding 3-year period. However, a project can also receive a partial safety score if it has an identifiable crash pattern that can be corrected, even if it is not on a high-crash location link/node. The intent is to award points to projects that address safety problems, regardless of whether they contain a high-crash location.

Process and Policy Changes

FHWA requires safety plans to assess current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety. The safety plan should include implementation examples through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

Process Changes

Pinal County and its local agencies are encouraged to establish a safety project-specific prioritization strategy. SCMPO's scoring criteria for its annual Regional Priority Projects List is a good example of a process that prioritizes safety, as it includes a safety category worth about 23% of the overall project score. The safety category requires a description of how the project improves the safety of the transportation system, ideally through the implementation of an FHWA-proven safety countermeasure or an STSP recommendation. The Scoring Criteria Chart and category description are provided in the exhibit below.

Table 11: SCMPO's Regional Priority Projects List Scoring Criteria (Example)

Safety	Infrastructure Condition	Vehicle Mobility	Economic Vitality	Bicycle, Pedestrian and Transit Mobility	Environmental Protection	Equity	Technology	Total
25	0	0	0	0	0	0	0	25
25	20	20	20	10	5	5	5	110

Policy, Program, and Plan Recommendations

Pinal County and its local agencies should consider implementing a variety of policies, programs, and plans to help guide and formalize enhancements to transportation safety within local plans and regulations. Safety is sometimes seen as an enhancement to a project; by institutionalizing safety into policies and programs, it becomes normalized rather than a unique add-on feature.

Complete Streets

Complete Streets policies formalize a community's intent to plan, design, and maintain streets so they are safe for all users of all ages and abilities. Policies direct transportation planners and engineers to consistently design and construct the right-of-way to accommodate all anticipated users, including pedestrians, bicyclists, public transportation users, motorists, and freight vehicles. Complete Streets can be achieved through a variety of policies, ordinances, and resolutions, rewrites of design manuals, inclusion in comprehensive plans, internal memos from directors of transportation agencies, policies adopted by city and county councils, and executive orders from elected officials, such as Mayors or Governors. All policies should include the 10 elements of a Complete Streets policy (https://smartgrowthamerica.org/resources/elements-complete-streets-policy/).



A presentation and comparison between rural and urban agencies' complete streets policies are found in **Appendix IV.**

Active Transportation Plans

Active Transportation Plans address pedestrian and bicyclist issues, but they also help improve safety for all road users. The City of Phoenix's Active Transportation Plan (April 2023) includes safety-related recommendations to create a safer environment for pedestrians, cyclists, and other non-motorized users by implementing infrastructure upgrades and adopting Vision Zero principles. The plan offers several priority safety actions that serve as strong examples, such as:

- Re-establish a communitywide Safe Routes to School (SRTS) program
- Adopt a Complete Streets policy
- Implement traffic calming measures in high-risk areas, such as speed humps, narrowed lanes, and raised crosswalks.
- Intersection Improvements include installing curb extensions, high-visibility crosswalks, and pedestrian refuge islands.
- Enhanced Lighting and Signage

Road Safety Assessments

A Road Safety Assessment (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. ADOT conducts RSAs for local agencies as a free service through its Traffic Safety division; the RSA application can be accessed at https://azdot.gov/sites/default/files/2023-06/rsa-application.pdf.

Pinal County should consider conducting RSAs during:

- Project design

- Evaluation of high-priority locations, especially those identified in the County Strategic Transportation Safety Plan and Regionally Significant Routes for Safety and Mobility Plan (RSRSM).

Progress and Transparency

After developing a Transportation Safety Plan, progress toward meeting the Plan's goals must be measured over time. This progress needs to be transparent to residents and other relevant stakeholders. At a minimum, this must include annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Safety Plan online.

FHWA requires state DOTs and MPOs to report annually on the following five safety performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

States and MPOs must also establish annual targets for these five performance measures. COGs and local agencies are not required to establish safety performance measures or targets, but it is recommended. To meet SS4A requirements, Pinal County must report annually on progress toward reducing roadway fatalities and serious injuries. This annual report will be posted to the Strategic Transportation Safety Plan page of Pinal County's website, accessible to the public and stakeholders. An example of annual reporting can be found on the Maricopa Association of Government's (MAG) Crash Trends webpage at: https://azmag.gov/Programs/Transportation/Road-Safety-and-Technology/Crash-Trends/Crash-Trends-in-the-MAG-Region

Below is one of the MAG webpage graphics:

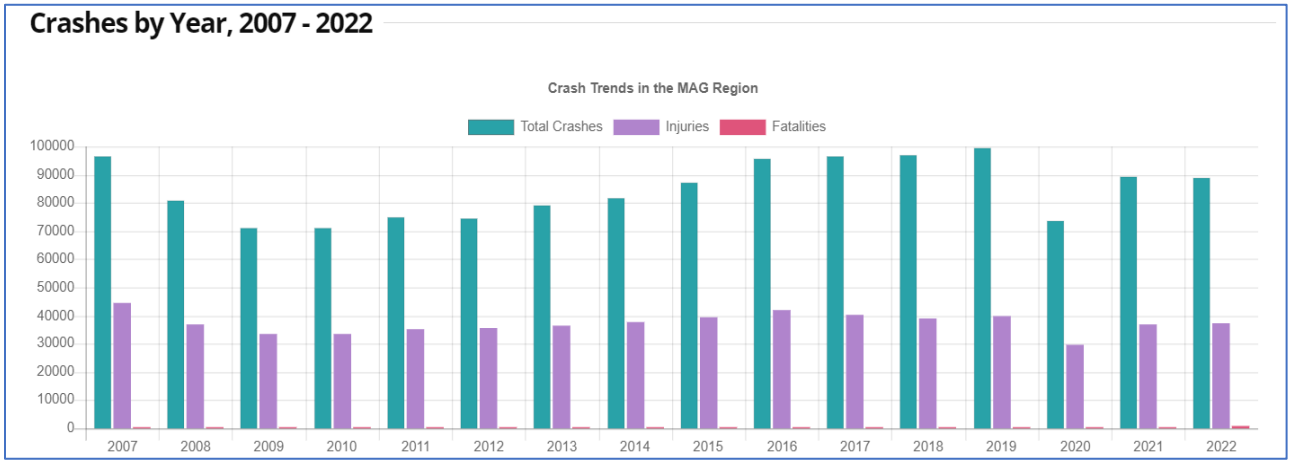


Figure 24: Crash Trends in the MAG Region (Example)

Pinal County will conduct an annual crash performance review. During this review, the County will ultimately report its annual safety performance using the previously mentioned five safety performance measures. An assessment may then be made as to whether or not the County is meeting its safety performance targets.

Fatal Crash Team

Form a fatal crash investigation team of engineering, planning, law enforcement, and risk management to meet quarterly to analyze fatal crashes in the County. The County currently conducts evaluations of fatal crashes with the County Sheriff's Office, County Risk Management, and County Traffic Engineering, and it is recommended to continue this effort.

Safety Projects

Using input from stakeholders, the public survey, crash data analysis, network screening, and individual agency input, projects within the County were identified. The projects are intended to improve safety and further the County's safety goals. Using the safety performance and areas of opportunity identified, a short list of high crash hotspots for each agency was developed. These, along with lists of public comments and agency priority locations, informed the final selection of project locations.

Upon identifying locations for improvements, each location's crash history was reviewed to inform which safety emphasis area and associated strategy should be utilized to mitigate the potential for future crashes or safety concerns at the location. After selecting improvements and strategies for each location, each respective agency was provided an opportunity to provide input on the selected improvements. This provided local support for the projects and increased the likelihood of project implementation in the future.

Individual projects for each agency are outlined in **Table 12**. The project's location, selection method(s), and recommended scope provide a foundation for each agency to pursue the projects as desired. Projects that are located in disadvantaged communities are marked with a star (*). Further details, such as the project's coordinates and a high-level cost estimate in 2024 dollars, are provided in **Appendix V**. Also included are individual improvements and their high-level unit cost. This is included to provide flexibility to the listed projects where an agency could add or remove items from the project's scope as desired.

Systemic projects typically provide a better opportunity for an agency to address larger and multi-location safety issues on their road network. By combining a similarly scoped project into a larger systemic project, not only are more areas of concern addressed, but typically, a higher project benefit-to-cost ratio can be achieved to better the chances of securing funding for the project. Therefore, a list of systemic projects stemming from the list of individual projects was developed for the County's agencies, found in **Table 13**.

The projects listed for agencies to consider pursuing may be funded by various funding sources. The projects listed in this plan are not pre-matched with funding sources. However, potential funding sources for the listed projects are outlined in the following section.

Table 12: Pinal County Project Selections

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Apache Junction*	Apache Junction	Superstition Blvd, From Rennick Dr to Idaho Rd	Segment	Top 20 Segment	Install speed feedback signs and narrow travel lanes
Apache Junction*	Apache Junction	Superstition Blvd & Plaza Dr	Intersection	Top 20 Segment	Install a traffic signal
Apache Junction*	Apache Junction	Delaware Dr, From Lost Dutchman Blvd to Superstition Blvd	Segment	Top 20 Segment	Install sidewalks, curb, and gutter
Apache Junction	ADOT	SR 88 (Apache Trail), From Mountain View Rd to 650 ft east of Hackamore Rd	Segment	Top 20 Segment	Install speed feedback signs
Apache Junction*	Apache Junction	Ironwood Dr & Baseline Ave	Intersection	Top 20 Intersections	Install reflective signal backplates, left turn guide markings, and remove negative left turn offset
Apache Junction*	ADOT	US 60 Exit 194 & S Meridian Rd	Intersection	Top 20 Intersections	Install reflective signal backplates
Apache Junction*	ADOT	Idaho Rd & Southern Ave	Intersection	Top 20 Intersections	Install reflective signal backplates, left turn guide markings, and east and west protected/permissive left turn signal phasing
Apache Junction*	Apache Junction	Apache Trl, From Ironwood Dr to S Phelps Dr	Segment	Top 20 Segment	Install vertical bike lane protection (flex posts) and high visibility green paint at bicycle/vehicle conflict zones
Casa Grande*	Casa Grande	W 2nd St: SR 287 to Hermosilla St	Segment	Top 20 Segment	Install narrowed travel lanes, curb bulb-outs at intersections of

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
					2nd St & Sacaton St, and stripe high visibility crosswalks at intersections
Casa Grande*	ADOT	SR 387 & Rodeo Rd	Intersection	Top 20 Intersections	Install east and west protected/permissive left turn phasing, left turn guide markings, and retroreflective signal back plates
Casa Grande*	Casa Grande	Florence Blvd & Brown Ave	Intersection	Top 20 Intersections	Install east and west protected/permissive left turn phasing, left turn guide markings, and retroreflective signal back plates
Casa Grande	Casa Grande	Florence Blvd & Cacheris Ct	Intersection	Top 20 Intersections	Install a propeller median to restrict north and southbound left turns
Casa Grande*	Casa Grande	Florence St & Peters Rd	Intersection	Top 20 Intersections	Install intersection lighting and transverse rumble strips at approaches (Recently converted to all way stop with flashing stop signs)
Casa Grande	ADOT	SR 287 & Hacienda Rd	Intersection	Top 20 Intersections	Install a traffic signal/roundabout
Casa Grande*	Casa Grande	Ethington Rd and Maricopa Casa Grande Hwy	Intersection	Agency Comments	Install a traffic signal with a westbound left turn lane and eastbound right turn lane
Casa Grande*	Casa Grande	Trekell Rd and Jimmy Kerr Blvd	Intersection	Agency Comments	Install a northbound left-turn lane, curbed median, southbound and northbound protected/permissive left turn

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
					signal phasing, and widen rail crossing
Casa Grande	Casa Grande	Arizola Rd & Florence Blvd	Intersection	Agency Comments	Install a southbound left and right turn lane on Arizola Rd, a westbound right turn lane on Florence Blvd, sidewalk, curb, and gutter.
Casa Grande*	Casa Grande	Trekell Rd & Florence Blvd	Intersection	Agency Comments	Install southbound dual left-turn lane onto Florence Blvd
Casa Grande*	Casa Grande	Jimmie Kerr Blvd & Earley Rd	Intersection	Agency Comments	Install traffic signal (Recent HSIP application submitted for this signal)
Casa Grande*	Casa Grande	Kortsen Rd & Pueblo Dr	Intersection	Agency Comments	Install traffic signal
Casa Grande*	Casa Grande	Thornton Rd & Cottonwood Ln	Intersection	Agency Comments	Install northbound right and westbound left turn lanes
Coolidge	ADOT	SR 287 & SR 87	Intersection	Top 20 Intersections	Install signal ahead warning signs at all approaches, reflective signal backplates, and left turn guide markings
Coolidge	Coolidge	Coolidge Ave & Kenworthy Rd	Intersection	Top 20 Segment	Install all way stop control if warranted
Coolidge	Coolidge	Coolidge Ave & 9th St	Intersection	Top 20 Segment	Install traffic signal (Recent HSIP application submitted for this signal). If the signal is not warranted, install all-way stop control.
Coolidge*	ADOT/Coolidge	SR 287, From W American Avenue to SR 87	Segment	Agency Comments	Install speed feedback signs and improve roadway drainage on the east side of SR 287 from Ruins Dr to Dirt Rd

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Coolidge*	ADOT/Coolidge	SR 287, From Kenworthy Ave to Vah Ki Inn Rd	Segment	Top 20 Segment	Restripe to narrow lanes and install curb bulb-outs to improve turning sight distances at the intersections of SR287/Bealey Ave and SR287/Kenworthy
Coolidge*	ADOT/Coolidge	SR87, From 0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd	Segment	Top 20 Segment	Install lighting at SR87/Bartlett and SR87/Wilshire intersections and dynamic speed feedback signs
Coolidge*	Coolidge	SR 287 & Martin Rd	Intersection	Top 20 Intersections, Agency Comments	Install a left turn lane on the westbound approach and a traffic signal
Coolidge*	ADOT	Arizona Blvd (SR 287) & Vah Ki Inn Rd	Intersection	Top 20 Intersections	Install reflective signal backplates, protected/permissive left turn signal phasing, and intersection lighting
Coolidge	Coolidge	Martin Rd & Macrae Rd	Intersection	Agency Comments	Lighted roadway delineators and rumble strips are being installed on the north and south approaches. Long term, consider reconstructing to remove the curve and upgrade the T-intersection.
Eloy*	Eloy & ADOT	W Frontier St (SR 84) & Battaglia Rd	Intersection	Top 20 Intersections	Install flashing LED stop signs, dual stop signs, and speed feedback signs on SR 84
Eloy*	Eloy & ADOT	SR 87 & Battaglia Rd	Intersection	Agency Comments	Install intersection lighting and turn lanes on SR 87

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Florence*	Florence	Attaway Rd, From Palmer Rd to Hunt Hwy	Segment	Top 20 Segment	Install speed feedback signs
Florence*	Florence	Quail Run Ln & Judd Rd	Intersection	Top 20 Segment	Install paved shoulders and transverse rumble strips
Mammoth*	ADOT	SR 77, From Owens Pl to S Old Tiger Rd	Segment	Public Comment	Install speed feedback signs
Mammoth*	ADOT	SR 77 & N Main St	Intersection	Public Comment	Install HAWL/PHB crossing if warranted otherwise install high-visibility crosswalks
Mammoth*	ADOT	SR 77 & 3rd St	Intersection	Public Comment	Install HAWL/PHB crossing if warranted otherwise install high-visibility crosswalks
Maricopa	ADOT	Maricopa Casa Grande Hwy (238) & White and Parker Rd	Intersection	Top 20 Intersections	Install reflective signal backplates and install speed feedback signs in advance of the intersection
Maricopa	Maricopa	Honeycutt Rd, From White and Parker Rd to 5,000' east of White and Parker Rd	Segment	Walking Social Pinpoint	Install sidewalks, curb, gutter, and bike lanes on both sides
Maricopa*	Maricopa	Smith-Enke Rd, From 0.2 miles west of Desert Greens Dr to Porter Rd	Segment	Top 20 Segment	Improve sight distance at Desert Greens Dr and Smith-Enke Rd and install speed feedback signs
Oracle*	Pinal County	American Ave, From Pablo Ct to Hunter Cir	Segment	Top 20 Segment, Public Comment	Install paved shoulders, remove roadside vegetation, and install chevron signs at curves

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Oracle*	Pinal County	American Ave	Segment	Public Comment	Install dynamic speed feedback signs and conduct targeted speed enforcement
Pinal County	Pinal County	Papago Rd, From 1,000' west of White Rd to 1570' east of White Rd	Segment	Top 20 Segment	Install speed feedback signs and chevron signs at curves
Pinal County	ADOT	SR 347 & Farrell Rd	Intersection	Top 20 Segment	Install reflective signal backplates, remove negative left turn offset, and speed feedback signs in advance of the intersection
Pinal County	ADOT	SR 79 & SR 77	Intersection	Top 20 Segment	Install transverse rumble strips on the southbound approach and dual oversized stop signs
Pinal County*	ADOT	SR 177, From 2 miles south of E Tu Ranch 1 to 2.6 miles south of E Tu Ranch 1	Segment	Top 20 Segment	Install speed feedback signs (Recent HSIP application submitted for paved shoulders and rumble strips)
Pinal County*	ADOT	SR 387 & I-10 185 south exit ramp	Intersection	Top 20 Intersections	Remove shoulder vegetation to improve turning sight distance
Pinal County*	ADOT	US 60 & Peralta Rd	Intersection	Top 20 Intersections	Install speed feedback signs in advance of intersection and reflective signal backplates
Pinal County*	ADOT	SR 87 & SR 187	Intersection	Top 20 Intersections	Install reflective signal backplates
Pinal County	ADOT	SR 347, From SR 84 to Sonoran Desert Pkwy	Segment	Social Pinpoint	Install speed feedback signs
Pinal County*	ADOT	SR 347, From Goodyear Rd to Maricopa Casa Grande Hwy (SR 238)	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Pinal County	Pinal County	Ironwood D, From Gateway Fwy to Baseline Ave	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs
Pinal County	ADOT	US 60, From Tomahawk Rd to Superstition Blvd	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs
Pinal County*	Pinal County	Kenworthy Rd, From Combs Rd to Germann Rd	Segment	Agency Comments	Install equestrian and pedestrian enhancement project, traffic calming/mitigation for developed areas, multi-use path, and connectivity to the Queen Creek Wash trails
Pinal County*	Pinal County	Peralta Rd & Peralta Canyon Dr	Intersection	Agency Comments	Install RRFB crossings
Pinal County	Pinal County	Stone Creek Dr, From Hunt Hwy to San Tan Hills Dr	Segment	Agency Comments	Restripe lane configuration (replace 4 through lanes with 2 through lanes, a TWLTL, and bike lanes)
Pinal County*	Pinal County	Kings Ranch Rd/Golden Rim Cir/Don Donnelly Trl, From Agua Vista Way to Superstition Mountain Dr	Segment	Agency Comments	Install a multi-use path
Pinal County	Pinal County	Mountain View Rd and Broadway Ave	Intersection	Agency Comments	Install left turn lanes on all approaches
Pinal County*	Pinal County	Gantzel Rd & Combs Rd	Intersection	Agency Comments	Install striped dual left turn lanes on the southbound and eastbound left turn movements and left turn traffic signal heads
Pinal County	Pinal County	Stone Creek Dr & Hunt Highway	Intersection	Agency Comments	Implemet access control conversion

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Pinal County	Pinal County	Oasis Ln & Lush Vista View	Intersection	Agency Comments	Install a roundabout
Pinal County	Pinal County	Empire Rd & Charbray Dr	Intersection	Agency Comments	Install a roundabout or traffic signal
Pinal County*	Pinal County	Bella Vista Rd & Drifter Pass (Union Pacific Railroad)	Intersection	Agency Comments	Install railroad and roadway widening
Pinal County	Pinal County	Hunt Highway, From Gary Rd to Stone Creek	Segment	Agency Comments	Reconstruct or enhance medians to reduce access/traffic conflicts and improve mobility
Pinal County	Pinal County	Hunt Highway & Mountain Vista Blvd (Walgreens Access)	Intersection	Agency Comments	Install median to eliminate left in turning movement at Walgreens access
Pinal County	Pinal County	Hunt Highway at O'Reilly's/Firestone	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes
Pinal County	Pinal County	Hunt Highway at McDonalds/MD Now	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes
Pinal County	Pinal County	Hunt Highway & Stone Creek (NB Right)	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes
Pinal County	Pinal County	Hunt Highway & Red Mountain Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes
Pinal County	Pinal County	Gary Rd & Empire Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes
Pinal County	Pinal County	Gary Rd & Skyline Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes
Pinal County	Pinal County	Gary Rd & San Tan Hills Dr	Intersection	Agency Comments	Install northbound and southbound right turn lane deceleration lanes
Pinal County	Pinal County	Gary Rd & Foot Hills Dr	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Pinal County	Pinal County	Thompson Rd & Mountain Vista Rd	Intersection	Agency Comments	Install a new traffic signal (Submitted to HSIP recently)
Pinal County	Pinal County	Kenworthy Rd & Ocotillo Rd	Intersection	Agency Comments	Install a new traffic signal (Submitted to HSIP recently)
Pinal County*	Pinal County	Quail Run Rd & Bella Vista Rd	Intersection	Agency Comments	Install a new traffic signal
Pinal County	Pinal County	Empire Rd & Spring Valley Rd	Intersection	Agency Comments	Install a new traffic signal
Pinal County	Pinal County	Judd Rd & Gantzel Rd	Intersection	Agency Comments	Install a new traffic signal
Pinal County	Pinal County	Bella Vista Rd & Tourmaline Rd	Intersection	Agency Comments	Install a new traffic signal
Pinal County*	ADOT	US 60, From MP 228 to MP 228.3	Segment	Top 20 Segment	Install chevron signs along curves and install advanced curve warning signs
Pinal County	Pinal County	Hunt Hwy, From Magma Rd to 0.3 miles south of Magma Rd	Segment	Top 20 Segment	Restripe southbound right turn lane, continue two southbound through lanes to the intersection, merge the two southbound through lanes on the intersection's south leg, and install intersection lighting
Pinal County*	ADOT	SR 587, From Rainbows Ends St to Hunt Hwy	Segment	Top 20 Segment	Install intersection lighting at Rainbows Ends St/SR 587, Buzzing Feather St/SR 587, and Goodyear Rd/SR 587
Pinal County	ADOT	SR 77, From Saddlebrook Blvd to Willow Spring Rd	Segment	Public Comment	Install dynamic speed feedback signs and conduct targeted speed enforcement

Pinal County Project Selections					
Location (Disadvantaged Area*)	**Roadway Ownership**	**Intersection/ Segment**	**Project Type**	**Selection Method**	**Scope**
Queen Creek	Queen Creek	Ironwood Dr & Pima Rd	Intersection	Top 20 Intersections	Remove negative left turn offsets and install left turn guide markings
San Tan Valley	Pinal County	Bella Vista Rd & Gatzel Rd	Intersection	Top 20 Intersections/Agency Comments	Install reflective signal backplates, additional left turn guideline markings, advanced intersection warning signs, and install dual left turn lanes for southbound and northbound left turn movements
San Tan Valley	Pinal County	Hunt Hwy & Mountain Vista Blvd	Intersection	Top 20 Intersections	Install speed feedback signs in advance of the intersection on Hunt Hwy
San Tan Valley	Pinal County	Hunt Hwy, From E Franklin Rd to E Empire Blvd	Segment	Biking & Driving Social Pinpoint/Crash hotspot	Install speed feedback signs
Superior	ADOT	US 60 & Western Ave	Intersection	Agency Comments	Install HAWK/PHB crossing if warranted
Superior	ADOT	US 60, From MP 226 to MP 228	Segment	Agency Comments	Install speed feedback signs
Superior	ADOT	SR 177, From MP 166.5 to MP 167.5	Segment	Agency Comments	Install speed feedback signs

Table 13: Pinal County Systemic Project Selections

Pinal County Systemic Projects					
Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Apache Junction	Apache Junction, ADOT	• Superstition Blvd, From Rennick Dr to Idaho Rd • SR 88 (Apache Trail), From Mountain View Rd to 650 ft east of Hackamore Rd	Segment	Top 20 Segment	Install speed feedback signs
Apache Junction	Apache Junction	• Ironwood Dr & Baseline Ave • US 60 Exit 194 & S Meridian Rd • Idaho Rd & Southern Ave	Intersection	Top 20 Intersections	Install reflective signal backplates
Apache Junction	Apache Junction	• Ironwood Dr & Baseline Ave • Idaho Rd & Southern Ave	Intersection	Top 20 Intersections	Pavement marking
Casa Grande	ADOT	• SR 387 & Rodeo Rd • Florence Blvd & Brown Ave	Intersection	Top 20 Intersections	Install retroreflective signal back plates
Casa Grande	ADOT	• SR 287 & Hacienda Rd • Ethington Rd & Maricopa Casa Grande Hwy • Jimmie Kerr Blvd & Earley Rd • Kortsen Rd & Pueblo Dr	Intersection	Top 20 Intersections	Install traffic signal
Casa Grande	ADOT	• SR 387 & Rodeo Rd • Florence Blvd & Brown Ave	Intersection	Top 20 Intersections	Install left turn guide markings
Coolidge	ADOT	• SR 287 & SR 87 • Arizona Blvd (SR 287) & Vah Ki Inn Rd	Intersection	Top 20 Intersections	Install reflective signal backplates
Coolidge	ADOT/Coolidge	• SR 287, From W Vah Ki Inn Rd to SR 87 • SR87, From 0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd	Segment	Agency Comments, Top 20 Segment	Install speed feedback signs
Maricopa	ADOT, Maricopa	• Maricopa Casa Grande Hwy (238) & White and Parker Rd • Smith-Enke Rd, From 0.2 miles west of Desert Greens Dr to Porter Rd	Intersection, Segment	Top 20 Intersections	Install speed feedback signs

Pinal County Systemic Projects					
Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Pinal County	ADOT, Pinal County	• Papago Rd, From 1,000' west of White Rd to 1570' east of White Rd • SR 347 & Farrell Rd • SR 177, From 2 miles south of E Tu Ranch 1 to 2.6 miles south of E Tu Ranch 1 • US 60 & Peralta Rd • SR 347, From SR 84 to Sonoran Desert Pkwy • SR 347, From Goodyear Rd to Maricopa Casa Grande Hwy (SR 238) • Ironwood D, From Gateway Fwy to Baseline Ave • US 60, From Tomahawk Rd to Superstition Blvd • US 60, From 1 mile east of Magma Ave to 1.3 miles east of Magma Ave	Segment, Intersection	Top 20 Segment, Social Pinpoint, Top 20 Intersections	Install speed feedback signs
Pinal County	Pinal County	• Kenworthy Rd, From Combs Rd to Germann Rd • Kings Ranch Rd/Golden Rim Cir/Don Donnelly Trl, From Agua Vista Way to Superstition Mountain Dr	Segment	Agency Comments	Install multi-use path
Pinal County	Pinal County	• Quail Run Rd & Bella Vista Rd • Empire Rd & Spring Valley Rd • Judd Rd & Gantzel Rd • Bella Vista Rd & Tourmaline Rd • Thompson Rd & Mountain Vista Rd • Kenworthy Rd & Ocotillo Rd	Intersection	Agency Comments	Install a new traffic signal

Pinal County Systemic Projects					
Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope
Pinal County	ADOT, Pinal County	• US 60, From 1 mile east of Magma Ave to 1.3 miles east of Magma Ave • American Ave, From Pablo Ct to Hunter Cir • Papago Rd, From 1,000' west of White Rd to 1570' east of White Rd	Segment	Top 20 Segment	Install chevron signs
Pinal County	ADOT, Pinal County	• Hunt Hwy, From Magma Rd to 0.3 miles south of Magma Rd • SR 587, From Rainbows Ends St to Hunt Hwy	Segment	Top 20 Segment	Install intersection lighting
San Tan Valley	Pinal County	• Hunt Hwy & Mountain Vista Blvd • Hunt Hwy, From E Franklin Rd to E Empire Blvd	Intersection	Top 20 Intersections	Install speed feedback signs

Funding Sources

Funding is critical to implement the safety strategies and action items in this STSP and may come from a variety of sources: Federal, State, local, and the private sector. These include standard funding program mechanisms and grants as well as new initiative grants. Some sources of funding include the following:

- Local Agency Funding. Local agencies have various funding sources that can be used to improve and maintain streets and roads and perform other safety activities. Consideration of the STSP strategies during the allocation of funding, especially for maintenance activities or other street and road improvement projects, can support the implementation of the STSP.

- Arizona Department of Transportation (ADOT) Railroad-Highway Grade Crossing Program administers approximately $2,300,000 annually to improve safety at public railroad crossings. A diagnostic review team consisting of representatives from ADOT, the Arizona Corporation Commission, the Federal Highway Administration (FHWA), the Railroad, and the Road Sponsor (State, City, County, or Tribe) evaluates railroad crossings and develops a list of potential projects.

- ADOT Transportation Alternatives Program (TAP) provides funding to Greater Arizona through a competitive grant program and a distribution formula that allocates funding to communities based on population. The TAP provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. MAG receives its own funding distributions from the federal government and runs its own TA Program grant processes. Entities within MAG boundaries must apply to their TA Programs.

- The High Risk Rural Road (HRRR) funding set aside was eliminated in 2012 by the Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal legislation. That set-aside has been replaced with a Special Rule that requires states with an increase in fatality rates on rural roads to obligate 200% of the state's 2009 HRRR funding amount, which was $1,800,000 in Arizona, meaning $3,600,000 of Highway Safety Improvement Program (HSIP) funds would be required to be used on HRRRs. The use of HRRR-related HSIP funding would become an option for Pinal County if Arizona was found to have an increase in fatalities on rural roads over the most recent 2 years.

- AZ State Match Advantage for Rural Transportation (SMART) Fund. The AZ SMART Fund was established by the Arizona Legislature in 2022 to assist eligible cities, towns, counties, and the Arizona Department of Transportation (ADOT) in competing for Federal discretionary surface transportation grants. The Fund is administered by ADOT, and all awards must be approved by the State Transportation Board (STB).

- Highway Safety Improvement Program (HSIP). The HSIP provides Federal funds for projects that aim to reduce traffic fatalities and serious injuries on public roads, including tribal lands and roads owned by non-state entities. ADOT manages Arizona's HSIP funds, which are approximately $40 million annually. HSIP funds are distributed via a competitive process, ranking applications based

on benefit/cost analysis. The next call for Arizona HSIP project applications is expected in early 2026.

- Safe Streets and Roads for All (SS4A). The Bipartisan Infrastructure Law (BIL) establishes the new SS4A discretionary program, which will provide $5-6 billion in grants from 2022 to 2026. Funding supports regional, local, and Tribal initiatives to prevent deaths and serious injuries on roads and streets. This program offers two types of grants: a Planning and Demonstration Grant and an Implementation Grant.
  - Planning and Demonstration Grants are used to develop, complete, or supplement a comprehensive safety action plan, as well as carry out demonstration activities that are outlined in an Action Plan.
  - Implementation Grants are used to implement strategies or projects that are consistent with an existing Action Plan and may also bundle funding requests for supplemental planning and demonstration activities that are outlined in an Action Plan.

- Federal Section 164 Impaired Driving Repeat Offender Safety Program Funding. ADOT uses its allocated Federal Section 164 program funds to maintain and expand impaired driving enforcement activities statewide.

- Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These Federal funds are made available to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program. The SMART program was established to provide Federal grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

- Federal Lands Access Program (FLAP). This program, administered through FHWA, provides funding for a wide range of transportation projects that provide access to, are adjacent to, or are located within Federal lands

- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program. The PROTECT grant program provides funding through the BIL for projects that ensure transportation resilience. Examples of these types of projects include community evacuation plans or implementation projects and natural disaster planning or implementation efforts.

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant. The RAISE grant awards funding through the BIL for transportation and infrastructure projects. This program replaces the previous Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) grant programs. This funding program allows for multi-jurisdictional projects, which often have a difficult time obtaining funding, to be funded with Federal dollars. Approximately half of the overall RAISE grant funding monies must be awarded to rural communities.

- MPDG Program. The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural).

  - Rural Grant. The Rural Surface Transportation Grant Program provides funding for projects that aim to improve transportation infrastructure in rural areas. The aim of the program is to increase connectivity, improve safety, improve quality of life, and generate regional economic growth in rural communities.

  - MEGA: The Mega Program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The Mega grant program funding will be made available under the MPDG combined Notice of Funding Opportunity (NOFO).

  - INFRA Grant. The INFRA grant program awards funding under the MPDG combined NOFO for projects that improve safety, accessibility, efficiency, and reliability of the movement of freight and people in rural and urban areas. The aim of the program is to reduce congestion, reduce supply chain bottlenecks, and generate economic benefits.
    - Tribal Transportation Program (TTP) Safety Funds. Each year 2 percent of the available TTP funds are set aside to address safety issues within tribal communities. Funding is available to Tribal entities in four categories including safety planning, engineering improvements, enforcement/EMS, and education. These funds can be used for:
    - Development and update of transportation safety plans
    - Crash data assessment, improvement, and analysis
    - Infrastructure improvements

- Governor's Office Of Highway Safety. The Governor's Office of Highway Safety (GOHS) administers National Highway Traffic Safety Administration (NHTSA) funding through grant applications. Typical projects include law enforcement activities such as targeted DUI checkpoints and improvements to crash data collection. Local agencies have utilized GOHS funding to purchase portable speed feedback trailers to rotate placement on streets experiencing speed-related crashes. GOHS funds have also been used in educational efforts, for example, to conduct mock crash demonstrations at high schools during prom season. Annual funding available through GOHS is approximately $8,000,000 in Arizona.

- Highway User Revenue Fund (HURF). 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 revenues are deposited in the Arizona HURF and are then distributed to the cities, towns and counties and to the State Highway Fund. These taxes represent a primary source of revenues available to the State for highway construction, improvements, and other related expenses.

Project Timelines

Key funding source application tentative dates are:

- ADOT HSIP: January-April annually
- SS4A Grants: February-April annually
- GOHS Grants: January-March annually

Safety projects should be programmed and completed as soon as possible, and generally within a one to 5 year period, depending on the complexity of the project.

Grant Applications

Projects for safety improvements that intend to address safety issues in the County often start with a well-crafted grant funding application. Whether the grant is federal, state, or local in nature, the basic information requirements of most grants can be the same. The STSP provides some of these information requirements to agency(s) so that a grant application can be completed. The primary information provided for a project in the STSP is the project scope, high-level cost estimate, benefits strategy/CMF, and county-wide support.

Project scopes in the STSP are available for individual projects or systemic projects for some agencies in the project selection section. The scope of each of these could be used in their entirety or in addition to further scope identified by the agency. Projects that are not identified in the STSP could also be based on one or multiple of the STSP's emphasis areas or strategies and could be matched with high crash locations in the agency as they are shown in the County Safety Performance section of the STSP.

High-level project cost estimates for individual projects, systemic projects, or individual improvement unit costs identified in the STSP are available. For projects that were not selected from the identified project lists, the improvement unit costs could be used to aid in constructing a project cost estimate. These cost estimates can be leveraged in the grant development process to expedite the application preparation time.

Benefits of projects that are either scoped in the STSP or use the identified safety strategies can be quantified in support of a benefit-cost analysis. Each project listed in the STSP uses strategies and CMFs identified for those strategies to provide a quantifiable value of societal benefit in crash reduction. The CMFs of multiple improvements can be combined using the combined crash modification factor formula to leverage their benefits. The CMFs should be applied only to crashes that occurred at the improvement location(s) and during the prospective grant's years of interest.

Appendices

I. *Stakeholder Involvement Summary*
II. *Public Engagement Summary*
III. *Network Screening Technical Memorandum*
IV. *Complete Streets and Vision Zero*
V. *Recommended Projects*
VI. *Comments Received*

Appendix I: Stakeholder Involvement Summary

Pinal County
Strategic Transportation Safety Plan Update

Stakeholders Meeting
February 27, 2024





PINAL COUNTY
WIDE OPEN OPPORTUNITY

SunCorridor
Metropolitan Planning Organization

Greenlight
Traffic Engineering

Background

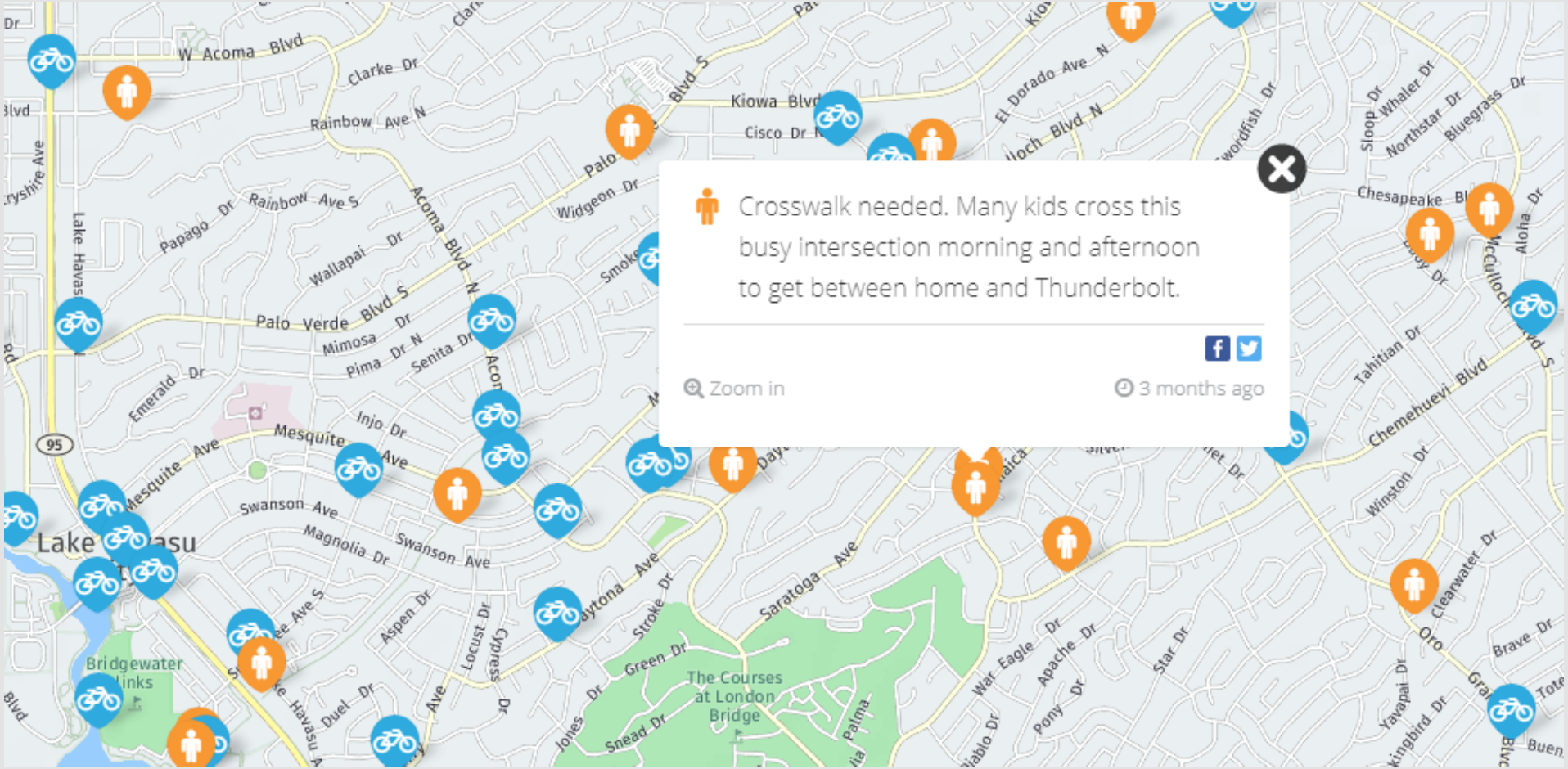
Pinal County Crashes (2018-2022):

- 360 people died
- 10,473 people were injured
- 22,429 traffic crashes

Public Outreach and Involvement

- Outreach Opportunities
  - March 1st Coolidge Cotton Days
  - March 26th Ironwood Village presentation
  - April 6th Casa Grande Public Safety Day
  - Tentative Public Meeting in San Tan Valley
- Online surveys utilizing Social Pinpoint (English & Spanish)
- Pinal County Board of Supervisors presentations
- TAC and Executive Board presentations for SCMPO, CAG, and MAG

Social Pinpoint Example



Social Pinpoint Link

https://participatescmpo.mysocialpinpoint.com

Vision and Goal

Pinal County (Previous STSP)

- **Vision:** “STRIVING FOR ZERO DEATHS – One is too many!”
- **Goal:** "Achieve a consistent and sustainable annual reduction in traffic deaths on public roads within Pinal County.“

State 2019 STSP

- **Vision:** “Toward Zero Deaths by Reducing Crashes for a Safer Arizona”
- **Goal:** “Reduce Traffic Fatalities on Arizona’s Roadways”

Crash Data Analysis

Crash Severity by Agency

Agency	No Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal	Grand Total
Ak-Chin Indian Community	18	6	6	2	3	35
Apache Junction	1,825	396	384	107	23	2,735
Arizona City	81	14	19	1	1	116
Casa Grande	2,622	703	367	131	20	3,843
Coolidge	552	174	134	56	7	923
Eloy	478	98	116	35	20	747
Florence	307	75	74	37	6	499
Gila River Indian Community	2,061	332	497	80	60	3,030
Kearny	29	2	3	3	1	38
Mammoth	5	2	1			8
Maricopa	1,335	349	205	37	12	1,938
Pinal County	3,756	636	823	255	132	5,602
Queen Creek	156	29	17	5	2	209
San Tan Valley	1,833	379	325	105	17	2,659
Superior	10	4	2		1	17
Tohono O'odham Nation	17	5	3	1	4	30
Grand Total	**15,085**	**3,204**	**2,976**	**855**	**309**	**22,429**

Source: ADOT crash data from 2018 to 2022

I-10 Crashes

- 45 fatal crashes (15% of all fatal)
- 85 serious injury crashes (10% of all serious)
- 3,254 total crashes (15% of all crashes)

Fatal Crashes:

- Single Vehicle: 47%
  - Overturn: 57%
- Multiple Vehicle: 44%
  - Rear-end: 45%
  - Head-on: 35%
- Pedestrian: 9%

IncidentOnroa	Incident	Incident	Incident	IncidentCollisionMan
I 010	M186	0.5	Fatal	Head On
I 010	M187	0.84	Fatal	Head On
I 010	M201	0.14	Fatal	Head On
I 010	M213	0.64	Fatal	Head On
I 010	M218	0.84	Fatal	Head On
I 010	M230	0.01	Fatal	Head On
I 010	M183	0.45	Fatal	Other
I 010	M195	0.5	Fatal	Other
I 010	M202	0.88	Fatal	Other
I 010	M210	0.85	Fatal	Other
I 010	M211	0	Fatal	Other
I 010	M211	0.11	Fatal	Other
I 010	M216	0.2	Fatal	Other
I 010	M231	0.31	Fatal	Other
I 010	M169	0	Fatal	Rear End
I 010	M172	0.74	Fatal	Rear End
I 010	M178	0.87	Fatal	Rear End
I 010	M186	0.11	Fatal	Rear End
I 010	M193	0.04	Fatal	Rear End
I 010	M208	0.65	Fatal	Rear End
I 010	M209	0.18	Fatal	Rear End
I 010	M213	0.28	Fatal	Rear End
I 010	M229	0.13	Fatal	Rear End
I 010	M219	0	Fatal	Sideswipe Opposite Direc
I 010	M171	0.05	Fatal	Sideswipe Same Directio
I 010	M183	0.27	Fatal	Sideswipe Same Directio
I 010	M199	0.43	Fatal	Sideswipe Same Directio
I 010	M215	0	Fatal	Sideswipe Same Directio
I 010	M171	0.11	Fatal	Single Vehicle
I 010	M173	0.17	Fatal	Single Vehicle
I 010	M175	0	Fatal	Single Vehicle
I 010	M176	0.96	Fatal	Single Vehicle
I 010	M177	0	Fatal	Single Vehicle
I 010	M179	0.29	Fatal	Single Vehicle
I 010	M180	0.1	Fatal	Single Vehicle
I 010	M183	0.11	Fatal	Single Vehicle
I 010	M183	0.87	Fatal	Single Vehicle
I 010	M184	0.07	Fatal	Single Vehicle
I 010	M185	0.95	Fatal	Single Vehicle
I 010	M186	0.3	Fatal	Single Vehicle
I 010	M187	0.94	Fatal	Single Vehicle
I 010	M201	0.63	Fatal	Single Vehicle
I 010	M210	0.74	Fatal	Single Vehicle
I 010	M213	0	Fatal	Single Vehicle
I 010	M221	0.4	Fatal	Single Vehicle

PINAL COUNTY
WIDE OPEN OPPORTUNITY

SunCorridor
Metropolitan Planning Organization

Crash Type by Agency

Greenlight
Traffic Engineering

Agency	Angle	Head On	Left Turn	Other	Rear End	Sideswipe Opposite Direction	Sideswipe Same Direction	Single Vehicle	U Turn	Unknown	Total
Ak-Chin Indian Community	3		2	2	11	2	2	12		1	**35**
Apache Junction	548	40	415	130	833	38	293	392	14	32	**2,735**
Arizona City	28	5	9	8	34	3	6	18	2	3	**116**
Casa Grande	671	62	642	187	1,101	66	466	583	28	37	**3,843**
Coolidge	196	26	118	61	207	27	83	192	4	9	**923**
Eloy	122	14	57	51	187	21	86	202	4	3	**747**
Florence	56	7	79	24	144	14	37	132	2	4	**499**
Gila River Indian Community	103	27	84	106	1,499	29	400	764	12	6	**3,030**
Kearny	1		4	10	6	2	1	12		2	**38**
Mammoth	2		2			1		3			**8**
Maricopa	211	62	355	100	680	47	198	261	4	20	**1,938**
Pinal County	397	92	322	233	1,484	104	604	2,320	23	23	**5,602**
Queen Creek	18	7	57	8	64	6	24	21	4		**209**
San Tan Valley	369	61	545	78	883	60	262	353	27	21	**2,659**
Superior	1		2	2	1	1	4	5		1	**17**
Tohono O'odham Nation				2	1	1		25		1	**30**
Total	**2,726**	**403**	**2,693**	**1,002**	**7,135**	**422**	**2,466**	**5,295**	**124**	**163**	**22,429**

Pinal County Focus Area Summary

Focus Area	Crashes	% of Crashes	% of State Crashes	Serious Injury	% of Crashes	% of State Crashes	Fatal	% of Crashes	% of State Crashes
Unrestrained/ Unknown	4,216	**18.8**	16.1	302	**35.3**	29.2	172	**55.7**	45.3
Motorcycle	497	**2.2**	1.6	128	**15.0**	14.8	51	**16.5**	13.3
Intersection	10,324	46.0	47.5	386	45.1	49.2	109	35.3	43.6
Lane Departure	5,644	**25.2**	16.4	310	**36.3**	28.6	130	**42.1**	31.3
Pedestrian	178	0.8	1.4	41	4.8	11.7	36	11.7	23.3
Bicycle	190	0.8	0.9	32	3.7	4.7	5	1.6	3.5
Nighttime	5,812	**25.9**	25.6	325	**38.0**	35.2	127	41.1	47.9
Speeding/ Aggressive Driving	7,750	**34.6**	33.1	295	**34.5**	29.4	109	**35.3**	26.7
Impaired Driving	2,280	**10.2**	8.5	208	**24.3**	19.1	85	27.5	35.6
Young Driver	8,658	**38.6**	37.2	162	18.9	30.6	39	12.6	23.8
Older Driver	4,807	**21.4**	17.2	101	11.8	18.6	44	14.2	20.0
Weather	1,266	**5.6**	5.6	55	**6.4**	5.6	11	3.6	4.8
Animal	599	**2.7**	1.6	6	**0.7**	0.4	0	0.0	0.3
Distracted Driving	1,298	5.8	8.1	38	4.4	7.2	6	1.9	19.3

Recommended Emphasis Areas

- Unrestrained
- Intersection
- Lane Departure
- Nighttime
- Speeding/Aggressive Driving
- Impaired Driving

Network Screening

Top 20 Intersections

Intersection	Owner	Serious Injury	Fatal
SR 87 & Skousen Rd	ADOT	4	2
I-10 Ramp South (Exit) & SR 387	ADOT	4	0
Peters Rd & Florence St	Casa Grande	3	0
Ironwood Dr & Pima Rd	Pinal County	5	2
SR 287 & Hacienda Rd	Casa Grande	2	0
SR 87 & Vah Ki Inn Rd	ADOT	3	0
Battaglia Rd & Frontier St	Eloy	3	0
SR 87 & SR 187	ADOT	1	1
SR 287 & SR 87	ADOT	2	1
SR 88 & Southern Ave	ADOT	3	0
Bella Vista Rd & Gantzel Rd	Pinal County	3	0
Hunt Hwy & Mountain Vista Blvd	Pinal County	2	1
Pinal Ave & Rodeo Rd	Casa Grande	3	0
SR 87 & Martin Rd	ADOT	2	0
Ironwood Dr & Baseline Ave	Apache Junction	5	0
SR 287 & Brown Ave	Casa Grande	2	0
White & Parker Rd & Maricopa Casa Grande Hwy	Maricopa	2	0
SR 287 & Cacheris Ct	Casa Grande	2	0
US 60 & Peralta Rd	ADOT	2	1
Meridian Rd & US 60 East (Ramp)	Pinal County	0	2

Top 20 Segments

On Road	To – From (MP)	Owner	Serious Injury	Fatal
SR 347	9.9-10.5	ADOT	3	1
SR 87	14.3-14.9	ADOT	2	1
SR 79	0.1 -0.4	ADOT	3	1
Superstition Blvd	1.4-2.0	Apache Junction	3	0
SR 88	4.9 - 5.4	ADOT	4	0
Coolidge Ave	1.7 - 1.3	Coolidge	3	0
SR 177	23.5 - 24.1	ADOT	0	3
Delaware Dr	2.4 - 2.8	Apache Junction	0	1
Papago Rd	1.7 - 2.2	Pinal County	1	1
Quail Run	0.0 - 0.3	Florence	2	0
SR 84	22.6 - 23.2	ADOT	3	0
US 60 Ramp 195C	0.0 - 0.2	ADOT	1	1
Attaway Rd	4.5 -5.0	Florence	1	1
SR 87	17.3 - 17.7	ADOT	4	0
SR 587	0.4 - 0.7	ADOT	4	0
Smith-Enke Rd	1.2 - 1.7	Maricopa	2	1
Apache Trl	1.1. - 1.4	Apache Junction	3	1
American Ave	1.4-1.7	Pinal County	2	0
US 60	33.5 - 33.8	ADOT	1	1
Hunt Hwy	7.4-7.7	Pinal County	3	0

Intersection Screening Tool

https://greenlightte.egnyte.com/navigate/file/356932b5-4a88-4dbc-9ca2-642272d80181

Segment Screening Tool

https://greenlightte.egnyte.com/navigate/file/ee372eb5-eb95-47c2-a8b8-26e7ae7421c2

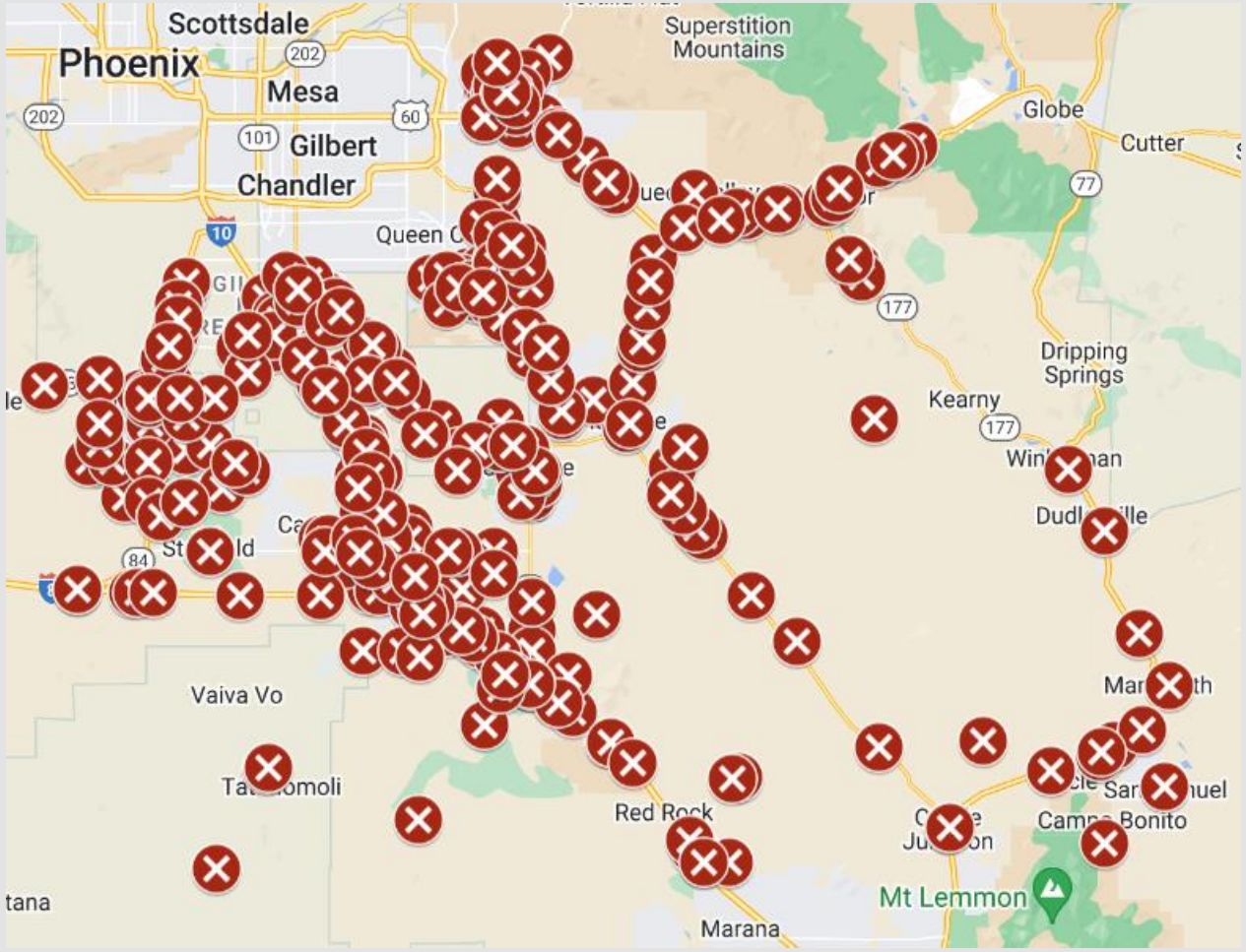
HSIP Discussion

HSIP Timeline – Key Dates

February/March:	ID project locations (Crash analysis & coordination with local agencies)
March 29:	Draft applications
April 11:	Final Applications to MAG
April 24:	Final Applications to SCMPO, CAG, and ADOT Districts (Southcentral, Central, Southeast)
May 3:	Last day for MPOs/COGs to submit applications to ADOT Traffic Safety

Fatal Crashes Map Link

https://www.google.com/maps/d/edit?mid=14KQfhx09GDoCjq-4jJ9RuJIp-CmHBa8&usp=sharing



Key Changes to the HSIP Program

1. All applications reviewed by ADOT consultant and consultant's fee ($40,000) has been added to the cost estimate
   - 5.7% local match required for this fee ($2,280) on all applications
2. ADOT set-aside funds for construction cost increases on local 100% HSIP projects (Up to 20% overage, not to exceed $100k)
3. Design consultant's cost must be at least $150,000 and the above the line construction phase must be at least $500,000
4. Construction contingency has been increased to 40%

Other Discussion

Adjourn

Appendix II: Public Engagement Summary

SunCorridor
Metropolitan Planning Organization

Sun Corridor Metropolitan Planning Organization (SCMPO)

Pinal County Strategic Transportation Safety Plan Update

Survey Summary

August 2024



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Sun Corridor Metropolitan Planning Organization (SCMPO)
Pinal County Strategic Transportation Safety Plan Update - Survey Summary

Background

The Sun Corridor Metropolitan Planning Organization (SCMPO) launched a survey along with an interactive portal to begin collecting community feedback about transportation safety concerns and driver habits. The Survey was launched in February of 2024 and closed six months later in August of 2024. During this time the team received a total of 560 responses. The survey was promoted by Pinal County, City of Casa Grande, and the City of Eloy using their social media platforms in addition to attending multiple in-person gatherings. The Barnhart Company also conducted a four factor analysis of the focus area, this is included in the appendix.

Social Media Post

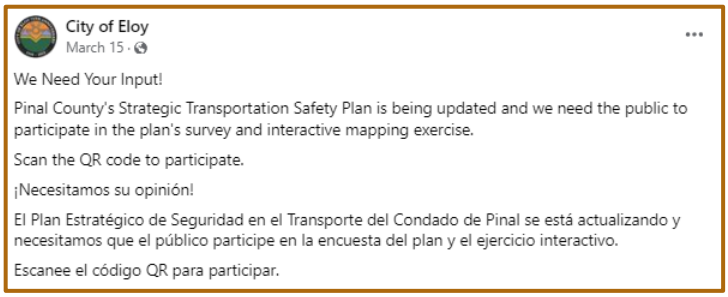
Account: Pinal County Development Services



Dates Posted:

- March 11, 2024 – Survey post
  - Shared by Oracle Fire District and 7 others
- May 13, 2024 – Survey and public meeting post
  - Shared to San Tan Valley Neighbors and 9 others
- June 12, 2024 – Survey Post
  - Shared by Pinal County and 3 others

Account: City of Eloy



Dates Posted:

- March 15, 2024 – Survey Post
- June 12, 2024 – Survey Post

Events



Coolidge Cotton Days
Friday, March 1, 2024 - Sunday, March 3, 2024
On March 1st the Sun Corridor MPO staff had a booth at Coolidge Cotton Days. Crash Data Boards along with hard copies of a survey were available to event participants as well as a study postcard with a QR code that directed citizens to the study Public Outreach webpage. The webpage provided an electronic version of the survey as well as Social Pinpoint Mapping exercises where participants can drop a location pin and leave comments related to biking, walking, and driving. All public involvement materials were made available on English and Spanish. There were approximately 100-150 community members that visited the booth.

Ironwood 55+ Community Visit Tuesday, March 26, 2024
On March 26th the Sun Corridor MPO Staff and DPS Captain gave a presentation on the Pinal County Safety Study to the Ironwood 55+ Community. Crash Data Boards were available as well as hard copy surveys for the community to complete. There were approximately 60 community members in attendance.

Casa Grande Public Safety Day: 10AM-2PM on Saturday, April 6, 2024

Pinal County Strategic Transportation Safety Plan Public Meeting 5:30PM-7PM on Thursday, May 16, 2024
Greenlight Traffic Engineering and Sun Corridor MPO staff held a public meeting where they presented the County's crash data along with crash hotspots, safety emphasis areas, and safety strategies. Exhibit boards along with hard copies of a survey were made available to meeting participants as well as the study postcards with a QR code that directed citizens to the study Public Outreach webpage. Approximately 30-40 mixed attendees of County agencies, law enforcement, and members of the public attended.

Casa Grande Public Safety Day 10AM-2PM on Saturday, April 6, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Casa Grande Public Safety Day event. The exhibit distributed he study post cards with a QR code that directed citizens to the study Public Outreach web page and displayed crash hot spots on poster boards. Members of the general public were interacted with at the exhibit and feedback of their perception of the County's roadway was shared. Approximately 200-300 members of the general public and local agencies attended.

Pinal County Strategic Transportation Safety Plan Public Meeting 5:30PM-7PM on Thursday, May 16, 2024
Greenlight Traffic Engineering and Sun Corridor MPO staff held a public meeting in the San Tan Valley where they presented the County's crash data along with crash hot spots, safety emphasis areas, and safety strategies. Exhibit boards along with hard copies of a survey were made available to meeting participants as well as the study post cards with a QR code that directed citizens to the study Public Outreach web page. Approximately 7 mixed attendees of the County agencies and law enforcement attended.

Casa Grande Silent Witness Night 2PM-5:30PM on Tuesday, September 24, 2024
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Casa Grande Silent Witness Night. An exhibit showing the outcomes of the studies selected project locations, an exhibit of the County's crash hot spots, and information postcards linking to the SCMPO web page were displayed. Staff interacted with the general public and gathered feedback of their perception of the safety of the County's roadways and the selected project locations. Approximately 150-200 members of the general public and local agencies attended.

