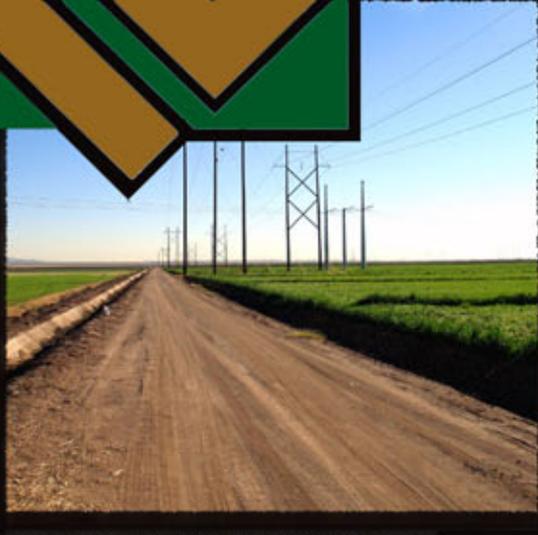


City of Casa Grande Regional Trail System Master Plan



May 2008

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City of Casa Grande
Community Services Department

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Section 6: Plan Implementation

1.1 Introduction:

The City of Casa Grande is a community with nearly 45,000 residents located along the Interstate 10 corridor in Pinal County, Arizona. The City was incorporated in 1915 and has, for nearly a century, served as the hub of the central Arizona farming and ranching industries. In recent years, the community's economic base has become much more diverse and its population has grown significantly. In spite of this growth, the community has retained its roots as a place where residents enjoy being active and outdoors.

It is anticipated that the recent growth trend experienced by the community will continue, and the City is actively planning for this growth. The planning boundary identified in the City of Casa Grande General Plan 2010 includes approximately 250 square miles of land. Within this planning boundary, as many as 250,000 people may reside by the year 2030.

To meet the needs of these citizens, the City of Casa Grande Community Services Department is working to develop plans that will result in the preservation of open space, the construction of parks, and the development of a high quality trail system. This Regional Trail System Master Plan is an important component of this on-going planning effort.

1.2 Scope and Character of the Proposed Trail System:

The trail system proposed will be a non-motorized, multi-use trail system. It will serve: walkers, hikers, trail-runners, bicyclists, in-line skaters, and equestrians. To the extent possible, all trails in the proposed regional trail system will accommodate multiple users.

The trail system described herein is not intended to serve motorized off-highway vehicles (OHV's) such as motorcycles, all-terrain vehicles, and four-wheel-drive trucks. The facility needs of these users are being addressed by various federal and state agencies.

Off-highway vehicles will be prohibited from using the proposed regional trail system to ensure public safety and to prevent damage to the trails, the natural resources adjacent to the trails, and the cultural resources that may be present along the trail corridors.

1. Introduction

1.3 The Purpose of this Document:

This Master Plan summary report is intended to:

- Document the public process utilized to develop the plan
- Articulate specific goals for the trail system
- Identify the types of trails to be included in the system
- Illustrate the location and alignment of the proposed trails
- Describe the features of proposed trails
- Establish standards for the construction of the proposed trails
- Identify responsibilities for trail development and maintenance
- Outline a strategy for plan implementation

1.4 The Need for a Regional Trail System Master Plan:

In 2005, the City of Casa Grande conducted a survey of local citizens to determine issues, concerns, and preferences related to community development. The Community Attitude and Interest Survey was designed to obtain statistically valid results from households throughout the City of Casa Grande.

The results of this survey indicated that “walking and biking trails” were the outdoor recreational facilities that respondents most wanted to see constructed in the community. Additionally, walking and biking trails were the facilities that the survey respondents were most willing to fund.

Several other surveys and studies have been conducted in recent years in conjunction with various City of Casa Grande planning efforts. These studies also found a high level of citizen interest in the development of a regional trail system.

Prior to the 2005 survey, the City of Casa Grande Community Services Department had initiated a number of trail planning and development projects. The survey results confirmed the importance of these efforts. It also made clear the need for a comprehensive, long-range plan for trail development within the community.

The City of Casa Grande Mayor and Council took action to address this need by authorizing the preparation of this Regional Trail System Master Plan.

1.5 Public and Stakeholder Input in the Planning Process:

The Regional Trail System Master Plan, as presented herein, was developed based on extensive public input from local citizens and stakeholders. The scope of the public participation process included:

Public Meeting / Open House Number 1:

During the course of the project several public meetings were conducted to solicit public input related to the proposed trail system. The first of these meetings was conducted on October 5, 2006 at the Community Services Department conference room.

At this meeting, members of the public were invited to share with the planning team their vision for a multi-use, non-motorized trail system. They were also encouraged to mark up maps showing historic trails, existing trails, and areas where new trails might be appropriate. This input was valuable and used to prepare the initial trail system maps.

Public Meeting / Open House Number 2:

A second public meeting was conducted on May 10, 2007. At this meeting a draft trail system map was presented along with descriptions and illustrations of proposed trail system elements. Suggestions related to refinements, additions, and modifications to the draft map were received and were subsequently used to develop the plan presented herein.

City Council Study Session:

On July 2, 2007, an outline of the trail master plan was presented to the Mayor and Council at a Council Study Session. At this meeting, preliminary maps and recommendations for trail system development were presented. Comments were received from the Council and have been incorporated into this plan.

Additional Meetings / Public Hearings:

During the course of the project, three meetings were conducted with members of the homebuilding and development community. Issues related to the construction and maintenance of trails were discussed. Numerous modifications and refinements to the draft plan were made based on input received at these meetings.

1. Introduction

Technical Advisory Committee Input:

To ensure that a broad range of perspectives were considered in the development of this plan, a Technical Advisory Committee was empaneled to provide input related to the Regional Trail System Master Plan. The Technical Advisory Committee included representatives from: the local home-building industry, trail advocacy and user groups, the City of Casa Grande Police Department, the Pinal County Planning Department, and interested local citizens. The Technical Advisory Committee met on several occasions to review elements of the proposed trail system. The input of this group is reflected in this master plan.

City of Casa Grande Inter-Departmental Project Team Input:

The planning, development, and operation of trails in the community will be an on-going activity involving several City of Casa Grande departments. To ensure that the experience and expertise of these departments was appropriately utilized during the development of the plan, a City of Casa Grande Inter-Departmental Project Team was established. The Community Service Department, the Public Works Department, the Planning Department, and the City Manager's Offices were represented on this team.

The team met on several occasions to review trails as they relate to transportation improvements, utility system development, and land use planning. The team identified opportunities to co-locate trails along utility corridors, to use planned roadway bridges for trail / roadway crossings, and to integrate trails with new residential communities being developed within the City of Casa Grande.

Parks and Recreation Advisory Board Input:

Input related to trail development was also solicited from the Parks and Recreation Advisory Board (PRAB). Concept plans, preliminary design sketches, and various drafts of the Master Plan were presented to the Board for review and comment.

The Board provided valuable insights related to the physical and demographic features of the community vis-a-vis trail development. The experience and expertise of the Board is reflected in this document.

Input from Impacted Agencies and Organizations:

During the course of the project, meetings were conducted with various agencies and organizations. Included were meetings with the Arizona Department of Transportation (ADOT). These meetings were used to identify the issues, conflicts, and opportunities associated with trail development along and across Interstate 10 and Interstate 8 which run through the planning area.

Meetings were also conducted with the San Carlos Irrigation and Drainage District (SCIDD) to discuss the development of trails along irrigation canals and irrigation pipelines in the planning area. The District's input is reflected in the Regional Trail System Master Plan.

1.6 Project Goals and Objectives:

The public and stakeholder input described above was used to develop a specific set of goals and objectives for the City of Casa Grande Regional Trail System. These are:

- To maximize trail-related recreational opportunities for the citizens of Casa Grande
- To accommodate all appropriate trail uses and users (pedestrian, bicycle, and equestrian)
- To facilitate public access to the trail system
- To connect residential areas with community facilities such as schools, parks, and natural resource areas
- To support and accommodate local travel using alternative modes of transportation
- To utilize "Crime Prevention through Environmental Design" (CPTED) principals to enhance public safety along the trail system

1. Introduction

- To connect and integrate local trails with regional trails and trails being developed by other communities.
- To create trails that enhance the visual character of the community and add value to the community's open space system

1.7 Related Documents:

The following public documents were used in the development of this Regional Trails System Master Plan. These documents contain additional information related to the trails, pedestrian facilities, bicycle facilities, and other miscellaneous transportation improvements. They also contain information related to planned parks and other municipal facilities.

City of Casa Grande General Plan 2010

City of Casa Grande (2001)

http://www.ci.casa-grande.az.us/dev_center/general_plan.php

City of Casa Grande City Code (Title 16 - Subdivisions - Chapter 16.16 - Design Standards)

<http://www.ci.casa-grande.az.us/engineering/subcode.php>

City of Casa Grande City Code (Title 15 - Buildings and Construction - Chapter 15.32 - Public Improvement Requirements for Land Developers)

http://www.ci.casa-grande.az.us/pub_works/publicimprov.php

City of Casa Grande Small Area Transportation Study

Wilson and Company (2007)

http://www.ci.casa-grande.az.us/pub_works/pdf/sats_final_July.pdf

City of Casa Grande Community Services Master Plan

GreenPlay LLC (2007)

http://www.ci.casa-grande.az.us/parks_and_rec/pdf/master_plan.pdf

Community Attitude and Interest Survey

City of Casa Grande (2005)

<http://www.ci.casa-grande.az.us/admin/pdf/CommunityAttitudeSurvey2005.pdf>

Pinal County Open Space and Trails Master Plan

Pinal County (2007)

<http://www.co.pinal.az.us>

1.8 Organization of Master Plan Report:

Provided in Section 2 of this report are maps, descriptions, and other information related to the proposed Community Trails. Community Trails will serve as the spine of the regional trail

1. Introduction

system. They will connect the various neighborhoods within the city and will provide opportunities for recreation and alternate-modes of transportation.

Provided in Section 3 of this report is information related to trails within natural resource area / trail parks. These areas, such as Casa Grande Mountain Park, are natural areas that afford opportunities for hiking, biking, horseback riding, and other trail uses.

Section 4 addresses the proposed system of trails to be developed within individual neighborhoods and residential communities. These trails will be developed, operated, and maintained by private entities such as homeowner associations. They will serve as recreational resources and as gateways to the Community Trail system.

Standards and specifications for trail system development are provided in Section 5. These standards apply to both Neighborhood and Community Trail development. They also address the planning and construction of related facilities such as trailheads.

Include in Section 6 are recommendations for the implementation of this Regional Trail System Master Plan.

1.9 Application

The standards and requirements as outlined in this Regional Trail System Master Plan shall apply to all new development within the community. The standards and requirements shall not apply to those previously approved Planned Area Developments (PAD's) that include comprehensive guidelines and standards for trail system development within the subject PAD.

The standards and requirements of this Regional Trail System Master Plan shall apply to those previously approved PAD's that do not include comprehensive guidelines and standards for trail system development within the subject PAD.

1.10 Effective Date

The requirements of this Regional Trail System Master Plan shall be effective as of May 19, 2008.

2. Community Trail System

2.1 Organization of the Casa Grande Trail System:

The Casa Grande Regional Trail System will consist of both Community Trails and Neighborhood Trails. The proposed Community Trails will provide an overall framework for the regional trail system. These will connect the various neighborhoods within the City, create opportunities for alternate modes of transportation, and provide access to public parks, community buildings, and natural resource areas.

Complementing these trails will be a network of local or Neighborhood Trails. The Neighborhood Trails will be a part of the open space system associated with each residential subdivision. The design and construction of Neighborhood Trails will occur in conjunction with the design and construction of each new subdivision. Neighborhood Trails will be operated and maintained by homeowner associations or by other private entities.

Provided in this section of the Master Plan is information on the proposed Community Trail system. Information related to the proposed Neighborhood Trail system is included in Section 4 of this report.

2.2 Community Trail Types:

Several different types of Community Trails are proposed. These trail types are:

- Linear Parks
- Community Trails
- Spur Trails
- Rural / Unpaved Trails
- Primitive Trails
- Enhanced Bicycle and Pedestrian Corridors

Descriptions of each of these Community Trail types are provided below.

2.3 Linear Parks:

Linear Parks are broad open-space corridors that include paved pathways, trails, native and constructed landscapes, rest areas, small recreation nodes, and other amenities. Linear park corridors will typically be 100' in width but may be up to one-quarter mile wide in some locations. Linear Parks may include flood-prone lands and riparian areas that will remain undeveloped.

2. Community Trail System

A 26 mile Linear Park loop is proposed by this Master Plan. This will include segments along the North Branch of the Santa Cruz River, along the west side of Interstate 10, and along portions of the Casa Grande Canal. The proposed linear park will create a loop around downtown and central Casa Grande.

The proposed Linear Park will support a wide range of recreational activities. It will also provide opportunities for alternate modes of transportation.

Detailed descriptions of each of the proposed Linear Park segments are included in this section of the Regional Trail System Master Plan. (See Pages 2-14 to 2-16). Also included are illustrations of typical Linear Park development. (See Figures 2-H and 2-O through 2-R).

2.4 Community Trails:

Community Trails will be similar in many respects to the proposed Linear Park. They will include; paved pathways, trails, native and constructed landscapes, and other amenities. They will differ in that the proposed corridor width will be narrower (typically 50') and they will be less extensively developed.

The Community Trails will be constructed in a variety of different settings including; along natural washes, along constructed drainageways, along utility corridors, along irrigation canals, along public street rights-of-way, and along the Union Pacific Railroad.

Community Trails will provide opportunities for recreation and for alternate modes of transportation. They will connect the various districts and neighborhoods within the Casa Grande planning boundary. They will also provide access to community buildings, urban parks, and natural resource areas.

Detailed descriptions of each Community Trail and illustrations showing typical trail development are included herein. (See Pages 2-17 to 2-46 and Figures 2-I and 2-S through 2-Y).

2. Community Trail System

2.5 Spur Trails:

Spur Trails will typically extend from the proposed Linear Park into the developed portion of the community. They will extend into the core area as far as possible and connect with the community's network of sidewalks and bicycle lanes. Their purpose is to maximize the public's access to the Linear Park and the overall regional trail system.

Spur Trails will typically have a typical corridor width of 25'. Trails will consist of a paved pathway with a soft-surfaced shoulder. Natural or constructed landscapes will also be provided.

Detailed descriptions of each Spur Trail and illustrations showing typical spur trail development are included herein. (See Pages 2-47 to 2-53 and Figures 2-J and 2-Z).

2.6 Rural / Unpaved Trails:

In many portions of the Casa Grande community, medium to high density development has occurred or is planned. In these areas, a significant number of trail system users may want to use the trail system for activities such as bicycling, roller-blading, or pushing a baby-stroller. To accommodate these uses, a paved multi-use path is proposed.

In contrast, there are some portions of the community where development is of lower density, where horse ownership is high, and where equestrians represent an important group of trail users. One such area is in the northeast quadrant of the planning area, in the vicinity of North Mountain Park.

To best accommodate users in this location, Rural / Unpaved Trails are proposed. Rural / Unpaved Trails will be natural soil surface trails that are constructed with various improvements for drainage and erosion control. They will accommodate equestrians, mountain bicyclists, joggers, and walkers.

A Rural / Unpaved Trail will have a typical corridor of 25'. To the greatest extent possible, native vegetation will be preserved along the trail corridor. Previously disturbed areas along the trail may need to be revegetated to enhance the trail use experience. (See Figures 2-K and 2-AA).

2. Community Trail System

2.7 Primitive Trails:

Primitive Trails are proposed for the mountain parks and natural resource areas within the Casa Grande Planning Boundary. The proposed Primitive Trails will consist of traditional single-track hiking trails. These trails will have a natural soil surface.

Primitive Trails will serve a variety of users including hikers, equestrians, and mountain bicyclists. They will be improved only as needed for user safety and as required to accommodate drainage and provide for erosion control. Native vegetation will be retained along the Primitive Trail corridors.

Because these trails will typically be constructed within large tracts of preserved open-space or public land, a minimum or recommended corridor width does not apply.

Illustrations showing typical Primitive Trail development are included herein. (See Figures 2-L and 2-BB). Information on the proposed Natural Resource / Trail Parks where Primitive Trails will be developed is also included in Section 3 of this report.

2.8 Enhanced Bicycle and Pedestrian Corridors:

Within the previously developed portions of the Casa Grande community, it will be difficult and expensive to acquire the rights-of-way needed to construct a new system of urban trails. In these locations, it is proposed that existing public street rights-of-way be enhanced to provide opportunities for bicycle and pedestrian use.

Enhanced Bicycle and Pedestrian Corridors will include on-street bike lanes, landscape development, and a continuous paved multi-use path. The width of the paved pathway will be 8', wherever possible.

An Enhanced Bicycle and Pedestrian Corridor is proposed for the Trezell Road right-of-way. This north-south corridor bisects the developed portion of the community. It is also in close proximity to a number of schools, parks, and other community facilities.

A second Enhanced Bicycle and Pedestrian Corridor, or loop, is proposed for the Downtown area. It will include similar facilities adapted to fit within the framework of existing urban development.

2. Community Trail System

Illustrations showing typical configurations and features of an Enhanced Bicycle and Pedestrian Corridor are included herein. (See Figures 2-M and 2-N).

The use of Enhanced Bicycle-Pedestrian Corridors should not be limited to retrofit applications. The development of this type of streetscape development within new projects may be considered where appropriate.

2.9 Future Trails:

The Casa Grande Planning Boundary extends to the west approximately 12 miles from what is currently downtown Casa Grande. The westernmost portion of the planning boundary is characterized by lands that are undeveloped or that are being used for agriculture. In this location, very few rezoning or land development proposals have been submitted to the City for review.

As a consequence of these existing conditions, this Trail System Master Plan does not propose specific trails in the far western portions of the planning boundary. Rather, it suggests a general network of future trails. This general network of trails should be reexamined and refined as specific development proposals are made for the subject area.

2.10 Community Trailheads:

Trailheads that provide safe and convenient public access to the various Community Trails will be an integral component of the overall trail system. It is proposed that trailheads be constructed throughout the community with a spacing of not more than 5 miles. Figure 2-G illustrates the proposed trailhead locations.

To the extent possible, trailheads should be located at existing and planned public facilities. Constructing trailheads at these sites may reduce the costs associated with land acquisition and infrastructure development. The proposed trailhead at the Pinal County Fairgrounds is an example of this approach.

It is important that the Community Trailheads accommodate all potential and legitimate trail users, including equestrians. Trailhead drives and parking areas should be sized to accommodate the turning movements of a standard pick-up truck with horse-trailer rig.

2. Community Trail System

Support facilities and amenities such as restrooms, shade structures, and drinking fountains should be provided at all Community Trailheads. An illustration of a typical Community Trailhead is included herein. (See Figure 2-CC).

2.11 Community Trail System Maps:

Provided on the following pages are maps of the proposed Community Trail System. Included are:

- An overall Community Trail System map
- Larger-scale quadrants maps of the Community Trail System
- An enlarged map of the Downtown Enhanced Bicycle and Pedestrian Corridor

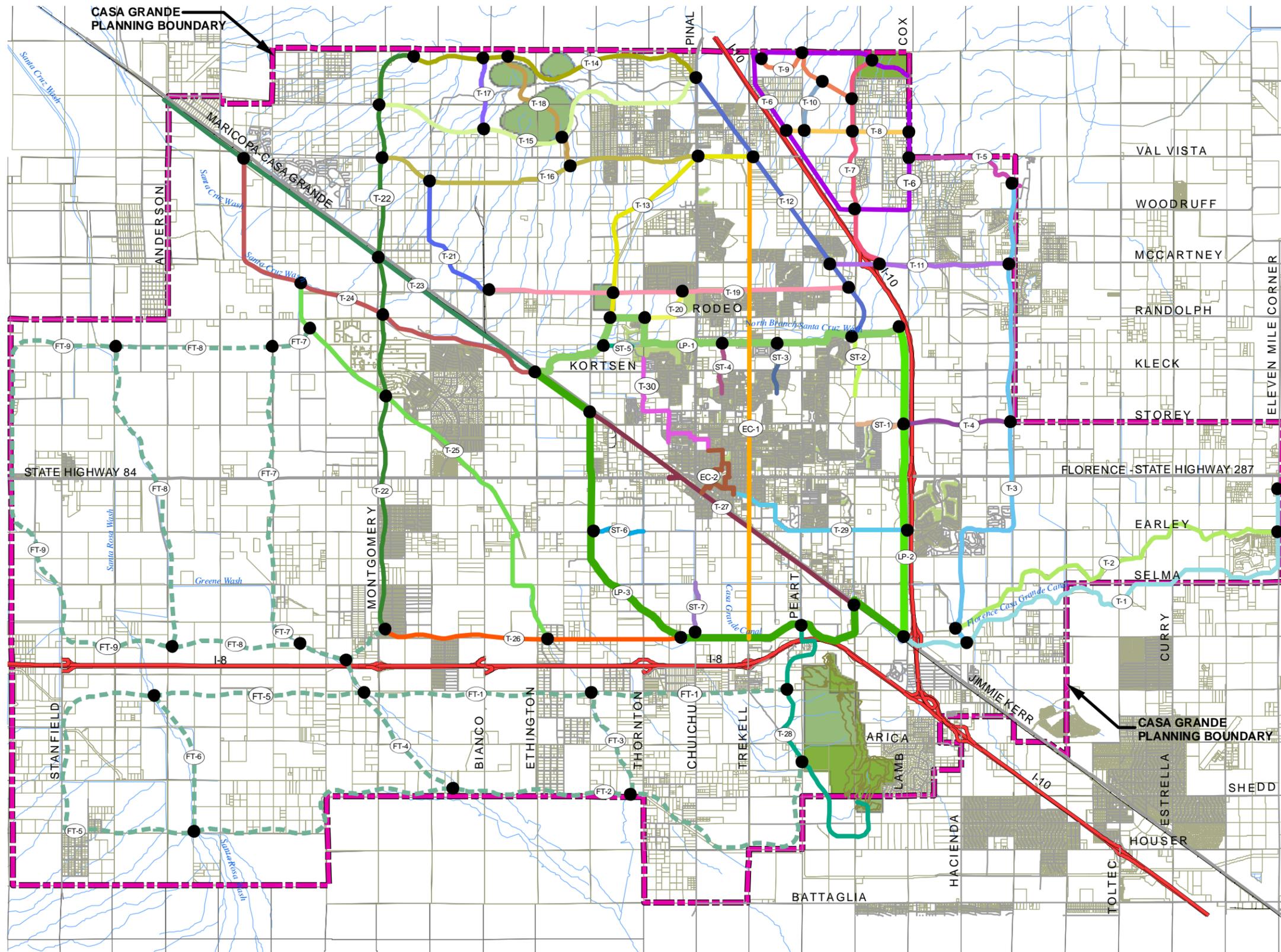
It should be noted that the trail alignments shown on these maps are approximate. All trail development will be subject to the dedication of appropriate rights-of-way and easements. Minor adjustments in the proposed trail alignments should be considered when it is determined by the City of Casa Grande to be in the best interest of the community.

2.12 Community Trail Data Sheets:

Also provided in this section of the Master Plan report are data sheets for each of the proposed trails. These sheets include general information related to the length, type, and features of the subject trail.

2.13 Community Trail Illustrations:

Illustrations of the various trail types are included on Pages 2-56 through 2-75 of this section of the Master Plan report. These illustrations are intended to show typical trail development features and typical conditions along the proposed trail corridors.



**FIGURE 2-A:
TRAIL SYSTEM MAP**

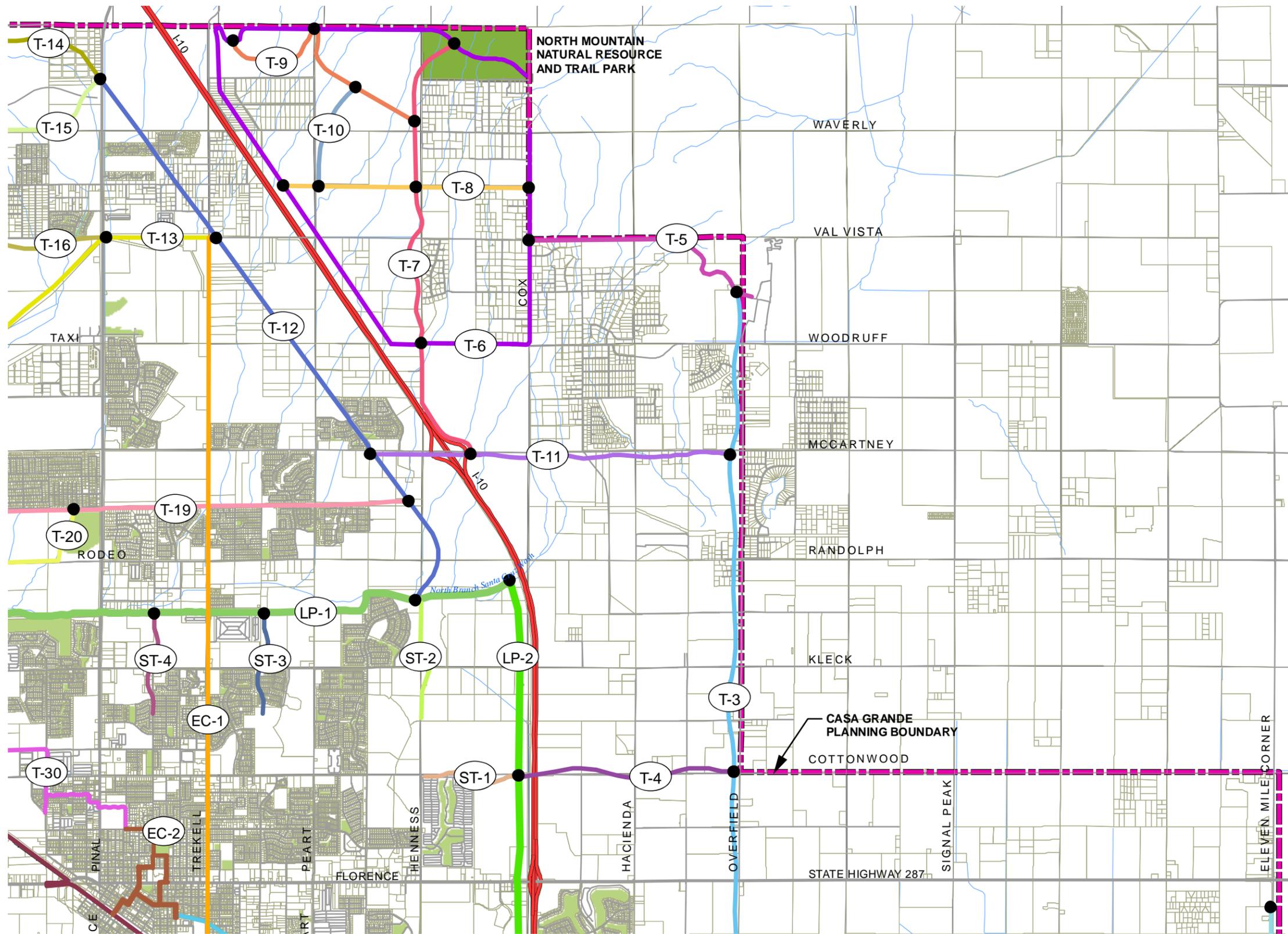


LEGEND		
LINEAR PARK TRAILS		
LP-1	Casa Grande Linear Park - North Branch Segment	8.3
LP-2	Casa Grande Linear Park - I-10 Segment	5.9
LP-3	Casa Grande Linear Park - Casa Grande Canal Segment	11.6
COMMUNITY TRAILS		
T-1	South Canal Fairgrounds Trail	9.8
T-2	North Canal Fairgrounds Trail	7.6
T-3	Hacienda - Overfield Trail	9.7
T-4	Storey Lane Trail	2.0
T-5	CAC Trail	2.4
T-6	Northeast Loop Trail	13.3
T-7	North Mountain Park Access Trail	4.3
T-8	Borrow Pit Trail	2.3
T-9	Trust Land Trail	2.4
T-10	Trust Land Trail - South Spur	1.0
T-11	McCartney Trail	3.4
T-12	Pipeline Trail	6.0
T-13	Airport Trail	4.9
T-14	North Boundary Trail	7.2
T-15	Desert Color Trail	7.1
T-16	Val Vista Trail	6.4
T-17	Bianco Trail	1.4
T-18	Sacaton Foothills Trail	2.8
T-19	Gasline Trail	6.8
T-20	Rodeo Park Trail	1.1
T-21	Asarco Mine Trail	2.7
T-22	Montgomery Trail	11.4
T-23	Cowtown Trail	8.7
T-24	Legends Trail	7.9
T-25	Santa Cruz Trail	9.0
T-26	Powerline Trail	5.7
T-27	Railroad Trail	6.6
T-28	Casa Grande Mountain Access Trail	6.3
T-29	Earley Trail	3.7
T-30	San Carlos Trail	3.2
SPUR TRAILS		
ST-1	Cottonwood Spur Trail	1.0
ST-2	Hennessey Spur Trail	0.6
ST-3	Muirlands Spur Trail	1.0
ST-4	Elaine Farms Spur Trail	1.0
ST-5	Dave White Spur Trail	0.5
ST-6	Peters Spur Trail	1.0
ST-7	Florence - Pinal Spur Trail	1.0
FUTURE TRAILS		
FT-#	Future Trail	70.9
ENHANCED - BICYCLE & PEDESTRIAN CORRIDOR		
EC-1	Trekell Road Enhanced - Bicycle & Pedestrian Corridor	9.1
EC-2	Downtown Enhanced - Bicycle & Pedestrian Corridor	2.5



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.



