

GREATER ARIZONA

Regional Transportation

FY 25 Project Priority List For Legislative Action





Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

The gap between transportation-dedicated revenues and the needs of the infrastructure has built up over decades of under-investment. Just on the state highway system, ADOT's recent long-range transportation plan projects, between now and 2050, \$174.4 billion in needs and \$62.8 billion in revenues. That is a funding gap of \$111.6 billion! Without a revenue increase, less than half of the highway system's needs will be funded over the next 25 years. Local street systems are facing comparable shortfalls. RTAC will continue to strive to bridge that gap and increase the permanent revenue streams dedicated to funding our transportation infrastructure.

However, we recognize that, while a majority of state lawmakers are not quite ready to enact such measures, they do acknowledge the need to invest more in our highways and roads, and have increasingly supported directing one-time funding to infrastructure. While this process of "earmarking" general fund revenues for specific projects has helped alleviate the funding gap, it bypasses the programming processes that have been established at the state, regional and local levels to prioritize and make the best investment choices for the development and maintenance of our highways and roads.

In response to this approach, RTAC is proposing that the Legislature provide one-time funding to a list of projects vetted and prioritized by Greater Arizona's counties, cities and towns through their regional transportation planning organizations. This process doesn't raise taxes or fees, provides specificity on which projects will be funded and targets Greater Arizona's priorities. The legislation totals \$400 million and is allocated to each region based on their percentage of the Greater Arizona population. A breakdown of the allocations are displayed in the table on the next page.



Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

GREATER AZ COG/MPO	POPULATION	PERCENTAGE	GENERAL FUND REQUEST
CAG	84,510	5.01%	\$20,031,935
CYMPO	141,784	8.40%	\$33,607,944
LHMPO	60,257	3.57%	\$14,283,158
MAG (Pinal)	279,975	16.59%	\$66,364,430
METROPLAN	94,647	5.61%	\$22,434,763
NACOG	317,618	18.82%	\$75,287,112
SVMPO*	68,906	4.08%	\$16,333,263
SEAGO*	152,306	9.03%	\$36,102,142
SCMPO	114,051	6.76%	\$27,034,324
WACOG	169,567	10.05%	\$40,193,609
YMPO	203,881	12.08%	\$48,327,320
TOTAL	1,687,502	100.00%	\$400,000,000

*SEAGO will transfer \$3 million of it's allocation to SVMPO on behalf of the Cochise County Moson Road Project.



Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

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General Fund Request:
\$20,031,935

Yuma Street Bridge Replacement



Project Overview

The Yuma Street Bridge at Pinal Creek in the City of Globe was originally constructed in 1939. In 2016, the City completed a bridge evaluation study for seven (7) deficient bridges owned by the City, including the Yuma Street Bridge. At the time, the bridge was in fair condition with a sufficiency rating of 60.26 that allowed for a 25 Ton Load Limit. In the past seven (7) years this structure has experienced rapid deterioration. The most recent inspection conducted in June 2022 showed a significant reduction in sufficiency rating to 48.70, prompting ADOT to request that the City reduce the Load Limit to 15 Tons.

Yuma Street provides a critical access to the local mines and other key City facilities including businesses and recreational facilities. Three (3) buses (48,000 pounds) cross this bridge twice a day, transporting up to 800 students to and from three (3) different schools. This route is also a key corridor for emergency vehicles and serves community subdivisions including Copper Hills.

The State Funding request of \$2,989,777 equates to approximately six (6) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the FY25 RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Existing Yuma Street Bridge



Large Spall in Soffit – Exposing Rebar



Deck Underside



Erosion at the NW



Project Lead

City of Globe, AZ



Project Schedule

Design in 2025

Construction in 2025



Project Cost

Total Project Cost: \$3,234,690

State Funding Request: \$2,989,777

Match Contribution: \$244,913 (7.6%)



Contact Info

Paul Jepson

City Manager

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Location



City of Globe
Gila County
AZ Legislative District 7
CAG Region





Project Overview

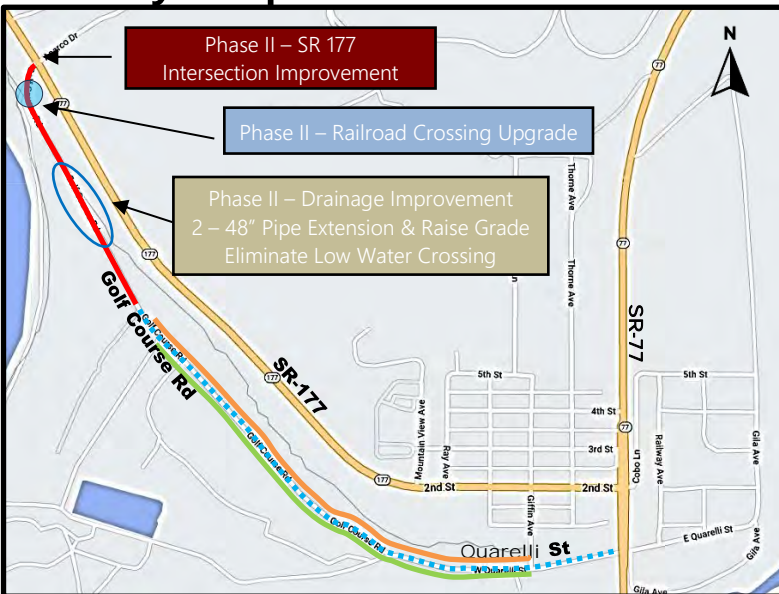
Due to their small stature, the Towns typically do not qualify for many of the known funding resources that are available. Such a request through the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. Phase I of this project was funded for FY24 which included pavement rehabilitation, and pavement markings for 0.9 miles of the total length of 1.4 miles. The full project scope was significantly reduced to meet the FY24 RTAC Priority Project initiative for the CAG Region. Phase II will cover the remaining 0.5 miles.

Golf Course Road and Quarelli Street provide access to an area central to recreational and outdoor activities that includes the Hayden Public Golf Course, Bobby Bracamonte Little League Field, Hastings Park and Winkelman Flats Public Park which serve the two Towns and the overall Copper Basin Communities.

In addition to paving the remaining 0.5 miles of roadway, Phase II will provide improvements along Golf Course Road at the intersection of SR 177, upgrade at the railroad crossing and drainage improvements to eliminate a low water crossing that can shut down access during inclement weather. Phase II will also include Street/Pedestrian lighting and a Pedestrian/Bike Path for 0.75 miles near the recreational and outdoor activities mentioned above.

The State Funding request of \$2,166,376 equates to approximately four (4) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Winkelman/Town of Hayden, AZ

Project Schedule

Design in 2025

Construction in 2026

Project Cost

Total Project Cost: \$2,166,376

State Funding Request: \$2,166,376

Match Contribution: \$0.00

Contact Info

Gloria Ruiz

Town Clerk

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Location



Town of Winkelman
Gila County
AZ Legislative District 7
CAG Region



- ⋯ Phase I – Paving Project (Funded FY24)
SR 77 – Golf Course Service Rd
- Phase II – Paving Project (0.5 miles)
Golf Course Maintenance Rd – SR 177
- Phase II – Street/Pedestrian Lighting (0.75 miles)
- Phase II – Pedestrian/Bike Path (0.75 miles)



McLane Road Improvements



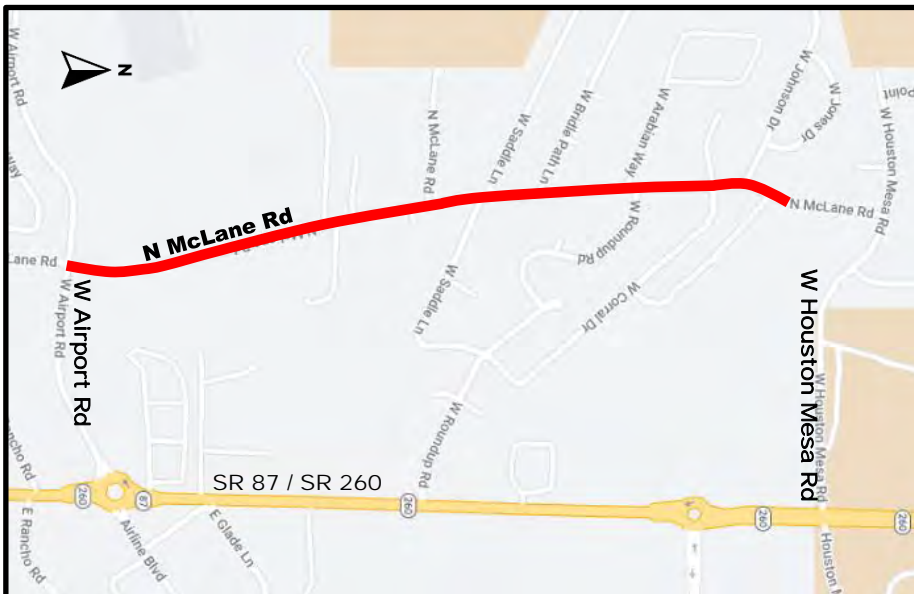
Project Overview

McLane Road between Airport Road and Houston Mesa Road currently does not meet acceptable geometric standards for a collector roadway with improvements being identified in the Town of Payson's 2011 Transportation Study. The existing pavement width varies from 18 feet to 22 feet which provides the minimum required width for two substandard traffic lanes and does not provide facilities for non-motorized users. In addition, the Town's 2001 Drainage Master Plan also identified drainage improvements along this segment which require 30 to 60-inch drainpipes to convey the 10-year frequency storm. Currently, storm drainage is via a series of bar ditches and cross culverts. The bar ditches are typically located immediately adjacent to the pavement edge, allowing no area for vehicles to recover if they leave the pavement.

The improvements will include curb and gutter, sidewalks, bicycle lanes, and storm drain improvements with a pavement section of 36 feet wide from back of curb to back of curb. Storm drains, catch basins and manholes will also be installed to replace the roadside open channels.

The State Funding request of \$3,406,786 equates to approximately seven (7) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Payson, AZ



Project Schedule

Design in 2025

Construction in 2026



Project Cost

Total Project Cost: \$3,496,786

State Funding Request: \$3,406,786

Match Contribution: \$90,000 (2.6%)



Contact Info

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Location



Town of Payson
Gila County
AZ Legislative District 7
CAG Region





Project Overview

The Town of Star Valley recently conducted a street inspection and pavement condition assessment of its local street system. Some of the primary routes in the community were found to exhibit cracking, weathering, oxidation and defects within the asphalt pavement surface, as well as in need of roadside drainage improvements. The streets selected for improvement are the Town's priority as they are the heaviest traveled thoroughfares within the Town. Since 2005 when incorporation took place, the Town has been unable to apply for funding due to the local match requirements associated with grants, as well as not meeting other eligibility requirements due to their rural environment. Many grants require in depth scoping activities that prevents small towns such as the Town of Star Valley, who lack the resources, to successfully apply for such grants. The ageing infrastructure is becoming more evident and critically important to protect the community's transportation infrastructure. The requested funding would provide a leg up on assuring the Town can keep up with its transportation infrastructure before it becomes more costly if deferred.

The improvements vary among the selected roadways but will include either a complete reconstruction, a 2-inch-deep asphalt overlay, drainage improvements, and/or mitigation activities to extend the serviceable life of the existing street pavement.

The State Funding request of \$2,301,412 equates to approximately four and a half (4.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Town of Star Valley, AZ



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$2,311,412
State Funding Request: \$2,301,412
Match Contribution: \$10,000 (0.4%)



Contact Info

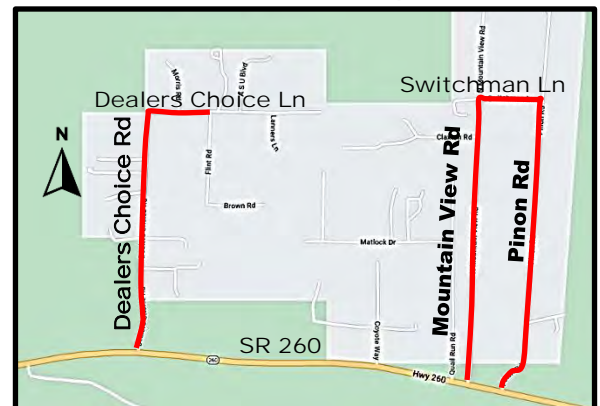
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Location



Town of Star Valley
Gila County
AZ Legislative District 7
CAG Region



Lobb / Neary / Kellner Ave Improvements



Project Overview

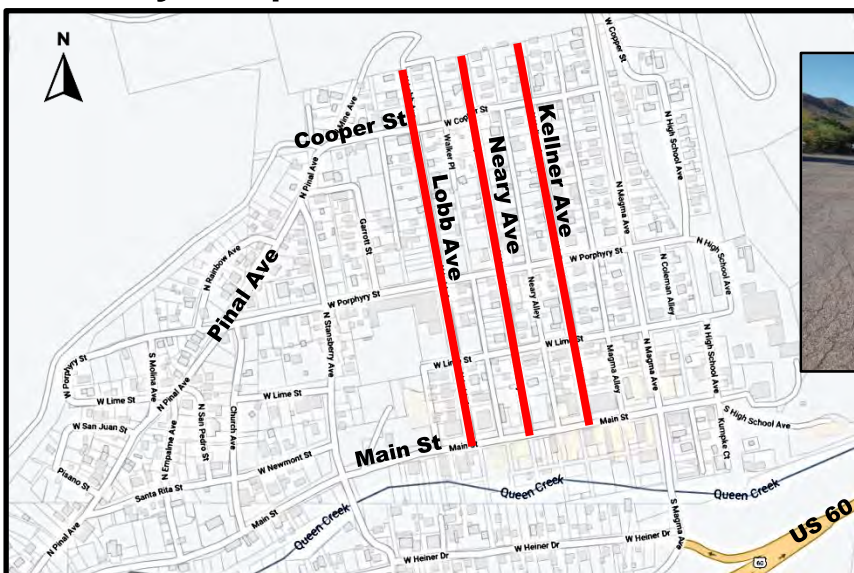
To date, most of the North side of the Town of Superior and nearby downtown area streets have inadequate or no pavement markings, uneven and cracked sidewalks, and deplorable paving conditions. Lobb, Neary, and Kellner Avenues are primary examples of these conditions. The original construction of these roadways was in the 1950s and have never been reconstructed. Spot repairs have provided band aides, however, reconstruction is overdue. The Town also had conducted a full-scale pavement evaluation in 2008 with a follow-up Assessment study in 2017. Over 72.6 percent of streets and 40 percent of sidewalks within the Town were rated as "Poor" or failing.

The Town supports and/or hosts several events throughout the year, bringing up to 5,000 visitors or more during these weekend events. Traffic has also increased as more businesses have opened within the last few years, heavily using the connected transportation system in the Downtown area. Improvements to Lobb, Neary, and Kellner Avenues would improve the mobility of people and support economic development that is coming to Superior.

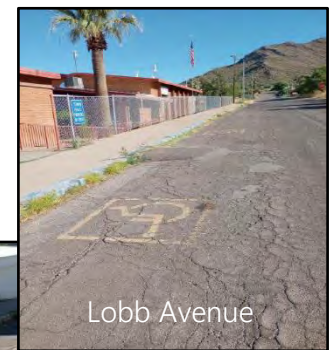
The rehabilitation improvements of the three streets to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping with additional parking spaces, bike lanes, and crosswalks, and sidewalk repairs. The sidewalk repairs will consist of replacing broken and elevated sections that are currently safety hazards, and the installation of ADA ramps that are in need to be brought up to standard codes and regulations.

The State Funding request of \$1,651,570 equates to over three (3) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Neary Avenue



Lobb Avenue



Kellner Avenue



Project Lead

Town of Superior, AZ



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Total Project Cost: \$1,651,570

State Funding Request: \$1,528,470

Match Contribution: \$123,100 (7.5%)



Contact Info

Lana Clark

Engineering Tech, Superior

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Location



Town of Superior
Pinal County
AZ Legislative District 7
CAG Region



Young Road / NFSR 512 Improvements



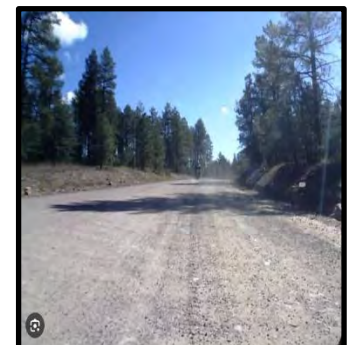
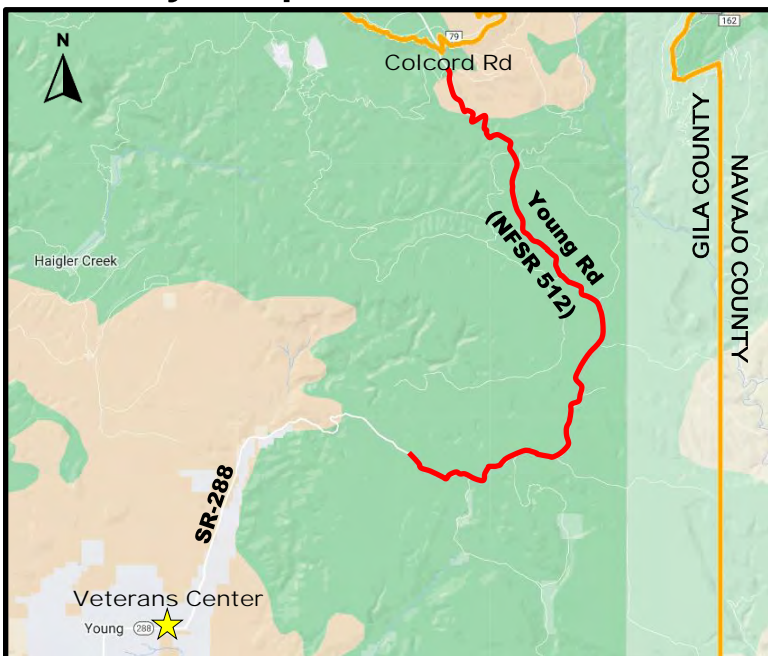
Project Overview

Gila County has made Young Road/National Forest Service Road (NFSR) 512 a top priority. Currently, Young Road/NFSR 512 is a two-lane, native surface, rural minor collector and is the main road for ingress and egress for the community of Young, Arizona. It is also the primary access for recreational activities including camping, sightseeing, off highway vehicles, hunting, and fishing. Additionally, it provides access for economic activities including cattle grazing, mineral extraction, timber activities, tourism, agriculture, snow related activities. Many visitors from the greater Phoenix metropolitan area pass through for various activities year-round.

The project consists of placing asphalt concrete pavement on selected segments of the 13.5 miles segment. The project would reduce dust, improve visibility, and enhance safety for motorists and pedestrians, while reducing impacts on the road surface and adjacent land from erosion, in turn reducing maintenance costs. The improvements would also improve response times for wildland firefighters and the Tonto's ability to protect valuable resources. The project is within the Colcord Fireshed, one of the top 10 priority firesheds in the Southwestern Region.

The State Funding request of \$1,796,786 equates to approximately three and a half (3.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Gila County, AZ



Project Schedule

Design in 2025

Construction in 2026



Project Cost

Total Project Cost: \$1,976,786

State Funding Request: \$1,796,786

Match Contribution: \$180,000 (9.1%)



Contact Info

Thomas Goodman

County Engineer

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Location



Gila County
AZ Legislative District 7
CAG Region



Calle Futura/Neal Street Improvements



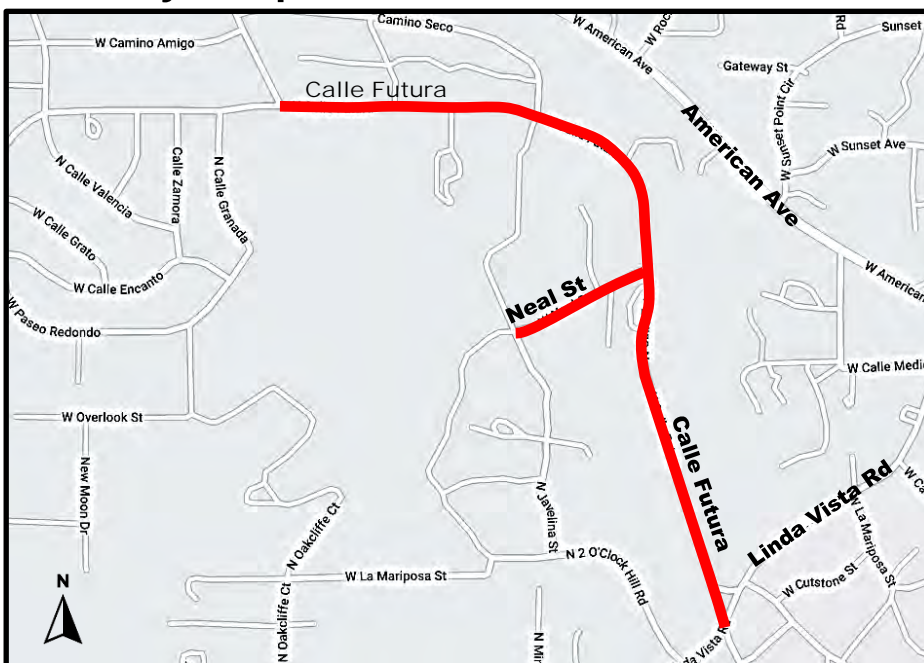
Project Overview

The Calle Futura segment is one of the primary entry road segments into the southern portion of Oracle, AZ. Several major and minor streets utilize this access way and is vital to the road network in the Oracle Community. Calle Futura is in need of rehabilitation as the last preservation efforts were done in 2003 and now has a "D" grade pavement ranking. Neal Street is partially paved. In recent years the segment experienced a noticeable increase in traffic due to new development in the area. By completely paving Neal Street concerns over dust emission will be addressed. The part of the segment that is paved needs rehabilitation. Neal Street has never been rehabilitated and was originally constructed in the 1980s. It now has a "D" grade rating as well.

Both the Calle Futura and Neal Street projects will consist of pulverizing existing asphalt, soil cement, stabilizing the sub-base, and paving 3-inches of new asphalt. The completion of the projects will provide enhanced pavement friction and treatment.