Florence 3rd Friday Event, 4:00PM-8:00PM Friday, February 21, 2025
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at 3rd Friday Event in Florence. The booth included an exhibit showing the County's top 20 crash segments and intersection location hot spots, and public comment locations received regarding driving, walking, and biking. An exhibit showing safety projects funded from the previous 2019 county-wide Pinal County Strategic Transportation Safety Plan and 2016 Sun Corridor MPO Strategic Transportation Safety Plan, as well as 10 HSIP Applications submitted to ADOT in May 2024, and information postcards linking to the SCMPO webpage were displayed. Staff interacted with the general public and discussed the outcomes of the study and the public's perception of safety of the County's roadways and the selected project locations. Approximately 30 - 40 members of the public were engaged.

The 61st Annual Lost Dutchman Days in Apache Junction, 9:00AM-2:00PM, Saturday, February 22, 2025
Sun Corridor MPO staff, aided by Greenlight Traffic Engineering staff, hosted a booth at the Lost Dutchman Days event in Apache Junction. The booth included an exhibit showing the County's top 20 crash segments and intersection location hot spots, and public comment locations received regarding driving, walking, and biking. An exhibit showing safety projects funded from the previous 2019 county-wide Pinal County Strategic Transportation Safety Plan and 2016 Sun Corridor MPO Strategic Transportation Safety Plan, as well as 10 HSIP Applications submitted to ADOT in May 2024, and information postcards linking to the SCMPO webpage were displayed. Staff interacted with the general public and discussed the outcomes of the study and the public's perception of safety of the County's roadways and the selected project locations. Approximately 70 - 80 members of the public were engaged.

Article

Daily Independent also published the following article on Thursday, August 8, 2024.

TRAFFIC SAFETY

Pinal County wants residents' input on traffic safety



SPECIAL TO INDEPENDENT NEWSMEDIA / ARIANNA GRAINEY
Construction lasted year along Hunt Highway in Pinal County near Florence

Pinal County is asking residents to take part in a survey aimed at making the county's roads safer.

"Over the last 5 years, the Pinal County region recorded over 22,000 crashes that led to 360 deaths and 10,473 injuries, including 1,120 serious injuries. Our vision is zero deaths," the Pinal County website stated.

Residents are being asked to participate in the Pinal County Strategic Transportation Safety Plan Update survey and mapping tool, which "will help the Sun Corridor Metropolitan Planning Organization shape the future of transportation safety," the website stated.

The Pinal County Strategic Transportation Safety Plan Update aims to provide a regionally focused framework for traffic safety on roads across Pinal County.

The country stated that residents' feedback is "crucial in identifying areas for improvement and implementing effective safety measures." As an added incentive, those who fill out the survey will be entered to win a gift card.

Collateral

Below is a copy of the the physical and digital copy that was used to provide a plan updates and survey link. All material and surveys were made available in both English and Spanish.





Survey Summary

Response Methods Utilized

During the six-month outreach period, the team received a total of 560 surveys.

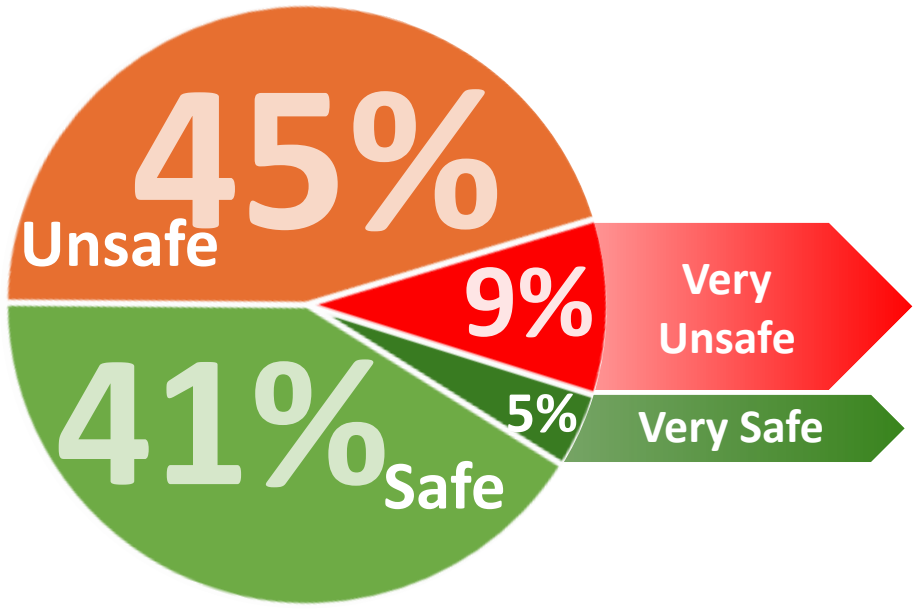
How frequently have you observed drivers doing the following?

	Never	Occasionally	Often
Speeding	3%	10%	**87%**
Tailgating/ following too closely	5%	22%	**73%**
Texting or talking on a cell phone	3%	24%	**73%**
Failure to use turn signal	3%	27%	**70%**
Not stopping completely at a stop sign	5%	35%	**60%**
Reckless (careless) driving	4%	40%	**56%**
Drunk or drugged driving	28%	**64%**	8%
Not stopping for a red light	20%	**55%**	25%
Passing illegally (hill or curve, across double yellow lines)	15%	**55%**	30%
Driving too slowly	20%	**56%**	24%
Illegal/unsafe turns	8%	**51%**	41%
Unsafe driving in school zone	24%	**47%**	29%
Not stopping at crosswalks	14%	**46%**	40%
Not wearing seat belts	**49%**	43%	8%

How safe is it on the streets for the following people?

	Very Safe	Safe	Unsafe	Very Unsafe
Drivers	4%	**46%**	41%	9%
Motorcyclist	1%	29%	**48%**	22%
Bicyclist	1%	15%	**47%**	37%
Elderly and or disabled persons	1%	21%	**46%**	32%
Pedestrians	2%	27%	**44%**	27%

How safe do you feel traveling in the community?



What word best describes the behavior of drivers on area streets?



- 24% Hurried
- 22% Distracted
- 18% Inattentive
- 13% Angry / 13% Frustrated
- 4% No different than anywhere else
- 3% Safe
- 2% Intoxicated
- 1% Other

Which statement below best describes safety attitudes in the community?



- 50% We don't exhibit a lot of care about road safety
- 22% We care about the safety of all road users
- 20% We care about the safety of drivers, but vulnerable road users are left out (pedestrians/bikes/motorcycles/elderly)
  8% We particularly care about the safety of vulnerable road users (pedestrians/bikes/motorcycles/elderly)

What do you think is the primary cause of crashes in the area?
**All comments have been organized by theme and are listed verbatim in the appendix.*

The community has identified speed, driver distractions, and the current road conditions to be the three main concerns safety concerns. Below is a percentage breakdown of what residents believe to be the main contributor to the crash data.





- 41% Speed
- 25% Distracted drivers
- 6% Cellphones
- 6% Aggressive drivers
- 5% Bad driver habits
- 4% Current Road conditions
- 2% Careless drivers
- 2% Driving under the influence
- 2% Roadway congestion
- 2% Construction
- 2% impatient drivers

The following were each 1% or less

- The age of the driver
- Police enforcement
- Roadway congestion
- Population
- Pedestrian

What do you think needs to be changed to make it safer to travel?
**All comments have been organized by theme and are listed verbatim in the appendix.*

The community believes that the top contributors to increasing public safety will be better police visibility and enforcement combined with better infrastructure and roadway improvements. Residents feel that the current road system does not support the growing population in the surrounding areas. Community members also believe that investing in driver education could improve travel safety.



- 41% Police visibility and enforcement
- 28% Infrastructure/roadway improvements
- 10% Increase driver education
- 7% Traffic signal improvement
- 4% Speed limit changes
- 3% increased street lighting
- 3% Cellphone regulations

The following were each 2% or less

- Bike and pedestrian improvements
- Cellphone regulations
- Better construction coordination
- Public transit
- Vehicle technology

Sun Corridor Metropolitan Planning Organization (SCMPO)
Pinal County Strategic Transportation Safety Plan Update - Survey Summary

Where do you live?



- 32% San Tan Valley
- 14% Florence
- 11% Casa Grande
- 8% Gold Canyon
- 7% Maricopa
- 6% Apache Junction
- 3% Eloy
- 3% Oracle
- 3% Queen Creek

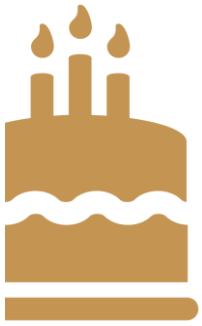
The following were 1% or less

- San Manuel
- Coolidge
- Other
- Saddlebrooke
- Dudleyville
- Arizona City
- Hidden Valley
- Queen Valley
- Superior
- Phoenix
- Kearny
- Mammoth
- Red Rock

Primarily, I'm responding as a…



What is your age?



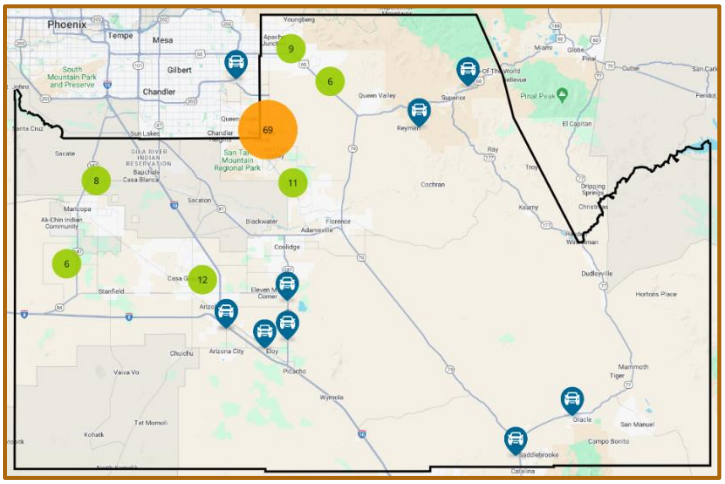
- 22% 55-64 years old
- 21% 65-74 years old
- 16% 35-44 years old
- 15% 45-54 years old
- 12% 25-34 years old
- 11% 75 years or older
- 2% 16-24 years old
- 1% Prefer not to answer

With what gender do you identify?



Interactive Map Exercise

At the end of the original survey, residents were given the option to also participate in an interactive mapping exercise. The mapping tool outlined the study area and allowed for participants to place color coordinated pins to identify an area of concern or of personal experience. The large **orange circles** represents the large-scale areas that received multiple pins. The smaller **green circles** are smaller more concentrated areas that also received multiple comments. The pins with the logos are individual comments that were received for a specific area.

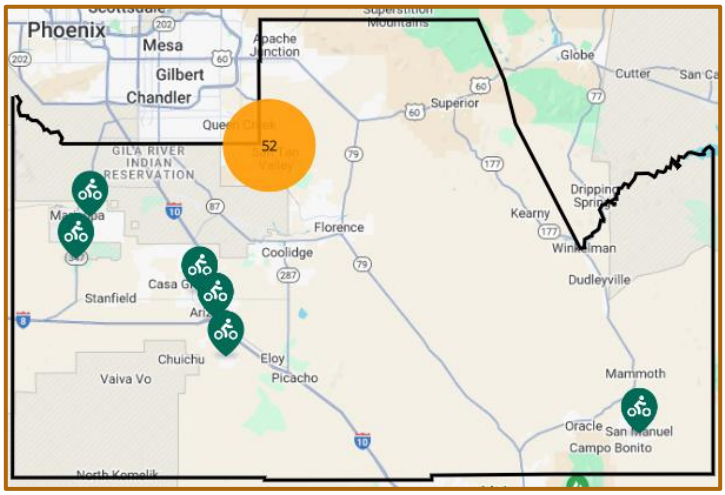


Driving

131 Comments Received

Top 3 locations:

1. San Tan Valley
2. Casa Grande
3. Maricopa

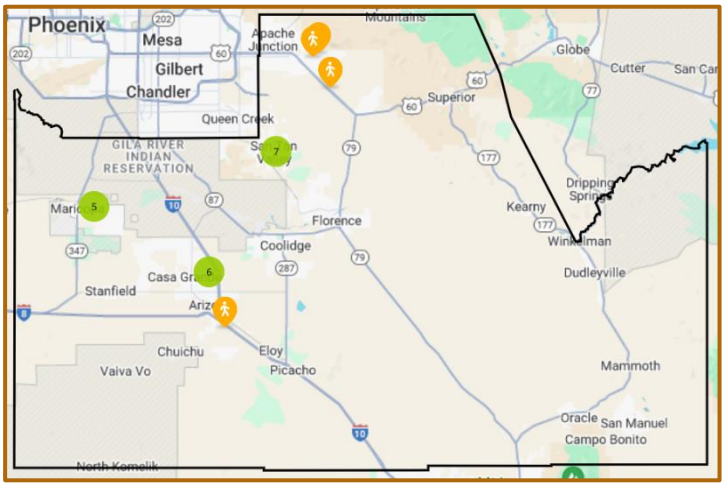


Biking

58 Comments Received

Top 3 locations:

1. 18 San Tan Valley
2. 17 Queen creek
3. 8 Apache Junction



Walking

22 Comments Received

Top 3 locations:

1. 6 Casa Grande
2. 6 San Tan Valley
3. 5 Maricopa

Below are this list of comments that were at each pin.

Driving		
Area	**Location**	**Comment**
Apache Junction	3235 South Tomahawk Road	Eastbound exit with one left turn lane is confusing and ignored by too many people causing drivers from the left and middle both trying to turn into the same lane on ironwood.
	US Route 60	Westbound 60 turn off onto Silly Mtn road could use a long exit lane to allow people making that right turn time to slow down from 55-65 mph and not be in danger of being rear ended by traffic in the right lane that are not turning right.
	790 South Idaho Road	Red light runners are everywhere, but I have almost been hit 3 times
	South Ironwood Drive	I know this is under constant contraction with the new housing but again, a bike lane is needed for the future
	1190 East Estevan Avenue	can a bike lane be put in here? There are quite a few bikers and there is a wide shoulder. It would make sense to give them their own lane.
	US Route 60	This is a scary entrance to 60 from the left side. drivers are reluctant to let you in. I think the light should stop all the traffic and have a regular entrance style left turn.
	South Mountain View Road	Having a sign up to warn of a traffic signal ahead would be very beneficial, especially at night-time. I don't know how many times I've had to stop at that light in the middle of the night and the traffic coming around the corner are going really fast and I've had people almost rear-end me because even though the light just turned green, I'm having to get up to speed from a dead stop in the middle of the highway. It can be difficult to see around that corner going westbound unless all the bushes have been cut down. There Is a sign with blinking yellow lights on the eastbound lanes approaching Superstition Mountain Drive. I'm hoping something similar can be installed in the westbound lanes approaching Mountain View.
Casa Grande	5600 North Pinal Avenue	Cars on Kortsen drive around 60 mph at times and on Pinal, some are driving an estimated 70 or higher.
	2281 East Florence Boulevard	More businesses, more traffic
	8212 North Sunland Gin Road	Always congested, 3 truck stops and more motorists
	Arizona Highway 87	FAST DRIVERS ALWAYS UNSAFE PASSING OR TAILGATING
	2212 North Trekell Road	Adding a crossing walk here would be go for people going to the park and store.
	1175 East Kortsen Road	Overhead walking lights for high traffic time when school is in session. This should work good because a stop light is already down the street
	1142 East Palm Parke Boulevard	We will soon have an apartment complex here and adding a stop light or four ways stop well help with new traffic.
	North Pueblo Drive	We need to add a stop light here because of the school traffic. Also many cars use the area to do donuts at night. Racing down N Pueblo dr. to Kortsen rd.
	West Ghost Ranch Road	You need a streetlight on ghost Ranch Road and penal. Someone is going to get killed. People are making u turns there, they're coming down Penal so fast you don't have a chance to get out of ghost Ranch Road. It is very dangerous.

Area	Location	Comment
Casa Grande	2800 North Pinal Avenue	Lots of red-light runners in this area
	1187 East Cottonwood Lane	Scary intersection from north and south
	1998 North Peart Road	Intersection needs to be re-aligned. Visibility of traffic southbound is minimal to those traveling northbound on Peart, especially those trying to turn left onto Kortsen. Left turn lane from Peart North to Trekell is not long enough. Peart from Kortsen to McMurray needs to be 2 lanes.
	2012 North Trekell Road	Speeding, drivers not stopping at red lights.
Chandler	North Maricopa Road	Even with green light. Feel unsafe and look both ways. Slow down to do so which makes the drivers behind me angry. To many accidents and deaths at this intersection would help if more police officers were there
	North Maricopa Road	Traffic backs up all the way to I-10 in the afternoon and for miles south in the am. This causes angry impatient drivers who drive aggressively.
Coolidge	Arizona Highway 87	Unsafe passing
Eloy	4985 North Sunland Gin Road	Driving through this area is absolutely ridiculous. There are way too many access points, excessive truck traffic, and a dangerous mix of locals driving to/from Arizona City and travelers frequenting truck stops and restaurants in the area. The one measly signalized intersection in the area is frequently backed up for a mile or more during peak travel times, making turn movements difficult for trucks and other vehicles entering Sunland Gin from side streets. The road is also poorly maintained and often has potholes and flooding that exacerbate the horrible traffic conditions.
	South Sorrel Road	They just added the stoplight a year ago but they didn't add turning lanes into the subdivision. There has already been a very bad accident because of this.
	1500 West Battaglia Drive	Too many crashes due to angle of the roads entering main road
	1341 South Sunland Gin Road	Sunland Gin Rd dangerous, numerous speeders, illegal passing, weaving in and out.
Florence	4575 North Hunt Highway	dangerous intersection for drivers and pedestrians/students. the hospital/ER gets priority, there shouldn't be student dropoff/entrance to school on a hwy. The bend in the road doesn't allow for enough time to break and the school traffic blocks the hwy and intersection.
	4255 East Arizona Farms Road	This intersection is dangerous. I drive it every day to work in Florence. When you are turning from Cooper Rd onto Arizona Farms you cannot see over the bridge to the west. It is a bad blind spot.
	7158 West Hunt Highway	Very congested. Small lanes. Not a 90-degree intersection.
Gold Canyon	Gold Canyon	As an artist, I would like to thank you for the excellent access road up into the park. A few more turnouts would be nice on the mountain side so we can stop and paint pictures.
	Gold Canyon	There should be a continuance of this back road so we can get into AJ without using 60. Am thinking also of fire escapes...the more exits the better and not so reliant on 60
	17156 East US Highway 60	Improved visibility needed by cutting back bushes. When turning from eastbound 60 onto El Camino Viejo it is difficult to see oncoming hwy 60 westbound traffic that is distant.

Area	Location	Comment
Gold Canyon	Future Az 24	Additional left turn lanes are needed from US 60 to Superstition Mountain Dr and Mountain brook Dr
Gold Canyon	Camping Road East	When the new resort goes in, is it possible to make part of the access public and put in turnouts so us painters can get up in that area to paint outdoors . There has to be some beautiful spots up there
	11555 East US Highway 60	cars are coming at 70 down from open highway and the light can be a surprise. they overrun the stop line even with the warning lights down the road. A colleague's husband was killed here
Maricopa	44811 West Clayton Road	Weeds in the median obscure oncoming traffic for those crossing or turning left from Clayton. Weeds need to be cut and sprayed monthly. Also, to stop wrong way drivers, arrows in the direction of travel need to be painted in all lanes on the 347. This will help tired, drunk and confused drivers to travel in the correct direction.
	44812 West Louis Johnson Dr.	Drivers on Louis Johnson cannot see oncoming traffic on the other side of the 347 due to the height of the weeds in the median. Weeds need to be cut monthly and sprayed to keep them from coming back. Also, especially on the E side, the stop sign comes out of nowhere. A flashing solar sign would make it more visible to people who have been traveling at 50 MPH for over 2 (close to 3) miles. Finally, to stop the wrong way drivers who get on here, paint arrows.
	West Papago Road	I have personally seen delivery vans and other drivers turn N into the S bound lanes of the 347. Painting arrows of the direction of travel on the pavement here might help those who are confused to go all the way across. Also, the median growth is so high, it is hard to see N bound traffic when turning left (N bound).
	48426 West Louis Johnson Dr.	This is a dangerous intersection due to the curve in the road. It is next to impossible for drivers going N on Amarillo Valley to see drivers coming from the W on Louis Johnson Rd. due to the angle of Amarillo and Johnson at the stop. Also, this is a blind curve for people turning S onto Amarillo from Wbound on L. Johnson due to a high dirt mound on the corner. Finally, people run the two stop signs here all the time.
	48698 West Barnes Road	This road is marked 35 MPH but there are no real roads or houses until Appaloosa Rd. 1.75 miles W. People scoff at the speed limit and go whatever they please. A more realistic speed limit of 45 or 50 MPH might be adhered to by drivers.
	North John Wayne Parkway	The new merger on the left makes people abruptly rush over to the lane beside, it as if they cannot notice the lane is ending. The whole of 347 in general was already dangerous without moving the chokepoint slightly.
	Fuqua Road	No sidewalks, low light, narrow bridge
	West Honeycutt Road	Be very helpful to have turning arrows at Honeycutt and White-Parker
	West Honeycutt Road	Speeding is a problem on most streets in Maricopa
	Maricopa Road	Slower traffic camps in the left lane, causing unsafe passing on the right and angry drivers who then drive aggressively.
	North John Wayne Parkway	People always speed.

Area	Location	Comment
Maricopa	8919 North Warren Road	This road is marked at 40 mph speed limit. Many drivers get upset if you go the speed limit and perform unsafe passing. Meanwhile some neighborhood roads in the area are marked at 45. I believe the speed limit should be updated to 45 or 50 on Warren to reduce unsafe passing.
Mesa	Gateway Freeway	Driving 45 mph on the 24 will get you rear-ended, while going with traffic at 60+ mph will cause more dangerous collisions. With the amount of traffic on this road and the speeds at which people are driving, this should become a proper highway.
	Gateway Freeway	Slow drivers in the left lane cause traffic movement. Might improve when freeway is added to the 24 on/off ramps
	Gateway Freeway	Lots of speeding
	Santan Freeway	Lots of speeding on 202
	North Ironwood Road	Too many people run the red arrow turning onto the 24 westbound. I don't think I have ever NOT seen someone do this waiting at this light.
	Gateway Freeway	Finish the highway!!
	Gateway Freeway	SR24 is a drag strip. Going the speed limit WILL get you rear-ended.
Oracle	Tucson-Globe Highway	Oracle Junction, Hwy 77 and 79, the speed limit is 45 but if you drive that speed, you are in somebody's way
	1991 West American Avenue	A traffic light is desperately needed at American Ave. and Calle Futura. Oracle has grown population wise, and traffic has increased exponentially. Most times of the day, especially after 3:00 p.m., pedestrians wanting to go to the Circle K have a very long wait, and sometimes misjudge vehicular distance/speed and are almost hit.
Queen Creek	North Thompson Road	Streetlights along Thompson would be a welcome addition with all the new housing and sidewalks
	34034 North Thompson Road	Speeders and racing
	North Brenner Pass Road	multiple crash site. Maybe a concrete barrier.
	North Brenner Pass Road	a single lane twisty road, drivers go way WAY too fast. regularly crash on the north side into private property and wreck fences.
	28464 North Gary Road	Students driving recklessly to and from school and at lunch. Drivers hauling A in slow zone
	6256 West Hunt Highway	The lights between these roads are frequently not synced in the AM and lead to a large region of congestion
	20952 South Ellsworth Loop	Right lane needs to be right turn only lane.
	20311 South Ellsworth Road	This area from Pecos to Rittenhouse to way to congested. If there was an alternate route to Costco it might help congestion, specially at peak hours (3:30ish)
	25166 South Ellsworth Road	Yellow light going East and West is way too short
	33589 North Village Lane	Protected left turn.
San Tan Valley	1725 W Hunt Hwy	Driving in this area/intersection is dangerous. The Board of Supervisor adding all the apartments will make it a death trap. Hunt Hwy needs to be widened, longer turning lanes, better sheriff's presence. It's safer to leave the area and shop in Gilbert.
	37611 North Pecan Creek Dr.	Needs a traffic light for traffic coming off of Pecan Creek Dr. Very dangerous to make a left.

Area	Location	Comment
San Tan Valley	East US Highway 60	Increased haul traffic (dump trucks, 18 wheelers, etc.) on Hwy 60 is making hazardous conditions for regular autos. Twice I have had to swerve to avoid a cobble sized rock from a haul truck that landed in front of my vehicle while driving between Florence Jct and Peralta Road. In addition, I have witnessed an 18-wheeler not being able to stop at the light at 60 and Peralta Road. The driver ended up stopping in the middle of the intersection, blocking traffic for the light cycle. The haul traffic is in addition to the clogged traffic going through Gold Canyon. We really need a bypass through Gold Canyon that would take off from Florence Junction and go all the way to Goldfield Road or thereabouts. This stretch of 60 is not safe.
	1210 West Cutleaf Circle	You really need to ask the citizens where they think the problem issues are? Have you not driven the streets and roads?
	520 East Hunt Highway	Intersection and round about Golf Club and Hunt
	6916 East Bella Vista Road	This intersection has improved with the four way stop. But at night it is so dark. It is hard to see where you are turning at night. This intersection could benefit greatly with street lighting.
	Arizona Highway 79	People pull out at this stop sign even if it is not clear.
	1505 East Hunt Highway	Speed and red-light runners.
	2539 East Hunt Highway	Hunt and Magma is a death trap.
	North Gantzel Road	Right lane heading Southbound has more cracks/uneven surface compared to left lane, leading traffic to prefer driving in the left lane
	35467 West Empire Road	People treat this like a major through-street, so rush hour backs up this 4-way stop sign in a dangerous way
	756 West Empire Road	People treat this like a major through-street, going 50 when there is a park with kids right next to this road, not including the neighborhood we are in.
	North Moeur Road	Three schools in such a small area, all affect the ability to drive through San Tan Valley. Intersection at W Empire Blvd and Gary Rd needs turn lanes and Empire needs to be widened. Leaving STV is impossible at times.
	3157 Tourmaline Drive	Leaving RBVS. Cannot make a left turn because of all the new buildings to the east. E Bella Vista Rd. needs to be widened.
	220 East Hunt Highway	Heavy traffic makes it hard to make turns across traffic
	3475 East Combs Road	Extremely dangerous intersection that needed lighted traffic signals 5 years ago.
	1760 West Hunt Highway	Red light runners
	41474 North Ironwood Road	Southbound traffic - drivers will "race" in the right most lane - to pass up drivers before it merges. A third lane to either continue on to ocotillo or disappear.
	409715 North Ironwood Road	drivers seem to be more aggressive and drive fast.
	40663 North Gantzel Road	unsafe - too busy. eastbound light too short.
	218 East Combs Road	Ad turn lane to avoid traffic back up
	37432 North Kenworthy Road	Remove unnecessary 4 way stop until construction is done
	37360 North Schnepf Road	Use law enforcement to keep this intersection moving

Area	Location	Comment
San Tan Valley	35849 North Hanging Tree St.	What would it take to get Hanging Tree St paved?
	North Schnepf Road	Skyline needs to go west all the way to Gary. Schnepf needs to continue south to Bella Vista.
	437 East Germann Road	Germann needs to be two lanes if it is going to continue to be a main artery out to Ironwood and the 24.
	218 East Combs Road	Needs dedicated right turn lane so two-lane traffic can flow west without a bottleneck.
	2177 East Combs Road	Super congested during rushes (school/work). Needs to be two lanes both directions with ZERO 4 way stops - need lights at Kenworthy and Schneff.
	37551 North Gantzel Road	Dangerous intersection. Should make solid green arrows for turning multiple lanes of traffic.
	520 East Hunt Highway	Very heavy traffic
	North Ironwood Road	Very long light for those heading north/south on Ironwood. With the right-on-red eliminated when wanting to make a right turn from Germann onto Ironwood to head to the 24, and the light being very short, it's hard to keep traffic moving. Also when heading south on Ironwood, waiting for the green light to turn onto Germann is a very long light. Should have the option with a blinking yellow or caution to let drivers make a left safely when there is no traffic heading north on Ironwood. Also, left-hand turn lane onto Germann from Ironwood is too short.
	119 West Combs Road	This needs to be reconstructed and better marked. Drivers coming from the east to make a left turn into Fry's run into the oncoming traffic coming from ALA heading East, which which to make a left turn onto Gantzel. They fill up the middle turn lane so you can't get into Fry's. Poor design.
	218 East Combs Road	This intersection (Combs/Gantzel) needs to be reconstructed so those traveling west can have their own right-hand turn lane. Having 2 lanes only heading west and an extremely short left-hand turn lane, again snarls traffic. Needs to be reconstructed.
	2559 East Combs Road	All of Combs should be 2 lanes in each direction as well as middle turn lane for new homes, businesses. With the ridiculous 4-way at Kenworthy/Combs, traffic can't move. With 95% of the traffic going east/west at Kenworthy/Combs, it's horrible to have a 4-way and snarl traffic.
	41015 North Ironwood Road	Why in the world did you take out the 3rd lane going straight for the turn lanes into circle k and Safeway? Most people using this lane turn there anyhow. Now we are forced to sit in traffic causing congestion when we could just turn into the shopping plaza in the past. Bring back the 3rd lane and make it a right turn only lane.
	37360 North Schnepf Road	This is not a true 4-way. It's at least a 7-way - very dangerous as no one who is next to go - slows down traffic, snarls traffic during rush hour as well as school drop off/pick up times. Needs traffic light.
	40940 North Ironwood Road	It is so dangerous coming out of this corner! Especially during peak hours. There needs to be a signal installed to allow traffic out of there.

Area	Location	Comment
	1869 East Combs Road	Most traffic is east/west - needs immediate traffic light (temporary one until Kenworthy is finished). Bottleneck traffic all day, worse with school pick off, drop off times as well as rush hour. OR make ONLY those heading north on Kenworthy coming to Combs Road come to a STOP and wait for traffic and let east/west traffic flow freely with no stopping.
	1701 East Combs Road	Awful potholes, needs to be 4 lanes and a light immediately
	East Combs Road	Awful road with a ton of potholes and poor repairs. Needs to be 4 lane road immediately!
	39732 North Gantzel Road	Complete this road to aid traffic
	37360 North Schnepf Road	The striping on the lanes needs to be redone!
	39780 North Schnepf Road	Needs to be 4 lanes
	41015 North Ironwood Road	Most dangerous entrance / exit in San tan.
	East Pima Road	25 mph is too slow on this road, when you go the speed limit you are constantly tailed.
	218 East Combs Road	Streetlight and 4 lanes. Ridiculous bottle neck currently
	40569 North Schnepf Road	Turn lanes necessary here. Dangerous the way it is now.
	East Ocotillo Road	When driving south, you CANNOT see the oncoming traffic if there are people in the left turn lane driving north.
	1115 East Ocotillo Road	Make road 4 lanes, help with traffic and no more merging required
	40569 North Schnepf Road	Streetlight needed, congestion and people don't stop for sign
	218 East Combs Road	Congested often
	3475 East Combs Road	Turn lanes, streetlight, and 4-way roads necessary here for the traffic
	3475 East Combs Road	There needs to be a traffic control light at this 4-way stop intersection
	3658 East Laredo Ranch Drive	Stop signs and speed limit on Laredo Ranch Loop are ignored
	40569 North Schnepf Road	Too many people running red light at Schnepff and Ocotillo
	38676 North La Grange Lane	Speeding drivers are a problem all along Schnepff
	East Judd Road	This intersection has been torn up so many times with no improvements in traffic flow. Trying to get out of here is so bad after all the housing and truck traffic on Schnepf, Skyline, and Combs Road.
	34470 North Charbray Drive	People driveway too fast through this neighborhood to get to Ganzel. If we could finish this around to open Skyline to Ganzel, it would keep that neighbor safer.
	2406 West Hunt Highway	Would like a turning left option as it's hard to see if people are incoming to go straight when you are trying to turn left.
	North Gantzel Road	This stretch of Ganzel needs to be resurfaced. Potholes are causing cars to swerve into the other lane
	33589 North Village Lane	Protected left turn lights in both directions at Village and Hunt.
Superior Superior	Superior	There are numerous roads in this area side by sides, but it's not super well marked. It would be great to have a road encircling Picket Post so I can paint it from other aspects.
	North Queen Creek Canyon Rd	Top of the World: Motorists drive through area at high rate of speed. Zero attention paid to speed limits and yellow lines!

Area	Location	Comment
Tortilla Flat	Forest Road 78 - First Water Trail	does the first water road lead all the way back into Pinal Country territory. As a painter, that road needs improvement and a park like we have in the Peralta. It's a ZOO at weekends. can you work with Maricopa on it? Needs plenty of stopping places to gaze and paint. You really need Plein artists like me to show you the ideal places for turnouts! You could establish a Painters trail in the county!

Bike		
Area	**Location**	**Comment**
Apache Junction	US Route 60	A paved bike trail that parallels US 60 from Goldfield to Superstition Mountain by Bashas would be great for recreation and commuting.
	1250 East Southern Avenue	Trying to get around the wash is challenging to get to nearby streets.
	2341 South Ironwood Drive	Red light running
	2525 South Ironwood Drive	Excessive speeding
	North Apache Trail	Dangerous road, need shoulder
	1265 North Tomahawk Road	Dangerous road with no shoulder
	North Ironwood Road	It would be fantastic to have either a bike lane or a wide, safe shoulder for bikes to use in BOTH directions the entire length.
	US Route 60	Popular cycling route to get too Superior. Between silly mountain and Florence junction, there are sections with a decent shoulder but also spots of k railing and no shoulder at all, requiring cyclist to ride in lane.
Arizona City	12000 South Sunland Gin Rd.	Dangerous area
Casa Grande	South Mitchell Road	Dangerous for biking at night, poor lighting
	1165 East Tyler Lane	There is bike lane on once of O'Neal Dr., but we need it to go all the way down to N Kadota Ave
Coolidge	3845 East Hunt Highway	Speeding
Florence	North Hunt Highway	Please add bike lanes on Hunt Highway from Franklin Road to East Arizona Farms Road. There is high speed, heavy traffic on Hunt Highway making it unsafe for bicycles, especially students in Florence.
	North Attaway Road	Zero shoulder to ride on, bumpy surface, and large work trucks driving in excess of 45 mph.
	5562 East Hunt Highway	Hunt Highway from San Tan Valley to/from Florence needs a bike lane!
	East Judd Road	No shoulder/bike lanes in this area. Magma Ranch/Magma Ranch Vista can only be reached (safely) by car, which means residents of these neighborhoods cannot shop, see a doctor, visit the library, go to a restaurant, etc., without driving.
	5228 East Hunt Highway	Hunt Highway from San Tan Flats to/from Florence needs a nice, wide bike lane! Multiple sections with no bike lane make it unsafe.
	East Hunt Highway	Need bike lane or bike path between STV and Florence
Gold Canyon	7557 East US Highway 60	Some people ride bicycles up and down Hwy 60 in Gold Canyon. Very scary when most vehicles are traveling 5 -15 MPH over the 55 limits.
	10455 East Valley View Drive	These roads from Baseline north to the Cloudview trailhead and also to the west toward the new subdivisions on Cloudview are very narrow, have way more traffic than they can handle.

Area	Location	Comment
Maricopa	41130 West Honeycutt Road	Too many distracted drivers
	North John Wayne Parkway	In ride 40-50 miles generally every other day in the Maricopa/Stanfield rural area. Chip seal rural roads are in terrible condition, many with no shoulders. In the Maricopa area, many roads and streets have no bike lanes, or they go nowhere and traffic enforcement on speeding/unlawful driving is virtually nonexistent. The most dangerous bike riding area of all the states I've lived in.
Queen Creek	35265 North Trica Road	This whole stretch of Hunt Highway to Ellsworth has zero clearance for bikes. I avoid it at all costs and take Thompson north to Empire and then over to Ellsworth because it's incredibly unsafe. Cars go over 60 mph regularly in this area and there is no shoulder or bike lane.
	North Brenner Pass Road	This is a popular road for cyclists since it's one of the only roads within miles that has any hills. The shoulder is almost nonexistent and never swept so it's filled with debris and loose gravel. Cars will race Brenner Pass at high speeds and not move over for bikes.
	26026 South Ellsworth Road	NB/SB Ellsworth to East Thompson to Gary, East Gary. North Ellsworth to north of Rittenhouse.
	35203 North Trica Road	Better bike lane on Hunt Highway here
	North Brenner Pass Road	Zero shoulder to ride on and large trucks driving aggressively without giving three feet
	5632 West Hunt Highway	No bike lanes in either direction—even though there are some signs that say there are!
	22002 East Empire Boulevard	Empire road needs bike lanes in both directions. (Not sure if it's in Pinal or Maricopa County.)
	6100 West Hunt Highway	Death of a friend at this curve
	29437 North Gary Road	traffic is heavy, high school kids cross double yellow lines and lines of traffic to pass cars, stop sign is skewed so hard to see all corners
	North Brenner Pass Road	bike lane is gravely and getting smaller all the time, cars and trucks go so fast and don't stay in lanes
	5505 West Hunt Highway	No bike lane or shoulder
	5206 West Hunt Highway	A considerable number of cyclists take this section in route to Brenner Pass and there are no bike lanes in either direction.
	North Thompson Road	Need bike Lanes as they are expanding the road in this area
	5505 West Hunt Highway	Definitely need bike lanes along this portion of hunt highway
	22002 East Empire Boulevard	No bike lane between Signal Butte Rd and Zeus, North side of Empire.
	5957 West Hunt Highway	No bike lane or sidewalk on the entire stretch of Hunt Hwy between San Tan Flat and the Circle K on Thompson
	5661 West Hunt Highway	EB and WB between Empire and Thompson does not have a bike lane. I see cyclists on this road but overall, I believe it's not safe.
San Manuel	590 South McNab Parkway	Narrow, curving two-lane roads such as Webb Ave are dangerous for bicyclists, especially when absolutely no one drives the posted 35 MPH speed limit.
San Tan Valley	East Hunt Highway	A bike lane is necessary here
	28261 North Gary Road	Zero shoulder to ride on
	North Gary Road	The bike lanes are frequently filled with debris/not cleaned regularly, which forces bikes into traffic.

Area	Location	Comment
San Tan Valley	29439 N. Johnson Ranch Blvd.	Bike lanes exist on JR Blvd in each direction, but the recent roadwork was poorly done, and the surface texture of the road makes it near impossible to ride, at least not comfortably.
	220 East Hunt Highway	Bike lanes ends before the intersection and before the shopping/McDonald's parking lot—which could otherwise be used as an alternative route when traffic is heavy.
	North Gantzel Road	Needs a bike lane
	1760 West Hunt Highway	Frequent collisions
	333 East Hunt Highway	Very dangerous intersection!
	3754 East Copper Mine Rd.	All of Copper Basin should have more “bike friendly” paths that aren’t on the main road. I love how Anthem by Merrill Ranch has bike paths throughout the neighborhood that aren’t on the main roads.
	2528 East Copper Mine Rd.	People drive very quickly and there is no sidewalk for cyclists or pedestrians.
	1410 North Flintlock Drive	No bike lane in south direction.
	3658 East Laredo Ranch Drive	People regularly park in the bike lanes around Laredo Ranch Loop forcing cyclists into traffic.
	205 West Combs Road	The bike lane ends between the Frys entrance and Gantzel. Drivers do not give space to cyclists in this area, and are extremely angry and aggressive if the cyclist takes the road per ARS 28-812
	2559 East Combs Road	Bike lane is technically there, but the paint is faded between Kenworthy and Schnepf Farm road. Drivers are consistently driving in the bike lane
	4798 East Ascot Drive	bike lanes in this area are non-existent. a cyclist was hit by a car recently
	1419 West Hunt Highway	The entire length of Hunt Highway is very dangerous for bicyclists. Although there are bike lanes for much of it, drivers ignore the lines. I propose painting the entire bike line a separate, unique color, blue or green, similar to what downtown QC has. It would better signal to drivers the potential that cyclists might be nearby.
	32953 North Gary Road	A bike lane on the side of Hunt Highway is needed. very tight with the lines of traffic
	33918 N Island Ct	Just overall creation of bike trails/paths that aren't on the road, would be a very nice and attractive addition to this entire Pinal County area, as it rapidly grows.
	611 East Hunt Highway	Red light runners

Walking		
Area	**Location**	**Comment**
Casa Grande	6839 North Bel Air Road	Bel Air Rd is narrow and without a shoulder for pedestrians.
	Pueblo Drive	Multiple use dirt trail (walking, biking, equestrian) to follow the natural wash area.
	1497 West Kortsen Road	Need sidewalks on Kortsen from Colorado to Peart. The City Recreational Center should be easily accessible by sidewalks. Also, children from the schools walk to the Dollar General store - they walk in the dirt or the side of the road = dangerous!!!

Area	Location	Comment
Casa Grande	10644 West Rosemead Drive	Rosemead has been blocked off to pedestrian traffic between Bel Air Rd and Cox Rd. Opening this section of road will provide safer alternatives for walking, running, and bicycling.
	1904 North Colorado Street	Walking / diking dirt trail along the back of the houses on Dove pl to the community center.
	1998 North Peart Road	Would be great to walk along the area in the future or have equestrian trails. Can also be used for biking on dirt.
Eloy	5005 North Sunland Gin Road	Many people jaywalk across the street in this area, or try to cross the nearby bridge, which has very narrow shoulders. There are NO sidewalks, crosswalks, or any sort of pedestrian safety features. It's incredibly unsafe with traffic from Arizona City, frequent truck traffic/illegal parking, and travelers frequenting the truck stop and area restaurants.
Florence	East Judd Road	No sidewalk or shoulder in this area. As a result, Magma Ranch/Magma Ranch Vista residents cannot safely access any services outside of the immediate neighborhood without a motor vehicle.
Gold Canyon	10558 East Cloudview Avenue	Cloudview no shoulder and traffic to and from trailhead
	3752 South Avenida De Angeles	No sidewalks, bike route dangerous w speeding traffic
	Old US 80 (Abandoned)	Not safe to walk. Speed seems to be the biggest problem and not paying attention.
Maricopa	West Honeycutt Road	Narrow bridge, pedestrians have to walk dangerously close to the road, drivers often exceeding 45 mph
	West Honeycutt Road	No sidewalks or sufficient street lighting
	44600 West Smith Enke Road	Pedestrians often cross this intersection and other intersections on 347. Roadway is very wide and would benefit from pedestrian bridges as it's sometimes difficult to see pedestrians for right and left turns off of 347
	35325 North Los Gabrieles Way	Streets are very dark at night, difficult to see pedestrians and feel unsafe walking in this general neighborhood area
	44555 West Edison Road	Witnessed walkers, a few different times almost get hit at this intersection.
San Tan Valley	39566 North Country Lane	Also to help people walk or bike safely to areas (especially teens wanting to work at the new stores and restaurants opening) there needs well-lit sidewalks and bike lanes in the following areas: Schnepf road to combs road. Then Combs Road to ironwood. Also ocotillo rd./schnepf rd till ironwood. These roads also need more lanes to help with the congestion of all the new people moving.
	28196 North Edwards Road	Edwards is a dirt road; people go dangerously fast to avoid driving through the Magma/Gary stop sign. Not only are they passing people (and dogs) fast, but the road is also torn up, so control is an issue too
	2539 East Hunt Highway	No crosswalks across Hunt at this intersection make it difficult to visit the commercial area. Drivers do not watch for pedestrians either.
	40896 North Schnepf Road	To help Combs high school students walk and bike safely to school, there need to be sidewalks and a bike lane with side streetlights lighting the path starting from ocotillo/schnepf rd till the Combs High School.
	33007 North Gary Road	Too many individuals run red lights at this intersection.
	520 East Hunt Highway	Very heavy traffic. People go so quickly that they hardly notice pedestrians walking.

Appendix – Survey Comments

What do you think is the primary cause of crashes in the area?	
Theme	**Comment**
The age of the driver	Snowbird driving and running stop signs and red lights. Look at the crashes near Bashas' in Gold Canyon over the years.
	The summer vacation is a peak period for teenagers to practice driving or travel in groups, but their driving skills or reckless attitudes may increase the risk of accidents.
	Various age differences behind the wheel.
	Perhaps unqualified drivers.
	Either intoxication, carelessness or road rage/feeling rushed or late.
	Elderly people who should not be driving.
Aggressive drivers	Impatience from increased traffic/construction.
	No respect for mountain road; driving at excessive speeds trying to beat the other car before the passing lanes end
	Road rage / following too closely
	Road rage and distractions
	Aggressive and inattentive drivers, likely exacerbated by traffic congestion due to the limited entry and exits to major areas of Pinal County.
	Aggressive drivers not following rules of the road
	Aggressive drivers, VERY RECKLESS AND DANGEROUS
	Aggressive driving and not following traffic rules
	Aggressive driving and people in a hurry
	Aggressive driving. Everybody thinks they have the right to be first in line.
	Angry and rude people who don't follow the rules of the road
	Angry, frustrated drivers about the traffic on the 347. After coming down the 347 they continued to drive thru Maricopa aggressively and run red lights.
	Frustrated drivers in a hurry to get where they are going. The traffic is always backed up and it takes so much extra time to get anywhere.
	Frustrated drivers that were in bumper-to-bumper traffic because soo many new neighborhoods are being built and the roads are not conducive to handle the influx of people moving in.
	Frustrated people in a hurry. I feel most people have long commutes from San tan valley and that mentally wears on people plus how heavy the traffic is in San tan valley. It loosens up outside San tan valley with more road options
	Frustration and impatience causing aggressive driving
	Heavy traffic and frustrated drivers.
	Tailgating
	Tailgating and inattention. Failure to comply with the law.
	Tailgating and speeding
	Tailgating and speeding. Most drivers are so angry when driving so they aren't following the rules of the road
	Tailgating, going through lights they should have stopped at and the lack of common courtesy.
	Tailgating, speed, and unsafe lane changes.
	Road rage, in a hurry, careless, distracted.
	Rude, speeding, and drivers not paying attention.
	Aggressive driving. Everybody thinks they have the right to be first in line.

Theme	Comment
Bike and Ped	There is no safe passage for pedestrians
Careless drivers	Not caring about rules of the road.
	Not driving safely
	Reckless driving
	Reckless driving and excessive speed
	Self-centered drivers- those who either aren't paying attention or are so hurried and distracted.
	The main causes are the drivers' negligent observation and speeding.
	Stupidity/careless
	Driving without due care and attention. Reckless driving. Speeding and jumping red lights. Drugs and alcohol tests should be seen by the community more often. As should police traffic officers.
	Carelessness (3 responses)
	Careless drivers; lack of enforcement for careless drivers
Cellphone	Using cellphones while driving
	Illegal turning, cell phones
	Operating a mobile device while driving
	People on their phones
	People on their phones and not paying attention and hurried drivers who drive too closely to others. Better light signals.
	Phones
	Cellular Phones, texting and driving.
	Texting/distracted drivers. Almost everywhere you look everyone is texting and driving.
	Talking on cell phone
	Texting
	Texting and driving
	Texting and emotional issues.
	Texting and not paying attention
	Texting and not paying attention. Too many distractions
	Texting/distracted drivers. Almost everywhere you look everyone is texting and driving.
	Cell phones (5 responses)
	Cell phone use and overcrowding with poor road conditions and too narrow of roads.
	Cell phone users and out of state drivers not knowing basic driving rules
	Cell phones and other distractions in and outside the car.
	Cell phones and people in a hurry
	CELL PHONES and speeding because everyone is in some kind of hurry
	Cellphones + speeding
	Cellular Phones, texting and driving.
	Too many people are looking at their phones.
	Cellphone use
	Texting and not paying attention
Construction	Road construction did not keep up with all the building. This results in more vehicles than the roads can handle. Construction everywhere is very frustrating, especially when all exits from the community are under construction at the same time.
	Too much construction. Needed roads built either prior to or during homebuilding. Too congested and too difficult to get around. Unsafe even for the best drivers.

Theme	Comment
Construction	Combs/Schnepf - it's not a 4-way - it's at least an 8-way and no one knows how to navigate thru all the construction. A temporary traffic light is needed immediately. Next intersection - Kenworthy and Combs - 99.5 % of traffic flows east/west. It slows down traffic to have a 4-way there. Needs temporary light immediately until permanent one is in place.
	Construction
	Construction and rough roadways. Roads are way behind growth.
	Construction, distracted drivers, and speeding
	Honestly, it's the constant and inconsistent manner construction is completed, and poor maintenance of the roadways. Additionally - allowing bicycle lanes on major arteries is incredibly unsafe and seems to be designed to cause injuries.
	Lack of coordination between local agencies related to road closures/work. Failure to clearly mark changes in traffic patterns. Clear incompetence exhibited in the constant rework of the same construction site over and over.
	Honestly, it's the constant and inconsistent manner construction is completed, and poor maintenance of the roadways. Additionally - allowing bicycle lanes on major arteries is incredibly unsafe and seems to be designed to cause injuries.
Distracted drivers	Not paying close enough attention and being distracted.
	Distracted drivers or drivers speeding
	Distracted drivers and not caring of other drivers
	1. Distracted drivers, many of them with their heads visibly lowered looking at their phones. 2. Speeding, even in school zones. 3. Running red lights.
	Distraction. Distraction Distraction. Phones, radios and talking.
	Distracted drivers
	Not paying attention (5 responses)
	Combination of Distracted driving/speeding/reckless driving on small roads
	Distracted and elderly
	Distracted and inattentive driving. Probably a few intoxicated drivers also.
	Distracted and speeding drivers (2 responses)
	Distracted drivers and drivers that feel they are above traffic laws.
	Distracted drivers and not caring of other drivers
	Distracted drivers, and not observing speed limits. Because they know that the police are not monitoring their speeds.
	Distracted drivers, many of them with their heads visibly lowered looking at their phones.
	Distracted drivers, people in a rush, too many houses/ apartments bringing people here and the streets can't keep up due to the amount of traffic now. There needs to be new roads built for travel, so people have more than a couple ways to get somewhere. I think also the congestion is why people are getting into crashes and having road rage. Yesterday in Gilbert a women ran a red light she was turning left and hit a person going straight.
	Distracted drivers, uneducated in driving procedures and laws
	Distracted drivers. (30 responses)
	Distracted drivers. Drivers in a hurry and drivers with no regard for others
	Distracted drivers. Frustrated drivers. Impatient drivers
	Distracted driving & driving aggressively
	Distracted driving, elderly drivers
	Distracted driving, speeding and red-light runners.
	Distracted driving. Speeding on surface streets.

Theme	Comment
Distracted drivers	Distracted impatient uncaring unsafe drivers
	distracted or feeling like rules do not apply to them
	Distracted, aggressive, hurried driving
	Distracted, cell phones
	Distracted, hurried, angry drivers… so much tailgating, no enforcement
	Distraction or being in a rush
	Distraction with cell phones, children,
	Distraction. Distraction Distraction. Phones, radios and talking.
	Distractions (5 responses)
	Distractions, ego, hurrying
	Distractions, lack of awareness, thinking they are more important
	Distractions, speed, no law enforcement so there is no concern. Impaired driving
	Drivers are distracted and/or in too big of a hurry. These are the two leading reasons why people get into car accidents.
	drivers being distracted or being in a hurry
	Drivers being distracted or in a hurry.
	Drivers not paying attention
	Drivers not paying attention to their surroundings. Distracted by phones. And speeding.
	drivers not paying attention, hurried, heavy truck traffic on highway in both lanes.
	Hurried and distracted drivers. People don't think rules apply to them.
	ignoring pedestrians
	Inattention
	Inattention and speeding. I suspect impairment but don't actually see impaired drivers as they take the wheel.
	Inattention and speeding/aggressive drivers
	Inattention and unsafe speed
	Inattention, cell phone usage
	Inattention, excessive speed, not allowing safe space.
	Inattentive drivers (3 responses)
	Inattentive drivers failing to use turn signals, making turns carelessly, stopping suddenly, and failing to drive at reasonable speeds (that applies to both excessive speeding and driving WAY below the speed limit). For vulnerable road users, the lack of safe active transportation facilities. Existing narrow bike lanes and sidewalks aren't comfortable or accessible for all users.
	Inattentive drivers that are in a hurry and way too many people
	Inattentive drivers who are in a hurry, or conversely, those who are driving well below the speed limit.
	Inattentive driving and speeding to be red light
	Inattentive or distracted driving.
	Inattentive reckless driving
	inattentive, in a hurry to beat a light. driving a little too fast. People are frustrated.
	Inattentiveness
	Inattentiveness and not being patient
	Inattentiveness, speeding (2 responses)
	Inattentiveness, lots of folks on their phones. Not enough lanes for slower and faster traffic to have safe space and be able to pass.

Theme	Comment
Distracted drivers	Not paying close enough attention and being distracted.
	People being distracted by phones or being in a rush due to traffic.
	People driving distracted and impatient. Also, the varying speed limits in the more rural areas.
	people in a hurry and distractive driving
	People not paying attention
	People not paying attention or driving while angry
	People not playing attention- seasonal visitors droving very slow so other drivers get angry and drive unsafe -
	People who are distracted and go too fast. On the highways, definitely speeding and cell phones.
	People who don't pay attention and drive crazy
	Poor long-term planning for growth. Now it must be addressed, or we'll continue to have injuries and sadly deaths. Distracted Driving, going over the speed limit and running red lights.
	The driver's incomplete analysis and observation of the surrounding environment led to operational errors and a car accident.
	Inattentive
	Distracted drivers, people in a rush, too many houses/ apartments bringing people here and the streets can't keep up due to the amount of traffic now. There needs to be new roads built for travel, so people have more than a couple ways to get somewhere. I think also the congestion is why people are getting into crashes and having road rage. Yesterday in Gilbert a women ran a red light she was turning left and hit a person going straight.
	Distracted, hurried, angry drivers… so much tailgating, no enforcement
	Distracted and speeding drivers
	Congestion and distracted driving.
	People not playing attention- seasonal visitors droving very slow so other drivers get angry and drive unsafe -
Driver Habits	People trying to pass slower drivers
	Out of state and out of country drivers.
	Passing illegally, lack of passing lanes
	People are impatient and don't follow traffic laws.
	People in a hurry and phones
	People pulling out in front of others especially on Pinal where people are always speeding
	People who shouldn't be driving are out driving. People not thinking about how their driving decisions impacts those around them.
	The worst drivers anywhere in the US. It's like the wild west out there. Some have no regard for commonplace traffic rules and there doesn't seem to be much enforcement. For instance, just setting up radar on N bound Hunt Hwy by Merrill Ranch where the road goes from 2 to 4 lanes. Speeders galore!
	A significant mix of driving styles. We've had a large influx of drivers from different areas and expectations of other drivers has changed recently.
	Bad drivers not obeying the rules
	Driver mistakes
	Drivers disobeying signals
	Drivers that don't care about the laws. Speeding, unsafe lane changes, etc.
	Driving safe

Theme	Comment
Driver Habits	The California method of driving! Running red/yellow lights, driving in the passing lane, those damn cell phones, speed! 65 in a 45 is criminal speeding. Not enough deputies on the road to handle the intense expansion of NW Pinal County. For Heaven's sake, stop handing out building permits. Put a 3-year hold on all permits until the infrastructure can catch up with the intense influx of out of state people.
	Fatigue driving, drunk driving, speeding, and not following traffic rules
	Lack of drivers following traffic rules, texting while driving and decrease FOV clearness.
	Left turns. Red light runners.
	Driver mistakes
	Crazy drivers - too fast.
	People who shouldn't be driving are out driving. People not thinking about how their driving decisions impacts those around them.
	Passing illegally, lack of passing lanes
Driving under the influence	Alcohol, drugs, speed
	Intoxicated driving.
	DUI
	Drinking and inattentiveness
	Drugged, intoxicated, and inattentive people along with those that text and talk on cell phones while driving.
	drugs / alcohol
	Drunk drivers, people on drugs, cell phone users, reading while driving and drugs abuse. Also talking to others in the same vehicle. Also, drivers talking to other people in same vehicle. In a hurry, running late for work.
	Drunk driving
	Impaired driving and speeding
	Intoxicated or distracted driving.
Police enforcement	No enforcement, no consequences
	Lack of police presence
	Lack of Traffic Enforcement
	Most of the people that are reckless drivers came from out of state. Police need to start ticketing law breakers
	Not enough Cops
	Not obeying road laws.
Impatient drivers	Impatience
	impatience and lacking infrastructure. They compound each other, but people get frustrated and the added anonymity of being in a car doesn't help
	Impatience from increased traffic/construction.
	Impatience, more homes built, more businesses, more traffic, roads are the same. All the new buildings are filling in every little gap causing more congestion, rather than expanding further out into open space. Construction delays.
	Impatient drivers, speeding.
	Impatient, disrespect of others.
	in a hurry and inattentiveness
	impatience and lacking infrastructure. They compound each other, but people get frustrated and the added anonymity of being in a car doesn't help

Theme	Comment
Population	too many cars
	Too many houses being built and not an enough ways to get out.
Population	Too many houses have gone in without proper infrastructure. People are tired of all the construction and congestion on the roads. And the road construction seems like it isn't enough. Why have Riggs closed when you weren't going to put in the full 4 lanes between Ellsworth and Gary. Makes no sense. Same with Meridian by combs. Ironwood needs to be 3 lanes both ways all the way through. Seems like very poor planning to have approved and built houses before the roads
	Too many people in a small space and a 2 lane 347 highway where most people have to travel for work or to go to places not available in Maricopa. There are many people in a hurry and have no respect for others on the road who are in the same traffic. Tailgating, speeding, not using blinkers, road rage. I rarely see police around to regulate these types of people.
	too much traffic of people in a hurry
Current road conditions	Road Conditions: The condition of the road may be a significant factor leading to accidents, such as road damage, unclear signage, and traffic signal issues. Driver Behavior: Violations by drivers, such as speeding, driving under the influence, fatigue driving, distracted driving, etc., may be key factors causing accidents.
	Road construction did not keep up with all the building. This results in more vehicles than the roads can handle. Construction everywhere is very frustrating, especially when all exits from the community are under construction at the same time.
	347 being insufficient for population. Left lane campers on 347. Very little light in neighborhoods (can't see pedestrians or bikes) no sidewalk along the east end of Honeycutt rd. and pedestrians forced to walk near to narrow a road on eastern Honeycutt
	I-10 two lane highway-impatient and unsafe drivers and truckers/semi's in the left lane slowing traffic
	Poor long-term planning for growth. Now it must be addressed, or we'll continue to have injuries and sadly deaths. Distracted Driving, going over the speed limit and running red lights.
	No bike lane for cycling. A very unsafe intersection needs a stop light at the very least. Dedicated passing lane.
	Yellow lights change to red fast. Now that I have lived here a while I am getting used to it, but it was a challenge at first. Too much traffic on Florence. There needs to be another lane or some type of change. If you try to pull out from a side street and you are inexperienced will crash since the speed of cars is so different some are flying down that road.
	Lack of stop lights at major intersections, especially entering and exiting the 347 where new subdivisions are going in. Drivers in a hurry to get onto the 347 and not paying attention to traffic already on the roadway. Drivers lose track of where they are and running stop signs. Wrong Way Drivers on 347, especially S of the Casino.
	Lack of traffic light(s)
	Lane width, offset, not straighten No lighting on streets, can't see pedestrians
	Limited routes to frequented business. All business exist in a small area in Casa Grande forcing a large amount of the population onto limited roads
	Long highway road where you can easily zone out and not enough light at night
	More lights, less stop signs it's not 1980 anymore
	Stop signs need to have solar light blinking at all stops. There should be a light pole at every corner. Main intersections should have warnings on the road for upcoming stop.