**FIGURE 2-B:
NORTHEAST
QUADRANT MAP**

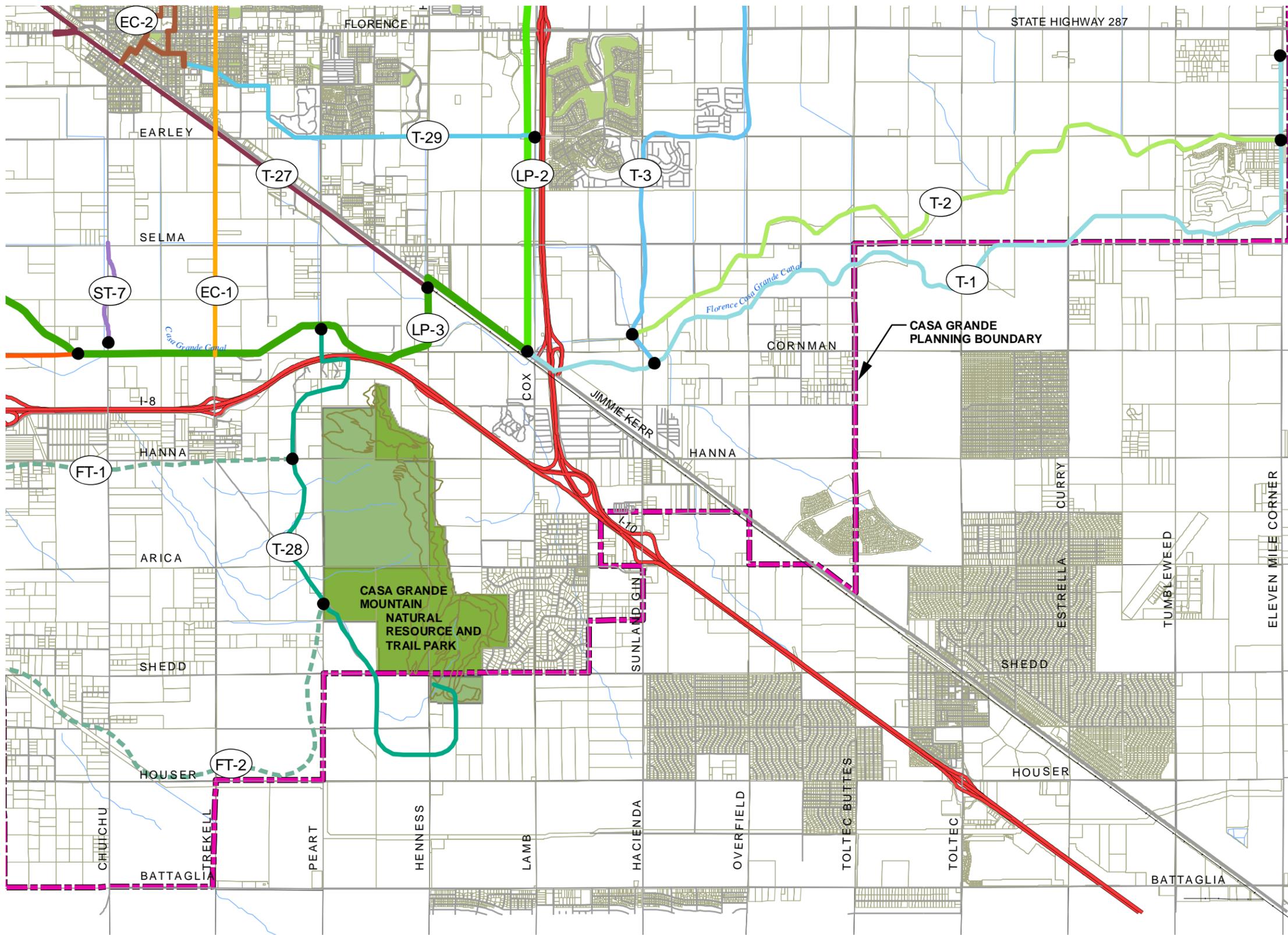


LEGEND		
LINEAR PARK TRAILS		
LP-1	Casa Grande Linear Park - North Branch Segment	8.3
LP-2	Casa Grande Linear Park - I-10 Segment	5.9
COMMUNITY TRAILS		
T-3	Hacienda - Overfield Trail	9.7
T-4	Storey Lane Trail	2.0
T-5	CAC Trail	2.4
T-6	Northeast Loop Trail	13.3
T-7	North Mountain Park Access Trail	4.3
T-8	Borrow Pit Trail	2.3
T-9	Trust Land Trail	2.4
T-10	Trust Land Trail - South Spur	1.0
T-11	McCartney Trail	3.4
T-12	Pipeline Trail	6.0
T-13	Airport Trail	4.9
T-14	North Boundary Trail	7.2
T-15	Desert Color Trail	7.1
T-16	Val Vista Trail	6.4
T-19	Gasline Trail	6.8
T-20	Rodeo Park Trail	1.1
T-30	San Carlos Trail	3.2
SPUR TRAILS		
ST-1	Cottonwood Spur Trail	1.0
ST-2	Hennessy Spur Trail	0.6
ST-3	Muirlands Spur Trail	1.0
ST-4	Elaine Farms Spur Trail	1.0
ENHANCED - BICYCLE & PEDESTRIAN CORRIDOR		
EC-1	Trekell Road Enhanced - Bicycle & Pedestrian Corridor	9.1
EC-2	Downtown Enhanced - Bicycle & Pedestrian Corridor	2.5



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

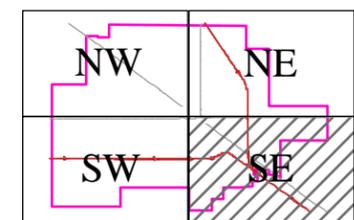
Note: Planning Boundary shown is boundary as of November 15, 2007.



**FIGURE 2 - C:
SOUTHEAST
QUADRANT MAP**



LEGEND		LENGTH (MI.)
LINEAR PARK TRAILS		
LP-2	Casa Grande Linear Park - I-10 Segment	5.9
LP-3	Casa Grande Linear Park - Casa Grande Canal Segment	11.6
COMMUNITY TRAILS		
T-1	South Canal Fairgrounds Trail	9.8
T-2	North Canal Fairgrounds Trail	7.6
T-3	Hacienda - Overfield Trail	9.7
T-27	Railroad Trail	6.6
T-28	Casa Grande Mountain Access Trail	6.3
T-29	Earley Trail	3.7
SPUR TRAILS		
ST-7	Florence - Pinal Spur Trail	1.0
FUTURE TRAILS		
FT-#	Future Trail	70.9
ENHANCED - BICYCLE & PEDESTRIAN CORRIDOR		
EC-1	Trekell Road Enhanced - Bicycle & Pedestrian Corridor	9.1
EC-2	Downtown Enhanced - Bicycle & Pedestrian Corridor	2.5

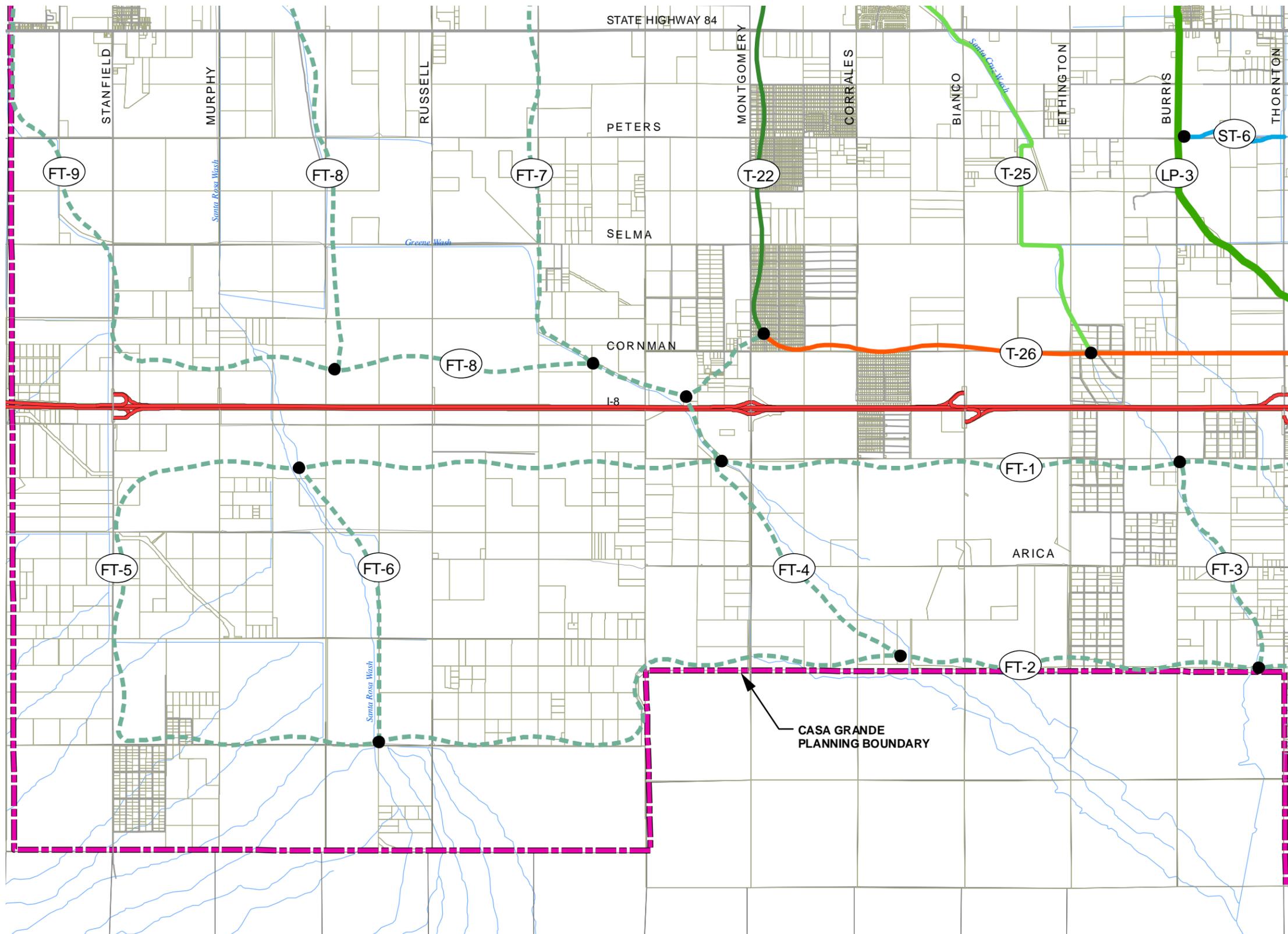


Key Map



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.



**FIGURE 2 - D:
SOUTHWEST
QUADRANT MAP**



LEGEND		LENGTH (MI.)
LINEAR PARK TRAILS		
LP-3	Casa Grande Linear Park - Casa Grande Canal Segment	11.6
COMMUNITY TRAILS		
T-22	Montgomery Trail	11.4
T-25	Santa Cruz Trail	9.0
T-26	Powerline Trail	5.7
SPUR TRAILS		
ST-6	Peters Spur Trail	1.0
FUTURE TRAILS		
FT-#	Future Trail	70.9

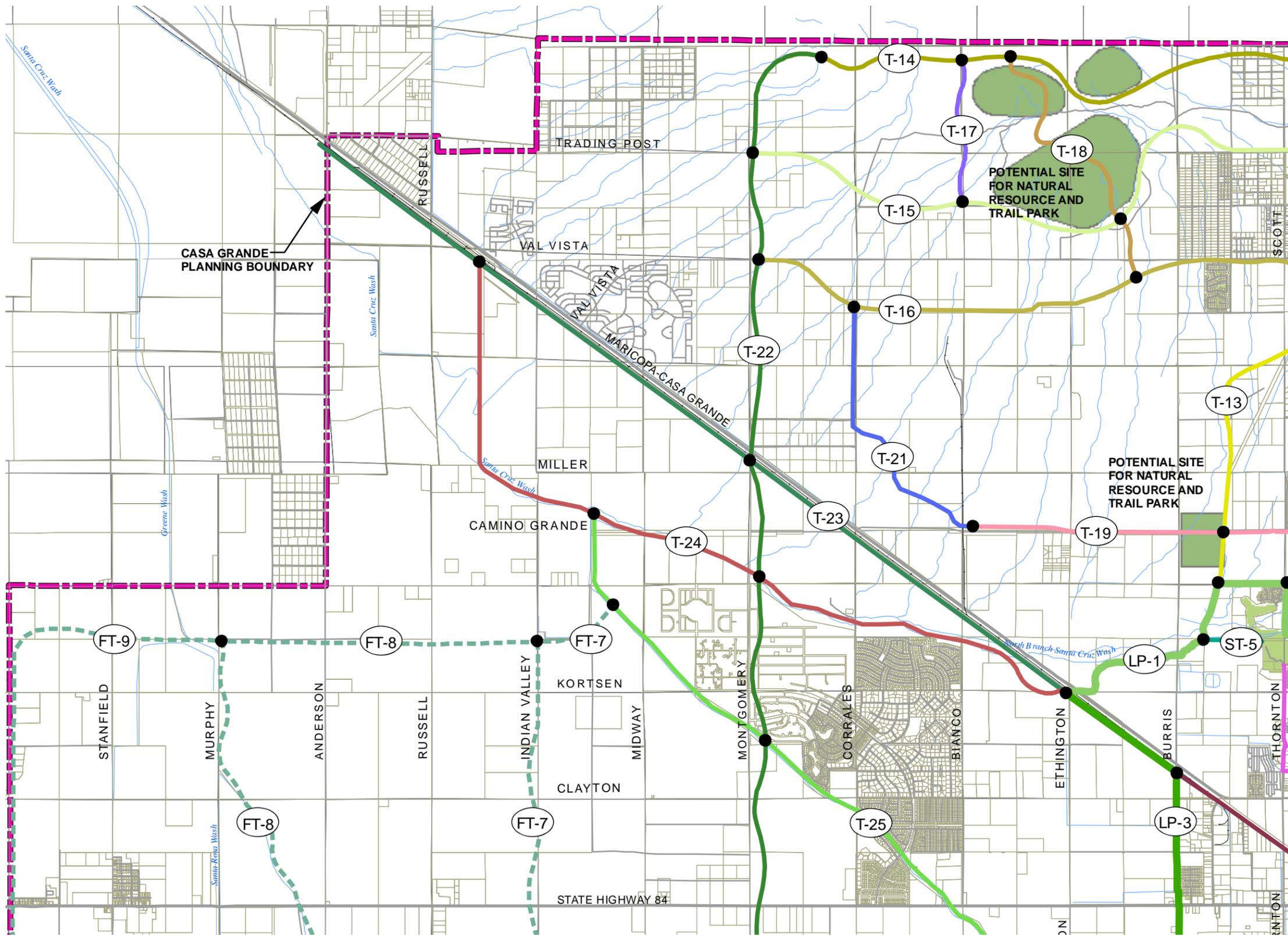


Key Map



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.



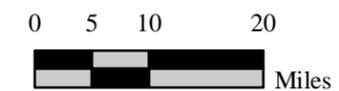
**FIGURE 2 - E:
NORTHWEST
QUADRANT MAP**



LEGEND		
LINEAR PARK TRAILS		
LP-1	Casa Grande Linear Park - North Branch Segment	8.3
LP-3	Casa Grande Linear Park - Casa Grande Canal Segment	11.6
COMMUNITY TRAILS		
T-13	Airport Trail	4.9
T-14	North Boundary Trail	7.2
T-15	Desert Color Trail	7.1
T-16	Val Vista Trail	8.4
T-17	Bianco Trail	1.4
T-18	Sacaton Foothills Trail	2.8
T-19	Gasline Trail	6.8
T-21	Asarco Mine Trail	2.7
T-22	Montgomery Trail	11.4
T-23	Cowtown Trail	8.7
T-24	Legends Trail	7.9
T-25	Santa Cruz Trail	9.0
SPUR TRAILS		
ST-5	Dave White Spur Trail	0.5
FUTURE TRAILS		
FT-#	Future Trail	70.9

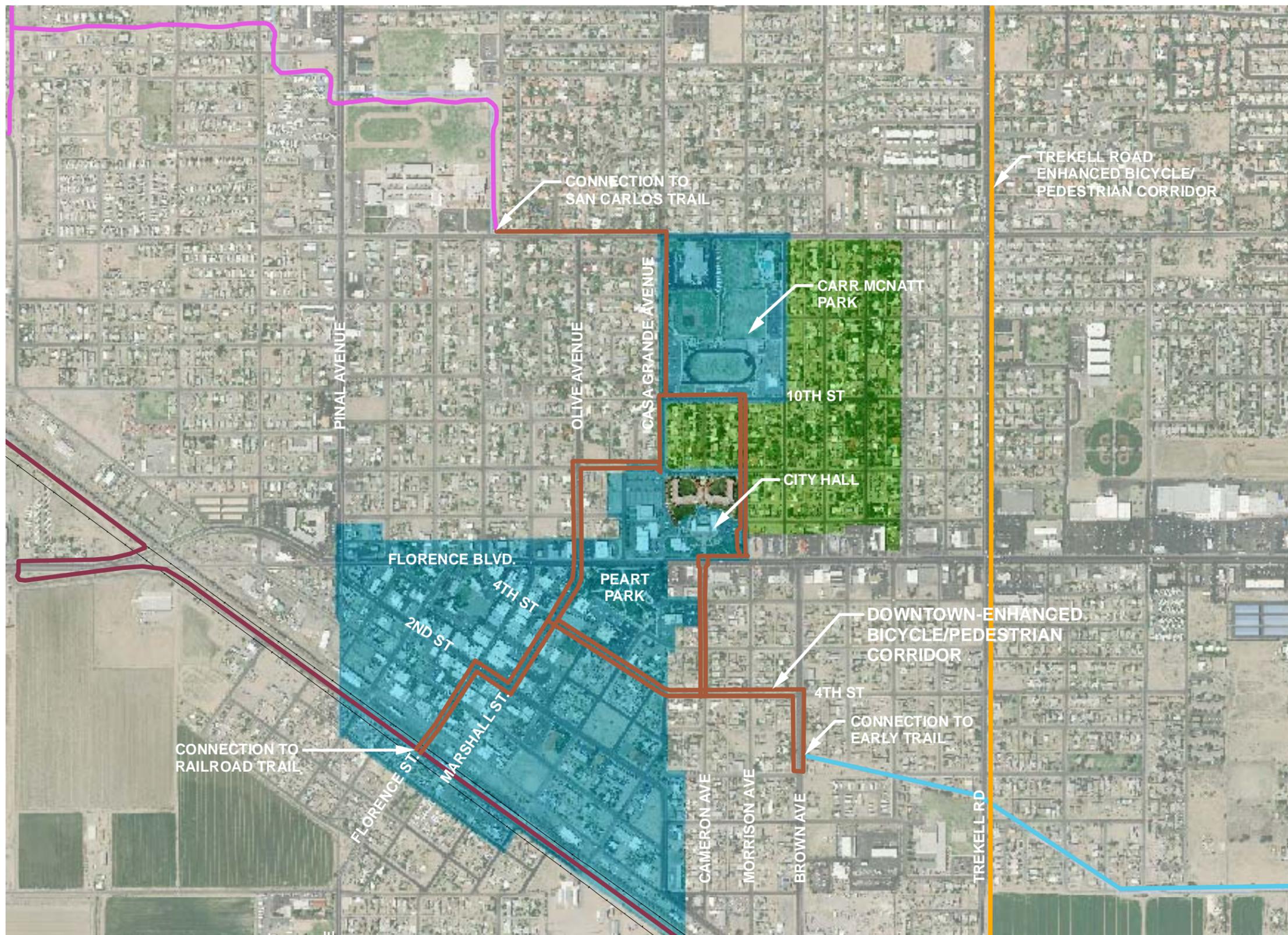


Key Map



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

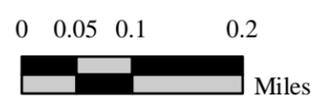
Note: Planning Boundary shown is boundary as of November 15, 2007.



**FIGURE 2-F:
ENLARGED PLAN -
DOWNTOWN ENHANCED
BICYCLE-PEDESTRIAN
CORRIDOR**

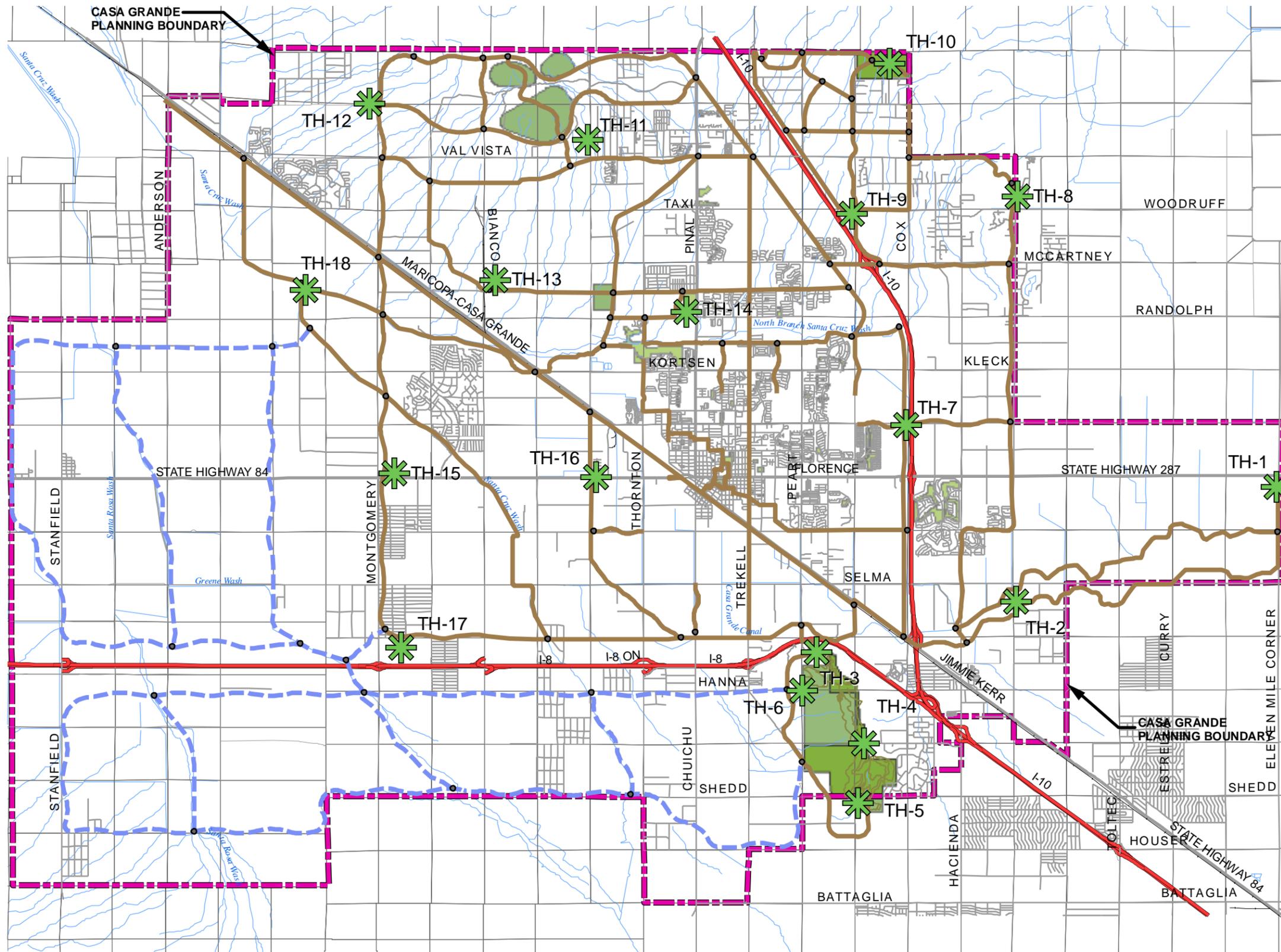


- DOWNTOWN ENHANCED BICYCLE/PEDESTRIAN CORRIDOR CONSISTING OF:**
- EXISTING AND NEW SIDEWALKS
 - ACCESSIBLE CURB RAMPS
 - BIKE LANES (WHERE APPROPRIATE)
 - STREET TREE PLANTING (WHERE APPROPRIATE)
- DOWNTOWN REDEVELOPMENT AREA**
- EVERGREEN HISTORIC DISTRICT**



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.