The State Funding request of \$1,146,786 equates to over two (2) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Pinal County, AZ



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$1,146,786

State Funding Request: \$1,081,236

Match Contribution: \$65,500 (5.7%)



Contact Info

Steve Abraham

Senior Transportation Planner

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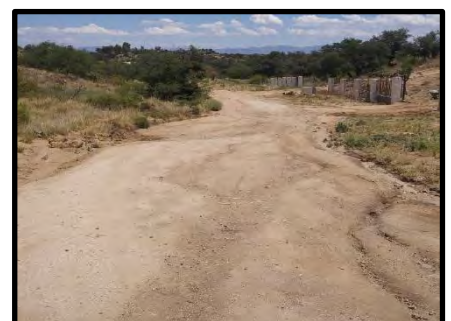
steve.abraham@pinal.gov



Location



Gila County
AZ Legislative District 7
CAG Region



McNab Parkway Improvements



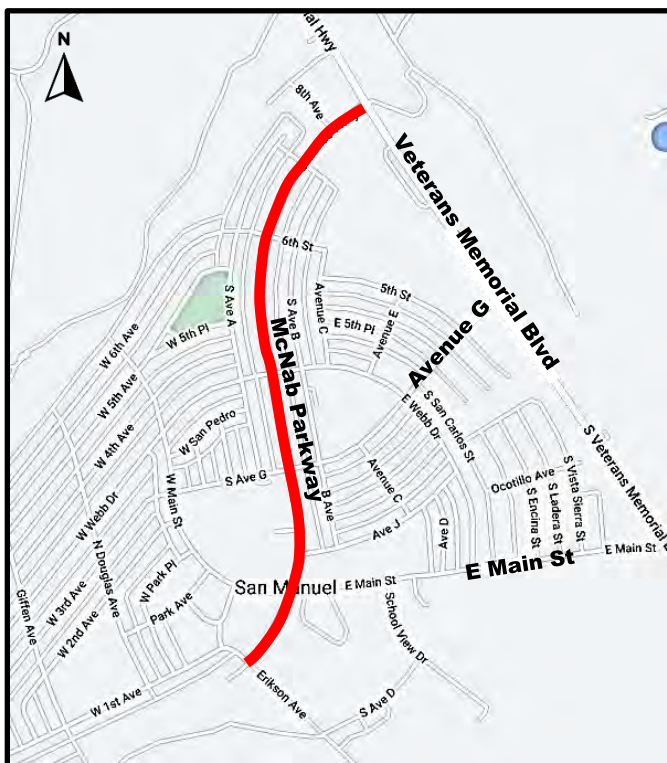
Project Overview

The McNab Parkway is the primary entry road into the unincorporated community of San Manuel. All major and minor streets utilize McNab parkway to enter or exit the community and provide access to the rest of the Southern Pinal Region. The original construction of McNab Parkway was in the 1950s. Since then, only minor preservation activities have occurred and is in need of rehabilitation for reconstruction. For San Manuel, this Parkway provides primary access not for just the community at large but several commercial, residential, and public uses. The road has a "D" grade pavement ranking. Reconstruction is recommended and will feature ADA accessible ramps and ensure there is an appropriate pedestrian space along the facility.

The projects will consist of removing and replacing the asphalt; full asphalt cross section including subgrade, as well as adding ADA accessible ramps to sidewalk. The completion of the project will provide enhanced pavement friction and treatment.

The State Funding request of \$2,439,156 equates to approximately five (5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



Project Lead

Pinal County, AZ



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$2,586,786

State Funding Request: \$2,439,156

Match Contribution: \$147,630.00 (5.7%)



Contact Info

Steve Abraham

Senior Transportation Planner

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Location



Gila County
AZ Legislative District 7
CAG Region



Local Street & Bridge Improvements



Project Overview

The Town of Miami's road infrastructure is in a state of urgent need for rehabilitation. A considerable number of the road surfaces are in poor condition or have already deteriorated beyond the possibility of repair. The Town invested significantly in a comprehensive road study in 2020 that identified specific areas that require repair or replacement. In addition, the study recommended the construction of retention walls in various areas of the Town to ensure the safety of the community and the integrity of the road infrastructure. The restoration of the roads within the community are of utmost importance. Based on the 2020 study, the Town has selected Reppy Avenue, Frederick Street, Wentworth Avenue, Forest Avenue, Mill Street, Latham Avenue, and portions of Miami Avenue and Burtch Drive as the primary road segments for the focus of this request. The roadways will undergo repairs, including asphalt overlays, road reshaping, slab replacement, and/or reconstruction. The plan also encompasses multiple elements, including designated areas for wall retention and drainage.

There are six bridges in the Town that connect US 60 to Sullivan Street. Unfortunately, five of these bridges are in dire need of repairs due to safety hazards caused by concrete and metal damage. Recent fires and floods have made it clear that repairing these bridges should be a top priority for the safety and well-being of the community. Repairs of the bridges will consist of fixing all concrete cracks, and iron exposed on the cent of the bridges. In addition, repairs to the sidewalks connected to the bridge system will also be made.

The State Funding request of \$2,321,936 equates to approximately four and a half (4.5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on September 27, 2023 as part of the FY25 RTAC Project Priority List for the CAG Region.

Vicinity Map & Site Photo



- Reppy Ave Bridge - (Structure # 08585)
- Cordova Ave Bridge - (Structure # 08586)
- Inspiration Ave Bridge - (Structure # 08587)
- Keystone Ave Bridge - (Structure # 08588)
- Miami Ave Bridge - (Structure # 08589)
- Davis Canyon Rd Bridge - (Structure # 08590)



Project Lead

Town of Miami, AZ



Project Schedule

Design in 2025

Construction in 2026



Project Cost

Total Project Cost: \$2,367,936

State Funding Request: \$2,321,936

Match Contribution: \$46,000 (1.9%)



Contact Info

Alexis Rivera

Town Manager

928-473-4403

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Location



Town of Miami
Gila County
AZ Legislative District 7
CAG Region





CYMPO

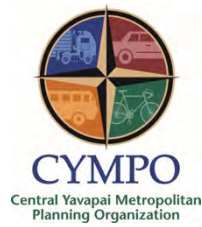
Central Yavapai Metropolitan
Planning Organization

General Fund Request:

\$33,607,944

CYMPO Legislative Request

State Route 89 Widening



Project Overview

This project was selected as the #1 rural priority project in the region by the Central Yavapai Metropolitan Planning Organization (CYMPO).

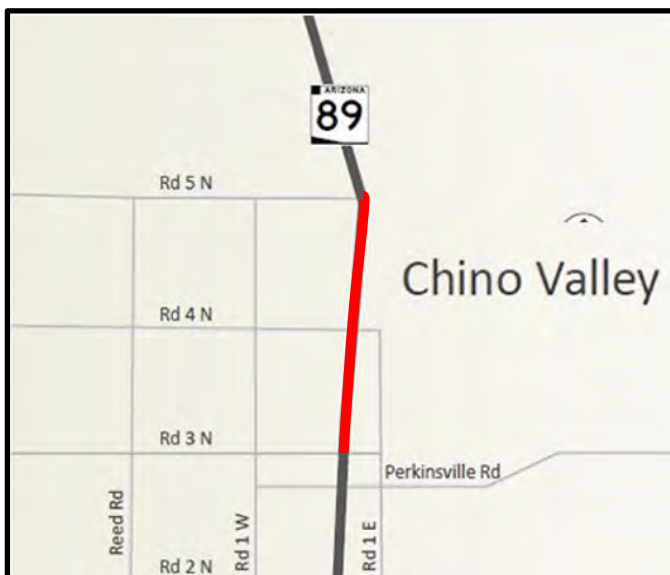
State Route 89 is designated as a Regionally Significant Route and is the main arterial through Chino Valley. It provides a direct connection to US Interstate 40. This segment of SR 89 is currently a 2-lane road. The current Average Daily Traffic count (ADT) is 14,568 vehicles per day.

This project includes widening of SR89 from 2 to 4 lanes between Road 3 North and Road 5 North (approx. 2 miles). If funding allows, improvements will also include curb, gutter, drainage infrastructure and sidewalk for improved pedestrian and bicycle mobility.

This segment of SR89 provides access to all of Chino Valley's municipal and commercial infrastructure. It also provides access to the Prescott Regional Airport from northern Yavapai County which is currently the 18th busiest airport in the country.

This project is estimated to cost \$14,305,500M with a local match of \$1.3M. The total estimated legislative funding needed to construct this project is \$13M.

Vicinity Map



Project Lead

CYMPO

Project Schedule

Design & Construction FY2025

Project Cost

Project Cost Estimate: \$14,305,500
Local Contribution: \$1,300,500 (10%)
Legislative Request: \$13,005,000

Contact Info

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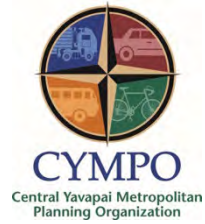
Location



Town of Chino Valley
Yavapai County
AZ Legislative District 1
CYMPO Region

CYMPO Legislative Request

State Route 89A On-Ramps



Project Overview

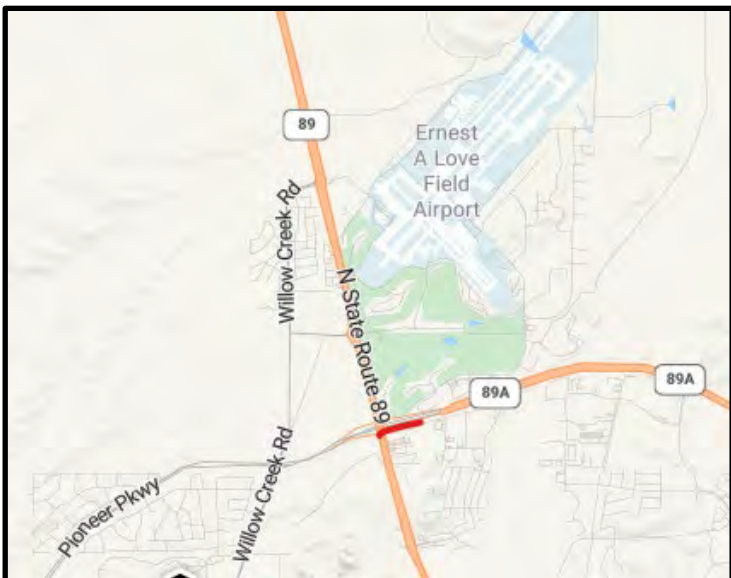
This project was selected as the #2 rural priority project in the region by the Central Yavapai Metropolitan Planning Organization (CYMPO).

State Route 89A is designated as a Regionally Significant Route and is the main arterial connecting Prescott and Prescott Valley, with additional connection to Fain Road, which links drivers with eastbound SR69 and Interstate 17. SR 89A also traverses Mingus Mountain, connecting southern and western Yavapai County with Jerome, Clarkdale, Cottonwood and Sedona and the rest of the Verde Valley. This on-ramps segment of SR89A is currently a 2-lane facility, with the right lane diverting to Larry Caldwell Drive.

This project includes addition of an eastbound on-ramp lane to improve access to and enhance traffic flow onto State Route 89A.

This segment of SR89A provides access to Prescott to the south via SR89 and to Chino Valley to the north via SR89. The facility also provides access to the Prescott Regional Airport (currently the 18th busiest airport in the country) just north of the interchange at SR89 and SR89A.

Vicinity Map



Project Lead

CYMPO

Project Schedule

Construction FY2025

Project Cost

Project Cost Estimate: \$5,400,000

Legislative Request: \$5,400,000

Contact Info

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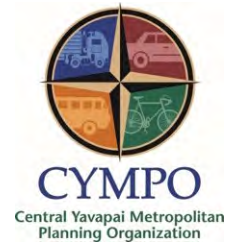
Location



City of Prescott
AZ Legislative District 1
CYMPO Region



CYMPO Legislative Request Pavement Preservation



Project Overview

This project was selected as the #3 rural priority project in the region by Central Yavapai Metropolitan Planning Organization (CYMPO).

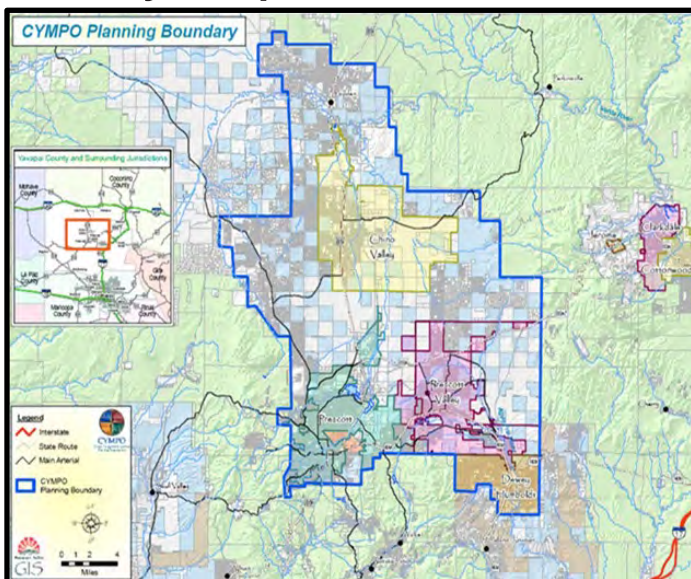
This project would include completion of prioritized preservation projects throughout the jurisdictions each of our member agencies: City of Prescott, Town of Chino Valley, Town of Dewey-Humboldt, Town of Prescott Valley, and Yavapai County.

This total project is estimated to cost \$15.2M.

CYMPO's Member Jurisdictions have been allocated a portion of the total legislative request based on 2020 Census data.

- Town of Prescott Valley: \$4,967,592
- City of Prescott: \$4,865,872
- Yavapai County: \$3,527,696
- Town of Chino Valley: \$1,382,453
- Town of Dewey-Humboldt: \$459,331

Vicinity Map



Project Lead

CYMPO

Member Agencies

Project Schedule

Preservation Projects FY2025

Project Cost

Project Cost Estimate: \$15,202,944

Legislative Request: \$15,202,944

Contact Info

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Executive Director, CYMPO

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Location



Member Jurisdictions
Yavapai County
AZ Legislative District 1
CYMPO Region

Lake Havasu MPO

METROPOLITAN PLANNING ORGANIZATION

General Fund Request:

\$14,283,158

Falls Springs Bridge Replacement



Project Overview

State Route 95 (SR95) is a principal arterial, the central corridor running through Lake Havasu City, and a significant connection route between I-40 and I-10. The daily traffic along this section of SR95 averages between 16,000 to 17,000 vehicles and consists of a substantial number of vehicles towing recreational trailers.

Located at milepost 186.2 along State Route 95 is Falls Springs Wash. Spanning the wash is an existing concrete bridge.

Due to sagging deck mid-spans, the existing five-span cast-in-place concrete slab bridge structure requires replacement. The current sagging and rough condition of this bridge severely affects the ride quality experienced by vehicles traversing the bridge at appropriate regulatory speeds. The rough bridge deck and rough pavement interfaces have resulted in:

- Rough ride quality
- Safety issues related to controlling the vehicle, especially for vehicles towing camp, ATV, and boat trailers.
- Decreased life of the structure due to higher dynamic loads applied by vehicles,
- Increase vehicle-user cost due to wear and tear on vehicles,
- Increased freight cost resulting from damage to goods and
- Environmental littering due to debris and garbage bouncing out of the back of the beds of vehicles or trailers

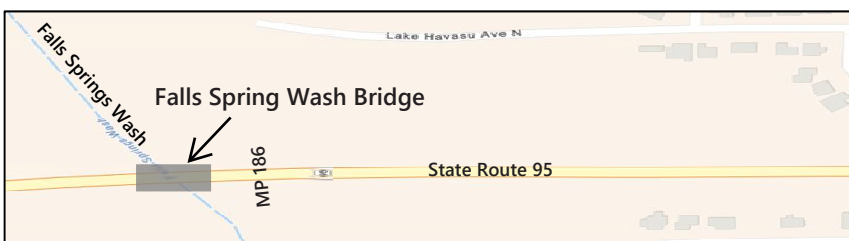
This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023. The State Funding request of \$8,458,158 equates to roughly twenty-eight (28) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment.

Recommendation:

This project consists of replacing the Falls Springs Bridge on State Route 95 at Milepost 186.2. The proposed replacement is a Post Tensioned Slab Bridge with vertical clearances below to maintain wash flow volumes in the Falls Spring Wash.

This Bridge Replacement will include but not limited to abutments, deck, safety barrier w/rail, drainage, approach slabs, signage, and striping.

Vicinity Map & Site Photo



Falls Springs Wash Bridge (State Route 95 - MP 186.2)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2024-25



Project Cost

Total Project Cost: \$8,458,158

State Funding Request: \$8,458,158

Local Contribution: \$0



Contact Info

Greg Froslic

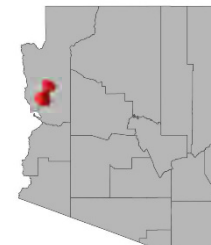
City Engineer, Lake Havasu

928-854-0776

FroslicG@lhcaz.gov



Location



City of Lake Havasu
Mohave County
AZ Legislative District 30
Lake Havasu MPO



Kiowa Blvd. Improvements



Project Overview

Kiowa Boulevard is a major collector road for Lake Havasu City, a significant roadway that connects to State Route 95 and averages between 3,000 and 9,000 vehicles per day (a lot of which is heavy truck and boat trailer traffic). The entire route is lined with commercial and industrial businesses, elementary schools, and multi-family residential housing. This portion of Kiowa Blvd (Anacap Dr. to Canyon Cove Dr, 4.1 miles), is in great need of repair.

The roadway has severe underlying cracking, rutting, and raveling.

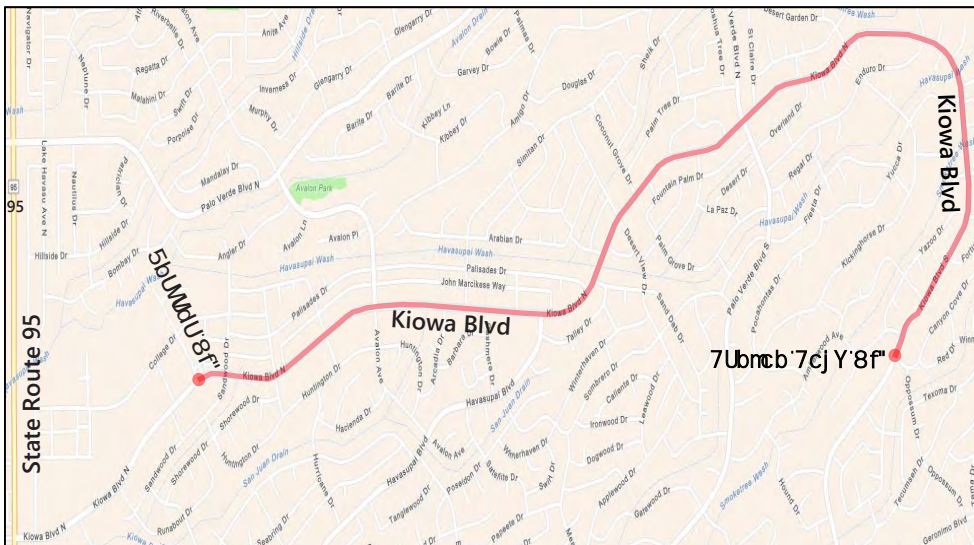
This project is already fully designed and shovel-ready, and requests \$4,000,000 to pair with a 20% local match fund of \$1,000,000 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023.

The State Funding request of \$4,000,000 equates to roughly thirteen (13) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment.

Recommendation:

This project consists of roto-milling the existing roadway and overlaying with asphalt pavement. Full depth reconstruction will be required in various sections of the proposed project. The work includes, but is not limited to asphalt pavement rehabilitation, traffic control, utility covers, striping and signage.

Vicinity Map & Site Photo



Kiowa Blvd (Anacap Dr. to Canyon Cove Dr.)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2024-25



Project Cost

Total Project Cost: \$5,000,000

State Funding Request: \$4,000,000

Local Contribution: \$1,000,000 (20%)



Contact Info

Greg Froslic

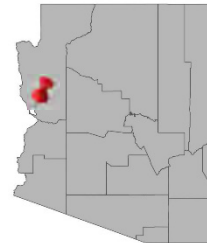
City Engineer, Lake Havasu

928-854-0776

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Location



City of Lake Havasu
Mohave County
AZ Legislative District 30
Lake Havasu MPO



London Bridge Rd. Improvements



Project Overview

Mohave County maintains 3.38 miles of the former State Route 95, known as London Bridge Road, which provides direct access between the rapidly growing Crystal Beach and Desert Hills communities in the unincorporated area of Mohave County and Lake Havasu City. It is an alternate route to State Route 95. Mohave County widened London Bridge Road in 2016 to provide bike lanes in both directions of travel, and the road frequently serves organized bicycle and triathlon events and competitions.

The County commits to cost-effective pavement preservation of regionally significant County roads such as London Bridge Road using best practice pavement rehabilitation treatments proven to sustain pavement structural section performance. In particular, the County has success – through 35+ miles work between 2015 and 2023 – in rehabilitating and preserving regionally significant roads through polymer modified asphalt rubber chip seal that provides a stress absorbing membrane facilitating longer service life to conventional chip and slurry seals.

Through automated pavement distress surveys performed in 2018 and 2021, the County finds the Pavement Condition Index has dropped 19 percent in 3 years. This Project is essential to maintain London Bridge Road in a state of good repair in its performance as a crucial road facility in the greater Lake Havasu City area. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023. The Project is programmed in the Lake Havasu MPO 2045 Long Range Transportation Plan.

Recommendation:

The recommended rehabilitation is a Polymer Modified Asphalt-Rubber Chip Seal from Mile Post 4.5 to Mile Post 7.88 (3.8 Miles)

Vicinity Map & Site Photo



London Bridge Road (Mile Post 4.5 to Mile Post 7.88)



Project Lead

Mohave County, Arizona



Project Schedule

Design & Construction in 2024



Project Cost

Total Project Cost: \$325,000

State Funding Request: \$325,000

Local Contribution: \$ 0



Contact Info

Steven Latoski

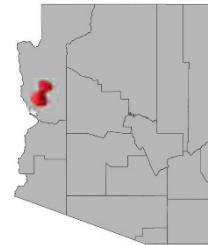
Mohave County Engineer

928-757-0910

latoss@mohave.gov



Location



Lake Havasu Area
Mohave County
AZ Legislative District 30
Lake Havasu MPO



Swanson/Smoketree Ave. Improvements



Project Overview

Swanson Avenue and Smoketree Avenue are major arterials for Lake Havasu City, significant roadways that form the McCulloch downtown corridor (Mesquite Ave., McCulloch Blvd., and Swanson Ave., handling well over 40,000 vehicles per day). Swanson Avenue itself averages between 10,000 and 12,000 vehicles per day and serves the Post Office, two major grocery stores, connects ASU with State Route 95, and serves as a major connector between the major north-south routes in the community (Acoma Blvd., Lake Havasu Ave., and SR 95). These routes are lined with businesses and multi-family residential housing. A majority of the roadways in this area, were last reconstructed in the early 1990s.

An emergency chip seal was applied on these sections of roadway approximately 7 years ago to keep the roadway from falling apart while the city tried to program the required rehabilitation. These roadways have severe underlying cracking, rutting, and raveling.