Theme	Comment
Current road conditions	347 being insufficient for population. Left lane campers on 347. Very little light in neighborhoods (can't see pedestrians or bikes) no sidewalk along the east end of Honeycutt rd. and pedestrians forced to walk near to narrow a road on eastern Honeycutt
	Bad street planning, not enforcing existing laws harshly enough, hit-and-run drivers aren't punished enough, people are frustrated, tired, late and distracted (texting, et cetera).
	Designs of streets and pedestrian means of movement. Lack of enforcement and soft penalties for bad driving. Lenient driving test and retesting.
	I-10 two lane highway-impatient and unsafe drivers and truckers/semi's in the left lane slowing traffic
	Inadequate lanes and roads for the number of residents especially in snowbird season. Gold Canyon gets overloaded in the summer too.
	Installing speed limit signs and roadside speed monitoring devices on certain sections of highways can remind drivers to control their speed, thus reducing cases of speeding. Speeding is one of the major factors leading to traffic accidents.
	Insufficient facilities guarantee
	Interstate 10
	Ironwood and Baseline needs an arrow and yield arrows
	No respect for mountain road; driving at excessive speeds trying to beat the other car before the passing lanes end
	Not enough lanes in roads, inconsistent lights (north/south may get longer green lights than east/west). On lesser streets, WAY TOO MANY 4-ways instead of traffic lights (examples - Schnepf/Combs and Combs/Kenworthy), which slows down traffic, making it more stressful for drivers to get to work, drop off kids at school, or anyone trying to get to a doctor appt. on time.
	Not enough lanes or Stop Lights to help with heavy traffic in rural and developing neighborhoods causing Carless Drivers, Road Rage,
	Not enough roads/lanes, causing all heavy traffic to flow to a few major roads. Very few streetlights in Pinal County, unlike Maricopa County roads that are well lit. No freeway connecting highly populated towns in Pinal County.
	Not widening roads prior to building all these homes in San Tan Valley to accommodate for the rise in population plays a big part of the reason as to why there are so many accidents. Infrastructure needs to be completed in the correct order for it to be smooth. Instead, you guys have it backwards or opposite by building homes first. Then the other problem comes into play. And that is, having the roads or lanes closed when there is no active construction! If the workers are not actively working, there is no need to reduce and/or close the lanes!
	The condition of the road may be a significant factor leading to accidents, such as road damage, unclear signage, and traffic signal issues. Driver Behavior: Violations by drivers, such as speeding, driving under the influence, fatigue driving, distracted driving, etc., may be key factors causing accidents.
	Poor lighting
	Poor lighting, road construction, frustrated drivers due to traffic congestion
	Poor road design. A lack of understanding between roads and streets and trying to blend the two trying to do everything while being nothing.
	Road 347 needs to be widened in Maricopa Az
	Roads in the San Tan Valley area have not kept up with the growth. You cannot have the number of new homes in the area with adequate roadway development.

Theme	Comments
Current road conditions	Signage, right on red onto multi lane road, traffic signals not centered to correct lanes.
	Skousen and 87 in Coolidge
	To many developments with improper street connections already with busy traffic Adding no alternative to crowded streets.
	Too many people without good road infrastructure BEFORE people move into the area!
	Too many signs to read
	Too many vehicles with only two ways in and out of Hunt Hwy to the freeways.
	Very heavy traffic and not enough main roads.
Roadway congestion	Traffic congestion leading to frustration and speeding
	Short turn lanes that back up and block lanes. Long yellow lights that can help clear the intersection. Bicycles and pedestrians are not road users as far as I'm concerned there is not a place for them near any of our streets.
	Too few roads for the current population growth
	Too many houses being built and not enough ways to get out.
	Congestion
	Congestion, variable speed zones that keep changing.
	Congestion and distracted driving.
	Congestion, unmarked lanes, no bike lanes, insufficient street parking
	Hwy I10 is very crowded
	Poor access during busy travel times such as the renaissance festival
Speeding	Speeding. (2 responses)
	Aggressive drivers and speed.
	Being in a hurry and thinking "I can get through that light before it turns red". Changing lanes and turning right on red without looking or not judging the speed of oncoming traffic.
	both too slow and too fast drivers.
	Break the traffic rules. Drive overspeed and after drinking.
	Crazy drivers - too fast.
	Drivers passing illegally and/or speeding.
	Drivers speeding
	Drivers speeding while driving aggressively like they're in The Fast and the Furious
	Drivers who are always in a hurry, speeding, and those who will speed up to ignore red lights.
	Driving over the speed limit and tailgating.
	Driving too fast, lack of safe infrastructure in new developments.
	Driving too fast, talking/texting on cell, tailgating.
	Everyone is in a hurry. Making U-turns at busy intersection
	Everyone seems to be in a hurry or frustrated on John Wayne and the 347. There's too many people for the roads here in n Maricopa. There's lots of construction and not a lot of alternative routes to get out of town and everyone is angry.
	Exceeding the speed limit and distracted driving
	excessive speed, lack of driver attention or concern for others
	Excessive speed, inattention, and carelessness.
	Excessive speed, people in a hurry
	Far and away, speeding; next, aggressive driving (tailgating, illegal passing, providing insufficient clearance); next, distracted driving, including texting while driving.
	Fast and slow drivers.
	Going too fast. Too much traffic

Theme	Comments
Speeding	High Speed drivers
	Honestly I think it's a problem with American society overall because people are always in a hurry, tired, overworked which leads to anxiety, frustration, angry driving., people falling
	Hurried and distracted drivers. People don't think rules apply to them.
	Hurried people driving carelessly
	Impatience
	In Gold Canyon proper, it is excessive speed. On the roads to the Cloud view trailhead, it is too narrow roads, inattentive hikers looking at their phones, hikers walking in the middle of the road, illegal parking on the sides of the road.
	Inattention and speeding/aggressive drivers
	Lack of patience, Hurried and distracted driving
	Lack of stop lights at major intersections, especially entering and exiting the 347 where new subdivisions are going in. Drivers in a hurry to get onto the 347 and not paying attention to traffic already on the roadway. Drivers losing track of where they are and running stop signs. Wrong Way Drivers on 347, especially S of the Casino.
	Left turns. Red light runners.
	My personal opinion is that too many people are in a hurry and don't think about their actions putting other people at risk. They also don't realize that speeding/recklessly passing will only shave seconds off the length of their trip.
	Over speed
	People are in a hurry, driving very fast, a lot of red-light runners and not stopping at the stop signs.
	People are rushing and taking unnecessary risks.
	People driving too slow in the passing lanes, which causes people to become angry and either tailgate or make unnecessary and unsafe lane changes
	People going significantly above the speed limit as well as people going significantly lower than the speed limit. People who go much slower tend to frustrate the people who drive legally and people who drive significantly over. This seems to increase incidents of head on collisions.
	people in a hurry & on their phone
	People in a hurry. (2 responses)
	People in a rush, trying to multitask (phone) while driving.
	People in too big a hurry
	People running red lights
	People rushing and making bad decisions.
	People rushing or distracted.
	People rushing to beat a red light. Especially left turns crossing traffic.
	People speeding and driving aggressively with no concern for the other motorists.
	People speeding and not paying attention
	People speeding and not paying attention lights changing quickly and everyone slams the brakes
	People speeding and traffic jams on the 347, people speeding in neighborhoods, and high traffic in Maricopa are leading to accidents.
	People trying to beat lights before turning red. And people simply not paying attention to surroundings.
	People trying to pass slower drivers
	Red light runners

Theme	Comments
Speeding	Primary cause of crashes is distracted and hurried drivers. Basic traffic laws are not enforced or even obeyed by law enforcement themselves sometimes. People become complacent and accustomed to their bad driving habits due to lack of enforcement (which I unfortunately admit is a complex problem).
	Red light running
	Running red lights.
	Running red lights/stop signs, speeding
	Running stop signs, lack of patrol, cell phone texting
	Running yellow lights. Rolling right turns against red lights. Ignoring “STOP “signs.
	Rush hour of work and congestion of roads
	Rushed and distracted drivers, not following posted speed limits. Lifted trucks without mud flaps kicking up rocks in a lot of areas causing damage to windshields. Motorcyclists that will pass a car over a double yellow line or use the shoulder to bypass.
	Rushed drivers weaving in and out of traffic, using unsafe lane changes and tailgating.
	Rushed driving frustrated drivers
	Rushing
	Speed (38 responses)
	Speed, cell phone usage and distracted drivers (3 responses)
	Speed & cell phones
	Speed & following too closely
	Speed and aggression
	Speed and anger. Maybe drug use.
	Speed and anger. People drive very aggressively and dangerously.
	speed and cell phones
	Speed and distraction
	Speed and distraction (4 Responses)
	Speed and distractive driving.
	speed and drugs/alcohol
	Speed and DUI (2 Responses)
	Speed and hurried driving.
	Speed and inattention
	Speed and looking at cell phones
	Speed and not paying attention
	Speed and not paying attention to what is happening.
	Speed and red light running
	Speed and running red lights.
	Speed and texting
	Speed and trying to beat the oncoming traffic
	Speed and unsafe passing on two lane roads
	speed especially in our open areas of the county
	Speed limits too low for the road, so completely ignored by drivers, instead of slightly higher limits that may be followed by drivers. Unsafe road surface conditions. PCSO setting poor driving examples by driving recklessly in their marked vehicles (distracted on computer, speeding, not staying in lane). Lack of traffic rule enforcement.
	Speed on hwy 79
	Speed!

Theme	Comments
Speeding	Speed, and unsafe passing
	Speed, distracted, attitude of right not privilege
	Speed, distraction
	Speed, illegal passing inattention
	Speed, lack of using turn signals & using cell phones to talk or text
	SPEED, WEIGHT OF TRUCKERS, SHORT TRAFFIC LIGHT SEQUENCE (GREEN TO YELLOW TO RED) = RED LIGHT RUNNERS.
	Speed.
	Speed. People are in a hurry because they do not allow enough time to get where they need to, because the streets are too congested.
	Speed/aggression
	Speeding Have to get somewhere fast. Passing when not feasible
	Speeding aggressive driving traffic load
	Speeding along with tailgating.
	Speeding and cell phone use.
	Speeding and distracted drivers (3 responses)
	Speeding and drunk drivers
	Speeding and hurrying
	Speeding and inattentive drivers
	Speeding and reckless behavior
	Speeding and road rage.
	Speeding and running red lights.
	Speeding and tailgating
	Speeding and inattentive drivers. Always in a hurry
	Speeding and using phone when driving
	Speeding and/or distracted driving
	Speeding on Hunt. No one obeys 45 mph speed. Where are the cops?
	Speeding over mph posted
	Speeding! 2 Lane highway roads with very slow drivers.
	Speeding, aggressive & wreck-less drivers, especially on 77 from Mammoth through Oracle and down through Oro Valley. I drive into Oro Valley down 77 from Oracle and I feel like because I drive the speed limit, I'm inconveniencing all other drivers...I'm tailgated constantly, drivers go around me like I'm sitting still, I'm flipped off, and get brake checked once they go around me. The entitlement and intentional bad driving is off the charts.
	Speeding, aggressive driving and red light running
	Speeding, distracted driving, inattentive driving
	Speeding, especially on 60 thru Gold Canyon
	Speeding, especially thru intersections when light just turned red
	Speeding, even in school zones and running red lights.
	Speeding, guard rails too close to road
	Speeding, impatient drivers
	Speeding, improper lane usage, impatience, not using blinkers, rushing thru yellow/red lights
	Speeding, Minimal Enforcement, Self-centered Driving
	Speeding, not following posted speed limit signs. There should be a police officer hiding out at every street corner to ticket these drivers.
	Speeding, passing, inattentive aggressive driving

Theme	Comments
	Speeding, running red lights.
	Speeding, running stop signs, texting
	Speeding, tailgating.
	Speeding, unsafe passing, pulling out in front of someone, changing lanes illegally, on their phones, etc.
	Speeding.
Speeding	Speeding. Hurrying.
	Speeding. I see people speeding to and extreme and no cops anywhere in sight. We need more officers patrolling speed out here to teach people to slow down. You don't see people speeding this fast in Mesa, Gilbert or chandler.
	Speeding; impaired/inattentive driving. Disregard for road safety rules & common courtesy of drivers and pedestrians.
	Speeding; impaired/inattentive driving. Disregard for road safety rules & common courtesy of drivers and pedestrians.
	The car is fast
	Too fast and driving too close
	Too few roads for the current population growth
	Too many people in a hurry
	Traffic congestion leading to frustration and speeding
	Traveling at unsafe high speeds while following way too closely. And erratic behavior.
	Trying to beat yellow and red lights and turn arrows. Following too close
	Trying to make the light because they don't want to be stuck at it
	Unreasonably slow speed limits on some rural streets. When there are NO homes or streets and the speed limit is 35 mph, people are going to ignore the signs. Make it 45 (like other area roads) or even 50 and people will probably comply. Drunk and tired drivers often go the wrong way on the 347 due to confusion when turning from side streets. Can not see oncoming traffic due to high brush in median on 347.
	Unsafe speed and/or inattention
	Variable speed zones, drivers not following them and causing back ups

What do you think needs to be changed to make it safer to travel?	
Theme	**Comment**
Bike and pedestrian improvements	Added bike lanes. An alternative route to HWY 60 for commercial vehicles
	I would like to see more bike lanes, and I also think additional corridors outside of Ellsworth are needed
	More active enforcement of traffic issues. As a cyclist, more bike lanes and continuation of existing lanes.
	Installing pedestrian safety facilities such as crosswalks and pedestrian refuge islands in areas with heavy pedestrian traffic can protect the safety of pedestrians. These facilities can reduce conflicts between pedestrians and vehicles, improving the efficiency and safety of pedestrian passage.
	MORE bike lanes from STV to Queen Creek (Sonoqui path).
	Sidewalks mandatory in the developments plus bike lanes in the new ones
	Walking sidewalks and bike lanes. Lines in roads
	Bike lane on highway 88. It's very dangerous. More officers doing more than harassing the homeless.
	Bike lanes and sidewalks. Walking trails away from traffic
	Biker and pedestrian friendly
	Building practical bike lanes on major roads. Building practical sidewalks along all paved roads. Funding local and intercity public transit. Loosening zoning restrictions to build walkable communities. Disincentivizing excessive car infrastructure.
Cellphone regulations	Arizona needs to crack down on texting and speeders. Make the tickets hurt. Before they physically someone else.
	Enforce the cell phone usage to the max. Make people aware it will not be tolerated. When people are stopped with either suspended license or no license, take their vehicle away. There has to be a serious consequence for breaking the law when it comes to driving.
	Hands free
	Higher fees for tickets.
	Less cell phone activity
	Make hands free cell phone use a law
	Outlaw cell phone use.
	That’s a difficult one to solve. Folks need to put their phones away and pay more attention to their speed and to pedestrians and cyclists.
	Stay off your phones and obey the law.
	Arizona needs to crack down on texting and speeders. Make the tickets hurt. Before they physically someone else.
	Cellphone use, slow drivers causing congestion
	Crack down on cellphone use while driving (2 responses)
Better construction coordination	Stop building. Build proper roads first. Make sure lights are timed correctly.
	Stop the sprawl
	Better planned construction. We are experiencing extreme growth which means construction is a constant but planning better around school holidays when traffic is lighter and giving REALISTIC detours that can actually accommodate the traffic would be helpful, also not doing every project at the same time.

Theme	Comments
Better construction coordination	Better planning on road construction and restrictions.
	Construct safe passages at intersections with heavy traffic
	Coordination between road work projects so there is not so much construction on every road.
	Do road work at night when traffic is at a minimum or double work crews to get the road completed quickly. Slow down on building new homes to adjust to traffic flow and travel to work on the 347. Issue more and highest traffic fines to speeders and reckless driver drivers. Higher more patrol on the 347 to control traffic violators.
	Less building. It needs a pause. Way too many unaffordable apartments with not enough roads or long enough turn lanes. Poorly managed light times.
	Less construction and more police presence
	To not have multiple construction projects going on at the same time.
	Coordination between road work projects so there is not so much construction on every road.
Increased driver education	Not sure what can be done to change so many attitudes.
	People need to stop thinking that they are entitled, and they don't have to abide by the law. It needs to to be enforced no texting.
	People are in a hurry, and only care about getting where they are going as quickly as possible. An increase in enforcement may help, but you're not going to change these people.
	Behavior
	That's a difficult question because most people try to do everything correctly.
	Let people know they are not entitled
	People
	Require drivers pass a license exam every 10-15 years. Provide more public transportation options so there are less drivers on the road. Sidewalks and bike networks separated by physical barriers; preferably vegetation.
	Require mandatory driving education and identify emotional issues.
	Safer travel can only occur when people are not distracted and in a hurry.
	Seat belts, no cell phones for driver
	social change
	Society. Sad, but true. We are overwhelmed, as a whole.
	Education and enforcement. Additional roads and expanded roads to handle the new volumes of traffic
	Do not drive fatigue vehicles, ensure safe loading, do not drive overloaded vehicles, drive in designated lanes, and do not drive impatient vehicles
	Driver education
	Drivers' education needs to be required of all drivers. Zero tolerance for criminal speed violations.
	Driving tests each and every year after the age of 78
	Educate drive educate drivers, report bad driving practices
	I don't think you can. It's driver responsibility to clear their mind so distractions so road safety is the only thing thought about
	Focus more on the aggressive and inpatient drivers
	More driver education. More police presence.
	Not much can be changed. People's attitudes have to change. Or get much stricter with enforcing traffic laws

Theme	Comments
Increased driver education	The problem here, and the valley in general is that 3 to 4 months out of the year, the elderly retired folks aren't here. Then in September, the locals are bombarded with all these, barely able to hear and see, elderly folks adding congestion with slower than normal driving, especially on 347, aggravating folks that just went thru a brutally hot summer, interrupting morning and afternoon commute.
	Unfortunately, I believe we people have a lot of changing to do for this to work. So, maybe we should think about future drivers and add some type of additional items to permit test questions, etc.
	Higher standards for attaining a driver's license. More focus on the design of our transportation network, including uniformity in design, providing the most free-flowing traffic network as possible, reducing clutter at intersections, too many traffic signs in many locations that are not consistent throughout, and holding developers to higher standards for offsite improvements.
	More education of rules of the road
	Make everyone moving into Arizona take a written driving test if they don't pass a driving test
	People are in a hurry, and only care about getting where they are going as quickly as possible. An increase in enforcement may help, but you're not going to change these people.
	People changing their attitude and being considerate of others.
	People just need to care about life and other people
	People just need to slow down. Put the phone down.
	People need or take the time to put phones down and watch for other drivers.
	People need to be more alert, and plan accordingly so they are not rushing and speeding.
	People need to be more aware of their surroundings
	People need to be more responsible
	People need to start caring and paying attention
	People need to start getting pulled over and ticketed more
	People need to stop thinking that they are entitled, and they don't have to abide by the law. It needs to to be enforced no texting.
	People's attitudes need to change when they are driving. Everyone is in too much of a hurry
	People's attitudes (2 Responses)
	Publicize driver regulations
	Promote education on the hazards of reckless and negligent driving among youth! Improve youth's safety awareness!
	Stop handing out drivers licenses like candy. Crack down on unlicensed drivers
	Teach drivers to be courteous of others and to practice patience.
	People's attitudes need to change when they are driving . Everyone is in too much of a hurry
	Require drivers pass a license exam every 10-15 years. Provide more public transportation options so there are less drivers on the road. Sidewalks and bike networks separated by physical barriers; preferably vegetation.
	Teach drivers to be courteous of others and to practice patience.
Infrastructure and roadway improvements	All lights need to be left on green arrow only. Red light cameras.
	The striping of San Tan Heights Boulevard. A median barrier so traffic cannot cross from Don over Gary. Left or right only. We can use San Tan Heights to get in and out.
	Better traffic flow

Theme	Comments
Infrastructure and roadway improvements	We need streets widened and more police ticketing.
	Additional law enforcement resources to stop unlawful driving behavior
	Build more roads
	Add passing lanes and more patrol especially in the morning traffic
	The 79 needs to be a double lane
	All the above .. stop the developments in Pinal county until are roads are fixed and updated for the heavy traffic we already have.
	Build additional roadways especially the extension of the 24 to the 60 or 79
	Expansion on I-10 - right turn lanes on some streets - larger street signs
	More roads!
	More roadways so there is less congestion on the couple main roads
	Widen put turn lanes or parks and signs notifying you are approaching them
	Wider lanes, increase Hunt hay to 5 lanes
	More & wider roads, traffic enforcement in the morning and the evening
	Better infrastructure as San Tan/Pinal County expand. The number of housing developments coming in is creating a flood of people and traffic. With ill-maintained roads, it gets backed up severely and quickly. Not only do the roads need improvement, but more lanes and improved intersections with turn lanes, and signals instead of signs.
	As our community grows, our streets need to grow as well- more lanes on old west Highway- stop lights need to be tuned and synced better an allowing the flow of traffic to go smoothly. Streetlights needed to be able to see pedestrians and bicyclists better at night
	If roads could do the moving of the vehicles instead of the vehicles moving on the road. Or if vehicles could only go the speed of the certain road it was on. Lol
	Left turn signal lights exclusively in use (no left turns on green light to oncoming traffic) Pedestrians cross streets with no car movement
	Left turns on arrows only at intersections. Infrastructure needs to be in place Before homes are built to accommodate the potential hundreds and thousands of cars that will be entering the roadways. Construction on every surface street within the communities' cause problems, including rushed driving and frustration. Adequate planning with new schools being built needs to include a way for parents to safely Exit the streets so that traffic can still flow without causing a backup. For the last two years, most Streets in the Queen Creek and Santan Valley area have had construction. With so many roadways having restrictive traffic flow, it causes people to feel pressured to get to their destinations on time.
	Fix all of the above-mentioned pain points by widening roads, adding overpasses on 347, creating sidewalks on eastern Honeycutt and adding more light on neighborhood streets
	HIGHWAY 60 NEEDS TO BE EXTENDED AS PROPOSED IN 2020 WITH THE INSTALLATION OF OVERPASSES WITH REVERSE YIELD TURN LANES. A VERY FEW RESIDENTS AT AN ADOBE MEETING VOTED FOR A BY-PASS INSTEAD OF ALLOWING ADOT TO EXTEND HIGHWAY BEYOND GOLDFIELD ROAD. FOUR LANE TRAFFIC NEEDS TO BE ALLOWED TO RUN.
	Hire someone who knows what they're actually doing to manage projects
	Hunt Hyw need to be 4 lanes from Anthem Merril Ranch to Copper Canyon. I-10 6 lane truck traffic ridiculous. New north south corridor from Tucson to the 60.
	Improve the 347, add a lane, bridge over Riggs, streamline light timing thru Maricopa.
	improved roadways

Theme	Comments
Infrastructure and roadway improvements	Improved streets and sizing. San tan has a million people but same old streets unless a neighborhood comes in and adds to the street. MC cops aren't a necessity…
	Improvements on the streets to expand lanes and make new streets for people to use and maybe even another freeway or highway to reach other cities. Closest freeway/highway is 30 minutes from where we are so people speed and try to find the quickest route to get where they need to go.
	Improving the road network and expanding the bicycle lane network can help reduce conflicts between pedestrians and vehicles, improving traffic flow and safety.
	Increase number of lanes on hwy.
	Increasing I-10 to 4 lanes, in each direction, in between Phoenix and Casa Grande. Traffic control on side roads- traffic lights to control flow, enforcement (speed, passing in areas where prohibited such as double yellow, vehicles substantially slower than speed limit). Also having proper/sufficient width turning lanes (ex. Jimmie Kerr Blvd/Sunland Gin in Casa Grande).
	Infrastructure (wider roads), better traffic control, enforced speed limits
	Infrastructure changes that fire behavior to change.
	Large trucks need to be restricted to the right lane on the 347. You should also put a lane down the center of the 347 that would be N bound only in the am and S bound only in the pm rush hour. Make it a toll lane.
	More highways due to too many traffic signals, the north south freeway would help. Hunt highway to many lights and too much traffic. For this area Florence to copper basin
	More land on freeways, more stop lights
	More lanes & enforce legal speeds
	More lanes in existing roads, new freeways, more streetlights
	More lanes on Hunt Hwy. More law enforcement. So many things.
	More lanes on major through roads like Attaway and hunt highway
	More lanes, and lights.
	More lanes, more police monitoring. More highway patrol on 347!
	More law enforcement
	Less median, bigger roads and too much construction at the same time
	Limited access to 4 lane roads. Eliminate left turns on to a 4-lane road. Adding more stop lights does not add to safer roads.
	Line markings. Center lines, right and left turn lanes. Drivers behind tent to tail gate.
	Long rural roads. Some stop signs should have solar powered flashing lights to remind people the stop signs is there.
	Longer left turn lanes. Not allowing right turns on red especially on freeway offramps that are blind due to bridge barriers
	Make the 347 between Phoenix and Maricopa a freeway with additional lanes and exits instead of lights. People come into town frustrated and rushed because of the traffic. We could use some speed bumps in neighborhoods as well.
	Marked and lighted cross walks around towns, a 3rd (and 4th) lane on all freeways. There should never be just two lanes. Also, prohibit semi's and other vehicles that are towing trailers from using the far-left lane, if there are 3 or more lanes.
	mass transit especially to Phoenix
	More and better roadways.

Theme	Comments
Infrastructure and roadway improvements	More left turn only lights. no more yield for left turn lights.
	More LEOs on the streets and making themselves visible to everyone
	More passing lanes to let faster drivers go around. Add roundabouts in neighborhoods. After people stop complaining about them, they really work well! Europe has been using them with success for many years.
	More roads without schools or shopping for less frequent stops. Side or utility roads to access the shopping centers on main roads to less congestion from shopping traffic while commuters have less stops. More lanes on the main roads for the commuting traffic
	More roads!
	More roadways for commuters
	More roadways so there is less congestion on the couple main roads
	More roundabouts and turning lanes
	Narrow driving lanes enforcement
	Offsetting turn lanes so vehicles can see when it's safe to turn, replacing stop signs with traffic lights, and adding ticketing cameras in areas where it's known that people speed.
	Other routes. Hunt Hwy is so crammed, and Ironwood people just fly.
	Paint reflective critical reminders along the lanes saying: "left lane for passing only - it's the law" and "use your blinkers - it's the law"
	Provide access to residents to access their property with ease during the Renaissance Festival.
	Redevelop roads to meet the increase demand. Limit development where its already congested. Keep traffic flowing so people don't get angry and impatient. I10 exit 200 is a nightmare with 3 truck stops/gas stations and rapidly expanding Eloy, Arizona City, Lucid, etc.
	Semi-permanent dividers with oncoming lanes
	The highway expansion out here would reduce the volume of traffic. "Highway 24' needs to be completed instead of the current highway/one-off ramp combo. It's currently not a highway
	We need more lanes to commute, and the traffic signals synced to improve flow of traffic.
	We need more roads and improve what we have, and more patrolling.
	a bypass through gold canyon. There is too much traffic coming in and out of the area with only 2 lanes. Need to bypass the short stretch of road from superstition mtn dr to peralta.
	Adding more main roads like Hunt Hwy. Hunt Hwy gets so congested that everyone speeds to get out of traffic faster. People hardly notice pedestrians in the crosswalk by the Walmart on Hunt or on Bella Vista by the Fry's.
	Stop the developments in Pinal County until are roads are fixed and updated for the heavy traffic.
	Approve business that are outside of the main corridor and update roads and lanes prior to business or residential building
	As a parent of four child and an early child educator I am very concerned with the lack of sidewalks and streetlights on side roads. I live on Kadota, only a block away from Carr McNatt Park and we are unable to ride out bikes to the park safely. There are no sidewalks on Kadota or streetlights. The entire block tries to manage this by trying on their front lights at night. This is a clear disadvantage for people in the historic district when compared to newer neighborhoods.
	As our community grows, our streets need to grow as well- more lanes on old west Highway- stop lights need to be tuned and synced better an allowing the flow of traffic to go smoothly. Streetlights needed to be able to see pedestrians and bicyclists better at night
	Better and wider roads.

Theme	Comments
Infrastructure and roadway improvements	Better infrastructure as San Tan/Pinal County expand. The number of housing developments coming in is creating a flood of people and traffic. With ill-maintained roads, it gets backed up severely and quickly. Not only do the roads need improvement, but more lanes and improved intersections with turn lanes, and signals instead of signs.
	Better infrastructure. Education. Directed enforcement.
	Better planning. Understand it's a big county, but more law enforcement presence during high traffic times. Not necessarily for tickets, but to curb bad driving. Needed more egress/ingress access but poor planning made this a problem for a long time in the future.
	Better roads and more lanes for turning off of them
	Better roads, friendly sidewalks with shade, real bike lanes, traffic control and enforcement.
	better roads. widen hunt hwy and the sr87.
	Better streets in new developments and road structure.
	Better surfaced, wider roads. More enforcement by police and sheriffs.
	Better traffic flow
	Better use of available road funds, grants to the federal and state agencies for road improvements. Traffic studies since it's obvious none are done now. Greater presence of the sheriff's department to deter speeders, those driving too close, etc. Without the development of wider roads, better intersections (turn lanes, etc.), the number of accidents and deaths will only get worse. The Pinal County Board of Supervisors have done a terrible job of managing the new builds in San Tan Valley. Planning says no, and they vote yes anyway. Hopefully the next election will take care of this.
	bigger and better roads, streetlights in replacement to stop signs, the 24 highways to be completed
	Build additional roadways especially the extension of the 24 to the 60 or 79
	Build the extra lanes on I10, put in lights at the 387, I10, & 187 intersections, change the turn signal timing at Florence & I10.
	Build the roads before or during the subdivision construction.
	Built more roads
	Change the road design guidelines. Define what a road vs. street is. Don't just design - actively design for other modes of transportation. Do not just prioritize cars.
	change the road to NO TRUCKS and decrease the speed limit.
	Cloud view Trailhead parking lot needs to be closed and removed from the residential neighborhood where it resides now. Dangerous to ride a bicycle out of my neighborhood or walk on the roads that lead to the trailhead.
	Everything I put in upper box. I am primarily speaking to hwy. 77 and the 79 junctions. To many crosses on the road
	Expansion on I-10 - right turn lanes on some streets - larger street signs
	Gold Canyon bypass. I see a lot of bad driving on US 60 through Gold Canyon.
	Road 347 needs to be widened in Maricopa Az
	Road improvements, increased law enforcement, better traffic studies before builders allowed to build in an area i.e. roads first then houses!
	Roads built/improved to handle the rapidly increasing population. I have never witnessed an area that does not improve infrastructure BEFORE allowed unbridled population expansion. More traffic enforcement.

Theme	Comments
Infrastructure and roadway improvements	Roads need to be a little bit wider, safe for bike travel. vehicles like golf carts, motorized wheel chairs, off road vehicles need to be kept off the roads.
	Roads that correctly, handle traffic volume and stronger law enforcement
	Round abouts, well lite streets and marked lanes with medians for aesthetics and safety.
	Roundabouts in areas where accidents occur but cannot have a stop sign, lanes for bikers, drivers & parked cars
	The 79 needs to be a double lane
	The striping of San Tan Heights Boulevard. A median barrier so traffic cannot cross from Don over Gary. Left or right only. We can use San Tan Heights to get in and out.
	There is also some infrastructure that could be changed to help make travel for pedestrians and bikers more safe. The intersection on Peart and Kortsen stands out. There is traffic between neighborhoods and schools with no crossing signage and no crosswalk or bike lane.
	Roads of course. The BOD keeps adding houses and nothing is being done to address the roads.
	We need streets widened and more police ticketing.
	We need wider roads in/out of Florence. I've come to regard Hunt Highway as a death trap, especially driving from Florence into San Tan Valley where it goes down to a single lane in each direction. RIDICULOUS that this hasn't been addressed by now especially with the amount of growth we're seeing here! More police patrols in the area might help but not as much as widening the darn roadway.
	Widen put turn lanes or parks and signs notifying you are approaching them
	Widen the roads and include stoplights.
	Widen the roads and strict regulations
	Widen the roads. Make more roads go through. Not one way in and one way out. Make the home builder widen the road before building house. Stop building house ND gets us more business
	Widening roads to make them two-lane each way. This will allow people to be able to pass safely and take into account the different speeds that drivers travel.
	Wider lanes, increase Hunt hwy to 5 lanes
	Wider roads and more bike lanes
	wider roads and more lighting
	Wider roads, with right turning lanes, and more side walks including lights on the side of the road to light the path to see pedestrians etc.
	Wider sidewalks, more speed enforcement, more night construction to decrease daytime delays and crashes.
	Wonders roads
	Expand I10 to 3 lanes
	Stop building developments before access is provided for existing traffic to get through already overloaded roads
	Add passing lanes and more patrol especially in the morning traffic
	Have passing lanes on highways like hwy 79
	Large trucks need to be restricted to the right lane on the 347. You should also put a lane down the center of the 347 that would be N bound only in the am and S bound only in the pm rush hour. Make it a toll lane.

Theme	Comments
Infrastructure and roadway improvements	Improvements on the streets to expand lanes and make new streets for people to use and maybe even another freeway or highway to reach other cities. Closest freeway/highway is 30 minutes from where we are so people speed and try to find the quickest route to get where they need to go.
	Build the roads before or during the subdivision construction.
	More lanes on major through roads like Attaway and hunt highway
	Fix all of the above-mentioned pain points by widening roads, adding overpasses on 347, creating sidewalks on eastern Honeycutt and adding more light on neighborhood streets
	We need more lanes to commute, and the traffic signals synced to improve flow of traffic to get out of town.
Police visibility and enforcement	More enforcement (5 responses)
	More enforcement against illegal passing and speeding.
	More enforcement and heavier fines.
	More enforcement of existing traffic laws. Stop sign runners, unsafe merging, and use of phones while driving. More dedicated traffic units would help in the less popular areas where people are more comfortable violating traffic laws.
	More enforcement officers. Fixing stupidity, which is next to impossible.
	More enforcement on passenger vehicles
	More enforcement, higher standards for licensure
	More enforcement, wider bike lanes, dividers for bike lane
	ENFORCING speed limits and dangerous driving
	Give law enforcement ability to enforce current texting law. Bring back photo radar, restrict truck traffic to one lane on highway.
	great traffic enforcement
	Hand out speeding tickets like candy on Halloween. Stop tolerating "5 MPH over the speed limit."
	Heavy, heavy enforcement
	Higher penalties
	Holding people responsible when they don't follow the rules of the road.
	I guess more law enforcement presence. Education. Stiffer penalties.
	I think more police presence. The community needs to see speeding won't be tolerated.
	If driving without a license give stricter penalties. DUI is a choice in all circumstances. Jail time and treatment mandatory.
	I'm not sure if anything short of more enforcement will change drivers' behavior, but traffic calming might help in some areas
	I'm not sure the problems can be fixed. Perhaps sharply higher fines for texting and speeding. Confiscation of vehicle for higher speeds.
	Incorporating and assigning a city police force to exert a stronger presence.
	Increased law enforcement and enforce the laws in place. Increase the fines to put emphasis on following the law
	Increased patrol.
	Intensify punishment for illegal driving
	Issuing serious fines and jail time
	Just patrol and enforce the law.

Theme	Comments
Police visibility and enforcement	Law Enforcement enforcing speeding laws, passing lane laws and drivers who are driving too aggressively. I also think eastbound interstate 60 between Ironwood and Kings Ranch rd. needs to be widened due to the influx of passenger car drivers and semi-trucks through the corridor over the last 5 years. There are a lot of accidents between Ironwood and Gold Canyon due to the merging of three lanes down to two and bottlenecking. The Renaissance Festival also causes horrendous traffic yearly for two months every weekend. Hoping that there will be a solution to this problem in the future.
	Laws need to be enforced by law enforcement. I never see officers out on patrol and pulling people over for traffic violations.
	Less elderly drivers and More tickets for cell phone use while driving
	More "strict" enforcement. It doesn't make the political world happy - whomever they are - but heavy, strict enforcement always brings down crashes, deaths, and injuries.....after 40 years in the law enforcement business, I know that as a fact. It takes a sneak to catch a sneak.
	More & wider roads, traffic enforcement in the morning and the evening
	More access points in and out of the county, greater police presence, and positively reinforcing rewards for safer drivers.
	More active patrols. Install speed cameras and red-light cameras. Enforce the laws instead of giving people a warning or reducing the offense from a felony to a misdemeanor violation.
	More attention (tickets) to speeders. 45 mph MEANS 45 mph NOT 65. AND I think an additional lag time of maybe 2 or 3 seconds in between one streetlight turning red BEFORE the cross street light turns green.
	More consequences. More officers like frank
	More consistency on the speed limits on the roads. Some roads currently have 3 different speed limits on one road. We also need more patrolling for those who are tailgating and on their phones.
	More consistent enforcement of existing driving laws?
	More Cops
	More cops in school zones and other areas of concern like at Ironwood and 60 exit to the north. I live by the AJ High School and speeding is crazy in this area. We can hardly get out from where we live too because of it.
	More deputies for enforcement of speeding and aggressive driving.
	More local police looking for aggressive drivers.
	More officers on the road and near stop lights. Stuff penalties for running red lights, talking on cell phone while driving, distracted driving, etc.
	More tickets more police if need to do so
	More warnings/ citations should be given to tailgaters
	Need to hire more deputies
	No more building permits, hire more deputies and encourage traffic tickets with a minimum of $150 + fine. But then I was almost hit by a deputy in a Tahoe the other day when he came out of a side street turning left. He was driving so fast he almost rolled the Tahoe into my Expedition. Thank God, I saw him coming soon enough so I could start into the outside lane. If Sheriff deputies drive like this, then why would citizens think excessive speed is not acceptable?
	obey the traffic rules
	One would be for the Sheriffs to not be in the Home Depot parking lot lolli gagging with each other and wasting tax payers hard earned money! Hold them accountable for their actions.

Theme	Comments
Police visibility and enforcement	Patrols and tools to make drivers more self- aware
	put cameras back up or more police officers. People know the chance of getting caught is slim, so they take the chance. Stop letting those who are going 5 over the limit go waiting for someone going faster. No more warnings. I see people speeding through school zones every day and nothing is done about it.
	Radar to see ahead to avoid crashes
	Raise the penalty to a criminal misdemeanor with mandatory probation.
	See above- post a police officer at every street corner.
	Significantly harsher punishments for distracted drivers. It is a basic requirement to be attentive and alert when operating a motor vehicle. Too many people think they can get away with texting and driving or just general distracted driving. If people were terrified of losing their car over distracted driving, I believe they would stop. They feel to me to be the number one cause of accidents and traffic in our area by far. Thank you
	Somewhat stiffer penalties for distracted drivers. But that is across the board, not just the few. This includes police.
	Specific areas need to be watched Pinal and McCartney a lot of drivers' speed and don't stop for red lights.
	Strengthen monitoring and maintenance of road conditions, repair road damage, update traffic signs, optimize traffic signal settings, and improve road conditions. Increase the crackdown on traffic violations, impose strict penalties for drunk driving, speeding, and other infractions, and enhance traffic order.
	Strengthen security and improve various facilities
	take chronic offenders off the road
	Visible patrols. Not hidden patrol vehicles. Let drivers know they are being monitored.
	We need law enforcement, plain and simple. Years ago, we had speed traps and police presence on our highways. Now, you hardly see any. When they are present, the drivers slow down. We also need cell phone enforcement. Not a day goes by that I don't see someone driving and using a cell phone at the same time.
	We need more police presence, but we do not need the bad behavior sometimes exhibited by the police.
	We need more uniformed officers so that we have enough to monitor the roadways & help keep unsafe drivers in check!
	Visible patrols. Not hidden patrol vehicles. Let drivers know they are being monitored.
	Heavy, heavy enforcement
	More enforcement
	I think more police presence. The community needs to see speeding won't be tolerated.
	See above- post a police officer at every street corner.
	Strengthen monitoring and maintenance of road conditions, repair road damage, update traffic signs, optimize traffic signal settings, and improve road conditions. Increase the crackdown on traffic violations, impose strict penalties for drunk driving, speeding, and other infractions, and enhance traffic order.
	More police presence road improvements. More lanes. Smoother roads.
	More police presence
	Issuing serious fines and jail time
	More patrols

Theme	Comments
Police visibility and enforcement	Police visibility
	Control speeding drivers. Install cameras for red light offenders and ticket them.
	Police at times don't stop speeders even when they've just passed by
	More traffic enforcement patrols
	More police enforcement along highway 77. All the cops do is park at the car wash in oracle, biosphere or oracle junction. Get them to enforce the law respectfully and effectively! No need to be pirates and hand out tickets left and right! Enforce through talking and warnings
	More law enforcement visibility, enforcement of traffic regulations. Revamping of traffic light sequences, widening of key arterial streets. Addition and lengthening of turning lanes.
	More patrol along the main roads namely Gantzel/ Ironwood
	More traffic officers. Stop the growth until roads are upgraded
	Traffic enforcement
	Significantly harsher punishments for distracted drivers. It is a basic requirement to be attentive and alert when operating a motor vehicle. Too many people think they can get away with texting and driving or just general distracted driving. If people were terrified of losing their car over distracted driving, I believe they would stop. They feel to me to be the number one cause of accidents and traffic in our area by far. Thank you
	Ticketing
	ENFORCING speed limits and dangerous driving
	More cops in school zones and other areas of concern like at Ironwood and 60 exit to the north. I live by the AJ High School and speeding is crazy in this area. We can hardly get out from where we live too because of it.
	More enforcement
	Additional law enforcement resources to stop unlawful driving behavior
	Better enforcement
	Better enforcement using the sheriff's deputies truly starts ticketing high-volume areas like over by the pork shop. People are crazy driving north not following the posted speed limits.
	Better enforcement.
	Camara at intersection on 60 & Superstition Mountain Parkway, perhaps?
	Cameras or police presence
	Changing where you put law enforcement
	Consistent Law Enforcement Presence and High Fines for infractions
	Control & regulation
	DPS or Pinal County squads watching corners covertly to see all the running of signs and lights. I realize that the community does not want overzealous enforcement, but these infractions are killers. Gold Canyon has a lot of sign runners. Speeding is not a big issue - ignoring signs is big.
	Enforce driving laws.
	Enforce speed limits
	Enforce the cell phone usage to the max. Make people aware it will not be tolerated. When people are stopped with either suspended license or no license, take their vehicle away. There has to be a serious consequence for breaking the law when it comes to driving. There is no excuse.
	Enforce traffic laws.

Theme	Comments
Police visibility and enforcement	Enforceable and automatic recording of speeding and red-light observance with fines and license loss attributed to car owner. Work from posted speed limits plus 5 MPH to record violation. Work from posted limit to minus 15 mph to trigger slow speed warning notice.
	Enforcement (3 responses)
	Enforcement of speed limit. Maybe raise from 45 to 50 in Hunt
	Enforcement of traffics laws. Unless a driver makes an egregious or blatant traffic violation, they are often not punished. When I do see enforcement, it anecdotally only appears to be enforcement of speeding or texting, but not other basic traffics laws.
	More patrol along the main roads namely Gantzel/ Ironwood
	More patrol and stiffer penalties
	More patrol to pull over people who are texting while driving
	More patrolling (4 responses)
	More patrolling of the streets. People driveway too fast out here
	More patrols on the street, stiffer penalties for traffic violations & DUI, testing for drivers over 65. Should be easier to report unsafe drivers.
	More patrols, maybe helicopter officers, hiring more officers, driver education classes - to include videos and pictures of accidents.
	More pcso ticketing, less or better organized construction.
	More people paying attention and being more alert. Roads to be wider and fixed
	More police activity.
	More police busting people with stiffer penalties
	More police enforcement along highway 77. All the cops do is park at the car wash in oracle, biosphere or oracle junction. Get them to enforce the law respectfully and effectively! No need to be pirates and hand out tickets left and right! Enforce through talking and warnings
	More police enforcement of traffic laws
	More police interactions with drivers
	More police officers and enforcement of the laws
	More police officers on the road
	More police officers. I'm sure we can find it in the budget. I'm sure it's not news that most arrests occur from traffic stops that result in discovering more crimes that have been committed.
	More police on hwys
	More police (8 responses)
	More police presence / wider roads / actual highway or freeway. There are two roads in and out of Pinal County and both are covered in traffic lights.
	More police presence and more fines for traffic offences. The fines would help to pay for more police officers if not squandered by other community projects.
	More police presence in high traffic streets and times. Wider roads and stop lights instead of stopsigns on Schnepf and Combs.
	More police presence road improvements. More lanes. Smoother roads.
	More police presence, changing speed limit on 87/287 from 65 to 55 where they connect. Fixing the roads to better serve the growing community.
	More police presence, overpasses on 347.
	More police presence, safety stops, dui stops

Theme	Comments
Police visibility and enforcement	More police presence.
	More police presence. Less construction. Better sidewalks and bike lanes. Less congestion.
	More police present, speed bumps
	More police stopping people for excessive speeding like in front of the AJ high School. I live across the street, and we always have people making illegal turns to get to the hwy instead of the way they are supposed to go towards Southern! Very dangerous since the exit is across the street from 28th street. More police observing cars that cannot follow directions at the exit from 60 to ironwood heading North. People going straight on ironwood at 60 heading north from the left-hand turn lanes! It is crazy and dangerous. Can they not see the big turn arrows? Yes we solved the 1,000s of U-turns it this mess is scary because of drivers not paying attention.
	More police to in force the laws.
	More police, enforce speed limits, stricter enforcement of traffic laws.
	More police. It's obviously a problem but there are rarely police out to regulate. There is an issue with bad drivers everyday but no one around to help.
	More police/sheriff's deputies in areas of high incidence. More lighted traffic signals instead of stopsigns.
	more police officers
	More presents of the Police Department controlling speeds. Once this is done, people will notice that the police are out monitoring. Not to mention that there's times when you see the Police Department here in Casa Grande not observing the speed limits themselves and not using turn signals changing lanes. They need to send an example.
	More traffic "police". Maybe more full self-driving vehicles. In the 9 years I have lived in Pinal County, I have never seen a vehicle pulled over on US 60 / I-10 for speeding and recklessly changing lanes
	More traffic cops
	More traffic cops that enforce the speed limit. Letting people go 10 mph over the limit and not stopping them. That is crazy.
	More traffic enforcement and harsher penalties including impound for habitual offenders
	More traffic enforcement patrols
	More traffic enforcement, improved roadways with consideration to observed traffic patterns in the areas with the highest crashes, injury and non-injury, and then areas with the highest traffic complaints. Remove constructions barriers and signs when road construction is not in progress, on the weekends, extended delays, etc.
	More traffic lights
	More traffic officers.
	More traffic officers. Stop the growth until roads are upgraded
	more traffic stops
	Police at times don't stop speeders even when they've just passed by
	Police presence
	Police presence. Ticketing. Even parked patrol car or staged ticketing. Anything. Randomized with a fine now & then props are cheap.
	Police units visual
	Police visibility
	Speed control

Theme	Comments
Police visibility and enforcement	Speed enforcement (2 responses)
	Speed enforcement, more police enforcement, road repairs along with traffic lights
	Speed limit on I-60 from Mountain View to Kings Ranch Road should be decreased to 45 mph.
	Speed limits too low for the road, so completely ignored by drivers. Instead, we should slightly raise the speed limit on strategic roads so that the limits may be followed by drivers.
	Speed must be enforced. Heavy thru traffic must be moved onto a bypass, with controlling of access ! Zoning must be done right on either side of read
	Speed traps
	Start handing out 100.00 tickets for any and all tailgaters, which will gain you some needed funds and get these people to slow down and think. After they receive two or three 100.00 fines, they will slow down and follow the rules of the road.
	Start penalizing the bad drivers. I rarely see people pulled over
	Strict enforcement (2 responses)
	Stricter fines for breaking the law Money means a lot to people not so much safety
	Stricter law enforcement of traffic laws.
	Stricter laws Policing
	Stricter laws involving speed, recklessness, and cell phone usage.
	Stricter penalty for phone usage and more officer awareness for tailgating. We also need to make all left turns a solid green arrow not a green light trying to turn across 3 lanes of traffic example combs and gentle is very dangerous.
	Stronger enforcement and ad campaign
	Stronger punishment for distracted driving, phones, etc.
	The police need to ticket speeders. They know they won't get stopped so they feel free to speed.
	Ticket campaign
	Ticket enforcement. Especially for not going hands free on telephones. I have seen some people doing face time on their phones while driving.
	ticket everyone on their cell phones and more police to ticket these speeders
	Ticket people and people with more than one safety related issue should pay bigger fine or lose license for period of time - remove plate
	Ticketing
	Traffic Circles
	Traffic enforcement
	Traffic signal timing improvements, widened sidewalks, buffered bike lanes, safer crossings, and increased driver education (while this should obviously address speeding, I think it's also important to make drivers aware that driving 10+ mph below the posted speed limit impedes the flow of traffic and only worsens driver behavior).
	WAY MORE POLICE PRESENCE! Running speed control and monitoring red light runners. More policing for trucks hauling waste on the 347.
	Write tickets and no warnings. Lower speed limits in many areas
	More drivers getting stopped and ticketed
	More law enforcement in problem areas, several days at a time. Ticketing, not warnings.
	More law enforcement of the rules
	More law enforcement presence and holding drivers accountable for their actions.

Theme	Comments
Police visibility and enforcement	More law enforcement stops. Follow through on tips submitted by drivers for reckless drivers A they are repeat offenders.
	More law enforcement visibility, enforcement of traffic regulations. Revamping of traffic light sequences, widening of key arterial streets. Addition and lengthening of turning lanes.
	More law enforcement.
	Prosecute distracted drivers
	prosecute those who are driving under the influence and I don't mean take their license away, I mean take away the privilege to drive forever and high fines AND jail time
	Special DUI unit on Weekends/Holidays
Public transit	Offer reliable, affordable, and fast public transport throughout the county.
Speed limit changes	More speed limit signs in incorporated AND unincorporated areas, with law enforcement enforcing.
	Speed enforcement
	Appropriate speed limits, highway roads not 35-45
	Control speeding drivers. Install cameras for red light offenders and ticket them.
	Everyone needs to slow down and care about other, but I don’t know how you teach that. It’s had two young drivers in my house and we are doing our best to teach them.
	If you drive the speed limit, even up to 5 miles over you be on the roads alone.
	lower speed limit and more law enforcement presence
	Lower speed limit in some areas. Add additional lanes. Additional signage where speed limits change. Bring back red-light cameras. Bike lane on US 60 through Gold Canyon.
	Lower speed limit to 45 miles per hour on 60 thru Gold Canyon. Also need to advocate for Extension of Hwy 24 to bypass Gold Canyon
	Lower speed limits
	Lower speed limits and more traffic enforcement
	More speed limit signs in incorporated AND unincorporated areas, with law enforcement enforcing.
	More speed patrols and maybe tougher penalties
	More speeding arrests. Stopping red light runners More turn lanes and shrubs trimmed to see oncoming traffic.
	Reasonable speed limits that people will respect. Paint directional arrows on all lanes of travel at all intersections on 347 in rural areas-- and maybe all in town, too. Also paint directional arrows about 500 yards from major side streets. Keep median brush sprayed and cut so it is never higher than a foot or so. That way, oncoming cars can be seen when crossing or turning onto 347.
	Reevaluate speed limits, they may be too low or too high for the road considered
	slowing traffic down
	The speed limit should be lowered. More police presence. These U turns at some of our lights in major cross sections should be removed. Stronger action required as these motorcyclists like to do their lane splitting too much on the 347, and intown at high rates of speed
	We need speed bumps in oracle and San Manuel. Need stop lights in oracle and saddle Brooke ranch entrance. More lights in oracle. It’s too dark around town and there’s no sidewalks.
	speed bumps. drivers being less distracted
	Slow down put phones down

Theme	Comments
Increased street lighting	Lighting of streets, better exits from fry's not just one exit to the trail, the other in just one way entrance. Area gets congested.
	Add some environmentally friendly light source
	All lights need to be left on green arrow only. Red light cameras.
	Bright lights! Turn you're brights off! It's awful. ….. seriously someone is going to die all because you have some brand-new LEDs that look cool
	More stop Lights
	More stop lights
	More stop lights wider roads
	Put a light at the corner of ghost Ranch Road and Penal. It would help slow traffic coming off the interstate.
	Improving street lighting and adding reflective road markings on the ground can enhance the safety of driving at night. This helps drivers observe road conditions and surrounding environments better at night, thus avoiding potential dangers.
	In the area I live in we need more streetlights. You cannot see anything out here at night. The roads needs widened which I see they are working on that.
	Lightning
	More lighting
	More lights instead of 4-ways, which usually are more like 8-ways and it's too difficult to figure out who has the right of way.
	Lighting
Traffic signal improvements	Surveying all traffic and light lengths.
	Left turn signal lights exclusively in use (no left turns on green light to oncoming traffic) Pedestrians cross streets with no car movement
	More stop lights
	Add lights in congested areas to decrease frustration of some drivers to get to their destination safely at slower speeds
	No turn on red in high traffic areas, better speed monitors, law requiring daytime drivers' lights are on when driving.
	Install traffic lights
	Instead of installing more traffic lights (we have too many), more roundabouts would slow down traffic, force people to think, and would be more cost-effective in the long run (they don't require power and are self-maintaining, even in a power outage). They look nicer too!
	LE traffic cameras at those high crash intersections. Authority to ticket violators. Less expensive than police officers to monitor
	More traffic stops, more police presence, especially Hwy77
	Get rid of 4 way stops. The other guy always thinks you're going to stop. Change to 2 way stops and allow the higher capacity road to have the right of way.
	Longer red-light transitions, better bike lanes, better ability to report bad drivers, also poor road design with improper speed zones.
	More stop lights, more speed humps in residential areas, but NO roundabouts. Roundabouts will always confuse people. More law enforcement zones - STV needs a police force, not PCSO.
	Slightly longer green turn arrows.
	Solar stop signs and lights to see at night.

Theme	Comments
Traffic signal improvements	Stop Light at intersection of Schnepf Road and Combs Rd. Stop Light at Combs Road and Kenworthy OR put in a roundabout here to keep traffic flowing.
	Stop light coming off I-10 at Jimmy Kerr to accommodate large trucks
	Streetlight stop signs, more officers that actually care
	Surveying all traffic and light lengths.
	Sync the stop lights. If you drive the actual limit you can keep moving without having to stop.
	Temporary lights at ALL 4-ways. Some 4-ways, like Combs/Kenworthy have 95% of east/west traffic only at this time - it is always backed up and is a total waste of gas (I thought that was a concern in this country). Temporary lights need to be up until all roadwork is finished. Speaking of road work - shouldn't be as many projects at the same time in the same areas, which causes major traffic headaches. Do 1 road at a time, get it done in a faster manner and then move on to the next. Cones are left up too long well after construction is finished, again, causing further delays, more frustration, thus drivers blowing through lights, not really stopping for 4-ways as they are now late for appointments and drop offs or work. The new light at Schnepf and Ocotillo is beautiful and there are never/rarely any backups now observed. We need more lights in the far east portion of Pinal County.
	The number one thing that needs to be done is we need red light cameras. These are especially needed in San Tan at Gantzel/Combs, Gantzel/Ocotillo. There is not a time that goes by that I am at either of those lights and at least 3 cars run the red lights, EVERY light cycle. Cops cannot be everywhere, if people know there are red light cameras, and they get tickets they will start stopping. It works in Chandler and other cities. Roads need to be widened before developments are allowed to come in. The growth is out of control in this area and the roads are still 2 lane roads. Also, the roads are poorly maintained. Asphalt cracks are not taken care of then we get rain and the road falls apart.
	Traffic cameras to be installed and monitored, AZDOT hotline for aggressive drivers, police who use their sirens when they are pulling out into traffic to make a traffic stop. People being made to take drivers ed refresher courses every few years, instead of issuing drivers' licenses after an "on-line" test and one behind the wheel test.
	Add lights in congested areas to decrease frustration of some drivers to get to their destination safely at slower speeds
	Add more red lights on Pinal especially at I-10 and Pinal
	Add yield arrows like Mesa did
	An extra second or two after the light turns red before the other light turns green.
	Better traffic management and/or signage
	More flashing stop signs and "stop sign ahead" signs up. Traffic lights on 347 at Papago, Louis Johnson and Clayton. Paint arrows in direction of travel on 347 at all intersections and in between as well.
	Slightly longer green turn arrows.
	Sync the stop lights. If you drive the actual limit, you can keep moving without having to stop. Go too fast and you hit more red lights.
	More flashing stop signs and "stop sign ahead" signs up. Traffic lights on 347 at Papago, Louis Johnson and Clayton. Paint arrows in direction of travel on 347 at all intersections and in between as well.
Vehicle technology	Better navigation in cars

Pinal County Strategic Transportation Safety Plan

Limited English Proficiency (LEP) Four-Factor Analysis

Prepared For:
Sun Corridor Metropolitan Planning Organization (SCMPO) and Pinal County

Prepared By:
The Barnhart Company

Introduction

This ***Limited English Proficiency (LEP) Four-Factor Analysis*** has been prepared to address the Sun Corridor Metropolitan Planning Organization's (SCMPO) responsibilities as a recipient of federal financial assistance as they relate to the needs of limited English proficient persons, for the Pinal County Strategic Transportation Safety Plan (Pinal County STSP). The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations.

Executive Order 13166, titled *Improving Access to Services for Persons with Limited English Proficiency,* indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. It directs each agency to publish guidance for its recipients, clarifying their obligation to ensure that such discrimination does not occur. This order applies to all state and local agencies that receive federal funds, including all MPO departments receiving federal grant funds.

Section Five of the US Department of Transportation guidance on LEP requires a four-factor analysis to determine the need for translation services to ensure LEP populations can receive information and participate in the planning process in the language they best understand.

Plan Summary

The SCMPO has developed this LEP Four-Factor Analysis to help identify reasonable steps for providing language assistance to persons with LEP who wish to participate in the Pinal County STSP. As defined by Executive Order 13166, LEP persons do not speak English as their primary language and have limited ability to read, speak, write, or understand English.

To prepare this plan, the SCMPO used the four-factor LEP analysis, which considers the following factors:

- The number or proportion of LEP persons in the region whom the SCMPO may serve,
- The frequency with which LEP persons encounter SCMPO services,
- The nature and importance of services provided by the SCMPO to the LEP population, and
- The resources available to the SCMPO and the overall cost to provide LEP assistance.

Meaningful Access: Four-Factor Analysis

Factor 1

The Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Population

A map of Pinal County is illustrated in ***Figure 1*** to identify the area in which the census was analyzed. (the area includes the SCMPO planning area.).

Using available 2022 census data, it is determined that of the 439,655 individuals within the Pinal County region, 355,714 (80.9%) speak only English, and 83,941 (19.1%) speak a language other than English at home. Of those speaking another language at home, 25,156 (5.7%) are reported to have limited English proficiency. Individuals of limited English proficiency indicated on the census that they speak English "less than very well". Click here to view table. **margin of error is factored into the percentages provided.*

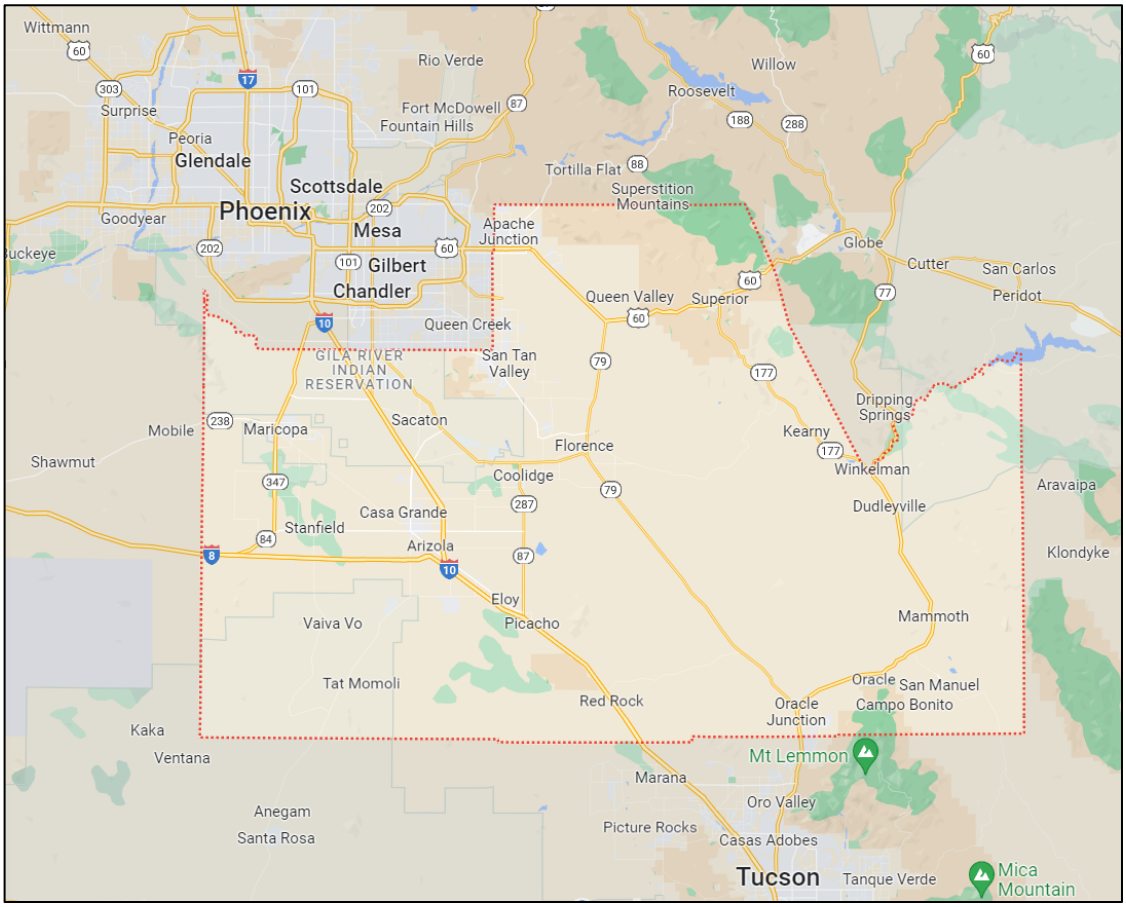


Figure 1: Pinal County Boundaries

Types of Language Spoken at Home
in Pinal County, Arizona
DP02

Measure	Value
English only	79.4%
Spanish	17.2%
Other Indo-European languages	1.0%
Asian and Pacific Islander languages	1.2%
Other languages	1.2%

Based on the 2022 census data collected and analyzed, and in compliance with the Department of Justice's (DOJ) Safe Harbor provision (Safe Harbor Threshold for written translations only: LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered), information related to the Pinal County STSP will be provided in both English and Spanish.