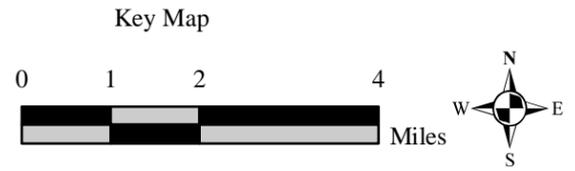


**FIGURE 2-G:
PROPOSED COMMUNITY
TRAILHEAD MAP**



TRAILHEAD LEGEND	
TH-1	FAIRGROUNDS TRAILHEAD
TH-2	TWO CANAL TRAILHEAD
TH-3	CASA GRANDE MTN. PARK NORTH TRAILHEAD
TH-4	CASA GRANDE MTN. PARK EAST TRAILHEAD*
TH-5	CASA GRANDE MTN. PARK SOUTH TRAILHEAD
TH-6	CASA GRANDE MTN. PARK WEST TRAILHEAD
TH-7	COTTONWOOD TRAILHEAD
TH-8	CAC TRAILHEAD
TH-9	ARENA TRAILHEAD
TH-10	NORTH MOUNTAIN PARK TRAILHEAD
TH-11	SACATON MOUNTAIN TRAILHEAD
TH-12	NORTHWEST TRAILHEAD
TH-13	COPPER MINE TRAILHEAD
TH-14	RODEO PARK TRAILHEAD
TH-15	FRANCISCO GRANDE TRAILHEAD
TH-16	WESTERN MANOR PARK TRAILHEAD
TH-17	MONTGOMERY TRAILHEAD
TH-18	CONFLUENCE TRAILHEAD

* NOTE: THIS TRAILHEAD TO BE OF LIMITED SCOPE DUE TO SPACE LIMITATIONS



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.

**Community
Trail
Descriptions**

Trail LP-1: Casa Grande Linear Park - North Branch Segment

Trail Data - Trail LP-1:

General Information	
Number / Type:	LP-1 (Linear Park)
Name:	Casa Grande Linear Park - North Branch Segment
Start / End:	Start: C.G. Linear Park - Casa Grande Canal Segment End: Casa Grande Linear Park - I-10 Segment
Length:	8.3 Miles
Quadrant Map(s):	Northwest and Northeast - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-H / 2-O / 2-DD
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Burriss Rd.	Grade Separated - Through Culvert / Under Bridge
Pinal Rd.	Grade Separated - Through Culvert / Under Bridge
Trekell Rd.	Grade Separated - Through Culvert / Under Bridge
Peart Rd.	Grade Separated - Through Culvert / Under Bridge
Kortsen Rd.	Grade Separated - Through Culvert / Under Bridge
Heness Rd.	At-Grade - At Intersection / Interchange
Trail Connections	
Trail No. / Name	T-12: Pipeline Trail T-13: Airport Trail T-20: Rodeo Park Trail T-23: Cowtown Trail T-24: Legends Trail ST-2: Henness Spur Trail ST-3: Muirlands Spur Trail ST-4: Elaine Farms Spur Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Coordinate w/design of proposed interceptor sewer / gas transmission line. 2. Coordinate grade separated crossing of major arterial streets / washes with design of roadway / flood control improvements. 3. Provide Interim at-grade crossings of arterial streets at signalized intersections when necessary. 4. Pathway alignments to be integrated with design of adjacent subdivisions. 	

Trail LP-2: Casa Grande Linear Park - I-10 Segment

Trail Data - Trail LP-2:

General Information	
Number / Type:	LP-2 (Linear Park)
Name:	Casa Grande Linear Park - I-10 Segment
Start / End:	Start: C. G. Linear Park - North Branch Segment End: C. G. Linear Park - Casa Grande Canal Segment
Length:	5.9 Miles
Quadrant Map(s):	Northeast and Southeast - Figures 2-B and 2-C
Conceptual Plans:	Figures 2-H / 2-P
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Cottonwood	Grade Separated - Below Roadway
State Hwy. 287	Grade Separated - Below Roadway
Earley	Grade Separated - Below Roadway
Selma Hwy.	Grade Separated - Below Roadway
Trail Connections	
Trail No. / Name	T-4: Storey Lane Trail T-29: Earley Trail ST-1: Cottonwood Spur Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Coordinate design of trail adjacent to drainageway with San Carlos Irrigation and Drainage District. 2. Preservation of existing bridge structures over drainage channel is critical to this segment of Linear Park. On-going coordination with ADOT will be necessary. 3. Projects developed west of this segment must consider and provide access to the Linear Park. 	

Trail LP-3: Casa Grande Linear Park - Casa Grande Canal Segment

Trail Data - Trail LP-3:

General Information	
Number / Type:	LP-3 (Linear Park)
Name:	Casa Grande Linear Park - Casa Grande Canal Segment
Start / End:	Start: Casa Grande Linear Park - N. Branch Segment End: Casa Grande Linear Park - I-10 Segment
Length:	11.6 Miles
Quadrant Map(s):	Northwest, Southwest, and Southeast. Figures 2-C, 2-D, and 2-E
Conceptual Plans:	Figures 2-H / 2-Q / 2-R
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Union Pacific R.R.	Grade Separated - On Bridge Above Roadway
Trekell Rd.	Grade Separated - Under Bridge
State Hwy. 287	At-Grade - At Intersection
Selma Rd.	At-Grade - With Traffic Control Signs and/or Signal
State Hwy. 84	At-Grade - At Intersection
Union Pacific R.R.	Grade Separated - On Bridge Above Roadway
Trail Connections	
Trail No. / Name	T-23: Cowtown Trail T-24: Legends Trail T-26: Powerline Trail T-27: Railroad Trail T-28: Casa Grande Mountain Access Trail ST-6: Peters Spur Trail ST-7: Florence / Pinal Spur Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-3: Casa Grande Mtn. Park North Trailhead TH-16: Western Manor Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Coordinate design of Linear Park adjacent to canal with San Carlos Irrigation and Drainage District. 2. Coordinate grade-separated and at-grade trail crossings of arterial streets with the planning and design of roadway improvements. 3. In locations where Canal / Linear Park crosses streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-1: South Canal Fairgrounds Trail

Trail Data - Trail T-1:

General Information	
Number / Type:	T-1 (Community Trail)
Name:	South Canal Fairgrounds Trail
Start / End:	Start: Casa Grande Linear Park - I-10 Segment End: Fairgrounds Trailhead
Length:	9.8 Miles
Quadrant Map(s):	Southeast - Figure 2-C
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-W
Proposed Condition at Major Arterial Street Crossings (per SATS)	
I-10	Grade Separated - Below Roadway
Hacienda Rd.	At-Grade - At Intersection
Signal Peak Rd.	At-Grade - With Traffic Control Signs and/or Signal
Selma Hwy.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-2: Casa Grande Linear Park I-10 Segment T-2: North Canal Fairgrounds Trail T-3: Hacienda / Overfield Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-1 Fairgrounds Trailhead TH-2 Two Canals Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Coordinate design of trail with the San Carlos Irrigation and Drainage District. 2. At-grade trail crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 3. In locations where canal / trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 4. Extension of trail under Interstate 10 at the Jimmie Kerr traffic interchange to be coordinated with ADOT. 	

Trail No. T-2: North Canal Fairgrounds Trail

Trail Data - Trail T-2:

General Information	
Number / Type:	T-2 (Community Trail)
Name:	North Canal Fairgrounds Trail
Start / End:	Start: Hacienda - Overfield Trail End: South Canal Fairgrounds Trail
Length:	7.6 Miles
Quadrant Map(s):	Southeast - Figure 2-C
Conceptual Plans:	Figures 2-I / 2-S / 2-W
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Selma Hwy.	At-Grade - on Proposed Bridge
Signal Peak Rd.	At-Grade - With Traffic Control Signs and/or Signal
Trail Connections	
Trail No. / Name	T-1: South Canal Fairgrounds Trail
	T-3: Hacienda / Overfield Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-1 Fairgrounds Trailhead TH-2 Two Canals Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Design of trail to be coordinated with the San Carlos Irrigation and Drainage District. 2. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 3. In locations where canal / trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-3: Hacienda - Overfield Trail

Trail Data - Trail T-3:

General Information	
Number / Type:	T-3 (Community Trail)
Name:	Hacienda - Overfield Trail
Start / End:	Start: South Canal Fairgrounds Trail End: CAC Trail
Length:	9.7 Miles
Quadrant Map(s):	Southeast and Northeast - Figures 2-B and 2-C
Conceptual Plans:	Figures 2-I / 2-S / 2-T
Proposed Condition at Major Arterial Street Crossings (per SATS)	
McCartney Rd.	At-Grade - At Intersection
Kortsen Rd.	At-Grade - At Intersection
State Hwy. 287	At-Grade - At Intersection
Selma Hwy.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	T-1: South Canal Fairgrounds Trail T-2: North Canal Fairgrounds Trail T-4: Storey Lane Trail T-5: CAC Trail T-11: McCartney Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-2 Two Canals Trailhead TH-5 Cottonwood Trailhead TH-6 CAC Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Portions of trail that will parallel the proposed electrical transmission line to be coordinated with SRP. 4. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 5. Trail access to campus to be coordinated with Central Arizona College. 	

Trail No. T-4: Storey Lane Trail

Trail Data - Trail T-4:

General Information	
Number / Type:	T-4 (Community Trail)
Name:	Storey Lane Trail
Start / End:	Start: Casa Grande Linear Park - N. Branch Segment End: Hacienda - Overfield Trail
Length:	2.0 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-EE
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Hacienda Rd.	At-Grade - At Intersection
I-10	Grade-Separated on Flyover Bridge
Trail Connections	
Trail No. / Name	LP-2: Casa Grande Linear Park - I-10 Segment T-3: Hacienda / Overfield Trail ST-2: Cottonwood Spur Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Extension of trail (paths) over Interstate 10 on existing Cottonwood Lane flyover bridge to be coordinated with ADOT. 	

Trail No. T-5: CAC Trail

Trail Data - Trail T-5:

General Information	
Number / Type:	T-5 (Rural / Unpaved Trail)
Name:	CAC Trail
Start / End:	Start: Northeast Loop Trail End: Hacienda - Overfield Trail
Length:	2.4 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-3 Hacienda - Overfield Trail T-6 Northeast Loop Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-6 CAC Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Easements and/or rights-of-way may be needed for portions of this trail. Modifications to the alignment as required to provide an uninterrupted trail corridor may be necessary. 2. Trail access to campus to be coordinated with Central Arizona College. 	

Trail No. T-6: Northeast Loop Trail

Trail Data - Trail T-6:

General Information	
Number / Type:	T-6 (Rural / Unpaved Trail)
Name:	Northeast Loop Trail
Start / End:	Start: North Mountain Park Trailhead End: North Mountain Park Trailhead
Length:	13.3 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Val Vista Rd. (E)	At-Grade - At Intersection
Val Vista Rd. (W)	At-Grade - At Intersection / Interchange
Trail Connections	
Trail No. / Name	T-5: CAC Trail T-7: North Mountain Park Access Trail T-8: Borrow Pit Trail T-9: Trust Land Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-9: Arena Trailhead TH-10: North Mountain Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Portions of this trail are on State Trust Land. Coordination with State Land Department will be necessary to establish easement for trail and to ensure trail is incorporated into land use plans developed by the Department. 	

Trail No. T-7: North Mountain Park Access Trail

Trail Data - Trail T-7:

General Information	
Number / Type:	T-7 (Rural / Unpaved Trail)
Name:	North Mountain Park Access Trail
Start / End:	Start: McCartney Trail End: Northeast Loop Trail
Length:	4.3 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Val Vista Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	T-6: Northeast Loop Trail T-8: Borrow Pit Trail T-9: Trust Land Trail T-10: Trust Land Trail - South Spur T-11: McCartney Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-9: Arena Trailhead TH-10: North Mountain Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Portions of this trail are on State Trust Land. Coordination with State Land Department will be necessary to establish easement for trail and to ensure trail is incorporated into land use plans developed by the Department. 	

Trail No. T-8: Borrow Pit Trail

Trail Data - Trail T-8:

General Information	
Number / Type:	T-8 (Rural / Unpaved Trail)
Name:	Borrow Pit Trail
Start / End:	Start: Northeast Loop Trail (West) End: Northeast Loop Trail (East)
Length:	2.3 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-6: Northeast Loop Trail T-7: North Mountain Park Access Trail T-10: Trust Land Trail - South Spur
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-9: Arena Trailhead TH-10: North Mountain Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of major streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Portions of this trail are on State Trust Land. Coordination with State Land Department will be necessary to establish easement for trail and to ensure trail is incorporated into land use plans developed by the Department. 	

Trail No. T-9: Trust Land Trail

Trail Data - Trail T-9:

General Information	
Number / Type:	T-9 (Rural / Unpaved Trail)
Name:	Trust Land Trail
Start / End:	Start: Northeast Loop Trail End: North Mountain Park Access Trail
Length:	2.4 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-6: Northeast Loop Trail T-7: North Mountain Park Access Trail T-10: Trust Land Trail - South Spur
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-10: North Mountain Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of major streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Portions of this trail are on State Trust Land. Coordination with State Land Department will be necessary to establish easement for trail and to ensure trail is incorporated into land use plans developed by the Department. 	

Trail No. T-10: Trust Land Trail - South Spur

Trail Data - Trail T-10:

General Information	
Number / Type:	T-10 (Rural / Unpaved Trail)
Name:	Trust Land Trail - South Spur
Start / End:	Start: Trust Land Trail End: Borrow Pit Trail
Length:	1.0 Mile
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-K / 2-AA
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-8: Borrow Pit Trail T-9: Trust Land Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-10: North Mountain Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 2. Portions of this trail are on State Trust Land. Coordination with State Land Department will be necessary to establish easement for trail and to ensure trail is incorporated into land use plans developed by the Department. 	

Trail No. T-11: McCartney Trail

Trail Data - Trail T-11:

General Information	
Number / Type:	T-11 (Community Trail)
Name:	McCartney Trail
Start / End:	Start: Pipeline Trail End: Hacienda - Overfield Trail
Length:	3.4 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-EE
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Cox Rd.	At-Grade - At Intersection
Interstate 10	Grade Separated - On Bridge Above Roadway
Trail Connections	
Trail No. / Name	T-3: Hacienda Overfield Trail T-7: North Mountain Park Access Trail T-12: Pipeline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-8: CAC Trailhead TH-9: Arena Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 3. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 4. Extension of trail (paths) over Interstate 10 on McCartney Road bridge to be coordinated with ADOT. 	

Trail No. T-12: Pipeline Trail

Trail Data - Trail T-12:

General Information	
Number / Type:	T-12 (Community Trail)
Name:	Pipeline Trail
Start / End:	Start: North Boundary Trail End: Casa Grande Linear Park - North Branch Segment
Length:	6.0 Miles
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-I / 2-U
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Pinal Rd	At-Grade - At Intersection
Trekell Rd.	At-Grade - At Intersection
Val Vista Rd.	At-Grade - At Intersection
McCartney Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment T-11: McCartney Trail T-13: Airport Trail T-14: North Boundary Trail T-19: Gasline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Design of trail to be coordinated with El Paso Natural Gas Company. 2. At-grade crossings of major streets to be addressed in conjunction with the planning and design of roadway improvements. 3. In locations where trail cross streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-13: Airport Trail

Trail Data - Trail T-13:

General Information	
Number / Type:	T-13 (Community Trail)
Name:	Airport Trail
Start / End:	Start: C. G. Linear Park - North Branch Segment End: Pipeline Trail
Length:	4.9 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-V
Proposed Condition at Major Arterial Street Crossings (per SATS)	
McCartney Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park North Branch Segment T-12: Pipeline Trail T-16: Val Vista Trail T-19: Gasline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail to follow existing drainage channel west of the Casa Grande Airport. Alignment of the central portion of the trail to be coordinated with the airport runway extension project. 2. Trail to provide access to proposed Section 1 Natural Resource and Trail Park. 	

Trail No. T-14: North Boundary Trail

Trail Data - Trail T-14:

General Information	
Number / Type:	T-14 (Community Trail)
Name:	North Boundary Trail
Start / End:	Start: Montgomery Trail End: Pipeline Trail
Length:	7.2 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S
Proposed Condition at Major Crossings	
SR-387	At-Grade - At-Intersection
Trail Connections	
Trail No. / Name	T-12: Pipeline Trail T-15: Desert Color Trail T-17: Bianco Trail T-18: Sacaton Foothills Trail T-22: Montgomery Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-11: Sacaton Mountain Trailhead TH-12: Northwest Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Portions of this trail extend through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD. 2. Easements and/or rights-of-way may be needed for portions of this trail. Modifications to the proposed alignment may be necessary as required to provide an uninterrupted trail corridor. 	

Trail No. T-15: Desert Color Trail

Trail Data - Trail T-15:

General Information	
Number / Type:	T-15 (Community Trail)
Name:	Desert Color Trail
Start / End:	Start: Montgomery Trail End: Pipeline Trail
Length:	7.1 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-12: Pipeline Trail T-14: North Boundary Trail T-17: Bianco Trail T-18: Sacaton Foothills Trail T-22: Montgomery Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-11: Sacaton Mountain Trailhead TH-12: Northwest Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Portions of this trail extend through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD. 2. Easements and/or rights-of-way may be needed for portions of this trail. Modifications to the proposed alignment may be required to provide an uninterrupted trail corridor. 	

Trail No. T-16: Val Vista Trail

Trail Data - Trail T-16:

General Information	
Number / Type:	T-16 (Community Trail)
Name:	Val Vista Trail
Start / End:	Start: Montgomery Trail End: Airport Trail
Length:	6.4 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Bianco Rd.	At-Grade - At Intersection
Burriss Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	T-18: Sacaton Foothills Trail T-13: Airport Trail T-21: Asarco Mine Trail T-22: Montgomery Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-11: Sacaton Mountain Trailhead TH-12: Northwest Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to follow the south side of the realigned Val Vista Road. Detailed trail planning to be coordinated with the planning and design of the Val Vista roadway improvement project. Portions of this trail may extend through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 	

Trail No. T-17: Bianco Trail

Trail Data - Trail T-17:

General Information	
Number / Type:	T-17 (Community Trail)
Name:	Bianco Trail
Start / End:	Start: North Boundary Trail End: Desert Color Trail
Length:	1.4 Miles
Quadrant Map(s):	Northwest - Figure 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	T-14: North Boundary Trail T-15: Desert Color Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-9: Sacaton Mountain Trailhead TH-10: Northwest Trailhead
Notes:	
<p>1. This trail extends through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD.</p>	

Trail No. T-18: Sacaton Foothills Trail

Trail Data - Trail T-18:

General Information	
Number / Type:	T-18 (Community Trail)
Name:	Sacaton Foothills Trail
Start / End:	Start: North Boundary Trail End: Val Vista Trail
Length:	2.8 Miles
Quadrant Map(s):	Northwest - Figure 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Val Vista	Grade-Separated at Interchange
Trail Connections	
Trail No. / Name	T-14: North Boundary Trail T-15: Desert Color Trail T-16: Val Vista Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-11: Sacaton Mountain Trailhead TH-12: Northwest Trailhead
Notes:	
<p>1. This trail extends through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD.</p>	

Trail No. T-19: Gasline Trail

Trail Data - Trail T-19:

General Information	
Number / Type:	T-19 (Community Trail)
Name:	Gasline Trail
Start / End:	Start: Asarco Mine Trail End: Pipeline Trail
Length:	6.8 Miles
Quadrant Map(s):	Northwest and Northeast - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-U
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Burriss Rd.	At-Grade - At Intersection
Pinal Rd.	At-Grade - At Intersection
Peart Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	T-12: Pipeline Trail T-13: Airport Trail T-20: Rodeo Park Trail T-21: Asarco Mine Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-13: Copper Mine Trailhead TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Design of trail to be coordinated with El Paso Natural Gas Company. 2. At-grade crossings of major streets to be addressed in conjunction with the planning and design of roadway improvements. 3. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-20: Rodeo Park Trail

Trail Data - Trail T-20:

General Information	
Number / Type:	T-20 (Community Trail)
Name:	Rodeo Park Trail
Start / End:	Start: C. G. Linear Park - North Branch Segment End: Gasline Trail
Length:	1.1 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Crossings	
None	
Trail Connections	
Trail No. / Name	LP-1: C.G. Linear Park - North Branch Segment T-19: Gasline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. At-grade crossings of major streets to be addressed in conjunction with the planning and design of roadway improvements. 2. In locations where trail cross streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-21: Asarco Mine Trail

Trail Data - Trail T-21:

General Information	
Number / Type:	T-21 (Community Trail)
Name:	Asarco Mine Trail
Start / End:	Start: Val Vista Trail End: Gasline Trail
Length:	2.7 Miles
Quadrant Map(s):	Northwest - Figures 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
McCartney Rd.	At-Grade - With Traffic Control Signs and/or Signal
Bianco Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	T-16: Val Vista Trail T-19: Gasline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-13: Copper Mine Trailhead
Notes:	
<p>1. This trail extends through the proposed Desert Color Planned Area Development. Alignment of trail to be coordinated with land use and circulation plans for subject PAD.</p>	

Trail No. T-22: Montgomery Trail

Trail Data - Trail T-22:

General Information	
Number / Type:	T-22 (Community Trail)
Name:	Montgomery Trail
Start / End:	Start: North Boundary Trail End: Powerline Trail
Length:	11.4 Miles
Quadrant Map(s):	Northwest and Southwest - Figures 2-D and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Val Vista Rd.	Grade Separated - at Interchange
Union Pacific R.R.	Grade Separated - at Interchange
McCartney Rd.	Grade Separated - at Interchange
Kortsen Rd.	Grade Separated - at Interchange
State Hwy. 287	Grade Separated - at Interchange
Selma Hwy.	Grade Separated - at Interchange
Trail Connections	
Trail No. / Name	T-14: North Boundary Trail T-15: Desert Color Trail T-16: Val Vista Trail T-23: Cowtown Trail T-24: Legends Trail T-25: Santa Cruz Trail T-26: Powerline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-12: Northwest Trailhead TH-13: Francisco Grande Trailhead TH-17: Montgomery Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to follow the eastern edge of the Montgomery Corridor. The design of trail to be coordinated with the design of the roadway. To the greatest extent possible, the trail should cross all east-west arterial streets in a grade-separated configuration. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 	

Trail No. T-23: Cowtown Trail

Trail Data - Trail T-23:

General Information	
Number / Type:	T-23 (Community Trail)
Name:	Cowtown Trail
Start / End:	Start: Trading Post Road End: Casa Grande Linear Park - Casa Grande Canal Segment
Length:	8.7 Miles
Quadrant Map(s):	Northwest - Figure 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-X / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
McCartney Rd.	Grade Separated
Bianco Rd.	Grade Separated
Trail Connections	
Trail No. / Name	LP-1: Casa Grande Linear Park - North Branch Trail T-22: Montgomery Trail T-24: Legends Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-18: Confluence Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to follow the western edge of the Union Pacific Railroad with appropriate buffers and fences. 2. Crossings of arterial streets to be coordinated with the design of proposed flyover bridges spanning the railroad and with the design of roadway improvements. 	

Trail No. T-24: Legends Trail

Trail Data - Trail T-24:

General Information	
Number / Type:	T-24 (Community Trail)
Name:	Legends Trail
Start / End:	Start: Cowtown Trail End: Casa Grande Linear Park - North Branch Segment
Length:	7.9 Miles
Quadrant Map(s):	Northwest - Figure 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Montgomery Rd.	Grade Separated - On Bridge Above Roadway
Bianco Rd.	Grade Separated - On Bridge Above Roadway
Trail Connections	
Trail No. / Name	LP-3: C. G. Linear Park - Casa Grande Canal Segment T-22: Montgomery Trail T-23: Cowtown Trail T-25: Santa Cruz Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-18: Confluence Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to follow the alignment of the North Branch of the Santa Cruz River. Portions of this trail will extend through the proposed Legends Planned Area Development. Alignment of trail to be coordinated with the land use and circulation plans for the subject PAD. 	

Trail No. T-25: Santa Cruz Trail

Trail Data - Trail T-25:

General Information	
Number / Type:	T-25 (Community Trail)
Name:	Santa Cruz Trail
Start / End:	Start: Legends Trail End: Powerline Trail
Length:	9.0 Miles
Quadrant Map(s):	Northwest and Southwest - Figures 2-D and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-V / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Kortsen Rd.	At-Grade - With Traffic Control Signs and/or Signal
Montgomery Rd.	Grade Separated - On Bridge Above Roadway
State Hwy. 287	At-Grade - At Intersection
Bianco Rd.	At-Grade - At Intersection
Selma Rd.	At-Grade - With Traffic Control Signs and/or Signal
Trail Connections	
Trail No. / Name	T-22: Montgomery Trail T-24: Legends Trail T-26: Powerline Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-15: Francisco Grande Trailhead TH-18: Confluence Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to follow the alignment of the Santa Cruz Wash. 2. Portions of the trail will extend through the proposed Legends Planned Area Development. Alignment of trail to be coordinated with the land use and circulation plans for the subject PAD. 	

Trail No. T-26: Powerline Trail

Trail Data - Trail T-26:

General Information	
Number / Type:	T-26 (Community Trail)
Name:	Powerline Trail
Start / End:	Start: Montgomery Trail End: Casa Grande Linear Park - Casa Grande Canal Segment
Length:	5.7 Miles
Quadrant Map(s):	Southwest and Southeast - Figures 2-C and 2-D
Conceptual Plans:	Figures 2-I / 2-S / 2-U / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Bianco Rd.	At-Grade - At Intersection
Thornton Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-3: C. G. Linear Park - Casa Grande Canal Segment T-22: Montgomery Trail T-25: Santa Cruz Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-17: Montgomery Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail will parallel the proposed electrical transmission line. Trail development to be coordinated with SRP. 2. Opportunities for trail to divert from street alignment and extend through adjacent residential subdivisions should be pursued. 3. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 4. In locations where trail crosses streets other than at intersections, the use of a user-activated signal should be considered. 	

Trail No. T-27: Railroad Trail

Trail Data - Trail T-27:

General Information	
Number / Type:	T-27 (Community Trail)
Name:	Railroad Trail
Start / End:	Start: Casa Grande Linear Park - Casa Grande Canal Segment (NW) End: Casa Grande Linear Park - Casa Grande Canal Segment (SE)
Length:	6.6 Miles
Quadrant Map(s):	Northwest and Southeast - Figures 2-C and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-X / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
State Hwy. 287	At-Grade - At Intersection
Trekell Rd.	At-Grade - With Traffic Control Signs and/or Signal
Peart Rd.	At-Grade - At Intersection
Selma Hwy.	At-Grade - With Traffic Control Signs and/or Signal
Trail Connections	
Trail No. / Name	LP-3: Casa Grande Linear Park - Casa Grande Canal Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-3: Casa Grande Mountain Park - North Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to follow the western edge of the Union Pacific Railroad with appropriate buffers and fences. 2. Crossings of arterial streets to be coordinated with the design of proposed flyover bridges spanning the railroad and with the design of roadway improvements. 	