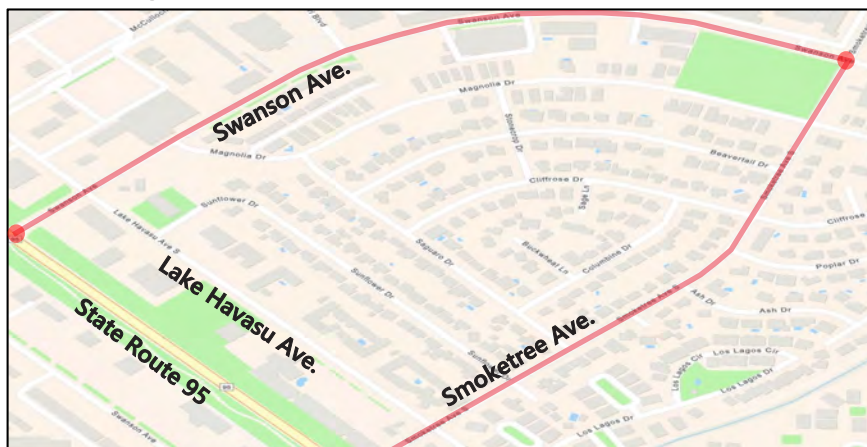
This project is already fully designed and shovel-ready, and requests \$1,500,000 to pair with a 20% local match fund of \$375,000 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023.

The State Funding request of \$1,500,000 equates to six (6) years' worth of funding for the Lake Havasu MPO compared to our standard federal apportionment.

Recommendation:

This project consists of roto-milling the existing roadway and overlaying with asphalt pavement. Full depth reconstruction will be required in various sections of the proposed project. The work includes, but is not limited to asphalt pavement rehabilitation, traffic control, utility covers, striping and signage.

Vicinity Map & Site Photo



Swanson Ave. & Smoketree Ave. (State Route 95 to Smoketree Ave.)



Project Lead

City of Lake Havasu, Arizona



Project Schedule

Construction in 2024-25



Project Cost

Total Project Cost: \$1,875,000

State Funding Request: \$1,500,000

Local Contribution: \$375,000 (20%)



Contact Info

Greg Froslic

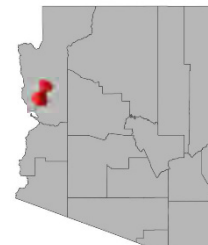
City Engineer, Lake Havasu

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Location



City of Lake Havasu
Mohave County
AZ Legislative District 30
Lake Havasu MPO





**MARICOPA
ASSOCIATION of
GOVERNMENTS**

(Pinal County)

General Fund Request:

\$66,364,430

Meridian Rd: SR 24 to Ray Road



Project Overview

The project would install 5 travel lanes, bicycle lanes, and streetlights on Meridian Road, connecting Ray Road to SR 24. Future phases of Meridian Road will eventually connect SR 24 to US 60 providing additional relief to Ironwood Drive which is overcapacity.

Within the project limits, Meridian Road has rights-of-way spanning across 6 agencies (ADOT, Arizona State Land, the cities of Apache Junction and Mesa, and Maricopa and Pinal counties). There currently exists capacity for a 5-lane roadway to convey future traffic, and this project would tie into the recently completed extension of State Route 24 (SR 24) that provided new ramps at Meridian Road.

Development has begun along the corridor, including 10,000 future homesites. Ironwood Rd, one mile east, is currently a 4-lane divided arterial road that is unable to handle the existing capacity. Improving the alignment would provide a relief to Ironwood and also have a significant economic impact for the area. New developments would be able to head south to SR 24 before heading east to Ironwood.



Project Lead

City of Apache Junction, Arizona



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$9,370,481
State Funding Request: \$8,900,475
Local Contribution (5.0%): \$470,006

*estimates provided by City of Apache Junction



Contact Info

Raquel Schatz

Project Engineer
City of Apache Junction
480-474-8549
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Location



City of Apache Junction
Pinal County
AZ Legislative Districts
7 and 15

Vicinity Map & Site Photo

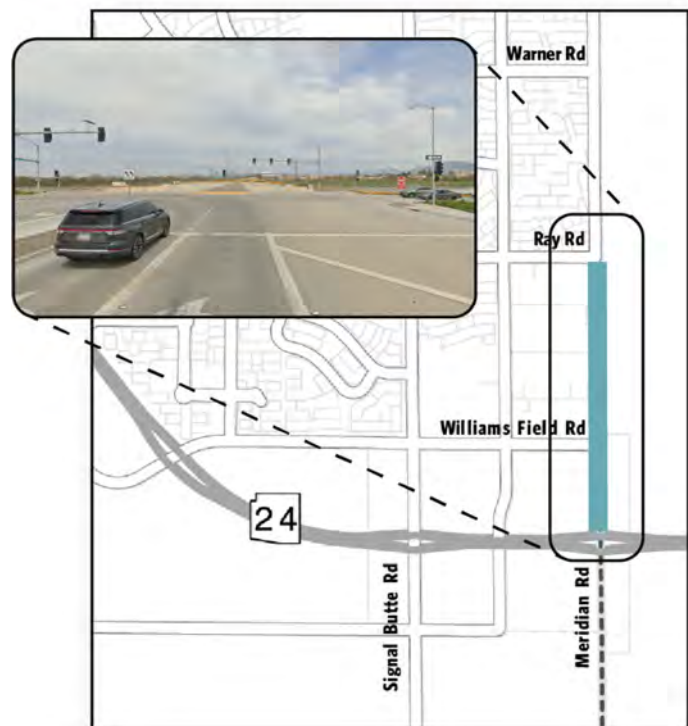


Photo provided by City of Apache Junction



Hunt Highway: West of Attaway Drive



Project Overview

This project will widen Hunt Highway to four lanes approximately 1320-ft east of Attaway to 4,500-ft west of Attaway, where it will tie into the existing six lane section. Combined with an intersection improvement at Attaway, this project will greatly improve access to areas in southeast Maricopa County.

Hunt Highway serves as the town's only principal arterial road connecting our community to San Tan Valley, Queen Creek, and other east valley communities. This corridor has the highest Average Daily Traffic for a roadway within the town limits that is not a state highway, seeing 14,600 vehicles per day in 2022 and a projected count of 17,080 by 2026.

However, the intersection fails to move people through this corridor in a timely manner. The absence of dedicated turn lanes leads to separate eastbound and westbound traffic movements, causing significant delays. The addition of turn lanes will dramatically improve this intersection. Additionally, Hunt Highway will be shifted south to widen it without affecting the Magma Flood Control District's channel and the intersection will be adjusted to create a 90-degree crossing.



Project Lead

Town of Florence, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$9,200,000

State Funding Request: \$6,256,212

Local Contribution (32.0%): \$2,943,788

*estimates provided by Town of Florence



Contact Info

Ron Grittman

Senior Civil Engineer

Town of Florence

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Ron.Grittman@FlorenceAZ.gov



Location



Town of Florence

Pinal County

AZ Legislative Districts

7 and 16

Vicinity Map & Site Photo



Photo provided by Town of Florence



State Route 187 Turn Lanes



Project Overview

This project will install turn lanes at the intersection of State Route (SR) 187 & Casa Grande Highway and 2000' of shoulder widening on CGH northeast of the intersection. This project is listed on the Community's Tribal Transportation Improvement Program that has received Community Council and FHWA approval.

The SR 187/CGH corridor is one of four main routes for motorists to enter Sacaton, the main governmental center for the Gila River Indian Community. The corridor is also a detour route when there is a closure on I-10. Adding turn lanes at this intersection will significantly help reduce the congestion of traffic through the SR 187 corridor during these closure events. Additional turn lanes will also significantly increase the safety of the intersection during periods of normal operation.

On an average weekday during the AM peak hour, there are in excess of 400 vehicles navigating the left turn movement off of SR 187 and onto the CGH. Having a dedicated left lane on SR 187 will help to improve travel reliability and reduce crash risks at the intersection. To improve the safety and efficiency of traffic through the intersection the Community is also proposing the construction of an acceleration lane on SR 187 for motorists making the right turn movement on their way home to Casa Grande. Eastbound Left and Southbound Right turn lanes will also be added to the SR 187/CGH intersection to help improve intersection safety and capacity.



Project Lead

Gila River Indian Community,
Sacaton, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost:	\$5,147,064
State Funding Request:	\$2,445,493
Local Contribution (52.5%):	\$2,701,571

*estimates provided by Gila River Indian Community



Contact Info

Steve Johnson

Senior Civil Engineer
Gila River Indian Community
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Location



Gila River Indian Community
Pinal County
AZ Legislative District 16

Vicinity Map & Site Photo



Graphic provided by Gila River Indian Community



State Route 347 Widening



Project Overview

State Route (SR) 347 is the main travel route between Maricopa and the Phoenix metropolitan area, a key reliever to Interstate 10, and a vital route for regional tourism. Each day, tens of thousands of residents drive the route to enhance commerce and industry within Arizona. Unfortunately, the roadway has become one of the state's most dangerous, with multiple fatalities occurring each year. A recent Roadway Safety Analysis conducted by ADOT confirmed that the intersection of SR 347 and Riggs Road is the fourth most dangerous in the state. When accidents occur on SR 347, they cause massive delays, which create congestion and delays on adjacent roadways, including Interstate 10.

Although the portion of SR347 that needs to be widened lies outside of its incorporated boundaries, the City of Maricopa has worked extensively with MAG, Pinal County, ADOT, and the Gila River Indian Community to bring needed relief to the region. Over \$84 million has already been pledged to the widening project, from a variety of sources. Design is already underway and should be completed by July 2024. The requested \$30,079,803 serves as additional "local" contributions to entice federal funds in Pinal County.

Project development efforts have been closely coordinated with a number of different stakeholders, including the Arizona Department of Transportation, Pinal County, the Gila River Indian Community, and our Metropolitan Planning Organizations (MPO) and Councils of Governments (COG), MAG and CAG.



Project Lead

City of Maricopa, Arizona



Project Schedule

Construction in 2024



Project Cost*

Total Project Cost:	\$315,537,679 +
State Funding Request**:	\$30,079,802
Local Contribution (28.0%):	\$84,000,000

*estimates provided by City of Maricopa

**includes \$16,503,460 from proposed RTAC funding for Pinal County



Contact Info

Benjamin Bitter

Deputy City Manager

City of Maricopa

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Location



City of Maricopa

Pinal County

AZ Legislative Districts
12 and 16

Vicinity Map & Site Photo



Photo provided by Arizona Department of Transportation





State Route 24 Ironwood Drive to North-South Corridor

Project Overview

This project creates a vital link between the rapidly growing portions of Pinal County and the Phoenix Metropolitan Area. The extension of State Route (SR) 24 from Ironwood Drive to the future North-South Corridor will address a lack of capacity; improve the efficiency of existing freeway and arterial street networks; improve access to future employment centers; and enhance transportation system linkages in the region while benefiting the communities of San Tan Valley, Queen Creek, Apache Junction, Gold Canyon, and the Gila River Indian Community (GRIC).

The transportation network in this area relies primarily on arterial streets that no longer accommodate current traffic volumes. The recently completed Town of Queen Creek and Pinal County Small Area Transportation Study indicated the local network of principal arterials in the area will be overwhelmed before 2030 with level of service (LOS) of F for the majority of the roadways analyzed.

The state has committed a total of \$102.5 million in funding to the proposed project. \$15 million will be used for land and \$87.5 million is being provided to expedite project design and construction. The next phase will extend the four lane interim facility west of Ironwood Drive. The interim facility will have a control access point at the proposed Central Arizona Parkway and a bridge that will span over the Central Arizona Project canal.



Project Lead

Pinal County, Arizona



Project Schedule

Construction in 2025



Project Cost*

Total Project Cost: \$155,400,000

State Funding Request:** \$16,503,460

Local Contribution (28.0%): \$102,500,000

*estimates provided by Pinal County



Contact Info

Celeste Garza

Deputy Director of Public Works

Pinal County

520-866-6402

celeste.garza@pinal.gov



Location



Pinal County

AZ Legislative District 15

Vicinity Map & Site Photo



Photo provided by Arizona Department of Transportation





Ironwood Road: Era Mae Boulevard to 1250 feet South of Ocotillo Road

Project Overview

Currently, Ironwood Road between Ocotillo Road to Era Mae Boulevard, is three lanes traveling north and only two lanes heading southbound. South of the intersection at Ocotillo, Ironwood is two lanes in each direction.

Given the level of development north of the intersection of Ironwood and Ocotillo Roads and future planned development on the southwest corner of that intersection it has become necessary to add the third southbound lane. The result of the additional lane would be increased roadway capacity, enhanced safety improvements and regional connectivity, as Ironwood is a major north-south arterial feeding into the new State Route (SR) 24.

The improvement would also include the intersection of Ironwood and Ocotillo Roads to increase capacity and enhance intersection safety.



Project Lead

Town of Queen Creek, Arizona



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$5,000,000

State Funding Request: \$2,178,988

Local Contribution: \$2,821,012 (56.4%)

*estimates provided by Town of Queen Creek



Contact Info

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Intergovernmental Relations Director

Town of Queen Creek

480-358-3913

heather.wilkey@queencreekaz.gov



Location



Town of Queen Creek
Pinal County
AZ Legislative District 15

Vicinity Map & Site Photo



Photo provided by Town of Queen Creek





METROPLAN

GREATER † FLAGSTAFF

General Fund Request:

\$22,434,763

Lone Tree Corridor Improvements



CITY OF
FLAGSTAFF

Project Overview

MetroPlan requests \$15,360,803 in support of one project:
the **Lone Tree Corridor Improvements**.

The Lone Tree Overpass and Corridor Improvements will create a new north-south roadway connection extending Lone Tree Road between Butler Avenue to the south and Route 66 (ADOT) to the north. The roadway will be on a grade-separated bridge that will go over the BNSF Railway main line corridor and the United States Army Corps of Engineers' future Rio de Flag Channel. This new overpass and corridor improvements will provide connectivity, traffic congestion relief on streets like Milton Road (ADOT), San Francisco Street, and Beaver Street, and improved mobility to surrounding neighborhoods. The overpass connection will also complement the community's need for multi-model options with bicycle and pedestrian access points connecting to the Flagstaff Urban Trail System (FUTS).

Lone Tree benefits Flagstaff and the region by:

- Lessening congestion on Milton Rd. (ADOT) and in the core of the City
- Access to future growth areas
- Improved north/south access to Northern Arizona University (NAU) and the downtown business district.
- Improved pedestrian and bicycle mobility and safety
- More effective evacuation routes

This project was voter approved in 2018 through the 420 Tax Initiative. Design for the project is currently at 90% and the City has a contractor on board that has been conducting demolition work as the City acquires property/right-of-way for the projects.

Vicinity Map



Project Lead

City of Flagstaff, Arizona



Project Schedule

Construction in 2023

Est. Completion in 2026



Project Cost

Total Project Cost: \$136,360,803

State Funding Request: \$15,360,803

Local Contribution: \$121,000,000 (89%)



Contact Info

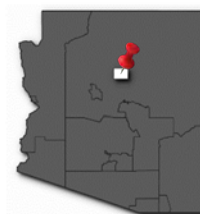
Paul Mood

City Engineer, City of Flagstaff
928-213-2675

paul.mood@flagstaffaz.gov



Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



METROPLAN
GREATER FLAGSTAFF

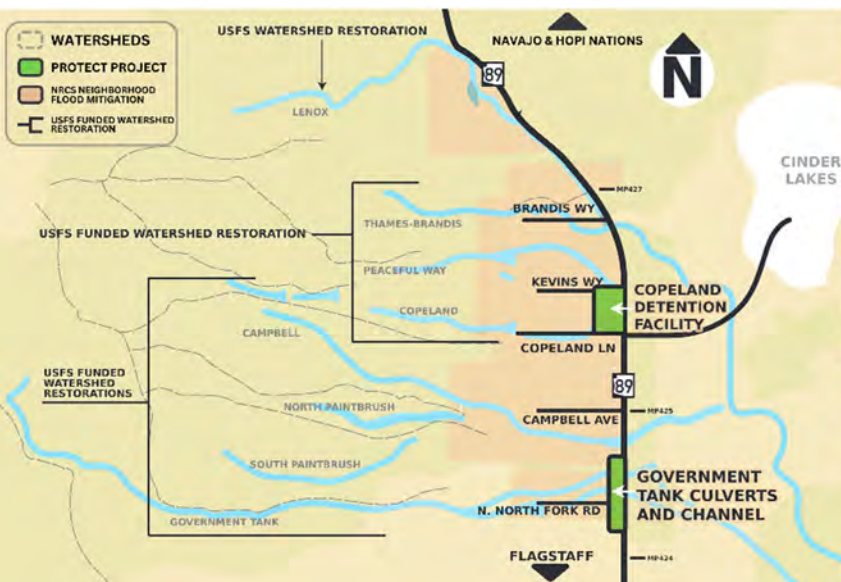
US Highway 89 Flood Mitigation

Project Overview

As a result of the Schultz/Pipeline post-wildfire flooding events over the course of the past 12 years, flood flows in the US Highway 89 corridor are now 7 to 26 times greater than pre-fire. In 2022, the highway experienced thirteen closures that resulted in travel delays and detours; negative impact on tourism, as US Highway 89 is the gateway to notable national parks and recreation; impacts to tribal roads that get damaged during detours, and negative economic impacts on tribal and rural communities that access Flagstaff for business, education, and schooling. Freight is also impacted negatively through delays and detours.

All impacts of post-wildfire flooding in the US Highway 89 corridor take a heavy toll on Northern Arizona's economic health. Structural damage to the highway has and will continue to take place, and without mitigation, significantly more damage to the highway is very likely. There are over 1,000 homes at risk for flooding in this corridor. In the 2022 monsoon season alone, the Coconino County Flood Control District spent over \$9 million on response and short-term mitigation. Total current Flood Control District contribution for long-term mitigation efforts throughout the Schultz/Pipeline corridor is over \$12 million, which is leveraging over \$80 million in federal funding for both on-forest watershed restoration and off-forest flood mitigation in the neighborhoods.

Vicinity



Project Lead

Coconino County
Flood Control District

Project Schedule

Est. Completion 2024/2025

Project Cost

Total Project Cost: \$108,808,024
State Funding Request: \$5,029,210
Local Contribution: \$12,000,000
Federal Contribution: \$80,898,814

Contact Info

Lucinda Andreani
Deputy County Manager/
Flood Control District Administrator
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Location



Coconino County
AZ Legislative District 6
Flagstaff Region



Facebook
<https://www.facebook.com> ... Videos

By Arizona Department of Transportation | Facebook



Following storms and flooding on US 89 near burn scars north of Flagstaff last weekend, ADOT crews cleared mud and debris from the highway.

Facebook · Arizona Department of Transportation · Aug 3, 2022

Maintenance Facility Improvements



Project Overview

Funding supports the construction of a new bus maintenance facility at Mountain Line's headquarters in Flagstaff, AZ. The existing maintenance facility was built prior to Mountain Line receiving six 60 foot articulated buses in 2012. The facility is not long enough to accommodate articulated buses, causing issues during inclement weather since half of the vehicle is outdoors, and not tall enough to safely perform work on batteries.

This funding will improve the condition of the transit system by providing the necessary space and upgrades to safely perform work on articulated and electric buses, enable growth, and enhance workflow efficiencies which will modernize Mountain Line's headquarters.

Project benefits:

- Prepare Mountain Line for system expansion to meet community transit needs
- Improve bus reliability and transit system condition by having adequate maintenance space
- Extend the life of buses and get them back on the road faster
- Improve safety and efficiencies for staff
- Key component in transitioning to electric buses

Site Photo



Project Lead

Mountain Line Transit



Project Schedule

Est. Completion Summer 2026



Project Cost

Total Project Cost: \$20,447,500

State Funding Request: \$2,044,750

Federal & Local Contribution: \$18,402,750



Contact Info

Anne Dunno

Capital Development Manager

928-679-8942

adunno@mountainline.az.gov



Location



City of Flagstaff
Coconino County
AZ Legislative District 6
Flagstaff Region



METROPLAN
GREATER FLAGSTAFF

NACOG

Northern Arizona
Council of Governments

Apache • Coconino • Navajo • Yavapai



General Fund Request:

\$75,287,112

East Woolford Road Extension



Project Overview

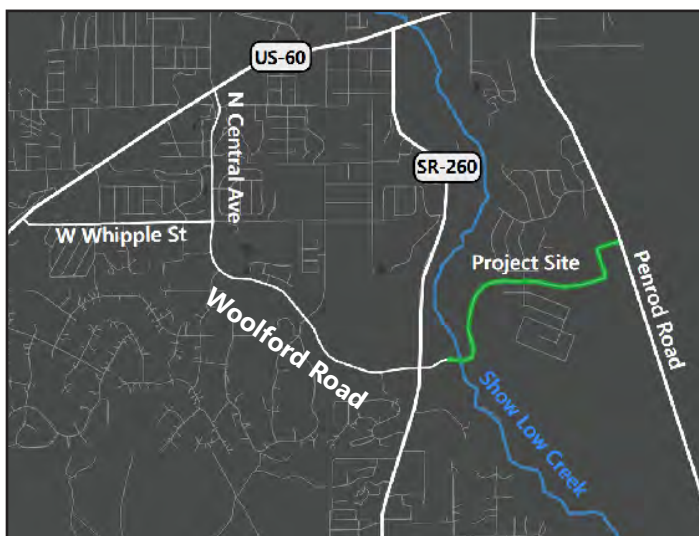
Woolford Road currently serves as a bypass from US-60 and SR-260 through Show Low, AZ. This corridor has the highest Average Daily Traffic (ADT) for a roadway section in the White Mountains region of Arizona that is not a state highway, seeing 17,165 vehicles per day in 2022.

The East Woolford Road Extension project will fund the construction of approximately 0.5 miles of new roadway, extending the existing road from its current terminus at SR-260 to South Penrod Road, as well as turn lanes on Penrod Rd safely connecting the new and existing roadways. The new roadway segment will provide an additional regional option for traffic to access the major State highways in the area through construction of a roadway extension and bridge across Show Low Creek, thereby decreasing congestion on nearby roadways and allow the City of Show Low to accommodate for growth both within the city and across the region.

This connection will also provide the only Show Low Creek crossing in the City of Show Low's city limits that will be able to handle a 100-year base flood event, constituting a major increase to the community's resilience, mobility, and safety in an emergency. This project also improves access to the Show Low Bluff Subdivision, a community with 400+ platted residential lots and plans to support another 2,000 residential units at buildout, and provides a major connection to the communities of Pinetop, Snowflake, and Springerville. Extension of East Woolford Road allows the City of Show Low to better connect itself to the White Mountains region, and at the same time be proactive and build stronger infrastructural supports for an increasing number of residents.