Factor 2

The Frequency in which LEP Persons Encounter may encounter Pinal County STSP
Because the Pinal County STSP is a study focused within the entire boundaries of Pinal County, the likelihood and frequency that LEP persons will interact with the study is high. The fact that one of the objectives of the study is to gather safety data within Pinal County and because public input is a large part of the data gathering process, it raises the likelihood and frequency with which the public may interact with the study. Because of these likelihoods, all public outreach materials will be provided in English and Spanish.

Factor 3

The Nature and importance of program, activity or service provided by the SCMPO Program/Project
The Pinal County STSP addresses the necessary steps and elements, from a regional transportation planning perspective, to reduce the risk of death and serious injury to all transportation users in Pinal County. This study will develop a customized regional plan to address the issues and needs for Pinal County and its transportation users. The public who chooses to engage with the study will likely do so for the purpose of learning about the current risks of death and serious injury to all transportation users within Pinal County, and how the study team will address the issues and needs for Pinal County transportation users.

Factor 4

Available resources, including language assistance services, varying from limited to wide-ranging with varying costs.
Interpreters and translators are available and can be employed to provide assistance at meetings and during the development of written materials. The study team will use graphics to enhance messages, including use of alternate formats and visualizations, where feasible. The costs of the services and materials needed to provide language assistance have been incorporated into the budget for the study.

Conclusion

Under the Department of Justice's (DOJ) Safe Harbor provision, it is necessary to translate materials when five percent, or 1,000 individuals, whichever is less, speak English less than "very well." Limited English Proficient Spanish speakers for the study area (Pinal County) fall under the DOJ Safe Harbor provision, there is a moderate to high likelihood that LEP persons will engage with the study and materials and services needed to provide language assistance are attainable from availability and cost standpoints. Due to the results, the study team (SCMPO) will provide the following for this study:

- Develop contacts, mailing/email lists, and other means to initiate and continue communications.
- Include Title Vi language in all advertisements for the public.
- With reasonable advanced notice, provide requested interpretation/translation services at all public meetings.
- Provide digital and printed materials in the LEP language of the identified group (Spanish).
- Use visual images and other formats, especially at public meetings, when feasible.

Appendix III: Network Screening Technical Memorandum

Pinal County
Strategic Transportation Safety Plan

Network Screening Methodology

Final Report

PINAL COUNTY

Prepared by:

BURGESS & NIPLE

June 2024

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Appendix A Sliding Window Analysis Tool: Top 500 Roadway Segment Prioritization Results
Appendix B Unsignalized/Signalized Analysis Tool: All 419 Intersections Prioritization Results

1.0 Introduction

Pinal County is preparing their Strategic Transportation Safety Plan (STSP) to develop a holistic approach to addressing local road safety in their region. This memorandum documents the spatial analysis which evaluates roadway and crash data to identify specific locations and roadway characteristics associated with increased crash risk for potential safety improvements. The findings from this analysis will inform countermeasure identification, project development, and goals for the plan.

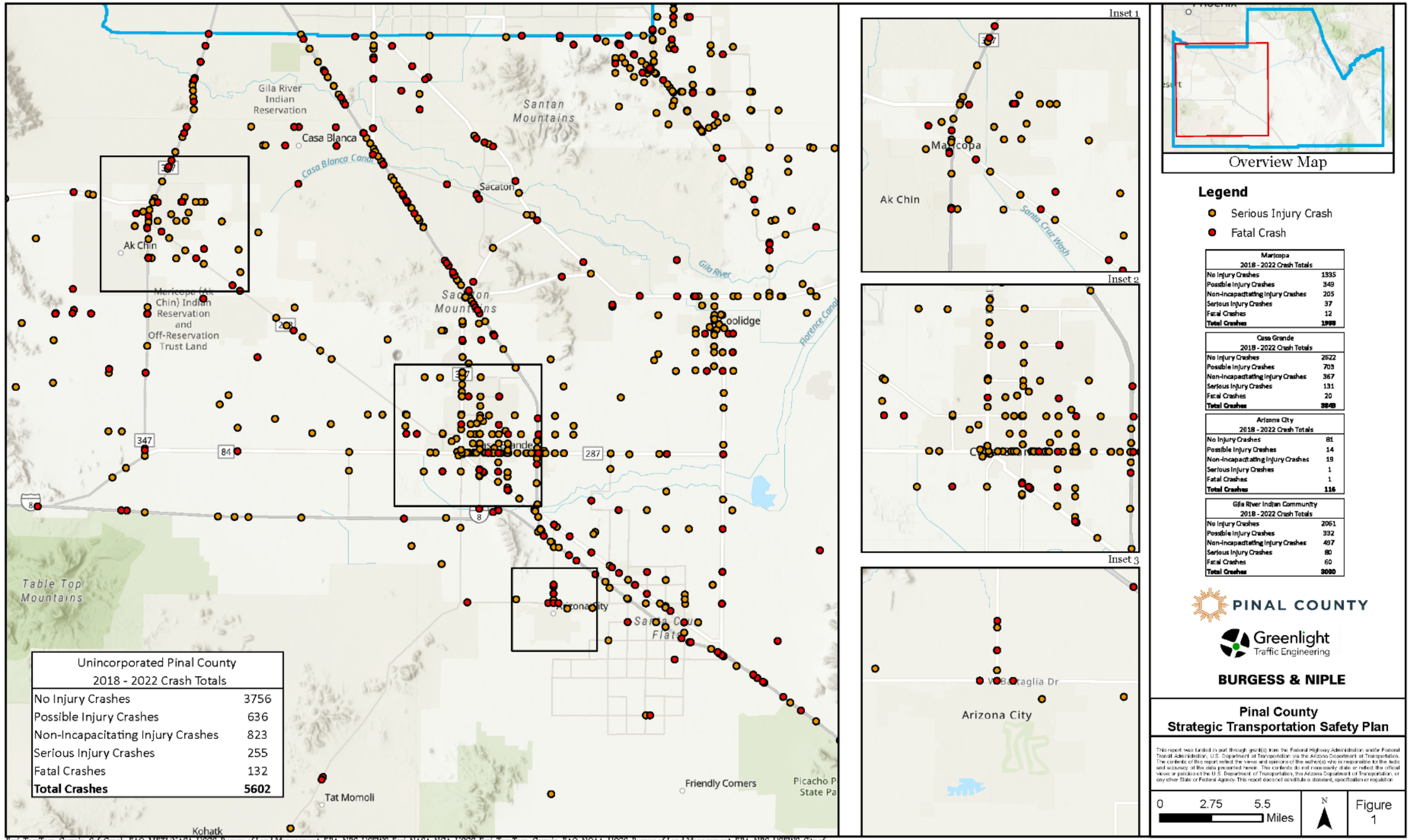
2.0 Data Summary

A database was developed consisting of the most recent five years of reported crashes, covering January 1, 2018 through December 31, 2022. Original crash data is sourced from the Arizona Crash Information System (ACIS) which provides motor vehicle crash information compiled from traffic reports submitted to Arizona Department of Transportation (ADOT) by various law enforcement agencies at the state, county, city, and tribal levels. ADOT's Traffic Safety and Information Technology teams maintain the latest data, thus establishing ACIS as the primary resource for crash information in Arizona.

According to ACIS, there were 22,242 reported crashes in total between January 1, 2018 and December 31, 2022. 3,657 crashes were removed from the spatial analysis database due to the inability to accurately locate the crashes on the roadway network, occurring on roads/trails outside the network, or other geolocation errors. The resulting number of crashes included in the final database and used for spatial analysis was 18,585 crashes.

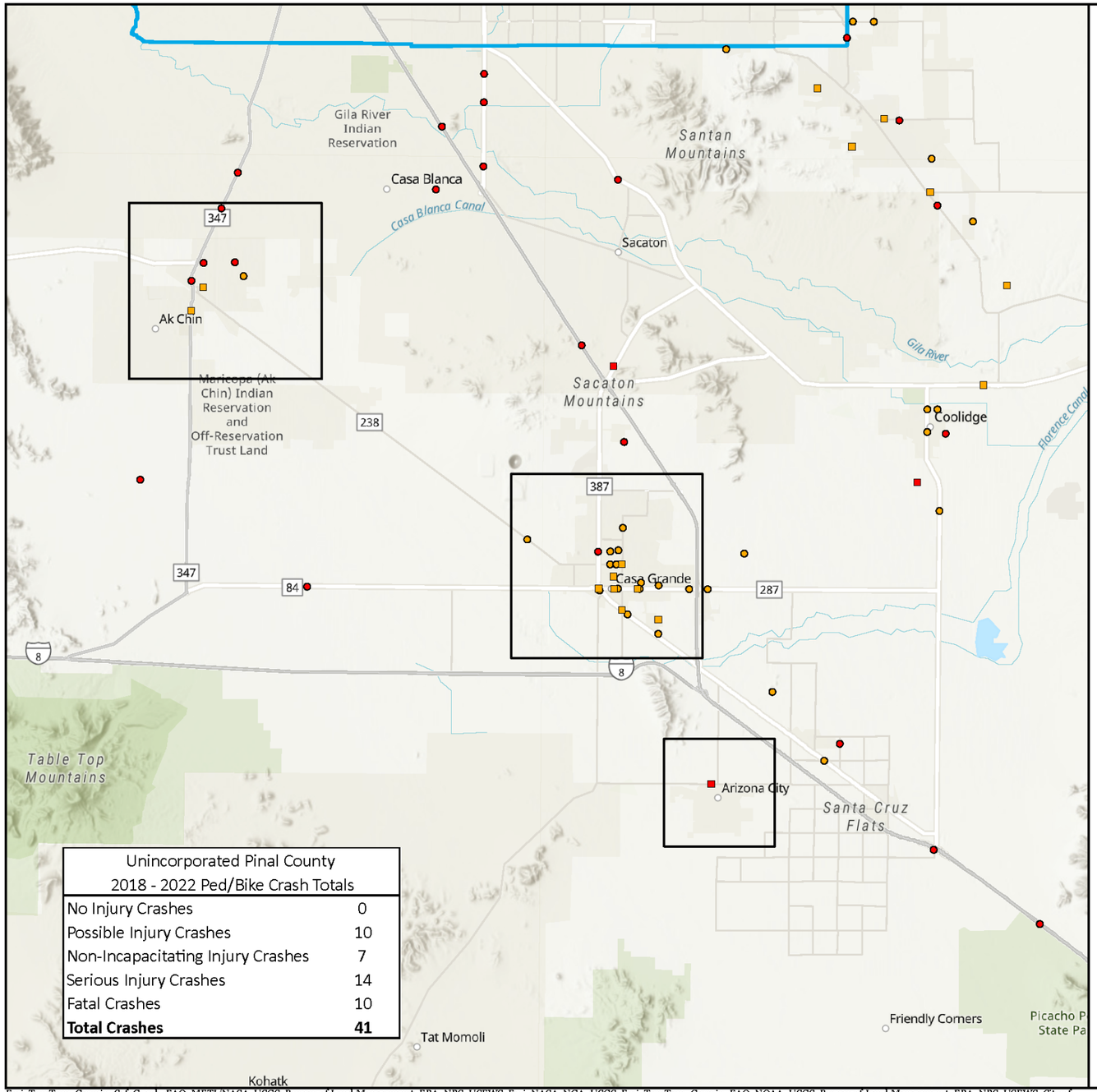
Fatal and severe injury crashes as well as pedestrian and bicycle crashes drawn from the ACIS dataset are displayed for each Pinal County local agency in **Figures 1 – 6.**

Figure 1: Fatal and Serious Injury Crash Data | Maricopa, Casa Grande, Arizona City, Gila River Indian Community

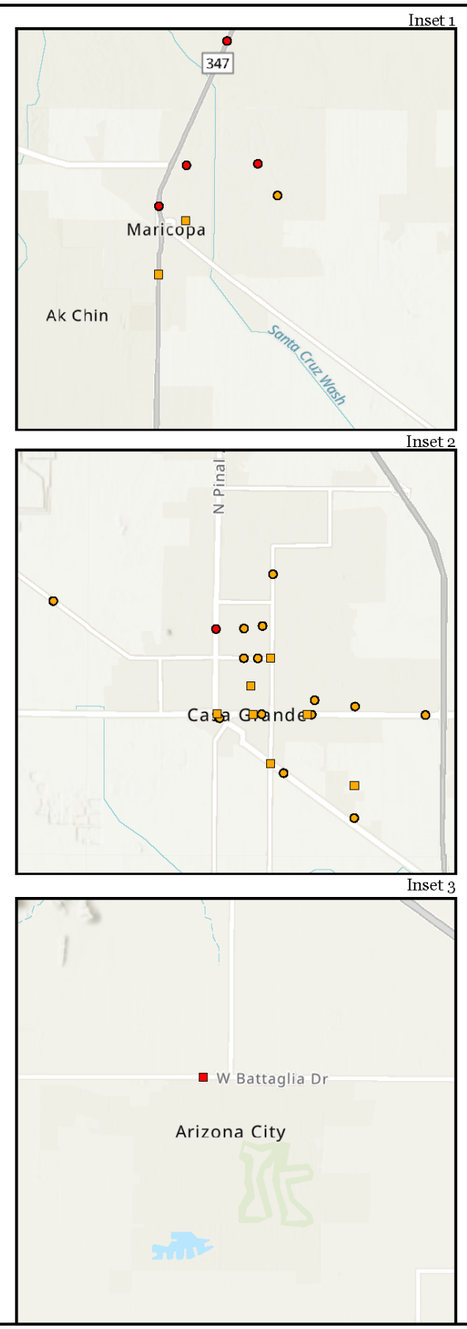


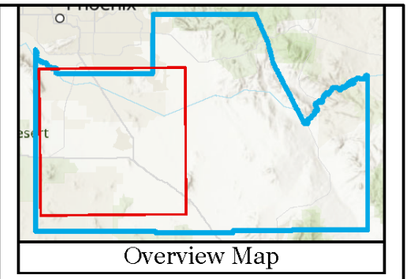
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, NASA, NGA, USGS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS, City of Eloy, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, NASA, NGA, USGS, FEMA, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS, Esri, USGS

Figure 2: Bicycle and Pedestrian Crash Data | Maricopa, Casa Grande, Arizona City, Gila River Indian Community



Unincorporated Pinal County 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	10
Non-Incapacitating Injury Crashes	7
Serious Injury Crashes	14
Fatal Crashes	10
Total Crashes	**41**





Legend

- Serious Injury - Bike
- Fatal - Bike
- Serious Injury - Pedestrian
- Fatal - Pedestrian

Maricopa 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	2
Possible Injury Crashes	17
Non-Incapacitating Injury Crashes	28
Serious Injury Crashes	3
Fatal Crashes	3
Total Crashes	**53**

Casa Grande 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	2
Possible Injury Crashes	25
Non-Incapacitating Injury Crashes	31
Serious Injury Crashes	21
Fatal Crashes	2
Total Crashes	**81**

Arizona City 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	0
Non-Incapacitating Injury Crashes	0
Serious Injury Crashes	0
Fatal Crashes	0
Total Crashes	**0**

Gila River Indian Community 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	2
Non-Incapacitating Injury Crashes	5
Serious Injury Crashes	0
Fatal Crashes	11
Total Crashes	**18**

PINAL COUNTY

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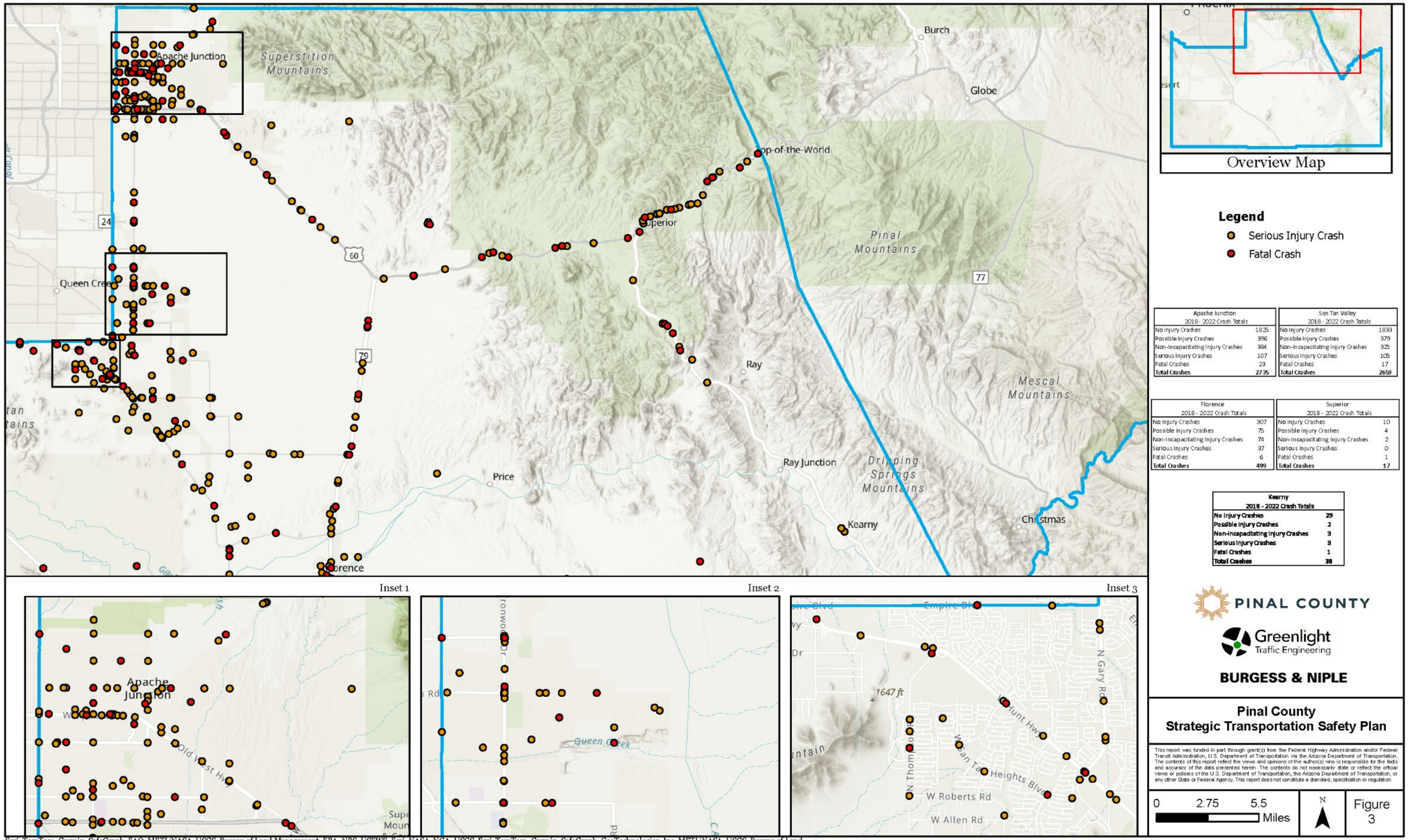
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Figure 2

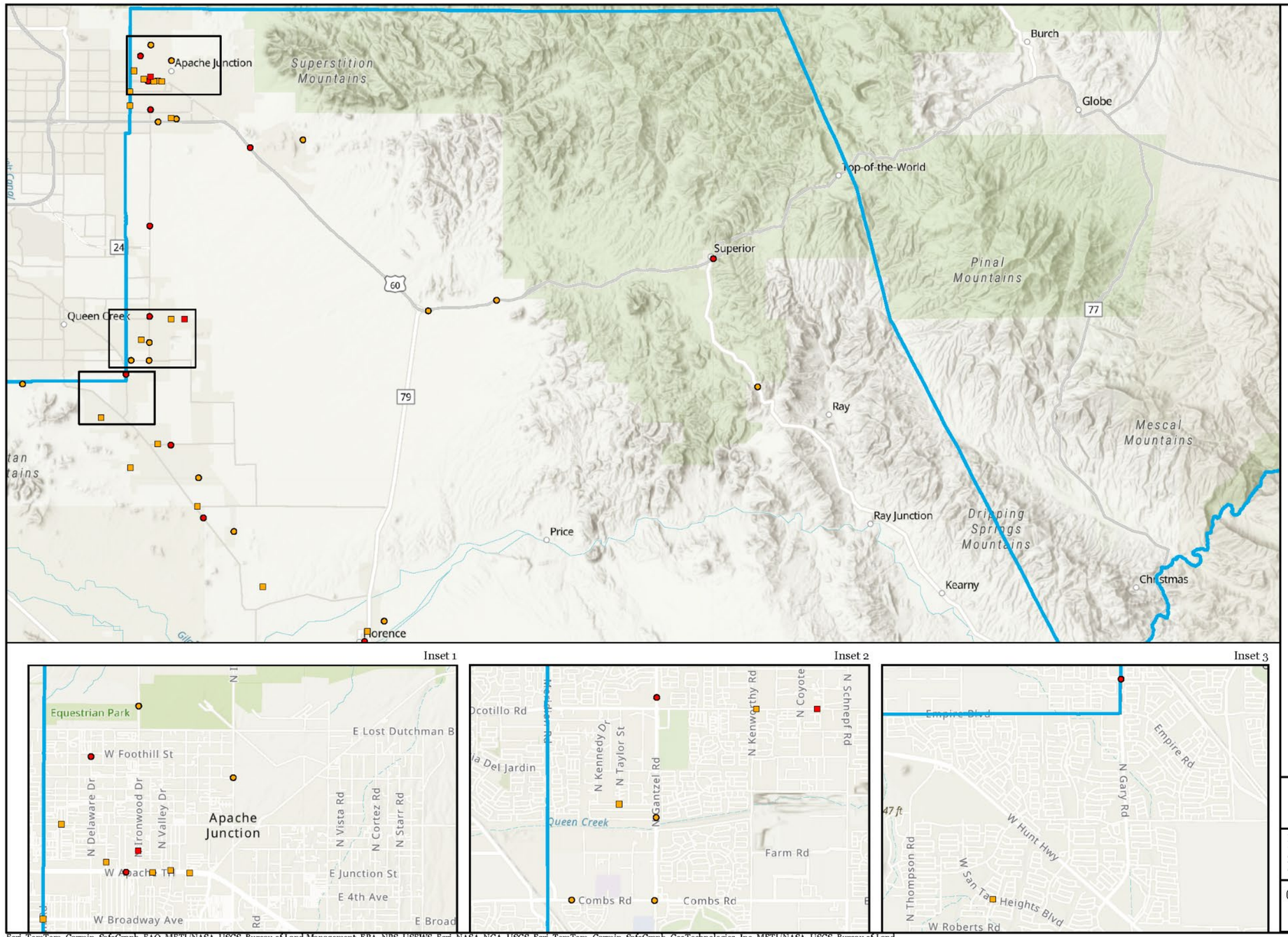
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Figure 3: Fatal and Serious Injury Crash Data | Apache Junction, San Tan Valley, Florence, Superior, Kearny



Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, NASA, NGA, USGS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, NASA, NGA, USGS, FEMA, Esri, USGS, Town of Queen Creek, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

Figure 4: Bicycle and Pedestrian Crash Data | Apache Junction, San Tan Valley, Florence, Superior, Kearny



Overview Map

Legend

- Serious Injury - Bike
- Fatal - Bike
- Serious Injury - Pedestrian
- Fatal - Pedestrian

Apache Junction 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	25
Non-Incapacitating Injury Crashes	27
Serious Injury Crashes	12
Fatal Crashes	5
Total Crashes	**69**

Florence 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	2
Non-Incapacitating Injury Crashes	6
Serious Injury Crashes	5
Fatal Crashes	1
Total Crashes	**14**

San Tan Valley 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	14
Non-Incapacitating Injury Crashes	21
Serious Injury Crashes	8
Fatal Crashes	3
Total Crashes	**46**

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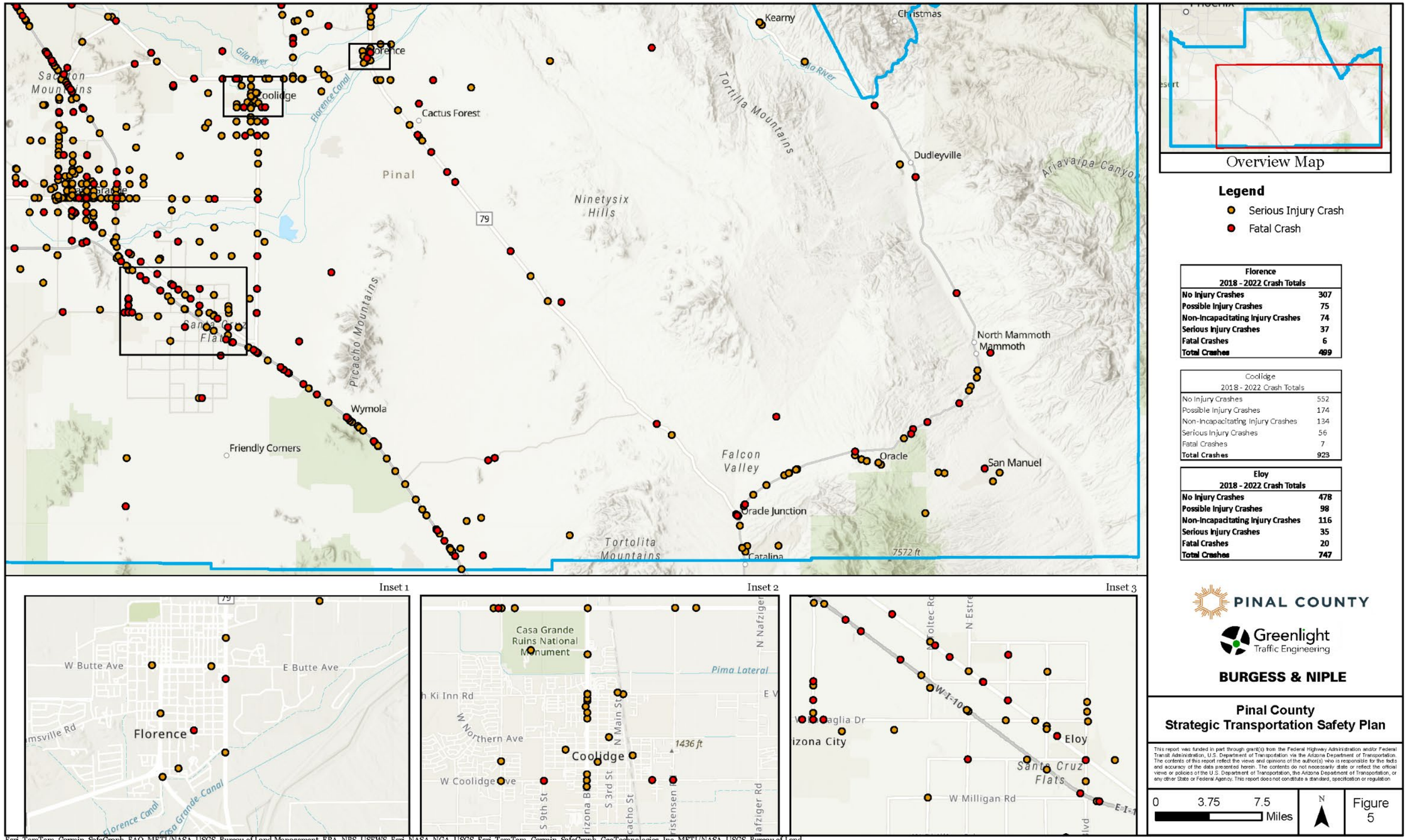
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Figure 4

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Figure 5: Fatal and Serious Injury Crash Data | Florence, Coolidge, Eloy



Florence 2018 - 2022 Crash Totals	
No Injury Crashes	**307**
Possible Injury Crashes	**75**
Non-Incapacitating Injury Crashes	**74**
Serious Injury Crashes	**37**
Fatal Crashes	**6**
Total Crashes	**499**

Coolidge 2018 - 2022 Crash Totals	
No Injury Crashes	552
Possible Injury Crashes	174
Non-Incapacitating Injury Crashes	134
Serious Injury Crashes	56
Fatal Crashes	7
Total Crashes	**923**

Eloy 2018 - 2022 Crash Totals	
No Injury Crashes	**478**
Possible Injury Crashes	**98**
Non-Incapacitating Injury Crashes	**116**
Serious Injury Crashes	**35**
Fatal Crashes	**20**
Total Crashes	**747**

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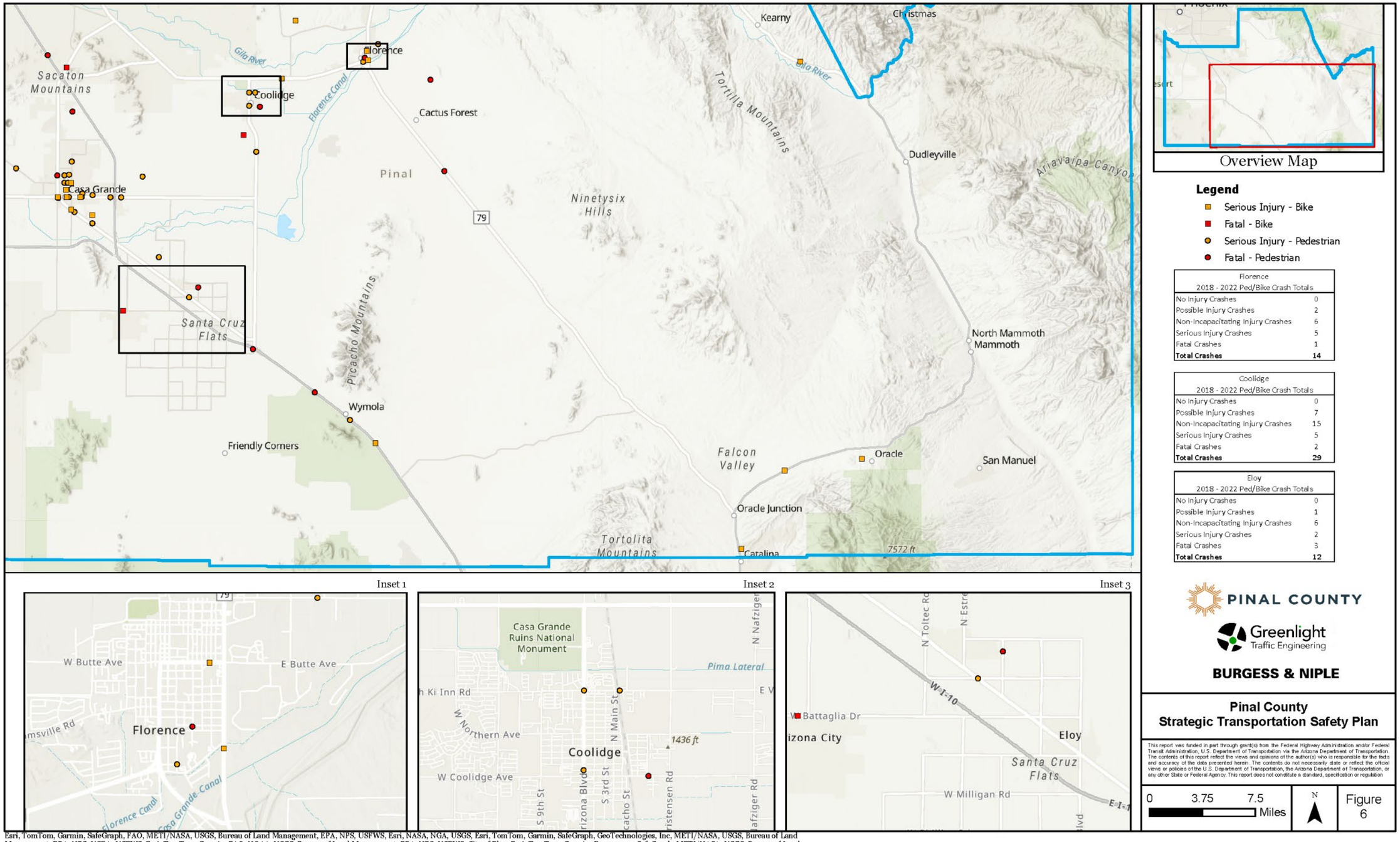
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0 3.75 7.5 Miles | N | Figure 5

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Figure 6: Bicycle and Pedestrian Crash Data | Florence, Coolidge, Eloy



Florence 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	2
Non-Incapacitating Injury Crashes	6
Serious Injury Crashes	5
Fatal Crashes	1
Total Crashes	**14**

Coolidge 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	7
Non-Incapacitating Injury Crashes	15
Serious Injury Crashes	5
Fatal Crashes	2
Total Crashes	**29**

Eloy 2018 - 2022 Ped/Bike Crash Totals	
No Injury Crashes	0
Possible Injury Crashes	1
Non-Incapacitating Injury Crashes	6
Serious Injury Crashes	2
Fatal Crashes	3
Total Crashes	**12**

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0 3.75 7.5 Miles | N | Figure 6

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3.0 Spatial Analysis Methodology

3.1. Crash Weighting System

Intersections and segments with the highest crash severity were identified using crash frequency, defined as the number of crashes of any severity at a given intersection or on a given segment within the most recent five years of crash data, crash rate (for segments only), calculated as the number of projected crashes on a given segment per 100,000,000 vehicle miles traveled, and the Severity Index network screening performance measure from the Unsignalized/Signalized Analysis Tool and Sliding Window Analysis Tool developed by AMEC Foster Wheeler Environment & Infrastructure, Inc. for the 2016 Pinal County Strategic Transportation Safety Plan. Both the Unsignalized/Signalized Analysis Tool and Sliding Window Analysis Tool, alongside the STSP data dashboard containing the full ranked results for intersections and segments, will be provided to Pinal County. These tools have been developed to allow for Pinal County staff to easily change parameters of the analysis, including weights associated with each scoring criterion. The Sliding Window Analysis Tool and Unsignalized/Signalized Analysis Tool user interfaces, paired with the top 500 segments and all 419 intersections identified as part of this analysis, are displayed in **Appendix A** and **Appendix B** respectively**.**

The Severity Index screening calculation was performed for all public at-grade locations (intersections and roadway segments) within the region. Private roads and many unimproved roadways were excluded from the analysis. **Table 1** shows the Severity Index weights assigned to individual crashes based on the crash severity. The crash weights are calculated from equivalent crash costs and societal cost of each severity of crash occurring and are consistent with both the 2016 and 2019 Pinal County Strategic Transportation Safety Plans.

Table 1: Severity Index Weights

Crash Severity	Crash Weight
Fatal	5.8
Suspected Serious Injury	5.8
Suspected Minor Injury	2.0
Possible Injury	2.0
Property Damage Only	1.0

The provided weights prioritize crashes based on their relative severity with fatal and serious injury crashes receiving the highest priority and PDO crashes receiving the least priority in the scoring.

3.2. Intersection Methodology

Crashes were defined as intersection or segment crashes. An intersection crash is defined as a crash that occurs within 250 feet of the intersection. These crashes were spatially joined and summarized in ArcGIS to show the total number of crashes by severity at each intersection. Where intersections were less than 250 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any intersection were separated to be used in the segment analysis discussed below.

The Severity Index was calculated for intersections by multiplying each crash severity total by the associated weight (by intersection type) and summing the results, using the following formula:

> **Severity Index** = ((5.8 * Number of fatal crashes) + (5.8 * Number of severe injury crashes) + (2 * Number of minor injury crashes) + (2 * Number of possible injury crashes) + (Number of PDO crashes)) / Total number of crashes

Alongside Severity Index, crash frequency was utilized for intersection scoring, defined as the number of crashes of any severity that occurred within 500 feet of a given intersection throughout the five-year period of crash data. The final scoring was done by weighting severity index and crash frequency equally and producing a prioritization score using the following formula:

> **Crash Frequency Rank** = The rank, among all intersections, that a given intersection scores based on numeric frequency of crashes. In the given dataset, 7,123 crashes were categorized as intersection-related crashes. In this case, an intersection observing the highest number of crashes receives a score of 1, whereas the intersection observing the lowest number of crashes receives a score of 7,123.
>
> **Severity Index Rank** = The rank, among all intersections, that a given intersection scores based on the above calculation for severity index. An intersection observing the highest severity index receives a score of 1, and an intersection observing the lowest severity index receives a score of 7,123.
>
> **Prioritization Score** = (Crash Frequency Rank * 0.5) + (Severity Index Rank * 0.5)

Note that the weights given to Crash Frequency Rank and Severity Index Rank (shown as 0.5, or 50% of the final score for each criterion in the formula above) can easily be changed in the network screening tools for continued analytical use by Pinal County. Intersections are ranked based on their prioritization score where the intersections associated with a lower prioritization score are ranked higher in safety prioritization.

3.3. Roadway Segment Methodology

Crashes that occurred more than 250 feet from the nearest intersection were used to conduct a separate segment analysis. A Python script was used in ArcGIS to split the region's road network into overlapping one-mile segments and incrementing these segments by half-mile. This methodology helps to identify portions of roadway with the highest crash severity scores and greatest potential for safety improvements.

After splitting the network, non-intersection crashes were spatially joined to each segment. Similar to the intersection methodology above, roadway segment crashes were summarized by severity index and crash frequency and given a composite score by which they are prioritized. However, segments utilized an additional criterion to normalize crash frequency by Average Annual Daily Traffic (AADT), referred to hereafter as crash rate. Crash rate, as defined by the Federal Highway Administration (FHWA), is calculated as follows:

> **Crash Rate** = (Number of crashes on segment * 100,000,000) / (365 * Average Annual Daily Traffic * Number of years of data included * Length of segment in miles).

The resulting number is equivalent to the projected number of crashes to occur on a given segment observing 100,000,000 vehicle-miles of travel (100M VMT). Using crash rate, a ranking is generated for each segment.

> **Crash Rate Rank** = The rank, among all segments, that a given segment scores based on the above calculation for crash rate. A segment observing the highest crash rate receives a score of 1.

Alongside severity index rank and crash frequency rank, crash rate rank is used to formulate a composite prioritization score for each segment. The final scoring was done by weighting severity index, crash rate, and crash frequency equally and producing a prioritization score using the following formula:

> **Prioritization Score** = (Crash Frequency Rank * 0.33) + (Crash Rate Rank * 0.33) + (Severity Index Rank * 0.33)

Note that the weights given to Crash Frequency Rank and Severity Index Rank (shown as 0.33, or 33% of the final score for each criterion in the formula above) can easily be changed in the network screening tools for continued analytical use by Pinal County.

4.0 Priority Locations

This section describes the priority intersections and segments using the prioritization scoring methodology. The severity index method considers the weighting factors related to the societal costs of fatal, injury, and property damage-only crashes to develop a composite score that considers both the frequency and severity of crashes. When used in conjunction with crash frequency and normalized crash rate, this method highlights the sites that have high frequencies of more severe crash outcomes which typically warrant further investigation and countermeasure application. These locations are often the most competitive for grant funding programs that address fatal and severe injury crashes, including but not limited to the ADOT Highway Safety Improvement Program (HSIP), the USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program, and the USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

Additional priority locations or alternative methods of developing priority location lists may be identified for implementation of projects. Crash risk analyses are helpful to proactively identify the roadways or intersection features, or crash characteristics that are associated with crash risk before the crashes happen to systemic treatments at locations with certain risk factors. Hence, the crash severity scoring is often used to determine priority locations based on historical crash patterns for quantitative safety performance while crash risk analyses are helpful in determining and recommending systemic countermeasures/treatments.

4.1. Priority Location Scores

Priority intersections and segments were identified through review of annualized/normalized crash severity scores from the network screening results. Priority locations were developed from the highest scoring locations in the region. The resulting list of priority intersections and segments are provided in **Table 2** and **Table 3**, respectively. Priority intersections are visualized in **Figure 7.**

Table 2: Priority Intersections

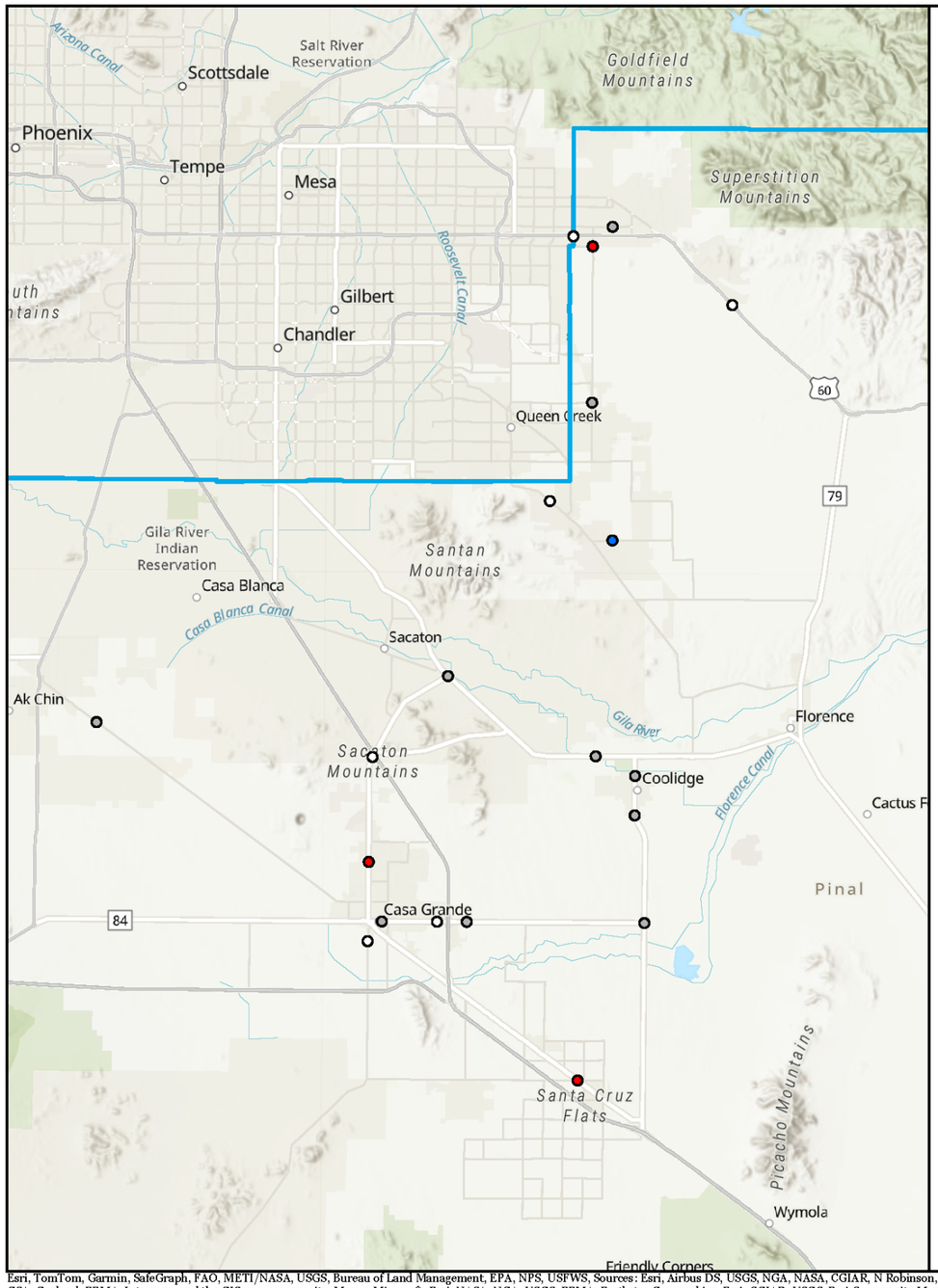
ID	Intersection Name	Crash Frequency (Crashes in 5-year period)	Severity Index
1	SR 87 & SKOUSEN RD	42	2.14
2	I-10 RAMP SOUTH (EXIT) & SR 387	57	1.81
3	PETERS RD & FLORENCE ST	29	2.19
4	IRONWOOD DR & PIMA RD	72	1.70
5	SR 287 & HACIENDA RD	24	2.03
6	SR 87 & VAH KI INN RD	32	1.86
7	BATTAGLIA RD & FRONTIER ST	28	1.91
8	SR 87 & SR 187	31	1.86
9	SR 287 & SR 87	19	2.23
10	SR 88 & SOUTHERN AVE	35	1.75
11	BELLA VISTA RD & GANTZEL RD	47	1.67
12	HUNT HWY & MOUNTAIN VISTA BLVD	58	1.63
13	PINAL AVE & RODEO RD	50	1.63
14	SR 87 & MARTIN RD	17	2.04
15	IRONWOOD DR & BASELINE AVE	110	1.52
16	SR 287 & BROWN AVE	21	1.89
17	WHITE & PARKER RD & MARICOPA CASA GRANDE HWY	19	1.98
18	SR 287 & CACHERIS ST	20	1.88
19	US 60 & PERALTA RD	31	1.72
20	MERIDIAN RD & US 60 EAST (RAMP)	28	1.74

Table 3: Priority Roadway Segments

ID	Roadway Segment	Crash Frequency (Crashes in 5-year period)	Crash Rate (Crashes per 100M VMT)	Severity Index
1	SR-347 *Milepost 9.9 – 10.5*	25	1242.84	2.288
2	SR-87 *Milepost 14.4 – 14.9*	19	368.71	2.074
3	SR-79 *Milepost 0.1 – 0.4*	9	512.42	3.044
4	Superstition Boulevard *Milepost 1.4 – 1.7*	15	311.58	2.493
5	SR-88 *Milepost 5.0 – 5.3*	7	754.75	3.886
6	*Coolidge Avenue* *Milepost 0.9 – 1.3*	12	183.41	2.450
7	*SR 177* *Milepost 23.7 -24.0*	11	665.72	2.145
8	*Superstition Boulevard* *Milepost 1.7 – 2.0*	15	311.58	2.240
9	*Delaware Drive* *Milepost 2.4 – 2.7*	9	1169.16	2.200
10	*Coolidge Avenue* *Milepost 0.7 – 1.1*	11	339.04	2.582

The top 500 roadway segments identified by this prioritization process are included in **Appendix A.**

Figure 7: Top 20 Priority Intersections









Intersection	Rank
SR 87 & Skousen Rd	1
I-10 Ramp South (Exit) & SR 387	2
Peters Rd & Florence St	3
Ironwood Dr & Pima Rd	4
SR 287 & Hacienda Rd	5
SR 87 & Vah Ki Inn Rd	6
Battaglia Rd & Frontier St	**7**
SR 87 & SR 187	7
SR 287 & SR 87	9
SR 88 & Southern Ave	10
Bella Vista Rd & Gantzel Rd	11
Hunt Hwy & Mountain Vista Blvd	12
Pinal Ave & Rodeo Rd	**13**
SR 87 & Martin Rd	14
Ironwood Dr & Baseline Ave	**15**
SR 287 & Brown Ave	16
White & Parker Rd & Maricopa Casa Grande Hwy	17
SR 287 & Cacheris Ct	17
US 60 & Peralta Rd	19
Meridian Rd & US 60 East (Ramp)	20

Top 20 Intersections

- High potential for crash reduction (> 3.5 crashes)
- Moderate potential for crash reduction
- Low potential for crash reduction (< -3.5 crashes)
- No Predictive Data

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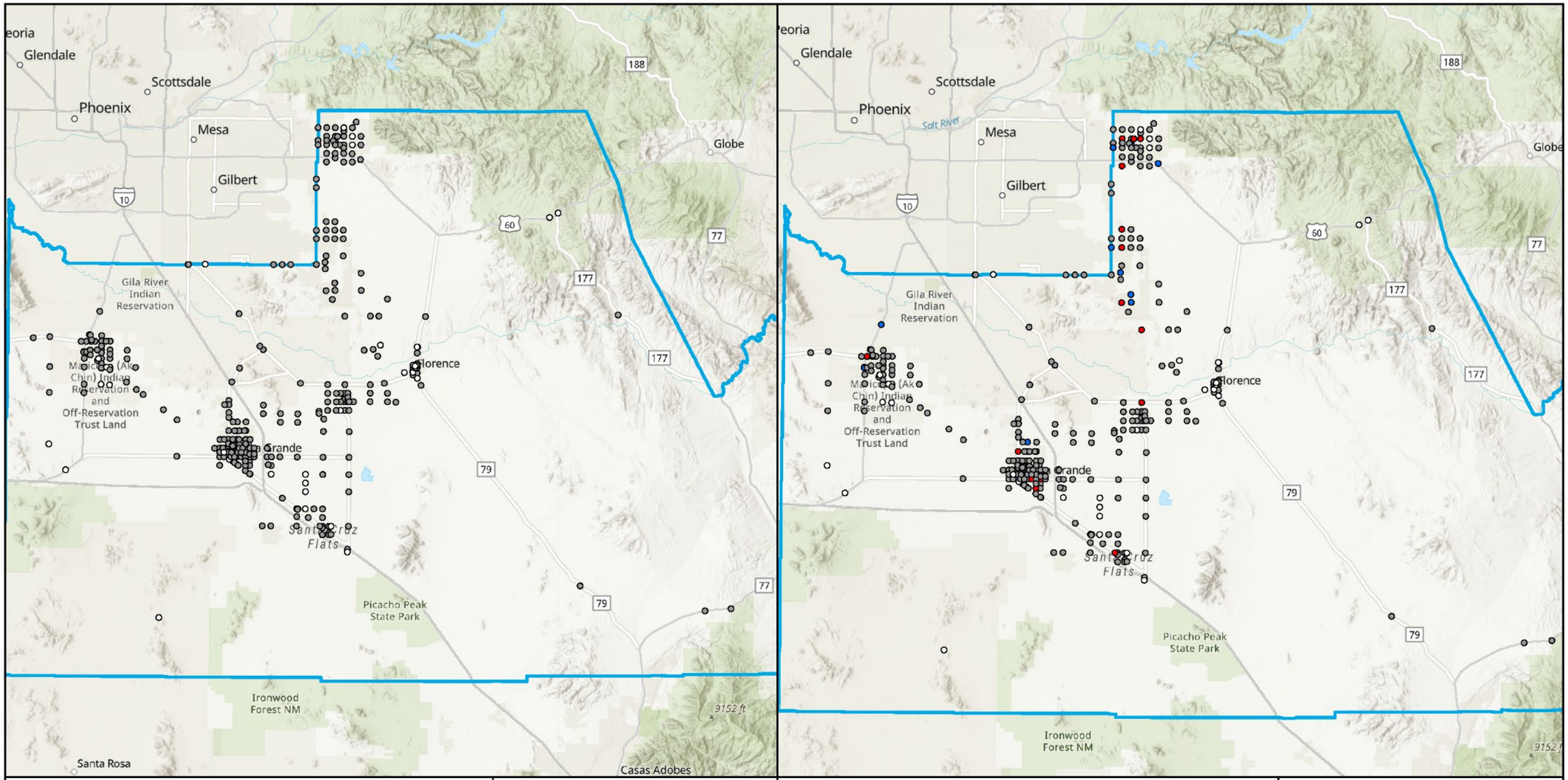
Figure 8

Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community, Maxar, Microsoft, Esri, NASA, NGA, USGS, FEMA, Earthstar Geographics, Esri, CGIAR, USGS, Esri Community Maps Contributors, City of Eloy, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, Foursquare, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar

5.0 Sun Cloud Explorer Network Screening

Sun Cloud Explorer, an open data portal containing transportation and socioeconomic data describing the Sun Corridor megaregion, hosts several safety-related data layers including the results of a region-wide network screening. The Sun Cloud Explorer network screening results were compared to the Pinal County Strategic Transportation Safety Plan to assess consistency as an additional benchmarking and accuracy-checking exercise. A visualized comparison between the Sun Cloud Explorer network screening and Pinal County Strategic Transportation Safety Plan network screening are shown in **Figure 8.**

Figure 8: Sun Corridor and Pinal County Predictive Safety Metrics



State Safety Junctions

Difference between Expected Crashes and Predicted Crashes

- Low potential for crash reduction (<-18 crashes)
- Moderate potential for crash reduction
- High potential for crash reduction (>18 crashes)
- No historical crashes

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Pinal County Safety Junctions

Difference between Expected Crashes and Predicted Crashes

- Low potential for crash reduction (<-3.5 crashes)
- Moderate potential for crash reduction
- High potential for crash reduction (> 3.5 crashes)
- No historical crashes

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0 5 10 Miles

N

Figure 7

Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS, Esri, CGIAR, USGS

Appendix A

Sliding Window Analysis Tool (SWAT)

PINAL COUNTY
WIDE OPEN OPPORTUNITY

Sliding Window Size: 0.3 Miles

Crash Data Dates: 2018 to 2022

- ○ **A Single Road Segment**
- ○ **Multiple Road Segments:**
- ○ **Roads by Agency:**
- ◉ **All Road Segments**

12,042 Records Shown

Segments in red are shorter than Window size.