Trail No. T-28: Casa Grande Mountain Access Trail

Trail Data - Trail T-28:

General Information	
Number / Type:	T-28 (Community Trail)
Name:	Casa Grande Mountain Access Trail
Start / End:	Start: C. G. Linear Park - Casa Grande Canal Segment End: Casa Grande Mountain - South Trailhead
Length:	6.3 Miles
Quadrant Map(s):	Southeast - Figure 2-C
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Interstate 8	Grade-Separated - Through Culverts below Highway
Trail Connections	
Trail No. / Name	LP-3: C. G. Linear Park - Casa Grande Canal Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-3: Casa Grande Mountain Park Trailhead (North) TH-5: Casa Grande Mountain Park Trailhead (South) TH-6: Casa Grande Mountain Park Trailhead (West)
Notes:	
<p>1. Trail is intended to pass under Interstate 8 at the existing culvert(s) along the Peart Road alignment. Coordination with ADOT will be required as ADOT develops plans for improvements to Interstate 8 and new / modified traffic interchanges.</p>	

Trail No. T-29: Earley Trail

Trail Data - Trail T-29:

General Information	
Number / Type:	T-29 (Community Trail)
Name:	Earley Trail
Start / End:	Start: C.G. Linear Park / I-10 Segment End: Downtown Enhanced Bicycle / Pedestrian Cor.
Length:	3.7 Miles
Quadrant Map(s):	Southeast - Figure 2-C
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-W / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Hennes Rd.	At-Grade - At Intersection
Peart Rd.	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-2: C. G. Linear Park - I-10 Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to follow the existing San Carlos Irrigation District Canal (Irrigation Pipeline) and the associated linear park from the downtown area to Earley Road. The trail will then extend east along Earley Road to the I-10 segment of the Casa Gande Linear Park. 2. At-grade crossing of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. T-30: San Carlos Trail

Trail Data - Trail T-30:

General Information	
Number / Type:	T-30 (Community Trail)
Name:	San Carlos Trail
Start / End:	Start: Downtown Enhanced Bicycle / Pedestrian Cor. End: Dave White Park
Length:	3.2 Miles
Quadrant Map(s):	Northeast and Northwest - Figures 2-B and 2-E
Conceptual Plans:	Figures 2-I / 2-S / 2-T / 2-W / 2-Y
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Kortsen Rd.	At-Grade / At Intersection
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to follow the existing San Carlos Irrigation District Canal (Irrigation Pipeline) and the associated linear park from the downtown area to Cottonwood Lane. The trail will then extend north and west along an existing canal to Thornton Road and follow Thornton Road north to Dave White Park. At-grade crossing of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. ST-1: Cottonwood Spur Trail

Trail Data - Trail ST-1:

General Information	
Number / Type:	ST-1 (Spur Trail)
Name:	Cottonwood Spur Trail
Start / End:	Start: Casa Grande Linear Park - I-10 Segment End: Henness Rd. (+)
Length:	1.0 Mile (or longer if feasible)
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	LP-2: Casa Grande Linear Park - I-10 Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to extend west from the Casa Grande Linear Park along the alignment of Cottonwood Lane. Trail will extend as far west as feasible and then connect to the community sidewalk and bike lane systems. 2. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 3. Provisions to be made to connect spur trail to bike lanes / walkways on Cottonwood Lane flyover bridge above Interstate 10. 	

Trail No. ST-2: Henness Spur Trail

Trail Data - Trail ST-2:

General Information	
Number / Type:	ST-2 (Spur Trail)
Name:	Henness Spur Trail
Start / End:	Start: Casa Grande Linear Park - North Branch Segment End: Henness Rd. (+)
Length:	0.6 Mile (or longer if feasible)
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	LP-1: Casa Grande Linear Park - North Branch Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-7: Cottonwood Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to extend south from the Casa Grande Linear Park along the alignment of Henness Road. Trail will extend as far south as feasible and then connect to the community sidewalk and bike lane systems. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. ST-3: Muirlands Spur Trail

Trail Data - Trail ST-3:

General Information	
Number / Type:	ST-3 (Spur Trail)
Name:	Muirlands Spur Trail
Start / End:	Start: Casa Grande Linear Park - North Branch Segment End: Neighborhood School(s)
Length:	1.0 Mile (or longer if feasible)
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Kortsen Rd.	At-Grade - With Traffic Control Signs and/or Signal
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to extend south from the Casa Grande Linear Park through or adjacent to the Muirlands subdivision. Trail will extend as far south as feasible and then connect to the community sidewalk and bike lane systems. 2. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. ST-4: Elaine Farms Spur Trail

Trail Data - Trail ST-4:

General Information	
Number / Type:	ST-4 (Spur Trail)
Name:	Elaine Farms Spur Trail
Start / End:	Start: C. G. Linear Park - North Branch Segment End: Kortsen Road (+)
Length:	1.0 Mile (or longer if feasible)
Quadrant Map(s):	Northeast - Figure 2-B
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Kortsen Rd.	At-Grade - With Traffic Control Signs and/or Signal
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to extend south from the Casa Grande Linear Park through or adjacent to the Elaine Farms subdivision. Trail will extend as far south as feasible and then connect to the community sidewalk and bike lane systems. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. ST-5: Dave White Park Spur Trail

Trail Data - Trail ST-5:

General Information	
Number / Type:	ST-5 (Spur Trail)
Name:	Dave White Park Spur Trail
Start / End:	Start: C. G. Linear Park - North Branch Segment End: Dave White Park
Length:	0.5 Mile
Quadrant Map(s):	Northwest - Figure 2-E
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-14: Rodeo Park Trailhead
Notes:	
1. Trail is intended to extend west from the Casa Grande Linear Park along an existing underground utility corridor to Dave White Regional Park.	

Trail No. ST-6: Peters Spur Trail

Trail Data - Trail ST-6:

General Information	
Number / Type:	ST-6 (Spur Trail)
Name:	Peters Spur Trail
Start / End:	Start: C. G. Linear Park - Casa Grande Canal Segment End: Thornton Road (+)
Length:	1.0 Mile (or longer if feasible)
Quadrant Map(s):	Southwest - Figure 2-D
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	LP-3: Casa Grande Linear Park - Casa Grande Canal Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-16: Western Manor Park Trailhead
Notes:	
<ol style="list-style-type: none"> Trail is intended to extend east from the Casa Grande Linear Park along the alignment of Peters Road. Trail will extend as far east as feasible and then connect to the community sidewalk and bike lane systems. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

Trail No. ST-7: Florence / Pinal Spur Trail

Trail Data - Trail ST-7:

General Information	
Number / Type:	ST-7 (Spur Trail)
Name:	Florence / Pinal Spur Trail
Start / End:	Start: C. G. Linear Park - Casa Grande Canal Segment End: Selma Hwy. (+)
Length:	1.0 Mile (or longer if feasible)
Quadrant Map(s):	Southeast - Figure 2-C
Conceptual Plans:	Figures 2-J / 2-Z
Proposed Condition at Major Arterial Street Crossings (per SATS)	
None	
Trail Connections	
Trail No. / Name	LP-3: C. G. Linear Park - Casa Grande Canal Segment
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-3: Casa Grande Mountain Park - North Trailhead
Notes:	
<ol style="list-style-type: none"> 1. Trail is intended to extend north from the Casa Grande Linear Park along the alignment of SR 387. Trail will extend as far north as feasible and then connect to the community sidewalk and bike lane systems. 2. At-grade crossings of arterial streets to be addressed in conjunction with the planning and design of roadway improvements. 	

EC-1: Trekell Road Enhanced Bicycle / Pedestrian Corridor

Trail Data - Enhanced Bicycle / Pedestrian Corridor No. 1:

General Information	
Number / Type:	EC-1 (Enhanced Bicycle / Pedestrian Corridor)
Name:	Trekell Road Enhanced Bicycle / Pedestrian Corridor
Start / End:	Start: C.G. Linear Park - Casa Grande Canal Segment End: Airport Trail
Length:	9.1 Miles
Quadrant Map(s):	Northeast and Southeast - Figures 2-B and 2-C
Conceptual Plans:	Figures 2-M
Proposed Condition at Major Arterial Street Crossings (per SATS)	
All Arterials	At-Grade - At Intersection
Trail Connections	
Trail No. / Name	LP-1: C. G. Linear Park - North Branch Segment LP-3: C. G. Linear Park - Casa Grande Canal Segment T-12: Pipeline Trail T-13: Airport Trail T-19: Gasline Trail T-27: Railroad Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	TH-3: Casa Grande Mountain Park - North Trailhead
Notes:	
<ol style="list-style-type: none"> Enhanced Bicycle and Pedestrian Corridor is intended to follow both sides of Trekell Road from the Casa Grande Linear Park - Casa Grande Canal segment to Val Vista Road. Right-of-way widths in the existing downtown area may not allow for the development of all enhanced corridor features. In these locations, emphasis should be given to the provision of continuous sidewalks and bike lanes. 	

EC-2: Downtown Enhanced Bicycle / Pedestrian Corridor

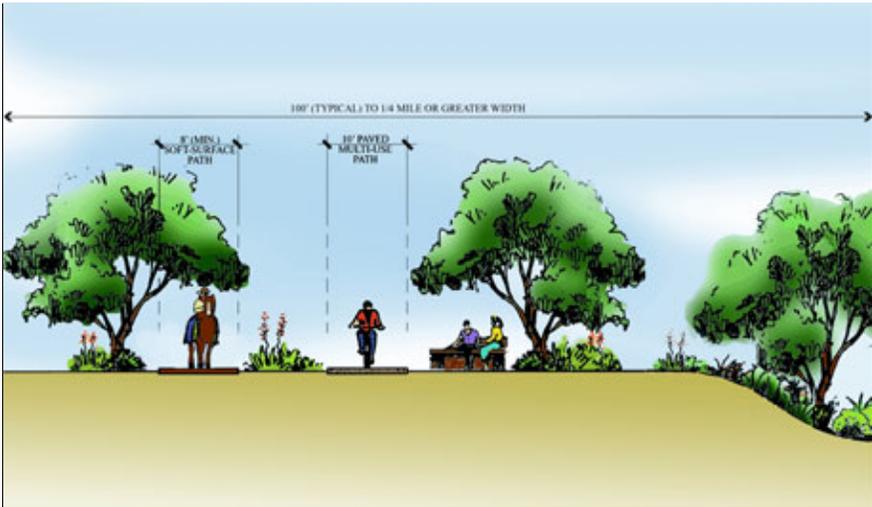
Trail Data - Enhanced Bicycle / Pedestrian Corridor No. 2:

General Information	
Number / Type:	EC-2 (Enhanced Bicycle / Pedestrian Corridor)
Name:	Downtown Enhanced Bicycle / Pedestrian Corridor
Start / End:	Corridor will be a loop through downtown with connections to the San Carlos Trail, the Earley Trail, and the Railroad Trail
Length:	2.5 Miles
Quadrant Map(s):	Northeast and Southeast - Figures 2-B and 2-C
Conceptual Plans:	Figures 2-F / 2N
Proposed Condition at Major Arterial Street Crossings (per SATS)	
Florence Blvd.	At Grade / At Signalized Intersections
Trail Connections	
Trail No. / Name	T-29: Earley Trail T-30: San Carlos Trail
Trailheads Serving this Trail:	
Trailhead No. / Name	None. Access will be provided at various City parks and municipal facilities along the corridor.
Notes:	
<ol style="list-style-type: none"> 1. The Downtown Enhanced Bicycle and Pedestrian Corridor is intended to be a loop that extends through downtown crossing Florence Boulevard at the signalized intersections of Florence Blvd. and Olive Avenue and Florence Blvd. and Cameron Avenue. 2. Right-of-way widths and on-street parking in the downtown area may not allow for the development of all enhanced corridor features. In these locations, emphasis should be given to the provision of continuous sidewalks, accessible curb ramps and, where possible, bike lanes. 	

**Community
Trail
Illustrations**

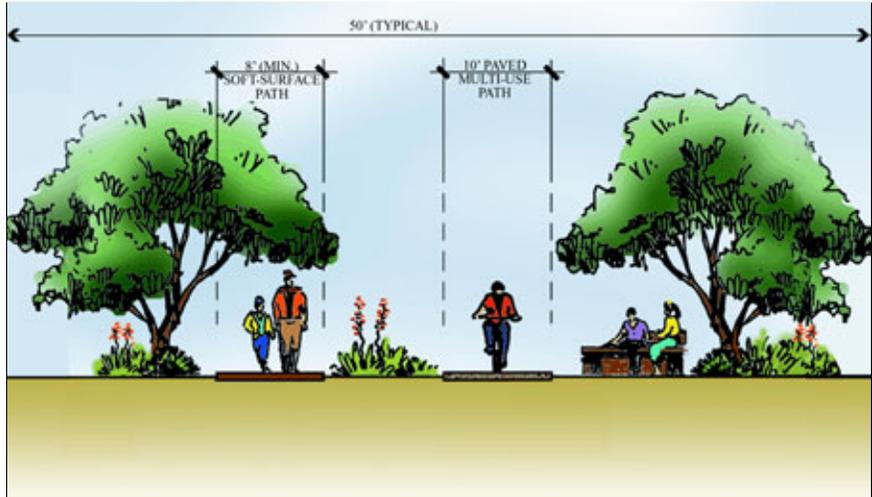
2. Community Trail System

**Figure 2-H:
Typical Cross-Section -
Linear Park**



**TYPICAL CROSS-SECTION
LINEAR PARK**

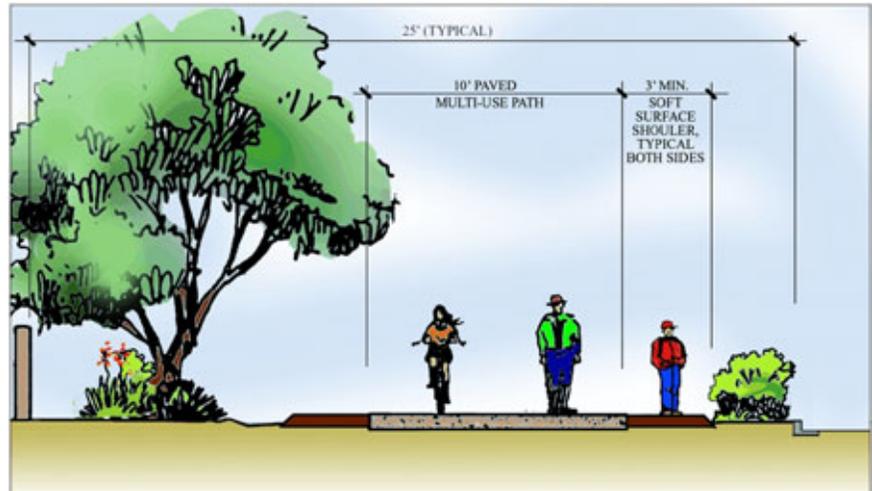
**Figure 2-I:
Typical Cross-Section -
Community
Trail**



**TYPICAL CROSS-SECTION
COMMUNITY TRAIL**

2. Community Trail System

Figure 2-J:
Typical Cross-Section -
Spur Trail



TYPICAL CROSS-SECTION
SPUR TRAIL

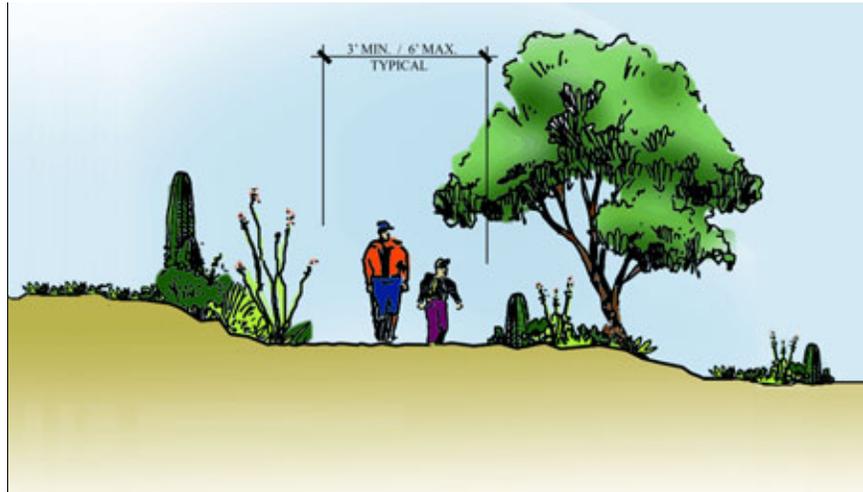
Figure 2-K:
Typical Cross-Section -
Rural / Unpaved
Community Trail



TYPICAL CROSS-SECTION
RURAL / UNPAVED COMMUNITY TRAIL

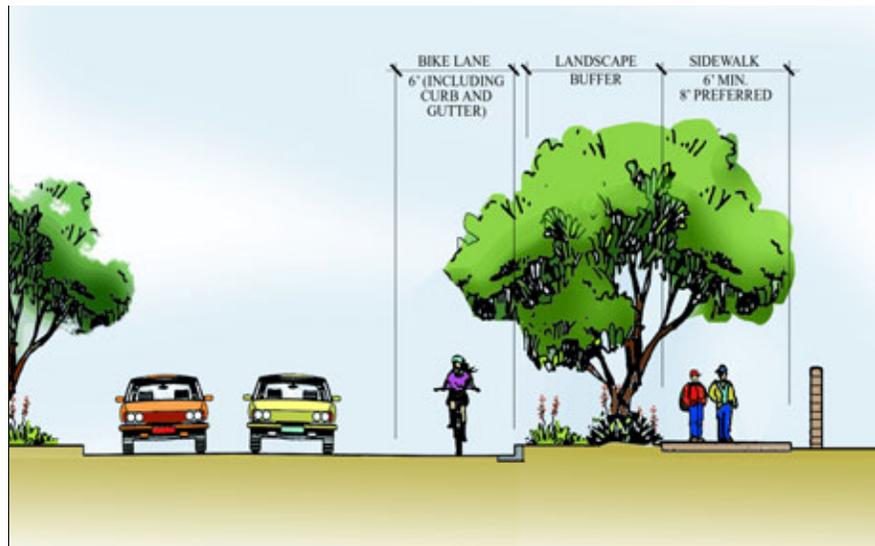
2. Community Trail System

**Figure 2-L:
Typical Cross-Section -
Primitive Trail**



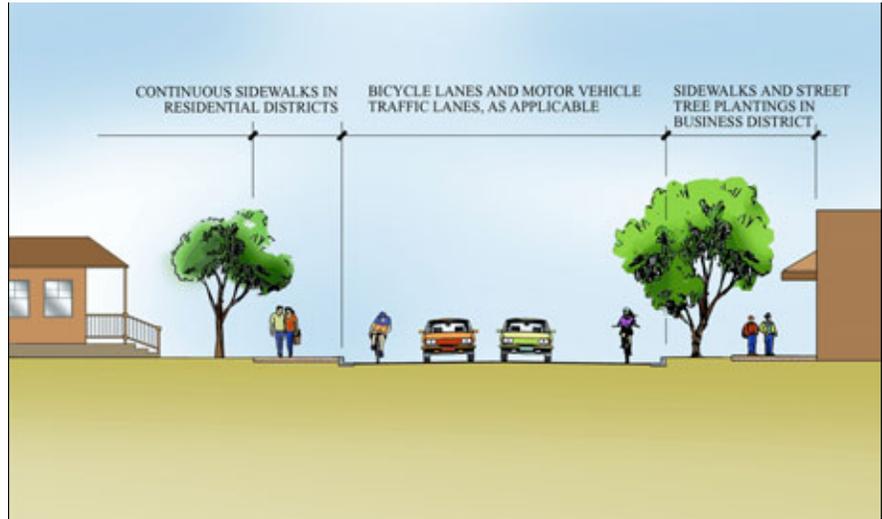
**TYPICAL CROSS-SECTION
PRIMITIVE TRAIL**

**Figure 2-M:
Typical Cross-Section -
Enhanced Bicycle /
Pedestrian Corridor**



**TYPICAL CROSS-SECTION
ENHANCED BICYCLE / PEDESTRIAN CORRIDOR
(TREKELL ROAD SEGMENT)**

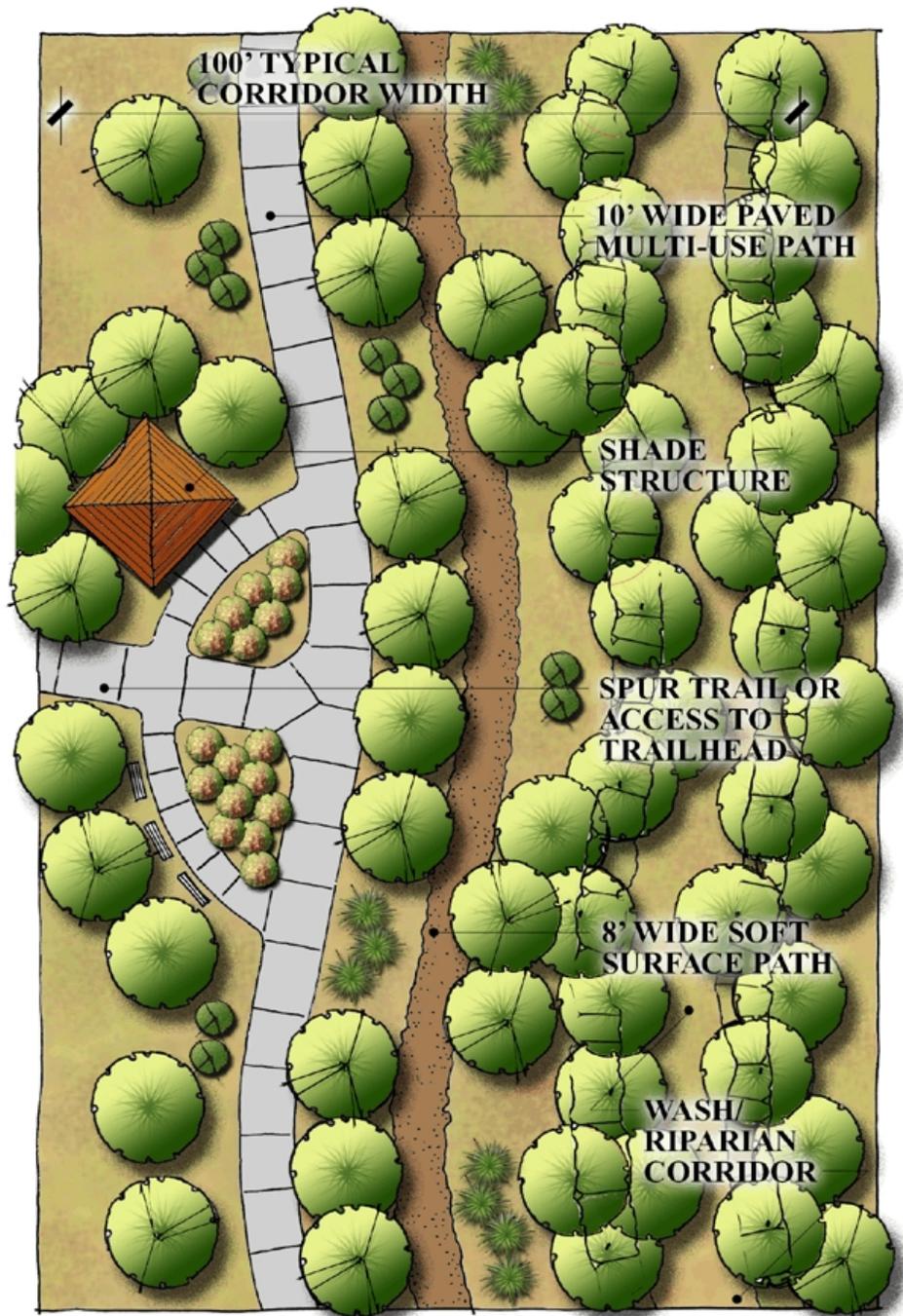
**Figure 2-N:
Typical Cross-Section
Enhanced Bicycle/
Pedestrian Corridor
(Downtown Segment)**



