

# GREATER ARIZONA

## Regional Transportation

### FY 25 Project Priority List For Legislative Action





# Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

Bullhead City Metro. Planning Org.  
Central Arizona Governments  
Central Yavapai Metro. Planning Org.  
Lake Havasu Metro. Planning Org.  
MetroPlan Greater Flagstaff  
Northern Arizona Council of Gov'ts.  
Sierra Vista Metro. Planning Org.  
Southeastern Arizona Governments Org.  
Sun Corridor Metro. Planning Org.  
Western Arizona Council of Gov'ts.  
Yuma Metropolitan Planning Org.

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## Resolution #1-2024

### A Resolution of the Rural Transportation Advocacy Council (RTAC) Urging State Lawmakers to Appropriate Funding for the Projects Selected for the RTAC Greater Arizona Priority Project List

**WHEREAS**, the quality of Arizona's transportation infrastructure is vital to public safety, economic prosperity, environmental health, quality of life and cost of living, and

**WHEREAS**, ADOT's current long range plan estimates Arizona's transportation revenue to needs gap at \$162.3 billion, and

**WHEREAS**, Arizona's local road networks are facing comparable shortfalls, estimated at \$2.2 billion just for the maintenance of existing county roads, and

**WHEREAS**, counties & municipalities are predominantly dependent on state revenue sharing for the upkeep of local roads in lieu of local fuel and vehicle tax authority, and

**WHEREAS**, fuel taxes which are the predominant state revenue source for both state highways and local roads, have not been adjusted in over 30 years, dramatically reducing their impact due to inflation, rising construction costs, continually improving vehicle fuel efficiencies, and the development of alternative fuel vehicles, and

**WHEREAS**, in recent years, the Arizona Legislature has increased transportation investment through earmarking one-time State General Fund revenues for various projects, a process which has proven to be politically viable at least partially due to the specificity of the use of the funding, and

**WHEREAS**, earmarking has funded critically needed highway and transportation projects but bypasses the established programming processes which prioritize needs through extensive analysis and public participation, processes that are increasingly important due to the magnitude of under-investment and the need to maximize the best use of available funding, and

**WHEREAS**, the Greater Arizona transportation planning organizations (COG/MPOs) have the ability to provide a hybrid approach by developing a list of specific projects for earmarking but those that have been vetted and determined to be the top priorities for each Greater Arizona region, and

**NOW, THEREFORE, BE IT RESOLVED**, the Rural Transportation Advocacy Council urges state lawmakers to enact legislation appropriating State General Fund revenues to transportation infrastructure and to provide greater deference to the RTAC Rural Regional Priority Project List including both state highway and local transportation projects as selected by the State's regional transportation planning organizations.

**APPROVED AND ADOPTED** this 23rd day of September, 2024.

Paul David  
Chairman, Rural Transportation Advocacy Council  
Graham County Supervisor

Kevin Adam  
Legislative Liaison  
Rural Transportation Advocacy Council



# Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

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Central Arizona Governments  
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 Lake Havasu Metro. Planning Org.  
 MetroPlan Greater Flagstaff  
 Northern Arizona Council of Gov'ts.  
 Sierra Vista Metro. Planning Org.  
 Southeastern AZ Governments Org.  
 Sun Corridor Metro. Planning Org.  
 Western Arizona Council of Gov'ts.  
 Yuma Metropolitan Planning Org.

May 21, 2024

## RTAC PRIORITY PROJECT LEGISLATION – INFLATION ADJUSTMENT FOR 2025

Based on Construction Cost Index trends cited by ADOT, on May 20, 2024, the RTAC Board provided direction to prepare next year’s priority project legislation with a 20% funding increase. This decision reflects the reality that, in order to deliver the same proposed projects included in this year’s bill, more funding will be required to offset the impact of high inflation.

The new allocations for each region can be found in the far right column of the chart below. While the intent of the adjustment is to enable each region to still deliver the projects that were proposed for this year, each region has the discretion to make other adjustments within their new allocation. This includes deleting projects, adding new ones, or adjusting the scope of an existing project.

In order for any project revisions to be included in the materials and presentations for October’s Rural Transportation Summit, all project fact sheets in project booklet format are due to RTAC by September 16<sup>th</sup>.

<b>REGION</b>	<b>HB2412 - 2024 ALLOCATIONS</b>	<b>20% INCREASE</b>	<b>ADJUSTED TOTAL</b>
<b>CAG</b>	\$20,031,935	\$4,006,387	\$24,038,322
<b>CYMPO</b>	\$33,607,944	\$6,721,589	\$40,329,533
<b>LHMPO</b>	\$14,283,158	\$2,856,632	\$17,139,790
<b>MAG (Pinal)</b>	\$66,364,430	\$13,272,886	\$79,637,316
<b>METROPLAN</b>	\$22,434,763	\$4,486,953	\$26,921,716
<b>NACOG</b>	\$75,287,112	\$15,057,422	\$90,344,534
<b>SVMPO</b>	\$16,333,263	\$3,266,653	\$19,599,916
<b>SEAGO</b>	\$36,102,142	\$7,220,428	\$43,322,570
<b>SCMPO</b>	\$27,034,324	\$5,406,865	\$32,441,189
<b>WACOG</b>	\$40,193,609	\$8,038,722	\$48,232,331
<b>YMPO</b>	\$48,327,320	\$9,665,464	\$57,992,784
<b>TOTAL</b>	<b>\$400,000,000</b>	<b>\$80,000,001</b>	<b>\$480,000,001</b>



**General Fund Request:**  
**\$24,038,322**

# 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 \$3,587,732 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 June 26, 2024 as part of the FY26 RTAC Project Priority List for the CAG Region.



## Project Lead

City of Globe, AZ



## Project Schedule

Design in 2026

Construction in 2026



## Project Cost

Total Project Cost: \$3,832,645 (FY 25 est.)

State Funding Request: \$3,587,732

Match Contribution: \$244,913 (6.8%)



## Contact Info

Paul Jepson

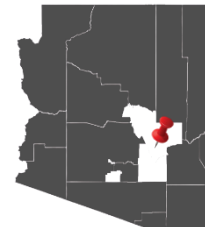
City Manager

928-425-8346

[ptjepson@globeaz.gov](mailto:ptjepson@globeaz.gov)



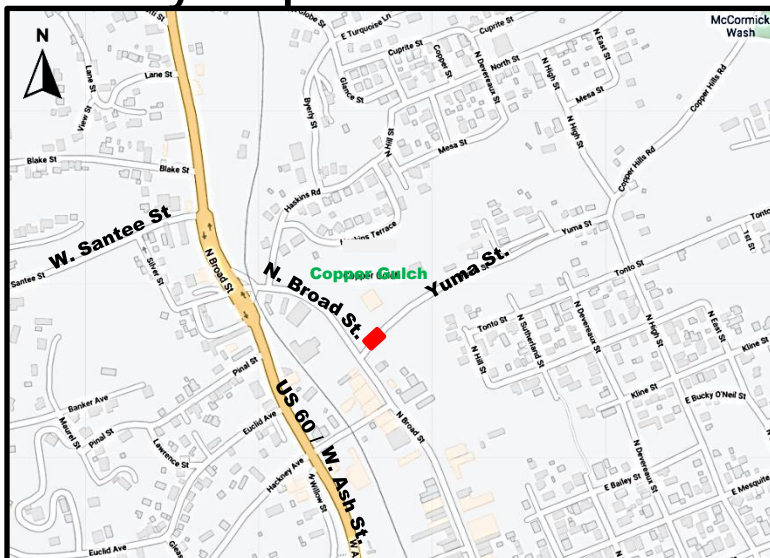
## Location



City of Globe  
Gila County  
AZ Legislative District 7  
CAG Region



## Vicinity Map & Site Photo



Existing Yuma Street Bridge



Large Spall in Soffit – Exposing Rebar



Deck Underside



Erosion at the NW



## Project Overview

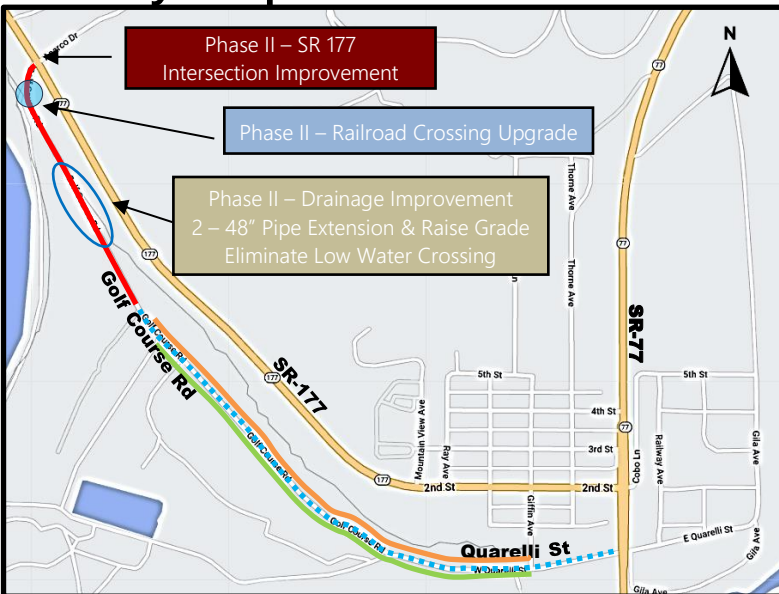
Due to their small stature, the Towns typically do not qualify for many of the known funding resources that are available. Such a request through the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. Phase I of this project was 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 \$2,599,651 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 June 26, 2024 as part of the RTAC Project Priority List for the CAG Region.

## Vicinity Map & Site Photo



- ⋯ 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)



## Project Lead

Town of Winkelman/Town of Hayden, AZ

## Project Schedule

Design in 2026

Construction in 2027

## Project Cost

**Total Project Cost:** \$2,599,651.00 (FY 25 est.)

**State Funding Request:** \$2,599,651.00

**Match Contribution:** \$0.00

## Contact Info

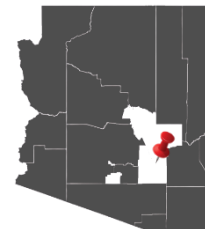
**Gloria Ruiz**

Town Clerk

520-356-7854

gruiz@townofwinkelman.com

## Location



Town of Winkelman  
Gila County  
AZ Legislative District 7  
CAG Region



# McLane Road Improvements



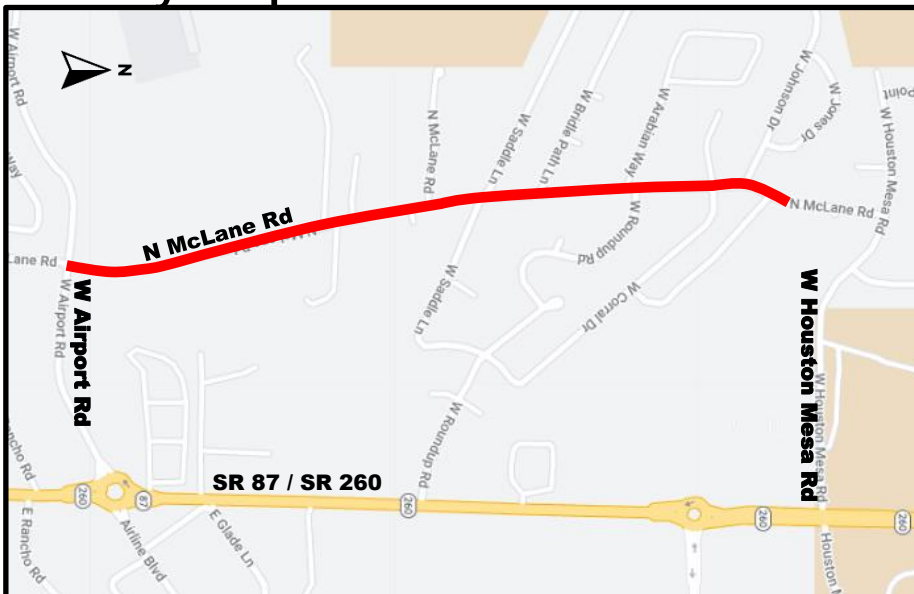
## Project Overview

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 \$4,088,142 equates to approximately eight (8) 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 June 26, 2024 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 2026

Construction in 2027

### Project Cost

**Total Project Cost:** \$4,178,142.00 (FY 25 est.)

**State Funding Request:** \$4,088,142.00

**Match Contribution:** \$90,000 (2.2%)

### Contact Info

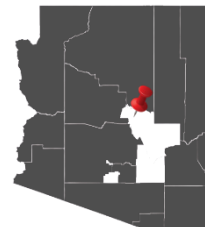
**Larry Halberstadt, PE**

Town Engineer, Payson

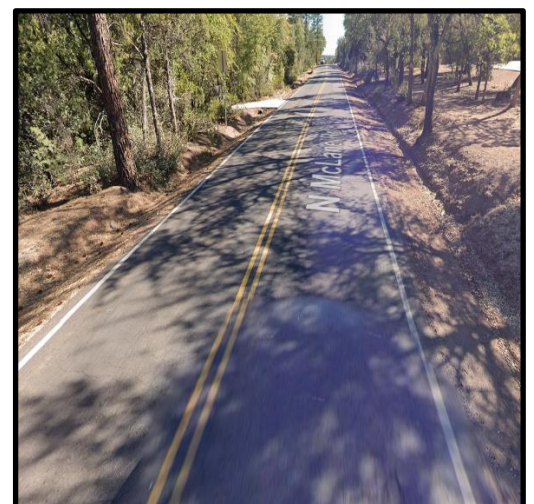
928-472-5044

[lhalberstadt@paysonaz.gov](mailto:lhalberstadt@paysonaz.gov)

### Location



Town of Payson  
Gila County  
AZ Legislative District 7  
CAG Region





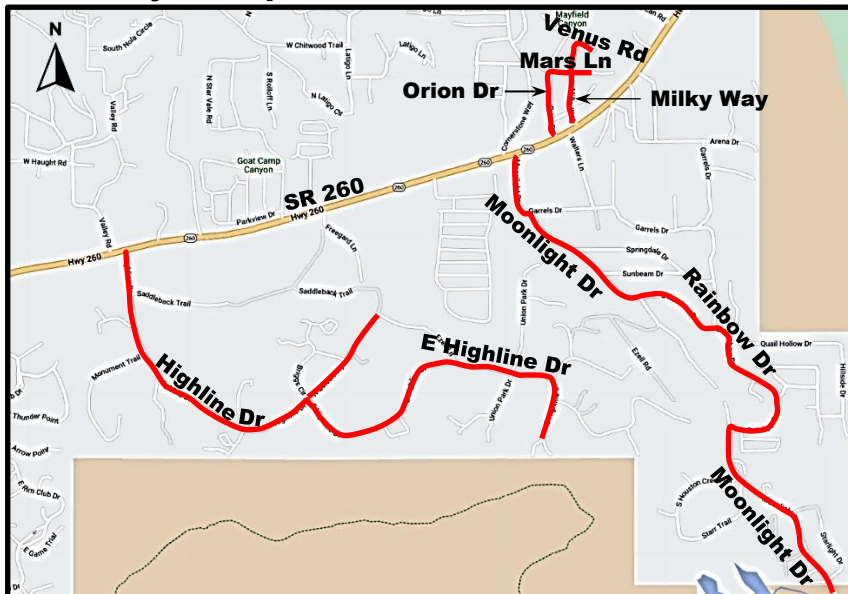
## Project Overview

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 \$2,761,694 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 June 26, 2024 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 2026

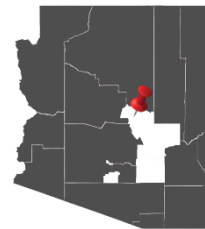
### Project Cost

**Total Project Cost:** \$2,771,694.00 (FY 25 est.)  
**State Funding Request:** \$2,761,694.00  
**Match Contribution:** \$10,000 (0.3%)

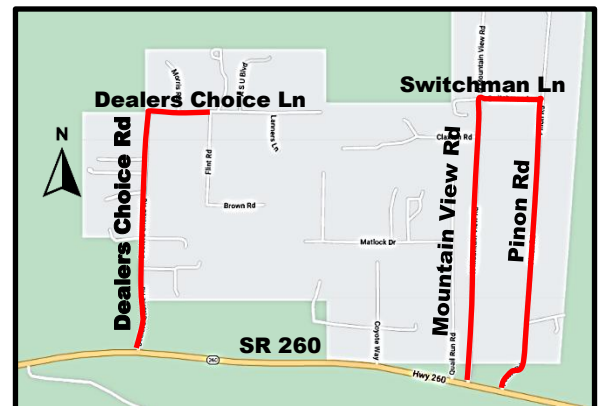
### Contact Info

**Timothy Grier**  
 Town Manager, Star Valley  
 928-472-7752  
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### Location



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



# Lobb / Neary / Kellner Ave Improvements



## Project Overview

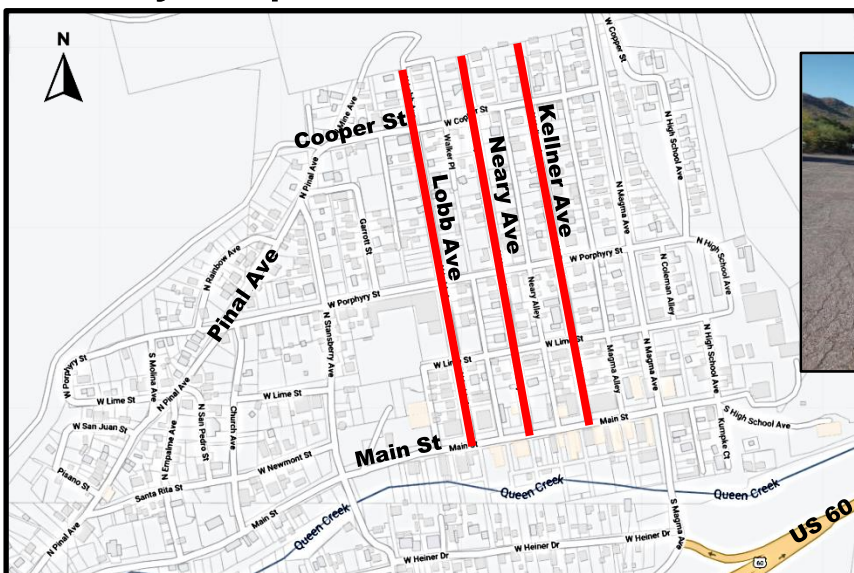
To date, most of the North side of the Town of Superior and nearby downtown area streets have inadequate or no pavement markings, uneven and cracked sidewalks, and deplorable paving conditions. Lobb, Neary, and Kellner Avenues are primary examples of these conditions. The original construction of these 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.