					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
10.0-10.3	SR 347 S	SR 347	ADOT	3674	8	7	6	3	1	25	225	1242.84	68	2.288	950	417.04	1
10.1-10.4	SR 347 S	SR 347	ADOT	3674	8	7	6	3	1	25	225	1242.84	68	2.288	950	417.04	1
10.2-10.5	SR 347 S	SR 347	ADOT	3674	8	7	6	3	1	25	225	1242.84	68	2.288	950	417.04	1
9.9-10.2	SR 347 S	SR 347	ADOT	3674	8	7	5	3	1	24	248	1193.13	79	2.300	939	424.59	4
14.4-14.7	SR 87	SR 87	ADOT	9412	10	5	1	2	1	19	387	368.71	434	2.074	1117	648.66	5
14.5-14.8	SR 87	SR 87	ADOT	9412	10	5	1	2	1	19	387	368.71	434	2.074	1117	648.66	5
14.6-14.9	SR 87	SR 87	ADOT	9412	10	5	1	2	1	19	387	368.71	434	2.074	1117	648.66	5
0.1-0.4	SR 79	SR 79	ADOT	3208	2	1	3	2	1	9	1149	512.42	267	3.044	556	655.45	8
1.4-1.7	Superstition Blvd	Superstition Blvd	Apache Junction	8793	4	7	1	3	0	15	568	311.58	644	2.493	835	683.29	9
5.0-5.3	SR 88	SR 88	ADOT	1694	2	0	1	4	0	7	1564	754.75	161	3.886	345	686.00	10
0.9-1.2	Coolidge Ave	Coolidge Ave	Coolidge	5975	6	2	1	3	0	12	793	366.83	441	2.450	888	707.80	11
1.0-1.3	Coolidge Ave	Coolidge Ave	Coolidge	6024	6	2	1	3	0	12	793	363.84	448	2.450	888	710.13	12
23.7-24.0	SR 177	SR 177	ADOT	3018	6	0	3	0	2	11	904	665.72	180	2.145	1068	718.18	13
1.7-2.0	Superstition Blvd	Superstition Blvd	Apache Junction	8793	4	7	2	2	0	15	568	311.58	644	2.240	960	725.41	14
2.4-2.7	Delaware Dr	Delaware Dr	Apache Junction	1406	2	3	3	0	1	9	1149	1169.16	84	2.200	963	731.67	15
0.7-1.0	Coolidge Ave	Coolidge Ave	Coolidge	5926	5	2	1	3	0	11	904	339.04	516	2.582	801	740.09	16
0.8-1.1	Coolidge Ave	Coolidge Ave	Coolidge	5926	5	2	1	3	0	11	904	339.04	516	2.582	801	740.09	16
14.3-14.6	SR 87	SR 87	ADOT	9412	7	4	1	2	1	15	568	291.09	713	2.293	945	743.33	18
1.8-2.1	Papago Rd	Papago Rd	Pinal County	3183	3	2	2	1	1	9	1149	516.44	264	2.511	832	747.47	19
23.8-24.1	SR 177	SR 177	ADOT	3018	4	0	3	0	2	9	1149	544.68	238	2.400	891	758.69	20
1.6-1.9	Superstition Blvd	Superstition Blvd	Apache Junction	8793	3	7	2	2	0	14	632	290.81	714	2.329	934	761.08	21
0.0-0.3	Quail Run Ln	Quail Run Ln	Florence	2628.75	5	1	1	2	0	9	1149	625.33	198	2.289	946	763.91	22
1.7-2.0	Papago Rd	Papago Rd	Pinal County	3183	2	2	2	1	1	8	1335	459.06	304	2.700	663	765.21	23
1.9-2.2	Papago Rd	Papago Rd	Pinal County	3183	2	2	2	1	1	8	1335	459.06	304	2.700	663	765.21	23
22.9-23.2	SR 84	SR 84	ADOT	7631.25	7	3	2	2	0	14	632	335.08	535	2.043	1135	769.21	26
0.0-0.2	US 60 Ramp 195C	US 60 Ramp 195C	ADOT	6762	7	2	2	1	1	13	698	351.14	481	2.046	1132	772.00	27
4.5-4.8	Attaway Rd	Attaway Rd	Florence	9146	9	3	0	1	2	15	568	299.55	678	2.160	1066	772.46	28
4.9-5.2	SR 88	SR 88	ADOT	1694	1	0	1	4	0	6	1856	646.92	185	4.367	275	766.76	25

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					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
23.5-23.8	SR 177	SR 177	ADOT	3018	5	0	2	0	2	9	1149	544.68	238	2.289	946	777.23	29
2.5-2.8	Delaware Dr	Delaware Dr	Apache Junction	1326	1	3	3	0	1	8	1335	1101.95	86	2.350	933	783.61	30
0.0-0.3	SR 79	SR 79	ADOT	5485	2	1	3	2	1	9	1149	299.70	677	3.044	556	791.98	32
5.1-5.4	SR 88	SR 88	ADOT	1694	1	0	2	3	0	6	1856	646.92	185	3.733	346	790.69	31
0.0-0.2	SR 79	SR 79	ADOT	5550.75	2	2	2	2	1	9	1149	296.15	687	3.044	556	795.31	33
17.3-17.6	SR 87	SR 87	ADOT	16866	24	12	11	5	0	52	22	563.13	224	1.904	2158	809.10	35
22.6-22.9	SR 84	SR 84	ADOT	10023	7	3	1	3	0	14	632	255.12	846	2.314	938	806.38	34
4.7-5.0	Attaway Rd	Attaway Rd	Florence	7475.5	7	3	1	1	1	13	698	317.63	597	2.046	1132	810.63	36
17.4-17.7	SR 87	SR 87	ADOT	17715	21	10	7	5	0	43	46	443.35	316	1.953	2148	844.28	37
0.4-0.7	SR 587	SR 587	ADOT	9494	7	1	0	4	0	12	793	230.86	1075	2.683	684	850.17	38
1.6-1.9	Papago Rd	Papago Rd	Pinal County	3183	2	2	1	1	1	7	1564	401.68	369	2.800	651	858.38	39
2.7-3.0	Coolidge Ave	Coolidge Ave	Coolidge	2759	2	1	0	1	2	6	1856	397.21	376	3.567	362	859.68	40
1.2-1.5	Smith-Enke Rd	Smith-Enke Rd	Maricopa	16128.3	16	11	7	2	1	37	70	419.02	343	1.876	2183	872.99	41
2.8-3.1	Coolidge Ave	Coolidge Ave	Coolidge	2924.75	2	1	0	1	2	6	1856	374.70	425	3.567	362	876.00	42
2.2-2.5	Smith-Enke Rd	Smith-Enke Rd	Maricopa	10192	15	9	6	2	0	32	121	573.46	221	1.769	2306	890.65	44
1.1-1.4	Apache (1) Trl	Apache (1) Trl	Apache Junction	15687	19	7	4	3	1	34	99	395.87	385	1.888	2166	890.82	45
4.6-4.9	Attaway Rd	Attaway Rd	Florence	9146	7	3	1	1	1	13	698	259.61	828	2.046	1132	887.55	43
1.3-1.6	Smith-Enke Rd	Smith-Enke Rd	Maricopa	16128	18	11	5	2	1	37	70	419.02	341	1.822	2261	898.61	46
1.4-1.7	Smith-Enke Rd	Smith-Enke Rd	Maricopa	16128	18	11	5	2	1	37	70	419.02	341	1.822	2261	898.61	46
1.2-1.5	Apache (1) Trl	Apache (1) Trl	Apache Junction	15687	20	6	4	3	1	34	99	395.87	385	1.859	2194	900.25	48
1.4-1.7	American Ave	American Ave	Pinal County	4005	5	0	1	2	0	8	1335	364.84	447	2.325	935	904.50	49
33.2-33.5	US 60	US 60	ADOT	8079	3	1	5	2	0	11	904	248.69	934	2.418	890	909.27	50
33.3-33.6	US 60	US 60	ADOT	8079	8	3	6	2	0	19	387	429.55	333	1.979	2023	920.35	51
1.9-2.2	Smith-Enke Rd	Smith-Enke Rd	Maricopa	10192	11	10	7	1	0	29	153	519.70	262	1.752	2331	923.28	53
33.5-33.8	US 60	US 60	ADOT	8079	12	3	7	1	1	24	248	542.59	240	1.817	2263	924.39	55
7.4-7.7	Hunt Hwy	Hunt Hwy	San Tan Valley	15775.8	11	2	2	3	0	18	420	208.40	1206	2.022	1140	924.38	54
4.8-5.1	Attaway Rd	Attaway Rd	Florence	5805	4	2	1	1	1	9	1149	283.18	731	2.400	891	922.86	52
33.4-33.7	US 60	US 60	ADOT	8079	12	3	6	1	1	23	272	519.98	260	1.809	2268	940.66	58
1.5-1.8	Superstition Blvd	Superstition Blvd	Apache Junction	8793	2	6	1	2	0	11	904	228.49	1083	2.509	833	939.68	57
4.8-5.1	SR 88	SR 88	ADOT	2201.5	1	0	0	4	0	5	2214	414.83	350	4.840	267	937.15	56
1.1-1.4	Superstition Blvd	Superstition Blvd	Apache Junction	8793	7	3	0	2	0	12	793	249.26	931	2.050	1130	952.52	59
17.5-17.8	SR 87	SR 87	ADOT	18564	12	8	7	3	0	30	143	295.17	692	1.980	2021	958.70	60
17.2-17.5	SR 87	SR 87	ADOT	16017	14	7	5	3	0	29	153	330.70	549	1.910	2154	959.21	61
33.7-34.0	US 60	US 60	ADOT	8079	14	2	6	1	1	24	248	542.59	240	1.733	2392	967.86	63
16.6-16.9	SR 87	SR 87	ADOT	14366.8	7	5	2	2	0	16	512	203.41	1238	2.038	1137	964.38	62
34.4-34.7	US 60	US 60	ADOT	8079	8	0	7	2	0	17	456	384.33	409	1.976	2030	970.79	64
34.3-34.6	US 60	US 60	ADOT	8079	11	0	7	2	0	20	354	452.16	309	1.830	2236	973.25	66
0.0-0.3	Skyline Dr	Skyline Dr	San Tan Valley	3566	1	4	1	1	0	7	1564	358.54	468	2.400	894	973.24	65

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
2.0-2.3	Smith-Enke Rd	Smith-Enke Rd	Maricopa	10192	11	8	6	1	0	26	205	465.94	299	1.723	2419	982.42	68
2.1-2.4	Smith-Enke Rd	Smith-Enke Rd	Maricopa	10192	11	8	6	1	0	26	205	465.94	299	1.723	2419	982.42	68
23.6-23.9	SR 177	SR 177	ADOT	3018	8	0	3	0	2	13	698	786.76	157	1.969	2071	980.55	67
1.3-1.6	Apache (1) Trl	Apache (1) Trl	Apache Junction	15687	18	3	2	3	1	27	190	314.37	625	1.896	2161	999.08	71
1.3-1.6	American Ave	American Ave	Pinal County	4005	4	0	1	2	0	7	1564	319.24	593	2.514	825	991.61	70
0.6-0.9	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	12707	7	4	1	1	1	14	632	201.23	1252	2.043	1135	1007.97	73
8.4-8.7	SR 77	SR 77	ADOT	8240	7	0	2	2	0	11	904	243.83	990	2.055	1126	1007.45	72
39.7-40.0	SR 87	SR 87	ADOT	11471	17	8	9	0	1	35	88	557.29	226	1.623	2719	1020.60	78
0.8-1.1	Apache (0) Trl	Apache (0) Trl	Apache Junction	19122	11	3	2	2	1	19	387	181.48	1524	2.021	1141	1019.72	77
1.5-1.8	American Ave	American Ave	Pinal County	4005	5	0	0	2	0	7	1564	319.24	593	2.371	897	1015.88	74
1.2-1.5	Superstition Blvd	Superstition Blvd	Apache Junction	8793	6	3	0	2	0	11	904	228.49	1083	2.145	1068	1018.88	76
38.3-38.6	US 60	US 60	ADOT	8079	5	0	3	1	1	10	1004	226.08	1098	2.260	954	1018.45	75
0.7-1.0	Apache (1) Trl	Apache (1) Trl	Apache Junction	20663	23	11	10	2	0	46	37	406.61	360	1.665	2656	1027.16	82
39.5-39.8	SR 87	SR 87	ADOT	11471	18	8	9	0	1	36	81	573.21	222	1.606	2751	1027.74	83
39.6-39.9	SR 87	SR 87	ADOT	11471	18	8	9	0	1	36	81	573.21	222	1.606	2751	1027.74	83
4.1-4.4	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	6	5	1	1	0	13	698	863.43	133	1.831	2233	1027.15	81
0.4-0.7	Bella Vista Rd	Bella Vista Rd	San Tan Valley	23720.5	11	5	3	3	0	22	289	169.40	1638	2.018	1142	1025.68	79
28.3-28.6	US 60	US 60	ADOT	16950	11	1	2	2	1	17	456	183.19	1476	2.024	1139	1025.83	80
0.6-0.9	Apache (1) Trl	Apache (1) Trl	Apache Junction	20663	27	11	10	2	0	50	25	441.97	317	1.612	2745	1038.88	87
39.4-39.7	SR 87	SR 87	ADOT	11471	17	7	9	0	1	34	99	541.37	243	1.612	2746	1038.99	88
17.1-17.4	SR 87	SR 87	ADOT	16017	15	5	7	2	0	29	153	330.70	549	1.745	2388	1038.06	85
0.2-0.5	Bella Vista Rd	Bella Vista Rd	San Tan Valley	25121	11	6	3	3	0	23	272	167.23	1692	2.017	1144	1038.72	86
1.0-1.3	Apache (1) Trl	Apache (1) Trl	Apache Junction	16931	19	6	2	2	1	30	143	323.63	579	1.747	2387	1044.42	89
0.3-0.6	Bella Vista Rd	Bella Vista Rd	San Tan Valley	24420.8	11	5	3	3	0	22	289	164.54	1718	2.018	1142	1052.32	90
0.5-0.8	Apache (1) Trl	Apache (1) Trl	Apache Junction	19955.5	22	9	8	2	0	41	49	375.26	424	1.649	2672	1057.83	94
4.2-4.5	Attaway Rd	Attaway Rd	Florence	9146	7	1	1	1	1	11	904	219.67	1135	2.055	1126	1055.74	91
4.3-4.6	Attaway Rd	Attaway Rd	Florence	9146	7	1	1	1	1	11	904	219.67	1135	2.055	1126	1055.74	91
0.6-0.9	Apache (0) Trl	Apache (0) Trl	Apache Junction	15810	19	6	6	1	1	33	105	381.24	414	1.655	2658	1068.26	95
2.6-2.9	Delaware Dr	Delaware Dr	Apache Junction	1246	1	2	1	0	1	5	2214	732.94	167	2.560	805	1057.52	93
4.0-4.3	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	6	4	1	1	0	12	793	797.01	156	1.817	2263	1076.27	96
33.6-33.9	US 60	US 60	ADOT	8079	12	4	6	0	1	23	272	519.98	260	1.643	2692	1083.54	97
35.4-35.7	US 60	US 60	ADOT	8079	9	1	3	2	0	15	568	339.12	514	1.907	2155	1084.84	98
1.5-1.8	Smith-Enke Rd	Smith-Enke Rd	Maricopa	16128	18	11	5	1	0	35	88	396.37	383	1.594	2806	1102.20	101
0.7-1.0	Apache (0) Trl	Apache (0) Trl	Apache Junction	17466	14	5	5	1	1	26	205	271.89	753	1.754	2326	1102.26	102
4.9-5.2	Warren Rd	Warren Rd	Pinal County	1358	2	2	0	1	0	5	2214	672.49	176	2.360	902	1093.20	99
5.0-5.3	Warren Rd	Warren Rd	Pinal County	1358	2	2	0	1	0	5	2214	672.49	176	2.360	902	1093.20	99
0.8-1.1	Apache (1) Trl	Apache (1) Trl	Apache Junction	19419	20	8	5	2	0	35	88	329.20	563	1.646	2675	1117.99	104

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
1.1-1.4	Apache (0) Trl	Apache (0) Trl	Apache Junction	22434	10	2	2	4	0	18	420	146.55	1974	2.289	946	1114.74	103
21.1-21.4	Ironwood Dr	Ironwood Dr	Apache Junction	2945.25	7	2	2	1	0	12	793	744.17	163	1.733	2392	1122.07	105
23.9-24.2	SR 177	SR 177	ADOT	3018	3	0	2	0	1	6	1856	363.12	455	2.133	1071	1124.92	106
35.1-35.4	US 60	US 60	ADOT	8079	6	0	1	1	1	9	1149	203.47	1232	2.178	1016	1131.82	107
21.4-21.7	Ironwood Dr	Ironwood Dr	Apache Junction	3063	4	2	2	1	0	9	1149	536.68	247	1.978	2024	1143.51	109
0.3-0.6	SR 587	SR 587	ADOT	9494	5	1	0	3	0	9	1149	173.14	1616	2.711	662	1140.39	108
3.0-3.3	Schnepf Rd	Schnepf Rd	San Tan Valley	9350	9	3	1	1	1	15	568	293.02	705	1.907	2155	1148.44	110
33.8-34.1	US 60	US 60	ADOT	8079	10	2	5	1	0	18	420	406.94	358	1.656	2657	1153.22	111
0.2-0.5	SR 587	SR 587	ADOT	9494	9	3	1	2	0	15	568	288.57	721	1.907	2155	1153.77	112
38.2-38.5	US 60	US 60	ADOT	8079	8	0	3	1	1	13	698	293.90	695	1.969	2071	1159.70	113
4.4-4.7	Attaway Rd	Attaway Rd	Florence	9146	10	2	1	1	1	15	568	299.55	678	1.840	2226	1163.38	119
34.6-34.9	SR 79	SR 79	ADOT	3001	3	0	0	2	0	5	2214	304.31	651	2.920	633	1160.72	114
34.7-35.0	SR 79	SR 79	ADOT	3001	3	0	0	2	0	5	2214	304.31	651	2.920	633	1160.72	114
34.8-35.1	SR 79	SR 79	ADOT	3001	3	0	0	2	0	5	2214	304.31	651	2.920	633	1160.72	114
34.9-35.2	SR 79	SR 79	ADOT	3001	3	0	0	2	0	5	2214	304.31	651	2.920	633	1160.72	114
2.1-2.4	Vah Ki Inn Rd	Vah Ki Inn Rd	Coolidge	3735.25	2	2	1	1	0	6	1856	293.39	703	2.300	939	1163.02	118
36.2-36.5	US 60	US 60	ADOT	8079	7	0	0	2	0	9	1149	203.47	1232	2.067	1120	1166.87	120
21.2-21.5	Ironwood Dr	Ironwood Dr	Apache Junction	2984.5	6	2	1	1	0	10	1004	611.99	204	1.780	2295	1172.67	121
20.8-21.1	SR 177	SR 177	ADOT	3018	6	1	2	1	0	10	1004	605.20	205	1.780	2295	1173.00	122
20.9-21.2	SR 177	SR 177	ADOT	3018	6	1	2	1	0	10	1004	605.20	205	1.780	2295	1173.00	122
2.9-3.2	Coolidge Ave	Coolidge Ave	Coolidge	3090.5	3	0	0	1	1	5	2214	295.50	690	2.920	633	1173.71	124
17.6-17.9	SR 87	SR 87	ADOT	19413	11	5	6	2	0	24	248	225.81	1103	1.858	2195	1188.85	128
34.2-34.5	US 60	US 60	ADOT	8079	9	0	2	2	0	13	698	293.90	695	1.892	2162	1190.37	129
34.5-34.8	SR 87	SR 87	ADOT	11471	6	1	2	1	1	11	904	175.15	1587	2.145	1068	1186.71	126
0.5-0.8	SR 587	SR 587	ADOT	9494	3	1	0	4	0	8	1335	153.91	1862	3.525	365	1183.60	125
7.3-7.6	Hunt Hwy	Hunt Hwy	San Tan Valley	16391.5	14	2	2	3	0	21	316	234.00	1066	1.876	2181	1194.26	130
33.9-34.2	US 60	US 60	ADOT	8079	10	2	4	1	0	17	456	384.33	409	1.635	2699	1196.24	131
3.0-3.3	Coolidge Ave	Coolidge Ave	Coolidge	3256.25	3	0	0	1	1	5	2214	280.46	734	2.920	633	1188.36	127
16.8-17.1	SR 87	SR 87	ADOT	15407.5	9	6	5	1	0	21	316	248.94	932	1.752	2330	1199.85	132
1.3-1.6	Apache (0) Trl	Apache (0) Trl	Apache Junction	22434	13	4	5	3	0	25	225	203.54	1231	1.936	2149	1208.39	133
3.1-3.4	Schnepf Rd	Schnepf Rd	San Tan Valley	9350	8	3	0	1	1	13	698	253.95	851	1.969	2071	1211.65	135
1.3-1.6	US 60 W	US 60	ADOT	16016	20	4	2	2	0	28	168	319.32	591	1.557	2864	1217.41	142
0.0-0.3	Martin Rd	Martin Rd	Coolidge	4530	4	2	2	1	0	9	1149	362.88	459	1.978	2024	1214.11	136
1.2-1.5	Arizola Rd	Arizola Rd	Casa Grande	8108.5	8	2	0	2	0	12	793	270.31	766	1.967	2074	1215.71	137
17.0-17.3	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Pinal County	6347	4	1	0	2	0	7	1564	201.44	1251	2.514	825	1210.73	134
4.0-4.3	SR 387 S	SR 387	ADOT	24615	4	2	9	2	0	17	456	126.14	2228	2.212	962	1216.60	141
19.0-19.3	Ironwood Dr	Ironwood Dr	Apache Junction	10272	12	2	0	1	1	16	512	284.50	729	1.725	2406	1222.54	144

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					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
8.5-8.8	SR 77	SR 77	ADOT	8240	8	0	2	2	0	12	793	265.99	789	1.967	2074	1223.37	145
5.2-5.5	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	2	1	1	1	0	5	2214	332.09	544	2.360	902	1215.75	138
5.3-5.6	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	2	1	1	1	0	5	2214	332.09	544	2.360	902	1215.75	138
5.4-5.7	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	2	1	1	1	0	5	2214	332.09	544	2.360	902	1215.75	138
19.5-19.8	SR 87	SR 87	ADOT	12779	4	1	2	2	1	10	1004	142.93	2007	2.740	661	1222.41	143
7.9-8.2	Ironwood Dr	Ironwood Dr	Apache Junction	23253.5	26	8	2	2	0	38	63	298.48	682	1.516	2926	1233.96	156
34.5-34.8	US 60	US 60	ADOT	8079	8	0	5	1	0	14	632	316.51	604	1.700	2443	1232.98	154
39.0-39.3	US 60	US 60	ADOT	8079	8	1	4	1	0	14	632	316.51	604	1.700	2443	1232.98	154
17.4-17.7	SR 77	SR 77	ADOT	4835	7	1	2	0	1	11	904	415.54	349	1.709	2427	1232.44	153
23.5-23.8	SR 77	SR 77	ADOT	4043	3	1	1	1	0	6	1856	271.06	762	2.133	1071	1227.15	146
23.6-23.9	SR 77	SR 77	ADOT	4043	3	1	1	1	0	6	1856	271.06	762	2.133	1071	1227.15	146
0.0-0.3	Florence Heights Dr	Florence Heights Dr	Florence	4330.5	9	2	1	1	0	13	698	548.30	235	1.600	2753	1236.36	157
0.5-0.8	Cottonwood Ln	Cottonwood Ln	Casa Grande	7149.75	8	8	1	0	0	17	456	434.28	322	1.529	2908	1237.70	160
0.5-0.8	Sunshine Blvd	Sunshine Blvd	Eloy	4044	3	0	2	1	0	6	1856	270.99	765	2.133	1071	1228.15	148
34.9-35.2	US 60	US 60	ADOT	8079	4	1	1	1	1	8	1335	180.86	1528	2.450	838	1231.78	150
35.0-35.3	US 60	US 60	ADOT	8079	4	1	1	1	1	8	1335	180.86	1528	2.450	838	1231.78	150
38.4-38.7	US 60	US 60	ADOT	8079	4	0	2	1	1	8	1335	180.86	1528	2.450	838	1231.78	150
54.8-55.1	SR 79	SR 79	ADOT	7462	4	2	4	1	0	11	904	269.25	777	1.982	2020	1237.80	161
1.2-1.5	Apache (0) Trl	Apache (0) Trl	Apache Junction	22434	13	4	4	3	0	24	248	195.40	1305	1.933	2150	1240.96	162
0.7-1.0	Casa Grande Ave	Casa Grande Ave	Casa Grande	3086	1	1	2	1	0	5	2214	295.93	689	2.560	805	1231.34	149
0.2-0.5	Arizola Rd & O'neil Dr	Arizola Rd	Casa Grande	4085.75	8	3	0	1	0	12	793	536.45	248	1.650	2665	1242.38	163
1.4-1.7	SR 287	SR 287	ADOT	31938	23	8	3	3	0	37	70	211.60	1186	1.686	2454	1245.04	167
17.2-17.5	SR 77	SR 77	ADOT	4835	6	1	2	0	1	10	1004	377.76	419	1.780	2295	1244.26	165
17.3-17.6	SR 77	SR 77	ADOT	4835	6	1	2	0	1	10	1004	377.76	419	1.780	2295	1244.26	165
35.6-35.9	US 60	US 60	ADOT	8079	10	1	4	1	0	16	512	361.72	465	1.613	2740	1247.19	170
0.2-0.5	Cottonwood Ln	Cottonwood Ln	Casa Grande	7010	7	8	1	0	0	16	512	416.89	344	1.563	2862	1248.01	171
8.8-9.1	SR 79	SR 79	ADOT	2901	2	0	2	0	1	5	2214	314.80	608	2.360	902	1237.06	158
8.9-9.2	SR 79	SR 79	ADOT	2901	2	0	2	0	1	5	2214	314.80	608	2.360	902	1237.06	158
0.2-0.5	SR 79	SR 79	ADOT	3208	1	1	2	1	0	5	2214	284.68	726	2.560	805	1243.66	164
0.6-0.9	Southern Ave	Southern Ave	Apache Junction	5562	3	1	2	1	0	7	1564	229.87	1080	2.114	1101	1246.80	169
38.9-39.2	US 60	US 60	ADOT	8079	9	1	4	1	0	15	568	339.12	514	1.653	2659	1254.69	173
2.5-2.8	Coolidge Ave	Coolidge Ave	Coolidge	3243	1	1	2	0	1	5	2214	281.60	732	2.560	805	1245.66	168
0.5-0.8	Apache (0) Trl	Apache (0) Trl	Apache Junction	15810	14	5	5	1	0	25	225	288.82	720	1.592	2807	1259.97	176
1.3-1.6	SR 287	SR 287	ADOT	33093	23	6	5	3	0	37	70	204.21	1230	1.686	2454	1259.69	175
0.7-1.0	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	12707	8	4	1	1	1	15	568	215.61	1159	1.973	2039	1260.53	177

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
0.8-1.1	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	12707	8	4	1	1	1	15	568	215.61	1159	1.973	2039	1260.53	177
17.5-17.8	SR 77	SR 77	ADOT	4835	8	1	2	0	1	12	793	453.32	307	1.650	2665	1262.03	179
21.1-21.4	SR 177	SR 177	ADOT	3018	2	1	1	1	0	5	2214	302.60	660	2.360	902	1254.37	172
18.0-18.3	SR 87	SR 87	ADOT	15215	8	5	5	1	0	19	387	228.09	1085	1.779	2305	1265.80	180
1.8-2.1	Combs Rd	Combs Rd	San Tan Valley	11933	17	1	1	1	1	21	316	321.43	584	1.552	2881	1269.65	183
1.9-2.2	Combs Rd	Combs Rd	San Tan Valley	11933	17	1	1	1	1	21	316	321.43	584	1.552	2881	1269.65	183
0.4-0.7	Cottonwood Ln	Cottonwood Ln	Casa Grande	8159	8	8	1	0	0	17	456	380.56	417	1.529	2908	1269.34	182
0.3-0.6	Cottonwood Ln	Cottonwood Ln	Casa Grande	7584.5	7	8	1	0	0	16	512	385.31	408	1.563	2862	1269.32	181
0.0-0.3	Judd Rd	Judd Rd	San Tan Valley	17623	15	4	2	2	0	23	272	238.38	1034	1.678	2480	1269.84	185
0.1-0.4	Bia015 & Chuichu Rd	Bia015	Tohono O' Odha	740	3	0	0	0	1	4	2734	987.29	97	2.200	963	1259.05	174
21.0-21.3	SR 177	SR 177	ADOT	3018	5	1	1	1	0	8	1335	484.16	287	1.850	2198	1276.85	187
21.3-21.6	Ironwood Dr	Ironwood Dr	Apache Junction	3023.75	5	1	1	1	0	8	1335	483.24	289	1.850	2198	1277.51	188
22.7-23.0	SR 79	SR 79	ADOT	2901	3	0	1	1	0	5	2214	314.80	608	2.160	1020	1276.82	186
16.5-16.8	SR 87	SR 87	ADOT	13935.5	9	5	0	2	0	16	512	209.71	1196	1.913	2151	1292.12	191
7.2-7.5	Hunt Hwy	Hunt Hwy	San Tan Valley	17007.3	14	2	3	2	0	21	316	225.53	1105	1.695	2451	1298.23	194
1.2-1.5	Overfield Rd	Overfield Rd	Casa Grande	3613	1	2	1	1	0	5	2214	252.77	858	2.560	805	1287.62	189
1.3-1.6	Overfield Rd	Overfield Rd	Casa Grande	3613	1	2	1	1	0	5	2214	252.77	858	2.560	805	1287.62	189
35.5-35.8	US 60	US 60	ADOT	8079	8	1	3	1	0	13	698	293.90	695	1.677	2481	1297.87	193
18.2-18.5	SR 87	SR 87	ADOT	15215	8	5	4	1	0	18	420	216.08	1150	1.767	2308	1299.35	195
1.2-1.5	US 60 W	US 60	ADOT	16016	17	3	1	2	0	23	272	262.29	803	1.591	2808	1303.46	199
17.6-17.9	SR 77	SR 77	ADOT	4835	7	0	2	0	1	10	1004	377.76	419	1.680	2462	1300.54	196
18.5-18.8	SR 77	SR 77	ADOT	4835	7	0	2	0	1	10	1004	377.76	419	1.680	2462	1300.54	196
6.1-6.4	SR 88	SR 88	ADOT	1694	2	0	1	0	1	4	2734	431.28	328	2.450	838	1293.85	192
1.4-1.7	US 60 W	US 60	ADOT	16016	14	2	2	2	0	20	354	228.08	1086	1.680	2462	1308.15	203
4.6-4.9	Papago Rd	Papago Rd	Pinal County	3082	3	1	0	1	0	5	2214	296.31	686	2.160	1020	1302.80	198
1.5-1.8	SR 287	SR 287	ADOT	30783	19	8	1	3	0	31	135	183.94	1467	1.755	2325	1316.59	206
0.1-0.4	Arizola Rd & O'neil Dr	Arizola Rd	Casa Grande	4308.5	8	2	0	1	0	11	904	466.32	298	1.618	2724	1315.54	204
1.6-1.9	American Ave	American Ave	Pinal County	4005	3	0	0	2	0	5	2214	228.03	1087	2.920	633	1305.91	202
4.7-5.0	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Pinal County	2186	1	1	1	1	0	4	2734	334.21	537	2.700	663	1304.47	200
4.8-5.1	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Pinal County	2186	1	1	1	1	0	4	2734	334.21	537	2.700	663	1304.47	200
18.9-19.2	Ironwood Dr	Ironwood Dr	Apache Junction	10806.5	10	2	0	1	1	14	632	236.62	1061	1.829	2237	1315.74	205
6.0-6.3	SR 88	SR 88	ADOT	1694	5	0	1	0	1	7	1564	754.75	161	1.829	2237	1323.60	207
0.9-1.2	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	13140	8	3	1	1	1	14	632	194.60	1309	1.971	2041	1332.27	209

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3.0-3.3	I-8 E	I-8 E	ADOT	72	1	0	1	0	1	3	3424	7610.35	8	2.933	567	1323.66	208
8.3-8.6	SR 77	SR 77	ADOT	8240	8	0	1	2	0	11	904	243.83	990	1.964	2109	1338.72	210
0.1-0.4	SR 387	SR 387	ADOT	17968.5	16	5	3	1	0	25	225	254.12	850	1.512	2930	1344.71	215
2.5-2.8	Broadway Ave	Broadway Ave	Pinal County	8512	9	3	1	1	0	14	632	300.41	674	1.629	2709	1345.94	218
36.1-36.4	US 60	US 60	ADOT	8079	9	0	0	2	0	11	904	248.69	934	1.873	2184	1345.35	216
2.2-2.5	Ocotillo Rd	Ocotillo Rd	San Tan Valley	15579	14	3	4	1	0	22	289	257.93	838	1.536	2898	1351.05	219
37.5-37.8	SR 79	SR 79	ADOT	3471	3	1	0	1	0	5	2214	263.11	800	2.160	1020	1340.76	213
37.6-37.9	SR 79	SR 79	ADOT	3471	3	1	0	1	0	5	2214	263.11	800	2.160	1020	1340.76	213
54.6-54.9	SR 79	SR 79	ADOT	7462	5	2	6	0	0	13	698	318.20	595	1.615	2738	1351.18	220
0.7-1.0	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Eloy	2030	2	1	0	1	0	4	2734	359.90	466	2.450	838	1339.80	212
0.4-0.7	Diversion Dam Rd	Diversion Dam Rd	Florence	367	1	0	1	1	0	3	3424	1493.04	56	2.933	567	1339.65	211
1.2-1.5	Empire Blvd	Empire Blvd	Pinal County	3574	9	1	0	0	1	11	904	562.15	225	1.527	2911	1354.25	221
1.4-1.7	Overfield Rd	Overfield Rd	Casa Grande	3821.5	1	2	1	1	0	5	2214	238.97	1032	2.560	805	1345.56	217
12.6-12.9	SR 77	SR 77	ADOT	8240	5	2	3	0	1	11	904	243.83	990	1.891	2164	1357.26	226
12.7-13.0	SR 77	SR 77	ADOT	8240	5	2	3	0	1	11	904	243.83	990	1.891	2164	1357.26	226
4.7-5.0	Sunland Gin Rd	Sunland Gin Rd	Eloy	12449	29	8	5	1	0	43	46	630.88	191	1.414	3822	1366.80	233
0.1-0.4	Superstition Blvd	Superstition Blvd	Apache Junction	7359	5	0	0	2	0	7	1564	173.74	1611	2.371	897	1354.87	222
1.0-1.3	Empire Blvd	Empire Blvd	Pinal County	3574	3	0	1	0	1	5	2214	255.52	844	2.160	1020	1355.41	223
4.1-4.4	SR 387 S	SR 387	ADOT	24615	2	3	8	2	0	15	568	111.30	2622	2.373	896	1362.52	231
0.2-0.5	Superstition Blvd	Superstition Blvd	Apache Junction	7474.25	5	0	0	2	0	7	1564	171.06	1628	2.371	897	1360.53	230
22.0-22.3	SR 177	SR 177	ADOT	3018	1	1	0	1	1	4	2734	242.08	1012	3.650	347	1356.16	224
22.1-22.4	SR 177	SR 177	ADOT	3018	1	1	0	1	1	4	2734	242.08	1012	3.650	347	1356.16	224
35.1-35.4	SR 79	SR 79	ADOT	3001	2	0	0	1	1	4	2734	243.45	1000	3.400	370	1359.91	228
35.2-35.5	SR 79	SR 79	ADOT	3001	2	0	0	1	1	4	2734	243.45	1000	3.400	370	1359.91	228
18.1-18.4	SR 87	SR 87	ADOT	15215	7	5	3	1	0	16	512	192.07	1322	1.800	2269	1373.84	240
1.0-1.3	Arizola Rd	Arizola Rd	Casa Grande	9983.75	11	2	2	1	0	16	512	292.71	706	1.550	2884	1375.97	242
7.1-7.4	Hunt Hwy	Hunt Hwy	San Tan Valley	17623	13	2	2	2	0	19	387	196.92	1298	1.716	2423	1376.50	243
3.8-4.1	SR 87	SR 87	ADOT	5856	7	0	2	0	1	10	1004	311.90	643	1.680	2462	1375.13	241
1.5-1.8	Overfield Rd	Overfield Rd	Casa Grande	4030	1	2	1	1	0	5	2214	226.61	1095	2.560	805	1366.54	232
7.8-8.1	Ironwood Dr	Ironwood Dr	Apache Junction	26942.3	23	6	2	2	0	33	105	223.72	1113	1.533	2900	1382.58	245
17.2-17.5	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Pinal County	6347	3	1	0	2	0	6	1856	172.66	1622	2.767	653	1372.67	237
7.5-7.8	SR 87	SR 87	ADOT	5856	1	1	3	1	0	6	1856	187.14	1439	2.467	836	1373.40	238
7.6-7.9	SR 87	SR 87	ADOT	5856	1	1	3	1	0	6	1856	187.14	1439	2.467	836	1373.40	238
3.0-3.3	Tomahawk Rd	Tomahawk Rd	Apache Junction	4568	4	2	4	0	0	10	1004	399.84	370	1.600	2753	1382.29	244
2.6-2.9	Broadway Ave	Broadway Ave	Apache Junction	10097	10	3	1	1	0	15	568	271.34	756	1.587	2812	1386.83	250
4.0-4.3	Felix Rd	Felix Rd	Florence	1508	0	1	0	2	0	3	3424	363.36	452	4.533	268	1370.75	234

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4.1-4.4	Felix Rd	Felix Rd	Florence	1508	0	1	0	2	0	3	3424	363.36	452	4.533	268	1370.75	234
4.2-4.5	Felix Rd	Felix Rd	Florence	1508	0	1	0	2	0	3	3424	363.36	452	4.533	268	1370.75	234
5.9-6.2	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	6064	7	2	0	0	1	10	1004	301.20	672	1.680	2462	1384.79	246
6.0-6.3	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	6064	7	2	0	0	1	10	1004	301.20	672	1.680	2462	1384.79	246
0.4-0.7	Sunshine Blvd	Sunshine Blvd	Eloy	4060.25	8	0	1	1	0	10	1004	449.85	312	1.580	2823	1386.57	249
34.2-34.5	SR 87	SR 87	ADOT	11471	6	1	5	0	1	13	698	206.99	1210	1.831	2233	1385.79	248
0.3-0.6	Sunshine Blvd	Sunshine Blvd	Eloy	4076.5	8	0	1	1	0	10	1004	448.05	313	1.580	2823	1386.90	251
35.7-36.0	US 60	US 60	ADOT	8079	9	1	2	1	0	13	698	293.90	695	1.600	2753	1389.54	255
0.3-0.6	Battaglia Dr	Battaglia Dr	Arizona City	6131	7	1	1	0	1	10	1004	297.91	683	1.680	2462	1388.45	252
0.0-0.3	I-8 Ramp 178A	I-8 Ramp 178A	ADOT	6169.5	7	0	2	1	0	10	1004	296.05	688	1.680	2462	1390.12	256
0.4-0.7	Apache (0) Trl	Apache (0) Trl	Apache Junction	15405.5	9	3	4	1	0	17	456	201.55	1249	1.694	2452	1392.72	257
0.3-0.6	US 60	US 60	ADOT	58889	30	11	20	1	0	62	11	192.30	1320	1.577	2830	1396.90	258
4.8-5.1	Sunland Gin Rd	Sunland Gin Rd	Eloy	12964.5	26	6	4	1	0	37	70	521.27	258	1.400	3838	1402.42	263
0.8-1.1	Toltec Hwy	Toltec Hwy	Eloy	3674.5	3	0	1	1	0	5	2214	248.54	944	2.160	1020	1388.71	253
6.1-6.4	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	6064	8	2	0	0	1	11	904	331.32	547	1.618	2724	1398.46	259
4.2-4.5	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	1	2	0	1	0	4	2734	265.67	790	2.700	663	1388.72	254
34.4-34.7	SR 87	SR 87	ADOT	11471	8	1	4	0	1	14	632	222.92	1116	1.700	2443	1403.48	264
17.7-18.0	SR 77	SR 77	ADOT	4835	5	0	2	0	1	8	1335	302.21	664	1.850	2198	1402.39	261
18.6-18.9	SR 77	SR 77	ADOT	4835	5	0	2	0	1	8	1335	302.21	664	1.850	2198	1402.39	261
38.5-38.8	US 60	US 60	ADOT	8079	4	0	1	1	1	7	1564	158.25	1819	2.514	825	1399.87	260
0.9-1.2	Apache (0) Trl	Apache (0) Trl	Apache Junction	20778	8	1	1	2	1	13	698	114.28	2560	2.262	953	1403.98	265
22.4-22.7	SR 84	SR 84	ADOT	11134	9	4	1	1	0	15	568	246.07	980	1.653	2659	1409.86	271
35.2-35.5	US 60	US 60	ADOT	8079	8	0	0	1	1	10	1004	226.08	1098	1.960	2112	1408.70	269
1.0-1.3	Apache (0) Trl	Apache (0) Trl	Apache Junction	22434	9	1	1	3	0	14	632	113.98	2567	2.171	1019	1406.77	268
0.0-0.3	Combs Rd	Combs Rd	Queen Creek	12359	19	4	4	1	0	28	168	413.80	352	1.457	3694	1417.53	275
5.8-6.1	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	6064	6	2	0	0	1	9	1149	271.08	761	1.756	2311	1411.39	272
0.2-0.5	Battaglia Dr	Battaglia Dr	Arizona City	6324	8	1	1	0	1	11	904	317.70	596	1.618	2724	1414.78	274
0.5-0.8	Toltec Hwy	Toltec Hwy	Eloy	3749	3	0	1	1	0	5	2214	243.60	998	2.160	1020	1406.69	266
0.6-0.9	Toltec Hwy	Toltec Hwy	Eloy	3749	3	0	1	1	0	5	2214	243.60	998	2.160	1020	1406.69	266
3.5-3.8	SR 87	SR 87	ADOT	5626.5	3	0	2	0	1	6	1856	194.77	1308	2.133	1071	1408.97	270
0.9-1.2	Arizola Rd	Arizola Rd	Casa Grande	10617.5	17	5	2	1	0	25	225	430.06	332	1.472	3672	1422.27	277
19.6-19.9	SR 87	SR 87	ADOT	12779	4	1	2	1	1	9	1149	128.64	2202	2.400	891	1412.70	273
0.8-1.1	Hunt Hwy	Hunt Hwy	Pinal County	23865	9	6	6	1	0	22	289	168.37	1648	1.764	2310	1422.62	279
3.3-3.6	Schnepf Rd	Schnepf Rd	San Tan Valley	9350	7	3	1	1	0	12	793	234.42	1065	1.733	2392	1422.44	278

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

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					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
0.0-0.3	Skousen Rd	Skousen Rd	Coolidge	2240	3	0	0	1	0	4	2734	326.16	574	2.200	963	1417.89	276
1.1-1.4	Empire Blvd	Empire Blvd	Pinal County	3574	5	0	1	0	1	7	1564	357.73	470	1.829	2237	1426.50	282
0.6-0.9	SR 287	SR 287	ADOT	25172	20	4	2	2	0	28	168	203.17	1239	1.557	2864	1433.20	285
36.4-36.7	US 60	US 60	ADOT	8079	5	0	0	2	0	7	1564	158.25	1819	2.371	897	1424.14	280
1.4-1.7	Apache (0) Trl	Apache (0) Trl	Apache Junction	22434	10	3	5	2	0	20	354	162.83	1753	1.880	2170	1431.86	283
45.0-45.3	SR 77	SR 77	ADOT	2301	3	0	0	0	1	4	2734	317.51	598	2.200	963	1425.89	281
4.2-4.5	SR 387 S	SR 387	ADOT	24615	2	2	8	2	0	14	632	103.88	2771	2.400	894	1432.58	284
0.7-1.0	Skyline Dr	Skyline Dr	San Tan Valley	2788	4	0	1	0	1	6	1856	393.07	387	1.967	2074	1440.29	286
54.5-54.8	SR 79	SR 79	ADOT	7462	5	2	5	0	0	12	793	293.73	701	1.583	2821	1445.80	298
0.1-0.4	I-8 Ramp 178A	I-8 Ramp 178A	ADOT	4508	6	0	1	1	0	8	1335	324.13	577	1.725	2406	1443.51	288
4.9-5.2	Sunland Gin Rd	Sunland Gin Rd	Pinal County	13480	27	6	4	1	0	38	63	514.88	266	1.389	3988	1453.32	301
0.3-0.6	SR 187	SR 187	ADOT	4456	2	1	1	0	1	5	2214	204.95	1226	2.360	902	1442.85	287
3.1-3.4	Baseline Ave	Baseline Ave	Apache Junction	2866	4	1	0	1	0	6	1856	382.38	412	1.967	2074	1448.61	299
2.5-2.8	SR 88	SR 88	ADOT	4795.75	1	1	2	1	0	5	2214	190.43	1331	2.560	805	1445.13	294
0.8-1.1	Casa Grande Ave	Casa Grande Ave	Casa Grande	3086	0	1	2	1	0	4	2734	236.74	1060	2.950	559	1443.58	289
0.3-0.6	Arizola Rd & O'neil Dr	Arizola Rd	Casa Grande	3863	5	1	0	1	0	7	1564	330.97	548	1.829	2237	1452.47	300
3.7-4.0	SR 347 S	SR 347	ADOT	3674	1	0	1	1	1	4	2734	198.86	1275	3.650	347	1443.73	290
3.8-4.1	SR 347 S	SR 347	ADOT	3674	1	0	1	1	1	4	2734	198.86	1275	3.650	347	1443.73	290
3.9-4.2	SR 347 S	SR 347	ADOT	3674	1	0	1	1	1	4	2734	198.86	1275	3.650	347	1443.73	290
4.0-4.3	SR 347 S	SR 347	ADOT	3674	1	0	1	1	1	4	2734	198.86	1275	3.650	347	1443.73	290
22.3-22.6	SR 84	SR 84	ADOT	11134	8	3	1	1	0	13	698	213.26	1178	1.677	2481	1458.71	302
0.3-0.6	Adamsville Rd	Adamsville Rd	Pinal County	1050	2	0	0	1	0	3	3424	521.85	251	2.600	688	1445.36	295
0.4-0.7	Adamsville Rd	Adamsville Rd	Pinal County	1050	2	0	0	1	0	3	3424	521.85	251	2.600	688	1445.36	295
0.5-0.8	Adamsville Rd	Adamsville Rd	Pinal County	1050	2	0	0	1	0	3	3424	521.85	251	2.600	688	1445.36	295
43.0-43.3	SR 79	SR 79	ADOT	8425	7	2	1	0	1	11	904	238.47	1033	1.709	2427	1460.21	304
2.2-2.5	Delaware Dr	Delaware Dr	Apache Junction	1566	4	1	3	0	0	8	1335	933.07	99	1.500	2938	1463.62	307
22.9-23.2	SR 177	SR 177	ADOT	3018	4	0	1	0	1	6	1856	363.12	455	1.967	2074	1462.93	305
23.4-23.7	SR 177	SR 177	ADOT	3018	4	0	1	0	1	6	1856	363.12	455	1.967	2074	1462.93	305
17.0-17.3	SR 87	SR 87	ADOT	16017	7	4	7	0	0	18	420	205.26	1225	1.611	2747	1472.26	312
22.5-22.8	SR 84	SR 84	ADOT	10578.5	7	3	1	1	0	12	793	207.19	1209	1.733	2392	1470.39	309
1.0-1.3	Casa Grande Ave	Casa Grande Ave	Casa Grande	2812	2	1	0	1	0	4	2734	259.81	827	2.450	838	1460.02	303
18.7-19.0	SR 77	SR 77	ADOT	4835	4	0	2	0	1	7	1564	264.43	792	1.971	2041	1467.67	308
38.1-38.4	US 60	US 60	ADOT	8079	9	0	2	0	1	12	793	271.29	757	1.567	2850	1474.22	313
4.0-4.3	SR 77	SR 77	ADOT	12316	7	0	0	1	1	9	1149	133.47	2146	2.067	1120	1471.23	311
22.6-22.9	SR 79	SR 79	ADOT	2901	2	0	1	1	0	4	2734	251.84	860	2.450	838	1471.01	310
19.1-19.4	Ironwood Dr	Ironwood Dr	Apache Junction	10272	10	3	0	1	0	14	632	248.94	933	1.557	2864	1484.42	317
8.0-8.3	SR 77	SR 77	ADOT	9259	4	1	0	2	0	7	1564	138.09	2055	2.514	825	1478.46	314

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
1.6-1.9	SR 287	SR 287	ADOT	32857.8	22	8	1	2	0	33	105	183.44	1473	1.564	2861	1489.32	321
2.8-3.1	Broadway Ave	Broadway Ave	Apache Junction	8420.5	6	3	0	1	0	10	1004	216.91	1145	1.780	2295	1486.02	318
3.1-3.4	Tomahawk Rd	Tomahawk Rd	Apache Junction	4417	4	1	4	0	0	9	1149	372.16	429	1.556	2873	1490.23	322
0.7-1.0	Hunt Hwy	Hunt Hwy	Pinal County	23865	7	5	7	1	0	20	354	153.07	1874	1.840	2227	1491.36	323
16.6-16.9	SR 77	SR 77	ADOT	4835	2	1	1	1	0	5	2214	188.88	1344	2.360	902	1482.15	315
16.7-17.0	SR 77	SR 77	ADOT	4835	2	1	1	1	0	5	2214	188.88	1344	2.360	902	1482.15	315
3.7-4.0	SR 87	SR 87	ADOT	5856	5	0	2	0	1	8	1335	249.52	925	1.850	2198	1489.30	320
0.0-0.3	Cottonwood Ln	Cottonwood Ln	Casa Grande	6109.75	3	0	2	0	1	6	1856	179.37	1546	2.133	1071	1488.23	319
1.2-1.5	SR 287	SR 287	ADOT	34934.3	13	5	7	2	0	27	190	141.17	2023	1.800	2269	1501.01	330
0.0-0.3	Old West Hwy 0	Old West Hwy 0	Apache Junction	7593	5	1	2	1	0	9	1149	216.49	1149	1.867	2186	1498.47	328
2.1-2.4	Ocotillo Rd	Ocotillo Rd	San Tan Valley	19023	12	3	4	1	0	20	354	192.03	1323	1.590	2809	1504.01	332
5.0-5.3	Sunland Gin Rd	Sunland Gin Rd	Eloy	13480	22	5	2	1	0	30	143	406.49	361	1.393	3980	1508.66	338
48.7-49.0	SR 79	SR 79	ADOT	7420	4	0	0	2	0	6	1856	147.69	1951	2.600	688	1494.02	324
16.7-17.0	SR 87	SR 87	ADOT	15102.8	6	5	2	1	0	14	632	169.31	1639	1.843	2224	1503.84	331
2.1-2.4	SR 287	SR 287	ADOT	28584.8	32	8	2	2	0	44	43	281.15	733	1.445	3715	1510.23	345
0.4-0.7	Skyline Dr	Skyline Dr	San Tan Valley	2788	3	0	0	0	1	4	2734	262.05	804	2.200	963	1494.48	325
0.5-0.8	Skyline Dr	Skyline Dr	San Tan Valley	2788	3	0	0	0	1	4	2734	262.05	804	2.200	963	1494.48	325
0.6-0.9	Skyline Dr	Skyline Dr	San Tan Valley	2788	3	0	0	0	1	4	2734	262.05	804	2.200	963	1494.48	325
4.3-4.6	SR 387 S	SR 387	ADOT	24615	1	2	8	2	0	13	698	96.46	2971	2.508	834	1500.74	329
0.4-0.7	US 60	US 60	ADOT	58889	31	7	18	1	0	57	15	176.79	1567	1.523	2918	1510.13	344
8.9-9.2	SR 238	SR 238	ADOT	7649	17	8	1	0	0	26	205	620.85	199	1.346	4100	1515.62	348
12.0-12.3	SR 347	SR 347	ADOT	25847	29	3	5	1	1	39	57	275.59	745	1.451	3704	1515.14	347
34.3-34.6	SR 87	SR 87	ADOT	11471	7	1	3	0	1	12	793	191.07	1328	1.733	2392	1510.02	343
28.2-28.5	US 60	US 60	ADOT	16950	7	1	1	1	1	11	904	118.53	2491	2.055	1126	1507.29	333
3.3-3.6	Hunt Hwy	Hunt Hwy	San Tan Valley	52831.5	50	11	10	3	0	74	7	255.83	843	1.478	3667	1518.81	349
0.2-0.5	I-8 Ramp 178A	I-8 Ramp 178A	ADOT	4508	5	0	1	1	0	7	1564	283.62	730	1.829	2237	1513.08	346
3.0-3.3	Baseline Ave	Baseline Ave	Apache Junction	2866	3	0	0	1	0	4	2734	254.92	848	2.200	963	1509.14	342
6.6-6.9	Nelson Rd & St Peters Mission Rd	Nelson Rd	Gila River Indian	1489	2	0	0	0	1	3	3424	368.00	437	2.600	688	1507.30	334
6.7-7.0	Nelson Rd & St Peters Mission Rd	Nelson Rd	Gila River Indian	1489	2	0	0	0	1	3	3424	368.00	437	2.600	688	1507.30	334
6.8-7.1	Nelson Rd & St Peters Mission Rd	Nelson Rd	Gila River Indian	1489	2	0	0	0	1	3	3424	368.00	437	2.600	688	1507.30	334
6.9-7.2	Nelson Rd & St Peters Mission Rd	Nelson Rd	Gila River Indian	1489	2	0	0	0	1	3	3424	368.00	437	2.600	688	1507.30	334
0.7-1.0	Florence-Kelvin Hwy	Florence-Kelvin Hwy	Florence	1494	2	0	0	1	0	3	3424	366.76	442	2.600	688	1508.96	339

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
0.8-1.1	Florence-Kelvin Hwy	Florence-Kelvin Hwy	Florence	1494	2	0	0	1	0	3	3424	366.76	442	2.600	688	1508.96	339
0.9-1.2	Florence-Kelvin Hwy	Florence-Kelvin Hwy	Florence	1494	2	0	0	1	0	3	3424	366.76	442	2.600	688	1508.96	339
12.1-12.4	SR 347	SR 347	ADOT	25847	39	4	5	1	1	50	25	353.33	473	1.372	4055	1532.29	360
34.1-34.4	US 60	US 60	ADOT	8079	8	0	2	1	0	11	904	248.69	934	1.618	2724	1527.33	355
35.3-35.6	US 60	US 60	ADOT	8079	8	0	2	1	0	11	904	248.69	934	1.618	2724	1527.33	355
38.8-39.1	US 60	US 60	ADOT	8079	8	1	1	1	0	11	904	248.69	934	1.618	2724	1527.33	355
34.8-35.1	US 60	US 60	ADOT	8079	7	1	1	1	0	10	1004	226.08	1098	1.680	2462	1526.65	353
36.5-36.8	US 60	US 60	ADOT	8079	7	1	1	1	0	10	1004	226.08	1098	1.680	2462	1526.65	353
54.7-55.0	SR 79	SR 79	ADOT	7462	5	2	4	0	0	11	904	269.25	777	1.545	2888	1530.32	359
16.4-16.7	SR 77	SR 77	ADOT	4835	3	0	1	1	0	5	2214	188.88	1344	2.160	1020	1521.91	350
16.5-16.8	SR 77	SR 77	ADOT	4835	3	0	1	1	0	5	2214	188.88	1344	2.160	1020	1521.91	350
21.2-21.5	SR 77	SR 77	ADOT	4835	3	0	1	0	1	5	2214	188.88	1344	2.160	1020	1521.91	350
0.5-0.8	Bella Vista Rd	Bella Vista Rd	San Tan Valley	23020.3	6	3	2	2	0	13	698	103.15	2798	2.123	1100	1532.77	361
17.1-17.4	SR 77	SR 77	ADOT	4835	5	0	1	0	1	7	1564	264.43	792	1.829	2237	1533.73	362
3.1-3.4	Peart Rd	Peart Rd	Casa Grande	16657.3	10	5	1	0	1	17	456	186.41	1446	1.635	2699	1541.56	366
2.0-2.3	Martin Rd	Martin Rd	Coolidge	3774	0	2	1	1	0	4	2734	193.59	1315	2.950	559	1528.50	358
42.9-43.2	SR 79	SR 79	ADOT	10149	7	2	1	0	1	11	904	197.96	1287	1.709	2427	1544.79	367
8.0-8.3	Ironwood Dr	Ironwood Dr	Apache Junction	19564.8	26	7	2	1	0	36	81	336.08	525	1.383	4008	1552.25	376
8.6-8.9	SR 77	SR 77	ADOT	8240	8	0	2	1	0	11	904	243.83	990	1.618	2724	1545.98	368
0.7-1.0	Toltec Hwy	Toltec Hwy	Eloy	3711.75	4	0	1	1	0	6	1856	295.25	691	1.967	2074	1541.52	365
12.2-12.5	SR 347	SR 347	ADOT	28048.8	41	4	5	1	1	52	22	338.61	518	1.358	4081	1555.05	378
0.2-0.5	SR 238	SR 238	ADOT	5278	1	0	3	0	1	5	2214	173.03	1619	2.560	805	1541.03	363
0.3-0.6	SR 238	SR 238	ADOT	5278	1	0	3	0	1	5	2214	173.03	1619	2.560	805	1541.03	363
0.4-0.7	Superstition Blvd	Superstition Blvd	Apache Junction	9915.75	5	3	1	1	0	10	1004	184.20	1466	1.880	2170	1550.79	372
8.1-8.4	Ironwood Dr	Ironwood Dr	Pinal County	20100	28	7	2	1	0	38	63	345.31	500	1.363	4073	1559.89	382
0.1-0.4	Battaglia Dr	Battaglia Dr	Arizona City	6517	5	1	1	0	1	8	1335	224.21	1110	1.850	2198	1550.91	373
0.3-0.6	Combs Rd	Combs Rd	Queen Creek	12359	19	3	2	1	0	25	225	369.46	432	1.392	3983	1560.38	383
28.0-28.3	US 60	US 60	ADOT	16950	5	1	2	1	1	10	1004	107.76	2696	2.260	954	1550.59	371
2.2-2.5	Vah Ki Inn Rd	Vah Ki Inn Rd	Coolidge	3650	1	1	1	1	0	4	2734	200.16	1264	2.700	663	1546.56	369
1.4-1.7	Rodeo Rd	Rodeo Rd	Casa Grande	6698	3	2	0	0	1	6	1856	163.61	1738	2.133	1071	1552.16	375
12.2-12.5	US 60	US 60	ADOT	15834	7	0	1	2	0	10	1004	115.35	2538	2.060	1123	1554.93	377
1.1-1.4	Arizola Rd	Arizola Rd	Casa Grande	9112.25	9	1	1	1	0	12	793	240.53	1028	1.567	2850	1564.46	387
1.9-2.2	Ocotillo Rd	Ocotillo Rd	San Tan Valley	25911	12	3	3	2	0	20	354	140.98	2024	1.780	2295	1564.23	386
1.2-1.5	American Ave	American Ave	Pinal County	4005	4	0	1	1	0	6	1856	273.63	748	1.967	2074	1560.50	384
24.2-24.5	SR 84	SR 84	ADOT	12182	1	2	1	1	2	7	1564	104.95	2753	3.486	367	1556.55	379
24.3-24.6	SR 84	SR 84	ADOT	12182	1	2	1	1	2	7	1564	104.95	2753	3.486	367	1556.55	379

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Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
24.4-24.7	SR 84	SR 84	ADOT	12182	1	2	1	1	2	7	1564	104.95	2753	3.486	367	1556.55	379
2.5-2.8	American Ave	American Ave	Pinal County	1859	1	0	1	1	0	3	3424	294.75	694	2.933	567	1552.10	374
0.9-1.2	Hunt Hwy	Hunt Hwy	Pinal County	23865	10	6	3	1	0	20	354	153.07	1874	1.690	2453	1567.52	391
3.1-3.4	I-8 E	I-8 E	ADOT	72	0	0	1	0	1	2	4388	5073.57	15	3.900	287	1549.75	370
0.2-0.5	Schnepf Rd	Schnepf Rd	San Tan Valley	5900	6	0	1	1	0	8	1335	247.66	946	1.725	2406	1566.39	388
0.3-0.6	Schnepf Rd	Schnepf Rd	San Tan Valley	5900	6	0	1	1	0	8	1335	247.66	946	1.725	2406	1566.39	388
0.4-0.7	Schnepf Rd	Schnepf Rd	San Tan Valley	5900	6	0	1	1	0	8	1335	247.66	946	1.725	2406	1566.39	388
36.7-37.0	US 60	US 60	ADOT	8079	6	1	1	1	0	9	1149	203.47	1232	1.756	2311	1568.23	392
3.2-3.5	Ironwood Dr	Ironwood Dr	Pinal County	34855	19	5	4	1	1	30	143	157.21	1831	1.620	2722	1574.23	401
3.3-3.6	Ironwood Dr	Ironwood Dr	Pinal County	34855	19	5	4	1	1	30	143	157.21	1831	1.620	2722	1574.23	401
0.0-0.3	US 60 Ramp 194J	US 60 Ramp 194J	ADOT	5077	11	1	0	1	0	13	698	467.68	296	1.446	3705	1577.49	407
21.8-22.1	SR 177	SR 177	ADOT	3018	3	0	0	0	1	4	2734	242.08	1012	2.200	963	1563.75	385
45.1-45.4	SR 77	SR 77	ADOT	2301	4	0	0	0	1	5	2214	396.89	382	1.960	2112	1569.57	394
0.1-0.4	Combs Rd	Combs Rd	Queen Creek	12359	10	2	1	1	0	14	632	206.90	1211	1.557	2864	1576.99	406
7.9-8.2	SR 77	SR 77	ADOT	10278	4	1	0	2	0	7	1564	124.40	2325	2.514	825	1568.37	393
24.1-24.4	US 60	US 60	ADOT	16950	6	1	1	1	1	10	1004	107.76	2696	2.160	1020	1572.83	399
28.1-28.4	US 60	US 60	ADOT	16950	6	1	1	1	1	10	1004	107.76	2696	2.160	1020	1572.83	399
1.2-1.5	Combs Rd	Combs Rd	San Tan Valley	12252.5	12	6	3	0	0	21	316	313.05	641	1.429	3758	1584.18	415
4.9-5.2	Attaway Rd	Attaway Rd	Florence	4134.5	4	0	1	1	0	6	1856	265.06	791	1.967	2074	1574.82	403
3.6-3.9	SR 87	SR 87	ADOT	5741.25	4	0	2	0	1	7	1564	222.69	1118	1.971	2041	1576.23	405
0.5-0.8	SR 287	SR 287	ADOT	24294.5	16	4	0	2	0	22	289	165.40	1712	1.618	2724	1583.45	414
2.3-2.6	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	10965	16	5	3	0	0	24	248	399.78	371	1.333	4106	1589.11	417
2.4-2.7	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Maricopa	10965	16	5	3	0	0	24	248	399.78	371	1.333	4106	1589.11	417
3.4-3.7	Ironwood Dr	Ironwood Dr	Pinal County	34855	18	5	4	1	1	29	153	151.97	1885	1.641	2694	1586.07	416
1.7-2.0	Combs Rd	Combs Rd	San Tan Valley	11933	9	0	0	1	1	11	904	168.37	1649	1.873	2184	1583.45	413
0.7-1.0	SR 287	SR 287	ADOT	26049.5	16	3	2	2	0	23	272	161.27	1765	1.635	2707	1589.76	419
2.4-2.7	Montgomery Rd	Montgomery Rd	Pinal County	308	0	1	0	1	0	2	4388	1186.03	80	3.900	287	1571.40	395
2.5-2.8	Montgomery Rd	Montgomery Rd	Pinal County	308	0	1	0	1	0	2	4388	1186.03	80	3.900	287	1571.40	395
2.6-2.9	Montgomery Rd	Montgomery Rd	Pinal County	308	0	1	0	1	0	2	4388	1186.03	80	3.900	287	1571.40	395
2.7-3.0	Montgomery Rd	Montgomery Rd	Pinal County	308	0	1	0	1	0	2	4388	1186.03	80	3.900	287	1571.40	395
3.4-3.7	Hunt Hwy	Hunt Hwy	San Tan Valley	62119.3	34	9	9	2	0	54	21	158.78	1796	1.511	2931	1592.75	421
0.0-0.3	Papago Rd	Papago Rd	Pinal County	3080	3	0	0	1	0	4	2734	237.21	1058	2.200	963	1579.07	409
2.2-2.5	American Ave	American Ave	Pinal County	3468.5	2	0	1	1	0	4	2734	210.64	1188	2.450	838	1580.23	411
37.7-38.0	SR 79	SR 79	ADOT	3471	2	1	0	1	0	4	2734	210.49	1190	2.450	838	1580.90	412
0.6-0.9	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Eloy	2030	1	1	0	1	0	3	3424	269.92	775	2.933	567	1579.07	410

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

12,042 Records Shown Segments in red are shorter than Window size.