**TYPICAL CROSS-SECTION
ENHANCED BICYCLE / PEDESTRIAN CORRIDOR
DOWNTOWN SEGMENT**

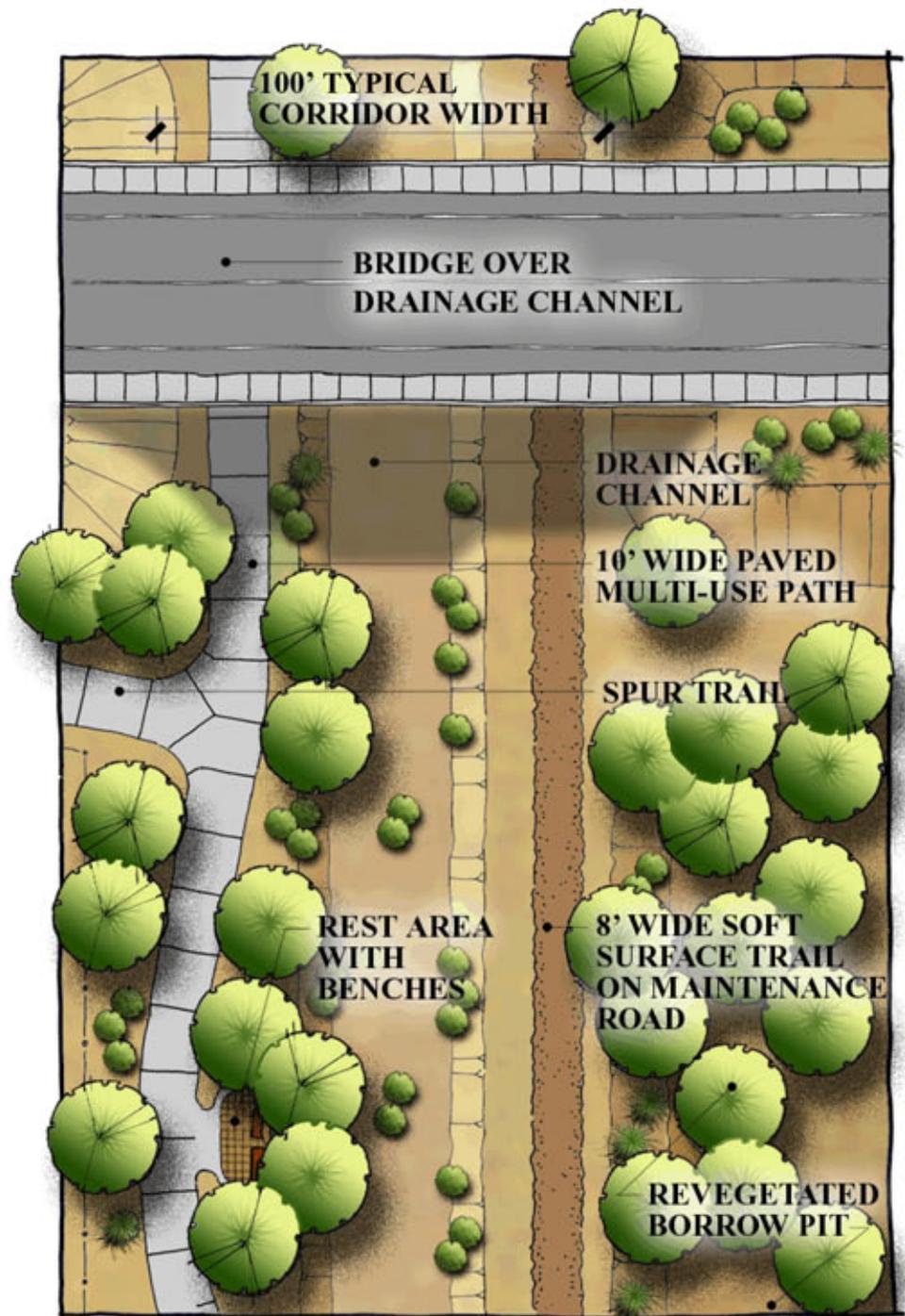
2. Community Trail System

Figure 2-O:
Linear Park
Along Wash



LINEAR PARK ALONG WASH

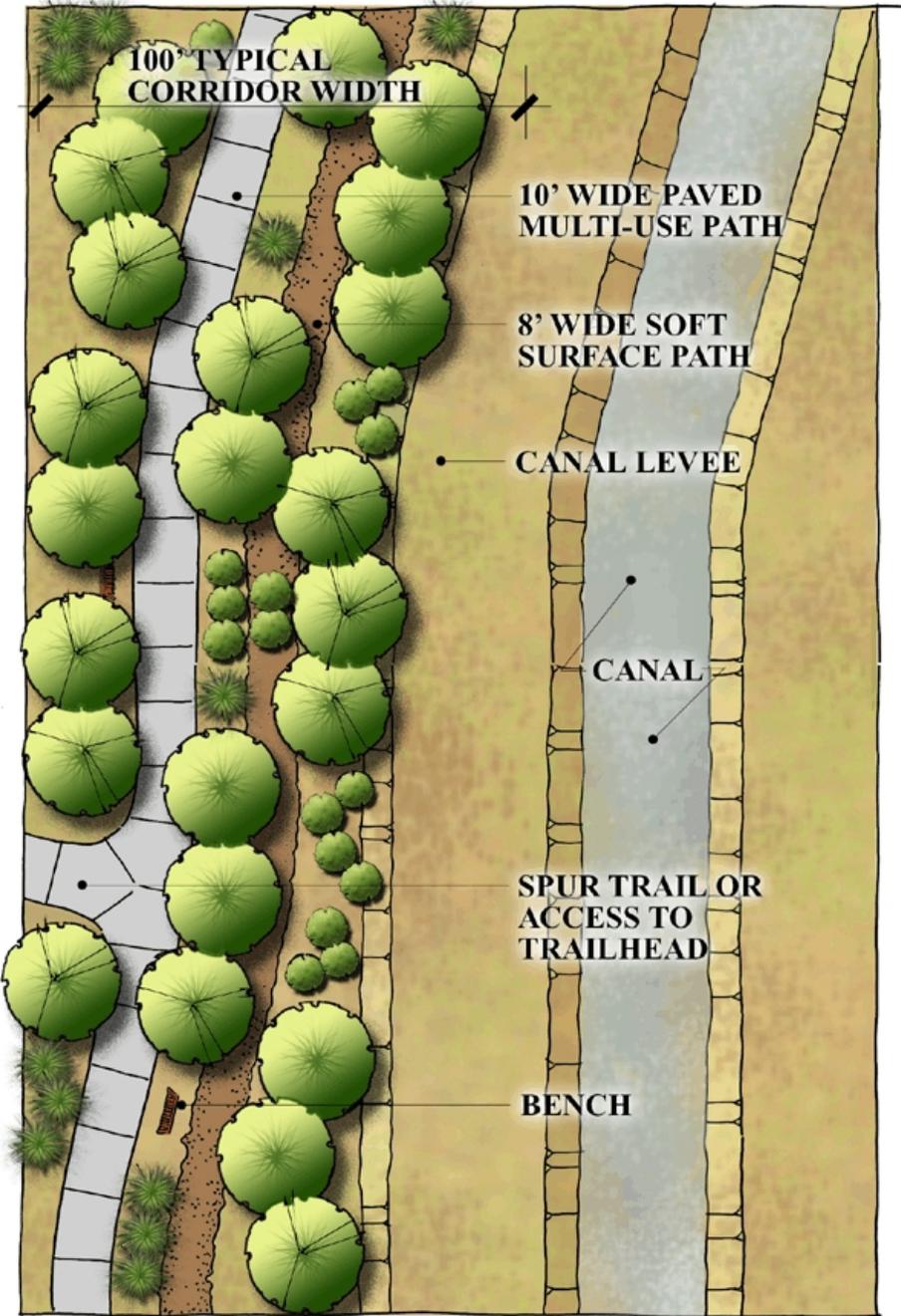
Figure 2-P:
Linear Park Along
Interstate



LINEAR PARK ALONG DRAINAGE CHANNEL-
WEST OF INTERSTATE 10

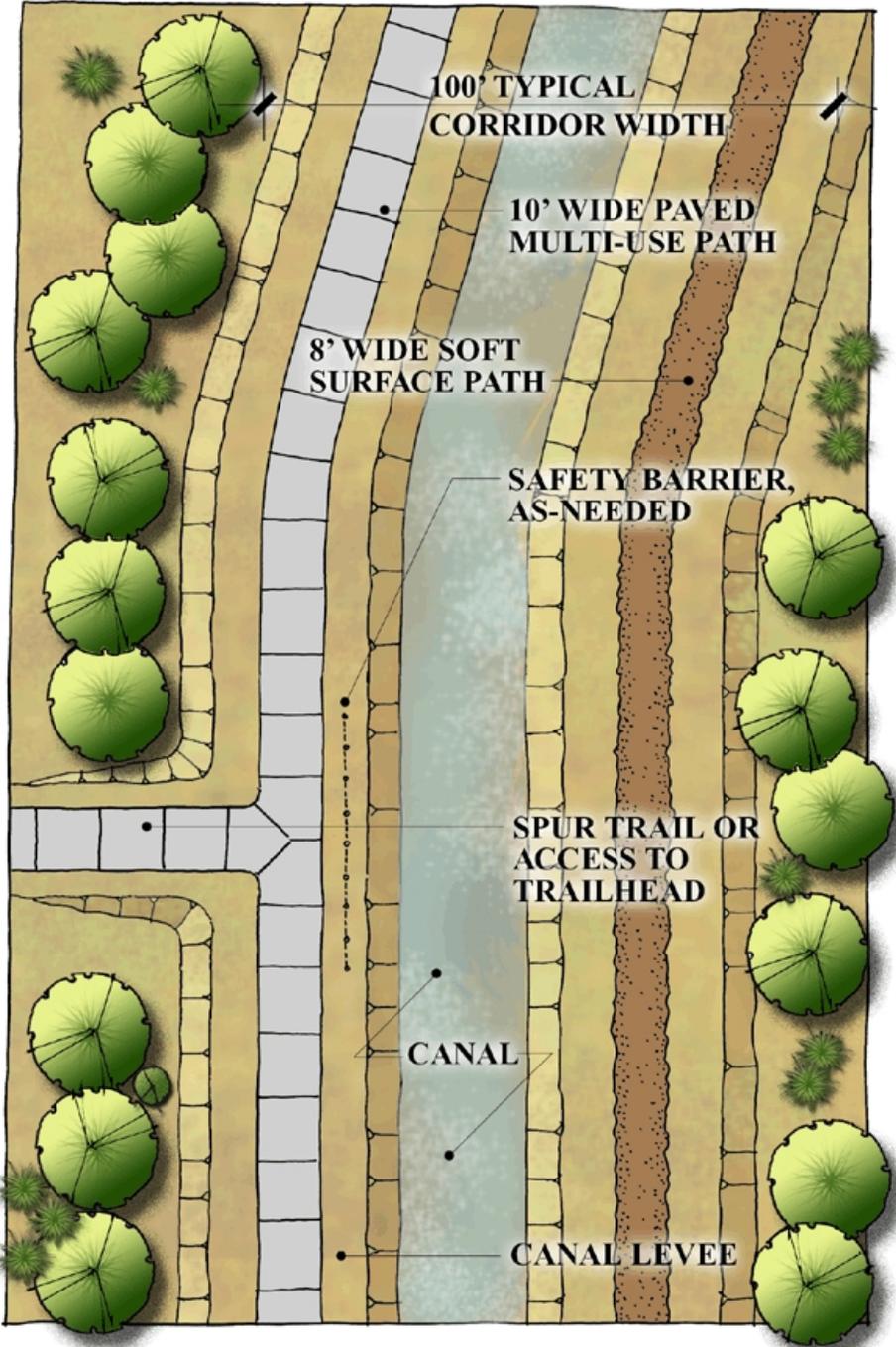
2. Community Trail System

Figure 2-Q:
Linear Park Along
Canal - Paths Adjacent
to Canal



**LINEAR PARK ALONG CANAL -
PATHS ADJACENT TO CANAL LEVEE**

Figure 2-R:
Linear Park Along
Canal - Paths on
Canal Levee



LINEAR PARK ALONG CANAL - PATHS ON CANAL LEVEE

2. Community Trail System

Figure 2-S:
Community Trail

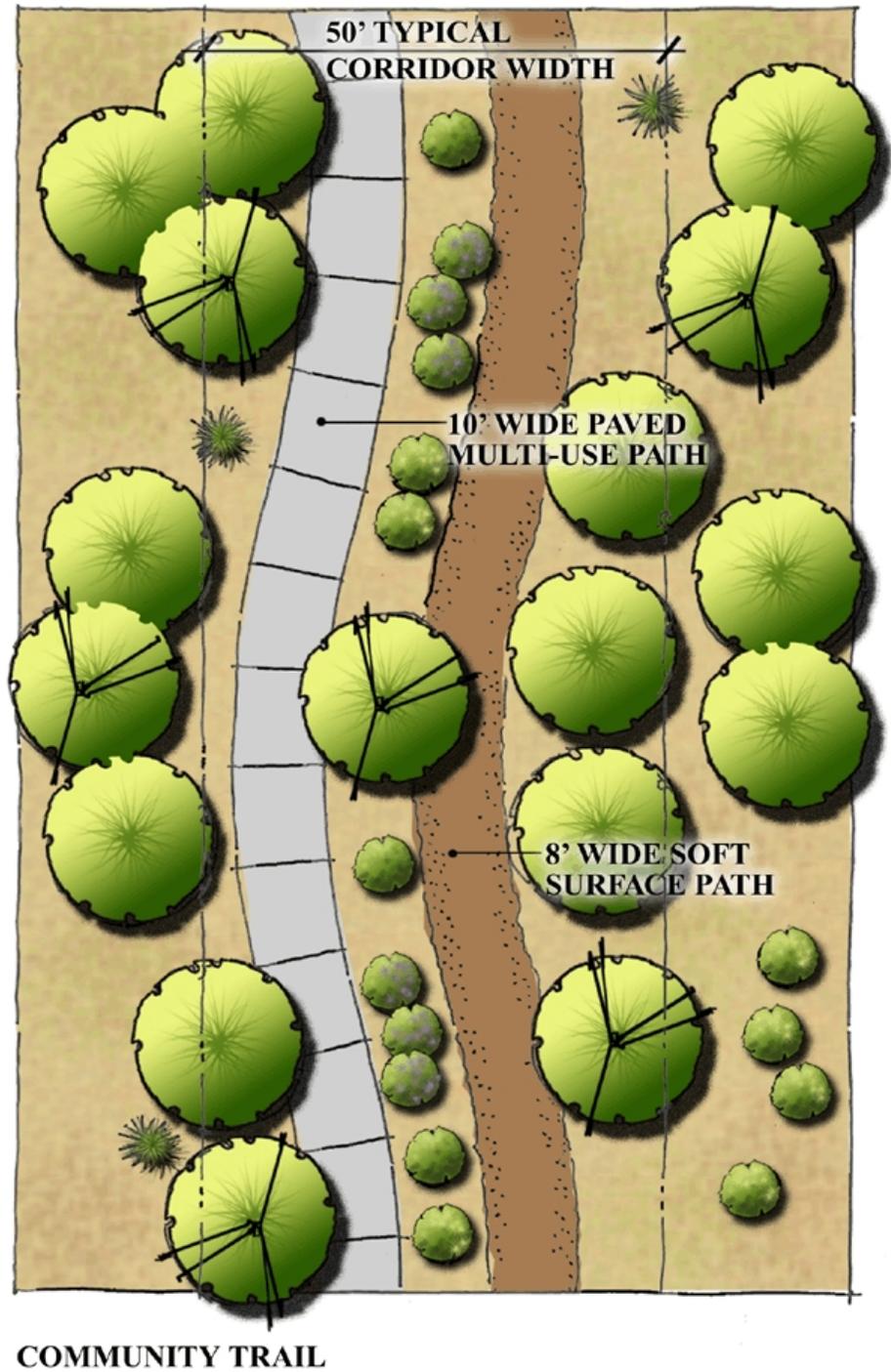
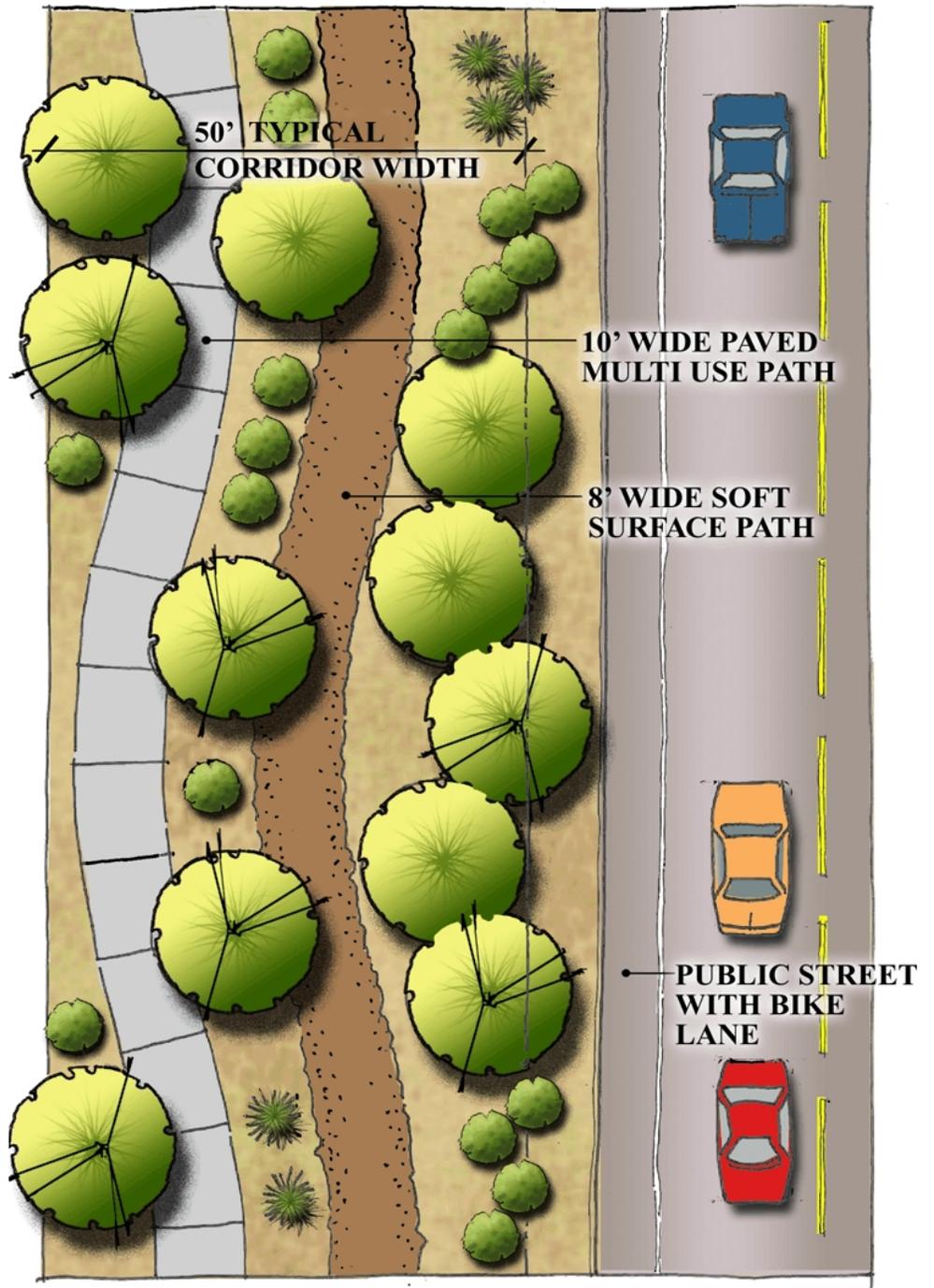


Figure 2-T:

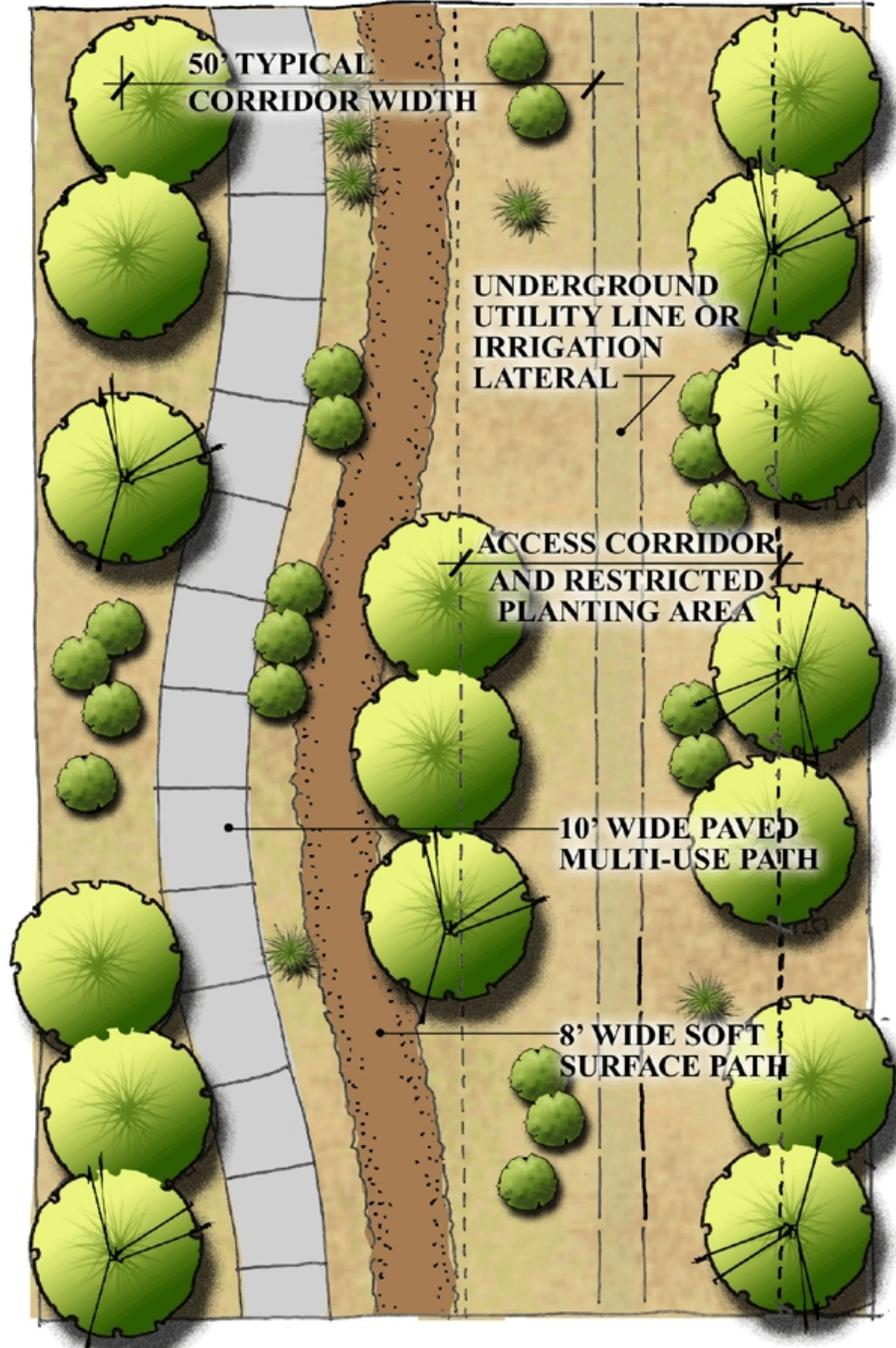
Community Trail
Along Street
Right-of-Way



COMMUNITY TRAIL ALONG PUBLIC STREET

2. Community Trail System

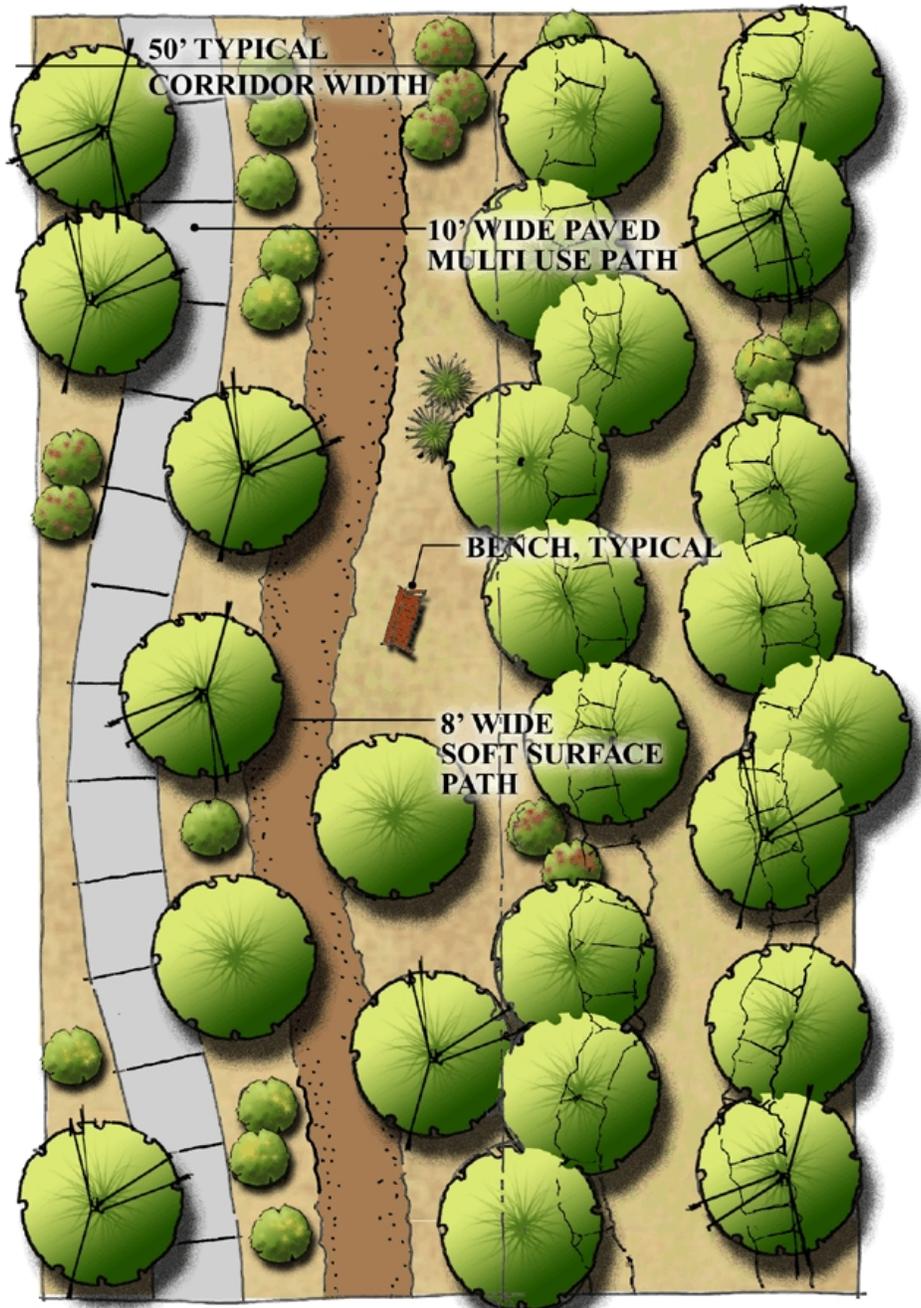
**Figure 2-U:
Community Trail
Along Underground
Utility Line or
Irrigation Lateral**



COMMUNITY TRAIL ALONG UNDERGROUND UTILITY LINE / IRRIGATION LATERAL

The trail corridor may include areas above an underground utility line, and trails may be built over the top of an underground utility line in instances where such development is consistent with utility company standards.