This project is already fully designed and shovel-ready, and requests \$4,474,555 to pair with a local match fund of \$6,300,000 to complete the project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Show Low, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$10,774,555

State Funding Request: \$4,474,555

Local Contribution: \$6,300,000 (58.5%)



Contact Info

Shane Hemesath

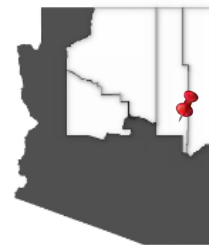
City Engineer, Show Low

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Location



City of Show Low
Navajo County
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Rodeo Road and Route 66 Road Pavement Replacement, Roundabout, & Trail Connector



Project Overview

The City of Williams is experiencing an acceleration in growth, both in residents and visitors. While already a hub for visitors to northern Arizona for access to Grand Canyon National Park and other natural or historical attractions, plans for development within the City will enhance the appeal of Williams as a destination. Approximately five million tourists pass through Williams annually on their way to the Grand Canyon resulting in an average of 15,000 vehicles per day, putting a significant level of additional strain on the local infrastructure.

Like most rural communities, Williams has limited resources upon which to draw for these infrastructure improvements and maintenance. The Rodeo and Route 66 Road Pavement Replacement project replaces pavement on a segment of roadway that has not been resurfaced in over 30 years, since it's initial paving in the mid-1980s. Further, the project implements a roundabout at the intersection of Rodeo Road and Route 66 Road to allow for greater speed control and safety improvement in this heavily-trafficked area. The project is part of the Williams Connectivity and Circulation Project, a proposed roadway/pedway system that will improve circulation around historic Downtown Williams, establish a pedestrian trail system, improve access to the Williams Airport, and link to SR-64 via Pronghorn Ranch Road. The system will connect neighborhoods, commercial centers, cultural features and tourist attractions, as well as improve an existing route to the Williams Airport.

The Rodeo Road – Route 66 Road pavement replacement project is a segment of the aforementioned circulation improvement plan. The full Williams Connectivity and Circulation Project includes a new east-west pathway and trail segment that branches off to the south towards downtown Williams, ultimately helping to alleviate the additional impact future development will have on the existing infrastructure and improve circulation of local and visitor traffic. This project is requesting \$6,286,896 to pair with a local match fund of \$780,864 to complete the project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Williams, Arizona



Project Schedule

Design in 2024, Construction in 2025



Project Cost

Total Project Cost: \$7,067,760

State Funding Request: \$6,286,896

Local Contribution: \$780,864 (11.0%)



Contact Info

Tim Pettit

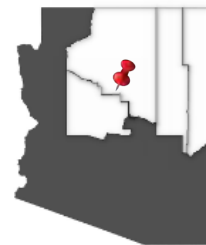
City Manager, Williams

928-635-4451 x201

tpettit@williamsaz.gov



Location

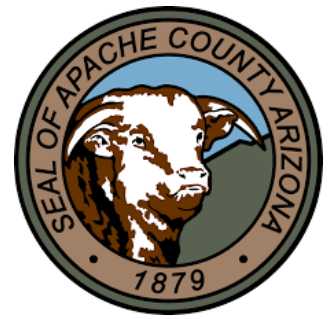


City of Williams
Coconino County
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Rural School Bus Route Enhancement and Soil Stabilization Pilot Project (45 miles, County-wide)



Project Overview

Apache County maintains a significant proportion of dirt roads throughout the region, which are notoriously vulnerable to extreme weather events such as heavy rain, flooding, and snow, which are all common occurrences in northern Arizona. Overall mobility and safety of travel are hindered by the difficulty of upkeep for unpaved roads. Chemical stabilization is a process of surface treatment which allows for unpaved roadway surface material to bond and harden into a thick, rigid structure that increases resilience against the damaging effects of northern Arizona's weather conditions.

This project intends to allow Apache County to conduct trials for assessing a number of chemical stabilization products on short sections of similar unpaved roadways, with a final goal of finding the chemical treatment product which is most durable and resistant to corrugations and weather-related damage. Many of the available chemical stabilization products have yet to be trialed in soil and gravel types present in Apache County, necessitating such a study in order to determine the best course of action for improving stability and integrity of Apache County's unpaved roads. County Road 6040, an unpaved roadway in Apache County, is becoming a primary collector for nearly 250 square miles of 40-acre subdivisions, as well as Bureau of Land Management and state-owned land. Stabilizing the roadway surface greatly enhances the durability of roadways and mitigates the difficulties associated with travel in unpaved areas. Given the increasing traffic across many of Apache County's unpaved roads (including County Road 6040), it is necessary for these measures to be taken to ensure consistent and safe access throughout the county. A stabilized roadway is also less expensive to maintain due to less frequent need for maintenance.

This project is requesting \$461,250 to pair with a local match fund of \$60,000 to fully conduct this pilot study. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Site Photos



Project Lead

Apache County, Arizona



Project Schedule

Planning in 2024, Design in 2024-2025, Construction in 2025-2026



Project Cost

Total Project Cost: \$521,250
State Funding Request: \$461,250
Local Contribution: \$60,000 (11.5%)



Contact Info

Ferrin Crosby
County Engineer, Apache County
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fcrosby@co.apache.az.us



Location



Apache County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



SR-89A/Forest-Ranger Roundabout (SR-179 & SR-89a Congestion Relief)



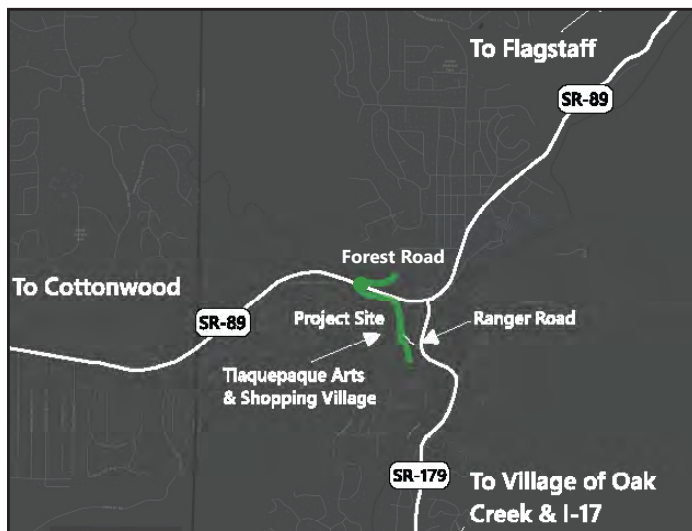
Project Overview

The City of Sedona's transportation network suffers from a lack of alternative route connectivity as well as geographical limitations such as Forest Service boundaries, resulting in significant traffic and congestion. The SR-89A/Forest-Ranger Roundabout project will add a third roundabout to SR-89A west of the two existing roundabouts and extend Forest Road to the south and Ranger Road to the northwest to meet SR-89A at the new roundabout. The end result will ensure better traffic flow for residents and travelers by providing a bypass that helps to avoid a heavily trafficked segment of the City's roadway, and reduces congestion from SR-179 to the 'Y' at SR-89A to Uptown Sedona (and further on to Flagstaff) during peak travel hours. This project will also improve emergency access, promote multimodal travel, provide tourism management (by managing traffic congestion), improve workforce access to employment, and support local business sustainability.

This project also allows the city to better implement community priorities to accommodate pedestrian/bicycle users and incorporate a "bus only" lane for transit services to directly access to the adjacent planned transit hub. This gives better access to west Sedona so both residents and visitors can access groceries, medical, and schools more easily. Additionally, this project will provide emergency responders with more reliable access to reach residents and tourists in emergencies.

The City of Sedona's 2018 Transportation Master Plan identifies the Forest/Ranger/SR89a Roundabout project as a key strategy to address the traffic congestion and improve overall regional connectivity by improving traffic congestion and access between Uptown Sedona, West Sedona, the Village of Oak Creek, I-17, and Flagstaff. This project is requesting \$6,426,750 to pair with a local match fund of \$1,567,000 to fully construct this roadway improvement. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Sedona, Arizona



Project Schedule

Planning & Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$7,993,750
State Funding Request: \$6,426,750
Local Contribution: \$1,567,000 (19.6%)



Contact Info

Kurtis Harris
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928-203-5059
kharris@sedonaaz.gov



Location



City of Sedona
Coconino/Yavapai Counties
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Concho-Snowflake Highway Cold In-Place Recycle (CIR) (MP 7.5 - US-180A)



Project Overview

Concho-Snowflake Highway (County Road 5020) connects the communities of Concho and Snowflake and provides a major regional connection, bypassing SR-77, US-60, or US-180 depending on the direction of travel. By acting as an alternative to the nearby state and federal highways, this route provides a measure of redundancy to ensure safe and accessible travel through Navajo and Apache Counties. The eastern 8 miles of this 15.5-mile roadway have severe transverse cracking that is beginning to affect road safety and comfortability. The cracks have widened and begun to subside causing deep depressions in the road. Therefore, a more aggressive crack treatment such as mill and fill or Cold-In-Place Recycle is warranted.

Of the two alternatives, the Cold-In-Place Recycle is less expensive and proven to mitigate the reflective cracking that reoccurs from this type of pavement stress. Therefore, a Cold-In-Place Recycle is preferred to treat more centerline miles of roadway. After the Cold-In-Place Recycle is completed, the pavement surface needs to be overlaid with an Asphalt Rubber Asphaltic Concrete Friction Course (AR ACFC). To ensure the lasting quality and resilience of the Concho-Snowflake Highway, the AR ACFC will be completed in addition to the Cold-In-Place Recycle treatment. By combining these treatment methods, the County can ensure a complete and comprehensive approach to modernizing and reducing future maintenance costs of this section of County Road 5020.

This project is requesting \$3,562,350 to pair with a local match fund of \$100,000 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Apache County, Arizona



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$3,662,350

State Funding Request: \$3,562,350

Local Contribution: \$100,000



Contact Info

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County Engineer, Apache County

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Location



Apache County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Project HIR 500(1) - Hotevilla-Bacavi Road Reconstruction



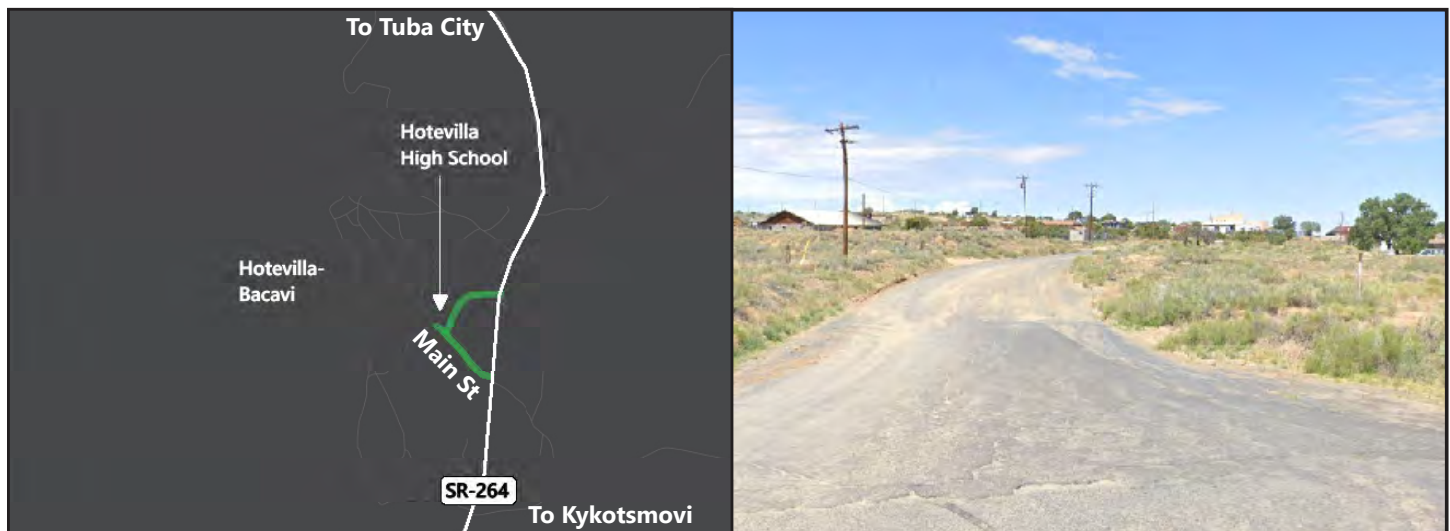
Project Overview

The Hotevilla-Bacavi Road is currently the only road that provides access to the Village of Hotevilla within the Hopi Tribal lands; it is a vital roadway segment that allows residents of the village to access many of their everyday needs, including the local school, post office, convenience stores, homes, and community buildings. This road branches from SR-264 and extends north/northwest for 0.5 miles to the Village of Hotevilla and contains both paved and unpaved segments, but the existing paved road is deteriorating and cracking, and the unpaved dirt sections of this road have proven to be vulnerable to flooding and washing out.

The HIR 500(1) - Hotevilla-Bacavi Road Reconstruction project aims to completely rebuild this essential 0.5-mile roadway segment through grade and drain earthwork, laying down an aggregate base course and hot asphalt pavement on the portion of the roadway that is currently dirt, as well as reconstructing the existing paved road by milling and laying down new hot asphalt pavement. The Hotevilla-Bacavi Road has been a Hopi Department of Transportation priority for many years because of its importance in getting students safely to school, ensuring residents safe access throughout their community, and supporting travel and tourism through the northern Arizona region.

Ultimately, this project serves as a fundamental access and safety improvement for the betterment of the surface transportation infrastructure of the NACOG region. This project is already fully designed and shovel-ready, and is requesting \$2,329,385 to pair with a local match fund of \$1,627,429 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Hopi Tribe

Project Schedule

Construction in 2025

Project Cost

Total Project Cost: \$3,956,814

State Funding Request: \$2,329,385

Local Contribution: \$1,627,429 (41.1%)

Contact Info

Michael Lomayaktewa

Director, Hopi DOT

928-734-3181

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Location



Village of Hotevilla
Hopi Tribe
AZ Legislative District 6
NACOG Region



Electric Vehicle Charging Station (US-60 & US-191 Alternative Fuel Vehicle Access)



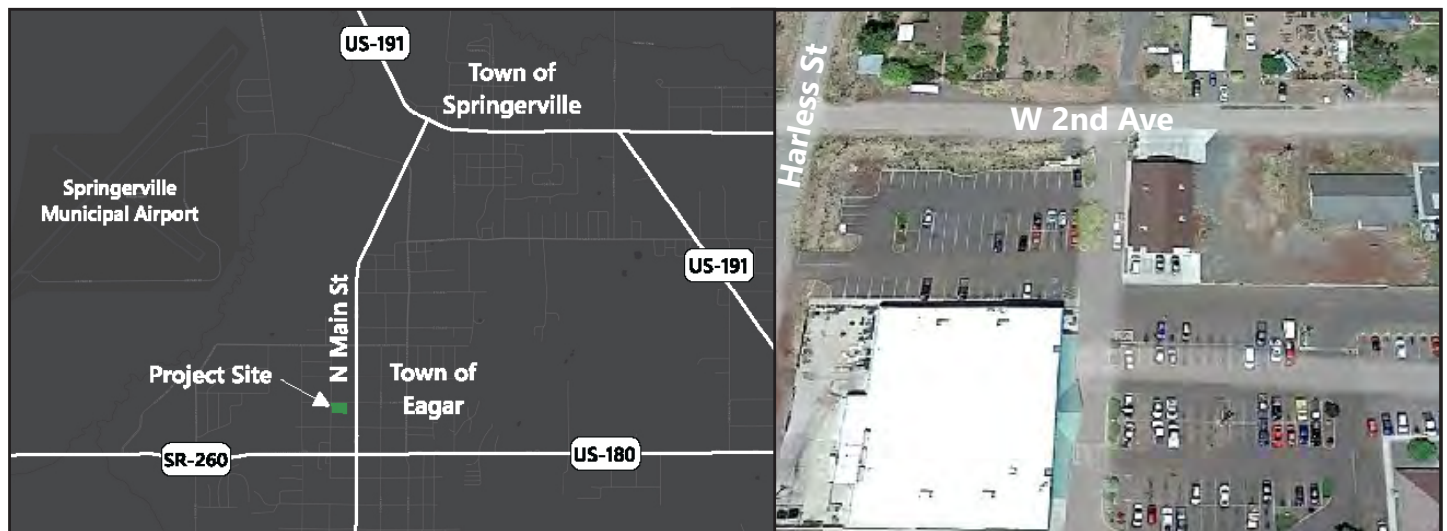
Project Overview

The Town of Eagar is situated in a vital crossroads of eastern Arizona, at the foot of the White Mountains and at the intersection of US-60 and US-191 – both crucial routes for freight and passenger travel throughout the country. Currently, the closest electric vehicle charging station to the Town of Eagar is in Show Low, AZ, approximately 55 miles away. Beyond that, the nearest charging station lies in the state of New Mexico, over 150 miles away. A growing percentage of travelers are unable to travel to or through the White Mountains due to a lack of essential electric vehicle infrastructure, and fewer still are willing to travel through the White Mountains due to 'range anxiety', the fear that one's electric vehicle will not have enough battery to reach its destination, leaving the driver stranded.

This proportion of electric vehicle users is only increasing as well, as electric vehicles continue to be a source of interest for federal funding through efforts such as the National Electric Vehicle Infrastructure program (NEVI) which creates greater capacity and viability than ever for electric vehicles as an emerging transportation technology. This project allows the Town of Eagar to keep up with emerging technologies in transportation and be included in the growing electric vehicle network across the United States. This project entails construction of a new electric vehicle charging station at the site of Bashas' and Best Western Sunrise Inn (less than a block away from the arterial US-180 corridor connecting the heart of Eagar to the greater eastern Arizona region and near the local intersection of E 2nd Avenue and N Harless Street), and provides both diversity and inclusion to the ways in which residents and travelers can move in the region.

This project is requesting \$420,250 to pair with a local match fund of \$100,000 to fully design and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Town of Eagar, Arizona



Project Schedule

Planning in 2024, Design in 2025, Construction in 2026



Project Cost

Total Project Cost: \$520,250
State Funding Request: \$420,250
Local Contribution: \$100,000 (19.2%)



Contact Info

Britney Reynolds
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928-333-4128 x221
b.reynolds@eagaraz.gov



Location



Town of Eagar
Apache County
AZ Legislative District 6
NACOG Region



Pueblo Colorado Wash Crossing Box Culvert Installation (Safety & Access Improvement)

Project Overview

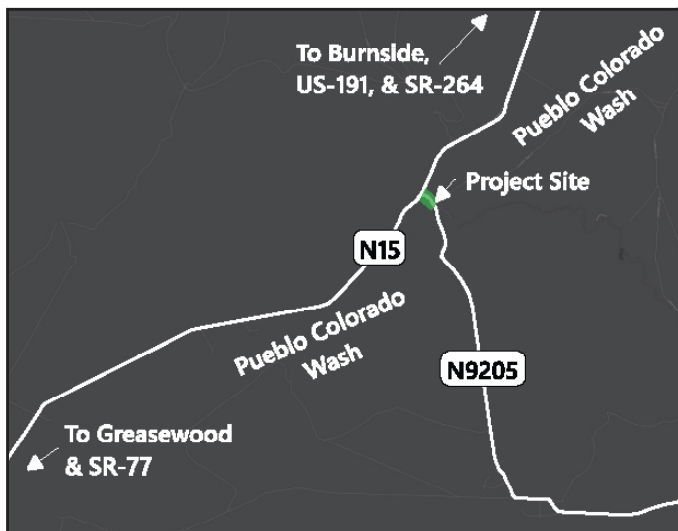
The Cornfields Chapter is one of 110 recognized chapters of the Navajo Nation and is located in the southeastern portion of the Navajo Nation within Apache County. It is home to an estimated 1,600 people. The community is generally isolated with the nearest commercial outlet at least ten (10) miles away, and other essential health- and education-related resources and facilities are all located in surrounding areas (not within the community itself), necessitating a commute to and from these vital destinations. Due to the remoteness of the chapter, jobs within the community are scarce. A majority of the people rely on livestock and farming for subsistence, and those with jobs commute out of the community.

The Cornfields Sunrise Low Water Crossing project will balance the need for safe and resilient transportation by providing a reliable and well-maintained school bus access route for transit to local schools and passage for local residents through a currently unpaved area; this project improves a short stretch of N9205 as it approaches N15 through installation of a low water crossing, which greatly strengthens the unpaved road's ability to persist through heavy rains and flooding. This project will create better access to jobs as well as bolster transportation within the community by creating an accessible, safe route to schools, regional healthcare, and essential services like the post office.

Access is a key determinant of poverty; without better access to necessities of life, the community faces greater obstacles toward maintaining health, receiving education and using other social services. There are four schools surrounding Cornfields Chapter, a health facility, four churches, a post office, and a grocery store, all of which are made more accessible by this project.

This project is requesting \$1,469,850 to pair with a local match fund of \$266,000 to fully plan, design, and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Navajo Nation, Cornfields Chapter



Project Schedule

Planning in 2024, Design in 2025, Construction in 2026-2027



Project Cost

Total Project Cost: \$1,735,850
State Funding Request: \$1,469,850
Local Contribution: \$266,000 (15.3%)



Contact Info

Alfreda Earle
Chapter Manager, Cornfields Chapter
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aearle@nnchapters.org



Location



Cornfields Chapter
Navajo Nation
AZ Legislative District 6
NACOG Region



Kachina Point Road Reconstruction (HIR2, Kykotsmovi to Leupp) - Construction Phase 1

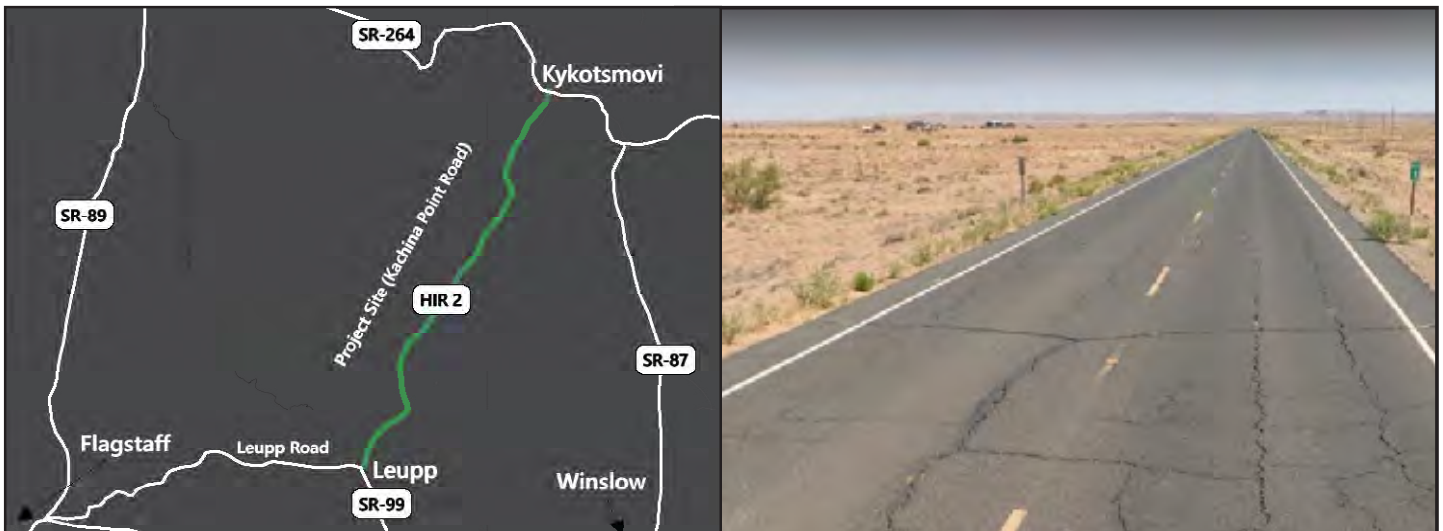
Project Overview

Kachina Point Road begins in Kykotsmovi, AZ within the Hopi Tribe, and extends approximately 47.5 miles south through Navajo and Coconino Counties to Leupp, AZ. It is the primary route of ingress and egress from the Hopi Tribe and is in dire need of reconstruction. Long stretches of the roadway have experienced longitudinal and transverse cracking and require constant crack sealing. In other areas, the roadway is marked by depressions and uneven pavement, making travel very rough and unsafe, especially in the heavy rainstorms which are common in north-eastern Arizona during the summer season.