					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
0.5-0.8	Diversion Dam Rd	Diversion Dam Rd	Florence	367	0	0	1	1	0	2	4388	995.36	92	3.900	287	1575.40	404
3.3-3.6	I-8 E	I-8 E	ADOT	72	1	0	0	0	1	2	4388	5073.57	15	3.400	370	1577.73	408
1.3-1.6	Skyline Dr	Skyline Dr	San Tan Valley	2788	7	1	4	0	0	12	793	786.15	158	1.417	3813	1599.29	424
3.9-4.2	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	6	4	1	0	0	11	904	730.59	168	1.455	3695	1599.48	425
0.2-0.5	Combs Rd	Combs Rd	Queen Creek	12359	9	2	1	1	0	13	698	192.12	1321	1.600	2753	1597.99	423
3.1-3.4	SR 87	SR 87	ADOT	5397	10	2	4	0	0	16	512	541.48	242	1.375	4017	1603.28	429
3.9-4.2	SR 77	SR 77	ADOT	12316	6	0	0	1	1	8	1335	118.64	2485	2.200	963	1592.59	420
0.2-0.5	SR 387	SR 387	ADOT	18205.3	10	4	2	1	0	17	456	170.56	1633	1.635	2699	1603.83	430
0.0-0.3	SR 387	SR 387	ADOT	19443.8	12	4	2	1	0	19	387	178.48	1555	1.568	2848	1605.30	431
1.3-1.6	16th Ave	16th Ave	Apache Junction	2042	1	2	2	0	0	5	2214	447.23	314	1.800	2269	1599.84	426
23.0-23.3	SR 84	SR 84	ADOT	6585.75	8	3	3	0	0	14	632	388.27	407	1.429	3758	1610.54	435
6.7-7.0	Gantzel Rd	Gantzel Rd	Pinal County	20424.8	13	3	3	1	0	20	354	178.85	1551	1.540	2895	1608.92	433
2.7-3.0	Anderson Rd	Anderson Rd	Pinal County	1005	0	3	0	0	0	3	3424	545.22	237	2.000	1145	1594.71	422
3.2-3.5	Hunt Hwy	Hunt Hwy	San Tan Valley	43543.8	51	8	7	2	0	68	9	285.23	725	1.362	4078	1618.68	441
0.0-0.2	Chuichu Rd	Chuichu Rd	Pinal County	2648	4	0	0	1	0	5	2214	344.88	501	1.960	2112	1609.20	434
1.8-2.1	Martin Rd	Martin Rd	Coolidge	4045	0	2	1	1	0	4	2734	180.62	1539	2.950	559	1603.09	427
1.9-2.2	Martin Rd	Martin Rd	Coolidge	4045	0	2	1	1	0	4	2734	180.62	1539	2.950	559	1603.09	427
1.0-1.3	Skyline Dr	Skyline Dr	San Tan Valley	2788	8	1	4	0	0	13	698	851.66	135	1.385	3996	1621.95	442
17.1-17.4	Maricopa-Casa Grande Hwy	Maricopa-Casa Grande Hwy	Pinal County	6347	3	0	0	2	0	5	2214	143.89	1994	2.920	633	1607.94	432
7.4-7.7	SR 87	SR 87	ADOT	5856	1	0	3	1	0	5	2214	155.95	1840	2.560	805	1614.63	440
3.4-3.7	Superstition Blvd	Superstition Blvd	Apache Junction	2018	2	0	0	1	0	3	3424	271.53	754	2.600	688	1612.86	436
3.5-3.8	Superstition Blvd	Superstition Blvd	Apache Junction	2018	2	0	0	1	0	3	3424	271.53	754	2.600	688	1612.86	436
11.6-11.9	SR 347 S	SR 347	ADOT	36195.5	65	11	14	1	0	91	4	459.20	303	1.327	4550	1635.57	453
4.9-5.2	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Pinal County	2186	0	1	1	1	0	3	3424	250.66	919	3.267	528	1613.88	438
5.0-5.3	Eleven Mile Corner Rd	Eleven Mile Corner Rd	Pinal County	2186	0	1	1	1	0	3	3424	250.66	919	3.267	528	1613.88	438
6.6-6.9	Gantzel Rd	Gantzel Rd	Pinal County	21108	13	3	3	1	0	20	354	173.06	1618	1.540	2895	1631.23	450
2.9-3.2	Baseline Ave	Baseline Ave	Apache Junction	3493.25	3	0	0	1	0	4	2734	209.14	1198	2.200	963	1625.69	445
5.8-6.1	SR 238	SR 238	ADOT	6797	2	1	0	2	0	5	2214	134.36	2140	3.120	544	1626.57	446
41.2-41.5	US 60	US 60	ADOT	8079	4	0	3	0	1	8	1335	180.86	1528	1.975	2031	1633.82	452
23.1-23.4	SR 84	SR 84	ADOT	7372	8	3	3	0	0	14	632	346.86	499	1.429	3758	1641.17	455
0.8-1.1	Arizola Rd	Arizola Rd	Casa Grande	10841	14	5	2	0	0	21	316	353.81	472	1.333	4106	1645.18	461
0.1-0.4	SR 287	SR 287	ADOT	17900.5	11	2	3	1	0	17	456	173.46	1615	1.576	2831	1642.32	459
6.2-6.5	Hunt Hwy	Hunt Hwy	San Tan Valley	17623	5	5	5	0	0	15	568	155.46	1849	1.667	2487	1641.28	457
17.9-18.2	SR 87	SR 87	ADOT	16264.5	8	3	2	1	0	14	632	157.22	1830	1.700	2443	1641.24	456
2.3-2.6	Coolidge Ave	Coolidge Ave	Coolidge	3727	3	2	2	0	0	7	1564	343.05	505	1.571	2837	1640.35	454

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

12,042 Records Shown Segments in red are shorter than Window size.

					Crash Severity*						Weight:	33.0%		33.3%		33.7%		
Location ID (Milepost)	Segment Name	Starting On	Agency	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
9.0-9.3	Bia015 & Chuichu Rd	Chuichu Rd	Tohono O' Odha	2659	1	0	0	0	2	3	3424	206.07	1216	4.200	276	1627.86	447
9.1-9.4	Bia015 & Chuichu Rd	Chuichu Rd	Tohono O' Odha	2659	1	0	0	0	2	3	3424	206.07	1216	4.200	276	1627.86	447
9.2-9.5	Bia015 & Chuichu Rd	Chuichu Rd	Tohono O' Odha	2659	1	0	0	0	2	3	3424	206.07	1216	4.200	276	1627.86	447
6.7-7.0	Florence-Kelvin Hwy	Florence-Kelvin Hwy	Pinal County	469	1	0	0	1	0	2	4388	778.88	159	3.400	370	1625.68	443
6.8-7.1	Florence-Kelvin Hwy	Florence-Kelvin Hwy	Pinal County	469	1	0	0	1	0	2	4388	778.88	159	3.400	370	1625.68	443
3.2-3.5	Schnepf Rd	Schnepf Rd	San Tan Valley	9350	5	3	0	1	0	9	1149	175.81	1578	1.867	2186	1641.33	458
3.3-3.6	SR 177	SR 177	ADOT	2102	2	0	0	1	0	3	3424	260.68	813	2.600	688	1632.51	451
2.0-2.3	Ocotillo Rd	Ocotillo Rd	San Tan Valley	22467	12	3	4	1	0	20	354	162.59	1756	1.590	2809	1648.20	462
11.5-11.8	SR 347 S	SR 347	ADOT	25355	63	10	14	0	0	87	5	626.72	197	1.276	4724	1659.24	471
1.9-2.2	SR 88	SR 88	ADOT	10399	17	1	1	1	0	20	354	351.28	476	1.340	4102	1657.70	469
1.4-1.7	Arizola Rd	Arizola Rd	Casa Grande	6732.25	4	2	0	1	0	7	1564	189.91	1336	1.971	2041	1648.83	463
0.2-0.5	US 60	US 60	ADOT	58889	23	9	15	0	0	47	35	145.77	1978	1.511	2932	1658.31	470
19.2-19.5	Ironwood Dr	Ironwood Dr	Apache Junction	11201.8	9	2	0	1	0	12	793	195.66	1303	1.567	2850	1656.04	467
5.5-5.8	Arizona Farms Rd	Arizona Farms Rd	Florence	2750	0	1	0	2	0	3	3424	199.25	1270	4.533	268	1643.15	460
0.5-0.8	Southern Ave	Southern Ave	Apache Junction	5860.25	2	0	2	1	0	5	2214	155.84	1847	2.360	902	1649.65	465
31.4-31.7	SR 87	SR 87	ADOT	11471	5	1	3	1	0	10	1004	159.23	1786	1.880	2170	1657.35	468
0.8-1.1	SR 287	SR 287	ADOT	26927	26	3	2	2	0	33	105	223.84	1112	1.442	3740	1665.33	478
1.8-2.1	Old West Hwy	Old West Hwy	Apache Junction	6478	10	1	0	1	0	12	793	338.34	520	1.483	3645	1663.22	473
1.9-2.2	Old West Hwy	Old West Hwy	Apache Junction	6478	10	1	0	1	0	12	793	338.34	520	1.483	3645	1663.22	473
2.0-2.3	Old West Hwy	Old West Hwy	Apache Junction	6478	10	1	0	1	0	12	793	338.34	520	1.483	3645	1663.22	473
2.1-2.4	Old West Hwy	Old West Hwy	Apache Junction	6478	10	1	0	1	0	12	793	338.34	520	1.483	3645	1663.22	473
39.1-39.4	US 60	US 60	ADOT	8079	11	0	6	0	0	17	456	384.33	409	1.353	4094	1666.36	483
11.8-12.1	SR 347 S	SR 347	ADOT	47036	74	12	15	1	0	102	1	396.08	384	1.312	4574	1669.64	487
2.6-2.9	Butte Ave	Butte Ave	Florence	2240.5	1	1	0	1	0	3	3424	244.56	985	2.933	567	1649.00	464
7.8-8.1	SR 77	SR 77	ADOT	11297	4	1	0	2	0	7	1564	113.18	2588	2.514	825	1655.95	466
1.4-1.7	Apache (1) Trl	Apache (1) Trl	Apache Junction	15687	10	2	2	1	0	15	568	174.65	1592	1.587	2812	1665.22	477
0.0-0.3	Battaglia Dr	Battaglia Dr	Arizona City	7831.75	5	1	1	0	1	8	1335	186.57	1443	1.850	2198	1661.80	472
2.0-2.3	SR 287	SR 287	ADOT	27759.8	24	9	1	1	0	35	88	230.29	1078	1.423	3807	1670.97	488
1.0-1.3	Trekell Rd	Trekell Rd	Casa Grande	13797	7	4	0	1	0	12	793	158.86	1795	1.733	2392	1665.53	479
23.2-23.5	SR 84	SR 84	ADOT	8393.5	9	3	3	0	0	15	568	326.41	572	1.400	3838	1671.32	489
11.7-12.0	SR 347 S	SR 347	ADOT	47036	68	11	15	1	0	95	2	368.90	433	1.324	4553	1679.21	497
12.3-12.6	SR 347	SR 347	ADOT	30250.5	70	8	6	2	0	86	6	519.26	263	1.274	4726	1682.22	500
1.1-1.4	Mcmurray Blvd	Mcmurray Blvd	Casa Grande	7706.5	7	1	0	1	0	9	1149	213.31	1177	1.644	2676	1672.92	490
40.0-40.3	US 60	US 60	ADOT	8079	3	0	2	0	1	6	1856	135.65	2087	2.133	1071	1668.38	484
40.1-40.4	US 60	US 60	ADOT	8079	3	0	2	0	1	6	1856	135.65	2087	2.133	1071	1668.38	484
40.3-40.6	US 60	US 60	ADOT	8079	3	0	2	1	0	6	1856	135.65	2087	2.133	1071	1668.38	484

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Appendix B

Unsignalized/Signalized Analysis Tool (USAT)

PINAL COUNTY
WIDE OPEN OPPORTUNITY

Intersection Selection:

Count of Intersections Shown: 419

(•) All Roads ( ) Only these roads:

( ) Only roads within these agencies:

Signalization Status: Either

With at least 0 total crashes during data period

Crash Rate Rank not used. Some intersections have no ADEV data.

[ ] Include Only Intersections with ADEV Available

				Crash Severity*						Weight:	50.0%		0.0%		50.0%		
Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
SR 87 & Skousen Rd	No	ADOT	27192	17	8	11	4	2	42	44	0.85	0	2.14	31	37.5	1
I-10 Ramp South (Exit) & SR 387	No	ADOT	37263	26	7	20	4	0	57	26	0.84	0	1.81	73	49.5	2
Peters Rd & Florence St	No	Casa Grande	4457	6	11	9	3	0	29	73	3.57	0	2.19	29	51	3
Ironwood Dr & Pima Rd	Yes	Pinal County	34855	48	11	6	5	2	72	17	1.13	0	1.70	103	60	4
SR 287 & Hacienda Rd	No	Casa Grande	20171	7	9	6	2	0	24	89	0.65	0	2.03	36	62.5	5
SR 87 & Vah Ki Inn Rd	Yes	ADOT	44777	16	7	6	3	0	32	63	0.39	0	1.86	65	64	6
Battaglia Rd & Frontier St	No	Eloy	10408	14	8	3	3	0	28	75	1.47	0	1.91	56	65.5	7
SR 87 & SR 187	No	ADOT	13342	12	4	13	1	1	31	67	1.27	0	1.86	64	65.5	7
SR 287 & SR 87	No	ADOT	17627	7	2	7	2	1	19	111	0.59	0	2.23	27	69	9
SR 88 & Southern Ave	Yes	ADOT	30029	20	6	6	3	0	35	55	0.64	0	1.75	85	70	10
Bella Vista Rd & Gantzel Rd	Yes	Pinal County	24381	27	10	7	3	0	47	36	1.06	0	1.67	108	72	11
Hunt Hwy & Mountain Vista Blvd	Yes	Pinal County	30325	33	10	12	2	1	58	22	1.05	0	1.63	123	72.5	12
Pinal Ave & Rodeo Rd	Yes	Casa Grande	40185	30	14	3	3	0	50	33	0.68	0	1.63	122	77.5	13
SR 87 & Martin Rd	No	ADOT	17928	7	4	4	2	0	17	122	0.52	0	2.04	35	78.5	14
Ironwood Dr & Baseline Ave	Yes	Apache Junction	49904	72	22	11	5	0	110	7	1.21	0	1.52	151	79	15
SR 287 & Brown Ave	No	Casa Grande	19682	10	6	3	2	0	21	102	0.58	0	1.89	58	80	16
White & Parker Rd & Maricopa Casa Grande Hwy	Yes	Maricopa	20223	8	7	2	2	0	19	111	0.51	0	1.98	51	81	17
SR 287 & Cacheris Ct	No	Casa Grande	53197	10	5	3	2	0	20	103	0.21	0	1.88	59	81	17
US 60 & Peralta Rd	Yes	ADOT	#N/A	20	3	5	2	1	31	67	#N/A	0	1.72	97	82	19
Meridian Rd & US 60 East (Ramp)	Yes	Pinal County	8066	15	8	3	0	2	28	75	1.90	0	1.74	92	83.5	20
Bella Vista Rd & Quail Run Ln	No	Pinal County	20504	6	5	2	2	0	15	135	0.40	0	2.11	33	84	21

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Ironwood Dr & Broadway Ave	Yes	Apache Junction	27954	22	5	9	2	0	38	49	0.74	0	1.62	124	86.5	22
SR 287 & Pottebaum Ave	Yes	Casa Grande	64343	40	11	4	3	0	58	22	0.49	0	1.51	154	88	23
Gantzel Rd & Empire Rd	Yes	Pinal County	#N/A	35	6	7	3	0	51	32	#N/A	0	1.54	146	89	24
Gantzel Rd & Pecan Creek Dr	Yes	Pinal County	33482	32	6	5	3	0	46	38	0.75	0	1.55	142	90	25
SR 77 & Saddlebrooke Blvd	Yes	ADOT	19888	8	1	5	2	0	16	129	0.44	0	1.98	52	90.5	26
SR 88 & Broadway Ave	Yes	ADOT	26270	13	10	4	1	0	28	75	0.58	0	1.67	107	91	27
US 60 & Superstition Mountain Dr	Yes	ADOT	35821	35	11	7	1	1	55	28	0.84	0	1.50	155	91.5	28
Trekell Rd & Jimmie Kerr Blvd	Yes	Casa Grande	24216	11	5	1	1	1	19	111	0.43	0	1.82	72	91.5	28
SR 87 & Battaglia Rd	No	ADOT	10598	4	2	4	1	1	12	160	0.62	0	2.30	24	92	30
Hunt Hwy & Johnson Ranch Blvd	Yes	Pinal County	13268	32	8	8	2	0	50	33	2.06	0	1.51	152	92.5	31
SR 287 & Arizola Rd	Yes	Casa Grande	51373	75	23	12	4	0	114	6	1.22	0	1.48	180	93	32
SR 287 & Peart Rd	Yes	Casa Grande	108216	54	22	6	2	1	85	12	0.43	0	1.50	174	93	32
Old West Hwy & Royal Palm Rd	No	Apache Junction	4108	8	3	2	2	0	15	135	2.00	0	1.97	53	94	34
Peart Rd & Earley Rd	No	Casa Grande	11638	16	8	7	0	1	32	63	1.51	0	1.62	125	94	34
Gantzel Rd & Good Life Way	Yes	Pinal County	#N/A	7	0	4	2	0	13	154	#N/A	0	2.05	34	94	34
Peart Rd & Cottonwood Ln	Yes	Casa Grande	54031	22	9	1	2	0	34	59	0.34	0	1.58	130	94.5	37
SR 387 & Palm Ave	No	Casa Grande	2072	14	3	4	2	0	23	94	6.08	0	1.72	98	96	38
Lost Dutchman Blvd & Ironwood Dr	No	Apache Junction	6886	5	2	1	3	0	11	173	0.88	0	2.58	19	96	38
Trekell Rd & McMurray Blvd	Yes	Casa Grande	41366	17	6	3	2	0	28	75	0.37	0	1.66	117	96	38
Peters Rd & Thornton Rd	No	Casa Grande	7645	18	2	0	2	1	23	94	1.65	0	1.71	100	97	41
Ironwood Dr & Superstition Blvd	Yes	Apache Junction	20511	24	5	5	1	1	36	51	0.96	0	1.54	143	97	41
I-10 Ramp North (Exit) & SR 387	No	ADOT	31379	25	4	0	3	0	32	63	0.56	0	1.58	131	97	41
SR 187 & SR 387	No	ADOT	14596	11	0	4	1	1	17	122	0.64	0	1.80	74	98	44
Thornton Rd & Cottonwood Ln	Yes	Casa Grande	31581	13	3	2	2	0	20	103	0.35	0	1.73	94	98.5	45
Frontier St & Houser Rd	No	Eloy	11903	3	2	1	2	1	9	186	0.41	0	2.93	14	100	46

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Hunt Hwy & Gary Rd	Yes	Pinal County	#N/A	71	8	10	4	1	94	9	#N/A	0	1.45	195	102	47
Meridian Dr & Apache Trl	Yes	Apache Junction	#N/A	37	6	12	2	0	57	26	#N/A	0	1.48	179	102.5	48
Val Vista Rd & Maricopa Casa Grande Hwy	No	Casa Grande	11405	9	4	5	1	0	19	111	0.91	0	1.73	95	103	49
SR 84 & Stanfield Rd	No	ADOT	1214	4	3	0	1	1	9	186	4.06	0	2.40	21	103.5	50
Superstition Blvd & Tomahawk Rd	No	Apache Junction	5532	19	6	7	1	0	33	62	3.27	0	1.54	145	103.5	50
Skyline Dr & Gary Rd	Yes	Pinal County	#N/A	11	2	1	2	0	16	129	#N/A	0	1.79	78	103.5	50
SR 387 & O'Neil Dr	No	Casa Grande	#N/A	11	3	0	2	0	16	129	#N/A	0	1.79	78	103.5	50
Ironwood Dr & Germann Rd	Yes	Pinal County	38059	52	21	6	2	0	81	15	1.17	0	1.45	194	104.5	54
Casa Grande Ave & Cottonwood Ln	Yes	Casa Grande	46191	13	2	2	2	0	19	111	0.23	0	1.72	99	105	55
SR 347 & Maricopa Casa Grande Hwy	Yes	ADOT	79518	19	7	5	1	0	32	63	0.22	0	1.53	148	105.5	56
SR 387 & Kortsen Rd	Yes	ADOT	52746	39	13	4	2	0	58	22	0.60	0	1.46	191	106.5	57
Ironwood Dr & Southern Ave	Yes	Apache Junction	29207	26	10	7	1	0	44	40	0.83	0	1.50	175	107.5	58
SR 87 & Signal Peak Rd	No	ADOT	13120	6	1	6	1	0	14	148	0.58	0	1.84	67	107.5	58
Southern Ave & Delaware Dr	No	Apache Junction	14766	7	2	5	1	0	15	135	0.56	0	1.79	80	107.5	58
Trekell Rd & Cottonwood Ln	Yes	Casa Grande	69078	78	19	7	4	0	108	8	0.86	0	1.42	208	108	61
SR 287 & Eleven Mile Corner Rd	Yes	ADOT	21450	5	3	3	0	1	12	160	0.31	0	1.90	57	108.5	62
Rodeo Rd & Peart Rd	No	Casa Grande	13600	2	0	2	2	1	7	212	0.28	0	3.34	7	109.5	63
SR 88 & Lost Dutchman Blvd	No	ADOT	8499	15	5	5	0	1	26	85	1.68	0	1.57	135	110	64
SR 238 & Ralston Rd	No	ADOT	14079	8	5	2	0	1	16	129	0.62	0	1.74	91	110	64
Trekell Rd & McCartney Rd	Yes	Casa Grande	24852	14	5	4	1	0	24	89	0.53	0	1.58	131	110	64
SR 87 & Coolidge Ave	Yes	ADOT	37460	19	7	4	1	0	31	67	0.45	0	1.51	153	110	64
US 60 & Queen Valley Rd	No	ADOT	1253	4	0	0	1	2	7	212	3.06	0	3.06	10	111	68
Delaware Dr & Superstition Blvd	Yes	Apache Junction	17410	13	4	5	1	0	23	94	0.72	0	1.60	129	111.5	69
SR 387 N & McCartney Rd	Yes	ADOT	36807	28	10	6	1	0	45	39	0.67	0	1.46	188	113.5	70

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Ironwood Dr & Apache Trl	Yes	Apache Junction	12933	47	6	12	2	0	67	18	2.84	0	1.41	210	114	71
Baseline Rd & Meridian Dr	No	Apache Junction	18152	4	4	1	1	0	10	179	0.30	0	1.98	50	114.5	72
Gantzel Rd & Combs Rd	Yes	Pinal County	77576	94	20	11	3	1	129	5	0.91	0	1.39	226	115.5	73
Arizola Rd & Cottonwood Ln	Yes	Casa Grande	33628	14	6	2	0	1	23	94	0.37	0	1.56	138	116	74
Trekell Rd & Rodeo Rd	Yes	Casa Grande	35987	14	5	3	1	0	23	94	0.35	0	1.56	138	116	74
Ironwood Dr, Gantzel Rd & Ocotillo Rd	Yes	Pinal County	81877	129	26	17	5	0	177	2	1.18	0	1.38	231	116.5	76
Ironwood Dr & Guadalupe Rd	Yes	Apache Junction	80232	31	7	3	2	0	43	42	0.29	0	1.46	192	117	77
9th St & Coolidge Ave	No	Coolidge	16299	5	0	0	1	1	7	212	0.24	0	2.37	22	117	77
SR 347 & Papago Rd	No	ADOT	12971	5	1	3	0	1	10	179	0.42	0	1.88	59	119	79
Bella Vista Rd & Hunt Hwy	Yes	Pinal County	129692	108	21	17	3	0	149	4	0.63	0	1.35	235	119.5	80
SR 79 & SR 77	No	ADOT	16084	7	1	4	1	0	13	154	0.44	0	1.75	86	120	81
Tanger Dr & Jimmie Kerr Blvd	Yes	Casa Grande	10990	2	1	1	2	0	6	230	0.30	0	2.93	11	120.5	82
Bowlin Rd & White & Parker Rd	No	Maricopa	4188	11	6	6	0	0	23	94	3.01	0	1.52	149	121.5	83
SR 287 & Henness Rd	Yes	Casa Grande	60480	31	13	2	1	0	47	36	0.43	0	1.42	207	121.5	83
SR 387 N & Val Vista Blvd	Yes	ADOT	41850	22	9	2	0	1	34	59	0.45	0	1.46	186	122.5	85
SR 177 & Tilbury Dr	No	ADOT	3640	4	0	0	2	0	6	230	0.90	0	2.60	16	123	86
US 60 South (Exit X) & Idaho Rd	Yes	ADOT	3801	12	4	2	1	0	19	111	2.74	0	1.57	136	123.5	87
SR 87 & BIA 007	No	ADOT	18936	6	1	3	0	1	11	173	0.32	0	1.80	74	123.5	87
SR 287 & FLorence St	No	Casa Grande	22351	5	3	0	1	0	9	186	0.22	0	1.87	61	123.5	87
SR 287 & Promenade Was	Yes	ADOT	34351	5	2	1	1	0	9	186	0.14	0	1.87	61	123.5	87
Kadota Ave & Cottonwood Ln	No	Casa Grande	51939	5	2	1	1	0	9	186	0.09	0	1.87	61	123.5	87
US 60 North (Exit X) & Ironwood Dr	Yes	ADOT	41856	61	16	10	1	0	88	11	1.15	0	1.35	237	124	92
SR 287 & Colorado St	Yes	Casa Grande	57988	42	10	9	0	1	62	21	0.59	0	1.38	228	124.5	93
SR 84 & Sunland Gin Rd	No	Casa Grande	25785	18	6	3	0	1	28	75	0.60	0	1.49	176	125.5	94
SR 287 & Camino Mercado	No	Casa Grande	51869	24	8	3	1	0	36	51	0.38	0	1.44	200	125.5	94
SR 287 & Christensen Rd	No	ADOT	11175	7	3	1	1	0	12	160	0.59	0	1.73	93	126.5	96

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
US 60 & Kings Ranch Rd	Yes	ADOT	58783	30	4	9	1	0	44	40	0.41	0	1.40	213	126.5	96
Eleven Mile Corner Rd & Selma Hwy	No	Coolidge	7442	2	0	3	1	0	6	230	0.44	0	2.30	24	127	98
Houser Rd & Sunland Gin Rd	No	Eloy	11776	2	2	1	0	1	6	230	0.28	0	2.30	24	127	98
Hunt Hwy & Village Ln	Yes	Pinal County	#N/A	20	10	5	0	0	35	55	#N/A	0	1.43	202	128.5	100
SR 87 & SR 287	Yes	ADOT	20781	29	9	3	1	0	42	44	1.11	0	1.40	214	129	101
US 60 & Mountainbrook Dr	Yes	ADOT	50126	27	6	5	1	0	39	47	0.43	0	1.41	212	129.5	102
SR 84 & SR 347	No	ADOT	5220	6	0	3	1	0	10	179	1.05	0	1.78	81	130	103
Papago Rd & Ralston Rd	No	Pinal County	8108	6	2	1	0	1	10	179	0.68	0	1.78	81	130	103
US 60 North (Exit X) & Idaho Rd	Yes	ADOT	26070	8	3	1	1	0	13	154	0.27	0	1.68	106	130	103
Apahce Trl, Phelps Dr & Old West Hwy	Yes	Apache Junction	4223	24	6	4	1	0	35	55	4.54	0	1.42	206	130.5	106
I-10 Ramp West (Exit) & Unnamed Road	No	ADOT	2809	3	1	1	1	0	6	230	1.17	0	2.13	32	131	107
Ironwood Dr, Era Mar Blvd & Taylor Ranch Pkwy	Yes	Pinal County	34855	42	10	5	1	0	58	22	0.91	0	1.34	240	131	107
SR 287 & Mission Pkwy	Yes	ADOT	22189	18	6	2	1	0	27	82	0.67	0	1.47	181	131.5	109
I-10 West (Exit 194) & SR 287	Yes	ADOT	43103	37	9	5	0	1	52	30	0.66	0	1.36	233	131.5	109
Peart Rd & McMurray Blvd	Yes	Casa Grande	27314	12	1	4	1	0	18	120	0.36	0	1.54	143	131.5	109
Delaware Dr & Broadway Ave	Yes	Apache Junction	22121	16	4	3	0	1	24	89	0.59	0	1.49	177	133	112
SR 347 & SR 287	Yes	ADOT	36127	16	5	2	1	0	24	89	0.36	0	1.49	177	133	112
Jimmie Kerr Blvd & Selma Hwy	No	Pinal County	12023	4	2	0	1	0	7	212	0.32	0	1.97	54	133	112
SR 84 & Montgomery Rd	No	ADOT	7981	5	1	1	1	0	8	201	0.55	0	1.85	66	133.5	115
Toltec Rd & Frontier St	No	Eloy	9469	9	3	1	1	0	14	148	0.81	0	1.63	120	134	116
Hunt Hwy & Felix Rd (North)	No	Florence	11159	9	1	3	1	0	14	148	0.69	0	1.63	120	134	116
Tomahawk Rd & Old West Hwy	Yes	Apache Junction	5082	6	0	2	1	0	9	186	0.97	0	1.76	83	134.5	118
Lost Dutchman Blvd & Idaho Rd	No	Apache Junction	6419	6	2	0	1	0	9	186	0.77	0	1.76	83	134.5	118
SR 347 & Bollin Rd	Yes	ADOT	35685	17	5	2	1	0	25	87	0.38	0	1.47	183	135	120

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Meridian Rd & Broadway Rd	Yes	Apache Junction	#N/A	7	2	1	1	0	11	173	#N/A	0	1.71	101	137	121
SR 79 & Hunt Hwy	No	ADOT	24763	7	1	2	1	0	11	173	0.24	0	1.71	101	137	121
SR 79 & Gila Blvd	No	ADOT	11183	1	1	0	2	0	4	271	0.20	0	3.65	4	137.5	123
SR 287 & Attaway Rd	Yes	ADOT	25511	28	6	4	1	0	39	47	0.84	0	1.38	230	138.5	124
Southern Ave & Royal Palm Rd	No	Apache Junction	8876	2	1	1	0	1	5	255	0.31	0	2.36	23	139	125
Winchester Rd & Old West Hwy	Yes	Apache Junction	#N/A	5	1	0	1	0	7	212	#N/A	0	1.83	68	140	126
Anderson Rd & Maricopa-Casa Grande Hwy	No	Maricopa	8964	5	0	1	1	0	7	212	0.43	0	1.83	68	140	126
SR 287 & Pueblo Dr	Yes	Casa Grande	62089	26	7	2	1	0	36	51	0.32	0	1.38	229	140	126
Hunt Hwy & Oasis Ln	No	Pinal County	15980	5	1	0	1	0	7	212	0.24	0	1.83	68	140	126
SR 387 & Viola St	No	Casa Grande	19850	5	1	0	0	1	7	212	0.19	0	1.83	68	140	126
Ironwood Dr & 16th Ave	Yes	Apache Junction	23536	6	6	2	0	0	14	148	0.33	0	1.57	133	140.5	131
SR 79 & Arizona Farms Rd	No	ADOT	9205	7	2	0	0	1	10	179	0.60	0	1.68	104	141.5	132
White & Parker Rd & Smith-Enke Rd	No	Maricopa	13825	7	2	0	1	0	10	179	0.40	0	1.68	104	141.5	132
Trekell Rd & Kortsen Rd	Yes	Casa Grande	48084	19	2	5	1	0	27	82	0.31	0	1.44	201	141.5	132
SR 238 & SR 347	Yes	ADOT	46492	115	24	9	2	0	150	3	1.77	0	1.28	281	142	135
Arizona Farms Rd & Attaway Rd	No	Florence	2464	11	2	1	1	0	15	135	3.34	0	1.52	150	142.5	136
Tweedy Rd & Frontier St	No	Eloy	10143	3	1	0	0	1	5	255	0.27	0	2.16	30	142.5	136
SR 347 & Cobblestone Farms Dr (S)	Yes	ADOT	44691	62	12	7	1	0	82	14	1.01	0	1.29	272	143	138
Delaware Dr & 16th Ave	No	Apache Junction	7122	1	1	1	0	1	4	271	0.31	0	2.70	15	143	138
Hunt Hwy & Arizona Farms Rd	No	Gila River Indian Community	36698	25	3	10	0	0	38	49	0.57	0	1.34	239	144	140
SR 287 between Arizola Rd & Via Del Ciello Rd	Yes	Casa Grande	23965	2	5	1	0	0	8	201	0.18	0	1.75	87	144	140
Ironwood Dr & W 36th Ave	Yes	Apache Junction	17989	71	15	7	1	0	94	9	2.86	0	1.29	280	144.5	142
US 60 South (Exit X) & Ironwood Dr	Yes	ADOT	24818	149	25	14	2	0	190	1	4.19	0	1.26	290	145.5	143
Main St & Vah Ki Inn Rd	No	Coolidge	8346	2	0	1	1	0	4	271	0.26	0	2.45	20	145.5	143

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
SR 79 & Park Link Dr	No	ADOT	6340	4	0	7	0	0	11	173	0.95	0	1.64	119	146	145
Hunt Hwy & Copper Mine Rd	Yes	Pinal County	17623	10	4	5	0	0	19	111	0.59	0	1.47	182	146.5	146
SR 79 & Florence Kelvin Hwy	No	ADOT	8137	1	0	0	2	0	3	292	0.20	0	4.20	3	147.5	147
SR 84 & Arizola Rd	No	ADOT	13155	9	1	1	0	1	12	160	0.50	0	1.57	137	148.5	148
I-10 Ramp East (Exit) & SR 84	No	Casa Grande	11008	6	1	0	1	0	8	201	0.40	0	1.73	96	148.5	148
Sunland Gin Rd & Battaglia Dr	Yes	Pinal County	15146	14	3	1	0	1	19	111	0.69	0	1.46	187	149	150
Cottonwood Ln & Hacienda Rd	No	Casa Grande	4679	3	0	0	1	0	4	271	0.47	0	2.20	28	149.5	151
Stewart St & Park St	No	Florence	2378	0	1	1	0	1	3	292	0.69	0	3.27	8	150	152
Estrella Rd & Frontier St	No	Eloy	6274	0	2	0	1	0	3	292	0.26	0	3.27	8	150	152
Southern Ave & Tomahawk Rd	No	Apache Junction	11476	15	3	1	1	0	20	103	0.95	0	1.44	198	150.5	154
Colorado St & Cottonwood Ln	Yes	Casa Grande	35990	15	2	2	1	0	20	103	0.30	0	1.44	198	150.5	154
Idaho Rd & Old West Hwy	Yes	Apache Junction	17140	47	7	11	0	0	65	20	2.08	0	1.28	283	151.5	156
Maricopa Rd & Bapchule Rd	Yes	Gila River Indian Community	98943	39	4	6	1	0	50	33	0.28	0	1.30	270	151.5	156
SB 79 & Adamsville Rd	No	ADOT	7784	1	0	1	1	0	3	292	0.21	0	2.93	11	151.5	156
SR 84 & Vip Blvd	No	Casa Grande	19305	1	1	0	1	0	3	292	0.09	0	2.93	11	151.5	156
Giles St & Frontier St	No	Eloy	8119	7	1	0	0	1	9	186	0.61	0	1.64	118	152	160
Russell Rd & Maricopa Casa Grande Hwy	No	Maricopa	6819	5	0	0	0	1	6	230	0.48	0	1.80	74	152	160
SR 87 & Kenworthy Rd	No	ADOT	24687	5	0	0	1	0	6	230	0.13	0	1.80	74	152	160
I-10 East (Exit 194) & SR 287	Yes	ADOT	57149	53	7	6	1	0	67	18	0.64	0	1.27	287	152.5	163
SR 87 & 4th St	No	ADOT	34628	4	4	2	0	0	10	179	0.16	0	1.60	126	152.5	163
Hunt Hwy & Thompson Rd	Yes	Pinal County	23865	33	5	4	1	0	43	42	0.99	0	1.32	264	153	165
SR 347 & Cobblestone Farms Dr (N)	Yes	ADOT	88506	56	14	5	0	0	75	16	0.46	0	1.25	291	153.5	166
Alsdorf Rd & Sunshine Blvd	No	Eloy	5503	2	0	0	0	1	3	292	0.30	0	2.60	16	154	167
SR 79 & 8th St	No	ADOT	14819	2	0	0	1	0	3	292	0.11	0	2.60	16	154	167

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Idaho Rd & Superstition Blvd	Yes	Apache Junction	23744	18	6	4	0	0	28	75	0.65	0	1.36	234	154.5	169
Empire Blvd & Village Ln	Yes	Pinal County	3574	4	0	0	1	0	5	255	0.77	0	1.96	55	155	170
I-10 West (Exit 203) & Toltec Rd	Yes	ADOT	5465	6	3	3	0	0	12	160	1.20	0	1.50	156	158	171
Broadway Ave & Mountain View Rd	No	Apache Junction	9016	6	2	4	0	0	12	160	0.73	0	1.50	156	158	171
Apache Trl & Delaware Dr	Yes	Apache Junction	9042	39	5	9	0	0	53	29	3.21	0	1.26	288	158.5	173
Frontier St & Sunshine Blvd	No	Eloy	3379	12	4	4	0	0	20	103	3.24	0	1.40	214	158.5	173
SR 387 & Cottonwood Ln	Yes	ADOT	51930	64	14	5	0	0	83	13	0.88	0	1.23	304	158.5	173
Kortsten Rd & Peart Rd	Yes	Casa Grande	13586	30	7	5	0	0	42	44	1.69	0	1.29	274	159	176
McCartney Rd & Peart Rd	No	Casa Grande	26541	14	7	2	0	0	23	94	0.47	0	1.39	225	159.5	177
Gantzel Rd & Shopping Center	Yes	Pinal County	34774	8	5	2	0	0	15	135	0.24	0	1.47	184	159.5	177
Gantzel Rd & Shopping Center	Yes	Pinal County	34774	8	5	2	0	0	15	135	0.24	0	1.47	184	159.5	177
Occotillo Rd & Cambria Dr	Yes	Pinal County	38046	9	0	1	1	0	11	173	0.16	0	1.53	147	160	180
I-10 East (Exit 200) & Sunland Gin Rd	Yes	ADOT	34261	24	9	2	0	0	35	55	0.56	0	1.31	266	160.5	181
SR 287 & Trekell Rd	Yes	Casa Grande	55322	39	8	5	0	0	52	30	0.52	0	1.25	292	161	182
I-10 Ramp West (Exit) & Picacho Peak Rd	No	ADOT	2962	1	0	0	1	0	2	317	0.37	0	3.40	5	161	182
SR 587 & St Peters Mission Rd	No	ADOT	23320	1	0	0	0	1	2	317	0.05	0	3.40	5	161	182
SR 387 & McMurray Blvd	Yes	Casa Grande	42599	18	6	3	0	0	27	82	0.35	0	1.33	242	162	185
SR 88 & Superstition Blvd	No	ADOT	12093	21	3	1	1	0	26	85	1.18	0	1.34	241	163	186
Coolidge Ave & Skousen Rd	No	Coolidge	11443	4	3	2	0	0	9	186	0.43	0	1.56	140	163	186
Idaho Rd & 16th Ave	Yes	Apache Junction	24546	4	1	4	0	0	9	186	0.20	0	1.56	140	163	186
BIA 007 & Sacaton Rd (North)	No	Gila River Indian Community	7996	7	0	0	1	0	8	201	0.55	0	1.60	126	163.5	189
Eleven Mile Corner Rd & Frontier St	No	Eloy	7063	12	1	1	1	0	15	135	1.16	0	1.45	193	164	190
Combs Rd & Schnepf Rd	No	Pinal County	14979	16	5	3	0	0	24	89	0.88	0	1.33	242	165.5	191
Smith-Enke Rd & Porter Rd	Yes	Maricopa	26320	15	6	2	0	0	23	94	0.48	0	1.35	238	166	192

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Gantzel Rd & Chandler Heights Rd	Yes	Pinal County	#N/A	28	4	1	1	0	34	59	#N/A	0	1.29	273	166	192
SR 87 & Northern Ave	Yes	ADOT	18802	10	4	3	0	0	17	122	0.50	0	1.41	211	166.5	194
Empire Blvd & Gary Rd	Yes	Pinal County	#N/A	26	4	6	0	0	36	51	#N/A	0	1.28	282	166.5	194
Meridian Dr & Lost Dutchman Blvd	No	Apache Junction	5835	13	2	0	0	1	16	129	1.50	0	1.43	205	167	196
US 60 anf Mountain View Rd	Yes	ADOT	37102	21	2	7	0	0	30	70	0.44	0	1.30	268	169	197
SR 238 & Rio Bravo Rd	No	ADOT	7127	2	2	2	0	0	6	230	0.46	0	1.67	109	169.5	198
Hunt Hwy & Merill Ranch Pkwy	Yes	Florence	#N/A	13	4	3	0	0	20	103	#N/A	0	1.35	236	169.5	198
SR 87 & Palo Verde Rd	No	ADOT	19140	2	1	3	0	0	6	230	0.17	0	1.67	109	169.5	198
Idaho Rd & Apache Trl	Yes	Apache Junction	25060	25	2	2	1	0	30	70	0.66	0	1.29	271	170.5	201
SR 177 & Upton Dr	No	ADOT	3661	0	0	0	1	0	1	340	0.15	0	5.80	1	170.5	201
Frontier St & Valley Rd	No	Eloy	5259	0	0	0	0	1	1	340	0.10	0	5.80	1	170.5	201
SR 88 & Tomahawk Rd	No	ADOT	7015	7	4	2	0	0	13	154	1.02	0	1.46	189	171.5	204
8th St & Trekell Rd	No	Casa Grande	14986	7	6	0	0	0	13	154	0.48	0	1.46	189	171.5	204
MacRae Rd & Woodruff Rd	No	Coolidge	4009	3	1	3	0	0	7	212	0.96	0	1.57	133	172.5	206
Honeycutt Rd & White & Parker Rd	No	Maricopa	5772	11	4	3	0	0	18	120	1.71	0	1.39	227	173.5	207
Colorado St & McMurray Blvd	No	Casa Grande	23766	9	6	0	0	0	15	135	0.35	0	1.40	214	174.5	208
Smith-Enke Rd & Santa Cruz Dr	Yes	Maricopa	30710	17	5	3	0	0	25	87	0.45	0	1.32	265	176	209
SR 287 & Cameron Ave	Yes	Casa Grande	26080	22	6	2	0	0	30	70	0.63	0	1.27	285	177.5	210
Hunt Hwy & Attaway Rd	Yes	Florence	24906	21	4	4	0	0	29	73	0.64	0	1.28	284	178.5	211
SR 79 & Florence Heights Dr	No	ADOT	13489	4	3	1	0	0	8	201	0.32	0	1.50	156	178.5	211
SR 387 & Hopi Dr	No	ADOT	46916	4	2	2	0	0	8	201	0.09	0	1.50	156	178.5	211
Shedd Rd & Tumbleweed Rd	No	Eloy	2197	1	0	3	0	0	4	271	1.00	0	1.75	87	179	214
Eleven Mile Corner Rd & Randolph Rd	No	Coolidge	2652	1	1	2	0	0	4	271	0.83	0	1.75	87	179	214
SR 87 & Milligan Rd	No	ADOT	#N/A	1	1	2	0	0	4	271	#N/A	0	1.75	87	179	214
Arizola Rd & McMurray Blvd	No	Casa Grande	12763	7	1	4	0	0	12	160	0.52	0	1.42	209	184.5	217

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Smith-Enke Rd & Santa Rosa Dr	Yes	Maricopa	37394	14	4	2	0	0	20	103	0.29	0	1.30	268	185.5	218
Mission Pkwy amd Promenade Pkwy	Yes	Casa Grande	#N/A	10	3	2	0	0	15	135	#N/A	0	1.33	242	188.5	219
SR 79 & Butte Ave	Yes	ADOT	25801	10	3	2	0	0	15	135	0.32	0	1.33	242	188.5	219
SR 88 & Mountain View Rd	No	ADOT	#N/A	0	0	1	0	0	1	340	#N/A	0	2.00	37	188.5	219
Burris Rd & Kortsen Rd	No	Casa Grande	2066	0	0	1	0	0	1	340	0.27	0	2.00	37	188.5	219
Main Ave & Vip Blvd	No	Casa Grande	2376	0	1	0	0	0	1	340	0.23	0	2.00	37	188.5	219
SR 87 & SR 84	No	ADOT	2600	0	0	1	0	0	1	340	0.21	0	2.00	37	188.5	219
Bella Vista Rd & Stardust Rd	Yes	Pinal County	39494	10	3	2	0	0	15	135	0.21	0	1.33	242	188.5	219
Alsdorf Rd & Main St	No	Eloy	2770	0	1	0	0	0	1	340	0.20	0	2.00	37	188.5	219
SR 76 & SR 77 Ramp (South)	No	ADOT	2964	0	0	1	0	0	1	340	0.18	0	2.00	37	188.5	219
Battaglia Rd & Main St	No	Eloy	4070	0	1	0	0	0	1	340	0.13	0	2.00	37	188.5	219
SR 79 & Cactus Forest Rd	No	ADOT	6472	0	1	0	0	0	1	340	0.08	0	2.00	37	188.5	219
I-8 Ramp North (Exit) & Thornton Rd	No	ADOT	7131	0	1	0	0	0	1	340	0.08	0	2.00	37	188.5	219
9th St & Martin Rd	No	Coolidge	8052	0	1	0	0	0	1	340	0.07	0	2.00	37	188.5	219
Olive Ave & McMurray Blvd	No	Casa Grande	9886	0	0	1	0	0	1	340	0.06	0	2.00	37	188.5	219
Skousen Rd & Vah Ki Inn Rd	No	Coolidge	12735	0	1	0	0	0	1	340	0.04	0	2.00	37	188.5	219
SR 87 & Randolph Rd	No	ADOT	17954	0	0	1	0	0	1	340	0.03	0	2.00	37	188.5	219
San Marcos Dr & Broadway Ave	Yes	Apache Junction	21050	2	1	2	0	0	5	255	0.13	0	1.60	126	190.5	235
Arizola Rd & Kortsen Rd	No	Casa Grande	2620	5	3	1	0	0	9	186	1.88	0	1.44	196	191	236
Battaglia Rdand Toltec Hwy	No	Eloy	11337	5	4	0	0	0	9	186	0.43	0	1.44	196	191	236
Arizola Rd & School	Yes	Casa Grande	24700	3	3	0	0	0	6	230	0.13	0	1.50	156	193	238
SR 84 & Thornton Rd	Yes	ADOT	32348	24	3	1	0	0	28	75	0.47	0	1.14	319	197	239
Battaglia Rd & Eleven Mile Corner Rd	No	Eloy	7090	11	2	3	0	0	16	129	1.24	0	1.31	267	198	240
SR 287 & Camino Del Norte	No	Casa Grande	52965	14	3	2	0	0	19	111	0.20	0	1.26	289	200	241
Coolidge Ave & Valley Farms Rd	No	Coolidge	2602	1	2	0	0	0	3	292	0.63	0	1.67	109	200.5	242
Coolidge Ave & Picacho St	No	Coolidge	4931	1	1	1	0	0	3	292	0.33	0	1.67	109	200.5	242
SR 387 & Centennial Blvd	No	Casa Grande	#N/A	1	2	0	0	0	3	292	#N/A	0	1.67	109	200.5	242

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Attaway Rd & Coolidge Ave	No	Coolidge	7779	1	2	0	0	0	3	292	0.21	0	1.67	109	200.5	242
Burris Rd & Maricopa-Casa Grande Hwy	No	Casa Grande	12920	1	2	0	0	0	3	292	0.13	0	1.67	109	200.5	242
Lewis St & Cottonwood Ln	No	Casa Grande	24027	1	2	0	0	0	3	292	0.07	0	1.67	109	200.5	242
SR 79 & Diversion Dam Rd	No	ADOT	13359	8	1	3	0	0	12	160	0.49	0	1.33	242	201	248
SR 187 & BIA 007	No	ADOT	6874	4	2	1	0	0	7	212	0.56	0	1.43	202	207	249
McCartney Rd & Overfield Rd	Yes	Pinal County	16947	4	2	1	0	0	7	212	0.23	0	1.43	202	207	249
Meridian Dr & University Dr	Yes	Apache Junction	#N/A	11	2	2	0	0	15	135	#N/A	0	1.27	285	210	251
Trekell Rd & O'Neil Dr	Yes	Casa Grande	16589	10	3	1	0	0	14	148	0.46	0	1.29	274	211	252
I-10 West (Exit 200) & Sunland Gin Rd	Yes	ADOT	23569	13	0	4	0	0	17	122	0.40	0	1.24	303	212.5	253
Hunt Hwy & Shopping Center	Yes	Pinal County	#N/A	2	2	0	0	0	4	271	#N/A	0	1.50	156	213.5	254
I-10 Ramp North (Exit) & Sunshine Blvd	No	ADOT	9820	2	0	2	0	0	4	271	0.22	0	1.50	156	213.5	254
Maricopa-Casa Grande Hwy & Montgomery Rd	No	Casa Grande	11433	2	0	2	0	0	4	271	0.19	0	1.50	156	213.5	254
Southern Ave & San Marcos Dr	No	Apache Junction	17465	2	1	1	0	0	4	271	0.13	0	1.50	156	213.5	254
9th St & Peart Rd	No	Casa Grande	42511	6	3	0	0	0	9	186	0.12	0	1.33	242	214	258
SR 87 & Central Ave	Yes	ADOT	17204	14	1	2	0	0	17	122	0.54	0	1.18	308	215	259
SR 287 & Olive Ave	Yes	Casa Grande	18780	14	2	1	0	0	17	122	0.50	0	1.18	308	215	259
SR 87 & Sacaton Rd	No	ADOT	11471	5	0	3	0	0	8	201	0.38	0	1.38	232	216.5	261
I-10 Ramp North (Exit) & SR 587	No	ADOT	23906	19	1	0	0	0	20	103	0.46	0	1.05	332	217.5	262
Ocotillo Rd & Schnepf Rd	No	Pinal County	21664	12	2	1	0	0	15	135	0.38	0	1.20	305	220	263
Hunt Hwy & Walmart Entrance	Yes	Pinal County	41526	15	2	0	0	0	17	122	0.22	0	1.12	325	223.5	264
Signal Peak Rd & Woodruff Rd	No	Coolidge	9807	9	0	3	0	0	12	160	0.67	0	1.25	292	226	265
Peart Rd & Jimmie Kerr Blvd	Yes	Pinal County	20290	9	3	0	0	0	12	160	0.32	0	1.25	292	226	265
I-10 Ramp East (Exit) & Picacho Peak Rd	No	ADOT	2166	3	2	0	0	0	5	255	1.26	0	1.40	214	234.5	267
Main St & Butte Ave	Yes	ADOT	4079	3	1	1	0	0	5	255	0.67	0	1.40	214	234.5	267
US 60 West (Entrance) & Meridian Rd	Yes	ADOT	5077	3	2	0	0	0	5	255	0.54	0	1.40	214	234.5	267

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
US 60 Ramp South (Exit) & SR 79	No	ADOT	7462	3	1	1	0	0	5	255	0.37	0	1.40	214	234.5	267
Attaway Rd & Vah Ki Inn Rd	No	Coolidge	8517	3	2	0	0	0	5	255	0.32	0	1.40	214	234.5	267
9th St & Vah Ki Inn Rd	No	Coolidge	16427	3	1	1	0	0	5	255	0.17	0	1.40	214	234.5	267
Casa Grande Ave & Kortsen Rd	No	Casa Grande	18295	3	2	0	0	0	5	255	0.15	0	1.40	214	234.5	267
SR 387 (Pinal Ave) & Havasupai Dr	Yes	ADOT	42132	3	2	0	0	0	5	255	0.07	0	1.40	214	234.5	267
I-10 Ramp West (Exit) & McCartney Rd	No	ADOT	24364	10	2	0	0	0	12	160	0.27	0	1.17	310	235	275
I-8 Ramp North (Exit) & Trekell Rd	No	ADOT	1249	4	1	1	0	0	6	230	2.63	0	1.33	242	236	276
US 60 South (Exit X) & Goldfield Rd	Yes	ADOT	7390	4	1	1	0	0	6	230	0.44	0	1.33	242	236	276
Baseline Rd & Idaho Rd	No	Apache Junction	9210	4	2	0	0	0	6	230	0.36	0	1.33	242	236	276
SR 87 & Selma Hwy	No	ADOT	10732	4	1	1	0	0	6	230	0.31	0	1.33	242	236	276
Honda Ave & Royal Palm Rd	No	Apache Junction	#N/A	4	2	0	0	0	6	230	#N/A	0	1.33	242	236	276
Overfield Rd & Woodruff Rd	No	Pinal County	13259	4	1	1	0	0	6	230	0.25	0	1.33	242	236	276
Casa Grande Ave & McMurray Blvd	Yes	Casa Grande	13964	4	1	1	0	0	6	230	0.24	0	1.33	242	236	276
I-10 Ramp West (Exit) & Sasco Rd	No	ADOT	399	1	1	0	0	0	2	317	2.75	0	1.50	156	236.5	283
SR 287 & Adamsville Rd	No	ADOT	1050	1	1	0	0	0	2	317	1.04	0	1.50	156	236.5	283
SR 79 & Ruggles St	No	ADOT	2040	1	0	1	0	0	2	317	0.54	0	1.50	156	236.5	283
Alsdorf Rd & Eleven Mile Corner Rd	No	Eloy	2227	1	0	1	0	0	2	317	0.49	0	1.50	156	236.5	283
SR 77 & 3rd St	No	ADOT	#N/A	1	1	0	0	0	2	317	#N/A	0	1.50	156	236.5	283
SR 177 & Florence Kelvin Hwy	No	ADOT	4232	1	0	1	0	0	2	317	0.26	0	1.50	156	236.5	283
Casa Grande Ave & Viola St	No	Casa Grande	4951	1	1	0	0	0	2	317	0.22	0	1.50	156	236.5	283
Skyline Dr & Quail Run Ln	No	Pinal County	5030	1	1	0	0	0	2	317	0.22	0	1.50	156	236.5	283
Superstition Blvd & Mountain View Rd	No	Pinal County	6076	1	1	0	0	0	2	317	0.18	0	1.50	156	236.5	283
2nd St & Florence St	Yes	Casa Grande	18098	13	1	0	0	0	14	148	0.42	0	1.07	331	239.5	292
Empire Blvd & Elsworth Rd	Yes	Queen Creek	#N/A	12	1	0	0	0	13	154	#N/A	0	1.08	330	242	293

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Meridian Dr & McKellips Blvd	No	Apache Junction	3919	5	1	1	0	0	7	212	0.98	0	1.29	274	243	294
I-10 Ramp South (Exit) & SR 587	No	ADOT	6134	5	2	0	0	0	7	212	0.63	0	1.29	274	243	294
Monaco Blvd & Sunland Gin Rd	No	Pinal County	6276	5	0	2	0	0	7	212	0.61	0	1.29	274	243	294
9th St & Northern Ave	No	Coolidge	7120	5	2	0	0	0	7	212	0.54	0	1.29	274	243	294
SR 387 & SR 87	No	ADOT	21870	11	1	0	0	0	12	160	0.30	0	1.08	328	244	298
Apache Trl & Walmart Entrance	Yes	Apache Junction	#N/A	11	1	0	0	0	12	160	#N/A	0	1.08	328	244	298
Phelps Dr & Broadway Ave	Yes	Apache Junction	18506	6	1	1	0	0	8	201	0.24	0	1.25	292	246.5	300
Gary Rd & Foot Hills Dr	Yes	Pinal County	#N/A	8	1	0	0	0	9	186	#N/A	0	1.11	326	256	301
US 60 North (Exit X) & Tomahawk Rd	Yes	ADOT	17890	8	1	0	0	0	9	186	0.28	0	1.11	326	256	301
Frontier St & Main St	No	Eloy	8882	7	1	0	0	0	8	201	0.49	0	1.13	323	262	303
US 60 & Montesa Way	Yes	ADOT	#N/A	7	1	0	0	0	8	201	#N/A	0	1.13	323	262	303
I-10 Ramp South (Exit) & Sunshine Blvd	No	ADOT	11818	6	0	1	0	0	7	212	0.32	0	1.14	319	265.5	305
US 60 South (Exit X) & Tomahawk Rd	Yes	ADOT	12937	6	0	1	0	0	7	212	0.30	0	1.14	319	265.5	305
Cottonwood Ln & Henness Rd	No	Casa Grande	25532	6	1	0	0	0	7	212	0.15	0	1.14	319	265.5	305
Eleven Mile Corner Rd & Shedd Rd	No	Eloy	4379	2	0	1	0	0	3	292	0.38	0	1.33	242	267	308
Combs Rd & N Encanterra Dr	Yes	Pinal County	11933	8	0	0	0	0	8	201	0.37	0	1.00	333	267	308
Old West Hwy & Goldfield Rd (North)	No	Apache Junction	#N/A	2	0	1	0	0	3	292	#N/A	0	1.33	242	267	308
SR 84 & White & Parker Rd	No	ADOT	7345	2	0	1	0	0	3	292	0.22	0	1.33	242	267	308
Pueblo Dr & Rodeo Rd	No	Casa Grande	8868	2	0	1	0	0	3	292	0.19	0	1.33	242	267	308
Clements Rd & Cottonwood Ln	Yes	Casa Grande	20093	2	1	0	0	0	3	292	0.08	0	1.33	242	267	308
I-10 Ramp West (Exit) & SR 84	No	Casa Grande	23358	2	1	0	0	0	3	292	0.07	0	1.33	242	267	308
SR 87 & Dirt Rd S	Yes	ADOT	24608	2	1	0	0	0	3	292	0.07	0	1.33	242	267	308
SR 387 & Bisnaga St	No	Casa Grande	24615	2	1	0	0	0	3	292	0.07	0	1.33	242	267	308
SR 84 (Roundabout) & Main St	No	Casa Grande	1769	5	1	0	0	0	6	230	1.86	0	1.17	310	270	317

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Felix Rd & Arizona Farms Rd	No	Florence	3758	5	1	0	0	0	6	230	0.87	0	1.17	310	270	317
2nd St & Sacaton St	Yes	Casa Grande	5532	5	1	0	0	0	6	230	0.59	0	1.17	310	270	317
I-10 East (Exit 203) & Toltec Rd	Yes	ADOT	11619	5	1	0	0	0	6	230	0.28	0	1.17	310	270	317
SR 77 & American Ave	No	ADOT	16588	5	0	1	0	0	6	230	0.20	0	1.17	310	270	317
SR 77 & American Ave	No	ADOT	16588	5	0	1	0	0	6	230	0.20	0	1.17	310	270	317
SR 287 & Overfield Rd	No	Casa Grande	17376	5	1	0	0	0	6	230	0.19	0	1.17	310	270	317
SR 84 & Main Ave	No	Casa Grande	22573	5	1	0	0	0	6	230	0.15	0	1.17	310	270	317
US 60 North (Exit X) & Goldfield Rd	Yes	ADOT	8348	4	0	1	0	0	5	255	0.33	0	1.20	305	280	325
I-10 Ramp East (Exit) & McCartney Rd	No	ADOT	20173	4	0	1	0	0	5	255	0.14	0	1.20	305	280	325
Judd Rd & Attaway Rd	No	Florence	3063	3	0	1	0	0	4	271	0.72	0	1.25	292	281.5	327
Idaho Rd & McKellips Blvd	No	Apache Junction	4856	3	1	0	0	0	4	271	0.45	0	1.25	292	281.5	327
Main St & Florence St	No	Casa Grande	5288	3	1	0	0	0	4	271	0.41	0	1.25	292	281.5	327
US 60 & El Caminio Viejo	No	ADOT	#N/A	3	1	0	0	0	4	271	#N/A	0	1.25	292	281.5	327
Houser Rd & Toltec Hwy	No	Eloy	13895	3	1	0	0	0	4	271	0.16	0	1.25	292	281.5	327
Main Ave & Thornton Rd	No	Casa Grande	15247	3	1	0	0	0	4	271	0.14	0	1.25	292	281.5	327
Palm Parke Blvd & Trekell Rd	No	Casa Grande	17298	3	0	1	0	0	4	271	0.13	0	1.25	292	281.5	327
SR 84 & Anderson Rd	No	ADOT	5352	5	0	0	0	0	5	255	0.51	0	1.00	333	294	334
Broadway Ave & Tomahawk Rd	No	Apache Junction	6622	5	0	0	0	0	5	255	0.41	0	1.00	333	294	334
Ironwood Dr & McKellips Blvd	No	Apache Junction	5590	4	0	0	0	0	4	271	0.39	0	1.00	333	302	336
Central Ave & Main St	No	Coolidge	8259	4	0	0	0	0	4	271	0.27	0	1.00	333	302	336
Martin Rd & Skousen Rd	No	Pinal County	14123	4	0	0	0	0	4	271	0.16	0	1.00	333	302	336
Main St & Ruggles Ave	Yes	Florence	3802	3	0	0	0	0	3	292	0.43	0	1.00	333	312.5	339
Arizola Rd & O'Neil Dr	No	Casa Grande	3831	3	0	0	0	0	3	292	0.43	0	1.00	333	312.5	339
Alden Rd & Upton Dr	No	Kearny	5125	3	0	0	0	0	3	292	0.32	0	1.00	333	312.5	339
I-10 Ramp West (Exit) & Camino Correo	No	ADOT	#N/A	3	0	0	0	0	3	292	#N/A	0	1.00	333	312.5	339
Baseline Rd & Goldfield Rd	No	Apache Junction	2200	2	0	0	0	0	2	317	0.50	0	1.00	333	325	343
SR 87 & Hunt Hwy	Yes	ADOT	5033	2	0	0	0	0	2	317	0.22	0	1.00	333	325	343

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
SR 76 & Black Hills Mine Rd	No	ADOT	#N/A	2	0	0	0	0	2	317	#N/A	0	1.00	333	325	343
Hunt Hwy, Empire Blvd & Hawes Rd	Yes	Queen Creek	#N/A	2	0	0	0	0	2	317	#N/A	0	1.00	333	325	343
SR 87 & Hunt Hwy	Yes	ADOT	5033	2	0	0	0	0	2	317	0.22	0	1.00	333	325	343
Tilbury Dr & Alden Rd	No	Kearny	5370	2	0	0	0	0	2	317	0.20	0	1.00	333	325	343
Meridian Rd & Southern Ave	Yes	Apache Junction	7637	2	0	0	0	0	2	317	0.14	0	1.00	333	325	343
US 60 & Mary Dr	No	ADOT	11382	2	0	0	0	0	2	317	0.10	0	1.00	333	325	343
Kortsen Rd & Thornton Rd	No	Casa Grande	11639	2	0	0	0	0	2	317	0.09	0	1.00	333	325	343
Maricopa Casa Grande Hwy & Murphy Rd	No	Ak-Chin Indian Community	15131	2	0	0	0	0	2	317	0.07	0	1.00	333	325	343
Gantzel Rd & School	Yes	Pinal County	39483	2	0	0	0	0	2	317	0.03	0	1.00	333	325	343
Gantzel Rd & School	Yes	Pinal County	39483	2	0	0	0	0	2	317	0.03	0	1.00	333	325	343
Main St & 3rd St	No	Mammoth	957	1	0	0	0	0	1	340	0.57	0	1.00	333	336.5	355
I-8 Ramp South (Exit) & Montgomery Rd	No	ADOT	976	1	0	0	0	0	1	340	0.56	0	1.00	333	336.5	355
Schultz St & McMurray Blvd	No	Casa Grande	1061	1	0	0	0	0	1	340	0.52	0	1.00	333	336.5	355
I-8 Ramp North (Exit) & Montgomery Rd	No	ADOT	1412	1	0	0	0	0	1	340	0.39	0	1.00	333	336.5	355
I-10 West Intersection & Pinal Airpark Rd	No	ADOT	1463	1	0	0	0	0	1	340	0.37	0	1.00	333	336.5	355
BIA 007 & Sacaton Rd (South)	No	Gila River Indian Community	2418	1	0	0	0	0	1	340	0.23	0	1.00	333	336.5	355
SR 76 & SR 77 Ramp (North)	No	ADOT	#N/A	1	0	0	0	0	1	340	#N/A	0	1.00	333	336.5	355
Battaglia Rd & Sunshine Blvd	No	Eloy	2461	1	0	0	0	0	1	340	0.22	0	1.00	333	336.5	355
Hunt Hwy & Florence Hospital Entrance	Yes	Florence	#N/A	1	0	0	0	0	1	340	#N/A	0	1.00	333	336.5	355
Palm Parke Blvd & Viola St	No	Casa Grande	#N/A	1	0	0	0	0	1	340	#N/A	0	1.00	333	336.5	355
I-10 Ramp West (Exit) & Picacho Hwy	No	ADOT	#N/A	1	0	0	0	0	1	340	#N/A	0	1.00	333	336.5	355
US 60 Ramp & SR 177 (3)	No	ADOT	3018	1	0	0	0	0	1	340	0.18	0	1.00	333	336.5	355
I-8 Ramp North (Exit) & SR 84	No	ADOT	3116	1	0	0	0	0	1	340	0.18	0	1.00	333	336.5	355
SR 77 & Main St (South)	No	ADOT	3358	1	0	0	0	0	1	340	0.16	0	1.00	333	336.5	355

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
I-8 Ramp South (Exit) & Thornton Rd	No	ADOT	3517	1	0	0	0	0	1	340	0.16	0	1.00	333	336.5	355
Shedd Rd & Valley Rd	No	Eloy	4008	1	0	0	0	0	1	340	0.14	0	1.00	333	336.5	355
Lost Dutchman Blvd & Delaware Dr	No	Apache Junction	4424	1	0	0	0	0	1	340	0.12	0	1.00	333	336.5	355
Coolidge Ave & Main St	No	Coolidge	4594	1	0	0	0	0	1	340	0.12	0	1.00	333	336.5	355
Main St & Northern Ave	No	Coolidge	4899	1	0	0	0	0	1	340	0.11	0	1.00	333	336.5	355
SR 177 & Sunset Dr	No	ADOT	5745	1	0	0	0	0	1	340	0.10	0	1.00	333	336.5	355
SR 79 & Park St	No	ADOT	7852	1	0	0	0	0	1	340	0.07	0	1.00	333	336.5	355
Baseline Rd & Tomahawk Rd	No	Apache Junction	8557	1	0	0	0	0	1	340	0.06	0	1.00	333	336.5	355
16th Ave & San Marcos Dr	No	Apache Junction	10658	1	0	0	0	0	1	340	0.05	0	1.00	333	336.5	355
I-8 Ramp South (Exit) & Blanco Rd	No	ADOT	#N/A	1	0	0	0	0	1	340	#N/A	0	1.00	333	336.5	355
SR 287 & Valley Farms Rd	No	ADOT	11226	1	0	0	0	0	1	340	0.05	0	1.00	333	336.5	355
Hunt Hwy & Florence Fire Station #2 Entrance	Yes	Florence	11833	1	0	0	0	0	1	340	0.05	0	1.00	333	336.5	355
Superstition Mountain Dr & Don Donnelly Trl	No	Pinal County	20676	1	0	0	0	0	1	340	0.03	0	1.00	333	336.5	355
Bapchule Rd & Murphy Rd	No	Gila River Indian Community	4955	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
I-10 Ramp East (Exit) & Picacho Hwy	No	ADOT	689	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SB 79 & Stewart Sr	No	ADOT	14915	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
US 60 Ramp North (Exit) & SR 79	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Selma Hwy & Hacienda Rd	No	Casa Grande	3792	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SR 77 & Copper St	No	ADOT	3573	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Val Vista Blvd & Burris Rd	No	Casa Grande	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
I-8 Ramp North (Exit) & Stanfield Rd	No	ADOT	1756	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
I-8 Ramp South (Exit) & Stanfield Rd	No	ADOT	788	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Estrella Rd & Shedd Rd	No	Eloy	4083	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
I-8 Ramp South (Exit) & Trekell Rd	No	ADOT	1255	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Sacate Rd & Bapchule Rd	No	Gila River Indian Community	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Brown Ave & Jimmie Kerr Blvd	No	Casa Grande	13506	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SR 77 & Main St	No	ADOT	4043	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Broadway Ave & Goldfield Rd	No	Apache Junction	5551	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Superstition Blvd & Goldfield Rd	No	Apache Junction	4925	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Martin Rd & Picacho St	No	Coolidge	2953	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
2nd St & Casa Grande Ave	No	Casa Grande	6377	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
US 60 Ramp & SR 177 (1)	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Florence St & Main Ave	No	Casa Grande	5531	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Lost Dutchman Blvd & Goldfield Rd	No	Apache Junction	825	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Park St & 8th St	No	Florence	1468	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Lost Dutchman Blvd & Tomahawk Rd	No	Apache Junction	1639	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SR 77 & River Rd	No	ADOT	2634	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SR 77 & Main St (North)	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
US 60 & Main St	No	ADOT	8551	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Nelson Rd & Sacate Rd	No	Gila River Indian Community	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Park St & Ruggles St	Yes	Florence	4379	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
SR 84 & Ralston Rd	No	ADOT	2531	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
I-8 Ramp North (Exit) & Blanco Rd	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Maricopa Blvd & Florence Blvd	No	Florence	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
SR 79 & US 60 (Florence Junction)	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Main St & Magma Ave	No	Superior	3713	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382
Smith Dr & Sunset Dr	No	Superior	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
O'Donnell Dr & Smith Dr	No	Superior	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382

*Crash Severity Codes: 1-Property Damage Only 2-Possible Injury 3-Non-Incapacitating Injury 4-Incapacitating Injury 5-Fatality

Intersection	Signal-ized	Owner	ADEV	1	2	3	4	5	Crash Freq.	Crash Freq. Rank	Crash Rate	Crash Rate Rank	Severity Index	Severity Index Rank	PI	PI Rank
Mary Dr, O'Donnell Dr & Sunset Dr	No	Superior	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
US 60 Ramp & SR 177 (2)	No	ADOT	#N/A	0	0	0	0	0	0	382	#N/A	0	0.00	382	382	382
Bluebird St & Main St	No	Mammoth	919	0	0	0	0	0	0	382	0.00	0	0.00	382	382	382

Appendix IV: Complete Streets and Vision Zero

Complete Streets and Vision Zero Policies

Presented by: Greenlight Traffic Engineering

Complete Streets Policy

Greenlight Traffic Engineering

Complete Streets in FHWA:

A Complete Street is safe, and feels safe, for all users.