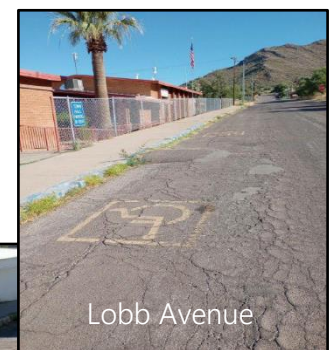
The rehabilitation improvements of the three streets to include milling and removing 3-inches of asphalt and replacing it with 3-inch rubberized asphalt, striping with additional parking spaces, bike lanes, and crosswalks, and sidewalk repairs. The sidewalk repairs will consist of replacing broken and 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 \$1,834,161 equates to nearly three and 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 June 26, 2024 as part of the RTAC Project Priority List for the CAG Region.

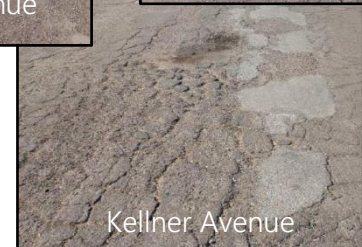
## Vicinity Map & Site Photo



Neary Avenue



Lobb Avenue



Kellner Avenue

## Project Lead

Town of Superior, AZ

## Project Schedule

Design in 2025

Construction in 2026

## Project Cost

**Total Project Cost:** \$1,957,261.00 (FY 25 est.)

**State Funding Request:** \$1,834,161.00

**Match Contribution:** \$123,100 (6.7%)

## Contact Info

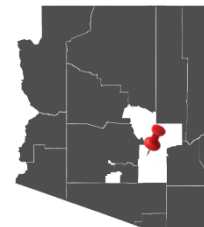
Lana Clark

Engineering Tech, Superior

520-827-9496

[sclark@superioraz.gov](mailto:sclark@superioraz.gov)

## Location



Town of Superior  
Pinal County  
AZ Legislative District 7  
CAG Region



# Young Road / NFSR 512 Improvements



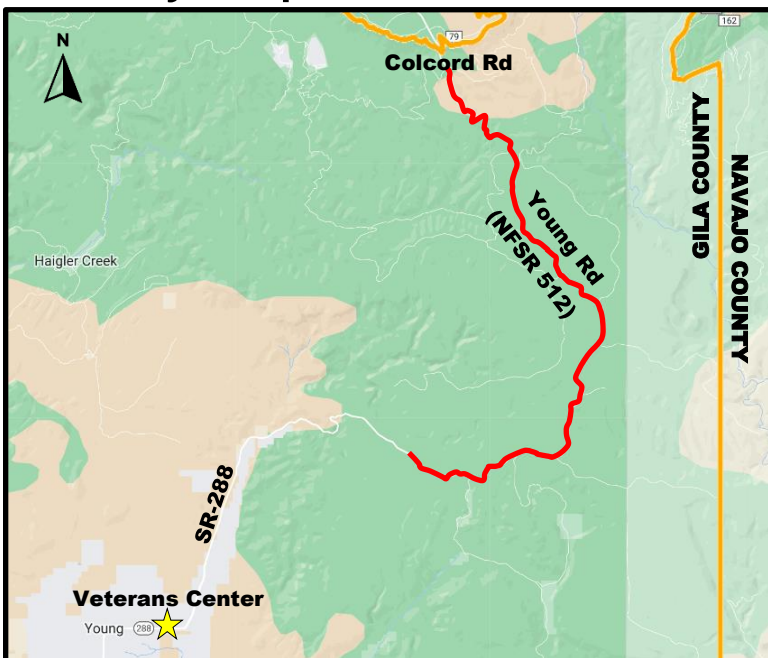
## Project Overview

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 \$2,156,143 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 June 26, 2024 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:** \$2,336,143 (FY 25 est.)

**State Funding Request:** \$2,156,143.00

**Match Contribution:** \$180,000 (8.3%)

## Contact Info

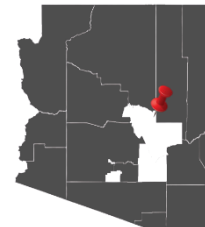
**Thomas Goodman**

County Engineer

928-402-8507

[tgoodman@gilacountyaz.gov](mailto:tgoodman@gilacountyaz.gov)

## Location



Gila County  
AZ Legislative District 7  
CAG Region



# Calle Futura/Neal Street Improvements



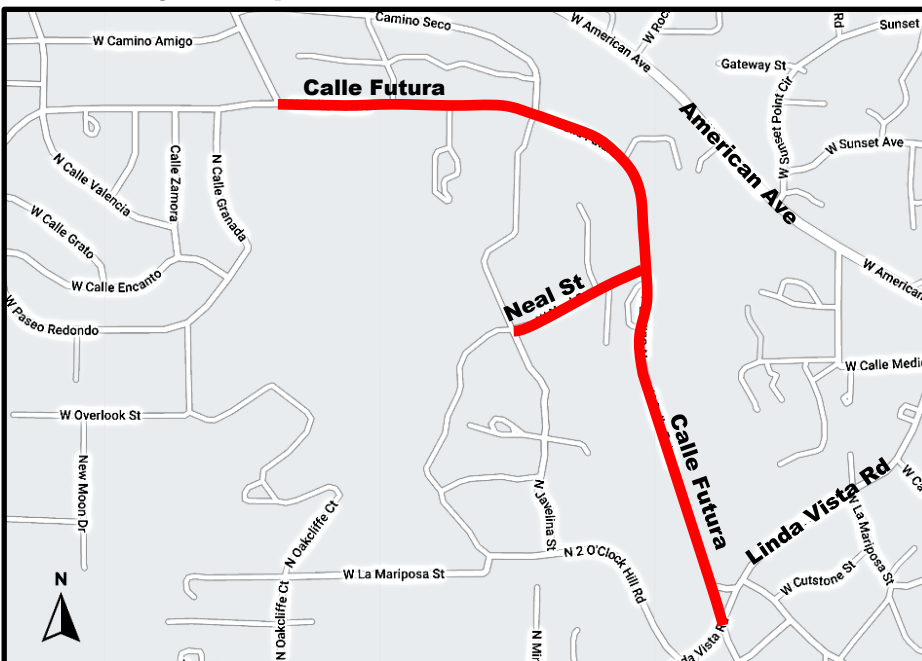
## Project Overview

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 \$1,297,482 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 June 26, 2024 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 2025-2026



### Project Cost

Total Project Cost: \$1,362,982.00 (FY 25 est.)

State Funding Request: \$1,297,482.00

Match Contribution: \$65,500 (5.0%)



### Contact Info

Tara Harman

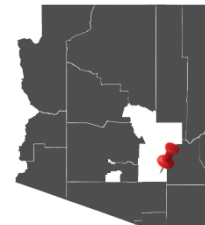
Planning Supervisor

520-866-6345

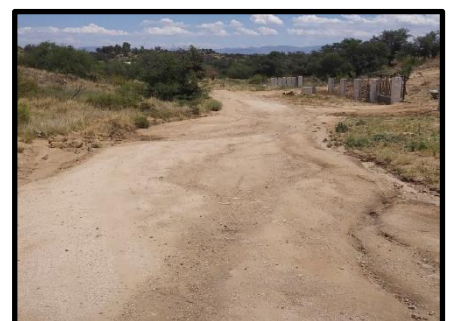
[tara.harman@pinal.gov](mailto:tara.harman@pinal.gov)



### Location



Pinal County  
AZ Legislative District 7  
CAG Region



# McNab Parkway Improvements

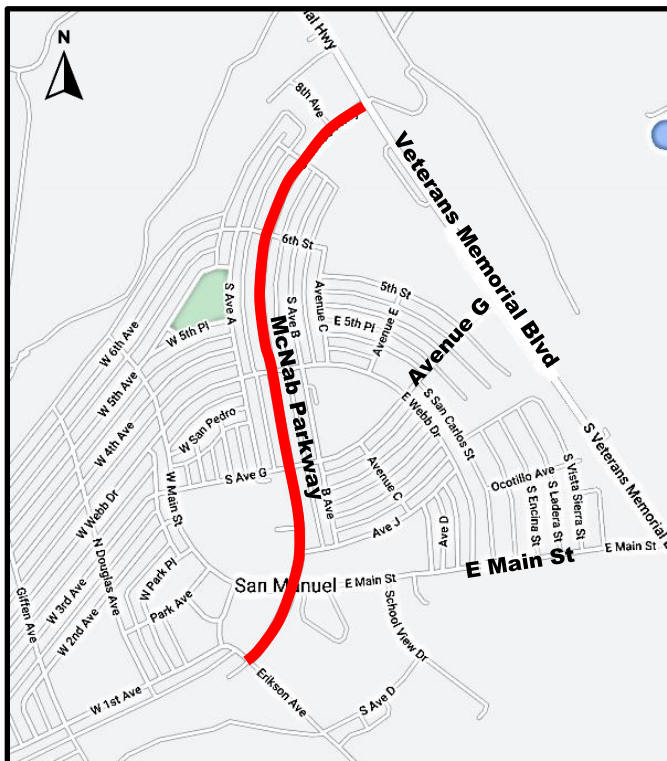


## Project Overview

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 project 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 \$2,926,986 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 June 26, 2024 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 - 2026

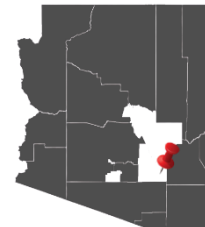
### Project Cost

**Total Project Cost:** \$3,074,616.00 (FY25 est.)  
**State Funding Request:** \$2,926,986.00  
**Match Contribution:** \$147,630.00 (5%)

### Contact Info

**Tara Harman**  
Planning Supervisor  
520-866-6345  
[tara.harman@pinal.gov](mailto:tara.harman@pinal.gov)

### Location



Pinal 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.

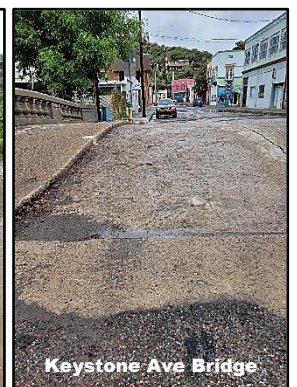
There are six bridges in the Town that connect US 60 to Sullivan Street. Unfortunately, five of these bridges are in dire need of repairs due to safety hazards caused by concrete and metal damage. Recent fires and floods have made it clear that repairing these bridges should be a top priority for the 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 \$2,786,322 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 June 26, 2024 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 2026

Construction in 2027

## Project Cost

Total Project Cost: \$2,832,322 (FY 25 est.)

State Funding Request: \$2,786,322

Match Contribution: \$46,000 (1.6%)

## Contact Info

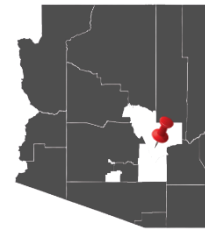
Alexis Rivera

Town Manager

928-473-4403

[townmanager@miamiaz.gov](mailto:townmanager@miamiaz.gov)

## Location



Town of Miami  
Gila County  
AZ Legislative District 7  
CAG Region





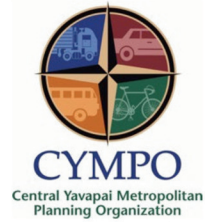
# CYMPO

Central Yavapai Metropolitan  
Planning Organization

**General Fund Request:**

**\$40,329,533**

# State Route 89 Widening



## Projects Overview

These projects were selected as the #1 and #2 rural priority projects in the region by the Central Yavapai Metropolitan Planning Organization (CYMPO).

State Route 89 is designed as a Regionally Significant Route and is the main arterial through Chino Valley. It provides as 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 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.

**Project #2** includes design and construction for the 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 project is estimated to cost \$17.2M with a local contribution of \$1.7M. The total estimated legislative funding needed to construct this project is \$15.4M.

## Project Lead

CYMPO

## Project Schedule

**Design and Construction:** FY2026

## Project Cost

**Project Cost Estimate:** \$17,166,600

**Local Contribution:** \$1,716,660

**Legislative Request:** \$15,449,940

## Contact Info

**Vinny Gallegos**

Executive Director, CYMPO 928-442-5731

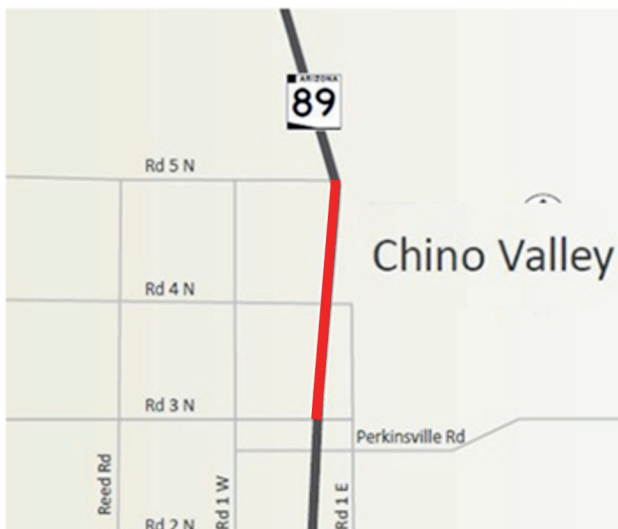
Vincent.Gallegos@yavapaiaz.gov

## Location



City of Prescott  
AZ Legislative District 1  
**CYMPO Region**

## Vicinity Map



## State Route 89 Widening - DCR

**Project #1** is the Design Concept Report for Project #2

This project is estimated to cost \$300,000 with a local contribution of \$30,000. The total estimated legislative funding needed to construct this project is \$270,000.

## Project Cost

**Project Cost Estimate:** \$300,000

**Local Contribution:** \$30,000

**Legislative Request:** \$270,000

# State Route 89A On-Ramps



## Project Overview

This project was selected as the #3 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.

## Project Lead

CYMPO

## Project Schedule

Construction FY2026

## Project Cost

**Project Cost Estimate:** \$6,480,000

**Legislative Request:** \$6,480,000

## Contact Info

**Vinny Gallegos**

Executive Director, CYMPO

928-442-5731

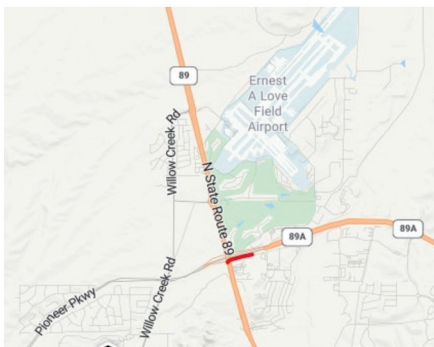
Vincent.Gallegos@yavapaiaz.gov

## Location

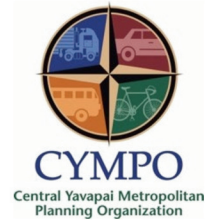


City of Prescott  
AZ Legislative District 1  
**CYMPO Region**

## Vicinity Map



# Pavement Preservation



## Project Overview

This project was selected as the #4 rural priority project in the region by Central Yavapai Metropolitan Planning Organization (CYMPO).

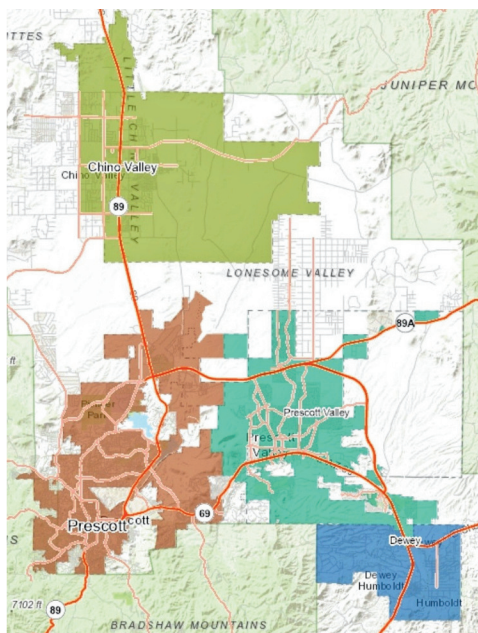
This project would include completion of prioritized preservation projects throughout the jurisdictions each of our member agencies: City of Prescott, Town of Chino Valley, Town of Dewey-Humboldt, Town of Prescott Valley, and Yavapai County.

The estimated funding needed to complete this slate of preservation projects is \$18.1M.

