

## Labor Force

The population within the focus area has a higher percentage of high school graduates than either Pinal County or Arizona. This is an important demographic for the Mixing Center typology type, which relies on many workers with high school level educations.



Average household travel time to work within the focus area is 23 minutes, indicating that the potential labor pool is relatively close to the focus area.

### Percent of population with high school degrees:

Eloy Area	37%
Maricopa County	29%
State of Arizona	25%

### Average length of work commute:

Eloy Area	23 min.
Maricopa County	33 min.
State of Arizona	25 min.

## Plans and Policies

The location at the intersection of I-10, I-8, and the Union Pacific Railroad Sunset Route is identified as a major economic development asset.

Area plans identify the areas adjacent to both I-10 and I-8 as major commerce and business corridors. Large tracts of land adjacent to the Union Pacific Railroad alignment and the I-10/I-8 interchange are also identified as manufacturing or industry centers.

### Emerging Projects: Red Rock Classification Yard

- Warehousing and distribution facility combined UP carload service (ie hopper and tank car)
- Encompasses nearly 600 acres of land or 1 square mile
- Potential to produce a significant number of jobs and long-term economic impact.

**Economic Development Group of Eloy (EDGE)** The City of Eloy had adopted an incentives ordinance to assist businesses in contracting facilities. More information can be found at [www.edgeaz.org](http://www.edgeaz.org).

**Central Arizona Regional Economic Development Foundation (CAREDF)** is a regional partnership between the public and private sectors whose purpose is to improve and promote the economies of Casa Grande, Coolidge, Eloy and Pinal County. CAREDF has created a 2012 strategic economic development plan which can be downloaded at [www.caredf.org](http://www.caredf.org).

**Pinal Partnership** is a coalition of community, business and education and government leaders, whose goal is to provide leadership and support in specific areas of focus. [www.pinalpartnership.com](http://www.pinalpartnership.com)

Freight businesses in the interstate junction area move food products, farm machinery and supplies, paper products, construction materials, and more!

Fertizona  
Frito-Lay, Inc.  
Graham Packaging Co.  
HASA Chemicals  
Hexcel Corp  
Norm Bingham Equipment Company  
Owens Corning  
Paragon Concrete Products  
Pinal Ways Magazine  
Westile Roofing Products

Source: IHS Global Insight. 2010

## More Information

For more information on this focus area contact:  
[www.casagrandeaz.gov](http://www.casagrandeaz.gov)  
[www.elayaz.org](http://www.elayaz.org)  
[www.pinalcountyaz.gov](http://www.pinalcountyaz.gov)  
[www.azcommerce.com](http://www.azcommerce.com)

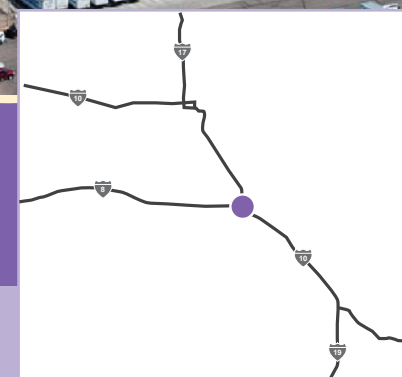


For more information on the Freight Study can be found at [www.bqaz.org](http://www.bqaz.org)

**DRAFT**

# Mixing Center

INTERSTATE JUNCTION FOCUS AREA (I-10 and I-8)



FREIGHT TRANSPORTATION FRAMEWORK STUDY  
A study by the JOINT PLANNING ADVISORY COUNCIL  
A planning partnership for the Arizona Sun Corridor



# Interstate Junction Focus Area (I-10 and I-8)

## MIXING CENTER OPPORTUNITY

Based on the land use context, market opportunities and supply chain dynamics in the sun corridor, the focus area at the junction of interstate 10 and 8 is well suited for mixing center opportunities in the supply chain process.

Products traveling from sources all over the country and world may be staged for destination markets in a mixing center. The essential functions of a mixing center are redirection, de-consolidation & consolidation, and a module change, along with processing and storage.

