

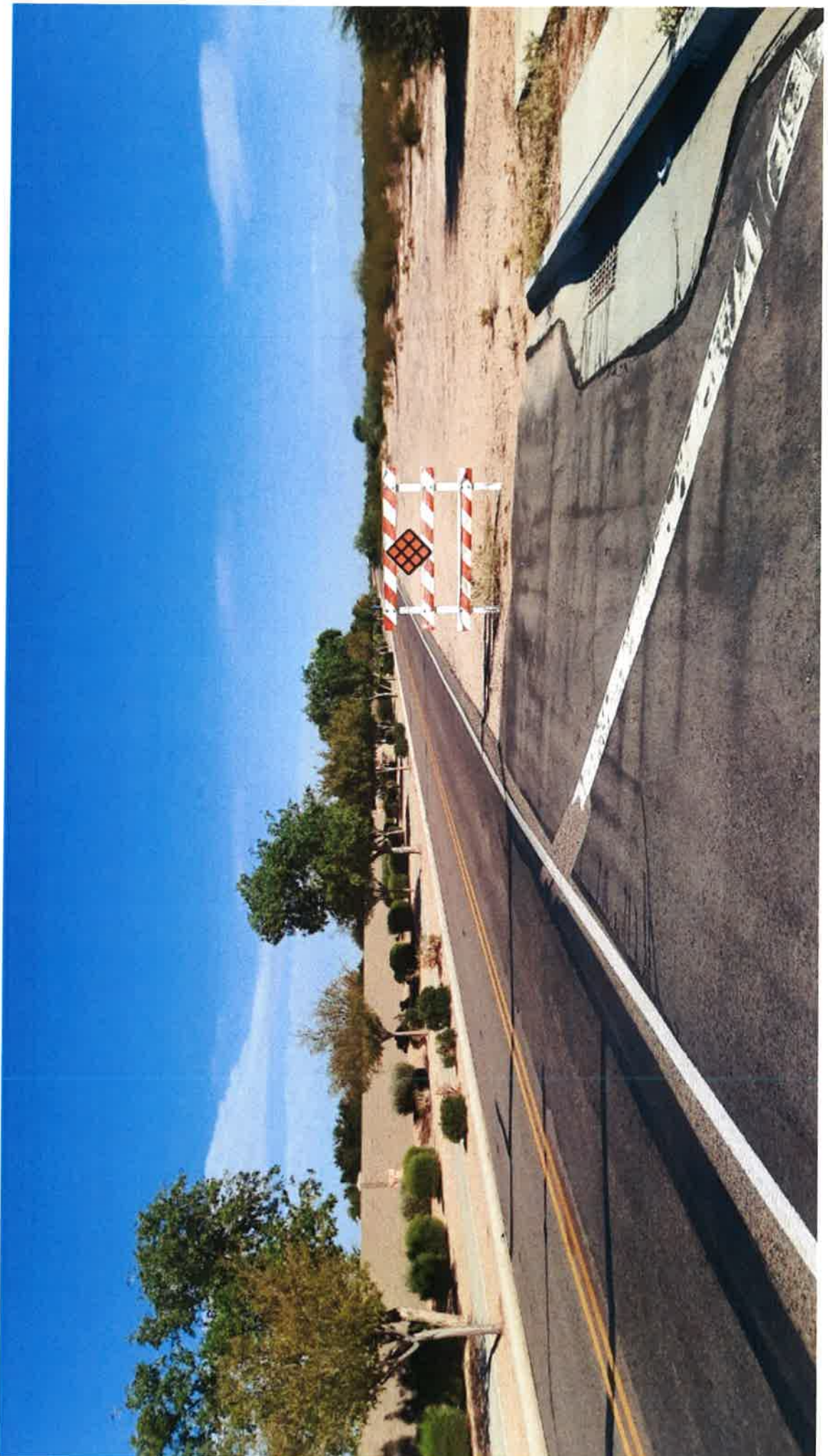
Transportation: Old Problem, New Ideas

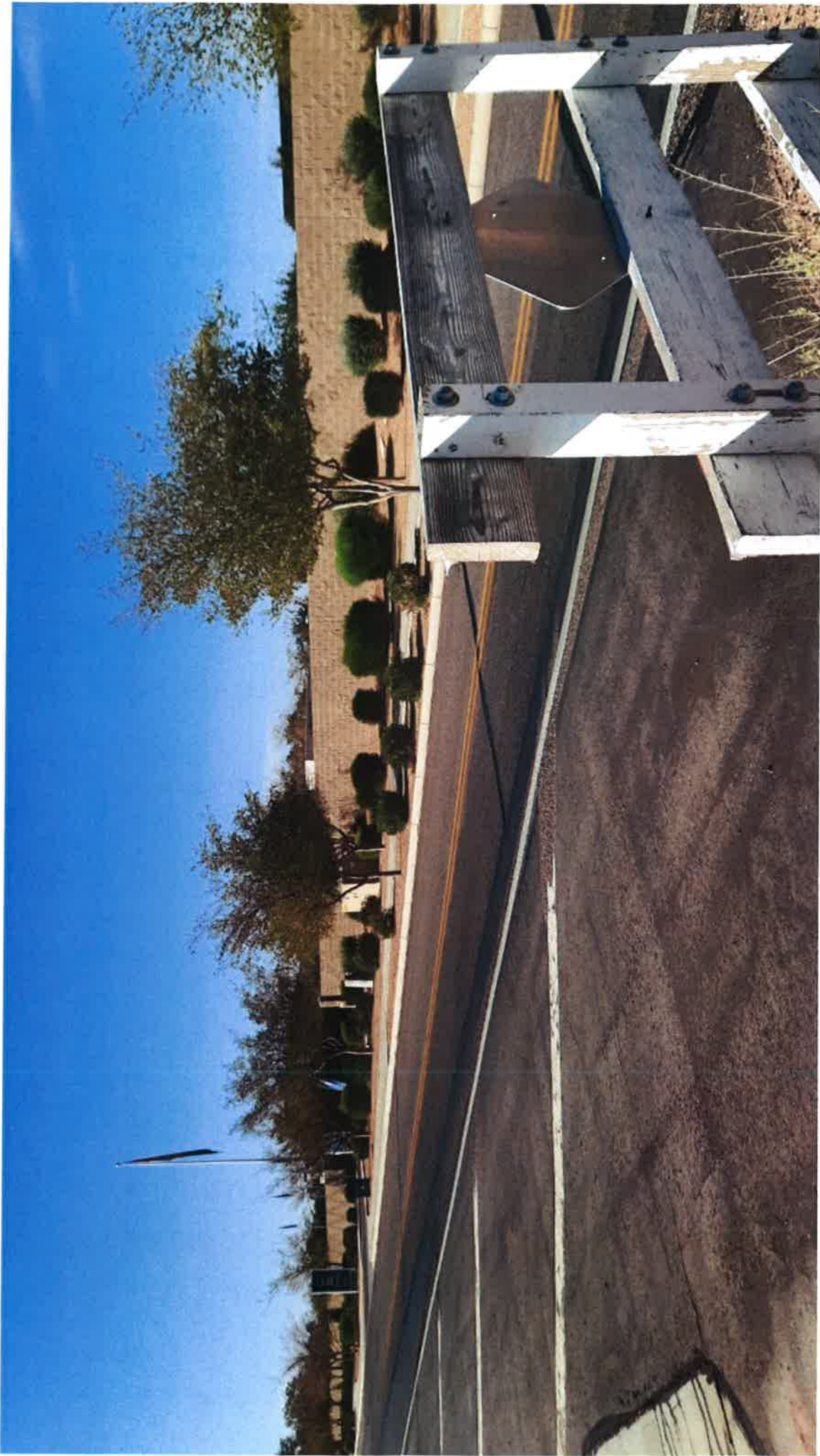


Home, Sweet Home

- Picture taken in 2013 at Hunt Highway Starbucks, a mere 6 min. walk from my house.











ADOT selects final North-South

← → ↺ ↻

azdot.gov/adot/news/adot-selects-final-north-south-corridor-route-pinal-county

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ADOT selects final North-South

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ADOT selects final North-South Corridor route in Pinal County

Final Tier 1 Environmental Impact Statement now available for public review

August 20, 2021

PHOENIX – The Arizona Department of Transportation has selected a final 55-mile North-South Corridor through Pinal County as part of the Final Tier 1 Environmental Impact Statement (EIS) and Record of Decision (ROD), which was released today. The Tier 1 EIS identifies the selected corridor, which stretches from US 60 in Apache Junction to Interstate 10 in Eloy.

The study also incorporates a proposed extension of State Route 24 from Ironwood Drive to the North-South Corridor. The Final Tier 1 EIS, conducted in accordance with the National Environmental Policy Act (NEPA), incorporates changes based on comments received on the Draft Tier 1 EIS, which was released for public review and comment in October 2019, as well as updated analysis based on new information.