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

- Town of Prescott Valley: \$5,924,750.99
- City of Prescott: \$5,803,282.72
- Yavapai County: \$4,206,065.58
- Town of Chino Valley: \$1,647,980.00
- Town of Dewey-Humboldt: \$547,513.71

## Vicinity Map



## Project Lead

CYMPO

Member Agencies

## Project Schedule

Preservation Projects FY2026

## Project Cost

Project Cost Estimate: \$18,129,593

Legislative Request: \$18,129,593

## Contact Info

**Vinny Gallegos**

Executive Director, CYMPO

928-442-5731

Vincent.gallegos@yavapaiaz.gov

## Location



Member Jurisdictions  
Yavapai County  
AZ Legislative District 1  
**CYMPO Region**

# Lake Havasu MPO

METROPOLITAN PLANNING ORGANIZATION

**General Fund Request:**

**\$17,139,790**

# 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.

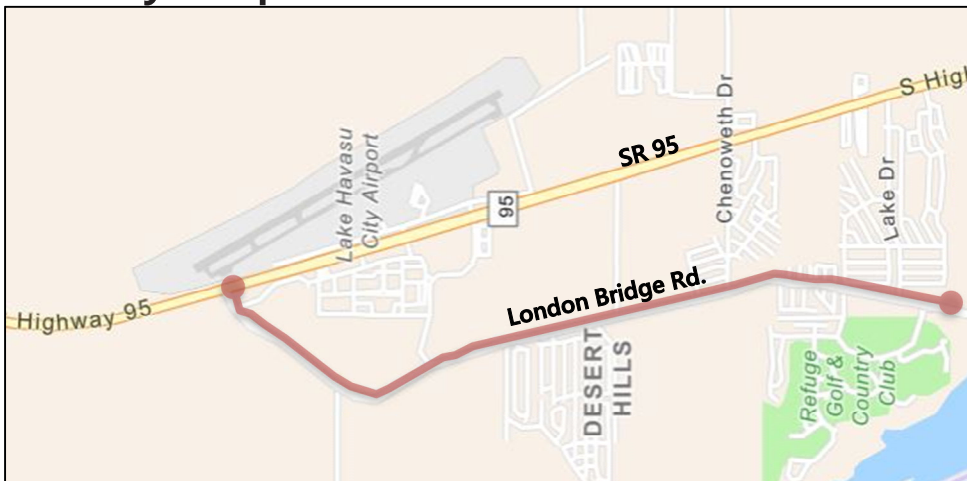
The County commits to cost-effective pavement preservation of regionally significant County roads such as London Bridge Road using best practice pavement rehabilitation treatments proven to sustain pavement structural section performance. In particular, the County has success – through 35+ miles work 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 2026



### Project Cost

State Funding Request: \$365,000



### Contact Info

Steven Latoski

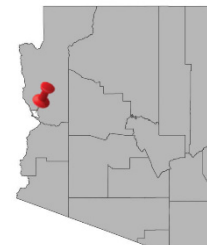
Mohave County Engineer

928-757-0910

[latoss@mohave.gov](mailto:latoss@mohave.gov)



### Location



Lake Havasu Area

Mohave County

AZ LD 30

Lake Havasu MPO





## Project Overview

Acoma Boulevard is a major collector road for Lake Havasu City, a significant roadway that connects to State Route 95 and averages 11,500 vehicles per day. The entire route is lined with commercial and industrial businesses and multi-family residential housing. This portion of Acoma Blvd (SR 95 to Industrial, 4.3 miles), is in great need of repair.

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

This project is awaiting funding to kick off design with construction projected to cost \$4,600,000 to pair with a 20% local match fund of \$920,000 to complete the project. This project has been identified by the City as a regional priority.

The State Funding request of \$3,680,000 equates to roughly twelve (12) 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, traffic control, utility covers, striping and signage.

## Vicinity Map & Site



Acoma Blvd (location: State Route 95 – Smoketree Ave)



### Project Lead

City of Lake Havasu, Arizona



### Project Schedule

Construction in 2026-27



### Project Cost

Total Project Cost: \$4,600,000

State Funding Request: \$3,680,000

Local Contribution: (20%)\$ 920,000



### Contact Info

Ron Foggin

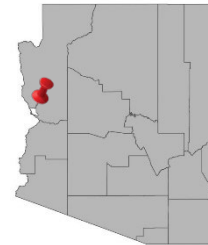
Director of Public Works,

Lake Havasu City

(928) 854-0776



### Location



City of Lake Havasu

Mohave County

AZ LD 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.

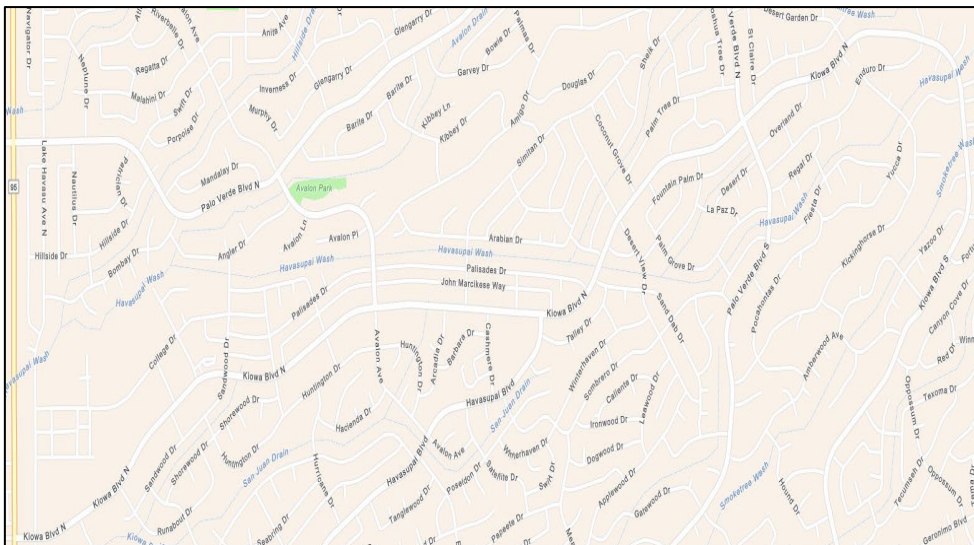
This project is already fully designed and shovel-ready, and requests \$4,000,000 to pair with a 20% local match fund of \$1,000,000 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023.

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



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



### Project Lead

City of Lake Havasu, Arizona



### Project Schedule

Construction in 2025-26



### Project Cost

Total Project Cost: \$5,000,000

State Funding Request: \$4,000,000

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



### Contact Info

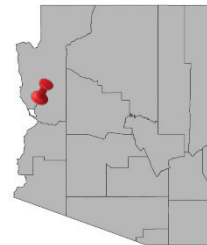
Ron Foggin

Director of Public Works, Lake Havasu City

(928) 854-0776



### Location



City of Lake Havasu  
Mohave County

AZ LD 30

Lake Havasu MPO





## 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.

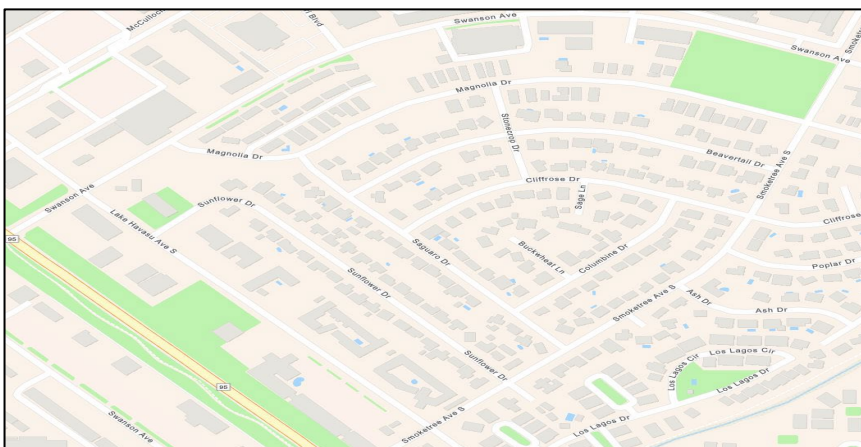
This project is already fully designed and shovel-ready, and requests \$1,500,000 to pair with a 20% local match fund of \$375,000 to complete the project. This project was voted as a regional priority by local elected officials who comprise Lake Havasu MPO's Executive Board on October 10, 2023.

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, traffic control, utility covers, striping and signage.

## Vicinity Map & Site



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



### Project Lead

City of Lake Havasu, Arizona



### Project Schedule

Construction in 2025-26



### Project Cost

Total Project Cost: \$1,875,000

State Funding Request: \$1,500,000

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



### Contact Info

Ron Foggin

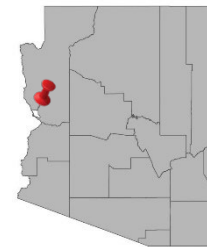
Director of Public Works,

Lake Havasu City

(928) 854-0776



### Location



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



# LHMPO Pavement Preservation



## Project Overview

This project was selected as the #5 rural priority project in the region by Lake Havasu City Metropolitan Planning Organization (LHMPO).

This project would include the completion of prioritized preservation projects throughout Lake Havasu City.

This total project is estimated to cost \$7.6M.

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

- Lake Havasu City: \$7,594,790.00



## Project Lead

City of Lake Havasu, Arizona



## Project Schedule

Construction in 2026-27



## Project Cost

State Funding request: \$7,594,790



## Contact Info

**Ron Foggin**

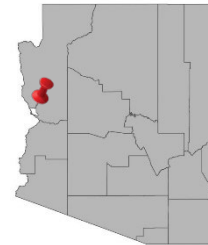
Director of Public Works,  
Lake Havasu City

(928) 854-0776

## Vicinity Map



## Location



City of Lake Havasu  
Mohave County  
AZ LD 30  
Lake Havasu MPO



Lake Havasu City



**MARICOPA  
ASSOCIATION of  
GOVERNMENTS**

**(Pinal County)**

**General Fund Request:**

**\$79,637,316**

# 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 2027



### Project Cost

**Total Project Cost:** \$11,289,363

**State Funding Request:** \$10,680,570

**Local Contribution (5.4%):** \$608,793

\*estimates provided by City of Apache Junction



### Contact Info

**Raquel Schatz**

Project Engineer

City of Apache Junction

480-474-8549

rschatz@apachejunctionaz.gov



### Location



City of Apache Junction

Pinal County

AZ Legislative Districts

7 and 15

## Vicinity Map & Site Photo

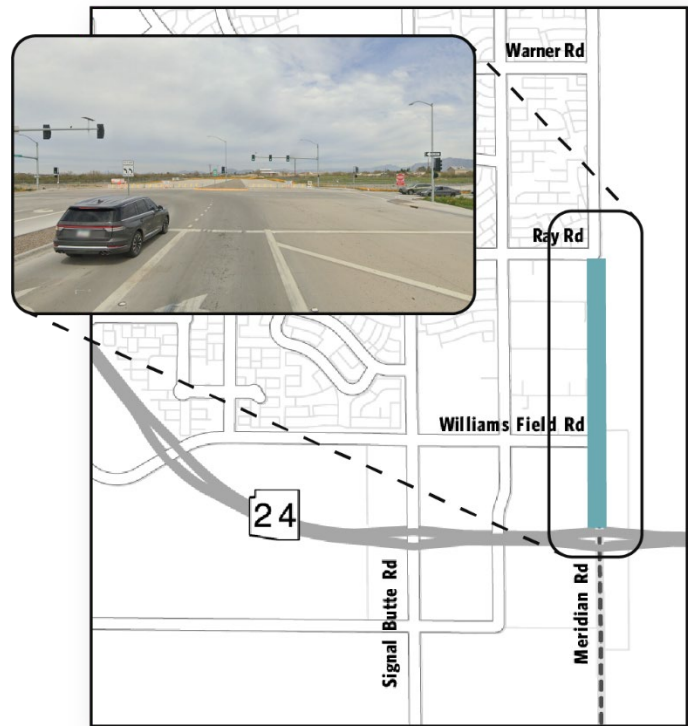


Photo provided by City of Apache Junction



# Hunt Highway: Franklin Road to Town Limits



## Project Overview

This project will widen Hunt Highway to five lanes, covering 1.32 miles from Franklin Road to the town limits northwest of Oasis Lane. The improvements include widening through a railroad crossing and key neighboring communities.

As Florence's only principal arterial road, Hunt Highway is crucial for connecting our community to San Tan Valley, Queen Creek, and other East Valley municipalities. With an Average Daily Traffic (ADT) count of 14,600 vehicles in 2022, projected to rise to 17,080 by 2026, this roadway has the highest traffic volume of any non-state highway in the town.

The current roadway varies from 2 to 5 lanes, creating a "scalloped" effect, leading to congestion and delays, particularly in the absence of dedicated left-turn lanes. This project will standardize the road width to five lanes, dramatically improving traffic flow and reducing delays. A new traffic signal at the intersection of Oasis Lane and Hunt Highway will further enhance safety, allowing smoother access to nearby neighborhoods.



### Project Lead

Town of Florence, Arizona



### Project Schedule

Construction in 2025



### Project Cost

**Total Project Cost:** \$11,040,374

**State Funding Request:** \$7,507,454

**Local Contribution (32.0%):** \$3,532,920

\* estimates provided by Town of Florence



### Contact Info

**Ron Grittman**

Senior Civil Engineer

Town of Florence

520-868-7695

Ron.Grittman@FlorenceAZ.gov



### Location



Town of Florence  
Pinal County  
AZ Legislative Districts  
7 and 16

## Vicinity Map & Site Photo

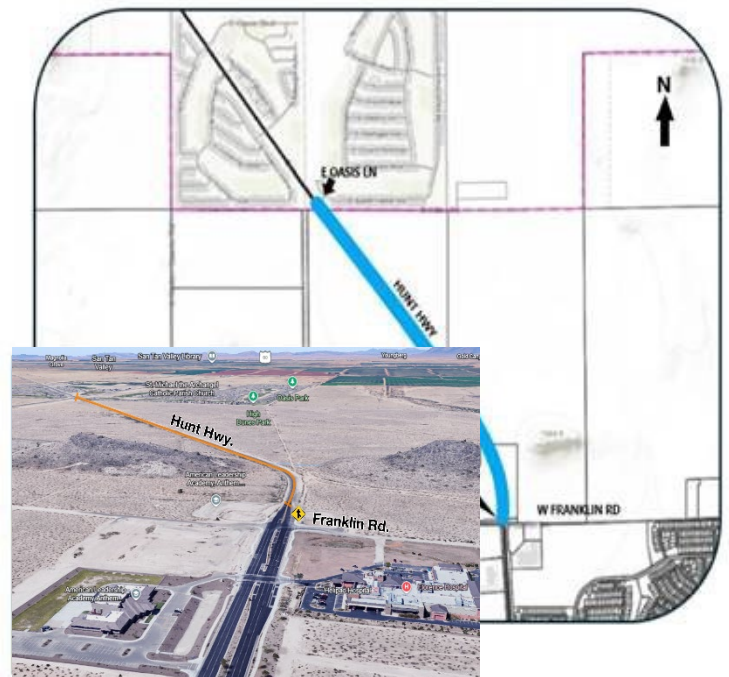


Photo & Map provided by Town of Florence



# State Route 87 Turn Lanes



## Project Overview

This project will install turn lanes at the intersection of State Route (SR) 87 and Gilbert Road. This funding request is for Phase 1 of the SR 87/Gilbert Road Corridor project, and which will include the turn lanes and signal modification at SR 87 & Gilbert Road intersection.

The SR 87/Gilbert Road Corridor is one of the main routes from east Phoenix headed through Pinal County and serving approximately 10,000 vehicles per day. The corridor is also a detour route when there is a closure on I-10. Adding turn lanes at the intersection will increase the safety and capacity of the intersection during periods of normal operation as well as during detours for emergency situations.

Approximately 70% of the traffic on SR 87 east of Gilbert Road comes directly from/to Gilbert Road with the west leg of SR 87 serving the remaining 30%. Most of the trips are from the nearby cities heading to jobs in east Phoenix. A free flow right turn lane from SR 87 will increase the capacity at the intersection for this movement allowing addition timing to be added to other movements. The situation reverses in the afternoon peak hour. To improve the safety and efficiency of traffic for the PM hours dual left turn lanes and a right turn lane will be added on Gilbert Road.