### Key Characteristics of a Mixing Center Location:

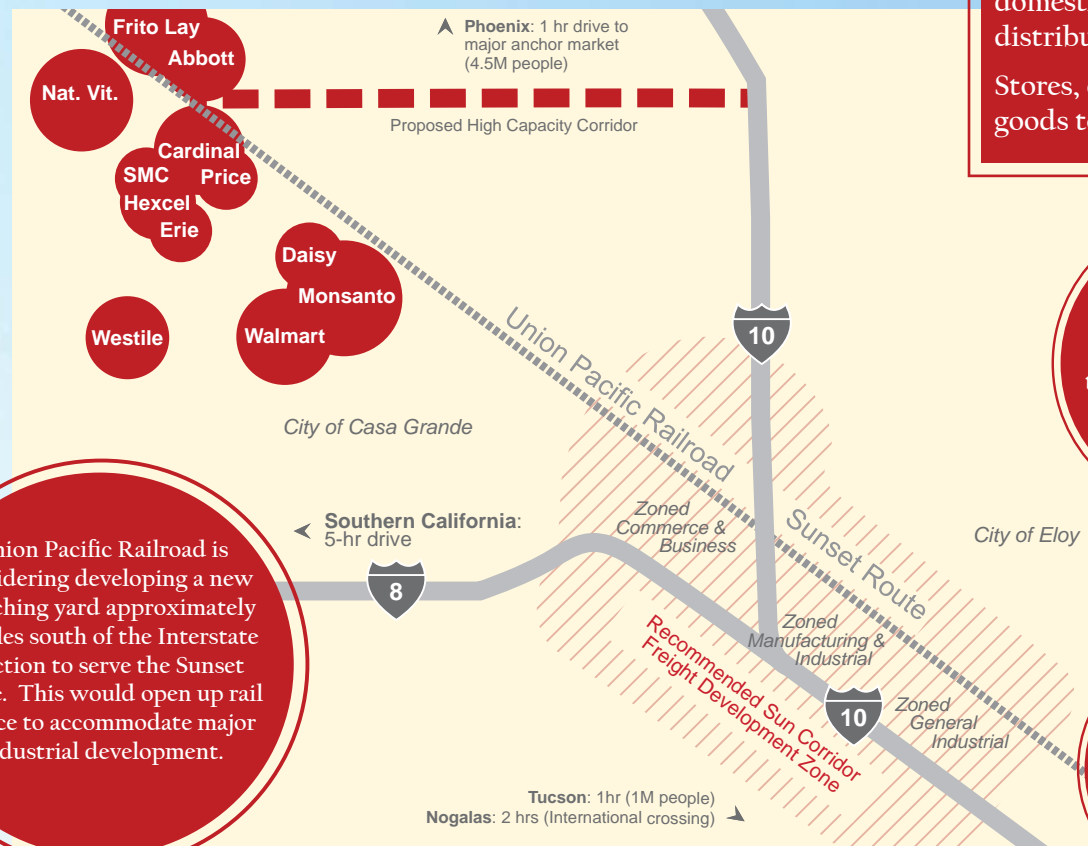
- Access to international markets.
- Sites should be located on the threshold of destination markets.
- Access to extensive highway network, air & rail are desirable.
- Labor should find warehouse wages attractive & be able to commute to work.
- Destination to border should be sufficient to support road trips by Mexican truck fleets.

The Mixing Center Freight Typology focuses on Mixing domestic and import goods for distribution. Stores, consolidates, and redirects goods to multiple markets.

The majority of Pinal County is part of the expanded territory (alternative site framework) of FTZ #75

Pinal Airpark  
6,900 ft. runway  
25 nautical miles from junction

Union Pacific Railroad is considering developing a new switching yard approximately 15 miles south of the Interstate Junction to serve the Sunset Route. This would open up rail service to accommodate major industrial development.



## Transportation

The center of this focus area is located in the communities of Casa Grande and Eloy at the convergence of two major Interstates (I-8 and I-10) and the Union Pacific Railroad Sunset Route. This location is unique due to the fact that Interstate 10 provides access from eastern markets, specifically Texas and Gulf Coast ports, and provides a direct link to a major anchor market (Phoenix/Mesa, 4.5 million people), and Interstate 8 provides outbound access to Southern California markets and ports. This focus area is also located in the designated CANAMEX corridor only 2 hours from the Nogalas port of entry.

The area is centrally located among freight airports: approximately 50 road miles away from both Phoenix Sky Harbor and Phoenix-Mesa Gateway, and 67 miles from Tucson International. The area is also less than 25 nautical miles from Pinal Airpark, which could be utilized as a future freight airport.

Distance to Market	Road	Rail
Inland Empire	400 mi.	385 mi.
Las Vegas	350 mi.	600 mi.
Salt Lake	725 mi.	1,015 mi.
Bay Area	800 mi.	800 mi.
Nogales Port of Entry	125 mi.	125 mi.

Rail Features	
Distance to Intermodal Terminal	59 mi.
Miles of Access	10 mi.

Distance to Freeways	
to I-10	0 mi.
to future North-South Freeway	14 mi.

Miles of Existing Major Roadway	31 mi.
---------------------------------	--------

**Recommendations**

- Protect appropriate land at junction for industrial development (create freight districts).
- Prepare conceptual business plans for specific locations.

## Developable Land

Land use planning is critical when developing freight clusters specifically at key transportation junctions. Nearly 60% of the land in land located in this focus area is developable, which is a significant opportunity especially with lower cost of land and excellent transportation access.