**Figure 2-V:
Community Trail
Along Wash**

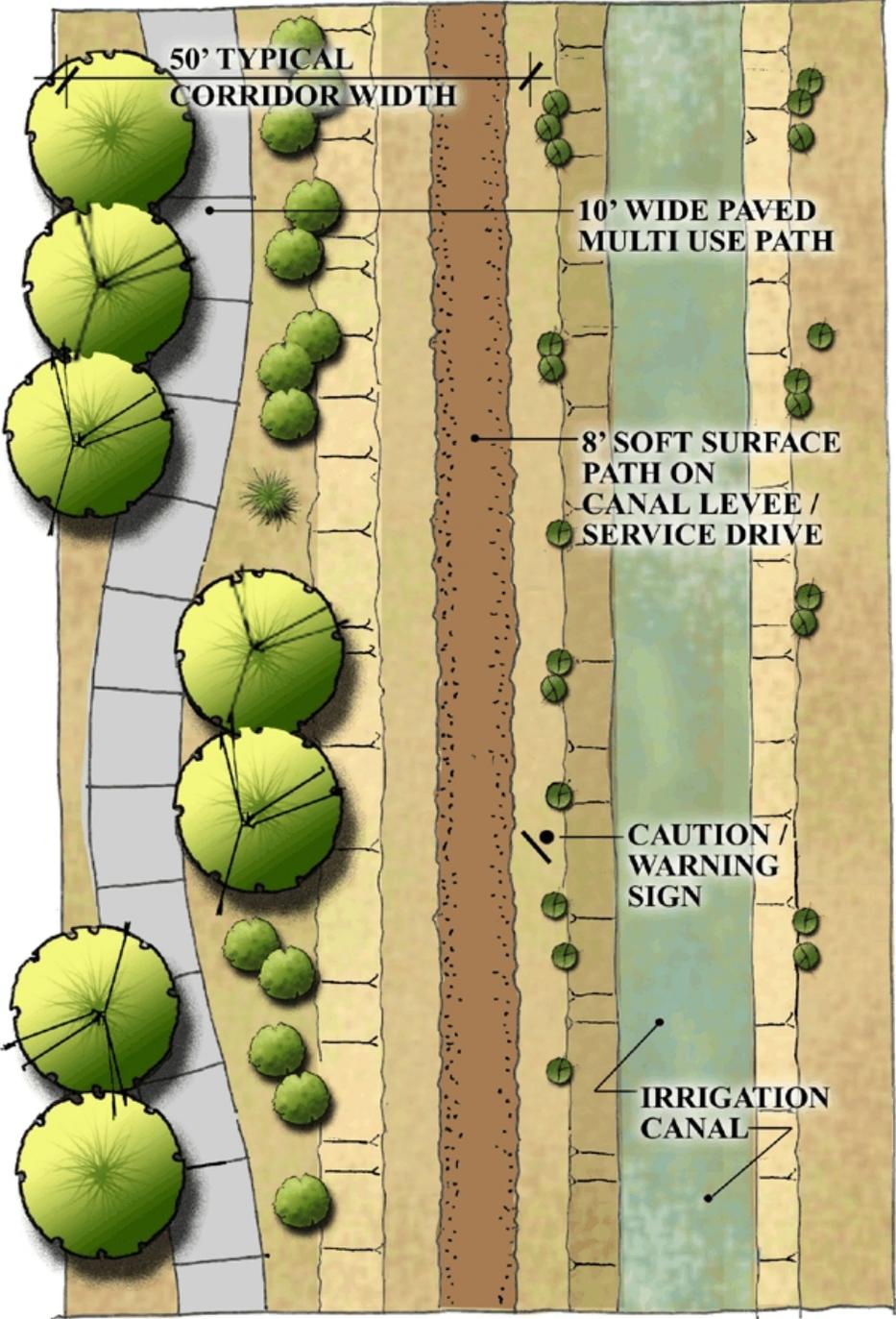


COMMUNITY TRAIL ALONG WASH

Trails within the sandy-bottom portions of washes should be avoided except as may be needed for occasional wash crossings. Trails may be developed within the floodplain associated with a wash if approved by the City of Casa Grande and if approved by other agencies having jurisdiction over floodplain development.

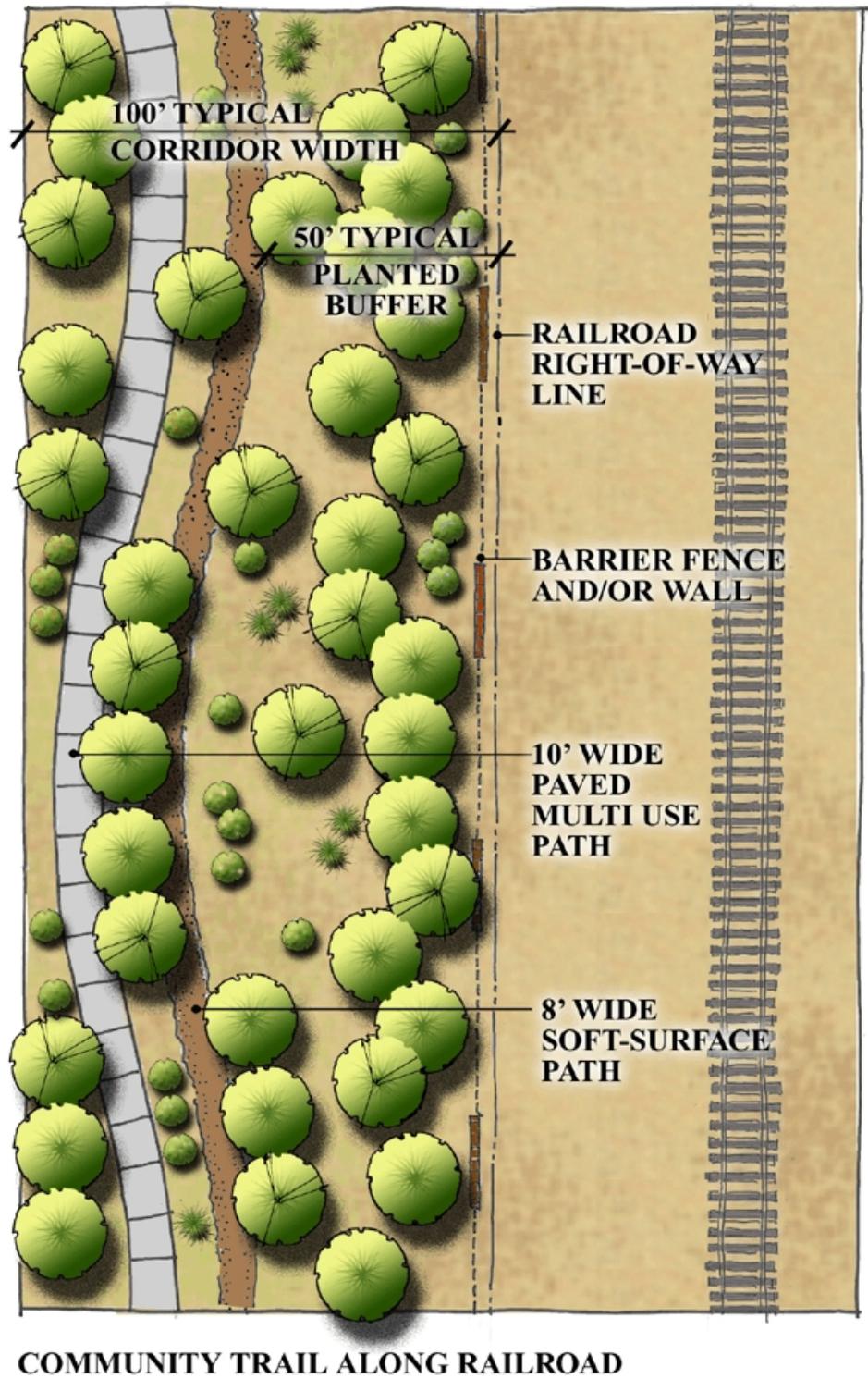
2. Community Trail System

Figure 2-W:
Community Trail
Along Irrigation Canal



COMMUNITY TRAIL ALONG
IRRIGATION CANAL

Figure 2-X:
Community Trail
Along Railroad



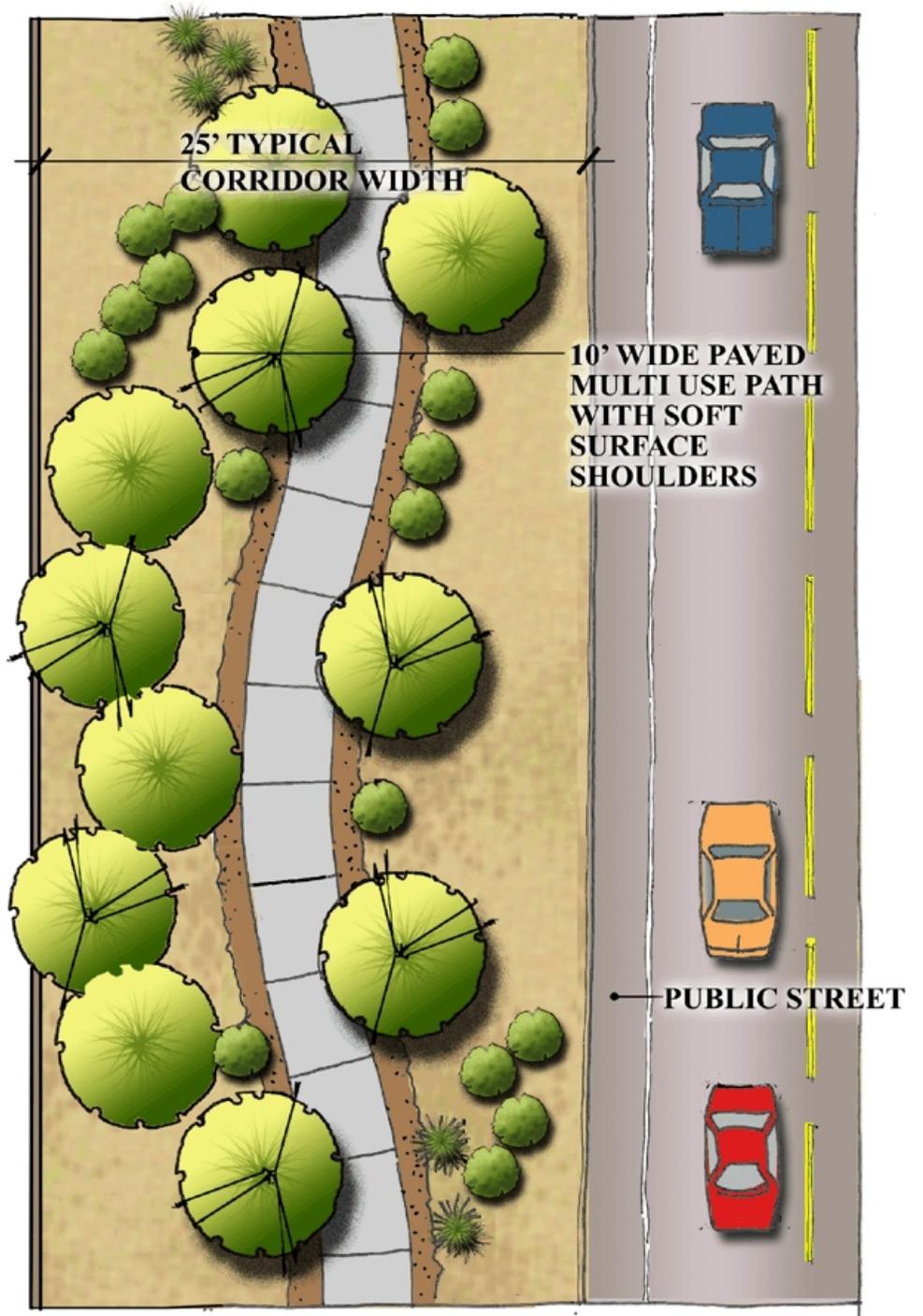
2. Community Trail System

**Figure 2-Y:
Integration of Community
Trail and Residential
Subdivision**



**INTEGRATION OF COMMUNITY TRAIL
WITH RESIDENTIAL SUBDIVISION**

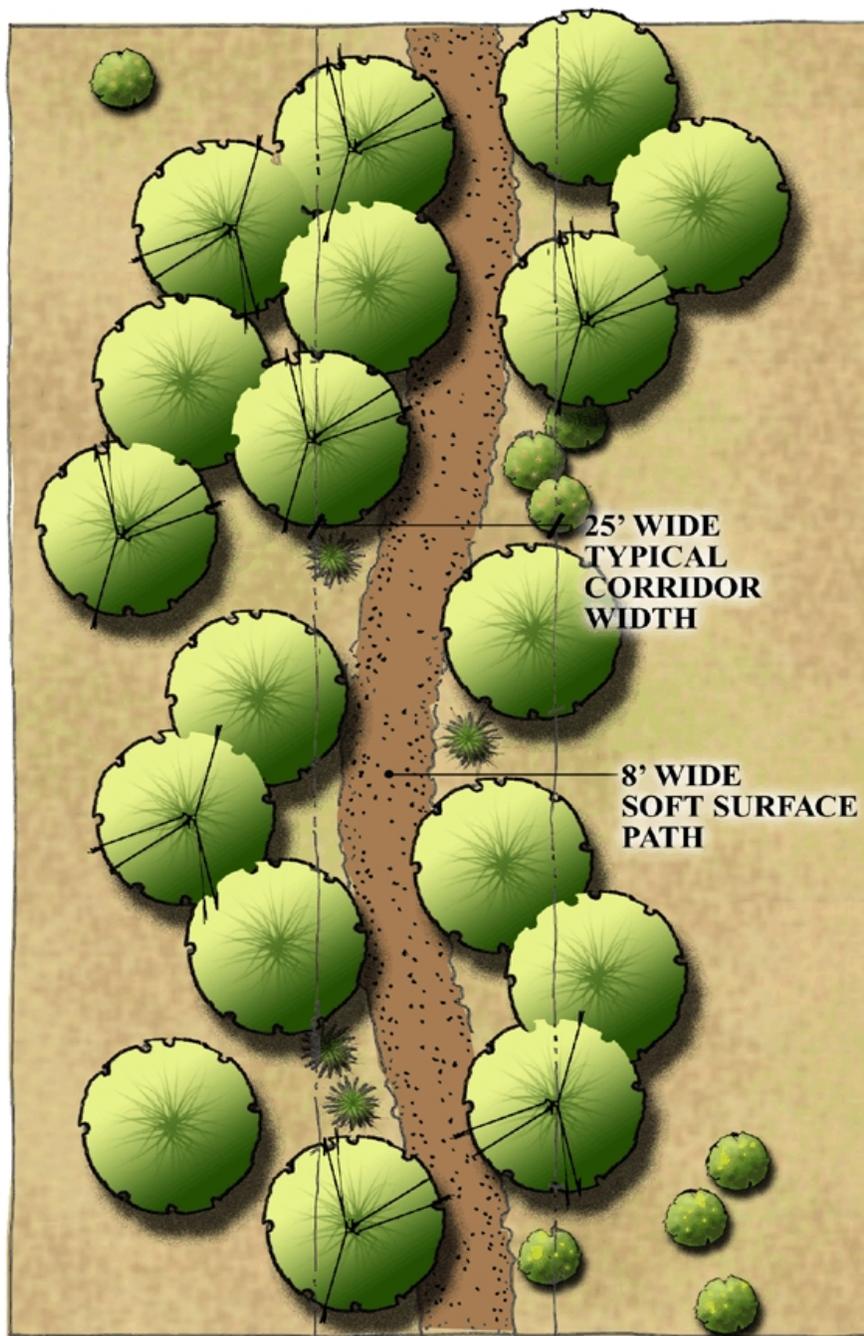
Figure 2-Z:
Spur Trail Along
Public Street



SPUR TRAIL ALONG PUBLIC STREET

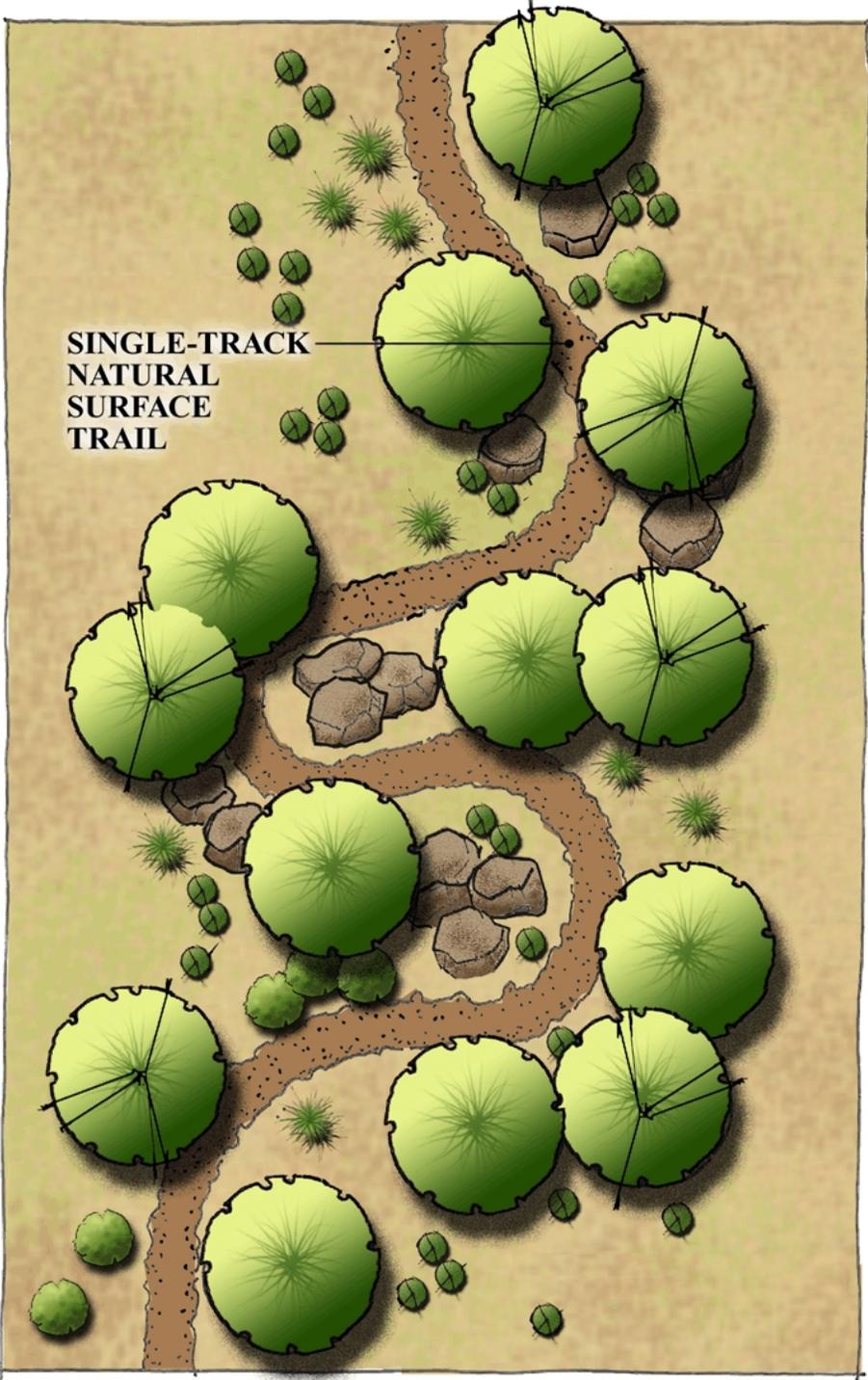
2. Community Trail System

**Figure 2-AA:
Rural / Unpaved Trail**



RURAL / UNPAVED TRAIL

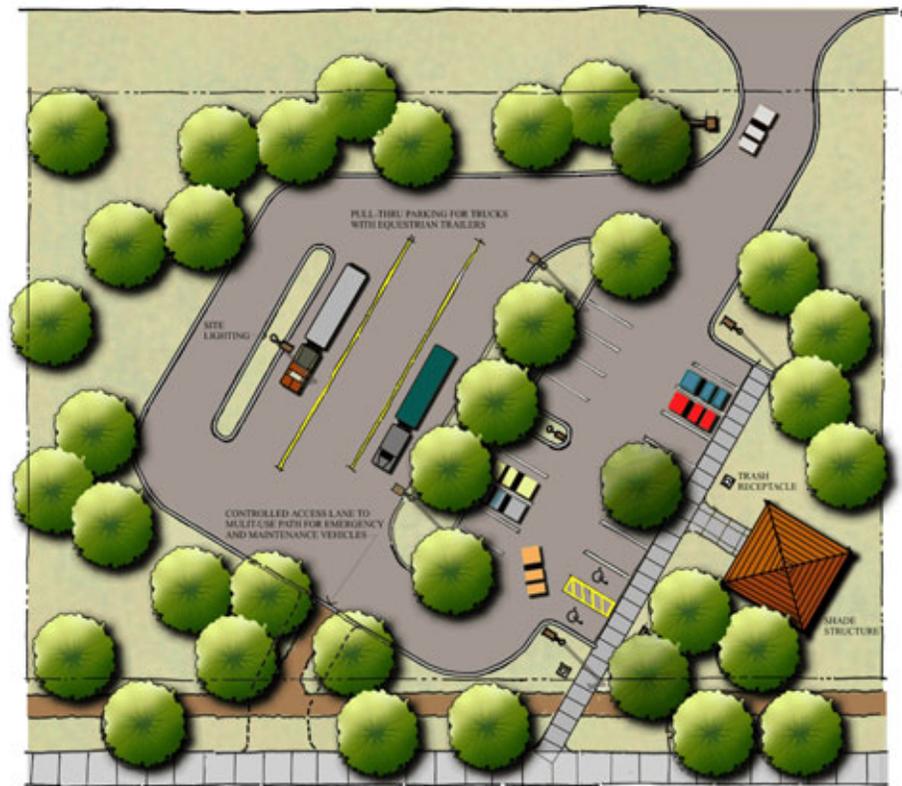
Figure 2-BB:
Primitive Trail



PRIMITIVE TRAIL

2. Community Trail System

Figure 2-CC:
Community Trailhead



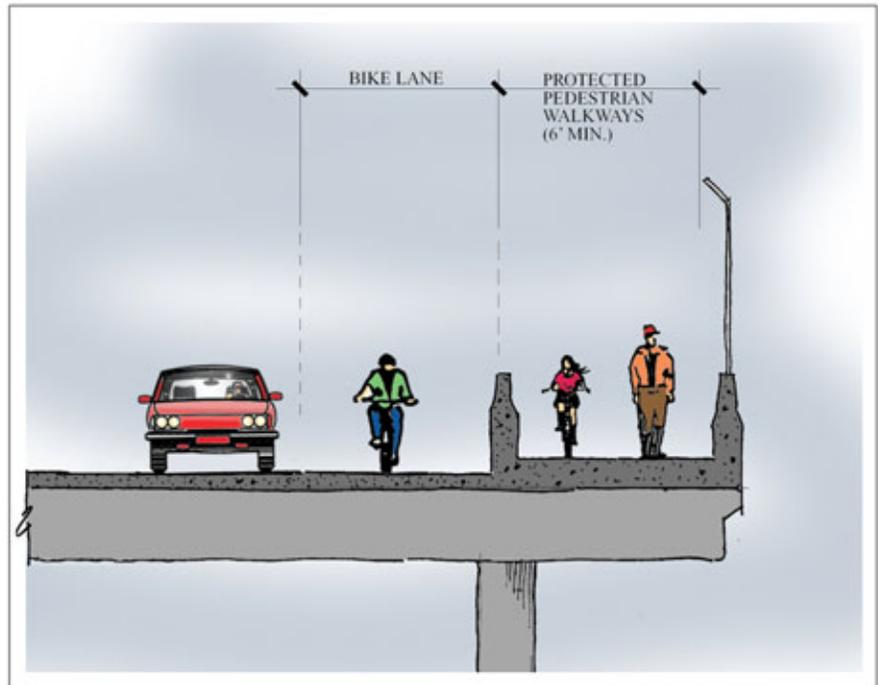
COMMUNITY TRAILHEAD

**Figure 2-DD:
Trail Crossing Below
Roadway at Bridge
Over Wash /
Drainageway**



**TRAIL CROSSING BELOW ROADWAY AT BRIDGE
OVER WASH / DRAINAGEWAY**

**Figure 2-EE:
Trail Crossing on
Bridge Above Highway /
Arterial Street**



**TRAIL CROSSING ON BRIDGE ABOVE HIGHWAY /
ARTERIAL STREET**

3. Natural Resource and Trail Parks

3.1 Introduction:

The lands within the Casa Grande planning boundary exhibit the basin and range topography and geology that are typical of the southwest. The Casa Grande Mountains on the south and the Sacaton Mountains on the north bracket a broad valley that encompasses the City. From vantage points in these mountains, it is possible to see the entire community and large portions of the surrounding Sonoran Desert.

These views, combined with the geological and biological features of the mountain ranges, have long been an attraction to residents of the valley. Residents of the valley have visited and recreated in the mountains for as long as humans have been present in the region.

In recent decades, the Casa Grande Mountains and the Sacaton Mountains have been extensively used by hikers, equestrians, mountain bikers, and sightseers. Trail systems were developed by users to support these recreational activities. Some of these trails were constructed on public land, some were constructed on private land, and most were built without any official authorization.

With the recent growth in the region, some of the areas historically used for recreation have been developed while other areas have been closed to the public in preparation for future development. Additionally, many of the routes used for access to public lands have been lost as undeveloped desert has been converted to new residential subdivisions.

With increased demand and reduced opportunity, it was important that the Regional Trail System Master Plan address the need for trails within the mountains and foothills surrounding the community.

3.2 Existing and Proposed Natural Resource and Trail Parks:

Casa Grande Mountain Park and North Mountain Park are both owned by the City of Casa Grande and offer opportunities for trail related recreation. The existing trail systems and proposed improvements within each of these two areas are discussed below.

3. Natural Resource and Trail Parks

Two additional areas have been identified as potential natural resource / trail parks. The first of these is a small hilly area in Section 1 (Township 6 South - Range 6 East, G&SRM). This centrally located 124 acre site is part of a larger State Trust Land parcel. It offers opportunities for novice mountain bicycle riding as well as other trail related activities.

The second is in the foothills of the Sacaton Mountains. This site is approximately 950 acres in area and encompasses several parcels. It is characterized by hilly topography that is generally unsuitable for conventional urban development. The site is privately owned but the concept of preserving selected foothill areas as open space, and using them for appropriate recreational activities, is consistent with the preliminary land use plans presented by the owner to the City of Casa Grande.

The scope, character, and features of this potential Natural Resource and Trail Park need to be developed as part of a collaborative design effort by the owner and the City of Casa Grande. Additional information on this and the other Natural Resource and Trail Parks recommended by this Master Plan is provided below.

3.3 Casa Grande Mountain Park:

Casa Grande Mountain Park is a City-owned tract of land, approximately 1,114 acres in area, that encompasses much of the Casa Grande Mountains. There are, however, significant portions of the mountain range and surrounding foothills that are not owned by the City. On the west side of the range, there is an 800 acre parcel of land (located within Sections 10 and 15, Township 7 South - Range 6 East G&SRM) that is owned by the federal government and occasionally used as a National Guard training site. On the south end of the range, there is an 80 acre parcel that is also owned by the federal government and managed by the Bureau of Land Management (BLM).

East of the mountain range privately owned land extends through the foothills and up the face of the mountain. Subdivision plats and land use plans for some of these privately owned parcels have recently been submitted to the City of Casa Grande for review and approval.

3. Natural Resource and Trail Parks

The pattern of land ownership within and adjacent to the mountain range creates northern and southern park areas connected by a narrow strip of land. (See Figures 3-A and 3-B).

Casa Grande Mountain Park currently features a network of single-track hiking, equestrian, and mountain biking trails. These trails are extensively used and local users have expressed an interest in expanding the existing network of trails. In response to this request, the City of Casa Grande has been actively working with advocacy groups and interested citizens to develop a plan for an expanded trail system. The plan adds additional trails, closes certain poorly constructed trails, and reduces the potential for user trespass on adjacent private or restricted access public lands. The proposed trail system is shown in Figure 3-B.

In addition to the planning of an expanded trail system, the City has initiated discussions with the Arizona Army National Guard regarding the development of trails in Sections 10 and 15. The City has proposed that all or some of this land be opened for trail related recreational purposes. The Army responded with interest and extended an offer to engage in further discussions. These discussions were on-going as of the date of this report.

The City of Casa Grande is also working closely with the Bureau of Land Management regarding the transfer of the 80 acre parcel at the south end of the range from the federal government to the City of Casa Grande for management purposes. This transfer is being implemented under the guidelines of the Recreation and Public Purposes Act. It is anticipated that the subject 80 acre parcel will become part of Casa Grande Mountain Park in the near future.