### Project Lead

Gila River Indian Community



### Project Schedule

Construction in 2026



### Project Cost

**Total Project Cost:** \$13,000,000

**State Funding Request:** \$2,934,592

**Local Contribution (77.4%):** \$10,065,408

\*estimates provided by Gila River Indian Community



### Contact Info

**Steve Johnson**

Senior Civil Engineer

Gila River Indian Community

520-562-0952

Steve.Johnson@gric.nsn.us



### Location

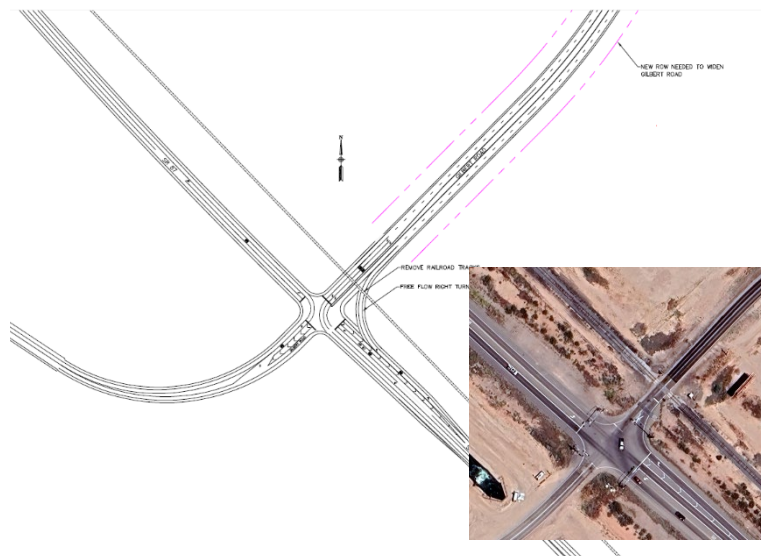


Gila River Indian Community

Pinal County

AZ Legislative District 16

## Vicinity Map & Site Photo



Map provided by Gila River Indian Community

Site photo by Google Earth



# 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 I-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 I-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 been pledged to the widening project, from a variety of sources. Design is underway and should be completed during 2024. The requested \$16,291,610 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 2025



### Project Cost\*

**Total Project Cost:** \$315,537,679

**State Funding Request:** \$16,291,610

**Local Contribution (94.8%):** \$299,246,069

\*estimates provided by City of Maricopa



### Contact Info

**Benjamin Bitter**

Deputy City Manager

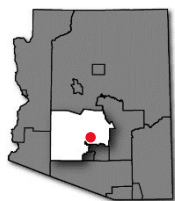
City of Maricopa

520-316-6834

[benjamin.bitter@maricopa-az.gov](mailto:benjamin.bitter@maricopa-az.gov)



### 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 \$74.8 million in funding to the proposed project. \$15 million will be used for land and \$59.8 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:** \$39,608,304

**Local Contribution (74.5%):** \$115,791,696

\*estimates provided by Pinal County



### Contact Info

**Celeste Garza**

Deputy Director of Public Works

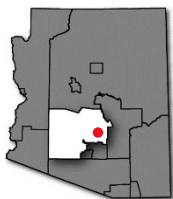
Pinal County

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:** \$6,000,000

**State Funding Request:** \$2,614,786

**Local Contribution (56.4%):** \$3,385,214

\*estimates provided by Town of Queen Creek



### Contact Info

**Heather Wilkey**

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:**

**\$26,921,716**

# Lone Tree Overpass and Corridor: Phase 2



## Project Overview

MetroPlan requests \$18,268,353 in support of Lone Tree Overpass and Corridor: Phase 2.

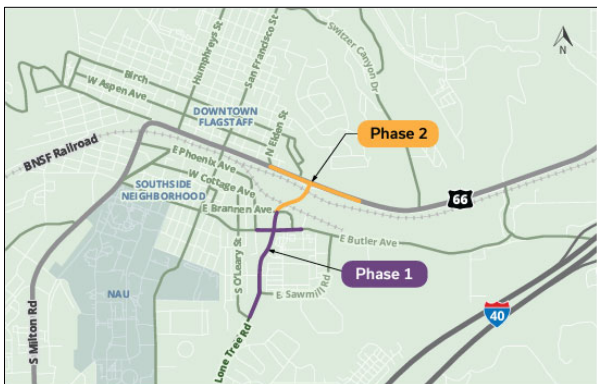
The Lone Tree Overpass and Corridor will connect to improvements currently under construction and will create a new north-south roadway connection that extends Lone Tree Road between O'Leary Street to the south and Route 66 (ADOT) to the north. The roadway will be on a grade-separated bridge that will 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-modal options with bicycle and pedestrian access points connecting to the Flagstaff Urban Trail System (FUTS).

### Lone Tree benefits to Flagstaff and the region:

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

Project roadway and bridge design is complete. BNSF Railway design completion is anticipated for summer 2024. South segment construction will start fall of 2024.

## Vicinity Map



## Project Lead

City of Flagstaff, Arizona

## Project Schedule

Construction begins in 2025

Est. Completion in 2027

## Project Cost

Total Project Cost: \$73,850,000

State Funding Request: \$18,268,353

Local Contribution: \$55,581,647 (75%)

## Contact Info

Paul Mood

City Engineer, City of Flagstaff

928-213-2675

[paul.mood@flagstaffaz.gov](mailto:paul.mood@flagstaffaz.gov)

## Location

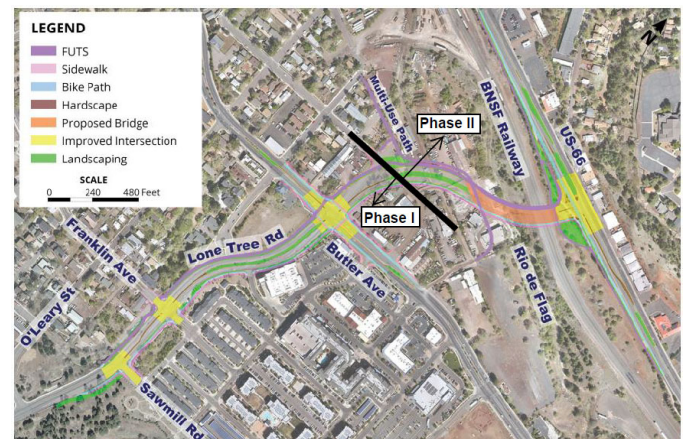


City of Flagstaff  
Coconino County  
AZ Legislative District 6  
**Flagstaff Region**



**METROPLAN**  
GREATER FLAGSTAFF

## Project Site



# Match: Four Electric Buses



## Project Overview

Funding supports contribution of match funding for four electric buses. Mountain Line is proactive about maintaining state of good repair for vehicles, exemplified by the fact that Mountain Line has never had a finding related to maintenance in an FTA Triennial Review. Recent investment in a state-of-the-art indoor bus storage facility prolongs vehicle life and allows Mountain Line to maintain exceptional on-time performance. Routine vehicle maintenance is done in-house, allowing close oversight and high standards of care. Funding this project will ensure transit continues to play a vital role in a functioning transportation system.

Project benefits:

- Improves Mountain Line's overall state of good repair and modernizes our fleet
- Ensures reliable transit service
- Reduces an unexpected mechanical failure, resulting in reduced costs and increased reliability
- Reduce the number of fixed route breakdowns, saving fleet staff time and money to rescue vehicles in the field



## Project Lead

Mountain Line



## Project Schedule

Est. Completion Summer 2026



## Project Cost

Total Project Cost: \$4,793,063

State Funding Request: \$958,613

Federal Contribution: \$3,834,450 (80%)



## Contact Info

Jeremiah McVicker

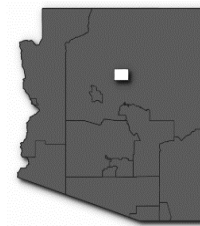
Maintenance Manager

928-679-8939

[jmccvicker@mountainline.az.gov](mailto:jmccvicker@mountainline.az.gov)



## Location



City of Flagstaff  
Coconino County  
AZ Legislative District 6  
Flagstaff Region



**METROPLAN**  
GREATER FLAGSTAFF

## Photo





## Project Overview

Funding supports contribution of match funding for 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 and vehicle 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
- Maintain a state of good repair and ensure reliable services

## Project Lead

Mountain Line

## 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

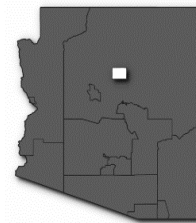
Anne Dunno

Capital Development Manager

928-679-8942

adunno@mountainline.az.gov

## Location



City of Flagstaff  
Coconino County  
AZ Legislative District 6  
**Flagstaff Region**



## Site Photo



## Project Overview

The Arizona Department of Transportation (ADOT) completed a Roadway Safety Audit in October of 2023 as requested by Coconino County and recommended a two-lane roundabout at the intersection of US89A and Burris Lane.

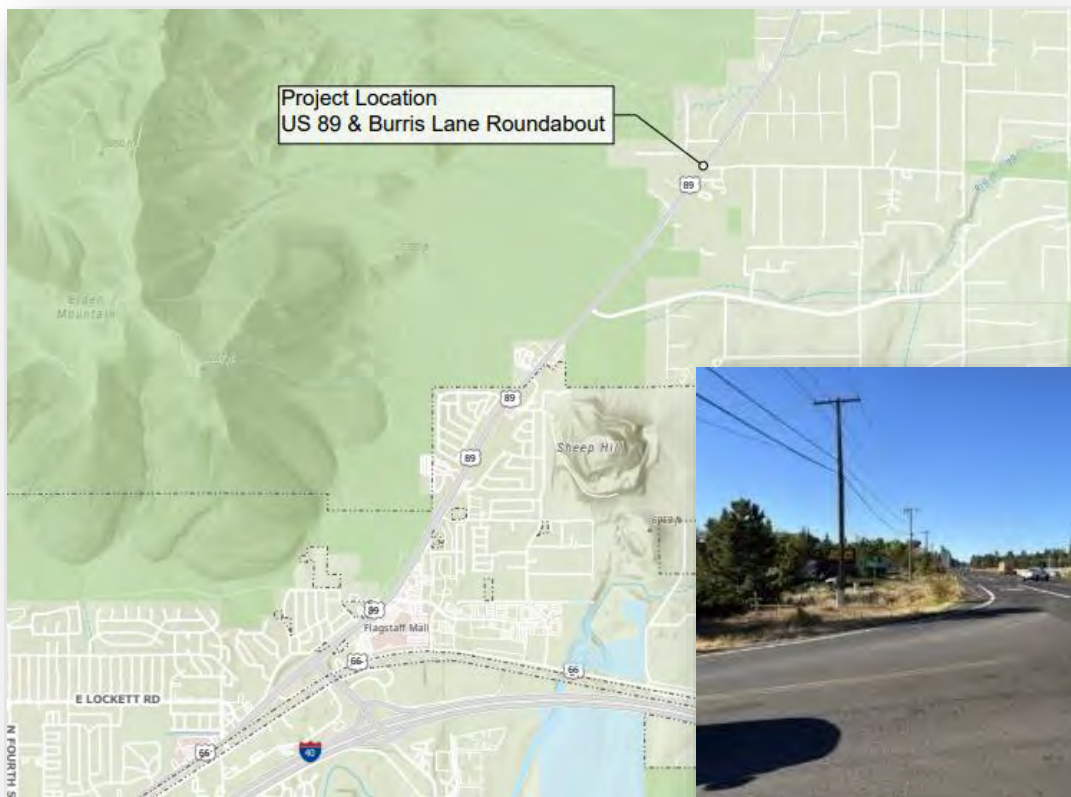
Between 2018 and 2022, 105 crashes that include 5 fatal and high severity left-turn crashes occurred in this area. Speeding was also identified as a problem. The recommended counter measure to reduce the high severity left turn crashes at the intersection and provide traffic calming within the corridor, is to install a roundabout at the intersection.

The project improves safety for the community and overall traveling public. This corridor is key for tourism to the Grand Canyon and other recreational sites that significantly contribute to the greater Arizona economy.

The project includes:

- Design | March 2028
- Construction | Spring 2030

## Vicinity Map & Site Photo



### Project Lead

Coconino County



### Project Schedule

Est. Completion in 2030



### Project Cost

**Total Project Cost:** \$6,500,000  
**State Funding Request:** \$5,650,000  
**Local Contribution:** \$850,000



### Contact Info

**Christopher Tressler**

Director, Public Works  
928-679-8317

[ctressler@coconino.az.gov](mailto:ctressler@coconino.az.gov)



### Location



Doney Park  
Coconino County  
AZ Legislative District 6  
Flagstaff Region



# NACOG

Northern Arizona  
Council of Governments

Apache • Coconino • Navajo • Yavapai



**General Fund Request:**

**\$90,344,534**

# East Woolford Road Extension



## Project Overview

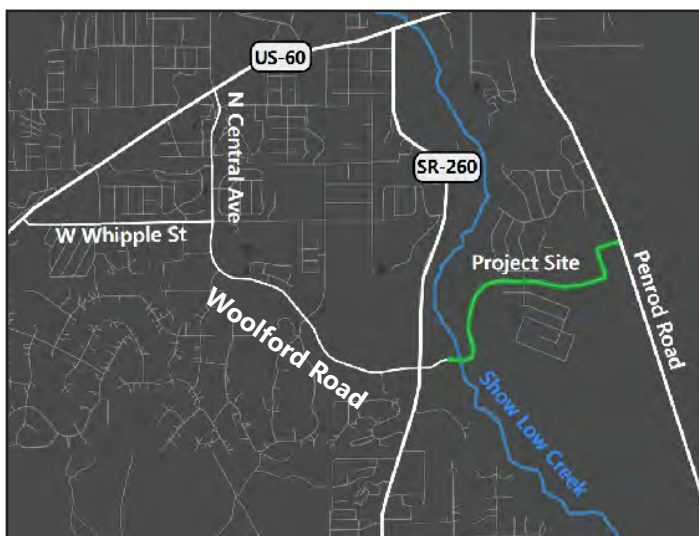
Woolford Road currently serves as a bypass from US-60 and SR-260 through Show Low, AZ. This corridor has the highest Average Daily Traffic (ADT) for a roadway section in the White Mountains region of Arizona that is not a state highway, seeing 17,165 vehicles per day in 2022.

The East Woolford Road Extension project will fund the construction of approximately 1 mile 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 road-ways. 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 \$5,369,466 to pair with a local match fund of \$7,560,000 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

City of Show Low, Arizona



### Project Schedule

Construction in 2025



### Project Cost

**Total Project Cost:** \$12,929,466

**State Funding Request:** \$5,369,466

**Local Contribution:** \$7,560,000



### Contact Info

**Shane Hemesath**

City Engineer, Show Low

928-532-4090

shemesath@showlowaz.gov



### Location



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

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



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



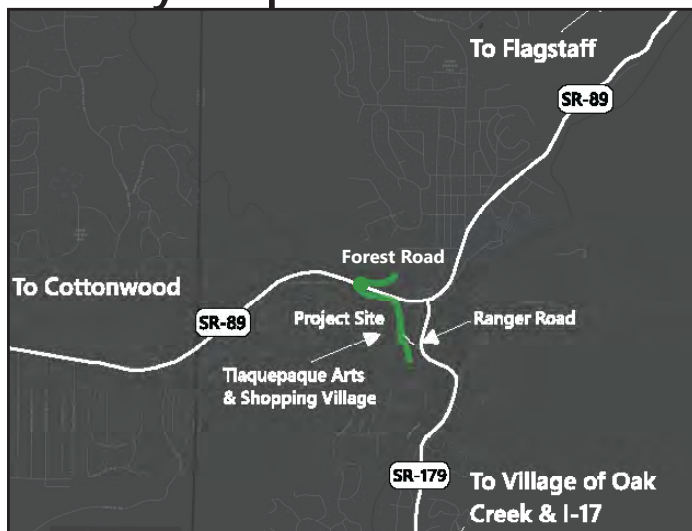
## Project Overview

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. The Brewer roundabout will be replaced by a right in, right out only intersection. This project will also improve emergency access, promote multimodal travel, provide tour-ism 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 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 \$8,025,600 to pair with a local match fund of \$1,881,000 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

City of Sedona, Arizona



### Project Schedule

Planning & Design in 2025,  
Construction in 2026



### Project Cost

Total Project Cost: \$9,906,600  
State Funding Request: \$8,025,600  
Local Contribution: \$1,881,000



### Contact Info

Kurtis Harris  
Public Works Director, Sedona  
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  
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# Electric Vehicle Charging Station (US-60 & US-191 Alternative Fuel Vehicle Access)

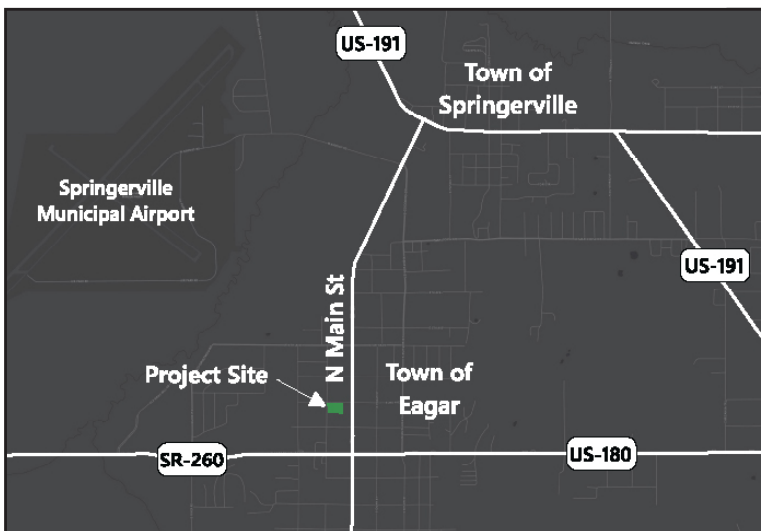
## Project Overview

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 \$524,300 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

Town of Eagar, Arizona

### Project Schedule

Planning in 2025, Design in 2026,  
Construction in 2027

### Project Cost

Total Project Cost: \$624,300

State Funding Request: \$524,300

Local Contribution: \$100,000

### Contact Info

Britney Reynolds

Community Development Director

928-333-4128 x221

b.reynolds@eagaraz.gov

### Location



Town of Eagar  
Apache County  
AZ Legislative District 6  
NACOG Region

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



# Downtown Revitalization Project (N. Lake Powell Blvd Congestion Relief and Safety)



## Project Overview

Lake Powell attracts hundreds of thousands of visitors annually, many of whom pass through or stay in the City of Page's downtown area during their visit. North Lake Powell Boulevard is the downtown business artery for both local residents and visitors, and it experiences high traffic volumes and congestion, especially during peak tourist seasons. With the region's economy heavily reliant on tourism, visitor spending is critical to supporting local businesses and to ensuring a vibrant downtown. Enhancing the boulevard with better infrastructure, improved traffic flow, and upgraded amenities will significantly improve the visitor experience, encouraging repeat tourism and boosting local businesses.