U.S. Department of Transportation Federal Highway Administration

What is a Complete Streets Implementation Strategy?

1. Understanding the **community** and **network** context
2. Identifying **safety**, **connectivity**, and **equity** concerns
3. **Implementing** improvements over time
4. Evaluating impacts by **monitoring** and **measuring** success

https://highways.dot.gov/complete-streets/complete-streets-fhwa

Complete Streets Policy

Greenlight Traffic Engineering



Complete Streets Policy

Greenlight Traffic Engineering



10 Elements of a Complete Streets Policy

1. Establishes commitment and vision
2. Prioritizes underinvested and underserved communities
3. Applies to all projects and phases
4. Allows only clear exceptions
5. Mandates coordination
6. Adopts excellent design guidance
7. Requires proactive land-use planning
8. Measures progress
9. Sets criteria for choosing projects
10. Creates a plan for implementation

Complete Streets Policy

Greenlight Traffic Engineering

City of Phoenix
Complete Streets Policy *Only 5 pages

Vision: To help the City of Phoenix

- Become more **walkable**, **bikeable** and **public transit** friendly
- Foster **social engagement**
- Instill **community** pride
- **Grow** the local economy and property values
- Identify projects that will improve **equitable transportation access** for vulnerable and transit-dependent populations
- Improve the **livability** and long-term **sustainability** of the region.

Complete Streets Policy

Greenlight Traffic Engineering

GOALS: Ensure the rights-of-way:

- Are planned, designed, constructed, operated, and maintained with the ultimate goal of **serving a variety of transportation modes**
- Will contribute to **active transportation and public health**
- Accommodate transportation users of **all ages and abilities**
- Are economically and environmentally **sustainable**
- Are designed to be compatible with the surrounding contexts and **connecting transportation networks**
- Comply with state and federal law and City code and Ordinance S-41094
- Follow the **Complete Streets Planning and Design Principles** which **will be integrated** into the Street Transportation Design Guidelines
- Provide **new or improved connectivity** between all transportation modes and adjacent land uses.

Complete Streets Policy

Greenlight Traffic Engineering

Howard County, Maryland
Complete Streets Policy



Complete Streets Policy

Greenlight Traffic Engineering

Vision:

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be **safe and convenient** for residents of all ages and abilities who **travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities** Countywide."

Complete Streets Policy

Greenlight Traffic Engineering

Above and beyond policy details:

- Developed a **design manual** for complete streets
- Integrated Pedestrian and Bicycle **master plans**
- **Scoped projects** for design and construction
- Developed 9-part Complete Streets **training videos**
  - For developers, designers, and the general public
- Developed a **sidewalk policy**
- Developed a transportation **project prioritization system**



Complete Streets Policy

Greenlight Traffic Engineering

Transportation Project Prioritization System

A project scoring mechanism for all potential capital transportation projects

Project scoring system (50 possible points)

- Multimodal access and safety (20 possible)
- Equity (10 possible)
- Crash history (10 possible)
- System preservation/maintenance (10 possible)
- Bonus points for cost sharing (10 points)

Greenlight Traffic Engineering

Questions/Discussion

Vision Zero Policy

Greenlight Traffic Engineering

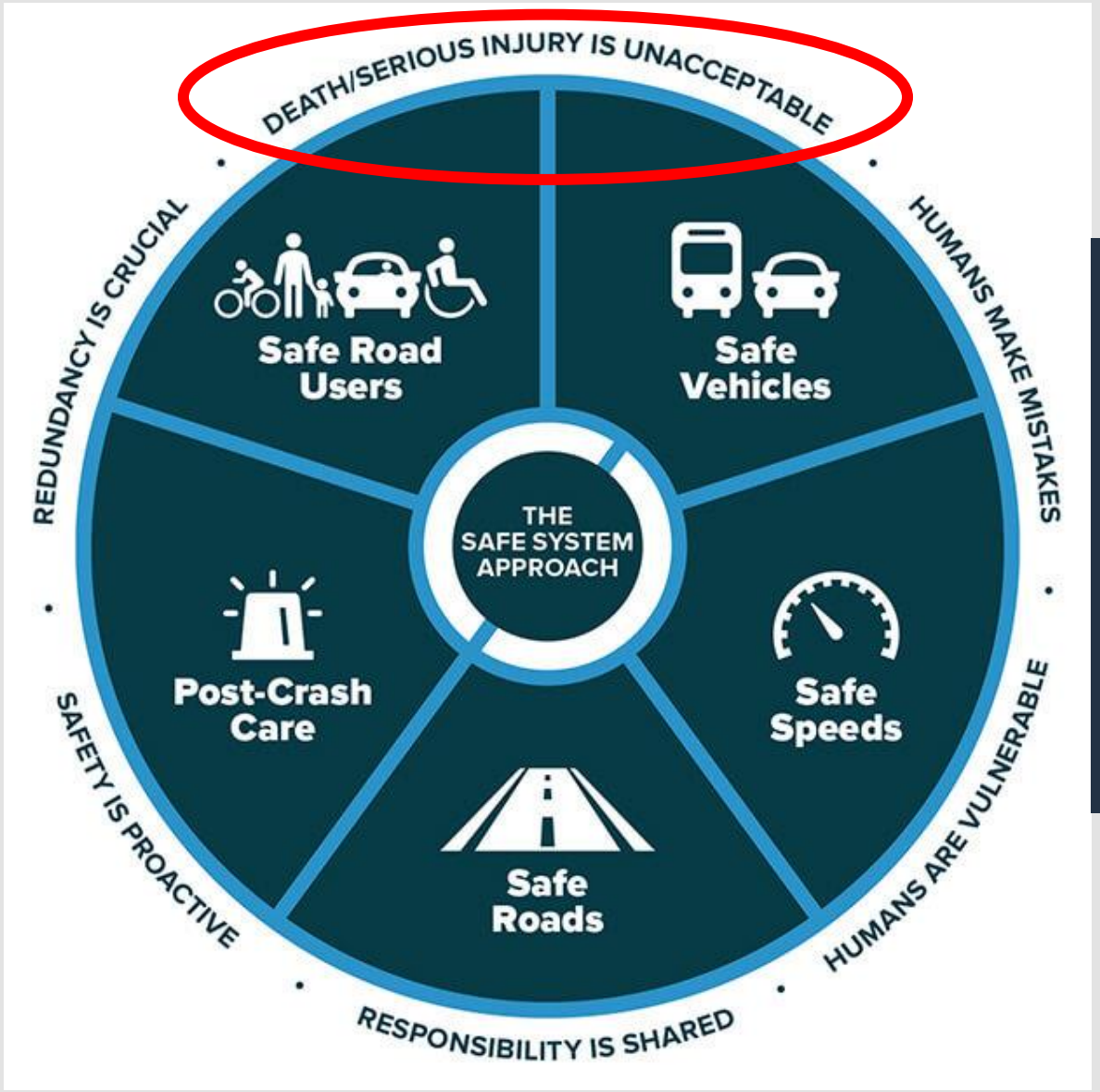
U.S. Department of Transportation
Federal Highway Administration

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

The **zero deaths** vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for **all road users**.

Vision Zero Policy



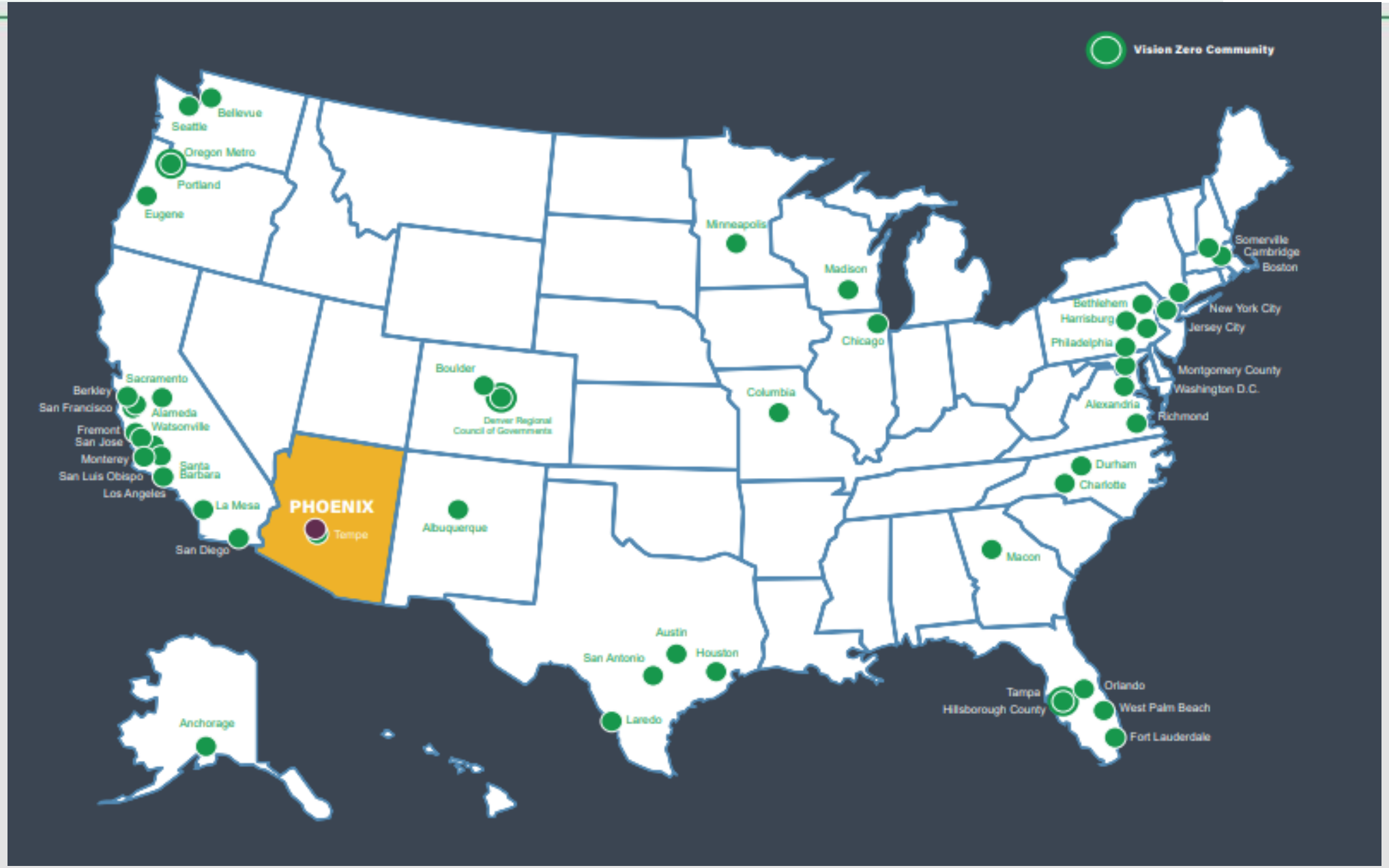
HUMAN-CENTRIC APPROACH



1. Death/serious injury is unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Vision Zero Policy

Greenlight Traffic Engineering



Vision Zero Policy

Greenlight Traffic Engineering

City of Phoenix 2022 Vision Zero Action Plan

CHAPTER 1 — INTRODUCTION 1
- An Urgent Need 3
- The Planning Process 5
- Vision Zero Commitment 7
- The Safe Systems Approach 9
- Vision & Goals 10

CHAPTER 2 — THE FACTS 11
- Quick Facts 12
- Crash Factors 13
- High Injury Network 15

CHAPTER 3 — THE 5 E'S 17
- Evaluation 19
- Engineering 20
- Enforcement 21
- Education 22
- Equity 23

CHAPTER 4 — ENGAGING PHOENICIANS 25
- What Phoenix is Saying 27
- Using Phoenician Input 29

CHAPTER 5 — TAKING ACTION 31
- How to Read This Section 33
- General Strategies 35
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- Pedestrians & Bicyclists 39
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CHAPTER 6 — A PATH FORWARD 49
- Strategy Prioritization 50
- Foundational Change 51
- Systemic Implementation 57
- Addressing the HIN 63
- Resources 76
- Reporting & Tracking 77

Vision Zero Policy

Greenlight Traffic Engineering

VISION

Phoenix aspires to reduce the number of fatal and serious injury crashes on its streets to ZERO by 2050

GOALS

- Create a Road Safety Action Plan that moves to VISION ZERO
- Engage the public through an inclusive engagement process
- Use data to drive decisions
- Embrace the 5 E's of safety
  (Evaluation, Engineering, Enforcement, Education, & Equity)
- Establish a culture of safety
- Develop and implement strategies and countermeasures
- Establish performance measures for evaluation

Vision Zero Policy

Greenlight Traffic Engineering

HIN INTERSECTIONS

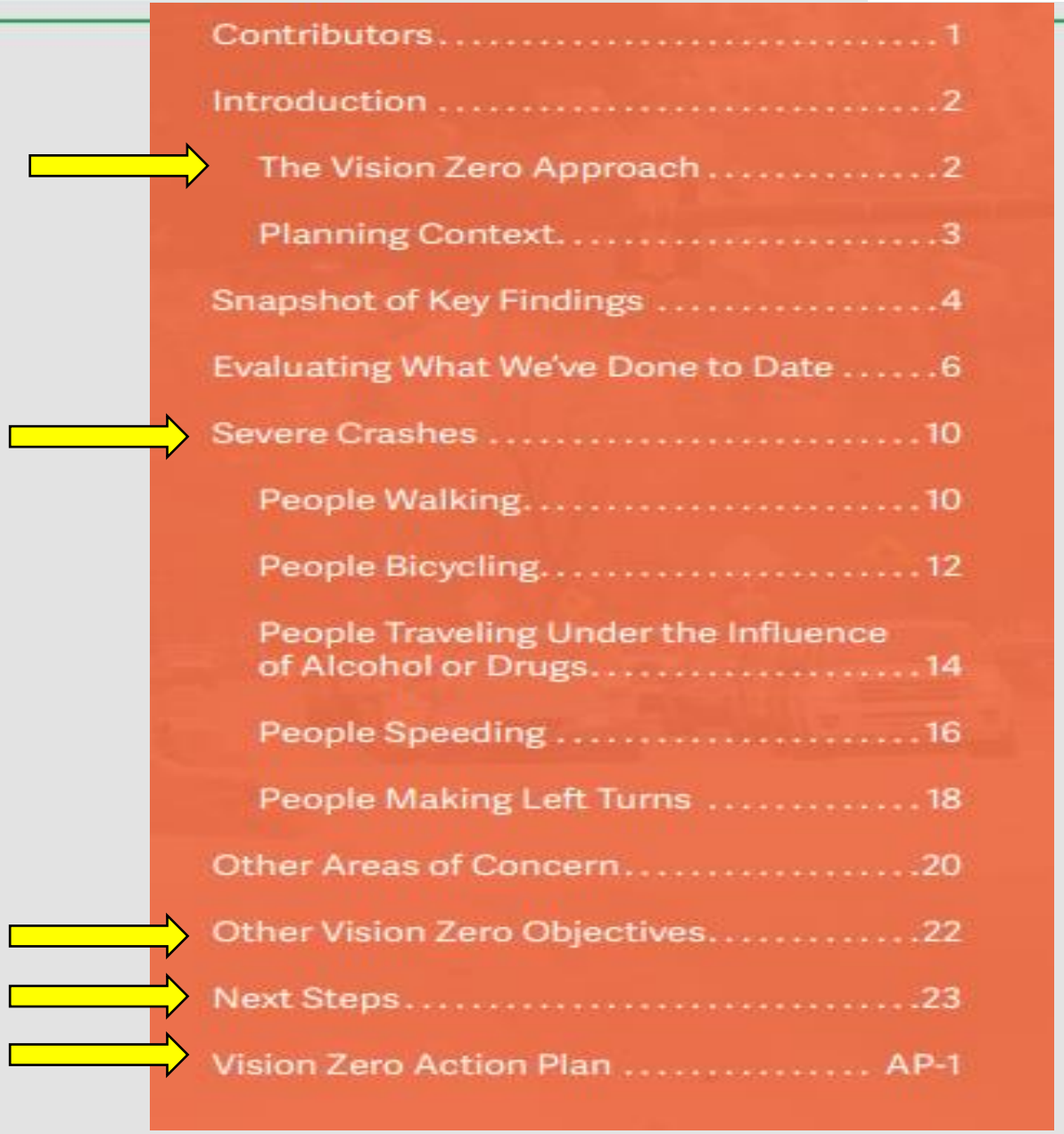
Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave & Glendale Ave	1	Yes	Yes	- 50% Left-Turn (LT) crashes - 50% nighttime - 3 ped & 1 bike crashes (40%) - Fatal crash ped south of crosswalk	P
51st Ave & McDowell Rd	1	Yes	Yes	- 56% nighttime or dawn/dusk - 44% peds (3 on west leg) - 75% peds at night or dawn/dusk	P

HIN SEGMENTS PROJECTS

Location	HIN Segment Tier (1-3)	RSAP Equity Analysis	USDOT Underserved Community	Key Crash Characteristics	Status: RC, PC, P, F
35th Ave: Moreland St to Van Buren St	1	Yes	Yes	- 8 ped crashes (32% of all crashes) accounted for 4 fatalities (57%). All but 1 ped crash were within 300' of a signalized intersection - 1 bicyclist crash accounted for an additional fatality - Near even mix of daytime and darkness crashes	P
7th St: Hatcher Rd to Mountain View Rd	1	Yes	Yes	- 55% peds (2 fatal) - 1 bike crash (fatal) - 64% nighttime - 55% in 2017	P

Vision Zero Policy

City of Boulder, CO
2023
Vision Zero Action Plan



*Less emphasis on community engagement efforts than Phoenix

Vision Zero Policy

Greenlight Traffic Engineering

***Vision Zero** is Boulder's goal to eliminate all severe traffic crashes involving people using all modes of travel.*

*no end date

There are five Vision Zero objectives:

1. Eliminate crashes resulting in serious injuries and fatalities.
2. Reduce other types of crashes.
3. Improve travel comfort and security.
4. Enhance awareness of and community engagement with Vision Zero.
5. Improve data and be transparent.

Vision Zero Policy

Greenlight Traffic Engineering

Action	4 E's	Timeframe	Partners*	Performance Metric(s)
1. Implement **specific countermeasures** at high crash locations (peds, bikes, vehicles)		Ongoing	Transportation, PD	% of intersections addressed on an annual basis ***Target:*** *45 intersections with specific mitigation identified for implementation*
2. Continue to **pursue federal funding** for and construct Highway Safety Improvement Program projects		Ongoing	Transportation	# of projects funded and completed ***Target:*** *3 projects per funding cycle*
3. Proactively implement **new signal timing practices** at identified intersections to improve pedestrian, bicyclist, and		Ongoing	Transportation	% of intersections addressed on an annual basis ***Target:*** *50 intersections identified*

*Less scoping to actions

Vision Zero Policy

Greenlight Traffic Engineering

Questions/Discussion

Appendix V: Recommended Projects

SCMPO High-Level Estimate of Probable Project Cost

Location	Roadway Ownership	Intersection/ Segment	Project Type	Selection Method	Scope	Cost	Estimated Cost	Long (x)	Lat (y)	Long 2 (x)	Lat 2 (y)	From yx	To yx
Apache Junction	Apache Junction	Superstition Blvd, From Rennick Dr to Idaho Rd	Segment	Top 20 Segment	Install speed feedback signs and narrow travel lanes	$82,650	$83,000	-111.55601	33.42234	-111.54524	33.42233	33.42234,-111.55601	33.42233,-111.54524
Apache Junction	Apache Junction	Superstition Blvd & Plaza Dr	Intersection	Top 20 Segment	Install a traffic signal	$1,077,721	$1,078,000					33.422347, -111.550445	
Apache Junction	Apache Junction	Delaware Dr, From Lost Dutchman Blvd to Superstition Blvd	Segment	Top 20 Segment	Install sidewalks, curb, and gutter	$2,931,445	$2,931,000	-111.572104	33.436790	-111.572086	33.422375	33.436790, -111.572104	33.422375, -111.572086
Apache Junction	ADOT	SR 88 (Apache Trail), From Mountain View Rd to 650 ft east of Hackamore Rd	Segment	Top 20 Segment	Install speed feedback signs	$41,599	$42,000	-111.50383	33.44654	-111.51164	33.44369	33.44654,-111.50383	33.44369,-111.51164
Apache Junction	Apache Junction	Ironwood Dr & Baseline Ave	Intersection	Top 20 Intersections	Install reflective signal backplates, left turn guide markings, and remove negative left turn offset	$88,729	$89,000	-111.56348	33.37884			33.37884,-111.56348	
Apache Junction	ADOT	US 60 Exit 194 & S Meridian Rd	Intersection	Top 20 Intersections	Install reflective signal backplates	$35,200	$35,000	-111.58061	33.38617			33.38617,-111.58061	
Apache Junction	ADOT	Idaho Rd & Southern Ave	Intersection	Top 20 Intersections	Install reflective signal backplates, left turn guide markings, and east and west protected/permissive left turn signal phasing	$229,790	$230,000	-111.54605	33.39335			33.39335,-111.54605	
Apache Junction	Apache Junction	Apache Trl, From Ironwood Dr to S Phelps Dr	Segment	Top 20 Segment	Install vertical bike lane protection (flex posts) and high visibility green paint at bicycle/vehicle conflict zones	$108,400	$108,000	-111.563411	33.415296	-111.550152	33.414810	33.415296, -111.563411	33.414810, -111.550152
Casa Grande	Casa Grande	W 2nd St: SR 287 to Hermosilla St	Segment	Top 20 Segment	Install narrowed travel lanes, curb bulb-outs at intersections of 2nd St & Sacaton St, and stripe high visibility crosswalks at intersections	$378,716	$379,000	-111.757361	32.879464	-111.749160	32.874725	32.879464, -111.757361	32.874725, -111.749160
Casa Grande	ADOT	SR 387 & Rodeo Rd	Intersection	Top 20 Intersections	Install east and west protected/permissive left turn phasing, left turn guide markings, and retroreflective signal back plates	$229,790	$230,000	-111.75689	32.92344			32.92344,-111.75689	
Casa Grande	Casa Grande	Florence Blvd & Brown Ave	Intersection	Top 20 Intersections	Install east and west protected/permissive left turn phasing, left turn guide markings, and retroreflective signal back plates	$229,790	$230,000	-111.74503	32.87956			32.87956,-111.74503	
Casa Grande	Casa Grande	Florence Blvd & Cacheris Ct	Intersection	Top 20 Intersections	Install a propeller median to restrict north and southbound left turns	$553,906	$554,000	-111.69677	32.87965			32.87965,-111.69677	
Casa Grande	Casa Grande	Florence St & Peters Rd	Intersection	Top 20 Intersections	Install intersection lighting and transverse rumble strips at approaches (Recently converted to all way stop with flashing stop signs)	$183,758	$184,000	-111.75735	32.8649			32.8649,-111.75735	
Casa Grande	ADOT	SR 287 & Hacienda Rd	Intersection	Top 20 Intersections	Install a traffic signal/roundabout	$1,077,721	$1,078,000	-111.67068	32.87964			32.87964,-111.67068	
Casa Grande	Casa Grande	Ethington Rd and Maricopa Casa Grande Hwy	Intersection	Agency Comments	Install a traffic signal with a westbound left turn lane and eastbound right turn lane	$4,000,000	$4,000,000	-111.808615	32.908696			32.908696,-111.808615	
Casa Grande	Casa Grande	Trekell Rd and Jimmy Kerr Blvd	Intersection	Agency Comments	Install a northbound left-turn lane, curbed median, southbound and northbound protected/permissive left turn signal phasing, and widen rail crossing	$5,000,000	$5,000,000	-111.740145	32.866814			32.866814,-111.740145	
Casa Grande	Casa Grande	Arizola Rd & Florence Blvd	Intersection	Agency Comments	Install a southbound left and right turn lane on Arizola Rd, a westbound right turn lane on Florence Blvd, sidewalk, curb, and gutter.	$4,000,000	$4,000,000	-111.714168	32.879599			32.879599,-111.714168	
Casa Grande	Casa Grande	Trekell Rd & Florence Blvd	Intersection	Agency Comments	Install southbound dual left-turn lane onto Florence Blvd	$200,000	$200,000	-111.739984	32.879609			32.879609,-111.739984	
Casa Grande	Casa Grande	Jimmie Kerr Blvd & Earley Rd	Intersection	Agency Comments	Install traffic signal (Recent HSIP application submitted for this signal)	$1,000,000	$1,000,000	-111.737145	32.864936			32.864936,-111.737145	
Casa Grande	Casa Grande	Kortsen Rd & Pueblo Dr	Intersection	Agency Comments	Install traffic signal	$800,000	$800,000	-111.735636	32.908752			32.908752,-111.735636	
Casa Grande	Casa Grande	Thornton Rd & Cottonwood Ln	Intersection	Agency Comments	Install northbound right and westbound left turn lanes	$3,500,000	$3,500,000	-111.774367	32.893983			32.893983,-111.774367	
Coolidge	ADOT	SR 287 & SR 87	Intersection	Top 20 Intersections	Install signal ahead warning signs at all approaches, reflective signal backplates, and left turn guide markings	$80,805	$81,000	-111.51516	32.87952			32.87952,-111.51516	
Coolidge	Coolidge	Coolidge Ave & Kenthworthy Rd	Intersection	Top 20 Segment	Install all way stop control if warranted	$83,104	$83,000	-111.541258	32.973248			32.973248, -111.541258	

Coolidge	Coolidge	Coolidge Ave & 9th St	Intersection	Top 20 Segment	Install traffic signal (Recent HSIP application submitted for this signal)	$1,077,721	$1,078,000	-111.532656	32.973374			32.973374, -111.532656	
Coolidge	ADOT/Coolidge	SR 287, From W Vah Ki Inn Rd to SR 87	Segment	Agency Comments	Install speed feedback signs and improve roadway drainage on the east side of SR 287 from Ruins Dr to Dirt Rd	$333,147	$333,000	-111.52398	32.98811	-111.52398	32.98864	32.98811,-111.52398	32.98864,-111.52398
Coolidge	ADOT/Coolidge	SR 287, From Kenworthy Ave to Vah Ki Inn Rd	Segment	Top 20 Segment	Restripe to narrow lanes and install curb bulb-outs to improve turning sight distances at the intersections of SR287/Bealey Ave and SR287/Kenworthy	$561,350	$561,000	-111.52398	32.983467	-111.523999	32.988052	32.983467,-111.52398	32.988052,-111.523999
Coolidge	ADOT/Coolidge	SR87, From 0.4 mile south of Bartlett Rd to 0.3 mile north of Bartlett Rd	Segment	Top 20 Segment	Install lighting at SR87/Bartlett and SR87/Wilshire intersections and dynamic speed feedback signs	$370,539	$371,000	-111.5186	32.94863	-111.515	32.93923	32.94863,-111.5186	32.93923,-111.515
Coolidge	Coolidge	SR 287 & Martin Rd	Intersection	Top 20 Intersections, Agency Comments	Install a left turn lane on the westbound approach and a traffic signal	$269,913	$270,000	-111.52408	32.95894			32.95894,-111.52408	
Coolidge	ADOT	Arizona Blvd (SR 287) & Vah Ki Inn Rd	Intersection	Top 20 Intersections	Install reflective signal backplates, protected/permissive left turn signal phasing, and intersection lighting	$373,730	$374,000	-111.52398	32.98804			32.98804,-111.52398	
Coolidge	Coolidge	Martin Rd & Macrae Rd	Intersection	Agency Comments	Install edge of road delineators on the east approaches and intersection lighting (Long term, consider reconstructing to remove curve and upgrade the T-intersection)	$43,010	$43,000	-111.55858	33.00242			32.958590, -111.575703	
Eloy	Eloy & ADOT	W Frontier St(SR84) & Battaglia Rd	Intersection	Top 20 Intersections	Install flashing LED stop signs, dual stop signs, and speed feedback signs on SR 84	$69,178	$69,000	-111.57288	32.76307			32.76307,-111.57288	
Eloy	Eloy & ADOT	SR 87 & Battaglia Rd	Intersection	Agency Comments	Install intersection lighting and turn lanes on SR 87	$700,347	$700,000	-111.5157	32.763146			32.763146,-111.5157	
Florence	Florence	Attaway Rd, From Palmer Rd to Hunt Hwy	Segment	Top 20 Segment	Install speed feedback signs		$700,000	-111.473347	33.031453	-111.473399	33.046189	33.031453,-111.473347	33.046189,-111.473399
Florence	Florence	Quail Run Ln & Judd Rd	Intersection	Top 20 Segment	Install paved shoulders and transverse rumble strips	$1,388,207	$1,388,000	-111.49046	33.14743	-111.49176	33.15131	33.14743,-111.49046	33.15131,-111.49176
Mammoth	ADOT	SR 77, From Owens Pl to S Old Tiger Rd	Segment	Public Comments	Install speed feedback signs	$41,599	$42,000	-110.641413	32.712255	-110.648791	32.735741	32.712255, -110.641413	32.735741, -110.648791
Mammoth	ADOT	SR 77 & N Main St	Intersection	Public Comments	Install HAWL/PHB crossing if warranted otherwise install high-visibility crosswalks	$45,242	$45,000	-110.647215	32.730566			32.730566, -110.647215	
Mammoth	ADOT	SR 77 & 3rd St	Intersection	Public Comments	Install HAWL/PHB crossing if warranted otherwise install high-visibility crosswalks	$45,242	$45,000	-110.642722	32.717372			32.717372, -110.642722	
Maricopa	ADOT	Maricopa Casa Grande Hwy (238) & White and Parker Rd	Intersection	Top 20 Intersections	Install reflective signal backplates and install speed feedback signs in advance of intersection	$76,799	$77,000	-111.99648	33.02494			33.02494,-111.99648	
Maricopa	Maricopa	Honeycutt Rd, From White and Parker Rd to 5,000' east of White and Parker Rd	Segment	Walking Social Pinpoint	Install sidewalks, curb, gutter, and bike lanes on both sides	$3,937,382	$3,937,000	-111.99632	33.05851	-111.97925	33.058	33.05851,-111.99632	33.058,-111.97925
Maricopa	Maricopa	Smith-Enke Rd, From 0.2 miles west of Desert Greens Dr to Porter Rd	Segment	Top 20 Segment	Improve sight distance at Desert Greens Dr and Smith-Enke Rd and install speed feedback signs	$67,489	$67,000	-112.020065	33.072972	-112.013458	33.073187	33.072972, -112.020065	33.073187, -112.013458
Oracle	Pinal County	American Ave, From Pablo Ct to Hunter Cir	Segment	Top 20 Segment	Install paved shoulders, remove roadside vegetation, and install chevron signs at curves	$401,221	$401,000	-110.781040	32.612967	-110.777687	32.612538	32.612967, -110.781040	32.612538, -110.777687
Oracle	Pinal County	American Ave	Segment	Public Comments	Install dynamic speed feedback signs and conducting targeted speed enforcement	$41,599	$42,000	-110.801735	32.620785	-110.749650	32.624388	32.620785, -110.801735	32.624388, -110.749650
Pinal County	Pinal County	Papago Rd, From 1,000' west of White Rd to 1570' east of White Rd	Segment	Top 20 Segment	Install speed feedback signs and chevron signs at curves	$61,967	$62,000	-112.10356	32.98553	-112.09521	32.9846	32.98553,-112.10356	32.9846,-112.09521
Pinal County	ADOT	SR 347 & Farrell Rd	Intersection	Top 20 Segment	Install reflective signal backplates, remove negative left turn offset, and speed feedback signs in advance of the intersection	$109,801	$110,000					33.029124, -112.047774	
Pinal County	ADOT	SR 79 & SR 77	Intersection	Top 20 Segment	Install transverse rumble strips on the southbound approach and dual oversized stop signs	$46,313	$46,000					32.556860, -110.933107	
Pinal County	ADOT	SR 177, From 2 miles south of E Tu Ranch 1 to 2.6 miles south of E Tu Ranch 1	Segment	Top 20 Segment	Install speed feedback signs (Recent HSIP application submitted for paved shoulders and rumble strips)	$41,599	$42,000	-111.0758	33.22296	-111.06627	33.2174	33.22296,-111.0758	33.2174,-111.06627
Pinal County	ADOT	SR 387 & I-10 185 south exit ramp	Intersection	Top 20 Intersections	Remove shoulder vegetation to improve turning sight distance	$25,890	$26,000	-111.75424	33.00089			33.00089,-111.75424	

Pinal County	ADOT	US 60 & Peralta Rd	Intersection	Top 20 Intersections	Install speed feedback signs in advance of intersection and reflective signal backplates	$76,799	$77,000	-111.44037	33.33596			33.33596,-111.44037	
Pinal County	ADOT	SR 87 & SR 187	Intersection	Top 20 Intersections	Install reflective signal backplates	$35,200	$35,000	-111.68846	33.06103			33.06103,-111.68846	
Pinal County	ADOT	SR 347, From SR 84 to Sonoran Desert Pkwy	Segment	Social Pinpoint	Install speed feedback signs	$415,990	$416,000	-112.0492	32.87522	-112.04776	33.02544	32.87522,-112.0492	33.02544,-112.04776
Pinal County	ADOT	SR 347, From Goodyear Rd to Maricopa Casa Grande Hwy (SR 238)	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs	$374,391	$374,000	-111.99842	33.1903	-112.04688	33.05648	33.1903,-111.99842	33.05648,-112.04688
Pinal County	Pinal County	Ironwood D, From Gateway Fwy to Baseline Ave	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs	$207,995	$208,000	-111.56357	33.29878	-111.56345	33.37874	33.29878,-111.56357	33.37874,-111.56345
Pinal County	ADOT	US 60, From Tomahawk Rd to Superstition Blvd	Segment	Driving Social Pinpoint/Crash hotspot	Install speed feedback signs	$103,998	$104,000	-111.52863	33.38667	-111.47789	33.36681	33.38667,-111.52863	33.36681,-111.47789
Pinal County	Pinal County	Kenworthy Rd, From Combs Rd to Germann Rd	Segment	Agency Comments	Install equestrian and pedestrian enhancement project, traffic calming/mitigation for developed areas, multi-use path, and connectivity to the Queen Creek Wash trails	$250,000	$250,000	-111.546035	33.220033	-111.545913	33.278088	33.220033, -111.546035	33.278088, -111.545913
Pinal County	Pinal County	Peralta Rd & Peralta Canyon Dr	Intersection	Agency Comments	Install RRFB crossings	$700,000	$700,000	-111.437234	33.337958			33.337958, -111.437234	
Pinal County	Pinal County	Stone Creek Dr, From Hunt Hwy to San Tan Hills Dr	Segment	Agency Comments	Restripe lane configuration (replace 4 through lanes with 2 through lanes, a TWLTL, and bike lanes)	$80,000	$80,000	-111.580434	33.176598	-111.577571	33.184649	33.176598, -111.580434	33.184649, -111.577571
Pinal County	Pinal County	Kings Ranch Rd/Golden Rim Cir/Don Donnelly Trl, From Agua Vista Way to Superstition Mountain Dr	Segment	Agency Comments	Install a multi-use path	$11,245,600	$11,246,000	-111.437883	33.360985	-111.432960	33.366034	33.360985, -111.437883	33.366034, -111.432960
Pinal County	Pinal County	Mountain View Rd and Broadway Ave	Intersection	Agency Comments	Install left turn lanes on all approaches	$1,079,653	$1,080,000	-111.494168	33.407867			33.407867, -111.494168	
Pinal County	Pinal County	Gantzel Rd & Combs Rd	Intersection	Agency Comments	Install striped dual left turn lanes on the southbound and eastbound left turn movements and left turn traffic signal heads	$100,000	$100,000	-111.563345	33.220019			33.220019, -111.563345	
Pinal County	Pinal County	Gantzel Rd & Bella Vista Rd	Intersection	Agency Comments	Install dual left turn lanes for southbound and northbound left turn movements	$1,500,000	$1,500,000	-111.544867	33.161869			33.161869, -111.544867	
Pinal County	Pinal County	Stone Creek Dr & Hunt Highway	Intersection	Agency Comments	Implemet access control conversion	$500,000	$500,000	-111.580435	33.176596			33.176596, -111.580435	
Pinal County	Pinal County	Oasis Ln & Lush Vista View	Intersection	Agency Comments	Install a roundabout	$600,000	$600,000	111.498207	33.090015			33.090015, -111.498207	
Pinal County	Pinal County	Empire Rd & Charbray Dr	Intersection	Agency Comments	Install a roundabout or traffic signal	$750,000	$750,000	111.571221	33.198479			33.198479, -111.571221	
Pinal County	Pinal County	Bella Vista Rd & Drifter Pass (Union Pacific Railroad)	Intersection	Agency Comments	Install railroad and roadway widening	$545,255	$545,000	-111.528190	33.161900			33.161900, -111.528190	
Pinal County	Pinal County	Hunt Highway, From Gary Rd to Stone Creek	Segment	Agency Comments	Reconstruct or enhance medians to reduce access/traffic conflicts and improve mobility	$1,000,000	$1,000,000	-111.584893	33.179824	-111.580443	33.176574	33.179824, -111.584893	33.176574, -111.580443
Pinal County	Pinal County	Hunt Highway & Mountain Vista Blvd (Walgreens Access)	Intersection	Agency Comments	Install median to eliminate left in turning movement at Walgreens access	$400,000	$400,000	111.599085	33.190075			33.190075, -111.599085	
Pinal County	Pinal County	Hunt Highway at O'Reilly's/Firestone	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes	$150,000	$150,000	-111.564263	33.162585			33.162585, -111.564263	
Pinal County	Pinal County	Hunt Highway at McDonalds/MD Now	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes	$150,000	$150,000	-111.563680	33.161930			33.161930, -111.563680	
Pinal County	Pinal County	Hunt Highway & Stone Creek (NB Right)	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes	$150,000	$150,000	111.580452	33.176609			33.176609, -111.580452	
Pinal County	Pinal County	Hunt Highway & Red Mountain Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes	$150,000	$150,000	-111.559668	33.157391			33.157391, -111.559668	
Pinal County	Pinal County	Gary Rd & Empire Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes	$150,000	$150,000	111.582644	33.205448			33.205448, -111.582644	
Pinal County	Pinal County	Gary Rd & Skyline Rd	Intersection	Agency Comments	Install northbound right turn lane deceleration lanes	$150,000	$150,000	111.581667	33.190815			33.190815, -111.581667	
Pinal County	Pinal County	Gary Rd & San Tan Hills Dr	Intersection	Agency Comments	Install northbound and southbound right turn lane deceleration lanes	$150,000	$150,000	111.581261	33.184767			33.184767, -111.581261	
Pinal County	Pinal County	Gary Rd & Foot Hills Dr	Intersection	Agency Comments	Install southbound right turn lane deceleration lanes	$150,000	$150,000	111.582183	33.182505			33.182505, -111.582183	
Pinal County	Pinal County	Thompson Rd & Mountain Vista Rd	Intersection	Agency Comments	Install a new traffic signal (Submitted to HSIP recently)	$1,000,000	$1,000,000	-111.616917	33.183465			33.183465, -111.616917	
Pinal County	Pinal County	Kenworthy Rd & Ocotillo Rd	Intersection	Agency Comments	Install a new traffic signal (Submitted to HSIP recently)	$1,000,000	$1,000,000	111.545968	33.249074			33.249074, -111.545968	
Pinal County	Pinal County	Quail Run Rd & Bella Vista Rd	Intersection	Agency Comments	Install a new traffic signal	$900,000	$900,000	111.492080	33.162005			33.162005, -111.492080	
Pinal County	Pinal County	Empire Rd & Spring Valley Rd	Intersection	Agency Comments	Install a new traffic signal	$900,000	$900,000	111.599877	33.205314			33.205314, -111.599877	

Pinal County	Pinal County	Judd Rd & Gantzel Rd	Intersection	Agency Comments	Install a new traffic signal	$1,000,000	$1,000,000	111.546709	33.148685			33.148685, -111.546709	
Pinal County	Pinal County	Bella Vista Rd & Tourmaline Rd	Intersection	Agency Comments	Install a new traffic signal	$900,000	$900,000	-111.536090	33.161803			33.161803, -111.536090	
Pinal County	ADOT	US 60, From MP 228 to MP 228.3	Segment	Top 20 Segment	Install chevron signs along curves and install advanced curve warning signs	$65,810	$66,000	-111.089970	33.298695	-111.084520	33.304040	33.298695, -111.089970	33.304040, -111.084520
Pinal County	Pinal County	Hunt Hwy, From Magma Rd to 0.3 miles south of Magma Rd	Segment	Top 20 Segment	Restripe southbound right turn lane, continue two southbound through lanes to the intersection, merge the two southbound through lanes on the intersection's south leg, and install intersection lighting	$230,468	$230,000	-111.537934	33.132709	-111.534857	33.129237	33.132709, -111.537934	33.129237, -111.534857
Pinal County	ADOT	SR 77, From Saddlebrook Blvd to Willow Spring Rd	Segment	Public Comments	Install dynamic speed feedback signs and conduct targeted speed enforcement	$41,599	$42,000	110.92805	32.52413	110.87186	32.60051	32.52413, -110.92805	32.60051, -110.87186
Pinal County	ADOT	SR 587, From Rainbows Ends St to Hunt Hwy	Segment	Top 20 Segment	Install intersection lighting at Rainbows Ends St/SR 587, Buzzing Feather St/SR 587, and Goodyear Rd/SR 587	$493,410	$493,000	-111.840970	33.184526	-111.841048	33.204055	33.184526, -111.840970	33.204055, -111.841048
Queen Creek	Queen Creek	Ironwood Dr & Pima Rd	Intersection	Top 20 Intersections	Remove negative left turn offsets and install left turn guide markings	$53,529	$54,000	-111.56337	33.26352			33.26352,-111.56337	
San Tan Valley	Pinal County	Bella Vista Rd & Gatzel Rd	Intersection	Top 20 Intersections	Install reflective signal backplates, additional left turn guideline markings, advanced intersection warning signs, and install dual left turn lanes for southbound and northbound left turn movements	$82,755	$1,583,000	-111.54485	33.16181			33.16181,-111.54485	
San Tan Valley	Pinal County	Hunt Hwy & Mountain Vista Blvd	Intersection	Top 20 Intersections	Install speed feedback signs in advance of the intersection on Hunt Hwy	$41,599	$42,000	-111.59994	33.19066			33.19066,-111.59994	
San Tan Valley	Pinal County	Hunt Hwy, From E Franklin Rd to E Empire Blvd	Segment	Biking & Driving Social Pinpoint/Crash hotspot	Install speed feedback signs	$41,599	$42,000	-111.48696	33.07475	-111.63446	33.20507	33.07475,-111.48696	33.20507,-111.63446
Superior	ADOT	US 60 & Western Ave	Intersection	Agency Comments	Install HAWK/PHB crossing if warranted	$45,242	$45,000	-111.104662	33.287469			33.287469, -111.104662	
Superior	ADOT	US 60, From MP 226 to MP 228	Segment	Agency Comments	Install speed feedback signs	$41,599	$42,000	-111.114531	33.286071	-111.090210	33.302564	33.286071, -111.114531	33.302564, -111.090210
Superior	ADOT	SR 177, From MP 166.5 to MP 167.5	Segment	Agency Comments	Install speed feedback signs	$41,599	$42,000	-111.097610	33.274023	-111.096744	33.288091	33.274023, -111.097610	33.288091, -111.096744

SCMPO High-Level Estimate of Probable Project Cost

Unit Costs

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Speed Feedback Sign - Segment (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

SCMPO High-Level Estimate of Probable Project Cost

Unit Costs

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Speed Feedback Sign - Segment (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Speed Feedback Sign - Intersection (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Edgeline or Centerline Rumble Strips - Segment (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	10560	$ 0.5	$ 5,280
				Subtotal	**$ 5,280**
				Construction Subtotal	**$ 5,280**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,280	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 5,280	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,280	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,280	$ 790
6	CONTINGENCY	PERCENT	20%	$ 5,280	$ 1,060
7	ESCALATION	PERCENT	10%	$ 5,280	$ 530
				Subtotal	**$ 10,380**
				Construction Total	**$ 15,660**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 15,660	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 15,660	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 26,660**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Transverse Rumble Strips - 3 groups of three transverse rumble strips on two approaches (22' wide each)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	396	$ 0.5	$ 198
				Subtotal	**$ 198**
				Construction Subtotal	**$ 198**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 198	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 198	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 198	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 198	$ 30
6	CONTINGENCY	PERCENT	20%	$ 198	$ 40
7	ESCALATION	PERCENT	10%	$ 198	$ 20
				Subtotal	**$ 8,090**
				Construction Total	**$ 8,288**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 8,288	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 8,288	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 19,288**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Flashing beacon signage (Four Signs per Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
3	SEQUENTIAL FLASHING WARNING LIGHT	EA	8	$ 48	$ 384
				Subtotal	**$ 5,919**
				Construction Subtotal	**$ 5,919**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,919	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 5,919	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,919	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,919	$ 890
8	CONTINGENCY	PERCENT	20%	$ 5,919	$ 1,180
9	ESCALATION	PERCENT	10%	$ 5,919	$ 590
				Subtotal	**$ 10,660**
				Construction Total	**$ 16,579**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 16,579	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 16,579	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 27,579**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Warning and regulatory signage (1 Intersection Unit)(4 signs)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 5,535**
				Construction Subtotal	**$ 5,535**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,535	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 5,535	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,535	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,535	$ 830
7	CONTINGENCY	PERCENT	20%	$ 5,535	$ 1,110
8	ESCALATION	PERCENT	10%	$ 5,535	$ 550
				Subtotal	**$ 10,490**
				Construction Total	**$ 16,025**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 16,025	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 16,025	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 27,025**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Warning and regulatory signage (1 Mile Segment Unit) (2 signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	$ 10	$ 2,835
				Subtotal	**$ 4,185**
				Construction Subtotal	**$ 4,185**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,185	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,185	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,185	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,185	$ 630
7	CONTINGENCY	PERCENT	20%	$ 4,185	$ 840
8	ESCALATION	PERCENT	10%	$ 4,185	$ 420
				Subtotal	**$ 9,890**
				Construction Total	**$ 14,075**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,075	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,075	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 25,075**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Chevron signage (1 Mile Segment Unit) (120' distance between chevron signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	180	$ 68	$ 12,150
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	135	$ 10	$ 2,835
				Subtotal	**$ 14,985**
				Construction Subtotal	**$ 14,985**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 14,985	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 14,985	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 14,985	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 14,985	$ 2,250
7	CONTINGENCY	PERCENT	20%	$ 14,985	$ 3,000
8	ESCALATION	PERCENT	10%	$ 14,985	$ 1,500
				Subtotal	**$ 14,750**
				Construction Total	**$ 29,735**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 29,735	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 29,735	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 40,735**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Delineator (1 Mile Segment Unit) (120' distance between chevron signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	DELINEATOR (SINGLE WHITE OR SINGLE YELLOW)	EA	45	$ 150	$ 6,750
2	DELINEATOR ASSEMBLY (FLEXIBLE) (SURFACE-MOUNTED)	EA	45	$ 218	$ 9,810
				Subtotal	**$ 16,560**
				Construction Subtotal	**$ 16,560**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 16,560	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 16,560	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 16,560	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 16,560	$ 2,480
7	CONTINGENCY	PERCENT	20%	$ 16,560	$ 3,310
8	ESCALATION	PERCENT	10%	$ 16,560	$ 1,660
				Subtotal	**$ 15,450**
				Construction Total	**$ 32,010**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 32,010	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 32,010	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 43,010**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**5' Paved Shoulders (1 mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	1637	$ 703	$ 1,150,875
2	AGGREGATE BASE COURSE (12")	TON	1320	$ 619	$ 816,750
3	SUBGRADE PREPARATION	SY	5867	$ 23	$ 132,000
				Subtotal	**$ 2,099,625**
				Construction Subtotal	**$ 2,099,625**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 2,099,625	$ 209,960
5	TRAFFIC CONTROL	PERCENT	10%	$ 2,099,625	$ 209,960
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 2,099,625	$ 21,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 2,099,625	$ 314,940
8	CONTINGENCY	PERCENT	20%	$ 2,099,625	$ 419,930
9	ESCALATION	PERCENT	10%	$ 2,099,625	$ 209,960
				Subtotal	**$ 1,385,750**
				Construction Total	**$ 3,485,375**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 3,485,375	$ 1,045,610
11	POST DESIGN	PERCENT	2%	$ 3,485,375	$ 69,710
				Design Total	**$ 1,115,320**
				Grand Total	**$ 4,600,695**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Adding Bike lane with conflict zone green paint (by narrowing the lane) (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	21,120	$ 1.15	$ 24,288
				Subtotal	**$ 24,288**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
3	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	$ 23	$ 6,750
4	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
5	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	$ 0.88	$ 18,480
6	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 31,965**
				Construction Subtotal	**$ 56,253**
3. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 56,253	$ 5,630
8	TRAFFIC CONTROL	PERCENT	10%	$ 56,253	$ 5,630
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 56,253	$ 3,000
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 56,253	$ 8,440
11	CONTINGENCY	PERCENT	20%	$ 56,253	$ 11,250
12	ESCALATION	PERCENT	10%	$ 56,253	$ 5,630
				Subtotal	**$ 39,580**
				Construction Total	**$ 95,833**
4. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 95,833	$ 28,750
14	POST DESIGN	PERCENT	2%	$ 95,833	$ 1,920
				Design Total	**$ 30,670**
				Grand Total	**$ 126,503**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Adding high visibility bike symbol with conflict zone green paint (4 unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
2. INSTALLATIONS					
1	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	1200	$ 23	$ 27,000
2	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
				Subtotal	**$ 28,200**
				Construction Subtotal	**$ 28,200**
3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 28,200	$ 2,820
4	TRAFFIC CONTROL	PERCENT	10%	$ 28,200	$ 2,820
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 28,200	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 28,200	$ 4,230
7	CONTINGENCY	PERCENT	20%	$ 28,200	$ 5,640
8	ESCALATION	PERCENT	10%	$ 28,200	$ 2,820
				Subtotal	**$ 21,330**
				Construction Total	**$ 49,530**
4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 49,530	$ 14,860

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal with protected left-turn movements (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	$ 146	$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	4	$ 10,125	$ 40,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	8	$ 300	$ 2,400
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	1360	$ 0.88	$ 1,190
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	$ 146	$ 20,475
6	PULL BOX	EA	6	$ 2,250	$ 13,500
7	POLE FOUNDATION (TYPE R)	EA	4	$ 11,700	$ 46,800
8	MAST ARM (60 FT.) (TAPERED)	EA	4	$ 37,125	$ 148,500
9	EMERGENCY VEHICLE PREEMPTION UNIT	EA	4	$ 5,625	$ 22,500
10	TRAFFIC SIGNAL FACE (TYPE F)	EA	4	$ 2,687	$ 10,748
11	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 3,000	$ 24,000
12	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	12	$ 800	$ 9,600
13	SIGNAL POLE	EA	4	$ 15,000	$ 60,000
14	LUMINAIRE	EA	4	$ 2,329	$ 9,315
15	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 10,125	$ 40,500
16	CONTROL CABINET	EA	1	$ 12,000	$ 12,000
17	CONDUCTORS	LS	1	$ 22,500	$ 22,500
				Subtotal	**$ 491,841**
				Construction Subtotal	**$ 491,841**
2. CONSTRUCTION SOFT COSTS					
18	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 491,841	$ 49,180
19	TRAFFIC CONTROL	PERCENT	10%	$ 491,841	$ 49,180
20	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 491,841	$ 4,920
21	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 491,841	$ 73,780
22	CONTINGENCY	PERCENT	20%	$ 491,841	$ 98,370
23	ESCALATION	PERCENT	10%	$ 491,841	$ 49,180
				Subtotal	**$ 324,610**
				Construction Total	**$ 816,451**
3. DESIGN AND POST DESIGN COSTS					