The existing trails within Casa Grande Mountain Park, the new trails currently proposed, and the additional trails that may be constructed on adjacent federal lands represent an important community resource. The incorporation of these trails into the City of Casa Grande's regional trail system is a key element of this Master Plan.

3. Natural Resource and Trail Parks

3.4 North Mountain Park:

North Mountain Park is a City park, approximately 321 acres in size, located in the far northeast corner of the planning area. It is bounded by the Gila River Indian Community along its north and east boundaries. It is bounded by State Trust Land on the west and private land on the south.

North Mountain Park features a loop road with dispersed picnic ramadas and restrooms. The existing roads are used for walking, mountain biking, and horseback riding and these uses are anticipated to continue.

The Community Trail system proposed by this Master Plan includes several new trails that will extend from North Mountain Park on to adjacent State Trust Lands. To support existing and future use, this Master Plan also recommends the construction of a community trailhead facility at North Mountain Park.

3.5 Section 1 Natural Resource and Trail Park:

A 124 acre parcel of State Trust Land has been identified by this Master Plan as a potential Natural Resource and Trail Park. This site is located in Section 1 (Township 6 South - Range 6 East, G&SRM). It is southwest of the Casa Grande airport and adjacent to the proposed Airport Trail (See Figure 3-A).

The site consists of small hills that offer opportunities for walking, horseback riding, and mountain bike use. There are a few existing tracks on the site. These should be examined for their potential as safe and attractive multi-use trails. Opportunities for the expansion of the trail system should also be investigated.

It is the recommendation of this Master Plan that the subject site be identified as a Natural Resource / Trail Park and that the City work with the State Land Department to ensure that this designation is included in any land use plan developed by the Department or others for the subject property.

3.6 Sacaton Mountain Foothills Natural Resource and Trail Park:

The southern foothills of the Sacaton Mountains have historically been an area where residents of the community have engaged in equestrian, mountain biking, and hiking activities. In some instances, these activities occurred with the consent of

3. Natural Resource and Trail Parks

area land-owners. In other instances, the land-owners simply did not object.

In recent years, however, access to these lands has been restricted. Inappropriate activities, such as uncontrolled off-highway vehicle use, have resulted in damage to the visual and natural resources of the area. To reduce this environmental damage, landowners have fenced much of the subject property.

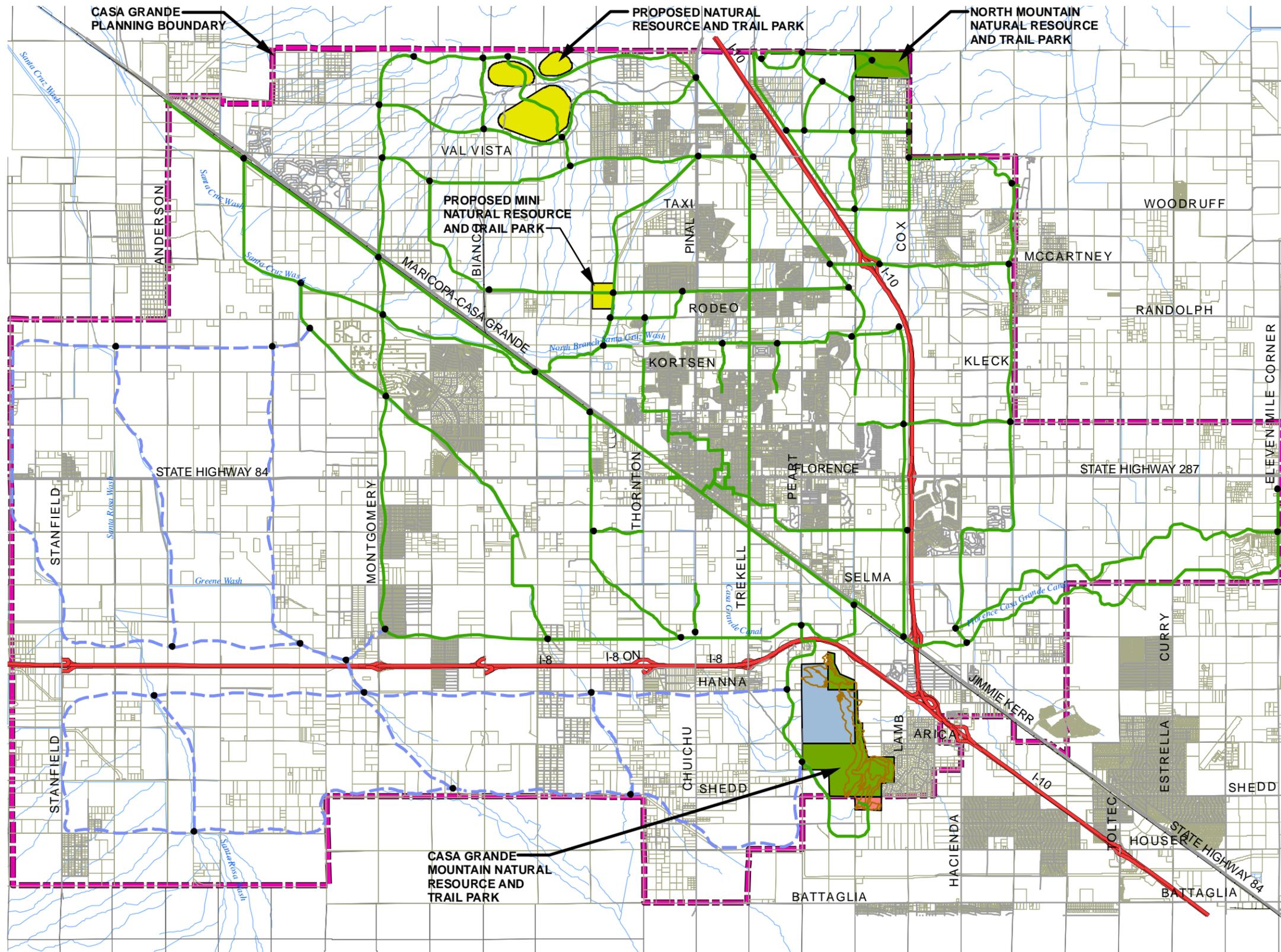
The current challenge is to develop a collaborative partnership between the private land owner(s) and the City. This partnership must continue the owner's stewardship of the land while at the same time allow for appropriate public recreational uses in the area.

This Master Plan has identified three parcels of land that, if preserved as open space, can serve as a visual amenity for the planned residential development. The preserved open space can also serve as a recreational resource for residents of the new community and residents of the Casa Grande metropolitan area.

The boundaries of the proposed Natural Resource / Trail Park as depicted in this Master Plan should be considered approximate. The final boundaries of the park should be established in conjunction with the final land use plan for the overall area. Whatever the final boundaries may be, it is the recommendation of this Master Plan that a Natural Resource / Trails Park be established, that perpetual public access be accommodated, and that appropriate non-motorized, multi-use trails be developed.

3.7 Trail Types to be Developed within Natural Resource and Trail Parks:

It is recommended that all trails developed within the City's system of Natural Resource and Trails Parks be Primitive Trails. As such they will be unpaved, single-track trails improved only as needed to provide a safe stable surface that will drain and prevent erosion. Illustrations showing the character of a typical Primitive Trail are included as Figures 2-L and 2-BB, herein.



**FIGURE 3-A:
PROPOSED NATURAL
RESOURCE AND TRAIL
PARK MAP**



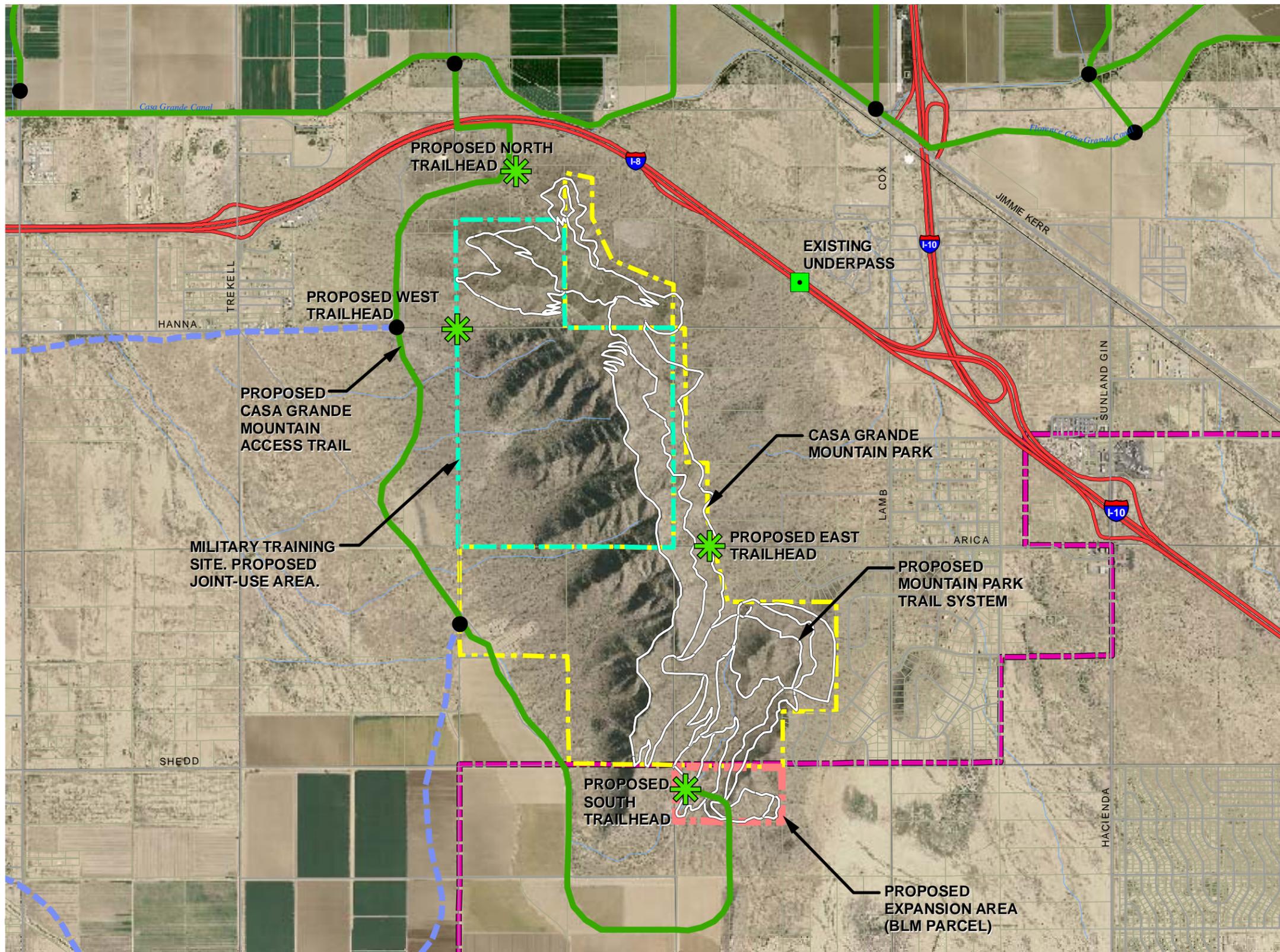
LEGEND

- EXISTING NATURAL RESOURCE AND TRAIL PARK
- PROPOSED PARK EXPANSION AREA
- PROPOSED JOINT-USE AREA
- PROPOSED NATURAL RESOURCE AND TRAIL PARK



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.



**FIGURE 3-B:
CASA GRANDE
MOUNTAIN PARK
TRAIL SYSTEM**



LEGEND

-  C.G. MASTER PLAN TRAILS
-  C.G. MASTER PLAN FUTURE TRAILS
-  PROPOSED MOUNTAIN PARK TRAIL SYSTEM
-  CASA GRANDE MOUNTAIN PARK
-  PROPOSED EXPANSION AREA (BLM PARCEL)
-  PROPOSED JOINT-USE AREA
-  CASA GRANDE PLANNING BOUNDARY
-  PROPOSED TRAILHEAD
-  EXISTING UNDERPASS (TO BE USED IN CONJUNCTION WITH FUTURE NEIGHBORHOOD TRAIL DEVELOPMENT)



This map is intended to show the approximate alignment of the proposed trails. The alignments shown should be considered preliminary and subject to minor adjustment. The final alignment of each trail segment shall be established in conjunction with the design of the private developments and public infrastructure projects that are adjacent to the subject trail segment. Connections between individual trails and connections between trails and community facilities as shown on this map shall be maintained.

Note: Planning Boundary shown is boundary as of November 15, 2007.

4. Neighborhood Trail System

4.1 Introduction: Neighborhood Trails will play an important role in the overall City of Casa Grande trail system. These trails will be integral to all new residential subdivisions and other developments.

The proposed Neighborhood Trail system is intended to provide residents with recreational opportunities in close proximity to their homes. The Neighborhood Trails will link these residential areas, commercial areas, and community facilities. Additionally, they will serve as gateways to the Community Trail system described in Section 2 of this Master Plan report.

4.2 Current Requirements for Neighborhood Trail Development:

The City of Casa Grande has adopted specific standards for the dedication of open space within each new PAD and standards for the allocation of that open space to developed parks and to developed trail corridors. These standards are:

- Minimum area of the single family residential portions of PAD to be dedicated as open space 15%
- Percent of dedicated open space that must be developed with parks and trails 50%
- Percent of developed open space to be allocated to trail corridors 25%

These standards, when applied to the design of new PAD’s and subdivisions, will result in a network of Neighborhood Trails with access points that are typically within 1/4 mile of each new residence.

4.3 Integration with Community Trails:

In some instances, segments of the proposed Community Trail System will fall within the boundaries of a new planned area development or commercial project. In such cases, the proposed Community Trail must be fully integrated into the design of the subject development. In other instances, an existing or proposed Community Trail may fall outside, but in close proximity to, the boundaries of a new development. In these cases, provisions for Neighborhood Trail connections to the Community Trail shall be provided.

4. Neighborhood Trail System

4.4 Neighborhood Trail Types:

Two types of Neighborhood Trails are proposed. These are:

- Primary Neighborhood Trails
- Secondary Neighborhood Trails

Descriptions of each of these Neighborhood Trail types are provided below.

4.5 Primary Neighborhood Trails:

Primary Neighborhood Trails will have a typical corridor width of 50 feet. Facilities to be constructed within the trail corridor shall include: a continuous paved pathway, a soft-surface shoulder, native or constructed landscapes, and other amenities.

To facilitate public access, public access points shall be provided at intervals not exceeding 1/4 mile.

Primary Neighborhood Trails will link residential areas with neighborhood schools, parks, recreation centers, and community trails. An illustration showing typical Primary Neighborhood Trail development is included herein. (See Figure 4-A).

4.6 Secondary Neighborhood Trails:

As Neighborhood Trails extend and branch out into an individual neighborhood, the volume of trail traffic on the subject trail will decrease. In these locations, a corresponding decrease in trail corridor width and in the scope of trail development is proposed. These branch trails are referred to herein as Secondary Neighborhood Trails.

The typical Secondary Neighborhood Trail corridor width shall be 25'. Improvements to be constructed as part of Secondary Neighborhood Trail development include a paved pathway, native or constructed landscapes, and other amenities. The maximum spacing between access points shall be 1/4 mile.

An illustration showing typical Secondary Neighborhood Trail development is included herein. (See Figure 4-B).

4. Neighborhood Trail System

4.7 Neighborhood Access Points:

It is important that access points be provided at appropriate locations to serve the Neighborhood Trail system. If the quantity of access points is insufficient, or if access points are not in convenient locations, there is the risk that users may trespass across private property to gain access to a trail.

Neighborhood access points should allow for access to the trail system by pedestrians and bicyclists. While not required, consideration should be given to the provisions of parking spaces at appropriate neighborhood access point locations.

4.8 Layout of Neighborhood Trails:

To the greatest extent possible, new PAD's should be designed so that trails cross public streets as infrequently as possible. This design goal should be given emphasis when designing Neighborhood Trails that provide access to schools, parks, and playgrounds. In all instances where a grade-separated crossing is feasible, the use of a grade separated crossing will be encouraged.

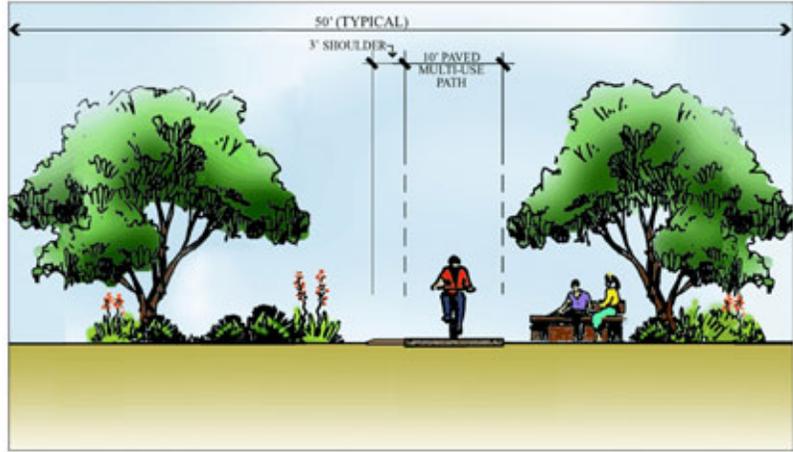
When it is necessary for a Neighborhood Trail to cross a road at-grade, the crossing shall be at an intersection and shall be in accordance with applicable traffic engineering standards. If determined to be warranted by the City of Casa Grande, a user-activated traffic signal shall be installed at the trail / roadway intersection.

Neighborhood Trails should also be located and aligned to provide for safe and convenient public access. Access points shall be provided at intervals not exceeding 1/4 mile.

Figure 4-D is an illustration of a conceptual PAD land use plan showing the layout of Neighborhood Trails and trail features. The allocation of open space and the allocation of land for park and trail development, as shown on this illustration, are consistent with the quantitative standards noted herein.

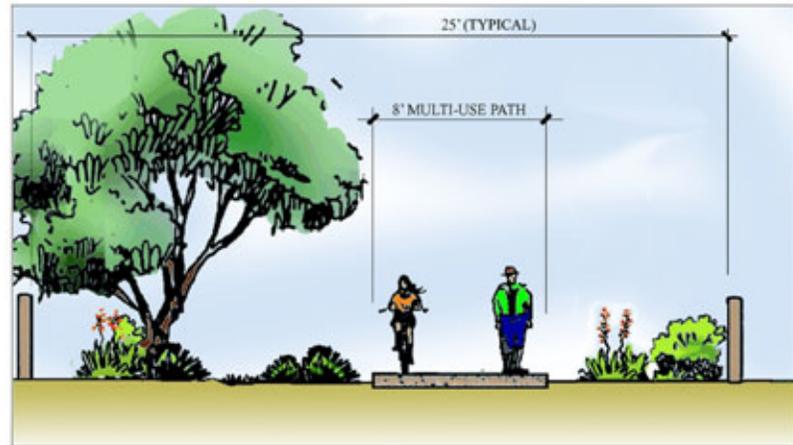
4. Neighborhood Trail System

**Figure 4-A:
Primary Neighborhood
Trail**



PRIMARY NEIGHBORHOOD TRAIL

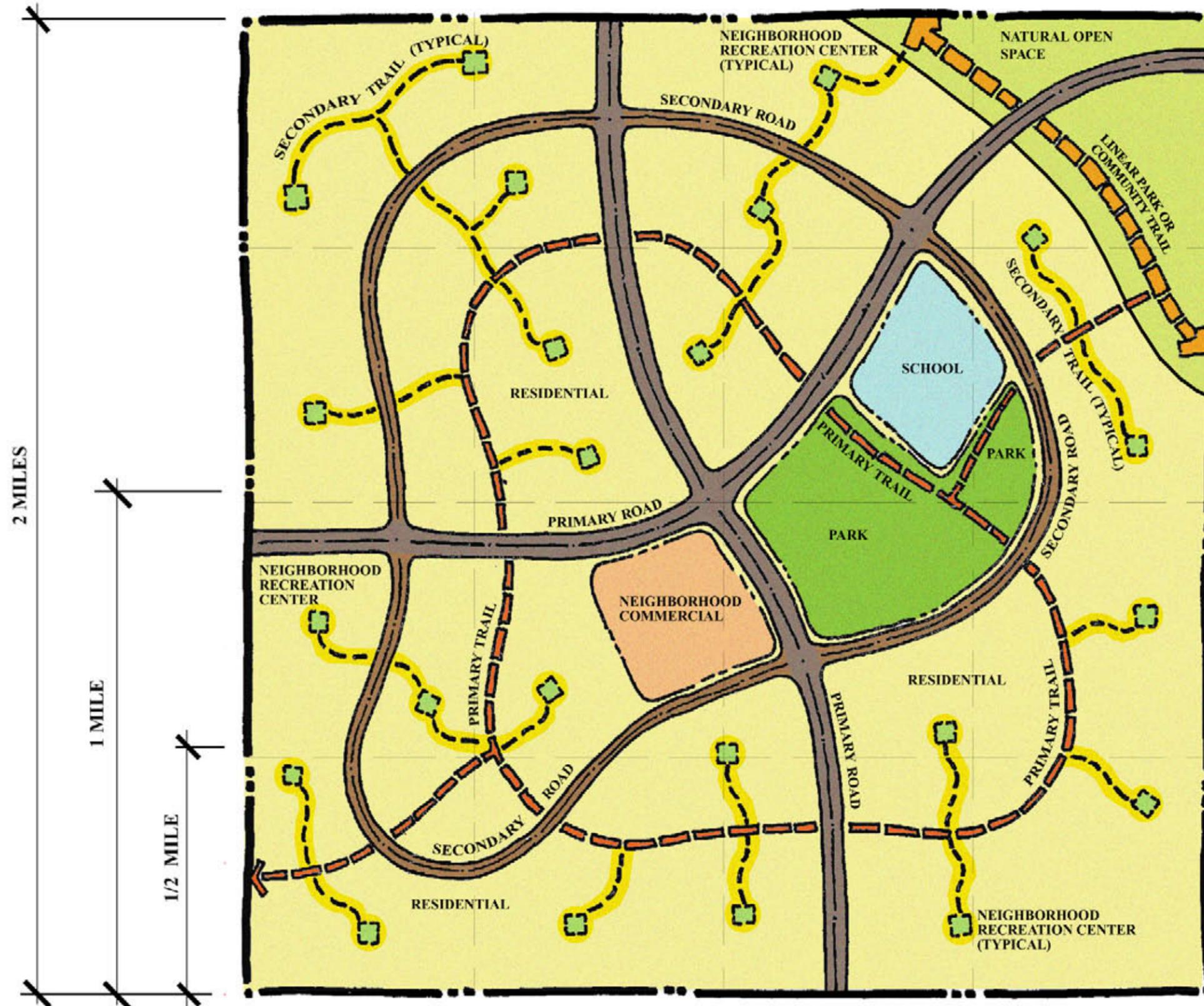
**Figure 4-B:
Secondary
Neighborhood Trail**



SECONDARY NEIGHBORHOOD TRAIL



**FIGURE 4 - C:
CONCEPTUAL PLAN
FOR NEIGHBORHOOD
TRAIL DEVELOPMENT**



- LEGEND**
- LAND USES**
- PRESERVED NATURAL OPEN SPACE, TYPICAL.
 - DEVELOPED PARK LAND
 - SCHOOL SITE
 - NEIGHBORHOOD COMMERCIAL CENTER
 - RESIDENTIAL AREAS
- COMMUNITY TRAILS**
- LINEAR PARK OR COMMUNITY TRAIL
- NEIGHBORHOOD TRAILS / TRAILHEADS**
- PRIMARY NEIGHBORHOOD TRAIL
50' (TYP.) CORRIDOR WIDTH
 - SECONDARY NEIGHBORHOOD TRAIL
25' (TYP.) CORRIDOR WIDTH
 - NEIGHBORHOOD RECREATION CENTER

CALCULATIONS FOR AREA SHOWN

GROSS AREA	2,560 ACRES
COMMERCIAL AREA	60 ACRES
SCHOOL SITE	40 ACRES
NET RESIDENTIAL AREA	2,460 ACRES
OPEN SPACE (15% OF RESIDENTIAL AREA)	369 ACRES
UNDEVELOPED OPEN SPACE (50% OF OPEN SPACE)	185 ACRES
DEVELOPED OPEN SPACE (50% OF OPEN SPACE)	185 ACRES
REGIONAL TRAIL 100' CORRIDOR WIDTH	10 ACRES - 0.8 MILES
PRIMARY NEIGHBORHOOD TRAILS 50' CORRIDOR WIDTH	28 ACRES - 4.6 MILES
SECONDARY NEIGHBORHOOD TRAILS 25' CORRIDOR WIDTH	8 ACRES - 2.6 MILES



CONCEPT FOR NEIGHBORHOOD TRAIL DEVELOPMENT

5. Trail Development Standards

- 5.1 Applicability:** These Development Standards shall apply to the construction of all new Community Trails and Neighborhood Trails as identified in this Master Plan and as may be required by City of Casa Grande ordinances, codes, development standards, or project-specific development agreements.
- 5.2 Definitions - Community Trail System:**
- Community Trail System: The network of trails shown on the Trail System Map (Figure 2-A) included herein. This system of trails is intended to: connect various neighborhoods within the planning area, provide opportunities for public recreation, and provide opportunities for alternative modes of transportation.
- Linear Park: A component of the Community Trail System consisting of a broad open-space corridor with a paved path, a soft surface path, landscape improvements, and other amenities as identified herein. The features of a Linear Park are as described in the Master Plan narrative and as illustrated in Figures 2-H, 2-O, 2-P, 2-Q, and 2-R.
- Community Trail: A component of the Community Trail System consisting of an open-space corridor with a paved path, a soft surface path, landscape improvements, and other amenities as identified herein. The features of a Community Trail are as described in the Master Plan narrative and as illustrated in Figures 2-I, 2-S, 2-T, 2-U, 2-V, 2-W, 2-X, and 2-Y.
- Spur Trail: A component of the Community Trail System consisting of a paved path, a soft surface shoulder, landscape improvements, and other amenities as identified herein. The features of a Spur Trail are as described in the Master Plan narrative and as illustrated in Figures 2-J and 2-Z.
- Rural / Unpaved Trail: A component of the Community Trail System consisting of a natural surface trail, native or constructed landscape improvements, and other amenities as identified herein. The features of a Rural / Unpaved Trail are as described in the Master Plan narrative and as illustrated in Figures 2-K, and 2-AA.

5. Trail Development Standards

Primitive Trail: A component of the Community Trail System consisting of an natural surface trail and other minor improvements as identified herein. The features of a Primitive Trail are as described in the Master Plan narrative and as illustrated in Figures 2-L and 2-BB.

Community Trailhead: A feature of the Community Trail System consisting of an a developed parking area with provisions for both cars and truck/equestrian trailer rigs with structures and other amenities as identified herein. The features of a Community Trailhead are as described in the Master Plan narrative and as illustrated in Figure 2-CC.