This project serves to restore the main road from the Hopi Tribe to the Navajo community of Leupp, AZ, from which access is available to the nearby cities of Winslow and Flagstaff, as well as other outlying Navajo communities. The public traveling north from Leupp would also have safe access to the major Navajo communities of Tuba City and Window Rock through Kachina Point Road as a result of this project. Improvements planned for this project include the milling of existing pavement, replacing it with a rubberized hot asphalt pavement, re-striping, and fully reconstructing two sections of the roadway.

The safety improvements provided by this project are vital to the health and mobility of residents and visitors alike, and would also have a great effect on tourism, outside commerce, and greater through-traffic that all benefit local businesses. However, the greatest and most apparent impact will be upon the improvements to safety and ease of access to and from the Hopi Tribe. This project is already fully designed and shovel-ready, and is requesting \$10,744,960 to pair with a local match fund of \$12,301,717 to construct the first phase of these improvements, which consists of reconstructing as much of the roadway as possible and reassessing the roadway to determine the need and scope of a second construction phase in the coming years. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.


Vicinity Map & Site Photo



 **Project Lead**
Hopi Tribe

 **Project Schedule**
Construction in 2024-2025

 **Project Cost**
Total Project Cost: \$23,046,677
State Funding Request: \$10,744,960
Local Contribution: \$12,301,717 (53.4%)

 **Contact Info**
Michael Lomayaktewa
Director, Hopi DOT
928-734-3181
mlomayaktewa@hopi.nsn.us

 **Location**
Hopi Tribe
Navajo/Coconino County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai

Old Route 66 Pavement Preservation and Modernization (Ash Fork to Peach Springs, Phase 1)



Project Overview

Old Route 66 in Yavapai County is a 33.9 mile stretch of roadway that is the only parallel alternative route to I-40, and is often used by regional travelers when I-40 experiences widespread slowdowns or closures. Yavapai County received the two segments of road that make up this project in 1972 and 1990 through abandonment by the State. Old Route 66 is frequented by tourists, used as a bypass to the interstate, and maintains local traffic for residents in the Ash Fork and Seligman area west of Flagstaff.

This historic route, approaching its Centennial in 2026, has been impacted heavily by limited local funding opportunities to preserve and rehabilitate the existing roadway. Additionally, safety associated with keeping the driving surface in a state of good repair is crucial as the roadway was originally designed for higher operating speeds. Ensuring the geometry and safety features of this roadway match the current operating speeds lends itself to heightened awareness, reduced incidence of excessive speed, and fewer severely injurious or fatal crashes.

The pavement for this roadway is reported as only 27% of the total surface area being "good" or "very good" condition; the rest of the pavement, including 28% that is rated poor or very poor, needs treatment as soon as feasible to negate near term pavement degradation. Preservation of this roadway is paramount to maintain a functioning and passable corridor through northern Arizona.

This project is already fully designed and shovel-ready, and is requesting \$5,041,635 to pair with a local match fund of \$4,379,911 to construct phase one of these improvements. A second construction phase is likely needed to fully preserve this long stretch of roadway, but has been segmented to allow for more timely completion of segments in most severe need. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Yavapai County, Arizona



Project Schedule

Construction in 2026



Project Cost

Total Project Cost: \$9,421,546

State Funding Request: \$5,041,635

Local Contribution: \$4,379,911 (46.5%)



Contact Info

Roger McCormick

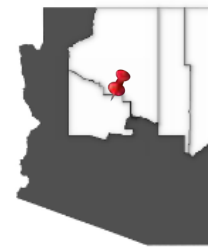
Assistant Public Works Director

928-771-3183

roger.mccormick@yavapaiaz.gov



Location



Yavapai County
AZ Legislative District 1
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai





Project Overview

Centennial Boulevard is an alternative roadway to SR-77 that runs through the Towns of Snowflake and Taylor in Navajo County, AZ. This roadway connects with SR-277 headed west, and at its south terminus connects with Paper Mill Road, which branches off into a series of local roadways, providing an alternate route in the local transportation network and increasing the community's ability to respond and evacuate in the event of an emergency. The Towns of Snowflake and Taylor are requesting assistance paying for the planning phase of improvement to Centennial Blvd to support greater local and through traffic, ultimately bolstering its ability to function as an alternative to SR-77 and arterial roadway through these two communities.

This project will improve the safety of the roadway by widening the shoulder and creating a zone for safe pedestrian traffic in both directions. Currently, the road has a minimal shoulder and no features to protect or encourage pedestrian traffic. This project will improve access to Northern Arizona Academy (a local high school), increase the level of connection between the towns of Snowflake and Taylor which aids in emergency access and effectiveness of evacuation, and improve access to a regional park under development between Snowflake and Taylor.

This project will show investment in local roadways that supports residents' mobility needs, ease congestion and assist in movement of through-traffic, and serve to strengthen local social and economic opportunities. This project is requesting \$194,750 to plan these improvements with a local match fund of \$28,500. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Towns of Snowflake and Taylor, Arizona



Project Schedule

Planning in 2024



Project Cost

Total Project Cost: \$223,250

State Funding Request: \$194,750

Local Contribution: \$28,500 (12.8%)



Contact Info

Joseph Jarvis

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Location



Snowflake/Taylor
Navajo County
AZ Legislative District 7
NACOG Region

NACOG
Northern Arizona
Council of Governments
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Main Street Pavement Preservation & Roundabout



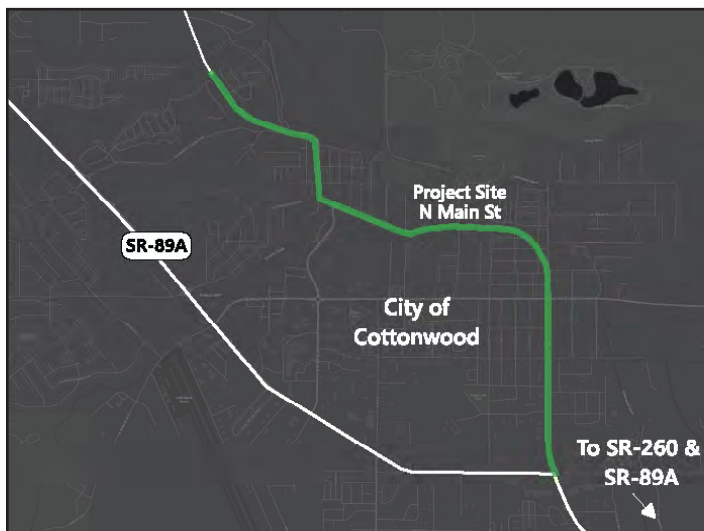
Project Overview

The City of Cottonwood's Main Street has an Average Daily Traffic (ADT) count of over 8,000 vehicles per day (the highest in the City) and is the main access to the heart of Cottonwood's local businesses and attractions. Main Street's pavement is in need of rehabilitation and many of the sidewalk features require updating to current ADA standards to ensure safe travel to and through the City, and to ensure multimodal access is not just available, but to invest in infrastructure specifically for vulnerable road users of all kinds to prioritize access for all.

Minimal pavement maintenance has been performed since the roadway was abandoned by ADOT and granted to the City in 1977. As the highest ADT roadway and main access to much of Cottonwood's retail, services, and attractions, this roadway's condition is vital to the City of Cottonwood's economy. This project will provide new striping and pavement markings as well as add lighting to several currently unlit crosswalks. The roundabout portion of this project is also of high importance to the City in improving safety of pedestrians and cyclists as well as reduce vehicle speed along Main Street, so they have opted to commit substantial local funds toward the completion of this project. The pavement rehabilitation paired with the new roundabout will result in smoother bike lanes as well as bringing existing sidewalk features into ADA compliance, ensuring all travelers have means of navigating through Cottonwood.

This project will also improve all aspects of mobility in Cottonwood's central business district, Riverfront Park and Dead Horse Ranch State Park. This project is widely supported among City Council and Staff as well as by the local Bicycle Advisory Council. This project is requesting \$4,510,000 to pair with a local match fund of \$9,000,000 to fully plan, design, and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Cottonwood, Arizona



Project Schedule

Planning & Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$13,510,000
State Funding Request: \$4,510,000
Local Contribution: \$9,000,000 (66.7%)

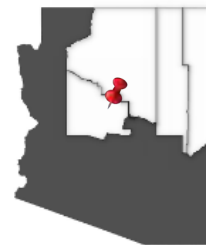


Contact Info

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jbramble@cottonwoodaz.gov



Location



City of Cottonwood
Yavapai County
AZ Legislative District 1
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Tori Circle & Chiricahua Drive School Bus Route Total Reconstruction

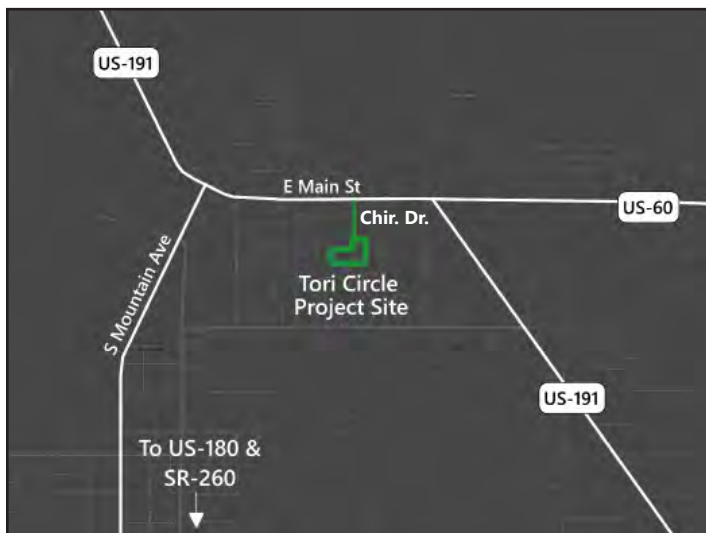
Project Overview

The Town of Springerville's Main Street, at the intersection of US-191 and SR-60, is the heart of Springerville's commercial district and employment center. The area is highly trafficked, and vital to mobility both locally and in connecting Springerville to other communities in Apache County. The residential subdivision near the intersection of Main Street and Chiricahua Drive, called Tori Circle, connects to Main Street and utilizes these residential roads for bus route access. Tori Circle also serves as a main linkage between neighborhoods and as an egress for residents in the event of an emergency.

The pavement on Chiricahua Drive and in Tori Circle is in need of full reconstruction, as it inhibits safe and efficient mobility through the area. In many segments, the pavement has cracked so severely that the road has eroded and left large, uneven gaps and depressions several feet into the traffic lanes, and the remaining pavement is marked by thorough alligator cracking (interconnected cracking resembling the hide of an alligator, which is a sign of substructural failure and is costly to repair if not addressed).

This project will provide better access for residents to Main Street (and thereby to US-191 and SR-60) and increase social and economic opportunities through restoring the integrity of the road surface. The Tori Circle & Chiricahua Drive Reconstruction project facilitates access between neighborhoods and reduces wear on school buses that travel through the area daily. It is essential that residents have unobstructed mobility in and through their neighborhoods, access to the greater region and surrounding communities, and as efficient emergency access as possible. This project is requesting \$1,044,291 to pair with a local match fund of \$50,000 to fully plan, design, and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Town of Springerville, Arizona



Project Schedule

Planning & Design in 2024,
Construction in 2025



Project Cost

Total Project Cost: \$1,094,291
State Funding Request: \$1,044,291
Local Contribution: \$50,000



Contact Info

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schristensen@springervilleaz.gov



Location



Town of Springerville
Apache County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Lindbergh Parkway SR-87 Bypass, I-40 Connection - Phase 1



Project Overview

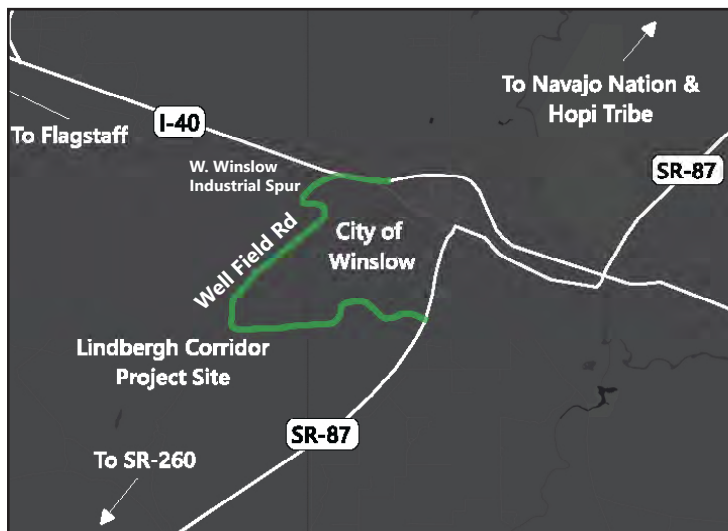
The Lindbergh Parkway project in the City of Winslow introduces a new corridor that greatly improves access between I-40 and SR-87 for commercial and industrial traffic, which currently must cross over railroad tracks and through the City of Winslow's downtown and even residential areas to access this critical industrial area south of downtown. This project provides an alternative and more direct connection to I-40 by connecting a new corridor from SR-87 to the existing Well Field Road and West Winslow Industrial Spur Road. 'Phase 1' of this project includes planning, design, and the first part of a multi-year construction process given the scope and scale of the project.

The existing West Winslow Industrial Spur Road has an overpass over the railroad track which leads to the existing I-40 Traffic Interchange at Winslow's Hipkoe Drive. By constructing a bypass route that utilizes the existing overpass, the City of Winslow eliminates the cost of a new overpass, while providing immediate mitigation of the congestion and safety concerns caused by commercial and industrial traffic utilizing residential roads through Winslow. In this way, the Lindbergh Parkway project provides much-improved access for commercial and industrial traffic to enter/exit I-40 without having to travel through the developed portions of Winslow, including the businesses along historic Route 66.

The Lindbergh Parkway project was prompted by a long-term desire of the Winslow community to revitalize underutilized and high-visibility properties such as the area west of the Coopertown neighborhood. The new corridor that is Lindbergh Parkway is supported by the Arizona Department of Transportation, and the Navajo County Central Region Transportation Study indicates that the project would provide additional development opportunities to support the industrial development desired in the vicinity of the airport. The City of Winslow has pursued grant funding for environmental planning and preliminary engineering for this project, and hopes that the project can begin another discussion with ADOT about a second SR-87 bypass east of Winslow.

This project is requesting \$13,080,005 to pair with a local match fund of \$2,251,937 to complete the planning, design, and the first phase of construction of this project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Winslow, Arizona



Project Schedule

Planning in 2025, **Design** in 2025-2026, **Construction** in 2026-2027



Project Cost

Total Project Cost: \$15,331,942
State Funding Request: \$13,080,005
Local Contribution: \$2,251,937 (14.7%)

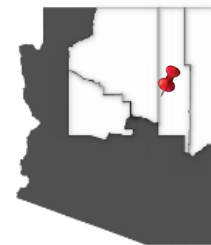


Contact Info

Tim Westover
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twestover@winslowaz.gov



Location



City of Winslow
Navajo County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Highway 64 Restripe (Grand Canyon Natl. Park Congestion Relief)



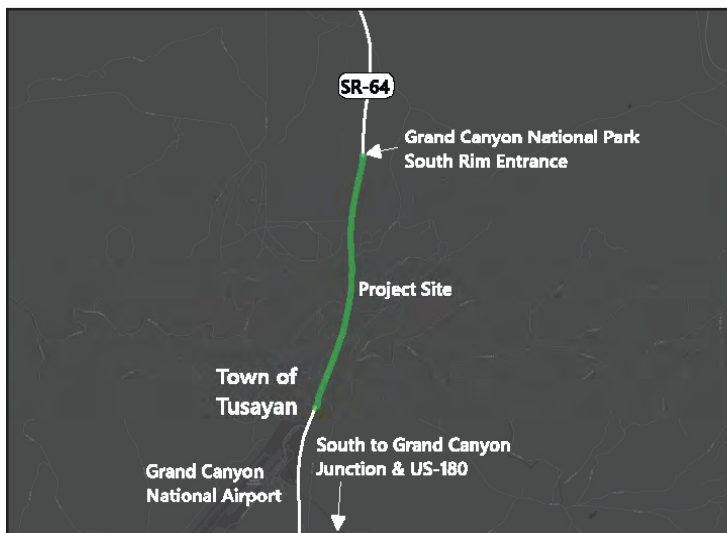
Project Overview

On an average year, six million people travel to the Grand Canyon, most of whom enter through the gates located north of Highway 64 at Milepost 235, south of the gates to the South Rim of the Grand Canyon. In recent years, there have been significant traffic back-ups, creating congestion that significantly hinders mobility, safety, and access for both visitors and residents of the Town of Tusayan. These tourism-related backups have often gone on for miles during peak season, and often stretch through residential areas of Tusayan, posing a constant mobility challenge and providing a hazard in the event of an emergency.

During the summer and early fall of 2021, the Town of Tusayan conducted several traffic tests in conjunction with the Arizona Department of Transportation (ADOT). ADOT found, as a result of these tests, that a restriping of the current lanes would be a safer and more efficient alternative to the current markings. Based on these tests ADOT has approved the area for restriping. The restriping would create additional lanes of traffic and assist with the flow of traffic moving northbound.

The Town also hopes that this will be the first of many projects to expand and develop the Highway 64 south of the Grand Canyon towards Williams, and create momentum towards further surface transportation improvement in northern Arizona. This project has broad support among local stakeholders and larger organizations, including the National Park Service. This project is requesting \$307,500 to pair with a local match fund of \$25,000 to fully construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

Town of Tusayan, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$332,500

State Funding Request: \$307,500

Local Contribution: \$25,000 (7.5%)



Contact Info

Charlie Hendrix

Town Manager, Tusayan

928-638-9909

tusayantownmanager@tusayan-az.gov



Location



Town of Tusayan
Coconino County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Airport Road Pavement Replacement & Extension



Project Overview

The City of Williams is experiencing an acceleration in growth, both in residents and visitors. While already a hub for visitors to northern Arizona for access to Grand Canyon National Park and other natural and historical attractions, plans for development within the City will enhance the appeal of Williams as a destination. Approximately five million tourists pass through Williams annually on their way to the Grand Canyon resulting in an average of 15,000 vehicles per day, putting a significant level of additional strain on the local infrastructure.

Like most rural communities, Williams has limited resources upon which to draw for these infrastructure improvements and maintenance. The Airport Road Pavement Replacement & Extension project will replace a segment of roadway that has not been replaced in nearly 40 years, since it's initial paving in the mid 1980s. The project is part of the Williams Connectivity and Circulation Project, a proposed roadway/pedway system that will improve circulation around historic Downtown Williams, establish a pedestrian trail system, and improve access to the Williams Airport, and link to SR-64 via Pronghorn Ranch Road. The system will connect neighborhoods, commercial centers, cultural features and tourist attractions, as well as improve an existing route to the Williams Airport.

The Airport Road segment includes pavement replacement and a north-south pathway from the intersection with Rodeo Rd north to the Airport. This pathway will connect the Rodeo Road trail to the Airport, increasing multimodal access and improving the viability of active transit. This project is requesting \$10,777,275 to pair with a local match fund of \$1,855,485 to complete the planning, design, and construction of this project. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 24th, 2023.

Vicinity Map & Site Photo



Project Lead

City of Williams, Arizona

Project Schedule

Planning in 2024, Design in 2024-2025, Construction in 2025-2026

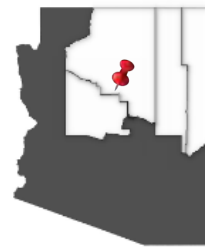
Project Cost

Total Project Cost: \$12,632,760
State Funding Request: \$10,777,275
Local Contribution: \$1,855,485 (14.7%)

Contact Info

Tim Pettit
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tpettit@williamsaz.gov

Location



City of Williams
Coconino County
AZ Legislative District 7
NACOG Region



Ganado School Bus Loop Reconstruction



Project Overview

Apache County District 2 manages 405 miles of roads designated for school buses and the general public in 15 communities. Ganado School Loop is one of these roads and consists of 1.3 miles of asphalt road vital to meeting the educational needs of the Districts' children. The road provides access to the school district's classrooms, administration, facility management, transportation department, staff living quarters, sports fields, and through-access for other residents and tourists.

The asphaltic concrete pavement on Ganado School Loop is nearly 30 years old, and while several preservation efforts have been made over the years, the road is showing its age and is beginning to fail. The roadway observes an average of nearly 1,000 vehicles per day including school buses, the roadway is rapidly breaking apart. The Ganado School Bus Loop Reconstruction project provides for mobilization, roadway survey, construction staking, subgrade material placement (concrete, curb, gutter, and sidewalk), and asphaltic concrete material and placement.

This project allows for complete reconstruction of the essential roadway around the Ganado School Campus, constituting a vital safety and mobility improvement that helps to further protect and serve students, residents of Ganado and the surrounding communities, and travelers from deteriorating roadway conditions in the area. The project received an appropriation of \$1,000,000 in FY2023 through SB 1725, but the project has not yet been completed due to fluctuating cost of materials associated with a 2019 cost estimate and the resulting increase in costs necessary to implement these improvements. This project is requesting \$2,155,410 to fully plan, design, and construct these improvements. This project was voted as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on October 26th, 2023.