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal with protected left-turn movements (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
24	DESIGN	PERCENT	30%	$ 816,451	$ 244,940
25	POST DESIGN	PERCENT	2%	$ 816,451	$ 16,330
				Design Total	**$ 261,270**
				Grand Total	**$ 1,077,721**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Intersection lighting (4 each)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC)	LF	200	$ 40	$ 8,000
2	POLE FOUNDATION	EA	4	$ 4,500	$ 18,000
3	LUMINAIRE	EA	4	$ 1,500	$ 6,000
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 3,500	$ 14,000
5	POLE	EA	4	$ 4,000	$ 16,000
6	CONDUCTORS	LS	1	$ 12,000	$ 12,000
				Subtotal	**$ 74,000**
				Construction Subtotal	**$ 74,000**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 74,000	$ 7,400
8	TRAFFIC CONTROL	PERCENT	10%	$ 74,000	$ 7,400
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 74,000	$ 2,500
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 74,000	$ 11,100
11	CONTINGENCY	PERCENT	20%	$ 74,000	$ 14,800
12	ESCALATION	PERCENT	10%	$ 74,000	$ 7,400
				Subtotal	**$ 50,600**
				Construction Total	**$ 124,600**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 124,600	$ 37,380
14	POST DESIGN	PERCENT	2%	$ 124,600	$ 2,490
				Design Total	**$ 39,870**
				Grand Total	**$ 164,470**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**One Side Street Lighting (One Mile Unit, Spacing 270')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC)	LF	5680	$ 40	$ 227,200
2	POLE FOUNDATION	EA	20	$ 4,500	$ 90,000
3	LUMINAIRE	EA	20	$ 1,500	$ 30,000
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	20	$ 3,500	$ 70,000
5	POLE	EA	20	$ 4,000	$ 80,000
6	CONDUCTORS	LS	1	$ 12,000	$ 12,000
				Subtotal	**$ 509,200**
				Construction Subtotal	**$ 509,200**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 509,200	$ 50,920
8	TRAFFIC CONTROL	PERCENT	10%	$ 509,200	$ 50,920
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 509,200	$ 5,090
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 509,200	$ 76,380
11	CONTINGENCY	PERCENT	20%	$ 509,200	$ 101,840
12	ESCALATION	PERCENT	10%	$ 509,200	$ 50,920
				Subtotal	**$ 336,070**
				Construction Total	**$ 845,270**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 845,270	$ 253,580
14	POST DESIGN	PERCENT	2%	$ 845,270	$ 16,910
				Design Total	**$ 270,490**
				Grand Total	**$ 1,115,760**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic signal head reflective tape (Four leg intersection with 12 heads)(1 intersection unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	TRAFFIC SIGNAL FACE BACKPLATE	EA	12	$ 900	$ 10,800
2	REFLECTIVE SIGNAL HEAD BACK PLATE TAPE	LF	72	$ 10	$ 720
				Subtotal	**$ 11,520**
				Construction Subtotal	**$ 11,520**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 11,520	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 11,520	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 11,520	$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 11,520	$ 1,730
7	CONTINGENCY	PERCENT	20%	$ 11,520	$ 2,300
8	ESCALATION	PERCENT	10%	$ 11,520	$ 1,150
				Subtotal	**$ 12,680**
				Construction Total	**$ 24,200**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 24,200	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 24,200	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 35,200**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Pavement maintenance (Chip seal) and new striping (1 mile Unit- 2 lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE BITUMINOUS PAVEMENT (MILLING) (2")	SY	14,080	$ 4.38	$ 61,600
				Subtotal	**$ 61,600**
2. INSTALLATIONS					
2	ASPHALT CONCRETE PAVEMENT (2'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	3,928	$ 281	$ 1,104,644
3	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	$ 8	$ 5,580
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	$ 8	$ 79,200
				Subtotal	**$ 1,189,424**
				Construction Subtotal	**$ 1,189,424**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,189,424	$ 118,940
6	TRAFFIC CONTROL	PERCENT	10%	$ 1,189,424	$ 118,940
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,189,424	$ 11,890
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,189,424	$ 178,410
9	CONTINGENCY	PERCENT	20%	$ 1,189,424	$ 237,880
10	ESCALATION	PERCENT	10%	$ 1,189,424	$ 118,940
				Subtotal	**$ 785,000**
				Construction Total	**$ 1,974,424**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 1,974,424	$ 592,330

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal Modification (New Protected Left Turn Movement) (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE SIGNAL FACE	EA	8	$ 688	$ 5,500
				Subtotal	**$ 5,500**
2. INSTALLATIONS					
2	ELECTRICAL CONDUIT (3") (PVC)(TRENCH)	LF	400	$ 146	$ 58,500
3	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 1,350	$ 10,800
4	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	8	$ 450	$ 3,600
				Subtotal	**$ 72,900**
				Construction Subtotal	**$ 78,400**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 78,400	$ 7,840
6	TRAFFIC CONTROL	PERCENT	10%	$ 78,400	$ 7,840
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 78,400	$ 2,500
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 78,400	$ 11,760
9	CONTINGENCY	PERCENT	20%	$ 78,400	$ 15,680
10	ESCALATION	PERCENT	10%	$ 78,400	$ 7,840
				Subtotal	**$ 53,460**
				Construction Total	**$ 131,860**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 131,860	$ 39,560
12	POST DESIGN	PERCENT	2%	$ 131,860	$ 2,640
				Design Total	**$ 42,200**
				Grand Total	**$ 174,060**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**High-visibility crosswalk (ladder type) (One 36' crossing)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	192	$ 5	$ 864
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,720
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	4	$ 10	$ 40
				Subtotal	**$ 3,624**
				Construction Subtotal	**$ 3,624**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 3,624	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 3,624	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 3,624	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 3,624	$ 540
8	CONTINGENCY	PERCENT	20%	$ 3,624	$ 720
9	ESCALATION	PERCENT	10%	$ 3,624	$ 360
				Subtotal	**$ 9,620**
				Construction Total	**$ 13,244**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 13,244	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 13,244	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 24,244**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**High-visibility crosswalk (ladder type) (Four 36' crossing)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	768	$ 5	$ 3,456
2	PERFORATED SQUARE TUBE SIGN POST	LF	160	$ 68	$ 10,880
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	16	$ 10	$ 160
				Subtotal	**$ 14,496**
				Construction Subtotal	**$ 17,952**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 17,952	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 17,952	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 17,952	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 17,952	$ 2,690
8	CONTINGENCY	PERCENT	20%	$ 17,952	$ 3,590
9	ESCALATION	PERCENT	10%	$ 17,952	$ 1,800
				Subtotal	**$ 16,080**
				Construction Total	**$ 34,032**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 34,032	$ 10,210
11	POST DESIGN	PERCENT	2%	$ 34,032	$ 1,000
				Design Total	**$ 11,210**
				Grand Total	**$ 45,242**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**12' Paved Right/Left Turn Lane (250 feet Unit)(One lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	93	$ 703	$ 65,391
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
4	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	$ 10	$ 60
5	AGGREGATE BASE COURSE (12")	TON	75	$ 619	$ 46,406
6	SUBGRADE PREPARATION	SY	333	$ 23	$ 7,500
7	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	$ 0.88	$ 356
				Subtotal	**$ 122,113**
				Construction Subtotal	**$ 122,113**
2. CONSTRUCTION SOFT COSTS					
8	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 122,113	$ 12,210
9	TRAFFIC CONTROL	PERCENT	10%	$ 122,113	$ 12,210
10	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 122,113	$ 3,000
11	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 122,113	$ 18,320
12	CONTINGENCY	PERCENT	20%	$ 122,113	$ 24,420
13	ESCALATION	PERCENT	10%	$ 122,113	$ 12,210
				Subtotal	**$ 82,370**
				Construction Total	**$ 204,483**
3. DESIGN AND POST DESIGN COSTS					
14	DESIGN	PERCENT	30%	$ 204,483	$ 61,340
15	POST DESIGN	PERCENT	2%	$ 204,483	$ 4,090
				Design Total	**$ 65,430**
				Grand Total	**$ 269,913**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**New Left/Right Turn Lane (250 feet, lane slimming, striping only, one lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	1,000	$ 1.15	$ 1,150
				Subtotal	**$ 1,150**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	$ 0.88	$ 356
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	$ 10	$ 2,835
				Subtotal	**$ 5,591**
				Construction Subtotal	**$ 6,741**
3. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 6,741	$ 2,500
7	TRAFFIC CONTROL	PERCENT	10%	$ 6,741	$ 2,500
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 6,741	$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 6,741	$ 1,010
10	CONTINGENCY	PERCENT	20%	$ 6,741	$ 1,350
11	ESCALATION	PERCENT	10%	$ 6,741	$ 670
				Subtotal	**$ 11,030**
				Construction Total	**$ 17,771**
4. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	$ 17,771	$ 10,000
13	POST DESIGN	PERCENT	2%	$ 17,771	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 28,771**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**New Left/Right Turn Lane markings (2 units)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
2. INSTALLATIONS					
1	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
				Subtotal	**$ 1,050**
				Construction Subtotal	**$ 1,050**
3. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,050	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 1,050	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,050	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,050	$ 160
6	CONTINGENCY	PERCENT	20%	$ 1,050	$ 210
7	ESCALATION	PERCENT	10%	$ 1,050	$ 110
				Subtotal	**$ 8,480**
				Construction Total	**$ 9,530**
4. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 9,530	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 9,530	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 20,530**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Refresh Roadway Markings/Restriping (1 Mile)(two lane and TWLTL)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	$ 300	$ 600
2	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21120	$ 0.88	$ 18,586
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	$ 0.88	$ 9,293
				Subtotal	**$ 28,478**
				Construction Subtotal	**$ 28,478**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 28,478	$ 2,850
5	TRAFFIC CONTROL	PERCENT	10%	$ 28,478	$ 2,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 28,478	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 28,478	$ 4,270
8	CONTINGENCY	PERCENT	20%	$ 28,478	$ 5,700
9	ESCALATION	PERCENT	10%	$ 28,478	$ 2,850
				Subtotal	**$ 21,520**
				Construction Total	**$ 49,998**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 49,998	$ 15,000
11	POST DESIGN	PERCENT	2%	$ 49,998	$ 1,000
				Design Total	**$ 16,000**
				Grand Total	**$ 65,998**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Sight distance maintenance (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	2	$ 1,125	$ 2,250
2	CLEARING AND GRUBBING	ACRE	0.5	$ 5,000	$ 2,500
				Subtotal	**$ 4,750**
				Construction Subtotal	**$ 4,750**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,750	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,750	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,750	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,750	$ 710
7	CONTINGENCY	PERCENT	20%	$ 4,750	$ 950
8	ESCALATION	PERCENT	10%	$ 4,750	$ 480
				Subtotal	**$ 10,140**
				Construction Total	**$ 14,890**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,890	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,890	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 25,890**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name SCMPO STSP
Improvement Install Median (100' Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5" AC & 12" ABC)	SY	156	$ 375.00	$ 58,333
				Subtotal	**$ 58,333**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	200	$ 79	$ 15,750
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 176
				Subtotal	**$ 15,926**
				Construction Subtotal	**$ 74,259**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 74,259	$ 7,430
5	TRAFFIC CONTROL	PERCENT	10%	$ 74,259	$ 7,430
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 74,259	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 74,259	$ 11,140
8	CONTINGENCY	PERCENT	20%	$ 74,259	$ 14,850
9	ESCALATION	PERCENT	10%	$ 74,259	$ 7,430
				Subtotal	**$ 51,280**
				Construction Total	**$ 125,539**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 125,539	$ 37,660
11	POST DESIGN	PERCENT	2%	$ 125,539	$ 2,510
				Design Total	**$ 40,170**
				Grand Total	**$ 165,709**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Constructing one new paved left or right turn lans (100' x 12' Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE AND RELOCATE SIGN PANEL	EA	2	$ 1,406	$ 2,813
				Subtotal	**$ 2,813**
1. INSTALLATIONS					
2	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	37	$ 703	$ 26,156
3	AGGREGATE BASE COURSE (12")	TON	30	$ 619	$ 18,563
4	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	1	$ 525	$ 525
5	SUBGRADE PREPARATION	SY	133	$ 23	$ 3,000
6	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 5,580
7	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	100	$ 0.88	$ 88
				Subtotal	**$ 53,912**
				Construction Subtotal	**$ 56,724**
2. CONSTRUCTION SOFT COSTS					
8	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 56,724	$ 5,670
9	TRAFFIC CONTROL	PERCENT	10%	$ 56,724	$ 5,670
10	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 56,724	$ 3,000
11	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 56,724	$ 8,510
12	CONTINGENCY	PERCENT	20%	$ 56,724	$ 11,340
13	ESCALATION	PERCENT	10%	$ 56,724	$ 5,670
				Subtotal	**$ 39,860**
				Construction Total	**$ 96,584**
3. DESIGN AND POST DESIGN COSTS					
14	DESIGN	PERCENT	30%	$ 96,584	$ 28,980

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Sidewalk (1.3 mile unit) (6864'x6')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	13,728	$ 63	$ 864,864
2	CONCRETE SIDEWALK RAMP	EA	5	$ 10,125	$ 50,625
3	CONCRETE SIDEWALK	SF	41184	$ 20	$ 823,680
				Subtotal	**$ 1,739,169**
				Construction Subtotal	**$ 1,739,169**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,739,169	$ 173,920
5	TRAFFIC CONTROL	PERCENT	10%	$ 1,739,169	$ 173,920
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,739,169	$ 17,390
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,739,169	$ 260,880
8	CONTINGENCY	PERCENT	20%	$ 1,739,169	$ 347,830
9	ESCALATION	PERCENT	10%	$ 1,739,169	$ 173,920
				Subtotal	**$ 1,147,860**
				Construction Total	**$ 2,887,029**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 2,887,029	$ 866,110
11	POST DESIGN	PERCENT	2%	$ 2,887,029	$ 57,740
				Design Total	**$ 923,850**
				Grand Total	**$ 3,810,879**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Multi-use path (4 miles unit) (21120'x9')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	21,120	$ 63	$ 1,330,560
2	CONCRETE SIDEWALK	SF	190080	$ 20	$ 3,801,600
				Subtotal	**$ 5,132,160**
				Construction Subtotal	**$ 5,132,160**
3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,132,160	$ 513,220
4	TRAFFIC CONTROL	PERCENT	10%	$ 5,132,160	$ 513,220
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,132,160	$ 51,320
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,132,160	$ 769,820
7	CONTINGENCY	PERCENT	20%	$ 5,132,160	$ 1,026,430
8	ESCALATION	PERCENT	10%	$ 5,132,160	$ 513,220
				Subtotal	**$ 3,387,230**
				Construction Total	**$ 8,519,390**
4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 8,519,390	$ 2,555,820
10	POST DESIGN	PERCENT	2%	$ 8,519,390	$ 170,390
				Design Total	**$ 2,726,210**
				Grand Total	**$ 11,245,600**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Raised propeller median at intersection**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5"	SY	800	$ 300.00	$ 240,000
				Subtotal	**$ 240,000**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	200	$ 63	$ 12,600
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 176
				Subtotal	**$ 12,776**
				Construction Subtotal	**$ 252,776**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 252,776	$ 25,280
5	TRAFFIC CONTROL	PERCENT	10%	$ 252,776	$ 25,280
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 252,776	$ 2,530
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 252,776	$ 37,920
8	CONTINGENCY	PERCENT	20%	$ 252,776	$ 50,560
9	ESCALATION	PERCENT	10%	$ 252,776	$ 25,280
				Subtotal	**$ 166,850**
				Construction Total	**$ 419,626**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 419,626	$ 125,890
11	POST DESIGN	PERCENT	2%	$ 419,626	$ 8,390
				Design Total	**$ 134,280**
				Grand Total	**$ 553,906**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**25' Paved asphalt (100 feet Unit) for widening and railroad crossing Improvements**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	194	$ 703	$ 136,230
2	AGGREGATE BASE COURSE (12")	TON	156	$ 619	$ 96,680
3	SUBGRADE PREPARATION	SY	694	$ 23	$ 15,625
				Subtotal	**$ 248,535**
				Construction Subtotal	**$ 248,535**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 248,535	$ 24,850
5	TRAFFIC CONTROL	PERCENT	10%	$ 248,535	$ 24,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 248,535	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 248,535	$ 37,280
8	CONTINGENCY	PERCENT	20%	$ 248,535	$ 49,710
9	ESCALATION	PERCENT	10%	$ 248,535	$ 24,850
				Subtotal	**$ 164,540**
				Construction Total	**$ 413,075**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 413,075	$ 123,920
11	POST DESIGN	PERCENT	2%	$ 413,075	$ 8,260
				Design Total	**$ 132,180**
				Passive to flashing lights with gates	**$ 300,000**
				Grand Total	**$ 545,255**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Install curb out bulb at major intersection approachess (2 legs and both sides) (4*150' Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5" AC & 12" ABC)	SY	89	$ 375.00	$ 33,333
				Subtotal	**$ 33,333**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	80	$ 79	$ 6,300
3	CONCRETE SIDEWALK RAMP	EA	8	$ 10,125	$ 81,000
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	400	$ 0.88	$ 352
				Subtotal	**$ 87,652**
				Construction Subtotal	**$ 120,985**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 120,985	$ 12,100
6	TRAFFIC CONTROL	PERCENT	10%	$ 120,985	$ 12,100
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 120,985	$ 3,000
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 120,985	$ 18,150
9	CONTINGENCY	PERCENT	20%	$ 120,985	$ 24,200
10	ESCALATION	PERCENT	10%	$ 120,985	$ 12,100
				Subtotal	**$ 81,650**
				Construction Total	**$ 202,635**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 202,635	$ 60,790
12	POST DESIGN	PERCENT	2%	$ 202,635	$ 4,050
				Design Total	**$ 64,840**
				Grand Total	**$ 267,475**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Curb & Gutter (1 mile unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	5,280	$ 63	$ 332,640
				Subtotal	**$ 332,640**
				Construction Subtotal	**$ 332,640**
3. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 332,640	$ 33,260
3	TRAFFIC CONTROL	PERCENT	10%	$ 332,640	$ 33,260
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 332,640	$ 3,330
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 332,640	$ 49,900
6	CONTINGENCY	PERCENT	20%	$ 332,640	$ 66,530
7	ESCALATION	PERCENT	10%	$ 332,640	$ 33,260
				Subtotal	**$ 219,540**
				Construction Total	**$ 552,180**
4. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 552,180	$ 165,650
9	POST DESIGN	PERCENT	2%	$ 552,180	$ 11,040
				Design Total	**$ 176,690**
				Grand Total	**$ 728,870**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Speed Feedback Sign - Intersection (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	1	$ 1,125	$ 1,125
				Subtotal	**$ 1,125**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	SPEED FEEDBACK SIGN	EA	2	$ 6,552	$ 13,104
				Subtotal	**$ 14,454**
				Construction Subtotal	**$ 15,579**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 15,579	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 15,579	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 15,579	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 15,579	$ 2,340
8	CONTINGENCY	PERCENT	20%	$ 15,579	$ 3,120
9	ESCALATION	PERCENT	10%	$ 15,579	$ 1,560
				Subtotal	**$ 15,020**
				Construction Total	**$ 30,599**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 30,599	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 30,599	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 41,599**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Edgeline or Centerline Rumble Strips - Segment (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	10560	$ 0.5	$ 5,280
				Subtotal	**$ 5,280**
				Construction Subtotal	**$ 5,280**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,280	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 5,280	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,280	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,280	$ 790
6	CONTINGENCY	PERCENT	20%	$ 5,280	$ 1,060
7	ESCALATION	PERCENT	10%	$ 5,280	$ 530
				Subtotal	**$ 10,380**
				Construction Total	**$ 15,660**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 15,660	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 15,660	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 26,660**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Transverse Rumble Strips - 3 groups of three transverse rumble strips on two approaches (22' wide each)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	RUMBLE STRIPS	LF	396	$ 0.5	$ 198
				Subtotal	**$ 198**
				Construction Subtotal	**$ 198**
2. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 198	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 198	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 198	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 198	$ 30
6	CONTINGENCY	PERCENT	20%	$ 198	$ 40
7	ESCALATION	PERCENT	10%	$ 198	$ 20
				Subtotal	**$ 8,090**
				Construction Total	**$ 8,288**
3. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 8,288	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 8,288	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 19,288**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Flashing beacon signage (Four Signs per Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
3	SEQUENTIAL FLASHING WARNING LIGHT	EA	8	$ 48	$ 384
				Subtotal	**$ 5,919**
				Construction Subtotal	**$ 5,919**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,919	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 5,919	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,919	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,919	$ 890
8	CONTINGENCY	PERCENT	20%	$ 5,919	$ 1,180
9	ESCALATION	PERCENT	10%	$ 5,919	$ 590
				Subtotal	**$ 10,660**
				Construction Total	**$ 16,579**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 16,579	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 16,579	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 27,579**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Warning and regulatory signage (1 Intersection Unit)(4 signs)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 5,535**
				Construction Subtotal	**$ 5,535**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,535	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 5,535	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,535	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,535	$ 830
7	CONTINGENCY	PERCENT	20%	$ 5,535	$ 1,110
8	ESCALATION	PERCENT	10%	$ 5,535	$ 550
				Subtotal	**$ 10,490**
				Construction Total	**$ 16,025**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 16,025	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 16,025	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 27,025**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Warning and regulatory signage (1 Mile Segment Unit) (2 signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	18	$ 10	$ 2,835
				Subtotal	**$ 4,185**
				Construction Subtotal	**$ 4,185**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,185	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,185	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,185	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,185	$ 630
7	CONTINGENCY	PERCENT	20%	$ 4,185	$ 840
8	ESCALATION	PERCENT	10%	$ 4,185	$ 420
				Subtotal	**$ 9,890**
				Construction Total	**$ 14,075**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,075	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,075	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 25,075**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Chevron signage (1 Mile Segment Unit) (120' distance between chevron signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PERFORATED SQUARE TUBE SIGN POST	LF	180	$ 68	$ 12,150
2	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	135	$ 10	$ 2,835
				Subtotal	**$ 14,985**
				Construction Subtotal	**$ 14,985**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 14,985	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 14,985	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 14,985	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 14,985	$ 2,250
7	CONTINGENCY	PERCENT	20%	$ 14,985	$ 3,000
8	ESCALATION	PERCENT	10%	$ 14,985	$ 1,500
				Subtotal	**$ 14,750**
				Construction Total	**$ 29,735**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 29,735	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 29,735	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 40,735**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Delineator (1 Mile Segment Unit) (120' distance between chevron signs in one direction)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	DELINEATOR (SINGLE WHITE OR SINGLE YELLOW)	EA	45	$ 150	$ 6,750
2	DELINEATOR ASSEMBLY (FLEXIBLE) (SURFACE-MOUNTED)	EA	45	$ 218	$ 9,810
				Subtotal	**$ 16,560**
				Construction Subtotal	**$ 16,560**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 16,560	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 16,560	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 16,560	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 16,560	$ 2,480
7	CONTINGENCY	PERCENT	20%	$ 16,560	$ 3,310
8	ESCALATION	PERCENT	10%	$ 16,560	$ 1,660
				Subtotal	**$ 15,450**
				Construction Total	**$ 32,010**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 32,010	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 32,010	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 43,010**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**5' Paved Shoulders (1 mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	1637	$ 703	$ 1,150,875
2	AGGREGATE BASE COURSE (12")	TON	1320	$ 619	$ 816,750
3	SUBGRADE PREPARATION	SY	5867	$ 23	$ 132,000
				Subtotal	**$ 2,099,625**
				Construction Subtotal	**$ 2,099,625**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 2,099,625	$ 209,960
5	TRAFFIC CONTROL	PERCENT	10%	$ 2,099,625	$ 209,960
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 2,099,625	$ 21,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 2,099,625	$ 314,940
8	CONTINGENCY	PERCENT	20%	$ 2,099,625	$ 419,930
9	ESCALATION	PERCENT	10%	$ 2,099,625	$ 209,960
				Subtotal	**$ 1,385,750**
				Construction Total	**$ 3,485,375**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 3,485,375	$ 1,045,610
11	POST DESIGN	PERCENT	2%	$ 3,485,375	$ 69,710
				Design Total	**$ 1,115,320**
				Grand Total	**$ 4,600,695**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Adding Bike lane with conflict zone green paint (by narrowing the lane) (1 Mile Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	21,120	$ 1.15	$ 24,288
				Subtotal	**$ 24,288**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,700
3	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	300	$ 23	$ 6,750
4	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
5	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21,120	$ 0.88	$ 18,480
6	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	36	$ 10	$ 2,835
				Subtotal	**$ 31,965**
				Construction Subtotal	**$ 56,253**
3. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 56,253	$ 5,630
8	TRAFFIC CONTROL	PERCENT	10%	$ 56,253	$ 5,630
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 56,253	$ 3,000
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 56,253	$ 8,440
11	CONTINGENCY	PERCENT	20%	$ 56,253	$ 11,250
12	ESCALATION	PERCENT	10%	$ 56,253	$ 5,630
				Subtotal	**$ 39,580**
				Construction Total	**$ 95,833**
4. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 95,833	$ 28,750
14	POST DESIGN	PERCENT	2%	$ 95,833	$ 1,920
				Design Total	**$ 30,670**
				Grand Total	**$ 126,503**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Adding high visibility bike symbol with conflict zone green paint (4 unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
2. INSTALLATIONS					
1	5' x 1.5' SOLID GREEN LINE AND 1.5' GAP (90 MIL ALKYD THERMOPLASTIC)	LF	1200	$ 23	$ 27,000
2	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	4	$ 300	$ 1,200
				Subtotal	**$ 28,200**
				Construction Subtotal	**$ 28,200**
3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 28,200	$ 2,820
4	TRAFFIC CONTROL	PERCENT	10%	$ 28,200	$ 2,820
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 28,200	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 28,200	$ 4,230
7	CONTINGENCY	PERCENT	20%	$ 28,200	$ 5,640
8	ESCALATION	PERCENT	10%	$ 28,200	$ 2,820
				Subtotal	**$ 21,330**
				Construction Total	**$ 49,530**
4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 49,530	$ 14,860

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal with protected left-turn movements (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (3") (PVC)	LF	50	$ 146	$ 7,313
2	CONCRETE SIDEWALK RAMP	EA	4	$ 10,125	$ 40,500
3	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	8	$ 300	$ 2,400
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	1360	$ 0.88	$ 1,190
5	ELECTRICAL CONDUIT (2-3") (PVC) (TRENCH)	LF	140	$ 146	$ 20,475
6	PULL BOX	EA	6	$ 2,250	$ 13,500
7	POLE FOUNDATION (TYPE R)	EA	4	$ 11,700	$ 46,800
8	MAST ARM (60 FT.) (TAPERED)	EA	4	$ 37,125	$ 148,500
9	EMERGENCY VEHICLE PREEMPTION UNIT	EA	4	$ 5,625	$ 22,500
10	TRAFFIC SIGNAL FACE (TYPE F)	EA	4	$ 2,687	$ 10,748
11	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 3,000	$ 24,000
12	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	12	$ 800	$ 9,600
13	SIGNAL POLE	EA	4	$ 15,000	$ 60,000
14	LUMINAIRE	EA	4	$ 2,329	$ 9,315
15	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 10,125	$ 40,500
16	CONTROL CABINET	EA	1	$ 12,000	$ 12,000
17	CONDUCTORS	LS	1	$ 22,500	$ 22,500
				Subtotal	**$ 491,841**
				Construction Subtotal	**$ 491,841**
2. CONSTRUCTION SOFT COSTS					
18	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 491,841	$ 49,180
19	TRAFFIC CONTROL	PERCENT	10%	$ 491,841	$ 49,180
20	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 491,841	$ 4,920
21	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 491,841	$ 73,780
22	CONTINGENCY	PERCENT	20%	$ 491,841	$ 98,370
23	ESCALATION	PERCENT	10%	$ 491,841	$ 49,180
				Subtotal	**$ 324,610**
				Construction Total	**$ 816,451**
3. DESIGN AND POST DESIGN COSTS					

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal with protected left-turn movements (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
24	DESIGN	PERCENT	30%	$ 816,451	$ 244,940
25	POST DESIGN	PERCENT	2%	$ 816,451	$ 16,330
				Design Total	**$ 261,270**
				Grand Total	**$ 1,077,721**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Intersection lighting (4 each)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC)	LF	200	$ 40	$ 8,000
2	POLE FOUNDATION	EA	4	$ 4,500	$ 18,000
3	LUMINAIRE	EA	4	$ 1,500	$ 6,000
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	4	$ 3,500	$ 14,000
5	POLE	EA	4	$ 4,000	$ 16,000
6	CONDUCTORS	LS	1	$ 12,000	$ 12,000
				Subtotal	**$ 74,000**
				Construction Subtotal	**$ 74,000**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 74,000	$ 7,400
8	TRAFFIC CONTROL	PERCENT	10%	$ 74,000	$ 7,400
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 74,000	$ 2,500
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 74,000	$ 11,100
11	CONTINGENCY	PERCENT	20%	$ 74,000	$ 14,800
12	ESCALATION	PERCENT	10%	$ 74,000	$ 7,400
				Subtotal	**$ 50,600**
				Construction Total	**$ 124,600**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 124,600	$ 37,380
14	POST DESIGN	PERCENT	2%	$ 124,600	$ 2,490
				Design Total	**$ 39,870**
				Grand Total	**$ 164,470**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**One Side Street Lighting (One Mile Unit, Spacing 270')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ELECTRICAL CONDUIT (2-3") (PVC)	LF	5680	$ 40	$ 227,200
2	POLE FOUNDATION	EA	20	$ 4,500	$ 90,000
3	LUMINAIRE	EA	20	$ 1,500	$ 30,000
4	LUMINAIRE MAST ARM (25 FT.) (TAPERED)	EA	20	$ 3,500	$ 70,000
5	POLE	EA	20	$ 4,000	$ 80,000
6	CONDUCTORS	LS	1	$ 12,000	$ 12,000
				Subtotal	**$ 509,200**
				Construction Subtotal	**$ 509,200**
2. CONSTRUCTION SOFT COSTS					
7	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 509,200	$ 50,920
8	TRAFFIC CONTROL	PERCENT	10%	$ 509,200	$ 50,920
9	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 509,200	$ 5,090
10	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 509,200	$ 76,380
11	CONTINGENCY	PERCENT	20%	$ 509,200	$ 101,840
12	ESCALATION	PERCENT	10%	$ 509,200	$ 50,920
				Subtotal	**$ 336,070**
				Construction Total	**$ 845,270**
3. DESIGN AND POST DESIGN COSTS					
13	DESIGN	PERCENT	30%	$ 845,270	$ 253,580
14	POST DESIGN	PERCENT	2%	$ 845,270	$ 16,910
				Design Total	**$ 270,490**
				Grand Total	**$ 1,115,760**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic signal head reflective tape (Four leg intersection with 12 heads)(1 intersection unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	TRAFFIC SIGNAL FACE BACKPLATE	EA	12	$ 900	$ 10,800
2	REFLECTIVE SIGNAL HEAD BACK PLATE TAPE	LF	72	$ 10	$ 720
				Subtotal	**$ 11,520**
				Construction Subtotal	**$ 11,520**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 11,520	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 11,520	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 11,520	$ 2,500
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 11,520	$ 1,730
7	CONTINGENCY	PERCENT	20%	$ 11,520	$ 2,300
8	ESCALATION	PERCENT	10%	$ 11,520	$ 1,150
				Subtotal	**$ 12,680**
				Construction Total	**$ 24,200**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 24,200	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 24,200	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 35,200**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Pavement maintenance (Chip seal) and new striping (1 mile Unit- 2 lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE BITUMINOUS PAVEMENT (MILLING) (2")	SY	14,080	$ 4.38	$ 61,600
				Subtotal	**$ 61,600**
2. INSTALLATIONS					
2	ASPHALT CONCRETE PAVEMENT (2'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	3,928	$ 281	$ 1,104,644
3	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	$ 8	$ 5,580
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10,560	$ 8	$ 79,200
				Subtotal	**$ 1,189,424**
				Construction Subtotal	**$ 1,189,424**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,189,424	$ 118,940
6	TRAFFIC CONTROL	PERCENT	10%	$ 1,189,424	$ 118,940
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,189,424	$ 11,890
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,189,424	$ 178,410
9	CONTINGENCY	PERCENT	20%	$ 1,189,424	$ 237,880
10	ESCALATION	PERCENT	10%	$ 1,189,424	$ 118,940
				Subtotal	**$ 785,000**
				Construction Total	**$ 1,974,424**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 1,974,424	$ 592,330

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Traffic Signal Modification (New Protected Left Turn Movement) (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE SIGNAL FACE	EA	8	$ 688	$ 5,500
				Subtotal	**$ 5,500**
2. INSTALLATIONS					
2	ELECTRICAL CONDUIT (3") (PVC)(TRENCH)	LF	400	$ 146	$ 58,500
3	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	$ 1,350	$ 10,800
4	TRAFFIC SIGNAL MOUNTING ASSEMBLY	EA	8	$ 450	$ 3,600
				Subtotal	**$ 72,900**
				Construction Subtotal	**$ 78,400**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 78,400	$ 7,840
6	TRAFFIC CONTROL	PERCENT	10%	$ 78,400	$ 7,840
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 78,400	$ 2,500
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 78,400	$ 11,760
9	CONTINGENCY	PERCENT	20%	$ 78,400	$ 15,680
10	ESCALATION	PERCENT	10%	$ 78,400	$ 7,840
				Subtotal	**$ 53,460**
				Construction Total	**$ 131,860**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 131,860	$ 39,560
12	POST DESIGN	PERCENT	2%	$ 131,860	$ 2,640
				Design Total	**$ 42,200**
				Grand Total	**$ 174,060**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**High-visibility crosswalk (ladder type) (One 36' crossing)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	192	$ 5	$ 864
2	PERFORATED SQUARE TUBE SIGN POST	LF	40	$ 68	$ 2,720
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	4	$ 10	$ 40
				Subtotal	**$ 3,624**
				Construction Subtotal	**$ 3,624**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 3,624	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 3,624	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 3,624	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 3,624	$ 540
8	CONTINGENCY	PERCENT	20%	$ 3,624	$ 720
9	ESCALATION	PERCENT	10%	$ 3,624	$ 360
				Subtotal	**$ 9,620**
				Construction Total	**$ 13,244**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 13,244	$ 10,000
11	POST DESIGN	PERCENT	2%	$ 13,244	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 24,244**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**High-visibility crosswalk (ladder type) (Four 36' crossing)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	12" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	768	$ 5	$ 3,456
2	PERFORATED SQUARE TUBE SIGN POST	LF	160	$ 68	$ 10,880
3	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	EA	16	$ 10	$ 160
				Subtotal	**$ 14,496**
				Construction Subtotal	**$ 17,952**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 17,952	$ 2,500
5	TRAFFIC CONTROL	PERCENT	10%	$ 17,952	$ 2,500
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 17,952	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 17,952	$ 2,690
8	CONTINGENCY	PERCENT	20%	$ 17,952	$ 3,590
9	ESCALATION	PERCENT	10%	$ 17,952	$ 1,800
				Subtotal	**$ 16,080**
				Construction Total	**$ 34,032**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 34,032	$ 10,210
11	POST DESIGN	PERCENT	2%	$ 34,032	$ 1,000
				Design Total	**$ 11,210**
				Grand Total	**$ 45,242**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**12' Paved Right/Left Turn Lane (250 feet Unit)(One lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	93	$ 703	$ 65,391
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
4	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	$ 10	$ 60
5	AGGREGATE BASE COURSE (12")	TON	75	$ 619	$ 46,406
6	SUBGRADE PREPARATION	SY	333	$ 23	$ 7,500
7	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	$ 0.88	$ 356
				Subtotal	**$ 122,113**
				Construction Subtotal	**$ 122,113**
2. CONSTRUCTION SOFT COSTS					
8	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 122,113	$ 12,210
9	TRAFFIC CONTROL	PERCENT	10%	$ 122,113	$ 12,210
10	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 122,113	$ 3,000
11	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 122,113	$ 18,320
12	CONTINGENCY	PERCENT	20%	$ 122,113	$ 24,420
13	ESCALATION	PERCENT	10%	$ 122,113	$ 12,210
				Subtotal	**$ 82,370**
				Construction Total	**$ 204,483**
3. DESIGN AND POST DESIGN COSTS					
14	DESIGN	PERCENT	30%	$ 204,483	$ 61,340
15	POST DESIGN	PERCENT	2%	$ 204,483	$ 4,090
				Design Total	**$ 65,430**
				Grand Total	**$ 269,913**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**New Left/Right Turn Lane (250 feet, lane slimming, striping only, one lane)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	OBLITERATE PAVEMENT MARKING (STRIPES)	LF	1,000	$ 1.15	$ 1,150
				Subtotal	**$ 1,150**
2. INSTALLATIONS					
2	PERFORATED SQUARE TUBE SIGN POST	LF	20	$ 68	$ 1,350
3	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	405	$ 0.88	$ 356
5	INSTALL WARNING, MARKER, OR REGULATORY SIGN PANEL	SF	6	$ 10	$ 2,835
				Subtotal	**$ 5,591**
				Construction Subtotal	**$ 6,741**
3. CONSTRUCTION SOFT COSTS					
6	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 6,741	$ 2,500
7	TRAFFIC CONTROL	PERCENT	10%	$ 6,741	$ 2,500
8	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 6,741	$ 3,000
9	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 6,741	$ 1,010
10	CONTINGENCY	PERCENT	20%	$ 6,741	$ 1,350
11	ESCALATION	PERCENT	10%	$ 6,741	$ 670
				Subtotal	**$ 11,030**
				Construction Total	**$ 17,771**
4. DESIGN AND POST DESIGN COSTS					
12	DESIGN	PERCENT	30%	$ 17,771	$ 10,000
13	POST DESIGN	PERCENT	2%	$ 17,771	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 28,771**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**New Left/Right Turn Lane markings (2 units)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
2. INSTALLATIONS					
1	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	2	$ 525	$ 1,050
				Subtotal	**$ 1,050**
				Construction Subtotal	**$ 1,050**
3. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,050	$ 2,500
3	TRAFFIC CONTROL	PERCENT	10%	$ 1,050	$ 2,500
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,050	$ 3,000
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,050	$ 160
6	CONTINGENCY	PERCENT	20%	$ 1,050	$ 210
7	ESCALATION	PERCENT	10%	$ 1,050	$ 110
				Subtotal	**$ 8,480**
				Construction Total	**$ 9,530**
4. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 9,530	$ 10,000
9	POST DESIGN	PERCENT	2%	$ 9,530	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 20,530**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Refresh Roadway Markings/Restriping (1 Mile)(two lane and TWLTL)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	PAVEMENT SYMBOL (EXTRUDED THERMOPLASTIC) (ALKYD) (0.090")	EA	2	$ 300	$ 600
2	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	21120	$ 0.88	$ 18,586
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	10560	$ 0.88	$ 9,293
				Subtotal	**$ 28,478**
				Construction Subtotal	**$ 28,478**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 28,478	$ 2,850
5	TRAFFIC CONTROL	PERCENT	10%	$ 28,478	$ 2,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 28,478	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 28,478	$ 4,270
8	CONTINGENCY	PERCENT	20%	$ 28,478	$ 5,700
9	ESCALATION	PERCENT	10%	$ 28,478	$ 2,850
				Subtotal	**$ 21,520**
				Construction Total	**$ 49,998**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 49,998	$ 15,000
11	POST DESIGN	PERCENT	2%	$ 49,998	$ 1,000
				Design Total	**$ 16,000**
				Grand Total	**$ 65,998**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Sight distance maintenance (1 Intersection Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE TREE, DIAMETER > 12 IN.	EA	2	$ 1,125	$ 2,250
2	CLEARING AND GRUBBING	ACRE	0.5	$ 5,000	$ 2,500
				Subtotal	**$ 4,750**
				Construction Subtotal	**$ 4,750**
2. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 4,750	$ 2,500
4	TRAFFIC CONTROL	PERCENT	10%	$ 4,750	$ 2,500
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 4,750	$ 3,000
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 4,750	$ 710
7	CONTINGENCY	PERCENT	20%	$ 4,750	$ 950
8	ESCALATION	PERCENT	10%	$ 4,750	$ 480
				Subtotal	**$ 10,140**
				Construction Total	**$ 14,890**
3. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 14,890	$ 10,000
10	POST DESIGN	PERCENT	2%	$ 14,890	$ 1,000
				Design Total	**$ 11,000**
				Grand Total	**$ 25,890**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS

Project Name SCMPO STSP
Improvement Install Median (100' Unit)

Item Number		Unit of Measure	Quantity	Unit Cost	Subtotal
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5" AC & 12" ABC)	SY	156	$ 375.00	$ 58,333
				Subtotal	**$ 58,333**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	200	$ 79	$ 15,750
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 176
				Subtotal	**$ 15,926**
				Construction Subtotal	**$ 74,259**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 74,259	$ 7,430
5	TRAFFIC CONTROL	PERCENT	10%	$ 74,259	$ 7,430
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 74,259	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 74,259	$ 11,140
8	CONTINGENCY	PERCENT	20%	$ 74,259	$ 14,850
9	ESCALATION	PERCENT	10%	$ 74,259	$ 7,430
				Subtotal	**$ 51,280**
				Construction Total	**$ 125,539**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 125,539	$ 37,660
11	POST DESIGN	PERCENT	2%	$ 125,539	$ 2,510
				Design Total	**$ 40,170**
				Grand Total	**$ 165,709**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Constructing one new paved left or right turn lans (100' x 12' Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	REMOVE AND RELOCATE SIGN PANEL	EA	2	$ 1,406	$ 2,813
				Subtotal	**$ 2,813**
1. INSTALLATIONS					
2	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	37	$ 703	$ 26,156
3	AGGREGATE BASE COURSE (12")	TON	30	$ 619	$ 18,563
4	PAVEMENT MARKING, TAPE, SINGLE ARROW	EA	1	$ 525	$ 525
5	SUBGRADE PREPARATION	SY	133	$ 23	$ 3,000
6	8" SOLID YELLOW LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 5,580
7	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	100	$ 0.88	$ 88
				Subtotal	**$ 53,912**
				Construction Subtotal	**$ 56,724**
2. CONSTRUCTION SOFT COSTS					
8	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 56,724	$ 5,670
9	TRAFFIC CONTROL	PERCENT	10%	$ 56,724	$ 5,670
10	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 56,724	$ 3,000
11	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 56,724	$ 8,510
12	CONTINGENCY	PERCENT	20%	$ 56,724	$ 11,340
13	ESCALATION	PERCENT	10%	$ 56,724	$ 5,670
				Subtotal	**$ 39,860**
				Construction Total	**$ 96,584**
3. DESIGN AND POST DESIGN COSTS					
14	DESIGN	PERCENT	30%	$ 96,584	$ 28,980

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Sidewalk (1.3 mile unit) (6864'x6')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	13,728	$ 63	$ 864,864
2	CONCRETE SIDEWALK RAMP	EA	5	$ 10,125	$ 50,625
3	CONCRETE SIDEWALK	SF	41184	$ 20	$ 823,680
				Subtotal	**$ 1,739,169**
				Construction Subtotal	**$ 1,739,169**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 1,739,169	$ 173,920
5	TRAFFIC CONTROL	PERCENT	10%	$ 1,739,169	$ 173,920
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 1,739,169	$ 17,390
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 1,739,169	$ 260,880
8	CONTINGENCY	PERCENT	20%	$ 1,739,169	$ 347,830
9	ESCALATION	PERCENT	10%	$ 1,739,169	$ 173,920
				Subtotal	**$ 1,147,860**
				Construction Total	**$ 2,887,029**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 2,887,029	$ 866,110
11	POST DESIGN	PERCENT	2%	$ 2,887,029	$ 57,740
				Design Total	**$ 923,850**
				Grand Total	**$ 3,810,879**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Multi-use path (4 miles unit) (21120'x9')**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	21,120	$ 63	$ 1,330,560
2	CONCRETE SIDEWALK	SF	190080	$ 20	$ 3,801,600
				Subtotal	**$ 5,132,160**
				Construction Subtotal	**$ 5,132,160**
3. CONSTRUCTION SOFT COSTS					
3	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 5,132,160	$ 513,220
4	TRAFFIC CONTROL	PERCENT	10%	$ 5,132,160	$ 513,220
5	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 5,132,160	$ 51,320
6	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 5,132,160	$ 769,820
7	CONTINGENCY	PERCENT	20%	$ 5,132,160	$ 1,026,430
8	ESCALATION	PERCENT	10%	$ 5,132,160	$ 513,220
				Subtotal	**$ 3,387,230**
				Construction Total	**$ 8,519,390**
4. DESIGN AND POST DESIGN COSTS					
9	DESIGN	PERCENT	30%	$ 8,519,390	$ 2,555,820
10	POST DESIGN	PERCENT	2%	$ 8,519,390	$ 170,390
				Design Total	**$ 2,726,210**
				Grand Total	**$ 11,245,600**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Raised propeller median at intersection**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5"	SY	800	$ 300.00	$ 240,000
				Subtotal	**$ 240,000**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	200	$ 63	$ 12,600
3	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	200	$ 0.88	$ 176
				Subtotal	**$ 12,776**
				Construction Subtotal	**$ 252,776**
3. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 252,776	$ 25,280
5	TRAFFIC CONTROL	PERCENT	10%	$ 252,776	$ 25,280
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 252,776	$ 2,530
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 252,776	$ 37,920
8	CONTINGENCY	PERCENT	20%	$ 252,776	$ 50,560
9	ESCALATION	PERCENT	10%	$ 252,776	$ 25,280
				Subtotal	**$ 166,850**
				Construction Total	**$ 419,626**
4. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 419,626	$ 125,890
11	POST DESIGN	PERCENT	2%	$ 419,626	$ 8,390
				Design Total	**$ 134,280**
				Grand Total	**$ 553,906**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**25' Paved asphalt (100 feet Unit) for widening and railroad crossing Improvements**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	ASPHALT CONCRETE PAVEMENT (5'' C-3/4 AC SURFACE COURSE, LOW TRAFFIC)	TON	194	$ 703	$ 136,230
2	AGGREGATE BASE COURSE (12")	TON	156	$ 619	$ 96,680
3	SUBGRADE PREPARATION	SY	694	$ 23	$ 15,625
				Subtotal	**$ 248,535**
				Construction Subtotal	**$ 248,535**
2. CONSTRUCTION SOFT COSTS					
4	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 248,535	$ 24,850
5	TRAFFIC CONTROL	PERCENT	10%	$ 248,535	$ 24,850
6	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 248,535	$ 3,000
7	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 248,535	$ 37,280
8	CONTINGENCY	PERCENT	20%	$ 248,535	$ 49,710
9	ESCALATION	PERCENT	10%	$ 248,535	$ 24,850
				Subtotal	**$ 164,540**
				Construction Total	**$ 413,075**
3. DESIGN AND POST DESIGN COSTS					
10	DESIGN	PERCENT	30%	$ 413,075	$ 123,920
11	POST DESIGN	PERCENT	2%	$ 413,075	$ 8,260
				Design Total	**$ 132,180**
				Passive to flashing lights with gates	**$ 300,000**
				Grand Total	**$ 545,255**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project Name	**SCMPO STSP**				
Improvement	**Install curb out bulb at major intersection approachess (2 legs and both sides) (4*150' Unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. REMOVALS					
1	SAWCUT AND REMOVE EXISTING ASPHALT PAVEMENT AND BASE MATERIAL FULL DEPTH (5" AC & 12" ABC)	SY	89	$ 375.00	$ 33,333
				Subtotal	**$ 33,333**
2. INSTALLATIONS					
2	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	80	$ 79	$ 6,300
3	CONCRETE SIDEWALK RAMP	EA	8	$ 10,125	$ 81,000
4	8" SOLID WHITE LINE (90 MIL ALKYD THERMOPLASTIC)	LF	400	$ 0.88	$ 352
				Subtotal	**$ 87,652**
				Construction Subtotal	**$ 120,985**
3. CONSTRUCTION SOFT COSTS					
5	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 120,985	$ 12,100
6	TRAFFIC CONTROL	PERCENT	10%	$ 120,985	$ 12,100
7	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 120,985	$ 3,000
8	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 120,985	$ 18,150
9	CONTINGENCY	PERCENT	20%	$ 120,985	$ 24,200
10	ESCALATION	PERCENT	10%	$ 120,985	$ 12,100
				Subtotal	**$ 81,650**
				Construction Total	**$ 202,635**
4. DESIGN AND POST DESIGN COSTS					
11	DESIGN	PERCENT	30%	$ 202,635	$ 60,790
12	POST DESIGN	PERCENT	2%	$ 202,635	$ 4,050
				Design Total	**$ 64,840**
				Grand Total	**$ 267,475**

ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COSTS					
Project No.	**SCMPO STSP**				
Improvement	**Curb & Gutter (1 mile unit)**				
Item Number		**Unit of Measure**	**Quantity**	**Unit Cost**	**Subtotal**
1. INSTALLATIONS					
1	VERTICAL CURB AND GUTTER, STANDARD DETAIL 220-1, TYPE "A"	LF	5,280	$ 63	$ 332,640
				Subtotal	**$ 332,640**
				Construction Subtotal	**$ 332,640**
3. CONSTRUCTION SOFT COSTS					
2	MOBILIZATION/DEMOBILIZATION	PERCENT	10%	$ 332,640	$ 33,260
3	TRAFFIC CONTROL	PERCENT	10%	$ 332,640	$ 33,260
4	CONSTRUCTION SURVEY AND LAYOUT	PERCENT	1%	$ 332,640	$ 3,330
5	CONSTRUCTION ADMINISTRATION	PERCENT	15%	$ 332,640	$ 49,900
6	CONTINGENCY	PERCENT	20%	$ 332,640	$ 66,530
7	ESCALATION	PERCENT	10%	$ 332,640	$ 33,260
				Subtotal	**$ 219,540**
				Construction Total	**$ 552,180**
4. DESIGN AND POST DESIGN COSTS					
8	DESIGN	PERCENT	30%	$ 552,180	$ 165,650
9	POST DESIGN	PERCENT	2%	$ 552,180	$ 11,040
				Design Total	**$ 176,690**
				Grand Total	**$ 728,870**

Appendix VI: Comments Received

Pinal County Strategic Transportation Safety Plan

Received Comments and Resolutions

February 2025

Number	Commenter	Comment	Resolution
1	Christopher Wanamaker	Crash Trends, Pages 16-18, Please include graphs showing crash rates, such as crashes per capita (such as per 100,000 people) and crashes per million vehicle miles traveled. Showing just total crashes per year can be misleading. Furthermore, the explanation for Figure 6 should mention increasing population growth and the number of lane miles traveled.	The crashes per capita figure is included in Figure 8, and further text has been added.
2	Christopher Wanamaker	On page 19/20, there is a reference to "Table 1" on page 19 that should be to "Table 4" instead.	Corrected.
3	Christopher Wanamaker	General—Include a map of San Tan Valley and Arizona City to show what is considered in the analysis. Note that all tables should have a description stating that the numbers for these areas were removed from the unincorporated data.	Figure 16 and table notes added.
4	Christopher Wanamaker	On page 41, under engineering, the suggestion is to reduce speed limits, which can reduce crashes by 9-21%. Is this correct? Please Clarify. FHWA Publication SA-12-004 says, "Setting speed limits lower than 85th percentile speed does not encourage compliance with the posted speed limit." Furthermore, other publications note that lowering speed limits increases non-compliance and increases the speed differential of all road users.	Strategy removed.
5	Andrew Sutton	Ensure that the intersection of SR87 and Battaglia is on the project list.	Intersection added (Page 60).
6	Lisa Navarro	Add a table showing all of the counties in AZ and the state totals for crashes by severity for the 2018-2022 period.	Figures 9 and 10 were added.
7	Benjamin Navarro	PG 52, Coolidge Project: Coolidge Ave & 9th St Intersection Top 20 Segment. Install traffic signal (Recent HSIP application submitted for this signal). At minimum recommend All Way Stop for the intersection if a signal is not warranted.	Comment added to project description (Page 59).

Number	Commenter	Comment	Resolution
8	Benjamin Navarro	PG 53, Coolidge ADOT Arizona Blvd (SR 287) & Vah Ki Inn Rd: Intersection Top 20 Intersections. Install reflective signal backplates and protected/permissive left turn signal phasing. Install lighting at SR287 & Vah Ki Inn (The Intersection is dark, and it is difficult to see pedestrians crossing at night).	Comment added to project description (Page 60).
9	Benjamin Navarro	Coolidge ADOT Martin Rd & Macrae Rd Intersection Agency Comments Install edge of road delineators on the south and east approaches and intersection lighting (Long term, consider reconstructing to remove curve and upgrade the T-intersection) Roadway ownership is the City of Coolidge Lighted roadway delineators are being installed on the North & South Approaches, along with rumble strips.	Comment added to project description (Page 60).
10	Mike Weasner	Recently, a Road Safety Assessment was done for American Avenue in Oracle, Pinal County. At a public meeting in Oracle, one of the County's team of assessors stated that the local Sheriff's Department did NOT stop speeders on American Avenue unless they were exceeding 50 MPH, even though the SPEED LIMIT on most of American Avenue is 35 MPH. This comment received considerable negative reaction from Oracle residents. I have always believed that the posted SPEED LIMIT signs stated a MAXIMUM legal speed allowed and were not just guidelines. Failure to enforce a posted SPEED LIMIT puts residents, other drivers, pedestrians, and public and private property at risk. This enforcement failure also sets a very poor example for Law Enforcement. I realize that proper Law Enforcement is hampered by inadequate funding and other demands on their resources, but that does not excuse Law Enforcement inaction on enforcing posted SPEED LIMITs.	A project was added to the plan to consider installing dynamic speed feedback signs and targeted speed enforcement along American Avenue (Page 62).
11	Mike Weasner	When driving on AZ-77 between Oracle and Catalina, I see many speeders and want-to-be speeders. They frequently make illegal passes of other vehicles traveling at the posted SPEED LIMIT of 55 MPH or 45 MPH. Many of these speeders are "Professional" drivers who act very unprofessionally. As stated in 1. above, failure to enforce the posted SPEED LIMIT puts others at risk and sets a very poor example.	A project was added to the plan to consider installing dynamic speed feedback signs and to conduct targeted speed enforcement (Page 65).
12	Mike Weasner	Streetlights and other lights at several County, business, and residential facilities along American Ave are sources of Light Trespass and Light Nuisance that	Light Trespass and Light Nuisance issues are outside the scope of the

Number	Commenter	Comment	Resolution
		illuminate beyond the intended and/or appropriate coverage area. To protect the rights of local citizens and to enhance public safety, these sources of illumination must be adequately shielded to illuminate only where AND when needed.	STSP plan update. Your concerns have been passed on to the County.
13	Dan Davis	I am contacting you to ask you to consider road maintenance in the small neighborhood of Los Robles Estates in Oracle, Arizona: from West Linda Vista Road to North Circle Drive to North Robles Road / West Robles Street to West Walnut Street. The intersection of Chaparral Street, Circle Drive, and Circle Place and Circle Place cul-de-sac need resurfacing due to large potholes. Previous paving projects overlooked the roads and cul-de-sac, which are used by large waste removal vehicles and take a beating. Several times, large tree limbs have been broken off from the oak tree in the center of the cul-de-sac. It could be trimmed. If this is not part of the Safety Plan, I apologize for wasting your time. I imagine that you have much bigger concerns.	Road Maintenance activities are outside the scope of the STSP plan update. Your concerns have been passed on to the County.
14	Deaun Obremski	Left-hand turns should be eliminated unless at traffic-controlled lights or stop signs! Pinal does not have enough traffic officers. Rarely do you see one giving tickets for speeding or aggressive driving. There are a lot of people on the phone, but they all show up when there's an accident. Studies also need to be done on the timing of the traffic lights. I think there are issues with the timing and the sequencing when they are within a block of each other.	Safety issues regarding left-hand turns were analyzed in the plan and countermeasures to mitigate left-turn safety concerns are listed in the Intersection Safety Strategies section on page 44. This plan addresses speeding as a key emphasis area, and appropriate safety strategies and countermeasures are provided on page 47. Distracted driving crashes in the County were analyzed in the plan. Distracted driving was not selected as a priority emphasis area since this crash type was not

Number	Commenter	Comment	Resolution
			overrepresented in the County versus the State average. Traffic signal timing is largely a traffic operations issue as opposed to a safety issue. Your concern has been passed on to the County.
15	Charlie Sottosanti	I would like the Road Department to consider alternative transportation (bicycles) when updating and repaving county roads. Adding a shoulder to roads where there is none, including any new I10 overpasses, would make commuting or exercising much safer. The county is growing, and I see many more residents out riding.	Shoulder widening has been included in recommended safety improvement projects at various high-priority hotspot locations in the plan. Additionally, a Complete Streets policy promoting safe facilities for vulnerable road users has been outlined on page 53.
16	Craig M. Anderson	A resident task force in Oracle conducted a "Road Safety" survey just before the 2024 Holidays. 92% of Oracle businesses and non-profits were contacted and offered confidential interviews regarding road safety. 45% participated in confidential interviews, which included input from 84 business owners, staff, and non-profit board members and volunteers. In my opinion, speeding and reckless driving (which included several incidents of illegal passing of stopped school buses) were by far the major concerns. In my opinion, the most common solutions mentioned were stronger enforcement (ticketing) by the Sheriff's Department, additional signage, uniform speed along American Ave, fixing of dangerous intersections, and the County properly maintaining road cautionary striping, signage, and trimming of foliage. Foliage growing out into the roads around Oracle also presents a wildfire hazard! In addition, I personally recommend 4-6 flashing "You Speed" units as a cost-effective way of reminding people of speed limits and their current speed.	A project was added to the plan to consider installing dynamic speed feedback signs and targeted speed enforcement along American Avenue (Page 62). Your concerns have been passed on to the County.

Number	Commenter	Comment	Resolution
17	Julie Helsel	First, I am pleased and impressed with the recommendations and process for moving forward with safety on our roads. After reading the plan update, I realized that it includes very well-thought-out and planned strategic changes with updates. I do live in the San Tan Valley and only offer to add: * road runoff space (pull-offs for under-speed limit abusers) snowbirds aren't in a hurry why did I add this * Well-painted and reflective road lines will absolutely help driving at night and during the rain when it is very hard to see the road, let alone stay on it. I am curious to know if any of the gathered statistics included time intervals. Heavy traffic hours on overcrowded roads/highways and ADOT areas will never bring a zero-fatality rating unless we have more roads. That's just a fact, right? I noticed most accidents are rear-end types. The Sheer volume of vehicles on a road together will create this no matter what you do. Anyhow, I applaud the work and appreciate you and everyone that is involved.	The plan incorporates hotspot locations in the County that have demonstrated safety needs. Areas in San Tan Valley have been identified as some of these hotspots. Additionally, speed feedback signs and targeted speed enforcement (page 66) have been included in project recommendations in the San Tan Valley area. A figure has been added to the plan's crash analysis to reflect crashes in the County by the time of day (Figure 7, Page 21). This will better allow us to understand crash patterns during rush hour conditions.
18	Jerry Stevenson	It appears that many of our Gold Canyon Transportation "hot spots" did not fit your accident-driven study. It would be helpful if you could provide a "Gold Canyon view" expanded view of your tables and graphics from Apache Junction to Florence junction. US-60 improvements: As you may recall, expanding the parking area and adding a second left turn lane eastbound on US-60 at Superstition Mountain Drive and Mountainbrook Drive are required immediately to improve safety at those intersections. With the paving of Peralta Trail to the Regional Park, a second eastbound lane at US-60 and Peralta will be needed. In addition to those US-60 intersections, the Renaissance Fair recommendations should be integrated into your final report.	A closer review of the crash data for US 60 & Superstition Mountain Drive, US 60 & Mountainbrook Drive, and US 60 & Peralta Trail was completed. The crashes at these locations on US 60 were determined to be primarily speed-related. A project recommendation for the installation of speed feedback signs has been included in the plan for this area of US 60 (Pages 62 and 63).

Number	Commenter	Comment	Resolution
			Left turn lanes on US 60 at Kings Ranch Road and at Mountainbrook Drive are currently being installed. Traffic concerns regarding the Renaissance Fair are currently being studied by the County.
19	Hector Moreno	Requested for the following projects to be added to the Pinal County STSP for Mammoth: 1. SR 77 from Owens Pl to S Old Tiger Rd: Install speed feedback signs 2. SR 77 and N Main St: Consider installing a high visibility crosswalk or HAWK/PHB crossing as warranted 3. SR 77 and 3rd St: Consider installing a high visibility crosswalk or HAWK/PHB crossing as warranted	The requested projects have been added (Page 61).
20	Tyler Bingham and Curtis Stacy	I can see a few opportunities, but I don't know if funding would support them: - Gila River bridge - we need a safe and reliable crossing in Kearny to support emergency response across the river. - fire management - we need to do some brush clearing around the community to provide fire breaks - fire management - we have several hydrants that need to be replaced/rebuilt Sent from my iPhone - Hwy 177 Ray High School access - we have an access point that should be widened with a left and right turn lane added Those are the ones that come to mind quickly.	Emergency access was not within the scope of this safety plan. This concern has been passed on to the County. Fire management was not within the scope of this safety plan. The county has been informed of this concern. Parking lot queuing issues at Ray High School are considered operations issues and do not fit in a safety-oriented plan. School access and queuing were not within the scope of this safety plan. The county has been informed of this concern.
21	Todd Pryor	Request for adding the following project: 1. HAWK/PHB Crossing at Western Avenue and US 60 if warranted	The requested projects have been added (Page 66).

Number	Commenter	Comment	Resolution
		2. Speed feedback signs on US 60 from M226 to M 228 3. Speed feedback signs on SR 177 from M166.5 to 167.5	