5.3 Definitions - Natural Resource Trail Parks

Natural Resource / Trail Park: A tract of land that is owned by the City of Casa Grande, other public agency, or private entity, that remains in an undeveloped, natural conditions except for the construction of trails, trailheads, and related improvements. The features of a Natural Resource / Trail Park are as described in the Master Plan narrative.

5.4 Definitions - Neighborhood Trail System

Neighborhood Trail System: The network of trails that will be developed within individual Planned Area Developments, residential subdivisions, and/or other development projects. This system of trails is intended to provide residents with opportunities for public recreation in the immediate vicinity of their homes and to provide connections between residential areas and the Community Trail System. All elements of the Neighborhood Trail System shall be designed, engineered, constructed, operated, and maintained by private entities in accordance with the guidelines included herein and other applicable City codes, standards, regulations, and agreements.

Primary Neighborhood Trail: An element of the Neighborhood Trail System consisting of an open-space corridor with a paved path, a soft surface shoulder, landscape improvements, and other amenities as identified herein. The features of a Primary Neighborhood Trail are as described in the Master Plan narrative and as illustrated in Figures 4-A and 4-D.

5. Trail Development Standards

Secondary Neighborhood Trail: An element of the Neighborhood Trail System consisting of an open-space corridor with a paved path, landscape improvements, and other amenities as identified herein. The features of a Secondary Neighborhood Trail are as described in the Master Plan narrative and as illustrated in Figures 4-B and 4-D.

5.5 General Requirements for Community and Neighborhood Trails:

The following requirements shall apply to the planning and design of trails, trailheads, and related improvements.

1. All trails and related facilities shall be designed with consideration given to the principles of Crime Prevention through Environmental Design (CEPTD) as published by Crime Prevention Council.
2. To the degree required by federal law, state statute, and local ordinance, all trails shall be accessible as defined by the Americans with Disabilities Act and related design guidelines.
3. All trails and related facilities shall be physically separated from attractive nuisances such as railroad tracks, roadways, utility areas, and basins where standing water may accumulate.
4. The landscape development associated with trails shall be appropriate for the Sonoran Desert environment. Landscape developments shall emphasize the use of drought-tolerant and low-water use plants. Emphasis shall also be given to the use of trees that will provide abundant shade when mature.

5. Trail Development Standards

5.6 Facility Program Linear Parks:

All Linear Parks shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 100'

Paths / Trails:

Paved Path Continuous / Concrete / 10' Wide

Soft Surface Trail Continuous / Fine Aggregate / 8' Wide

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting Continuous / Dusk to Closing Time

Trailhead Lighting Dusk to Closing Time

Access Point Lighting Optional / Dusk to Closing Time

Ramada Lighting Dusk to Closing Time

Trailheads:

Community Trailheads As identified in Master Plan

Public Access Points At ½ Mile Intervals (Typical)

Buildings:

Rest Rooms At Community Trailheads

Ramadas At 1 Mile Intervals (Typical)

Landscape Development:

Trees 25 Per Acre - Gross Corridor Area (Typical)

Shrubs As-appropriate for Trail Segment

Cacti and Accent Plants As-appropriate for Trail Segment

Irrigation System Automatic Drip System
(per std. horticultural practices)

Other Features:

Trail Identification Signs At all Trailheads / Entries

Trail Map / Use Regulation Signs At all Trailheads / Entries

Drinking Fountains At Restrooms, with Chilled Water

Benches 5 Per Mile / Clustered

Picnic Tables 4 Per Ramada

Trash Receptacles ... At all Trailheads / Entries identified by City

Access Control Bollards At location identified by City

5. Trail Development Standards

5.7 Facility Program Community Trails:

All Community Trails shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 50'

Paths / Trails:

Paved Path Continuous / Concrete / 10' Wide

Soft Surface Trail Continuous / Fine Aggregate / 8' Wide

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting As Needed / Determined by City

Trailhead Lighting As Needed / Determined by City

Access Point Lighting As Needed / Determined by City

Ramada Lighting As Needed / Determined by City

Trailheads:

Community Trailheads As identified in Master Plan

Public Access Points At ½ Mile Intervals (Typical)

Buildings:

Rest Rooms At Community Trailheads

Ramadas Optional / At Access and Gathering Areas

Landscape Development:

Trees 20 Per Acre Gross Corridor Area (Typical)

Shrubs As-appropriate for Trail Segment

Cacti and Accent Plants As-appropriate for Trail Segment

Irrigation System Automatic Drip System
(per std. horticultural practices)

Other Features:

Trail Identification Signs At all Trailheads / Entries

Trail Map / Use Regulation Signs At all Trailheads / Entries

Drinking Fountains At Restrooms with, Chilled Water

Benches 5 Per Mile / Clustered

Picnic Tables 4 Per Ramada

Trash Receptacles ... At all Trailheads / Entries identified by City

Access Control Bollards At locations identified by City

5. Trail Development Standards

5.8 Facility Program Spur Trails:

All Spur Trails shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 25'

Paths / Trails:

Paved Path Continuous / Concrete / 10' Wide

Soft Surface Trail Continuous as 3' Wide Shoulder

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting As Needed / Determined by City

Trailhead Lighting As Needed / Determined by City

Access Point Lighting As Needed / Determined by City

Ramada Lighting As Needed / Determined by City

Trailheads:

Community Trailheads As identified in Master Plan

Public Access Points At ½ Mile Intervals (Typical)

Buildings:

Rest Rooms At Community Trailheads

Ramadas Optional / At Access and Gathering Areas

Landscape Development:

Trees 20 Per Acre Gross Corridor Area (Typical)

Shrubs As-appropriate for Trail Segment

Cacti and Accent Plants As-appropriate for Trail Segment

Irrigation System Automatic Drip System
(per std. horticultural practices)

Other Features:

Trail Identification Signs At all Trailheads / Entries

Trail Map / Use Regulation Signs At all Trailheads / Entries

Drinking Fountains At Restrooms with, Chilled Water

Benches 5 Per Mile / Clustered

Picnic Tables 4 Per Ramada

Trash Receptacles ... At all Trailheads / Entries identified by City

Access Control Bollards At locations identified by City

5. Trail Development Standards

5.9 Facility Program Rural / Unpaved Trails:

All Rural / Unpaved Trails shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 25'

Paths / Trails:

Paved Path Not Required

Soft Surface Trail Native Soil / 8' Wide

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting Not Required

Trailhead Lighting As-Needed / Determined by City

Access Point Lighting Not Required

Ramada Lighting Not Applicable

Trailheads:

Community Trailheads As identified in Master Plan

Public Access Points At ½ Mile Intervals (Typical)

Buildings:

Rest Rooms At Community Trailheads

Ramadas Not Required

Landscape Development:

Trees As-Needed / Determined by City

Shrubs As-Needed / Determined by City

Cacti and Accent Plants As-Needed / Determined by City

Irrigation System Automatic Drip System for new plantings
(Per std. horticultural practices)

Other Features:

Trail Identification Signs At all Trailheads / Entries

Trail Map / Use Regulation Signs At all Trailheads / Entries

Drinking Fountains Not Required

Benches Not Required

Picnic Tables Not Required

Trash Receptacles ... At all Trailheads / Entries identified by City

Access Control Bollards At locations identified by City

5. Trail Development Standards

5.10 Facility Program - Primitive Trails:

All primitive trails shall be developed to be in substantial compliance with the standards and recommendations as published by the International Mountain Bicycling Association (IMBA) and shall include the facilities and features listed below.

Corridor:

Typical Corridor Width Not Applicable

Paths / Trails:

Paved Path Not Applicable

Soft Surface Trail Native Soil / 3' Wide (Min.) 6' Wide (Max.)

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Trailhead Lighting As-Needed / Determined by City

Access Point Lighting Not Applicable

Ramada Lighting Not Applicable

Trailheads:

Community Trailheads As identified in Master Plan

Public Access Points At 1 Mile Intervals (Typical)

Buildings:

Rest Rooms At Community Trailheads

Ramadas Not Required

Landscape Development:

Trees Not Applicable

Shrubs Not Applicable

Cacti and Accent Plants Not Applicable

Irrigation System Not Applicable

Other Features:

Trail Identification Signs At all Trailheads / Entries

Trail Map / Use Regulation Signs At all Trailheads / Entries

Drinking Fountains Not Required

Benches and Picnic Tables Not Required

Trash Receptacles At all Trailheads / Entries identified by City

Access Control Bollards At locations identified by City

5. Trail Development Standards

5.11 Facility Program Primary Neighborhood Trails:

All Primary Neighborhood Trails shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 50'

Paths / Trails:

Paved Path Continuous / Concrete / 10' Wide

Soft Surface Trail Continuous / Aggregate / 3' Wide Shoulder

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting Not Required

Trailhead Lighting Dusk to Closing Time

Access Point Lighting Not Required

Ramada Lighting Not Applicable

Trailheads:

Public Access Points At ¼ Mile Intervals (Typical)

Buildings:

Rest Rooms Not Required

Ramadas Optional / At Access and Gathering Areas

Landscape Development:

Trees 15 Per (Gross Corridor) Acre (Typical)

Shrubs As-appropriate for Trail Segment

Cacti and Accent Plants As-appropriate for Trail Segment

Irrigation System Automatic Drip System for new plantings
(Per std. horticultural practices)

Other Features:

The developer shall provide three or more of the following items per mile of trail, as deemed appropriate for the subject project.

Trail Identification Signs Three (3) per mile

Trail Map / Use Regulation Signs Two (2) per mile

Drinking Fountains One (1) per mile

Benches Five (5) per mile

Picnic Tables Two (2) per mile

Trash Receptacles Three (3) per mile

(The developer shall also provide access control bollards at locations identified by the City.)

5. Trail Development Standards

5.12 Facility Program Secondary Neighborhood Trails:

All Secondary Neighborhood Trails shall include the facilities and features listed below.

Corridor:

Typical Corridor Width 25'

Paths / Trails:

Paved Path Continuous / Concrete / 8' Wide
Soft Surface Trail Not Required

Access Control:

Fences / Access Barriers As-Needed / Determined by City

Lighting:

Pathway Lighting Not Required
Trailhead Lighting Dusk to Closing Time
Access Point Lighting Not Required
Ramada Lighting Not Applicable

Trailheads:

Public Access Points At ¼ Mile Intervals (Typical)

Buildings:

Rest Rooms Not Required
Ramadas Optional / At Access and Gathering Areas

Landscape Development:

Trees 15 Per (Gross Corridor) Acre (Typ.)
Shrubs As-appropriate for Trail Segment
Cacti and Accent Plants As-appropriate for Trail Segment
Irrigation System Automatic Drip System
(Per std. horticultural practices)

Other Features:

The developer shall provide three or more of the following items per mile of trail, as deemed appropriate for the subject project.

Trail Identification Signs Three (3) per mile
Trail Map / Use Regulation Signs Two (2) per mile
Drinking Fountains One (1) per mile
Benches Five (5) per mile
Picnic Tables Two (2) per mile
Trash Receptacles Three (3) per mile

(The developer shall also provide access control bollards at locations identified by the City.)

5. Trail Development Standards

5.13 Outline Specifications - Pathways and Trails:

Part 1 - General (Reference Specifications and Standards)

- Maricopa Association of Governments (MAG) - Uniform Standard Specifications and Details for Public Works Construction (most recent edition)
- City of Casa Grande City Code - Public Improvement Requirements for Developers
- International Mountain Bicycling Association (IMBA) Recommendations and Guidelines for Trail Development

Part 2 - Materials

- Base Course Materials: Aggregate base material per MAG Specification Section 702. Depth as required by project geotechnical report.
- Concrete for Pathway Construction: Class A - 3,000 psi concrete per MAG Specification Sections 324 and 725. Four inch (4") minimum depth or as required by project geotechnical report.
- Aggregate Surfacing for Soft-Surface Paths: Decomposed Granite, 1/4" minus gradation, Per MAG Specification Sections 430 and 702. Color as approved by City.

Part 3 - Execution

- Subgrade Preparation: Per MAG Specification Section 301 and the project geotechnical report.
- Base Course Installation: Per MAG Specification Section 310 and the project geotechnical report
- Concrete Placement, Finishing, and Curing: Per MAG Specification Section 324. Joints and surface finish per approved sample panel.
- Decomposed Granite Paths: Per MAG Specification Section 430. Two inch (2") minimum depth after compaction.

5. Trail Development Standards

5.14 Outline Specifications for Landscape Work

Part 1 - General (Reference Specifications and Standards)

- Maricopa Association of Governments (MAG) - Uniform Standard Specifications and Details for Public Works Construction (most recent edition)
- City of Casa Grande City Code - Public Improvement Requirements for Developers
- Arizona Nursery Association - Growers Committee Recommended Average Tree Specifications

Part 2 - Materials

- Plants: All plants shall be normally developed individuals of their species. The habit of growth, development of foliage, and outline shall conform to grades of sound, first-quality nursery stock. All plants shall be free of disease, insects, insect larvae, and animal damage. Plants shall comply with MAG Specification Section 430.
- Hydroseeding Requirements: Seed shall comply with applicable state statutes for purity and germination. Mulch shall be wood fiber mulch. Seed mix and application rates shall be as approved by the City of Casa Grande.

Part 3 - Execution

- Landscape Installation Work: All landscape work including, but not limited to: the transport and storage of plant material, soil preparation, plant installation, staking, seeding, clean-up, and initial maintenance work shall be in accordance with MAG Specification Section 430, as amended by the City of Casa Grande, and in accordance with applicable industry standards.
- Initial Landscape Maintenance of Linear Park segments to be turned over to the City: All landscape improvements shall be maintained by the Contractor / Developer for a period of two (2) years from date of Substantial Completion and Acceptance by City.

5. Trail Development Standards

5.15 Outline Specifications for Irrigation Systems

Part 1 - General (Reference Specifications and Standards)

- Maricopa Association of Governments (MAG) - Uniform Standard Specifications and Details for Public Works Construction (most recent edition)
- City of Casa Grande City Code - Public Improvement Requirements for Developers

Part 2 - Materials

- Meters: As required by water provider. Separate meters shall be provided for irrigation.
- Backflow Preventers: Reduced pressure type with lockable security enclosure.
- Controllers: Calsense Model ET-2000 with lockable enclosure and optional features as identified by the City of Casa Grande.
- Master Valves: Griswold DW Series, or approved equal.
- Flow Sensors: Calsense, FM Series, or approved equal.
- Isolation Valves: Brass or bronze ball valves, Watts Model FBV, or approved equal.
- Remote Control Valves: Rain Bird Model PESB Series, or approved equal.
- In-Line Filters: AG-Products with 200 mesh screen, or approved equal.
- In-Line Pressure Regulator: Senninger, or approved equal.
- Mainline and Lateral Line Pipe: Schedule 40 PVC Pipe.
- Drip Emitters: Bowsmith, multi-outlet, pressure compensating emitters, or approved equal.
- Valve Access Boxes: Heavy duty, fiber reinforced, plastic valve boxes with bolt-down lids.

5. Trail Development Standards

Part 3 - Execution

- Backflow Preventer Testing: As required by code and water provider. Test certificates to be provided to City.
- Installation of Control System: Per City of Casa Grande standard details.
- Installation of Mainline and Lateral Line Pipe: Per City of Casa Grande standard details.
- Installation of Valves and Valve Access Boxes: Per City of Casa Grande standard details.
- Installation of Drip Emitters: Per City of Casa Grande standard details.
- Pressure Testing of Mainlines: Tested at 100 psi for a period of 4 hours without failure for acceptance.
- Operational Testing of Irrigation System: As needed to demonstrate to City that all components of the system have been installed, adjusted, and are working properly as required to apply appropriate amounts of water to all irrigated plants.
- Initial Maintenance of the Irrigation Systems to be turned-over to the City of Casa Grande: All irrigation systems shall be operated and maintained for a period of two (2) years from date of Substantial Completion and Acceptance by the City.
- The specified requirement for a Calsense Model ET-2000 Irrigation Controller shall apply only to those projects that will be turned over to the City of Casa Grande for maintenance. On all other projects a commercial-grade, automatic irrigation controller may be utilized.
- The use of reclaimed water for irrigation is encouraged in all instances where reclaimed water is available. Irrigation systems that utilize reclaimed water shall be designed to meet all applicable standards for design, cross-connection control, and material / equipment color-coding.

5. Trail Development Standards

5.16 Outline Specifications for Buildings, Shade Structures, and Site Furnishings:

Part 1 - General (Reference Specifications and Standards)

- Maricopa Association of Governments (MAG) - Uniform Standard Specifications and Details for Public Works Construction (most recent edition)
- City of Casa Grande City Code - Public Improvement Requirements for Developers

Part 2 - Materials

- Pre-Engineered Ramada Structures: Powder coated steel frame. Kynar finished steel roof. Concrete floor. Manufacturer and model as approved by the City of Casa Grande.
- Pre-Engineered Restroom Buildings: Pre-cast concrete structure with heavy-duty steel doors, Kynar finished steel roof, and prison-grade stainless steel fixtures. Manufacturer and model as approved by the City of Casa Grande.
- Benches: Commercial grade, powder coated steel benches with in-ground mount, and open mesh/web steel seats and backs. Manufacturer and model as approved by the City of Casa Grande.
- Trash Receptacles: Of same materials, style, and color as benches. Manufacturer and model as approved by the City of Casa Grande.
- Exercise Equipment: Heavy-duty powder-coated steel exercise stations as approved by the City of Casa Grande.
- Trail Identification Signs: Per City of Casa Grande standard detail.
- Trail Use Regulation / Trail Map Signs: Per City of Casa Grande standard detail.

5. Trail Development Standards

Part 3 - Execution

- Restroom and Ramada Buildings: Per approved building plans and applicable Code requirements.
- Site Furnishings (Benches, Trash Receptacles): Per City of Casa Grande Standard Details
- Trail Identification, Trail Use Regulation, and Trail Map Signs: Per City of Casa Grande Standard Details

5. Trail Development Standards

5.17 Outline Specifications for Trail System Lighting:

Part 1 - General (Reference Specifications and Standards)

- Maricopa Association of Governments (MAG) - Uniform Standard Specifications and Details for Public Works Construction (most recent edition)
- City of Casa Grande City Code - Public Improvement Requirements for Developers

Part 2 - Materials

- Electrical Service and Distribution System: Per applicable code requirements.
- Fixtures: Commercial / institutional grade fixtures. Manufacturer and model as approved by the City of Casa Grande w/ multiple vendors for replacement lamps and replacement parts.
- Lamps: High-Pressure-Sodium (HPS).
- Poles: Powder-coated heavy-duty steel poles with base plate and concrete foundation. Poles to accommodate fixture mounting height of 15' to 20'.
- Pole Foundations: Reinforced cast-in-place concrete foundations.

Part 3 - Execution

- Illumination Levels: Lighting systems to be designed to provide light levels and uniformity coefficients in accordance with Illumination Engineering Society (IES) standards and recommendations.
- Lighting Controls: Lighting systems to be equipped with photocells to turn lights on at dusk and with timers to turn all or some of the lights off at time designated by the City of Casa Grande.
- System Installation and Testing: Per permit and code requirements.

6. Plan Implementation

6.1 Introduction:

The construction of the proposed Casa Grande Regional Trail System will occur over a period of years. Trail development will typically occur when new residential, commercial, or other projects (or approved phases thereof) are constructed. Community Trails will be constructed when development occurs on lands adjacent to the proposed trail segment or when a proposed trail crosses the subject property. Neighborhood Trails will be constructed concurrently with the development of new residential projects.

The development-driven approach to trail system construction may need to be supplemented by City-initiated projects that serve to expand and/or connect key elements of the proposed Community Trail system.

6.2 Development Funded Trail Construction Projects

The construction of roads, utilities, and other infrastructure elements needed to support new residential communities and businesses is typically the responsibility of the developer. The City of Casa Grande, and most other municipalities, require the developer of a project to design, engineer, and construct improvements such as roads, drainageways, sewers, and water systems as needed to support the proposed new development. These improvements must be designed and constructed to established standards.

This approach to municipal infrastructure construction should be expanded to include trails and it should be the primary mechanism for trail system development.

6.3 City Funded Trail Construction Projects

There will inevitably be instances where it may be desirable or necessary for the City of Casa Grande to initiate trail construction projects. This may occur during the initial phases of trail system development, when the construction of a basic network of trails is desired. It may also be the case when gaps in the trail system reduce or preclude public use of a trail or diminish the value of the overall trail system.

City funded projects may also be the preferred alternative when trails are being developed in conjunction with other public works projects such as roadways and utility lines. In such instances, the City should consider the potential cost savings associated with including trail development as part of the scope of the overall project.

6. Plan Implementation

6.4 Acquisition of Easements and Rights-of-Way

As a follow-up to the adoption of this Master Plan, the City of Casa Grande should begin the on-going process of acquiring easements, rights-of-way, or agreements, as will be needed for future trails. The early acquisition of corridors for the proposed community trails will facilitate and expedite the trail development process in the future.

The development of an inter-governmental agreement (IGA) with the San Carlos Irrigation and Drainage District is an example of this strategy. While construction of the proposed trails along the District's canals may not yet be possible, the development of an agreement that allows these trails to be constructed in the future should be negotiated in a timely manner.

6.5 Coordination with other Jurisdictions

The development of a regional trail system is a goal that is shared by other communities and jurisdictions in the region. Pinal County, for example, has similarly developed a trails master plan. Some of the trails proposed by the County connect with proposed Community Trails. Others will pass through or near the City's planning boundary. Opportunities for the joint development of trails should be pursued whenever possible.

6.6 Responsibilities for Trail System Development

Outlined on the following pages are specific responsibilities for trail system design, engineering, construction, and maintenance. Also noted are requirements for right-of-way and/or easement dedications.

6. Plan Implementation

6.7 Responsibilities for Linear Park Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	City of Casa Grande
Required dedications	Dedication of linear park corridor right-of-way to City of Casa Grande (where applicable)
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	City of Casa Grande
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.8 Responsibilities for Community Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	HOA (as common area) or similar entity (or City of Casa Grande)*
Required dedications	Dedication of public access easement to City of Casa Grande
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	Maintenance of Trails (paved and unpaved, as applicable) by the City of Casa Grande Maintenance of all other Trail Corridor Improvements by developer of subject / adjacent property or successors (HOA, etc.)
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.9 Responsibilities for Spur Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	HOA (as common area) or similar entity (or City of Casa Grande)*
Required dedications	Dedication of public access easement to City of Casa Grande
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	Maintenance of Trails (paved and unpaved, as applicable) by the City of Casa Grande Maintenance of all other Spur Trail Corridor Improvements by developer of subject / adjacent property or successors (HOA, etc.)
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.10 Responsibilities for Rural / Unpaved Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	HOA (as common area) or similar entity
Required dedications	Dedication of public access easement to City of Casa Grande
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	Maintenance of Trails by the City of Casa Grande Maintenance of all other Rural / Unpaved Trail Corridor Improvements by developer of subject / adjacent property or successors (HOA, etc.)
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.11 Responsibilities for Primitive Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	City of Casa Grande or developer of project with natural resource / trails park
Construction (including funding)	City of Casa Grande or developer of project with natural resource / trails park
Ownership of underlying property	City of Casa Grande or developer of project with natural resource / trails park
Required dedications	Dedication of public access easement to City (where applicable)
Maintenance (initial two-year period)	City of Casa Grande or developer of project with natural resource / trails park
Maintenance (after initial two-year period)	City of Casa Grande or developer of project with natural resource / trails park
Trigger initiating development of trail	Provisions of development agreement (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.12 Responsibilities for Enhanced Bicycle / Pedestrian Corridor Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	City of Casa Grande
Required dedications	Dedication of corridor right-of-way to the City of Casa Grande, (where applicable)
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	City of Casa Grande
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.13 Responsibilities for Regional Trailhead Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Construction (including funding)	Developer of subject / adjacent property (or City of Casa Grande)*
Ownership of underlying property	City of Casa Grande
Required dedications	Dedication of right-of-way to City of Casa Grande or other public agency
Maintenance (initial two-year period)	Developer of subject / adjacent property or successors (HOA, etc.)
Maintenance (after initial two-year period)	City of Casa Grande
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or adjacent parcel (or City initiated project)*
* Note: City may elect to initiate the design, engineering, and/or construction of project as deemed beneficial to the development of the overall trail system.	

6. Plan Implementation

6.14 Responsibilities for Primary Neighborhood Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject property
Construction (including funding)	Developer of subject property
Ownership of underlying property	Developer, HOA (as common area), or similar entity
Required dedications	None
Maintenance (initial two-year period)	Developer of subject property or successors (HOA, etc.)
Maintenance (after initial two-year period)	Developer of subject property or successors (HOA, etc.)
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or parcel
* Note: Land and all improvement to remain in private ownership with public access easement to allow for general public use.	

6. Plan Implementation

6.15 Responsibilities for Secondary Neighborhood Trail Development

Task / Activity:	Responsible Party:
Design and engineering (including funding)	Developer of subject property
Construction (including funding)	Developer of subject property
Ownership of underlying property	Developer, HOA (as common area), or similar entity
Required dedications	None
Maintenance (initial two-year period)	Developer of subject property or successors (HOA, etc.)
Maintenance (after initial two-year period)	Developer of subject property or successors (HOA, etc.)
Trigger initiating development of trail	PAD, subdivision plat, or other development proposal on subject or parcel
* Note: Land and all improvement to remain in private ownership with public access easement to allow for general public use.	

6. Plan Implementation

6.16 Action Plan

The following actions are recommended:

Immediate and Short-Term Actions:

- Amend the City of Casa Grande City Code to require the dedication of trail corridors and the construction of Community Trails, as described herein, when the proposed trail is within or adjacent to a new development.
- Amend the City of Casa Grande City Code to require the dedication of trail corridors and the construction of Neighborhood Trails and trailheads, as described herein, within all new developments.
- Prepare and enter into an inter-governmental agreement with the San Carlos Irrigation and Drainage District related to trail development along irrigation canal corridors.
- Prepare and enter into an agreement with the El Paso Natural Gas Company related to trail development along underground gas pipeline corridors.
- Initiate discussions with the Arizona State Land Department related to trail development on parcels of State Trust land within the Casa Grande planning boundary so that trail corridor dedications and trail development requirements are appropriately incorporated into the planning of State Trust Lands.
- Continue negotiations with the U.S. Army National Guard, as-needed, to secure authorization for the use of federal lands adjacent to Casa Grande Mountain Park (Section 15, T7S-R6E) for trails and other appropriate public recreation purposes.
- Continue negotiations with the Bureau of Land Management related to the transfer of 80 acres of federal land to the City of Casa Grande for management and incorporation into Casa Grande Mountain Park.

6. Plan Implementation

On-Going Actions:

- Review all new development proposals for compliance with this Regional Trail System Master Plan and applicable Zoning Code requirements.
- Include specific requirements related to trail corridor dedication and trail construction in all new Development Agreements negotiated by the City of Casa Grande, as appropriate.
- Conduct regularly scheduled coordination meetings with Pinal County and others as required to coordinate trail system development in the region.