Vicinity Map & Site Photo



Project Lead

Apache County, Arizona



Project Schedule

Planning in 2024, Design in 2025,
Construction in 2026



Project Cost

Total Project Cost: \$3,285,410
State Surplus Request: \$2,155,410
FY2023 Appropriation: \$1,000,000
Local Match: \$130,000



Contact Info

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Location



Ganado Chapter
Apache County
AZ Legislative District 6
NACOG Region

NACOG
Northern Arizona
Council of Governments
Apache • Coconino • Navajo • Yavapai



Rural School Bus Routes Study



Project Overview

In February 2022, State Transportation Board Member Jesse Thompson asked Northern Arizona Council of Governments (NACOG) to look at how roadway conditions in northeastern Arizona might be negatively affecting students on rural and tribal school bus routes. Students across these communities can experience significant delays getting to school, or even cancelled bus service, when roads that suffer from chronic underinvestment and insufficient maintenance cannot handle heavy rain or are unsafe for buses to travel due to flooding, snow and ice.

Many residents and public works staff describe the conditions of roadways serving tribal schools as problematic in terms of both safety and accessibility. As Mr. Thompson puts it, “[the roads] can be bladed one day and rained on the next, making the roads muddy and difficult or impossible to travel, significantly impacting the ability of students to get to school and learn.” Roadway maintenance of school bus routes is a complex issue with roadway ownership split between tribes, counties, the state and the Bureau of Indian Affairs (BIA), all of whom are limited in the maintenance they can provide and have varying tools and systems for tracking roadway condition and maintenance data.

The Rural School Bus Routes Study will comprehensively investigate the problem and pinpoint the region’s most severe safety and mobility issues affecting the reliability and effectiveness of school bus service. The study will reach beyond standard planning outcomes to collect and analyze roadway condition data, bus maintenance data, bus route information, flooding data, roadway maintenance, student attendance and student performance for selected schools or school districts, and provide a robust analytical resource and decisionmaking tool for an understudied and underserved region of Arizona.

The project will include completion of preliminary scoping and engineering for the highest-priority bus route improvement projects. NACOG will also work with local jurisdictions to seek implementation funding for bus route improvement projects identified in the study. NACOG requests \$2,000,000 to fully carry out this planning effort on behalf of the rural and tribal communities in northeastern Arizona. This project was unanimously approved as a regional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG’s Regional Council on August 24th, 2023.

Project Photos



Project Lead

Northern Arizona Council of Governments



Project Schedule

Planning in 2024-2025



Project Cost

Total Project Cost: \$2,000,000

State Funding Request: \$2,000,000



Contact Info

Michael Huff

NACOG GIS Transportation Analyst

928-433-4633

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Location



Northern Arizona
Council of Governments





General Fund Request:

\$19,333,263

SVMPO received a \$3 million transfer of SEAGO's allocation on behalf of the Cochise County Moson Road Project.

Moson Road Corridor



Project Overview

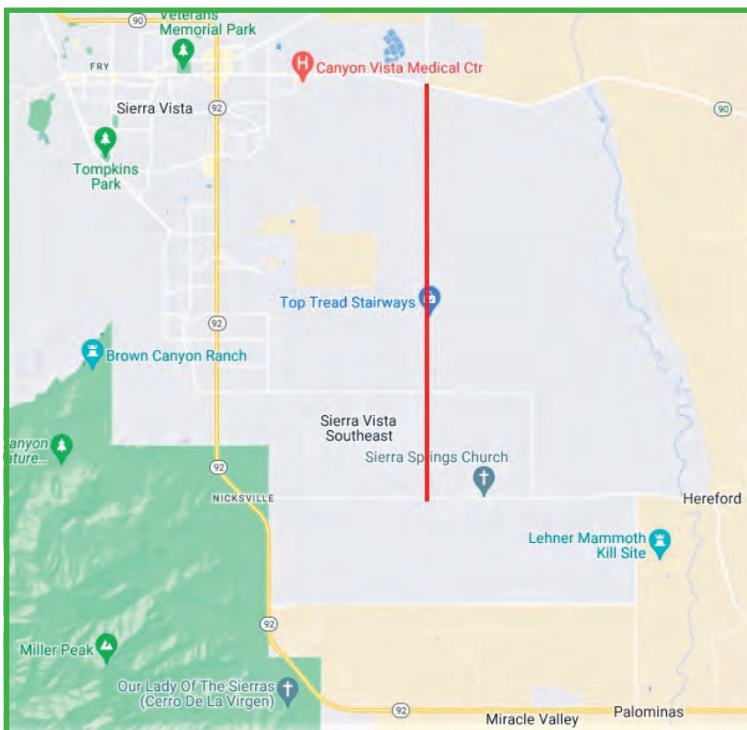
The Moson Road Corridor is the top ranked priority roadway improvement project in the regional Long-Range Transportation Plan. This eight-mile Major Collector links State Highway 90 to Hereford Road, which then links to State Highway 92. It serves as a critical emergency evacuation route, moving residents out of the path of wildfires, as was recently experienced with the 2023 Wildhorse Fire.

A pre-scoping study was completed in May of 2023. This study identified 22 needed drainage improvements; three intersection improvements with added turning lanes; wider shoulders for safety and reconstruction of the aging pavement surfaces. Project cost for needed improvements was estimated at \$21.1 million. This project alone would absorb an estimated 20 years of County HURF funds available for roadway system

Additional construction funds are needed to fully address the infrastructure improvements to enhance this residential and commercial County roadway. The region has committed \$1 million towards full Design: this work began in July of 2023. The State committed \$6.1 million in their 2023 budget. This funding request would allow immediate and seamless construction of a second phase of improvements on this regionally significant roadway.

The SVMPO Board and the SEAGO Board, representing four Counties, including Cochise County, and 19 Cities and Towns, voted to support this request for state funding for this project.

Vicinity Map & Site Photo



Project Lead

Cochise County, Arizona



Project Schedule

Study began in March 2022

Design underway in January 2024

Construction to begin in 2025



Project Cost - \$21,105,000

State Funding Request: \$9,403,263

State/Regional Funding: \$6,200,000

Local Contribution: \$5,501,737



More Information

Jackie Watkins, P.E.

County Engineer, Cochise County

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Location



Cochise County
AZ Legislative District 19
SVMPO Region



School Drive Improvements



Project Overview

The primary connection roadway in the Town of Huachuca City, School Drive, is the third highest ranked priority roadway for improvement for the Town. This key connecting roadway serves the Town Hall, Fire Dept., Town Library, Senior Center, Town Park and Pool and the Huachuca City Elementary School.



The busiest residential roadway in the Town, the School Drive corridor lacks connecting sidewalks or pathways, drainage structures need to be improved or added, there are no protective curb and gutter along parts of this roadway, and control of access is needed into the Town Hall complex.

Although kept well maintained, the roadway surface is near the end of functional life. These transportation improvements would last for several decades into the future.

The Town's HURF funds average about \$165,000 annually, a decline from last year. A partnership with the State could provide the funds to immediately make needed improvements. Improvements would include a roadway surface reconstruction, access control, and pedestrian connections. These would tie into the improvements along Gila St., the State earmarked funded improvements on Skyline Drive, and a Town funded hard surfaced ADA pathway around the Town park.

The SVMPO Board, representing the Town of Huachuca City, the City of Sierra Vista, and Cochise County, unanimously voted on August 23, 2023, to request state funding for this project.

Vicinity Map & Site Photo



Project Lead

Town of Huachuca City, Arizona



Project Schedule

Design start in early 2025

Construction completed by late 2026



Project Cost - \$555,000

State Funding Request: \$525,000

Local Contribution: \$30,000



More Information

Suzanne Harvey

Town Manager, Huachuca City

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Location



Town of Huachuca City-
Cochise County
AZ Legislative District 19
SVMPO Region



Gila Street Improvements



Project Overview

A key connecting roadway in the Town of Huachuca City, Gila Street, is the fourth highest ranked priority for improvement in the Town. Gila Street links the residential areas to the north to Town services that include the Town Hall, Town Library, Senior Center, Town Park and Pool, and the Huachuca City Elementary School.



This corridor lacks continuous sidewalks or pathways, during storms flooding occurs, there is no protective curb and gutter in place. There is a need to address travel needs that conflict with in-street parking during peak school activities.

The Town's HURF funds average about \$165,000 annually, a decline from last year. A funding partnership with the State could quickly address these priority infrastructure needs in this small rural Town.

Improvements would include a roadway surface reconstruction, adding or replacing drainage features, connecting to existing pedestrian paths or sidewalks, and extending pathways to form safe and continuous vehicle and pedestrian access to the school.

The Town services and the Huachuca City Elementary school serve a larger regional population that include the Whetstone area. The SVMPO Board and the Town are proud to support both student and senior services and voted to support this state request for funding to improve transportation connections in Huachuca City

Vicinity Map & Site Photo



Project Lead

Town of Huachuca City, Arizona



Project Schedule

Design start in early 2025

Construction completed by late 2026



Project Cost - \$1,375,000

State Funding Request: \$1,305,000

Local Contribution: \$70,000



More Information

Suzanne Harvey

Town Manager, Huachuca City

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Location



Town of Huachuca City-
Cochise County
AZ Legislative District 19
SVMPO Region



Buffalo Soldier Trail Reconstruction



Project Overview

Buffalo Soldier Trail is the top ranked priority for roadway preservation in the regional Long-Range Transportation Plan. It serves as a major corridor within southeastern Arizona linking the Fort Huachuca Army Installation to the urbanized Sierra Vista area.

The majority of Fort Huachuca's workforce resides off the installation and it is critical that we have modern and safe access for our personnel to better accomplish the critical national defense mission. The Fort's two primary gates can only be accessed from Buffalo Soldier Trail. The resurfacing project will protect and keep the main arterial streets en route to Fort Huachuca in a good condition for the constant use of our Soldiers, civilians, and family members.


JARROD MORELAND
Colonel, U.S. Army
Commanding

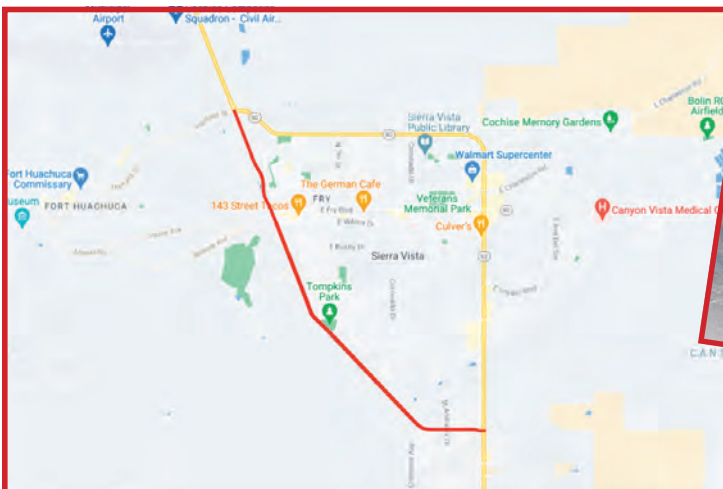
Over 10,000 vehicles per day rely on this former state highway route that now links SR90 to SR92. This corridor serves small local businesses, large residential neighborhoods, provides two Fort Huachuca access points, and routes goods and tourists to communities and recreational areas both to the north and south.

Project cost for needed improvements is estimated at \$24.2 million. To complete needed reconstruction on this regionally significant connection would require 16 years of the City's budgeted street maintenance funding or over 6 years of their entire HURF revenues allocation. Without a partnership with other funding agencies, this roadway will continue to disintegrate.

Construction would be developed in phases, as funding becomes available. This funding request would allow for construction of two phases of improvements on this regional significant roadway. Funding this project would also surge immediate opportunities for construction contractors that work in southeastern AZ.

The Sierra Vista MPO Board, representing the City of Sierra Vista, Town of Huachuca City, and Cochise County, voted unanimously on August 23, 2023, to request state funding for this project.

Vicinity Map & Site Photo



Buffalo Solider Trail disintegrating roadway surface



Project Lead

City of Sierra Vista, Arizona



Project Schedule

Design winter of 2024

Construction phased in 2025 & 2026



Project Cost - \$24,200,000

State Funding Request: \$8,100,000

State/Regional Funding: \$4,020,000

Local Contribution: \$600,000 (Design)



More Information

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Location



Cochise County

AZ Legislative District 19

SVMPO Region





**South Eastern Arizona
Governments Organization**

**General Fund Request:
\$33,102,142**

SEAGO transferred \$3 million of it's allocation to SVMPO on behalf of the Cochise County Moson Road Project.

Industrial Park Dr Reconstruction Project



Project Overview

Located just off I-19, this project has a significant economic impact for the Nogales area. The road serves a major industrial park that facilitates import /export of goods to and from Mexico. The project involves the reconstruction of 2,860 ft. of Industrial Park Drive beginning at Manor Drive and ending at Mariposa Rd.

The average annual daily traffic for this location is approximately 4,048. Industrial Park Drive is federally classified as Urban Major Collector that connects with Mariposa Road in two locations. This road could serve as an alternative route for Mariposa Road in the event that Mariposa Road is temporarily closed.

The proposed street improvements will have a direct and significant economic benefit to the Nogales regional economy. As home to three major land ports of entry with Mexico, our transportation system is the life blood of the community, and Industrial Park Drive serves a major industrial park. Improvement of the road is critical to facilitating the import/export operations of the local businesses, preserving jobs, and fostering private capital investment. The improvements will also provide benefits by improving the road condition and reducing maintenance costs for area business employees, customers, suppliers, and shippers accessing the properties on a routine and regular basis.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

City of Nogales, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$3,116,949

State Funding Request: \$2,928,544

Local Contribution: \$188,405



Contact Info

Juan Guerra

City of Nogales Engineer

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Location



City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region



SouthEastern Arizona
Governments Organization

Peridot Siding Road Pavement Overlay



Project Overview

Located within the portion of the San Carlos Apache Tribe within Graham County, this roadway provides a critical link between the communities of Peridot and San Carlos. Current condition of the roadway has significant safety concerns. The Project consists of pavement overlay of 2.5 miles of Peridot Siding Road (2 lanes) beginning at BIA 170 and ending at US 70. The road is classified as a rural major collector.

San Carlos has been in the process of taking over most of the BIA transportation functions and has determined that the Peridot Siding Road has not received adequate maintenance and is lacking streetlights and adequate sidewalk facilities since it was originally constructed. Since this is a vital link between the communities of Peridot and San Carlos, this project greatly improves safety, mobility, and connectivity in the area; it was identified as the top priority for funding opportunities. The main need for this improvement is that there are no sidewalks along that road, only at the Bridge structure crossing San Carlos River. We generally see mothers pushing strollers along the edge of the road and people with wheelchairs going along the road. Also, school children walk to their school bus stop along the road. It is a very unsafe condition. Several accidents and near misses have been noted along this corridor, primarily pedestrian and nighttime related. The San Carlos Department of Transportation is recommending that a sidewalk and street lighting be constructed along the entire corridor from IR 170 to US 70.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

San Carlos Apache Tribe, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$3,143,000

State Funding Request: \$2,953,020

Local Contribution: \$189,980



Contact Info

Barney Bigman

SCAT DOT

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Location



San Carlos Apache Tribe
Graham County
AZ Legislative District 6
SEAGO Region



South Eastern Arizona
Governments Organization

West Frontage Rd at Camino Ramanote Roundabout



Project Overview

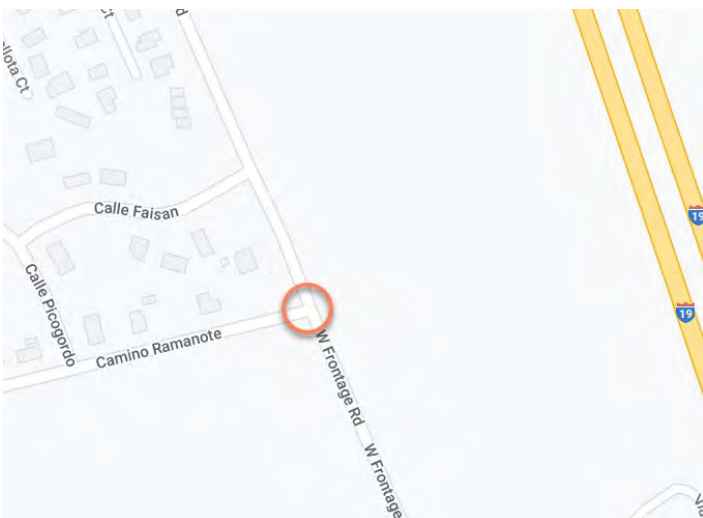
The County recognizes the need for improving the intersection at West Frontage Road and Camino Ramanote as the existing intersection experiences significant traffic congestion and has a significant traffic accident history.

In a proactive effort to reduce traffic accidents and observed congestion at the intersection of West Frontage Road and Camino Ramanote, the Santa Cruz County Public Works Department utilized a consultant to conduct a conceptual analysis of various alternatives to improve the conditions of the West Frontage Road at Camino Ramanote intersection. After conducting its analysis, the consultant recommended constructing a full roundabout that would reduce the amount of congestion and the number of traffic-related incidents at the subject intersection.

Major traffic generators contributing to the intersection are the residential areas, schools, and businesses to the west of West Frontage Road. A full roundabout offers a potential for reduced traffic related accidents, reduced congestion and lower construction costs when compared to potential costs associated with relocating the existing intersection to avoid conflicts with the existing concrete bridge over Agua Fria Canyon. The proposed improvements will result in a length of 450-ft of roadway reconstruction along West Frontage Road and 275-ft of roadway reconstruction along Camino Ramanote. Santa Cruz County anticipates completing the final design of the project by October 2023 and construction by early 2024.

Improving this intersection with the proposed full roundabout configuration will provide a safer and more efficient intersection when considering current and future traffic demands. This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Santa Cruz County, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$1,170,000

State Funding Request: \$1,099,979

Local Contribution: \$70,021



Contact Info

Jesus Valdez

Public Works Director

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Location



Santa Cruz County
AZ Legislative District 21
SEAGO Region



SouthEastern Arizona
Governments Organization

Frank Reed Road Reconstruction



Project Overview

The project consists of the pavement of approximately 2,975 feet on Frank Reed Road in the City of Nogales, Arizona. The proposed typical crown street cross section is 44 feet with 2 feet wide concrete valley gutter on both sides. The project connects Mariposa Road (SR189) with Grand Avenue (SR B19).

The functional classification of this road is Urban Major Collector. The estimated total design and construction cost is \$1,688,302, including 5.7% local matching funds of \$102,050. The Arizona Department of Transportation will bid and administer the construction.

The proposed street improvements will have a direct and significant economic benefit to the Nogales regional economy. As home to three major land ports of entry with Mexico, our transportation system is the lifeblood of the community, and Frank Reed Road serves a major industrial park. Improvement of the road is critical to facilitating the import/export operations of the local businesses, preserving jobs, and fostering private capital investment. The improvements will also provide benefits by improving the road condition and reducing maintenance costs for area business employees, customers, suppliers, and shippers accessing the properties on a routine and regular basis.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

City of Nogales, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$1,688,302

State Funding Request: \$1,586,252

Local Contribution: \$102,050



Contact Info

Juan C. Guerra

City of Nogales Engineer

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Location



City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region



South Eastern Arizona
Governments Organization

Downtown Revitalization Streetscape Project



Project Overview

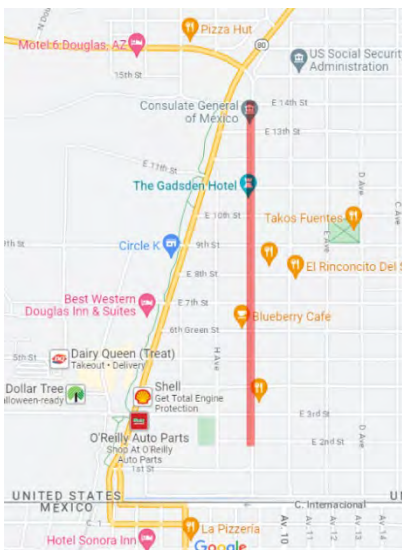
The Douglas Downtown Revitalization Streetscape Project encompasses G Avenue from 2nd Street to 14th Street, with project limits extending from the east building face to the west building face within the Right-of-Way of the study area.

Initial phases will mostly focus on a specific corridor within G Avenue from 9th Street to 12th Street. The three blocks are approximately 1,100 feet long and about 100 feet wide from façade to façade. The scope of this transformational project is multifaceted, involving the careful evaluation, conceptualization, and construction of street and sidewalk infrastructure within these limits. The scope of work includes detail design and engineering, demolition, pavement and sidewalk improvements, water and electric utilities upgrades, telecommunication upgrades, landscape and irrigation, and decorative site amenities. As detailed design gets completed, recommendations on addressing existing underground drainage culverts will be considered. It is important to address underground infrastructure for water and electrical needs before any surface improvements. Pavement and sidewalk improvements include sidewalk extensions and bulb outs that will reduce pavement footprint and thus calm vehicle.

These efforts collectively aim to create a more accessible, safe, and vibrant downtown area, reflecting the unique identity of Douglas and fostering new opportunities for economic growth and community engagement. By emphasizing both functionality and beauty, the project encapsulates a holistic vision that will redefine the urban landscape and serve as a beacon of revitalization for the city.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

City of Douglas, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$7,549,804

State Funding Request: \$7,093,453

Local Contribution: \$456,351



Contact Info

Ana Urquijo

City Manager

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Location



City of Douglas
Cochise County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

Reay Lane Improvements



Project Overview

The project involves Reay Lane which is a major collector. Reay Lane begins at US Highway 70 and terminates at Safford Bryce Road North of the Gila River. This portion of Reay Lane extends from First Avenue in Thatcher to Safford Bryce Road. The roadway length is approximately 2.86 miles.

Reay Lane is bordered with farmland, serves residences, and provides a main access to the Freeport McMoRan (FMI) Safford Mine. Traffic from Thatcher on Reay Lane includes local traffic, school buses, mine employees, farm employees and equipment, Thatcher refuse trucks, and residents. The purpose of the project is to address several concerns. The volume and type of vehicles using the road are causing it to deteriorate. This road is now subject to much more traffic than it was when it was constructed.