The Lake Powell Boulevard Downtown Revitalization project will upgrade utilities and roadway infrastructure along the corridor to create a safer and more efficient travel environment. The project will also incorporate comprehensive pedestrian, bicycle, and transit treatments such as high-visibility crosswalks, pedestrian refuge islands, dedicated bike lanes, and improved bus stops with shelters and real-time information. The roadway and streetscape improvements will improve connectivity between residential areas and key employment areas, and enhance public spaces that promote community interaction, recreation and cultural activities.

The N. Lake Powell Boulevard Downtown Revitalization Project will attract new businesses and retain existing ones, support job creation and provide a wide range of services. This diversification is critical for economic resilience, especially in a region with seasonal tourism fluctuations. This project is requesting \$550,000 to design these improvements and \$8,000,000 for construction with a local match fund of \$5,000,000. 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

City of Page , Arizona

### Project Schedule

Planning Completed, Design in 2026-2027, Construction in 2027-2028

### Project Cost

Total Project Cost: \$13,660,000  
State Funding Request: \$8,550,000  
Local Contribution: \$5,000,000

### Contact Info

**Kyle Christiansen**  
Public Works Director  
928-645-4302  
kchristiansen@pageaz.gov

### Location



City of Page  
Coconino County  
AZ Legislative District 6  
NACOG Region



# Rural School Bus Routes Study



## Project Overview

School buses in rural northern Arizona travel thousands of miles along unpaved, gravel and poorly maintained roads each year to get students to school. Former State Transportation Board Member Jesse Thompson Chair is working with Northern Arizona Council of Governments (NACOG) to seek funding for a study to look at how roadway conditions 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 canceled 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, and provide a robust analytical resource and decision making tool for an understudied and under-served region of Arizona.

NACOG will work with local jurisdictions to seek implementation funding for bus route improvement projects identified in the study, while the consultants prepare preliminary scoping documents for the top projects. NACOG requests \$2,400,000 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 the elected officials and private sector representatives on NACOG’s Regional Council on August 22nd, 2024.

## Project Photos



## Project Lead

Northern Arizona Council of Governments



## Project Schedule

Planning in 2025-2026



## Project Cost

**Total Project Cost:** \$2,400,000

**State Funding Request:** \$2,400,000



## Contact Info

**Jenn O'Connor**

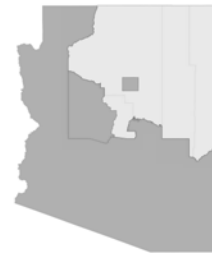
NACOG Planning Director

928-543-9144

joconnor@nacog.org



## Location



Northern Arizona  
Council of Governments



# Montezuma Castle Highway

## Roadway Widening and Multimodal Upgrades



### Project Overview

The Town of Camp Verde, a growing community with a commitment to improving local infrastructure, is spearheading a pivotal upgrade to Montezuma Castle Highway. The proposed improvements will cover about 2.25 miles of this vital arterial route, from the Black Bridge to the Yavapai-Apache Nation which includes local schools, parks, and neighborhoods. This busy corridor also serves as a key connection between downtown Camp Verde and the Yavapai-Apache tribal lands to the north, including Cliff Castle Casino. Montezuma Castle Highway serves a significant volume of traffic, including heavy vehicles such as semi-trucks and buses, with an average daily traffic count of about 6,550. The road's deteriorating pavement is in urgent need of repair or replacement. Currently, Montezuma Castle Highway is a rural road with limited improvements, and its asphalt is nearing the end of its service life.

The Montezuma Castle Highway project aims to address several critical needs along this stretch of the corridor: the creation of a safe pedestrian pathway to destinations along the arterial; establishment of dedicated bike lanes to improve cyclist safety; pavement upgrades for smoother and safer vehicle travel; and improvements to a secondary emergency access route from downtown. The Town of Camp Verde will widen sections of the highway to include bike lanes in both directions throughout the improvement area, and to install curb & gutter and a concrete sidewalk extending from Black Bridge to Apache Trail. These enhancements will provide essential multi-modal connectivity, benefiting a broad range of users, including children and families access to schools, and adding upgraded safety elements such as Rectangular Rapid Flash Beacons (RRFB) to increase driver awareness of pedestrians crossing roadways.

The estimated cost for the proposed upgrades to Montezuma Castle Highway is approximately \$7,700,000 with a local in-kind contribution of \$750,000 composed of design, easements, outreach, and administrative costs. Given the Town of Camp Verde's economic limitations, securing regional funding is critical for advancing this project. The Town is actively seeking support from potential partners, including the Yavapai-Apache tribe, who stand to benefit from improved transportation links. This project aligns with broader objectives of modernizing local infrastructure, improving public safety, and supporting community development. 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 22nd, 2024.



### Project Lead

Town of Camp Verde, Yavapai County, Arizona



### Project Schedule

Planning Completed, Design in 2026, Construction in 2026-2027



### Project Cost

Total Project Cost: \$8,450,000  
State Funding Request: \$7,700,000  
Local Contribution: \$750,000



### Contact Info

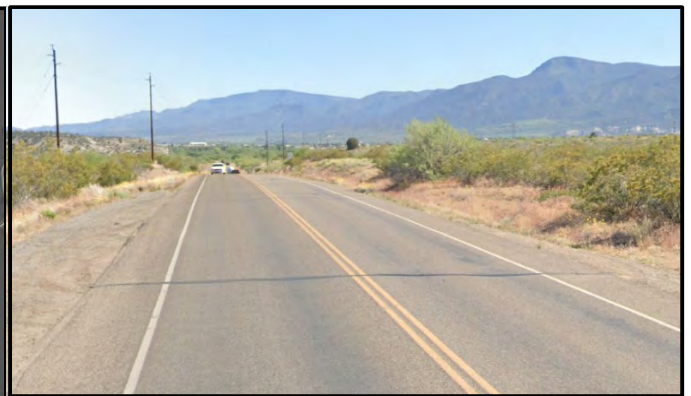
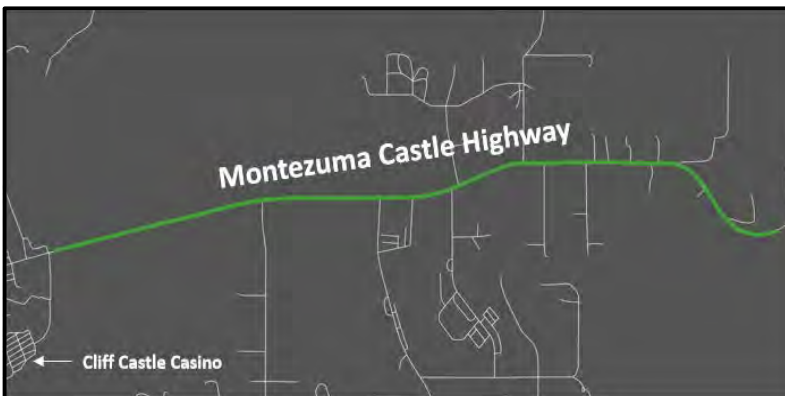
Martin Smith  
CIP Project Manager  
928-554-0822  
martin.smith@campverde.az.gov



### Location



Town of Camp Verde  
AZ Legislative District 1  
NACOG Region



# 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 \$16,146,393 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

City of Winslow, Arizona



### Project Schedule

**Planning** in 2026, **Design** in 2026-2027, **Construction** in 2027-2028



### Project Cost

**Total Project Cost:** \$18,398,330  
**State Funding Request:** \$16,146,393  
**Local Contribution:** \$2,251,937



### Contact Info

**Tim Westover**  
Public Works Director, Winslow  
928-289-2422  
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



# Beaver Creek Road Paving Design and Environmental Assessment



## Project Overview

Yavapai County has a long-standing commitment to improving transportation infrastructure, as demonstrated by their proactive approach to regional planning and community development. The Beaver Creek Road Paving project is strategically located in the Verde Valley, connecting Montezuma Well and Ranger Road. This project has been a priority since its initial identification in the 2016 Verde Valley Master Transportation Plan. By funding the design and environmental assessment phases, the County aims to position itself competitively for future federal grants. The proposed improvements will have a profound impact on the local community and support the area's economic vitality through better access to popular destinations such as Montezuma Well and the Bell Trail system.

The current unpaved condition of Beaver Creek Road presents significant challenges to residents, visitors and emergency response providers for both local access and connectivity to I-17, especially during inclement weather. The proposed paving will provide a durable, all-weather surface and enhance multi-modal access, crucial for maintaining connectivity between Montezuma Well, Ranger Road, and surrounding communities like Lake Montezuma and Rimrock. The road improvements are essential for reducing future maintenance costs and enhancing safety by addressing issues like inadequate road width and hazardous drop-offs. With approximately 75,000 annual visitors to nearby trails and sites, and Montezuma Well attracting around 125,000 visitors yearly, the project will facilitate better access and support economic activities tied to tourism.

The initial design and environmental assessment for the Beaver Creek Road Paving project is estimated at \$1,433,518 with a local match allocation of \$212,380. The County's goal is to secure construction funding through the Federal Land Access Program in 2026, with strong backing anticipated from the National Park Service and the Coconino National Forest, both of which have previously endorsed the project. This initiative aligns with the County's strategic goals of enhancing infrastructure, improving public safety, and supporting economic development in the Verde Valley. 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 22nd, 2024.



## Project Lead

Yavapai County, Arizona



## Project Schedule

**Planning** in 2026, **Design** in 2026,  
**Construction** in 2028



## Project Cost

**Total Project Cost:** \$1,645,898  
**State Funding Request:** \$1,433,518  
**Local Contribution:** \$212,380



## Contact Info

**Roger McCormick**  
Public Works Assistant Director  
928-771-3183  
roger.mccormick@yavapaiaz.gov



## Location

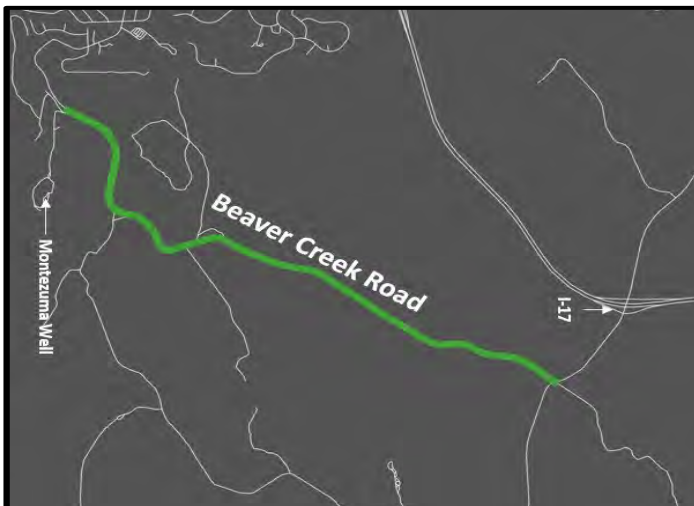


Yavapai County  
AZ Legislative District 1  
**NACOG Region**

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



## Vicinity Map & Site Photo



# 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 \$7,390,365 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

Apache County, Arizona



### Project Schedule

Construction in 2026



### Project Cost

Total Project Cost: \$7,490,365

State Funding Request: \$7,390,365

Local Contribution: \$100,000



### Contact Info

Ferrin Crosby

County Engineer, Apache County

928-337-7528

fcrosby@co.apache.az.us



### Location



Apache County  
AZ Legislative District 6  
NACOG Region

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



# Luke Lane Dirt to Pavement Project with Broadway Street Pedestrian Connectivity



## Project Overview

The Bitter Creek Industrial Area project, led by the Town of Clarkdale, aims to revitalize a historically and economically significant, but deteriorating section of the town. Originally used for transporting copper and minerals from Jerome mines, the area now supports tourism, freight rail, and local industry. However, aging infrastructure, including the unpaved Luke Lane and North Broadway Street, has caused transportation and environmental issues, such as dust pollution affecting nearby areas like the Verde River Recreational Area and Sycamore Canyon Wilderness.

Luke Lane is also home to Clarkdale Minerals, which is prime for economic re-development. The Town of Clarkdale owns more than 100 acres of undeveloped property that will be served by the new roadway and the entire area has access to freight rail service – making this project an incredible economic development opportunity for the entire region. The Verde Canyon Railroad also owns property that will be served by the new road and they have submitted expansion plans that will invest millions into the local tourism economy.

The Luke Lane Dirt to Pavement Project will upgrade 0.9 miles of Luke Lane from a dirt road to two paved lanes in each direction, with shoulders, a 6' wide sidewalk, curb and gutter, pedestrian crossings, streetlights, commercial driveways, drainage, retaining walls, and roadway striping. The current road's inadequate design for heavy commercial traffic, with only one entry and exit point, has led to dust pollution and traffic flow issues. Pedestrian safety improvements at the Luke Lane and Broadway Street intersection will encourage non-motorized transportation. Daily, over 1,200 vehicles use Luke Lane and North Broadway Street, and the Verde Canyon Railroad attracts 100,000 annual visitors. Upgrading the roads will facilitate better access and provide a cleaner route for both commercial and recreational traffic.

The project aligns with Clarkdale's strategic goals of enhancing community quality of life and supporting sustainable economic development. Key partners include Verde Canyon Railroad, Bent River Machinery, and regional stakeholders. The total estimated cost is \$6,219,152, covering infrastructure upgrades, environmental mitigation, and safety enhancements. By improving transportation and connecting key commercial and residential areas, the project aims to support Clarkdale's vision of a vibrant, integrated community and foster regional growth. This project was voted as a re-gional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 22nd, 2024.



## Project Lead

Town of Clarkdale, Yavapai County, Arizona



## Project Schedule

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



## Project Cost

Total Project Cost: \$6,219,152  
State Funding Request: \$6,039,204  
Local Contribution: \$179,948



## Contact Info

Susan Guthrie  
Town Manager  
928-639-2415  
Susan.guthrie@clarkdale.az.gov



## Location

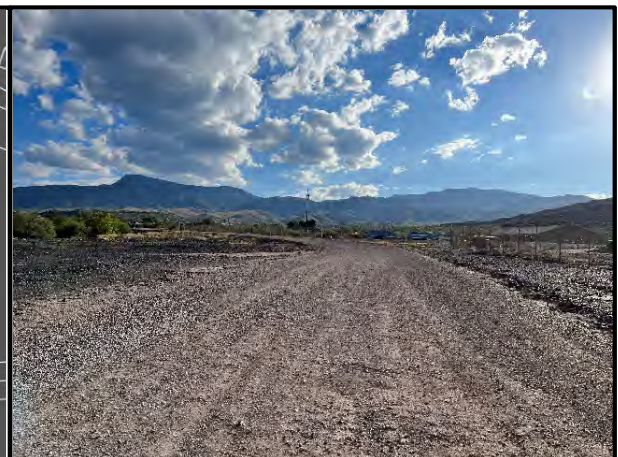


Town of Clarkdale  
AZ Legislative District 1  
NACOG Region

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



## Vicinity Map and Site Photo



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

## Project Overview

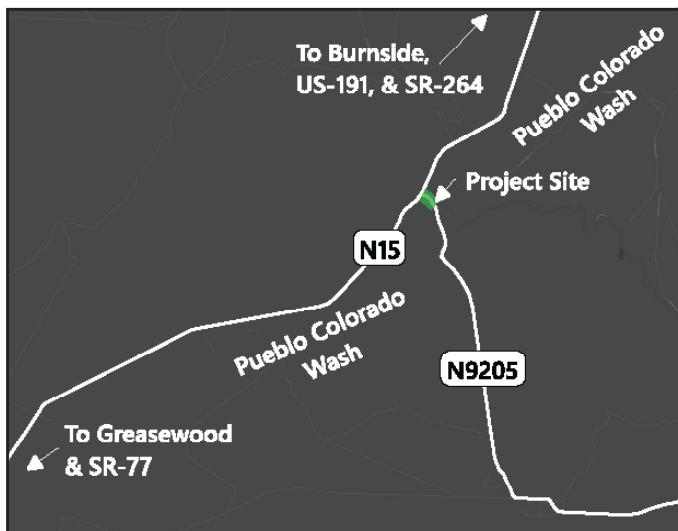
The Cornfields Chapter is one of 110 recognized chapters of the Navajo Nation and is located in the southeastern portion of the Navajo Nation within Apache County. It is home to an estimated 1,600 people. The community is generally isolated with the nearest commercial outlet at least ten (10) miles away, 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 \$1,817,020 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

Navajo Nation, Cornfields Chapter



### Project Schedule

Planning in 2025, Design in 2026,  
Construction in 2027-2028



### Project Cost

Total Project Cost: \$2,083,020  
State Funding Request: \$1,817,020  
Local Contribution: \$266,000



### Contact Info

Alfreda Earle  
Chapter Manager, Cornfields Chapter  
928-755-5912  
aearle@nnchapters.org



### Location



Cornfields Chapter  
Navajo Nation  
AZ Legislative District 6  
NACOG Region



# 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 \$565,000 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 22nd, 2024.