The purpose of the North-South Corridor study is to enhance the



“Future Tier 2 environmental and engineering studies would need to be conducted to further refine the selected 1,500-foot North-South Corridor to identify a recommended 400-foot wide freeway alignment, as well as the location of interchanges and other project features.”

Pinal, other supervisors opposed to fund shift

By KELLY FISHER, Staff Writer Nov 15, 2016 Updated Nov 21, 2016 0

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FLORENCE — Four Pinal County supervisors recently ventured to Flagstaff for the 12th summit of the County Supervisors Association, setting 2017 priorities and urging lawmakers cost shifts affecting local taxpayers.

If state lawmakers do not take action, Pinal County could lose \$1.6 million that could like projects like transportation improvements, according to a county news release.

The County Supervisors Association representatives will begin briefing legislators on the did not specify when or clarify how long legislators may take to respond.

NEWS RELEASE

MISPLACED HIGHWAY SPENDING TO BLAME FOR CRUMBLING ROADS AND BRIDGES

Contact
Jason Donofrio ARIZONA PIRG EDUCATION FUND

FOR IMMEDIATE RELEASE
WEDNESDAY, APRIL 28, 2010

According to *Road Work Ahead: Holding Government Accountable for Fixing America's Crumbling Roads and Bridges*, a new report by the Arizona PIRG Education Fund, across the nation, drivers face more than 90,000 miles of crumbling highways and more than 70,000 decaying bridges. The report states that neglected maintenance of roads and bridges acts as a constant drain on our economy and a scourge on our quality of life.

Diane E. Brown, Executive Director of the Arizona PIRG Education Fund, stated, "Rough and rutted roads cause accidents, damage vehicles, trigger traffic jams that lead to countless hours of delay, and waste money. Arizonans need for other expenses. To fix our roads and bridges, Arizona and America must adopt strong 'fix-it first' rules that give priority to maintenance of our existing roads and bridges, set goals for the condition of our transportation system, and hold state governments accountable for achieving results."

Among the key findings of the report:

- Drivers in Arizona pay an average of an extra \$207 per year on car repairs because of highways and bridges in disrepair. 31 percent of Arizona's major roads have fallen into less than good condition and Arizona contains 210 structurally-deficient bridges. Despite these problems, the state diverts over a quarter billion dollars a year instead to building new or wider highways. Arizona spends an average of 27 times as many federal dollars on new roadway construction than on bridge repair or maintenance. This ratio is more than double the next closest state. Only nine states spend less per square foot on repairing their backlog of structurally-deficient bridges.
- The Federal Highway Administration has declared 26 percent (or 90,000 miles) of federal highways and major roads were in poor or mediocre condition as of 2008.
- The American Association of State Highway and Transportation Officials estimates that poor road conditions cost U.S. motorists \$67 billion a year in repairs and operation costs — an average of \$335 per motorist.

Smith: \$1.6M at stake if state doesn't change law

Staff Reports Nov 2, 2016  0

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County supervisors in Arizona oppose cost shifts

By KELLY FISHER, Staff Writer Nov 17, 2016 Updated Nov 19, 2016 0

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MARICOPA — Just over a week after the general election, Pinal County Supervisor Anthony Smith still had another result to wait for.



FLORENCE —
Flagstaff for the
Supervisors Ass
lawmakers to ex

If state lawmakers
million that could
improvements.

The County Superintendent

County expecting relief from state sweep of HURF funds



NOVEMBER 14, 2017

By Linda Kor

Officials with Navajo County were very pleased by an announcement by Governor Doug Ducey last month that he would stop taking \$50 million in HURF (Highway User Revenue Funds) from Arizona counties and cities to balance the state's budget.

For nearly 10 years the state has been taking from the coffers that should have been used to maintain and upgrade Arizona roads. In his statement Ducey said, "This will demonstrate good faith from our administration and a desire to work as partners for the good of our counties and for the good of our mutual citizens."