The road use increase has been caused by the opening of mines on the north side of the valley and population increases. The mine traffic has many larger vehicles now traveling this roadway. The agricultural equipment increase in size has made the ability to pass safely more difficult. These vehicles frequently exceed the lane widths and run on the shoulders off the edge of the pavement causing the edge to break off and deteriorate. The design and Right of Way acquisition will take one year, and construction will be completed the second year. The improved road will extend the road service life over the next 20-30 years and increase safety.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Graham County, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$3,955,058

State Funding Request: \$3,655,058

Local Contribution: \$300,000



Contact Info

Michael Bryce

County Engineer

928.428.0410

mbryce@graham.az.gov



Location



Graham County
AZ Legislative District 19
SEAGO Region



South Eastern Arizona
Governments Organization

Davis Rd MP 5 & 13 Improvements



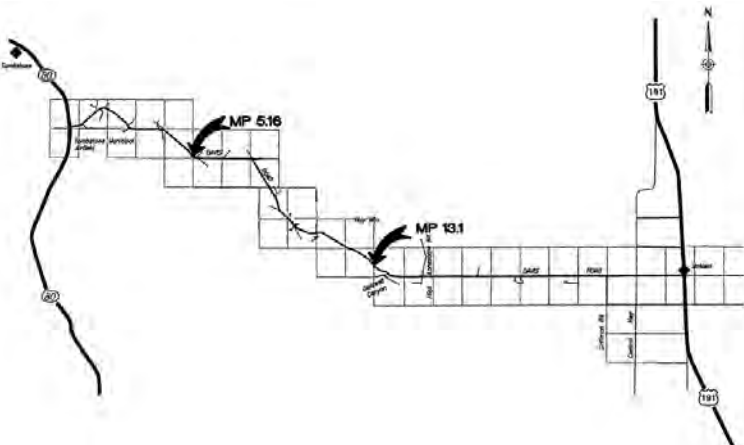
Project Overview

This project is located in Cochise County, on Davis Road between SR 80 and SR 191. Davis Road is classified as a Rural Major Collector. The 24 mile road connects the town of Tombstone, along SR 80, and McNeal, along SR 191, and serves commuter, regional, and commercial traffic. Davis Road is the main route to I-10 and Tucson from the Agua Prieta and Douglas area. It is also used heavily by trucks that are avoiding the steep grades of SR 80 in the Bisbee area. Countless locations along Davis Road experience frequent flooding resulting in innumerable road closures.

The purpose of this project is to improve the safety and operation of Davis Road. This proposal requests funds to support the inclusion of an arch culvert at these locations (MP5 & MP13). The full scope of roadway improvements at this location will accomplish the project goals of providing all weather access along the road by adding drainage culverts and improving roadway geometrics. This project is scheduled for construction to begin in the 2023-2024 timeframe as \$2,893,000 has already been awarded through a Congressionally Direct Spending Request by Senator Mark Kelly. This request for funding would go towards helping to pay the additional project costs.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Cochise County, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$6,000,000

State Funding Request: \$3,109,540

Local Contribution: \$2,890,460



Contact Info

Brad Simmons

Engineering Manager

520.432.9310

bsimmons@cochise.az.gov



Location



Cochise County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

High Street Improvements



Project Overview

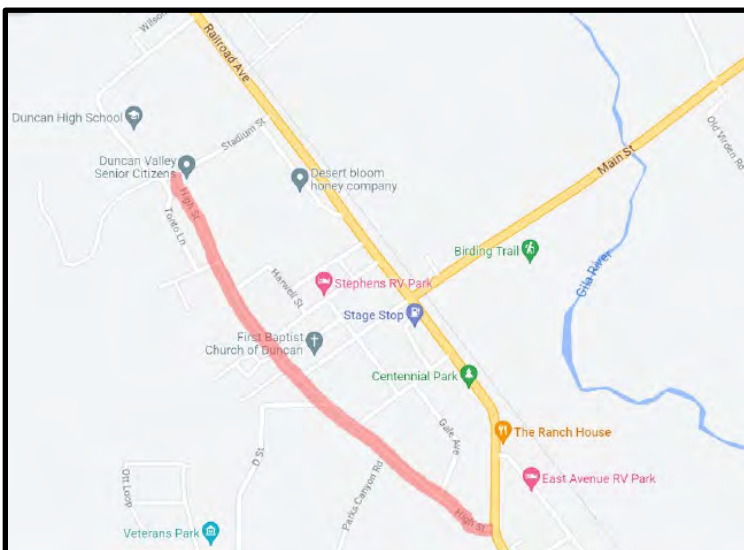
The project replaces approximately 3,060 feet of pavement on High Street in the Town of Duncan, Arizona. The proposed typical crown street cross section is 30 feet. The project connects with US 70 on the East and Stadium Street on the West. The functional classification of this road is Major Collector.

The Town of Duncan requires a system-wide resurfacing of existing streets. The last new pavement project in the town occurred in 1978, roughly 45 years ago. No additional surfacing projects have taken place since that time. High Street is a critical to the Duncan economy and provides primary access to the high school. This re-paving of this street represents the first step in the improvement of the Town's road network.

The main objective of this project is to improve the local economy by paving this residential/commercial street that is in dilapidated condition. High Street is the primary access road to the high school. Students use this route to walk and bike to school. Safety is of high concern as the concrete sidewalks on this street are in extremely poor condition and beyond repair and lack ADA access. Pedestrians are forced off the sidewalks and into the street. Sidewalk replacement is part of this project.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Town of Duncan, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$1,810,263

State Funding Request: \$1,700,841

Local Contribution: \$109,422



Contact Info

Terry Hinton

Town Manager

928.428.2290

tpalmer@thatcher.az.gov



Location



Town of Duncan
Greenlee County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

Davis Rd Central Hwy to US 191



Project Overview

This proposed project is located in Cochise County, on Davis Road between Central Highway and US-191. Davis Road is federally classified as a Rural Major Collector. This segment is approximately 2.3 miles and connects the area of McNeal to other parts of the County. Davis Road is the main route to I-10 and Tucson from the Agua Prieta and Douglas area and serves international, regional, and local traffic. It is also used by trucks and oversized loads that are avoiding the steep grades of SR 80 in the Bisbee area and other constraints along US-191 and Interstate 10.

Cochise County was awarded Coordinated Board Infrastructure (CBI) Funds in 2011 to conduct a Design Concept Report (DCR) and Design Plans for Davis Rd. between Central Hwy and US-191. The DCR was awarded to EEC, Inc and work was completed June 2017. The completed work includes Stage IV (95%) Plans, Special Provisions, Utility Report, Pavement Design Report, Geotechnical Engineering Report, Earthworks Report, Drainage Report, Traffic Impact Analysis, and a Cost Estimate. Geotechnical, Environmental, and Biological Clearances were obtained. The County is in the process of acquiring Right-of-Way which will be obtained before project initiation. The Scope of Work is to obtain funding to initiate the construction phase of this segment of road.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.

Vicinity Map & Site Photo



Project Lead

Cochise County, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$7,549,804

State Funding Request: \$7,093,453

Local Contribution: \$456,351



Contact Info

Brad Simmons

Engineering Manager

520.432.9310

bsimmons@cochise.az.gov



Location



Cochise County
AZ Legislative District 19
SEAGO Region



SouthEastern Arizona
Governments Organization

La Quinta Rd and Mariposa Ranch Rd Reconstruction



Project Overview

The project replaces approximately 2,602 feet of pavement on La Quinta and Mariposa Ranch Roads in the City of Nogales. The proposed typical crown street cross section for La Quinta Road is 36 feet with a 3 feet wide concrete valley gutter on the south side (lowest) of La Quinta Road. The project connects with Mariposa Road (SR189). In a similar manner, Mariposa Ranch Road is 40 feet pavement section with a 6 feet concrete valley gutter in the middle of the road.

The functional classification for La Quinta Road is Urban Local and for Mariposa ranch Road is Urban Minor Collector. The estimated total construction cost is \$1,923,849. The Arizona Department of Transportation will bid and administer the construction.

The existing pavement cross section consists of 7" AC over 8" ABC. These roads were paved in 1991. The La Quinta Road has a 6" vertical curb without a concrete valley gutter. The average longitudinal slope for La Quinta Road is approximately 0.5%. Surface drainage runs in the westerly direction and discharges into a drainage channel at the intersection of La Quinta and Mariposa Ranch Road.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.



Project Lead

City of Nogales, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$1,923,849

State Funding Request: \$1,815,722

Local Contribution: \$108,127



Contact Info

Juan Guerra

City of Nogales Engineer

520.287.6571

jguerra@nogalesaz.gov



Location

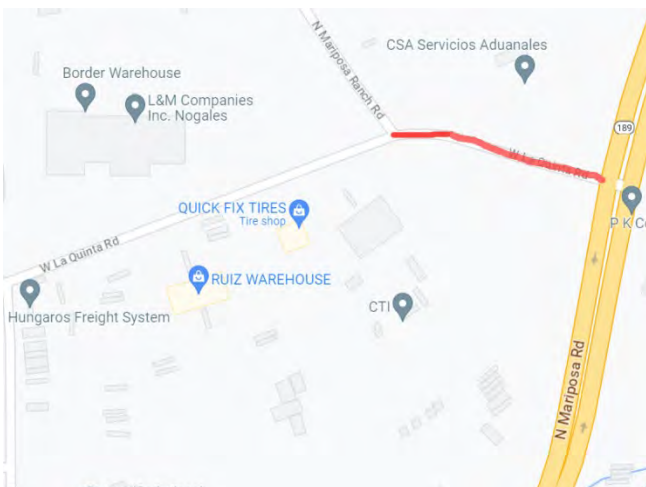


City of Nogales
Santa Cruz County
AZ Legislative District 21
SEAGO Region

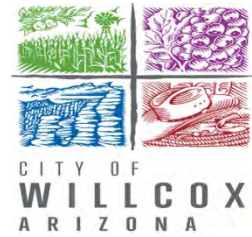


SouthEastern Arizona
Governments Organization

Vicinity Map & Site Photo



Expansion Transit Vehicle



Project Overview

The Willcox transit program has a service area of over 51.43 square miles and provides access to public transportation for almost 12,000 people. The program serves the rural communities of Willcox, Sunsites/Pearce, and Bowie/San Simon. This transit program provides essential transit services to seniors, disabled, and disadvantaged persons who rely on this burgeoning transit service.

The Willcox transit program is truly a regional transit program. In addition to their Northern Cochise County service area, the Willcox transit program coordinates with Easter Seals Blake Foundation out of Safford to move those in need to Safford for dialysis treatment. Willcox also coordinates with the Volunteer Interfaith Caregiver Program out of Sierra Vista to transport cancer, surgical, and pain management clients to specialists in Tucson.

The program has only one 9-passenger (7 seats, 2 wheelchairs) bus. This funding will cover the cost of an additional van, which is an important step to grow the program, increase capacity and serve more clients.

This project was selected as a regional priority by the SEAGO Executive Board that consists of elected officials from 19 counties, cities, and towns located in Southeastern Arizona.



Project Lead

City of Willcox, Arizona



Project Schedule

Construction in 2024



Project Cost

Total Project Cost: \$65,000
State Funding Request: \$61,071
Local Contribution: \$3,929



Contact Info

Angel Lauve
Transit Program Manager
520.766.7433
alauve@willcox.az.gov



Location

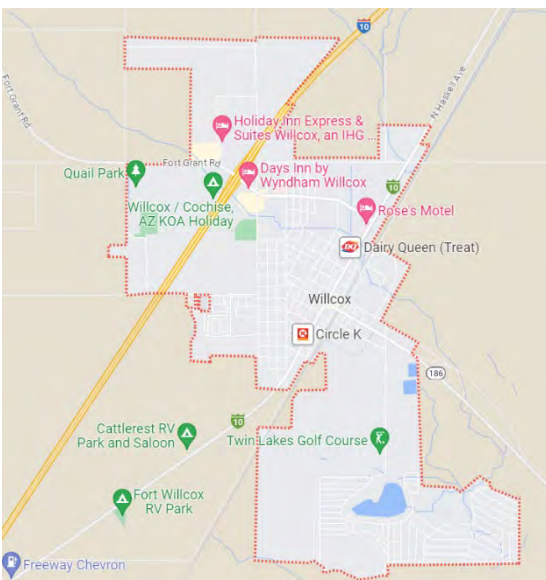


City of Willcox
Cochise County
AZ Legislative District 19
SEAGO Region



**SouthEastern Arizona
Governments Organization**

Vicinity Map & Site Photo





General Fund Request:
\$27,034,324

Project Overview

Two significant intersections in Casa Grande’s Freight Corridor are Thornton Road/Cottonwood Lane and Trekell Road/Jimmie Kerr Boulevard. Both intersections are on Casa Grande’s designated truck route, providing access to railroad crossings, serving the city’s southwestern industrial area. Both intersections are experiencing extreme congestion; westbound traffic on Cottonwood Lane and southbound traffic on Thornton Road commonly see queuing up to a half a mile. For the Trekell/Jimmie Kerr intersection, due to a single lane on Trekell, northbound traffic experiences queues caused by any left turn movement; these back-ups can potentially trap stopped vehicles on the railroad tracks. Safety is also an issue with the current configuration of each intersection. Crash data from 2017 to 2021 shows a total of 12 crashes involving 25 vehicles with nine injuries within 300 feet of Thornton Road/Cottonwood Lane and a total of 20 crashes involving 38 vehicles with 12 injuries and one fatality within 300 feet of Trekell Road/Jimmie Kerr Boulevard. Improving traffic safety and operation at these two intersections is a high priority.

The proposed improvements for Thornton Road and Cottonwood Lane include adding a northbound right turn lane onto Cottonwood and a westbound left turn onto Thornton, as well as adding a southbound lane on Thornton Road south of Cottonwood Lane with provisions for a four-lane crossing of the railroad line. The proposed upgrades for Trekell Road and Jimmie Kerr Boulevard include installing gates and a curbed median while widening the railroad crossing to add a northbound left-turn lane and modifying the signal to provide protected southbound and northbound left-turn movements. These improvements will improve mobilities, enhance safety for residences and employees for manufacturing jobs, and mitigate congestion as both intersections are projected to see significant increases in traffic volumes. These infrastructure upgrades will accommodate not only normal urban traffic, but an increased density of large commercial trucks necessitating adequate turning radii and queue storage for safe operation.

Project Lead

City of Casa Grande,

Project Schedule

Design in 2024

Construction in 2025

Project Cost

Total Project Cost: \$ 9,058,581

State Funding Request: \$6,758,581

Local Contribution: \$ 2,300,000 (25.4%)

Contact Info

Duane Eitel

Deputy Public Works Director/City Engineer, Casa Grande, 520-421-8625

deitel@casagrandeaz.gov

Location



City of Casa Grande
Pinal County
AZ Legislative District 16
SCMPO Region



Vicinity Maps & Site Photos



Thornton Road and Cottonwood Lane



Trekell Road and Jimmie Kerr Blvd





Project Overview

The Procter and Gamble Roadway Improvement project is a joint venture between the City of Coolidge and Pinal County. The project includes upgrading three roadways in support of the new Procter & Gamble manufacturing facility that will be constructed on 427 acres within the Inland Port Arizona (IPAZ). The new \$500 million facility is expected to break ground in the near future and be operational by 2025, creating approximately 500 new jobs. While the addition of the Procter & Gamble manufacturing facility at the IPAZ will increase the number of jobs for Coolidge and the surrounding region, it will also mean a dramatic increase in traffic for the area. The Procter and Gamble Roadway Improvement project includes Arica Road, Shedd Road, and Vail Road. These roadways will serve as the northwest and southwest access points to the Procter & Gamble manufacturing facility, the first in Arizona.

Currently, Arica Road, Shedd Road, and Vail Road are 2-lane dirt roads. The proposed improvements for Arica Road from State Route 87 to Vail Road and Shedd Road from State Route 87 to Vail Road include constructing one mile of paved 2-lane roads with turn lane additions and signal installations on SR-87 along with railroad crossing improvements. The proposed improvements for Vail Road from Shedd Road to Hanna Road include construction of 2 miles of paved 2-lane road that includes utility relocations along the route. The construction of these roadways is needed to support the Procter & Gamble manufacturing site and will greatly improve traffic capacity and safety in the region.

Vicinity Map & Site Photo



Project Lead

Coolidge, Arizona



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Total Project Cost: \$14,500,000

State Funding Request: \$13,517,162

Local Contribution: \$982,838 (6.4%)



Contact Info

Ben Navarro

Public Works Director,

Coolidge, 520-723-6094

bnavarro@coolidgeaz.com



Location



City of Coolidge
Pinal County
AZ Legislative District 16
SCMPO Region



The Houser Road Improvement Project



Project Overview

Houser Road is identified in the City of Eloy General Plan as a primary element of the economic and industrial development within the City of Eloy. Houser Road will play a major role in the advancement of three separate industrial development projects which all share various segments of Houser Road as boundaries. Houser Road is an important regional east-west corridor that connects the Inland Port of Arizona (IPAZ) to Interstate 10. Given the recent improvements completed at Houser Road, Hanna Road, and State Route 87 through the Pinal County BUILD grant, this is the next logical step for regional connectivity. The enhancements to Houser Road between the IPAZ and Interstate 10 are crucial to fully realize the potential of the upgrades made near the IPAZ.

The Houser Road Improvement Project proposed upgrades include constructing two miles of 2-lane roadway from La Palma Road to Eleven Mile Corner Road. This is the last section of Houser Road that is still unpaved within Eloy. Houser Road provides direct access to Interstate 10 (and thereby Interstate 8) from the Nikola facility as the southern boundary of the IPAZ/Nikola site, Houser Road also travels through or adjacent to 3 separate Opportunity Zones for the City of Eloy, according to the Eloy Economic Development Strategic Plan. Paving this portion of Houser Road will also contribute to better air quality. The City of Eloy is located within the West Pinal PM-10 Non-Attainment Area. Houser Road is projected to be the primary access route from the IPAZ to Interstate 10 and Interstate 8. Without some extensive mitigating measures, the increased traffic over a dirt road will have a substantial and adverse effect on the air quality.



Project Lead

Eloy, Arizona



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Total Project Cost: \$6,758,581

State Funding Request: \$6,758,581



Contact Info

Matt Rencher

Public Works Director,

Eloy, 520-464-3168

mrencher@eloyaz.gov



Location



City of Eloy
Pinal County
AZ Legislative District 16
SCMPO Region



Vicinity Map & Site Photo





General Fund Request:
\$40,193,609

Vicksburg Road Improvement

Project Overview

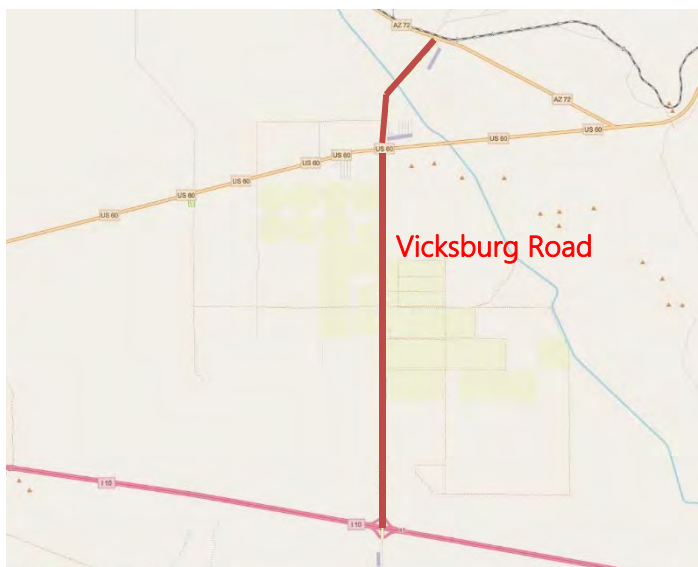
As the rate of interstate traffic continues to increase with the growing population, so does the strain on an already beleaguered infrastructure network.

Beginning at the greater Arizona area of New Hope along U.S. Interstate 10, Vicksburg Road runs northward through State Highway 60; continuing to the rural residential area of Vicksburg along State Highway 72. This 8-mile corridor not only offers an alternative route to Interstate travel in the event of emergency closure, but also acts as the sole interstate access to the areas of Vicksburg, New Hope and the residential and agricultural areas in between.

As a result of ever escalating automobile and heavy commercial vehicle traffic, the existing surface of Vicksburg Road is rapidly approaching critical condition; presenting a significant budgetary toll while also requiring more manpower as regular maintenance frequency increases.

In order to preserve the existing base and roadway, approximately 8 miles of Vicksburg Road will be resurfaced from U. S. Interstate 10 through Arizona State Route 60, to Arizona State Route 72. The top four inches of existing asphalt will be replaced with a new four-inch layer of hot mix asphalt, extending the life of this thoroughfare by a minimum of twenty-five years.

Vicinity Map & Site Photo



Vicksburg Road
State Highway 72 to Interstate 10



Project Lead

La Paz County, Arizona



Project Schedule

Construction in 2024 & 2025



Project Cost

Project Total: \$13,171,016

State Funding Request: \$13,171,016



Contact Info

Don Braska

Public Works Director

La Paz County

928-575-6530

DBraska@lapazcountyaz.org



Location



Vicksburg
La Paz County
AZ Legislative
District 30

WACOG Region



Hancock Road Resurfacing



Project Overview

Hancock Road is a major arterial road servicing many established and incoming businesses as well as housing developments, the Public Library, the Mohave County Offices and 2 schools. Currently, Hancock Road has excessive deep wheel rutting and alligator cracking across all four lanes as a result of increasing commercial, transit and construction traffic. The roadway was reconstructed in 1991 and since then multiple slurry treatments have been applied to protect the road surface.

In order to preserve the existing base and roadway, 2.28 miles of Hancock Road will be resurfaced from State Route 95 west to Colorado Boulevard. This will be a mill of 1 1/2" of existing asphalt and an overlay of 1 1/2" with a 3/4" mix. Larger rock in the asphalt material will help give the roadway a better structure to handle heavy vehicle loads. Additionally, ADA ramps will be replaced to bring up to current standards.

This project will be designed in-house and be shelf ready in less than two (2) months.

Vicinity Map & Site Photo



Hancock Road
Colorado Blvd. to S.R. 95



Project Lead

Bullhead City, Arizona



Project Schedule

Construction in 2024



Project Cost

State Funding Request: \$3,260,550



Contact Info

Angie Johnson, P.E.

Public Works Director

City of Bullhead City

928-763-9400

ajohnson@bullheadcityaz.gov



Location



Bullhead City
Mohave County
AZ Legislative
District 30
WACOG Region



Airway Ave Roadway Improvements



Project Overview

This section of Airway Avenue, although classified as a minor arterial, only comprises two 12-foot travel lanes. The proposed improvements consist of widening the roadway to include 4 lanes and 2 left turn lanes, realigning the street, adding curb, gutter, sidewalk and bike lanes to modernize this section of Airway Avenue. New and improved signage and ADA facilities will be included at the intersection of Prospector Street and Airway Ave., allowing for safe passage of children associated with White Cliffs Middle School directly to the North and other pedestrian traffic.

In addition to modernization and safety assurances, this improvement project will allow Airway Avenue to function as a major corridor for eastward expansion, within the City of Kingman (COK). Furthermore, two proposed interchanges, Kingman Crossing to Airway Ave. and Rancho Santa Fe Parkway to the Airport, will be linked using Airway Ave., adding to the importance of maintaining this interconnection to accommodate heavy traffic volumes.