## Site Photos



### Project Lead

Apache County, Arizona



### Project Schedule

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



### Project Cost

**Total Project Cost:** \$625,000

**State Funding Request:** \$565,000

**Local Contribution:** \$60,000



### Contact Info

**Ferrin Crosby**

County Engineer, Apache County

928-337-7528

[fcrosby@co.apache.az.us](mailto:fcrosby@co.apache.az.us)



### Location



Apache County  
AZ Legislative District 6  
NACOG Region

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



# Main Street Pavement Rehabilitation Sidewalk Improvements



## Project Overview

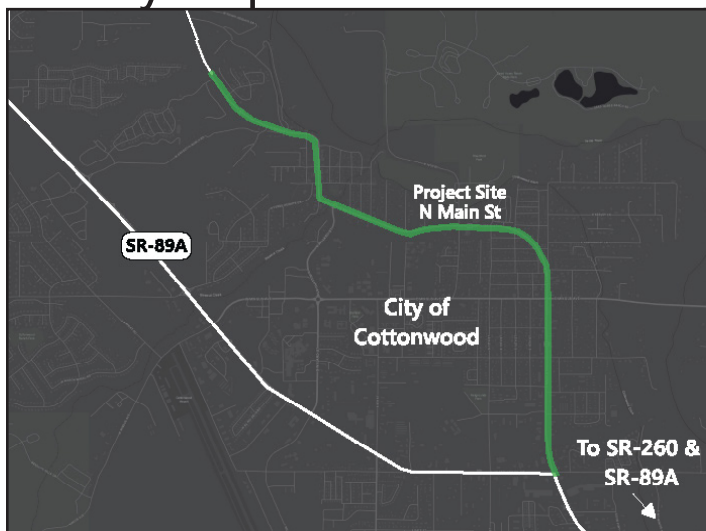
The City of Cottonwood's Main Street has an Average Daily Traffic (ADT) count of over 8,000 vehicles per day (the highest in the City) and is the main access to the heart of Cottonwood's local businesses and attractions. Main Street's pavement is in need of rehabilitation and many of the sidewalk features 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 road-way 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 pavement rehabilitation 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.

The City of Cottonwood has been active in making multimodal improvements along this corridor. The City has secured an additional \$1.5 million in funding through ADOT's Transportation Alternatives. Additionally, Cottonwood has made a considerable local commitment to construct a roundabout on Main St, demonstrating the City's dedication to safety along this corridor.

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 \$5,422,720 to pair with a local match fund of \$7,000,000 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 22nd, 2024.

## Vicinity Map & Site Photo



## Project Lead

City of Cottonwood, Arizona

## Project Schedule

Planning & Design in 2025,  
Construction in 2026

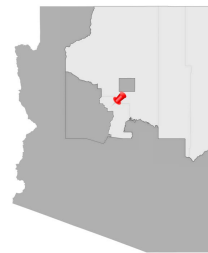
## Project Cost

**Total Project Cost:** \$10,422,720  
**State Funding Request:** \$3,422,720  
**Local Contribution:** \$7,000,000

## Contact Info

**James Bramble**  
City Engineer, Cottonwood  
928-340-2770  
jbramble@cottonwoodaz.gov

## Location



City of Cottonwood  
Yavapai County  
AZ Legislative District 1  
NACOG Region



# Industrial Zone Infrastructure Improvements (S. Main Street Pavement Preservation)

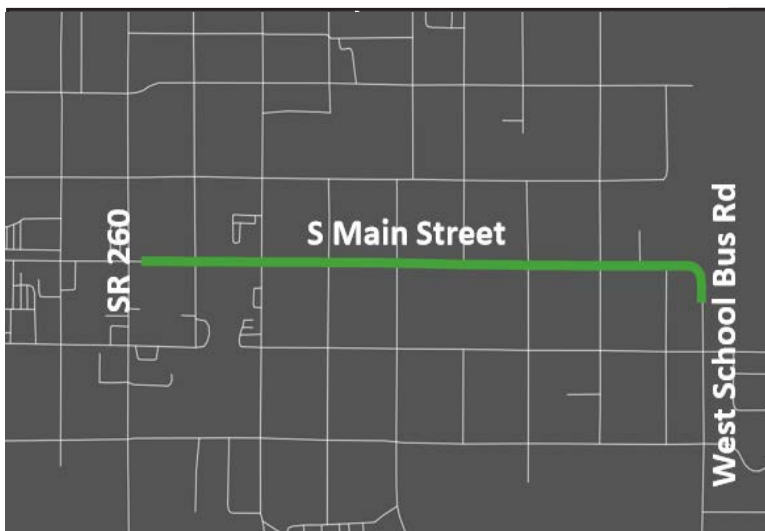
## Project Overview

The Town of Eagar, in northeastern Arizona, is located near two coal-fired power generating stations that are slated for closure in the near term. In preparation for the significant economic impact that the loss of these economic engines will have on the region, the Town is actively planning for infrastructure improvements that have the best benefit-to-cost ratio for future economic development. A large plot of land is available for industrial development at the south end of Main Street but is currently limited due to incorporated area and infrastructure capabilities. In addition to providing access to the Industrial Zone, S. Main Street is the primary downtown corridor and provides access to Town Hall, the Round Valley Middle School, the Round Valley Public Library, small business and the industrial area. Additionally, S. Main Street leads to Water Canyon Road, which is used to access the Public Works yard for the Town, leads to access points for the 123 acre lot that is zoned industrial, and is a main point of access for the Apache-Sitgreaves National Forest that is a large tourism draw for the area.

The proposed Industrial Zone Infrastructure Improvement project will fund the upsizing and extension of the sewer line on S. Main Street and improvements to the aging water line, both of which will allow development of the industrial area at the sound end of Main Street. Once the sewer and water line improvements are complete, the project will move into its second phase, milling and overlaying the pavement along S. Main Street. The Town has performed the minimum maintenance needed to ensure the roadway is functional for travel but has not pursued greater action while working to be debt free for the last decade. The Town has completed the planning and design for the pavement preservation.

This project is requesting \$3,150,000 to combine with a local match fund of \$170,000 to fully design and construct these industrial zone improvements. By taking a proactive approach to addressing the major economic shift in the region, the Town of Eagar is setting the stage for a growing and vibrant economy in the years to come. 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

Town of Eagar, Arizona

### Project Schedule

Planning/Design Completed  
Construction in 2026

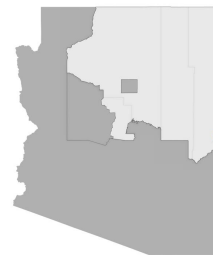
### Project Cost

Total Project Cost: \$3,320,000  
State Funding Request: \$3,150,000  
Local Contribution: \$170,000

### Contact Info

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

### Location



Town of Eagar  
Apache County  
AZ Legislative District 6  
NACOG Region



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



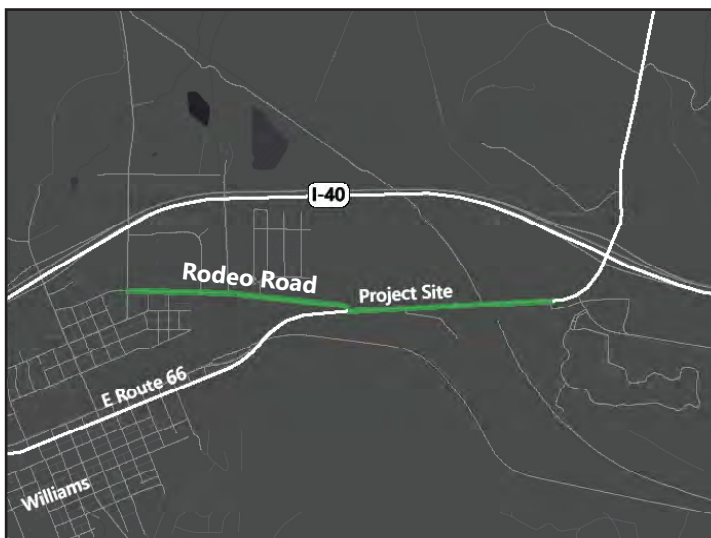
## Project Overview

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 \$7,700,448 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 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

City of Williams, Arizona

### Project Schedule

Design in 2025, Construction in 2026

### Project Cost

**Total Project Cost:** \$8,481,312

**State Funding Request:** \$7,700,448

**Local Contribution:** \$780,864

### Contact Info

**Tim Pettit**

City Manager, Williams

928-635-4451 x201

[tpettit@williamsaz.gov](mailto:tpettit@williamsaz.gov)

### Location



City of Williams  
Coconino County  
AZ Legislative District 7  
NACOG Region



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

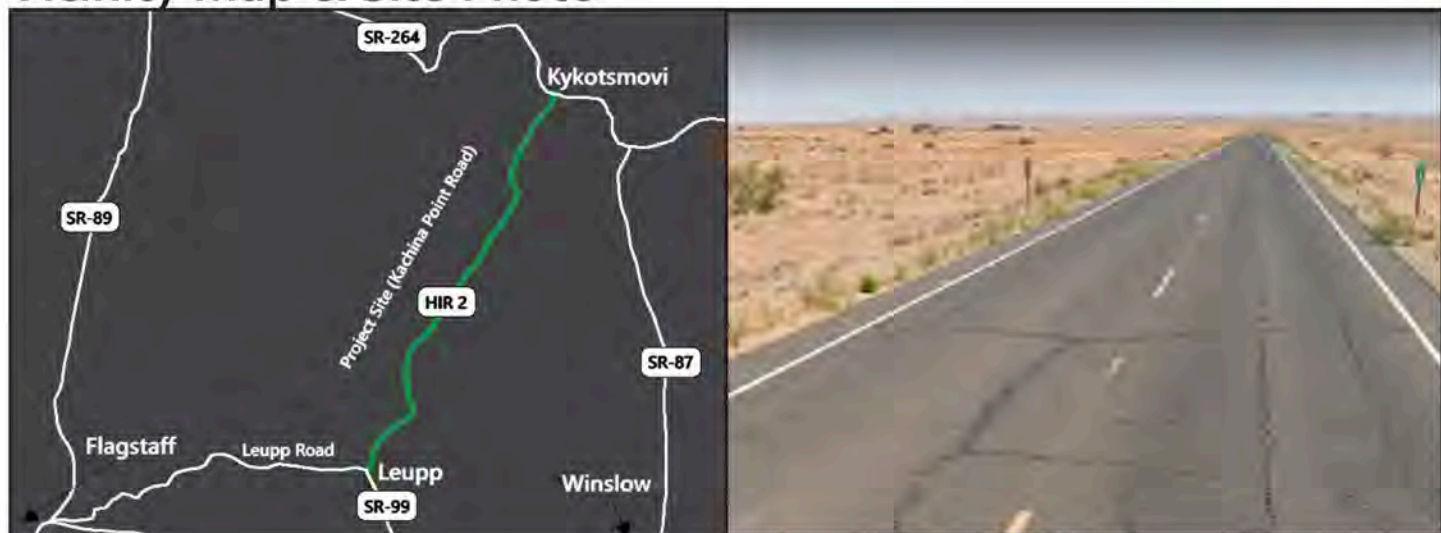
## Project Overview

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. Phase 1 of this project extends from Kykotsmovi to the Navajo Boundary line (23 miles).

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 \$10,000,000 to pair with a local match fund of \$16,046,672 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 re-gional priority by elected officials of over 20 northern Arizona cities and towns who comprise NACOG's Regional Council on August 22nd, 2024.

## Vicinity Map & Site Photo



### Project Lead

Hopi Tribe

### Project Schedule

Construction in 2025-2026

### Project Cost

**Total Project Cost:** \$26,046,672  
**State Funding Request:** \$10,000,000  
**Local Contribution:** \$16,046,672

### 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





# **General Fund Request:**

# **\$19,599,916**

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

# Moson Road Corridor



## Project Overview

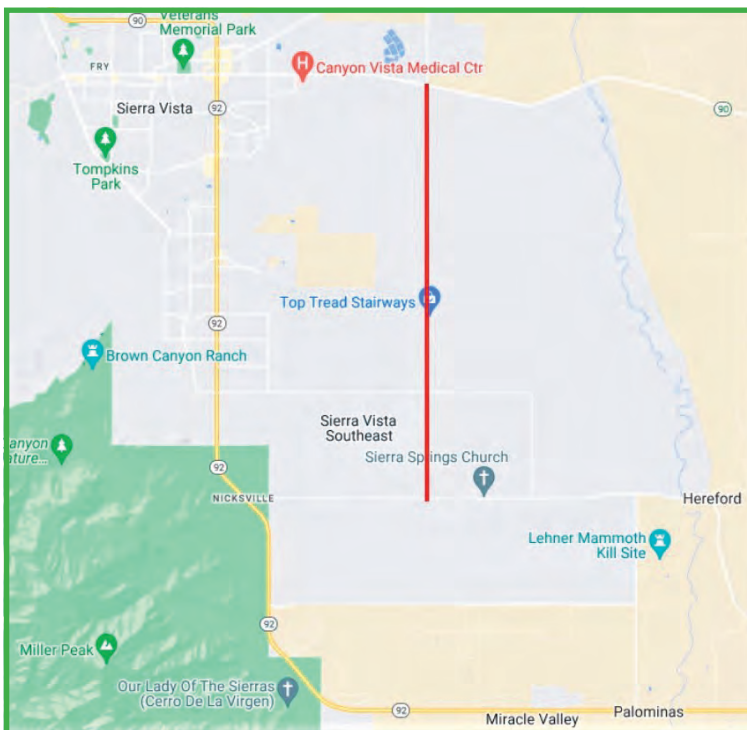
The Moson Road Corridor is the top ranked priority roadway improvement project in the regional Long-Range Transportation Plan. This eight-mile Major Collector links State Highway 90 to Hereford Road, which then links to State Highway 92. It serves as a critical emergency evacuation route, moving residents 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 2026



## Project Cost - \$22,985,653

State Funding Request: \$11,283,916

Existing State Commitment: \$6,100,000

Local Contribution: \$5,501,737



## More Information

Jackie Watkins, P.E.

County Engineer, Cochise County

520-432-9313

JWatkins@cochiseaz.gov



## Location



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

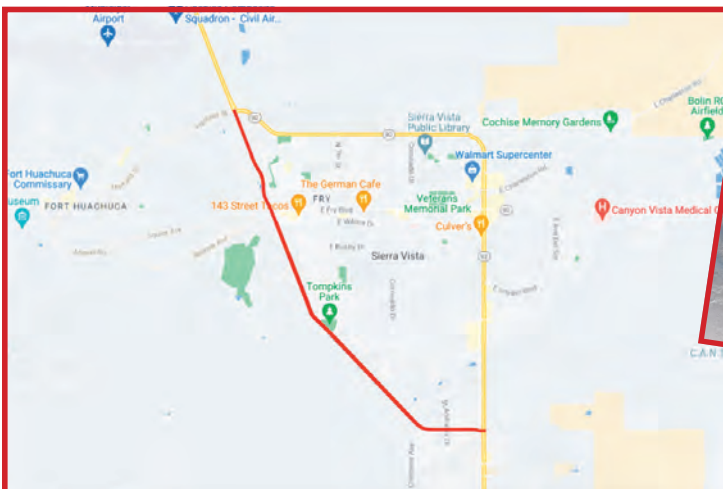
Over 10,000 vehicles per day rely on this former state highway route that now links SR90 to SR92. This corridor serves small local businesses, large residential neighborhoods, provides two Fort Huachuca access points, and routes goods and tourists to communities and recreational areas both to the north 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 to begin 2025

Construction phased in 2026 & 2027



## Project Cost - \$24,200,000

State Funding Request: \$8,100,000

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

Local Contribution: \$600,000 (Design)

2024 Congressional Award: \$3,792,927



## More Information

Sharon Flissar, P.E.

Public Works Director, City of Sierra Vista

520-458-5775

Sharon.Flissar@SierraVistaAz.gov



## 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 2026

Construction completed by late 2027



## Project Cost - \$630,000

State Funding Request: \$600,000

Local Contribution: \$30,000



## More Information

Suzanne Harvey

Town Manager, Huachuca City

520-456-1354

sharvey@huachucacityaz.gov



## 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 2026

Construction completed by late 2027



## Project Cost - \$1,636,000

State Funding Request: \$1,566,000

Local Contribution: \$70,000



## More Information

Suzanne Harvey

Town Manager, Huachuca City

520-456-1354

sharvey@huachucacityaz.gov



## Location



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





**South Eastern Arizona  
Governments Organization**

**General Fund Request:  
\$43,322,570**

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

# 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 and eligible for federal aid funds. 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.



## Project Lead

Cochise County, Arizona



## Project Schedule

Construction in 2025-26



## Project Cost

Total Project Cost: \$7,555,013

State Funding Request: \$7,093,453

Local Contribution: \$456,351



## Contact Info

**Brad Simmons**

Engineering Manager

520.432.9310

[bsimmons@cochise.az.gov](mailto:bsimmons@cochise.az.gov)



## Location



Cochise County  
AZ Legislative District 19  
SEAGO Region



SouthEastern Arizona  
Governments Organization

## Vicinity Map & Site Photo



# Davis Rd MP 5 & 13 Improvements



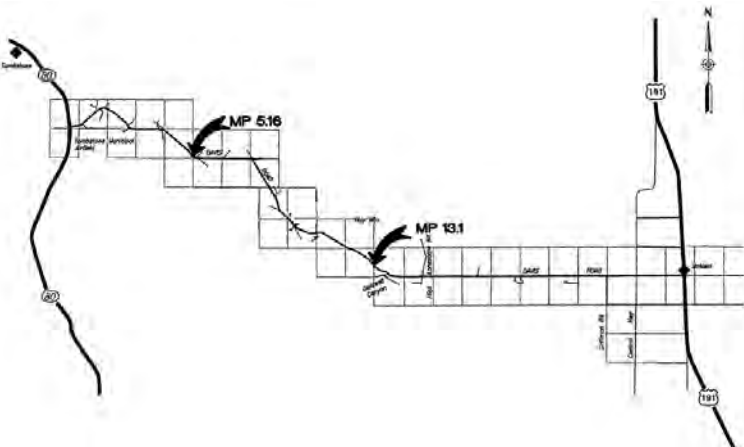
## Project Overview

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 and eligible for federal aid funds. 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 2025-26

### 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](mailto:bsimmons@cochise.az.gov)

### Location



Cochise County

AZ Legislative District 19

SEAGO Region



South Eastern Arizona  
Governments Organization

# Downtown Revitalization Streetscape Project



## Project Overview

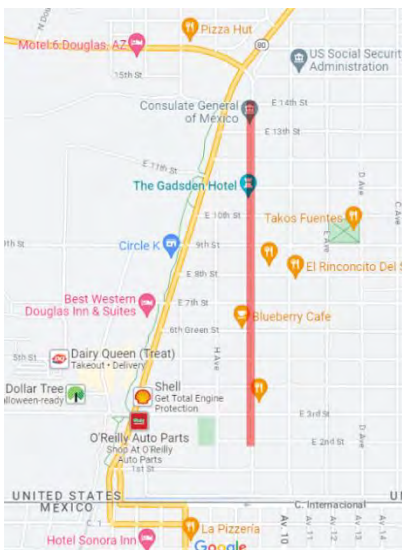
The Douglas Downtown Revitalization Streetscape Project encompasses G Avenue from 2nd Street to 14th Street, with project limits extending from the east building face to the west building face within the Right-of-Way of the study area.