The force of funding and what have had a significant impact on mental education will be reviewed with attention to the future. This is a

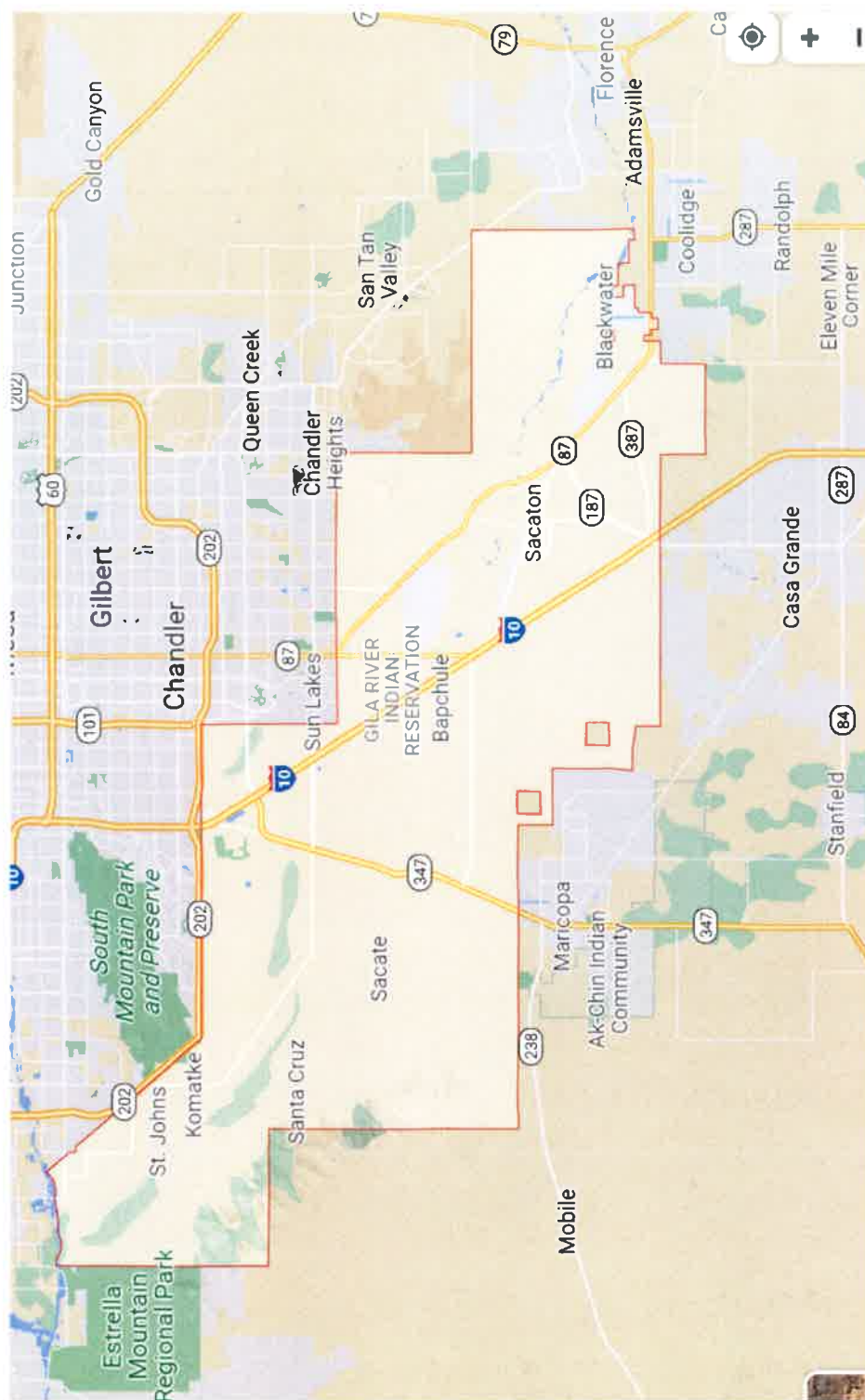
Dedicated Revenue Streams



Arizona State Constitution Article 9, Section 14

Article 9, Section 14: “No monies derived from fees, excises, or license taxes relating to registration, operation, or use of vehicles on the public highways or streets or to fuels or any other energy source used for the propulsion of vehicles on the public highways or streets, shall be expended for other than highway and street purposes including [...]”





Hunt Highway entering GRIC



Pinal County stands to become major transportation hub as part of Sun Corridor



By Janet Perez

Phoenix Business Journal

For decades, Pinal County has been seen simply as the large swath of land that separates Phoenix and Tucson. But Pinal's county, city and economic development leaders are at a crossroads as they grab opportunities emerging from the Sun Corridor.

"Right now we have Interstates 10 and 8, and we will one day have Interstate 11. That's still a bit away, but it will happen," said Tim Kanavel, Pinal County's economic development manager. "We're going to have the

Thank you!!!