Vicinity Map & Site Photo



Airway Avenue
Prospector Ave. East 2,100'



Project Lead

City of Kingman, Arizona



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Project Total: 3,357,800

State Funding Request: \$2,891,740

Local Contribution: \$466,060



Contact Info

Phillip Allred, PE

City Engineer

City of Kingman

928-753-9122

pallred@cityofkingman.gov



Location



City of Kingman
Mohave County
AZ Legislative
District 30
WACOG Region



Bank Street Hard Surfacing

Project Overview

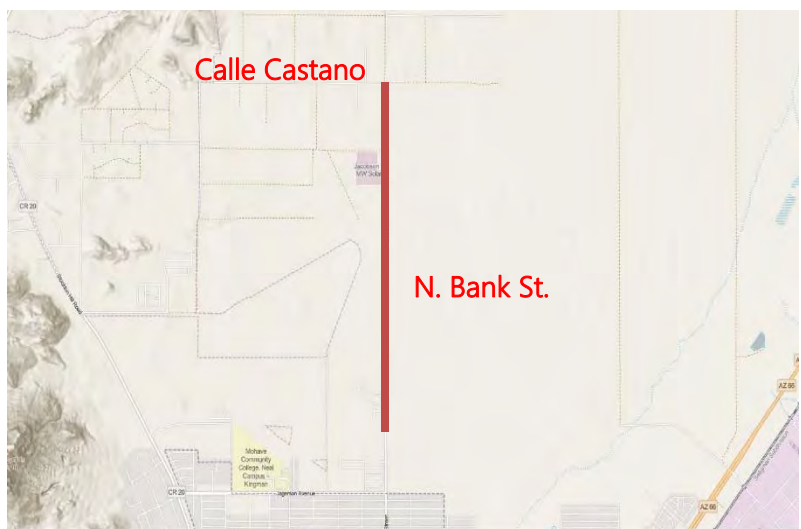
The greater Kingman area has and continues to realize rapid growth, particularly in residential development through its fringe areas within the unincorporated area of Mohave County. Bank Street functions as the primary north/south arterial thoroughfare through central Kingman.

This Project – programmed in the Mohave County 5-Year Capital Road Improvement Program – delivers cost-effective hard surfacing and drainage improvements through a two-mile section of Bank Street. It effectively extends the existing northerly paved terminus of Bank Street to rapidly growing residential communities in North Kingman. The Project alleviates circuitous travel to/from Kingman via Stockton Hill Road, benefitting residents, public safety agencies, and school transportation and transit services.

Since 2017, Mohave County has successfully improved gravel roads to a hard surface (asphalt) condition through an internationally recognized soil stabilization and hard surfacing process entailing (1) road subbase shaping and compaction, (2) base course construction, and (3) penetration chip seal application.

Mohave County proposes to prepare and bear all expense in completing Project construction documents in-house as per our extensive experience with the proposed soil stabilization and hard surfacing work.

Vicinity Map & Site Photo



Bank Street Project Limits
Grace Neal Parkway to Calle Castano Road





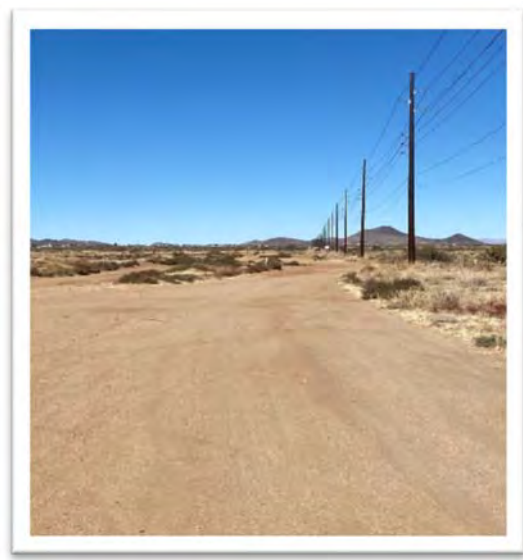
 **Project Lead**
Mohave County, Arizona

 **Project Schedule**
Construction in 2024

 **Project Cost**
Total Project Cost: \$899,188
State Funding Request: \$823,188
Local Contribution: \$76,000

 **Contact Info**
Steven Latoski, P.E.
Public Works Director
Mohave County Public Works
928-715-1910
latoss@mohave.gov

 **Location**

City of Kingman
Mohave County
AZ Legislative District 30
WACOG Region

Mohave / Redwood Access Road



Project Overview

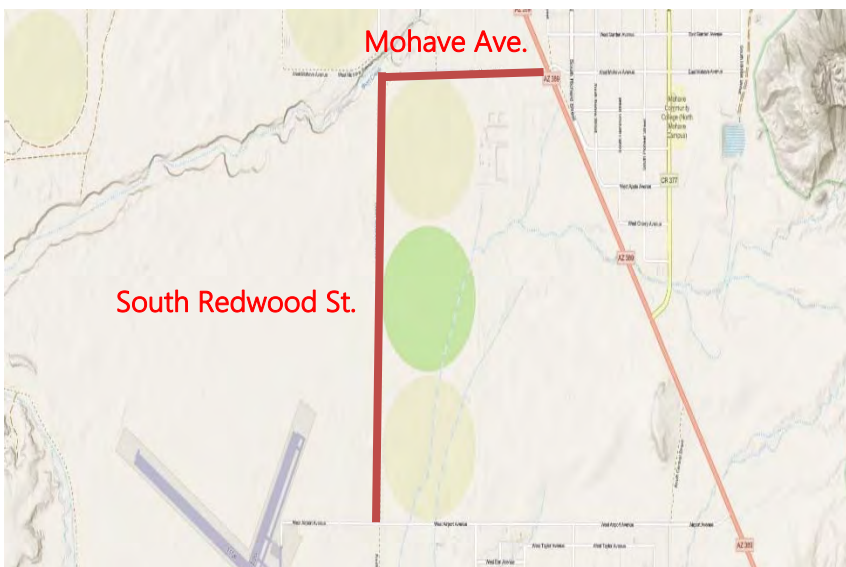
As the areas in and around the Town of Colorado City continue to develop, so do the daily strains of increasing local vehicle traffic.

Mohave Avenue and Redwood Street were constructed in the early 1990s to serve as the main access to the Colorado City Municipal Airport and the Centennial Park Community. Unfortunately, as the base material used for construction has proven to be inferior, and with the passage of time coupled with the escalated regular travel from continued area growth, the existing road surface is rapidly approaching critical condition, resulting in a significant budgetary toll and requiring more manpower as regular maintenance frequency increases.

This project would replace the faulty existing base material on Mohave Avenue and Redwood Street with an aggregate more suitable for the harsh, contrasting temperature ranges common to the high desert climate of northern Mohave County. As well as installing a new surface consisting of either asphalt paving or a double chip sealed layer.

Paving the proposed 2.3-mile would corridor connect existing Airport access and the Centennial Park Residential area to the southern limits of the Town of Colorado City and the oft frequented State Route 389.

Vicinity Map & Site Photo



Mohave Avenue and Redwood Street
State Route 389 to Airport Drive

Project Lead

Town of Colorado City, Arizona

Project Schedule

Construction in 2024

Project Cost

State Funding Request: \$1,317,102

Contact Info

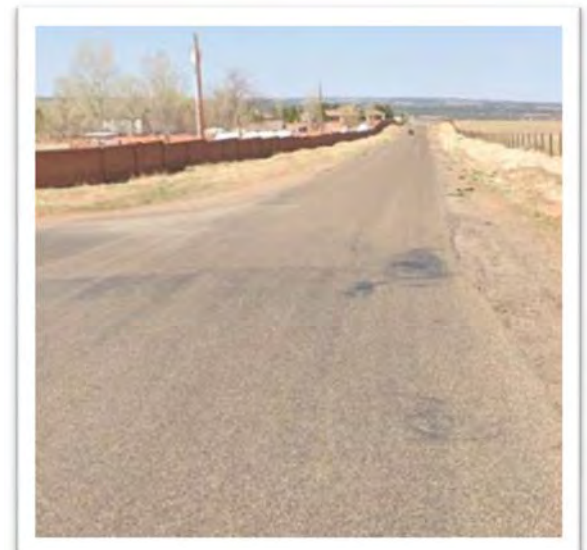
John Barlow

Public Works Director
Town of Colorado City
435-212-1050
johnb@tocc.us

Location



Town of Colorado City
Mohave County
AZ Legislative
District 30
WACOG Region



Eastern Street Improvements

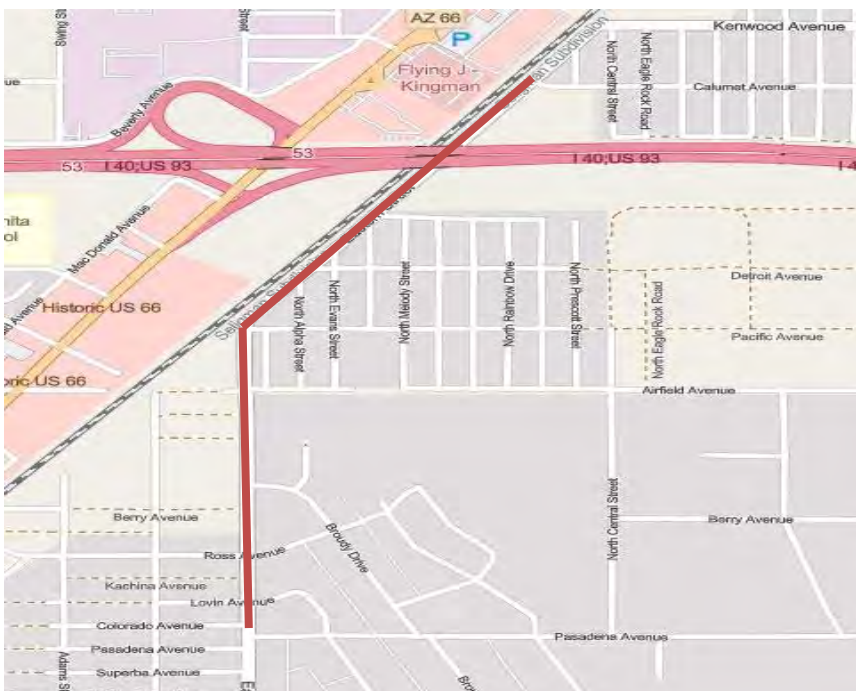
Project Overview

As development in and around the City of Kingman continues to escalate, so does the toll on existing infrastructure. Eastern Street is a heavily used vital route within the City of Kingman and is currently in very poor condition, being well below current minor arterial roadway standards. The City of Kingman's capital improvement budget is limited for the construction of this project and regional funding is the best option to get the roadway constructed.

The Eastern Street Improvement Project will include the replacement of the existing, deteriorating pavement, the addition of a turn lane and bike lanes as well as the construction of sidewalks, ADA compliant ramps, and drainage and safety improvements.

The Eastern Street Improvement Project will provide additional capacity for an increasing traffic volume as well as enhancing the safety for vehicular traffic and providing safe pedestrian and bicycle facilities.

Vicinity Map & Site Photo



Eastern Street
Pasadena Ave. to Calumet Ave.



Project Lead

City of Kingman, Arizona



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Project Total: \$9,092,592

State Funding Request: \$8,830,092

Local Contribution: \$262,500



Contact Info

Jack Plaunty

Street Superintendent

City of Kingman

928-565-1279

jjplaunty@cityofkingman.gov



Location



City of Kingman
Mohave County
AZ Legislative
District 30
WACOG Region



Rancho Santa Fe T.I.



Project Overview

The Arizona Department of Transportation, in coordination with the city of Kingman and the Federal Highway Administration, is planning for construction of a new traffic interchange, the Rancho Santa Fe Traffic Interchange on Interstate 40 (Exit 57), in East Kingman.

The purpose of this project is to provide access and accommodate future traffic volumes generated in the rapidly-growing east Kingman area, and to relieve congestion at the existing Andy Devine Interstate 40 interchange.

As Eastward development continues to escalate, so does the strain on existing infrastructure, this project would provide a critical North-South connection to the Eastern portion of Kingman and facilitate a much needed direct route to the Kingman Industrial Park area for over 1,900 workers as well as the continuous heavy freight traffic that is vital for production.

Vicinity Map & Site Photo



Rancho Santa Fe Traffic Interchange
Interstate 40 Milepost 57



Project Lead

ADOT, Northwest District



Project Schedule

Design in 2025

Construction in 2026



Project Cost

Project Total: \$40,330,314

State Funding Request: \$9,899,921

Local & State Contribution: \$30,430,393



Contact Info

Todd Steinberger, P.E.

Northwest Asst. District Engineer

Arizona Department of

Transportation

928-681-6039

tsteinberger@azdot.gov



Location



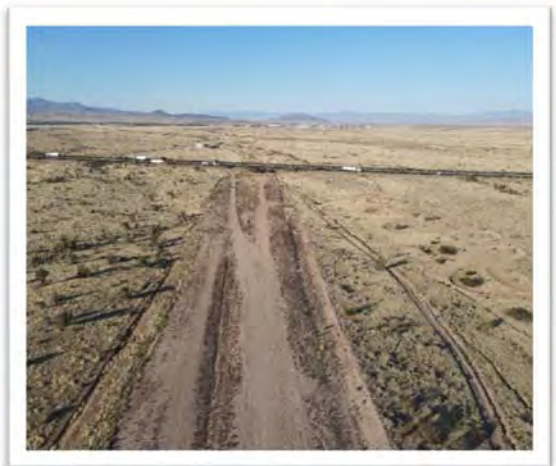
City of Kingman

Mohave County

AZ Legislative

District 30

WACOG Region





**“Local Governments
And Citizens
Working Together”**

**General Fund Request:
\$48,327,320**

US 95: Wellton-Mohawk Canal to Aberdeen Road



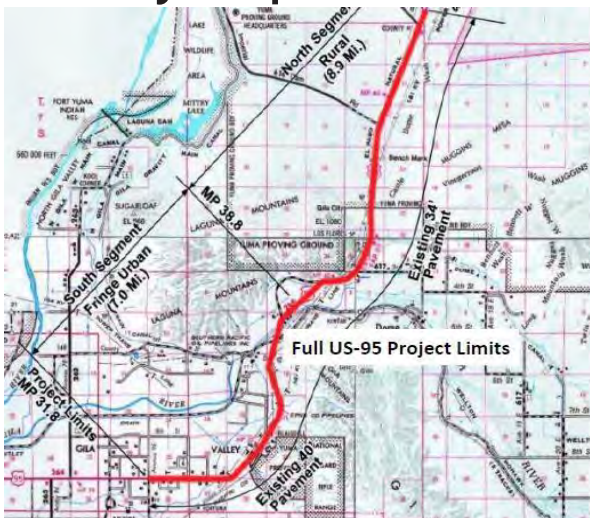
Project Overview

This project is located on US 95 in southwestern Arizona, close to the Arizona-California state line and the U.S.- Mexico border. It is east of the City of Yuma, in Yuma County, within the jurisdiction of the Yuma Metropolitan Planning Organization (YMPO). US 95 begins (milepost 0) at the US-Mexico International Port of Entry I (POE I) in San Luis and proceeds northward and eastward through the City of Yuma before heading northward through Arizona and California, ultimately reaching the Canadian border. Regionally, US 95 connects east-west Interstate 8 in Yuma to east-west Interstate 10 in Quartzsite (milepost 109), making it a logical connection for heavy truck traffic, including cargo going into or out of Mexico. Unfortunately, it is a two-lane highway not well suited for this important function. Locally, US 95 is the main route providing access to Yuma's largest employer of civilians, the U.S. Army YPG.

US 95 east of Yuma, Arizona is a rural two-lane undivided highway with very few passing and left-turn lanes and is the busiest two-lane highway in the State. It has long been identified as a safety concern, and sadly, there have been fatal and serious injury crashes on just the three-mile stretch of US 95. It is the main route providing access to YPG (Yuma's top employer of civilians), so crashes that close this highway for hours at a time are highly detrimental to the region.

This 3.8-mile section of US 95 from Imperial Dam Road to Aberdeen Road and the remaining segments, funded with the recent 2023 RAISE Grant award for anticipated final design, will make the entire US 95 project shovel-ready for construction. In FY 24, \$33M was appropriated from the State general fund. There is an additional \$11.7M request based on an inflationary increase to complete the construction of the 3.8-mile section. In addition, a request of \$28.3M for FY 25 to fund construction of the next 2.3-mile segment of US 95, for a total request of \$40M. The US 95 project was voted a Regional Priority by YMPO Executive Board and supported by the Technical Advisory Committee (TAC).

Vicinity Map & Site Photo



Project Lead

Arizona Department of Transportation



Project Schedule

Construction in 2025



Project Cost

Total Project Cost: \$129,000,000

State Funding Request: \$40,000,000



Contact Info

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SW District Administrator

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Location



ADOT
Yuma County
AZ Legislative District 25
YMPO Region



"Local Governments and Citizens Working Together"

US-95 Corridor: 3 Segments

County 22nd Street (San Luis) to County 11th Street (Yuma)

Phase II



Project Overview

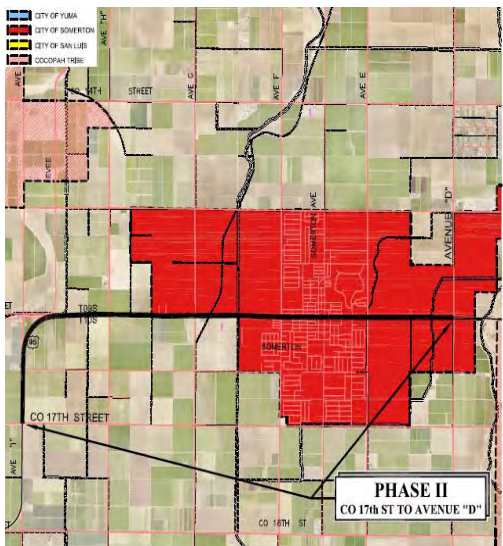
This project is located in Yuma County in southwestern Arizona, close to the Arizona-California state line and the U.S.- Mexico border. It is South and West of the City of Yuma, in Yuma County, within the jurisdiction of the Yuma Metropolitan Planning Organization (YMPO). This roadway, US-95, is a major arterial roadway on the NHS, is the highest Yuma County Project being submitted for consideration. The roadway serves as the Western Canamex corridor and connects the Ports of Entry I and II, through San Luis, Somerton, Cocopah, City of Yuma and Yuma County.

This project limit is 18 miles. Project will mill and overlay three inches along the whole corridor, in three phases of approx. equal lengths and costs. The project serves five local agencies in the Yuma region. Phase I was funded in FY24 for approx. \$5.9M. This request is to fund Phase II which is estimated to cost \$6.95M.

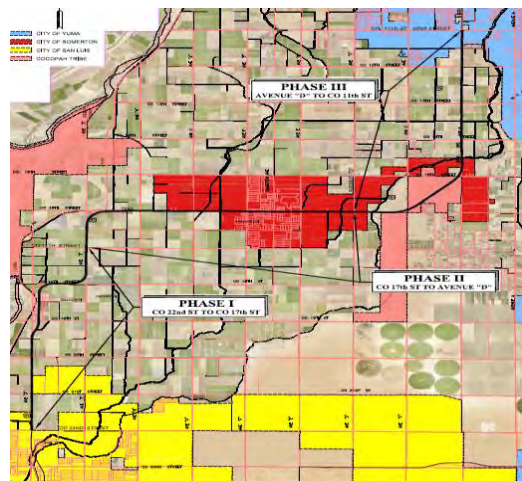
This roadway upon completion will serve the five communities will consist of a new pavement layer that will serve Regional and International traffic for future conditions. This roadway is characteristically challenged due to high concentrations of agriculture and winter visitors and is an established corridor of Regional Significance for the Yuma Metropolitan Planning Region for International Commerce and Agriculture.

Phase 2 of 3 of the entire project will be constructed with the \$6.95M State Surplus request and a local contribution of Highway Users Revenue Fund (HURF). This project was nominated by the Yuma County staff as the highest priority project. Local Partnering agencies are Cities of Yuma Somerton and San Luis, Cocopah Indian Tribe, and Yuma County.

Vicinity Map & Site Photo



PHASE II



Project Lead

Yuma County



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Total Project Cost: \$20,270,000

State Funding Request: \$6,950,000

Local Contribution: \$300,000

Phase II: \$6,950,000



Contact Info

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County Engineer

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Location



Yuma County
AZ Legislative District 23
YMPO Region



*Local Governments and Citizens Working Together

Main Street (SR 95) Improvements Downtown Redevelopment Phase 1



Project Overview

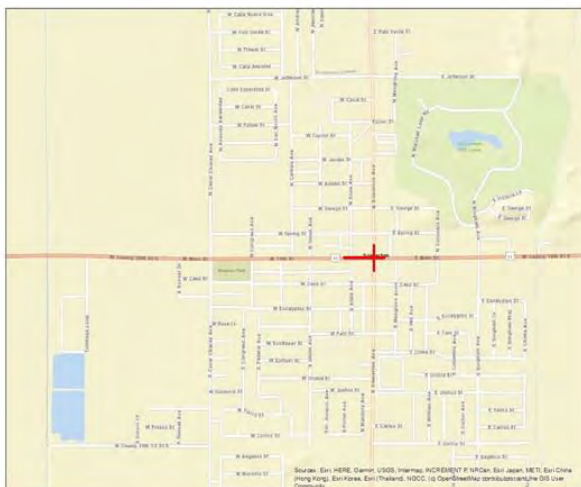
This project is located in the City of Somerton in Southwestern Arizona, close to the Arizona-California state line and the U.S.- Mexico border. It is Southwest of the City of Yuma, in Yuma County, within the jurisdiction of the Yuma Metropolitan Planning Organization (YMPO) and is Main Street or SR 95. This phase of improvements surrounding the Somerton Avenue/Sanguinetti Park is one of the main North-South and SR 95 is the East-West corridor serving the pivotal center of Somerton that connects the City of Somerton Administration Buildings, Somerton High School and several elementary schools, a golf course, and parks.

This project is a priority project of the City of Somerton in which Main Street (SR 95/U.S. 95/Hwy 95) connects four jurisdictions and will provide a needed upgrade/replacement to the traffic signal at the intersection of Main Street (SR 95) and Somerton Avenue, and it will replace the existing sidewalks and ramps in order to be in compliance with ADA standards. The Project contemplates widening the narrow and uneven sidewalks and ramps to meet the ADA standards, traffic signal upgrade/replacement to improve circulation and replace old, damaged asphalt.

This project is a significant benefit to the local and regional community by creating ADA accessible pedestrian sidewalks and ramps, solve the traffic congestion, and improve the Level of Service at the intersection of Somerton Avenue and Main Street (SR 95).

This project will be designed and constructed in phases with the \$1,377,320. requested from State Surplus local contribution of \$54,000. This project submitted by the City of Somerton was nominated by city staff as one of the higher priority projects. Design is anticipated mid FY 2024 and construction in FY 2025.

Vicinity Map & Site Photo



Project Lead

City of Somerton



Project Schedule

Design in 2024

Construction in 2025



Project Cost

Total Project Cost: \$3,000,000

State Funding Request: \$1,377,320

Local Contribution: \$54,000



Contact Info

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Location



City of Somerton

Yuma County

AZ Legislative District 23

YMPO Region



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