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 traffic.

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 2025-26

### Project Cost

Total Project Cost: \$7,549,804

State Surplus Request: \$7,093,453

Local Contribution: \$456,351

### Contact Info

Ana Urquijo

City Manager

520.417.7303

[ana.urquijo@douglasaz.gov](mailto:ana.urquijo@douglasaz.gov)

### Location



City of Douglas  
Cochise County  
AZ Legislative District 19  
SEAGO Region



# High Street Improvements



## Project Overview

The project consists of the replacing the pavement of approximately 3,060 feet 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.



## Project Lead

Town of Duncan, Arizona



## Project Schedule

Construction in 2025-26



## 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

[thinton@townofduncan.org](mailto:thinton@townofduncan.org)



## Location

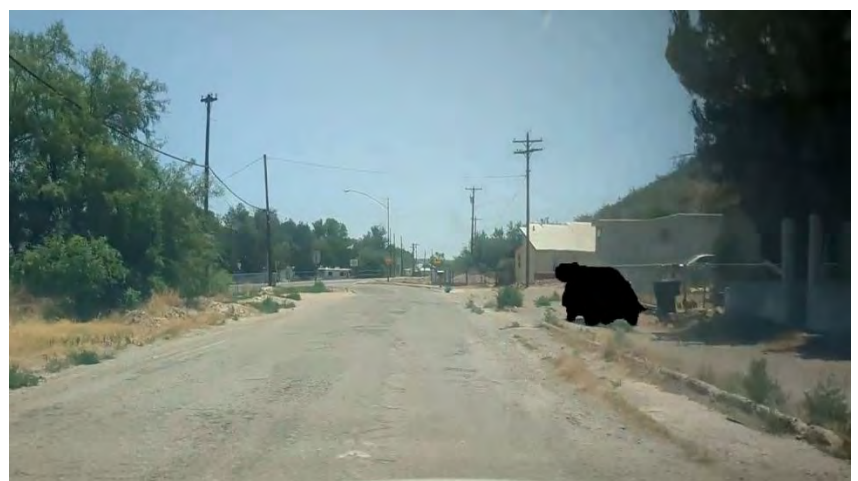
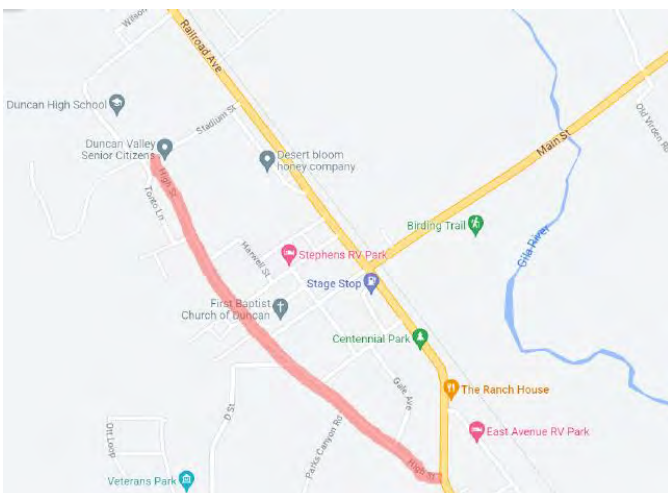


Town of Duncan  
Greenlee County  
AZ Legislative District 19  
SEAGO Region



SouthEastern Arizona  
Governments Organization

## Vicinity Map & Site Photo



# 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 Freeport McMoRan (FMI) Safford. 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 2025-26



### 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](mailto:mbryce@graham.az.gov)



### Location



Graham County  
AZ Legislative District 19  
SEAGO Region



South Eastern 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 with 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 \$1,864,652.40. 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.



### Project Lead

City of Nogales, Arizona



### Project Schedule

Construction in 2025-26



### 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

520.287.6571

[jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)



### Location

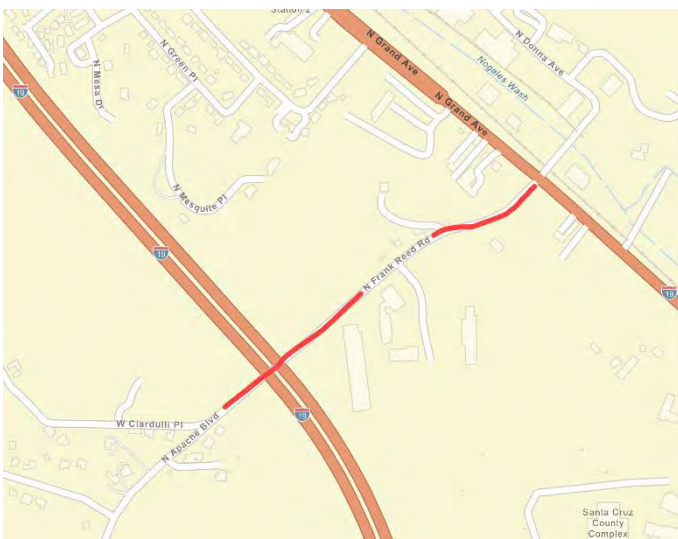


City of Nogales  
Santa Cruz County  
AZ Legislative District 21  
SEAGO Region



SouthEastern Arizona  
Governments Organization

## Vicinity Map & Site Photo



# Industrial Park Dr Reconstruction Project



## Project Overview

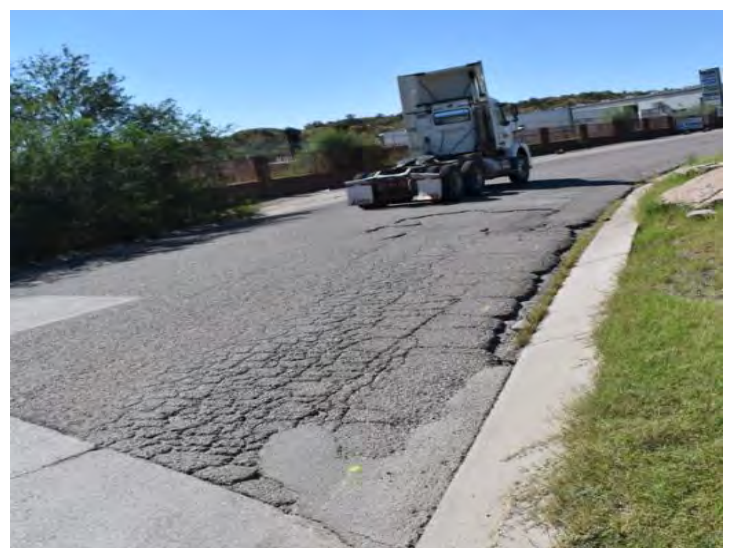
Located just off I-19, this project has a significant economic impact for the Nogales area. The road serves a major industrial park that facilitates import/export of goods to and from Mexico. The project involves the reconstruction of 2,860 ft. of Industrial Park Drive beginning at Manor Drive and ending 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 2025-26

### 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

520.287.6571

[jguerra@nogalesaz.gov](mailto:jguerra@nogalesaz.gov)

### Location



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



SouthEastern Arizona  
Governments Organization

# La Quinta Rd and Mariposa Ranch Rd Reconstruction



## Project Overview

The project consists of the pavement of approximately a combined 2,602 feet long on La Quinta Road and Mariposa Ranch Road in the City of Nogales, Arizona. 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 administrate 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 2025-26

## 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](mailto:jguerra@nogalesaz.gov)

## Location

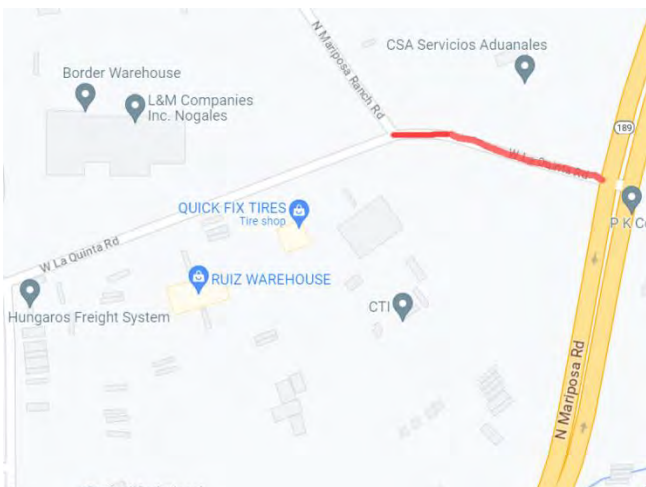


City of Nogales  
Santa Cruz County  
AZ Legislative District 21  
**SEAGO Region**



SouthEastern Arizona  
Governments Organization

## Vicinity Map & Site Photo



# Peridot Siding Road Pavement Overlay



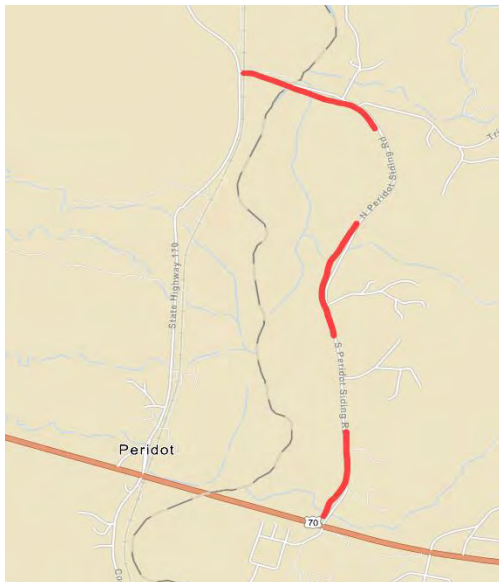
## Project Overview

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 2025-26



### Project Cost

Total Project Cost: \$3,143,000

State Funding Request: \$2,953,020

Local Contribution: \$189,980



### Contact Info

Barney Bigman

SCAT DOT

928.475.3222

[barney.bigman@scat-nsn.gov](mailto:barney.bigman@scat-nsn.gov)



### Location



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



SouthEastern Arizona  
Governments Organization

# West Frontage Rd at Camino Ramanote Roundabout



## Project Overview

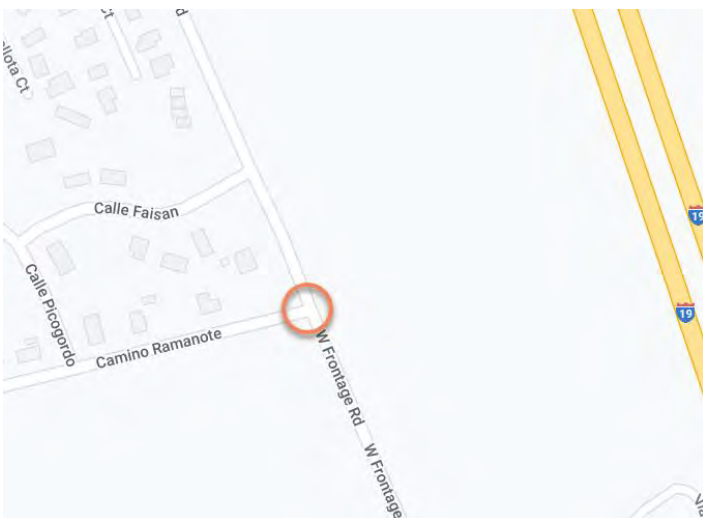
The County recognizes the need for improving the intersection at West Frontage Road at Camino Ramanote as the existing intersection experiences significant traffic congestion and has a significant traffic accident history.

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 2025-26

### Project Cost

Total Project Cost: \$1,170,000

State Funding Request: \$1,099,979

Local Contribution: \$70,021

### Contact Info

J. Leonard Fontes Jr.

Public Works Director

520.375.7830

[jfontesjr@santacruzcountyaz.gov](mailto:jfontesjr@santacruzcountyaz.gov)

### Location

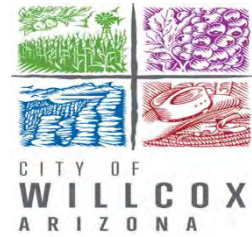


Santa Cruz County  
AZ Legislative District 21  
SEAGO Region



SouthEastern Arizona  
Governments Organization

# 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 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

Delivery in 2025-26

## 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

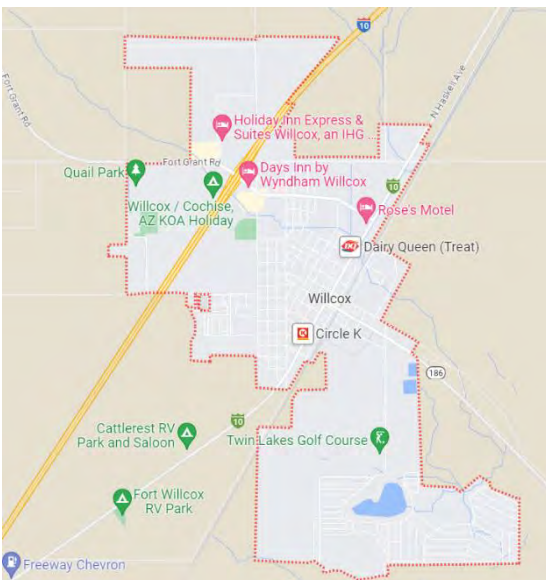
## Location



City of Willcox  
Cochise County  
AZ Legislative District 19  
SEAGO Region



## Vicinity Map & Site Photo





**General Fund Request:**  
**\$32,441,189**

## 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:** \$10,410,297

**State Funding Request:** \$8,110,297

**Local Contribution:** \$2,300,000 (22%)



### Contact Info

**Duane Eitel**

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

[deitel@casagrandeaz.gov](mailto:deitel@casagrandeaz.gov)



### Location



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



## Vicinity Maps & Site Photos





## 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:** \$17,203,432.50

**State Funding Request:** \$16,220,594.50

**Local Contribution:** \$982,838 (5.7%)



## Contact Info

**Ben Navarro**

Public Works Director,  
Coolidge, 520-723-6094

[bnavarro@coolidgeaz.com](mailto: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:** \$8,110,297

**State Funding Request:** \$8,110,297



## Contact Info

**Matt Rencher**

Public Works Director,  
Eloy, 520-464-3168

[mrencher@eloyaz.gov](mailto:mrencher@eloyaz.gov)



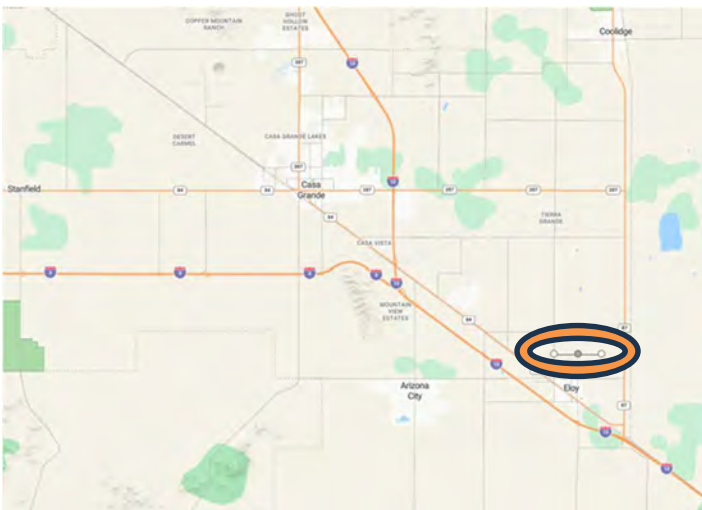
## Location



City of Eloy  
Pinal County  
AZ Legislative District 16  
**SCMPO Region**



## Vicinity Map & Site Photo





**General Fund Request:**

**\$48,232,331**

# Vicksburg Road Improvement



## Project Overview

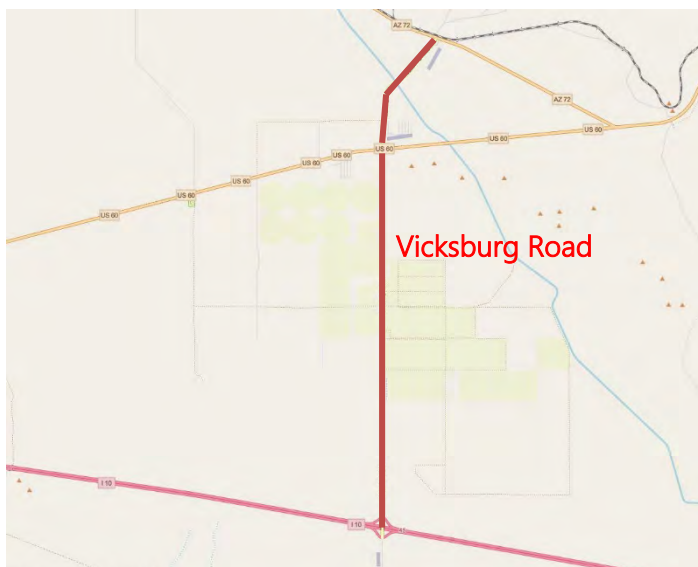
As the rate of interstate traffic continues to increase with the growing population, so does the strain on an already beleaguered infrastructure network.

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 2026



## Project Cost

Project Total: \$15,805,219

State Funding Request: \$15,805,219



## Contact Info

Don Braska

Public Works Director

La Paz County

928-575-6530

[DBraska@lapazcountyaz.org](mailto: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 ½" of existing asphalt and an overlay of 1 ½" with a ¾" 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.

Design on this project has been completed and can go out for bid immediately once funding is secured.

## Vicinity Map & Site Photo



**Hancock Road**  
Colorado Blvd. to S.R. 95



## Project Lead

Bullhead City, Arizona



## Project Schedule

Construction in 2025



## Project Cost

State Funding Request: \$3,912,660

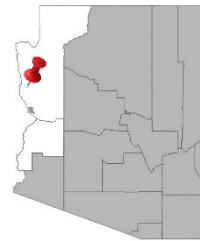


## Contact Info

**Angie Johnson, P.E.**  
Public Works Director  
City of Bullhead City  
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ajohnson@bullheadcityaz.gov



## Location



Bullhead City  
Mohave County  
AZ Legislative  
District 30  
**WACOG Region**



# Bank Street Hard Surfacing



## Project Overview

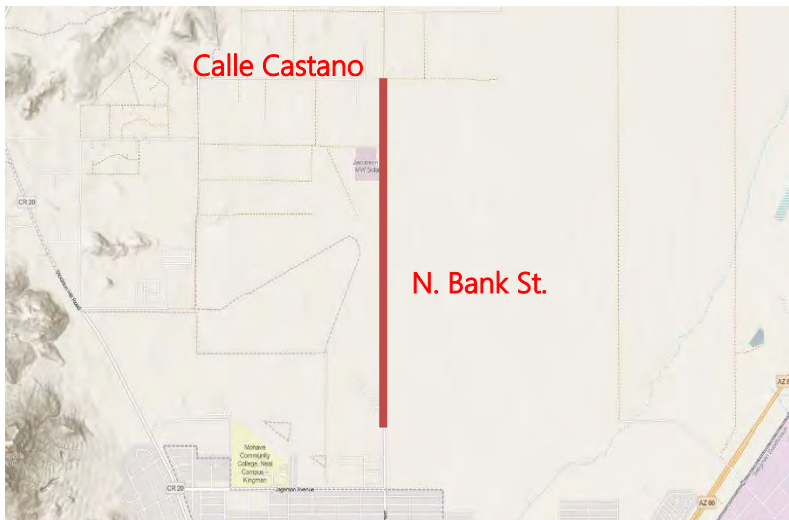
The greater Kingman area has and continues to realize rapid growth, particularly in residential development through its fringe areas within the unincorporated area of Mohave County. Bank Street functions as the primary north/south arterial thoroughfare through central Kingman.

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 2026



### Project Cost

Total Project Cost: \$1,500,000.00  
State Funding Request: \$1,389,000.00  
Local Contribution: \$111,000.00



### Contact Info

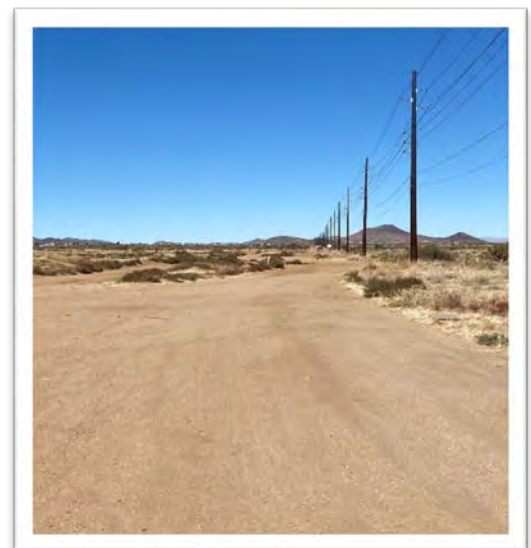
Steven Latoski, P.E.  
Public Works Director  
Mohave County Public Works  
928-715-1910  
[latoss@mohave.gov](mailto:latoss@mohave.gov)



### Location



City of Kingman  
Mohave County  
AZ Legislative  
District 30  
WACOG Region



# Mohave / Redwood Access Road



## Project Overview

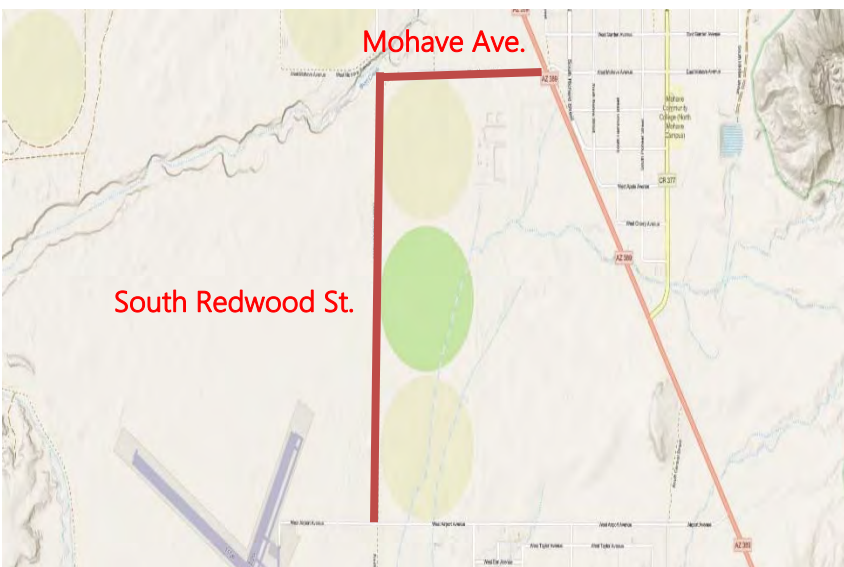
As the areas in and around the Town of Colorado City continue to develop, so do the daily strains of increasing local vehicle traffic.

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 2026



### Project Cost

State Funding Request: \$1,580,521



### Contact Info

**John Barlow**

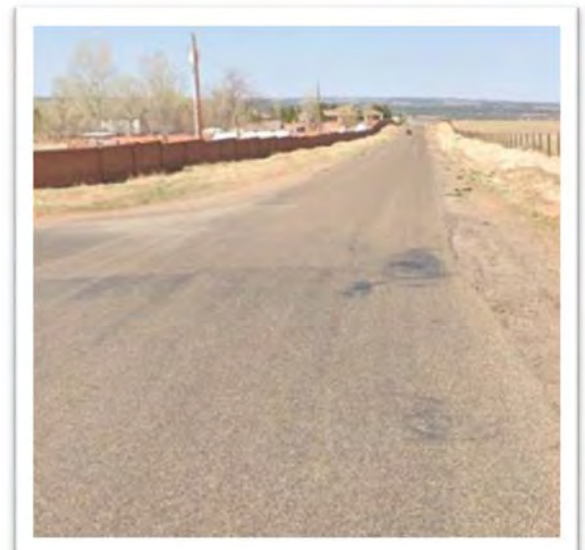
Public Works Director  
Town of Colorado City  
435-212-1050  
johnb@tocc.us



### Location



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



# Grace Neal Parkway Extension



## Project Overview

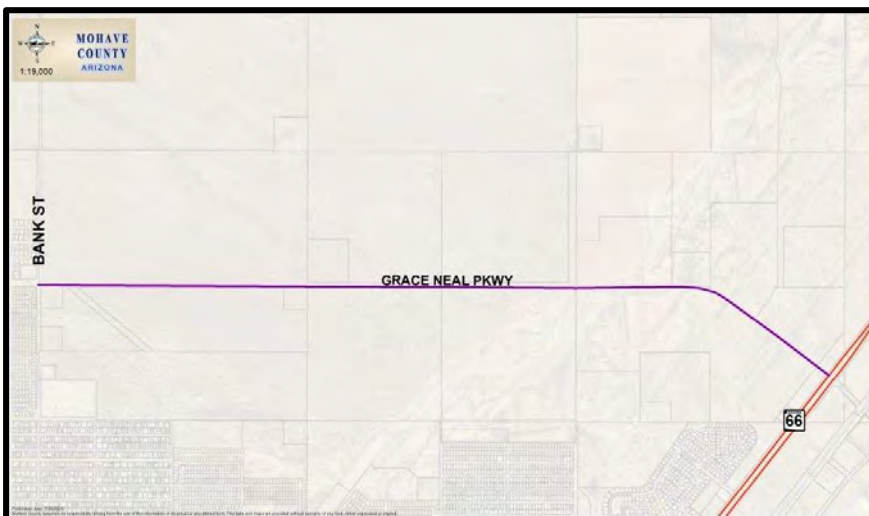
**Grace Neal Parkway Extension** facilitates the first, continuous arterial roadway between Stockton Hill Road and State Route 66 – each connecting by traffic interchange to Interstate 40. This Project delivers an asphalt-based, two-lane hard surfaced road and drainage improvements for a 3-mile section from Bank Street to State Route 66 that complements Grace Neal Parkway development west of Bank Street as well as new bridge development across Mohave Wash within the Project area. It becomes the main east-west thoroughfare across northern Kingman.

**Grace Neal Parkway Extension** implements Mohave County's *Grace Neal Parkway Design Concept Report* and develops an arterial facility consistent with the 2023 Kingman Master Transportation Plan. Grace Neal Parkway bisects rapidly expanding residential areas and abuts Mohave Community College; moreover, the Project's easterly terminus ties directly into Kingman Airport Industrial Park, the largest industrial park in Northern Arizona.

**Grace Neal Parkway Extension** through its inherent road connection and function will fuel area economic development. This Project will ultimately connect with future Rancho Santa Fe Parkway and its Interstate 40 interchange across eastern Kingman. It will positively impact local traffic safety by shifting through traffic from existing, circuitous streets to Grace Neal Parkway.

**Grace Neal Parkway Extension** draws on the County's extensive experience and success in hard surfacing over 28 miles of previously unsurfaced roads to enhance public health, safety, and welfare. This well studied Project establishes a priority regional link for traffic circulation and operations through greater Kingman.

## Vicinity Map and Site Photo



Grace Neal Extension Project Limits  
Bank Street to State Route 66

## Project Lead

Mohave County, Arizona

## Project Schedule

Design in 2026 Construction in 2027

## Project Cost

Total Project Cost: \$4,000,000.00  
State Funding Request: \$3,704,000.00  
Local Contribution: \$296,000.00

## Contact Info

Steven P. Latoski, P.E., PTOE

Public Works Director

Mohave County Public Works

928-715-1910

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## Location



Mohave County  
AZ Legislative  
District 30  
WACOG Region





# Rancho Santa Fe Parkway

## Project Overview

The Arizona Department of Transportation, in coordination with the city of Kingman and the Federal Highway Administration, is currently underway for construction of a new traffic interchange, the Rancho Santa Fe Traffic Interchange on Interstate 40 (Exit 57), in East Kingman. To accommodate surrounding streets and routes the City of Kingman is planning to construct a parkway to accommodate the new traffic interchange.

The purpose of this project is to provide access from Airway Ave to the Industrial Park by constructing a four-lane arterial roadway.

As Eastward development continues to escalate, so does the strain on existing infrastructure, this project would provide a critical 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 North to N. Industrial Blvd.I



## Project Lead

City of Kingman



## Project Schedule

Design in 2025

Construction in 2026



## Project Cost

Project Total: \$7,000,000

State Funding Request: \$6,171,165

Local & ADOT Contribution: \$828,835



## Contact Info

Mike Garmon, PE

City Engineer

City of Kingman

928-753-8134

[mgarmon@cityofkingman.gov](mailto:mgarmon@cityofkingman.gov)

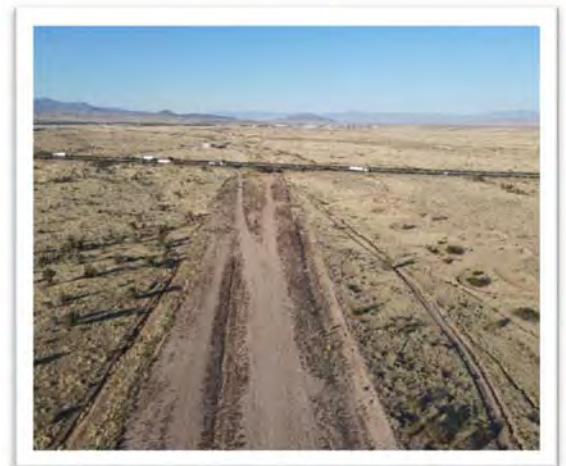


## Location



City of Kingman  
Mohave County  
AZ Legislative  
District 30

**WACOG Region**



# Eastern Street Improvements

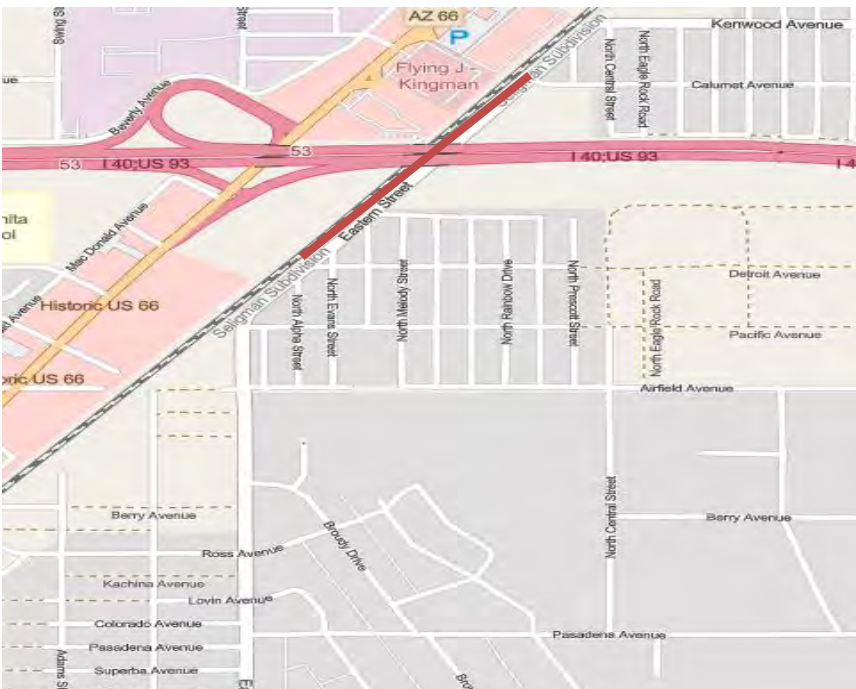
## Project Overview

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 from Calumet Ave to Detroit Ave along Eastern St.

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 2025

Construction in 2027

## Project Cost

Project Total: \$4,358,610.08

State Funding Request: \$4,253,626.48

Local Contribution: \$105,347.60

## Contact Info

Jack Plaunty

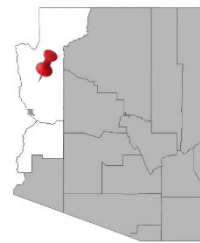
Street Superintendent

City of Kingman

928-565-1279

[jjplaunty@cityofkingman.gov](mailto:jjplaunty@cityofkingman.gov)

## Location



City of Kingman  
Mohave County  
AZ Legislative  
District 30  
WACOG Region



# Rancho Santa Fe Traffic Interchange Connector Roads



## 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 extending the roadway from the future traffic interchange to airway, and widening the roadway on Airway 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: \$11,678,334

State Funding Request: \$11,416,137

Local Contribution: \$262,196.16



## Contact Info

Mike Garmon, PE

City Engineer

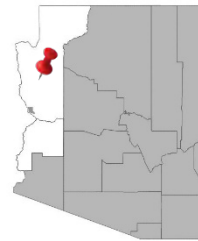
City of Kingman

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## Location



City of Kingman  
Mohave County  
AZ Legislative  
District 30  
WACOG Region





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And Citizens  
Working Together”**

**General Fund Request:  
\$57,992,784**

# 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 in need of modernization and expansion improvements to efficiently serve 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 one of the busiest two-lane highways in the State. It has long been identified as a safety concern, and sadly, there have been fatal and serious injury crashes on just this segment of highway. US 95 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.

The remaining 10 mile section of US 95 from the Wellton Mohawk Canal to Aberdeen Road received funding with the recent 2023 RAISE Grant award for final design. This funding will facilitate the corridor being shovel ready for construction. This 10 mile section is currently being designed as two projects. First, is the Wellton Mohawk Canal to Imperial Dam Road portion (5.3 miles), current estimated cost is \$123.5 million. Second, is the Imperial Dam Rd. to Aberdeen Rd., section is at 4.7 miles, current estimated cost is \$71.8 million.

In FY 24, \$33M was appropriated from the State general fund. This State funding request is for \$48 million. A request of \$44 million for FY 26 to fund construction of the 4.7 mile segment from Imperial Dam Rd to Aberdeen Rd. An additional \$4 million in FY 26 is being requested for funding of preconstruction development activities (e.g. right of way, utilities, project clearances, design) associated with the 5.3 mile segment of US 95 from Wellton Mohawk Canal to Imperial Dam Rd.

## Vicinity Map & Site Photo



US 95 Corridor Project Limits



US 95 Imperial Dam Rd. (The Guns)



## Project Lead

Arizona Department of Transportation



## Project Schedule

Construction in 2025



## Project Cost

Total Project Cost: \$195,358,094

State Funding Request: \$48,000,000



## Contact Info

Paul Patane

SW District Administrator,  
Yuma 928-317-2115

[ppatane@azdot.gov](mailto:ppatane@azdot.gov)



## Location



ADOT  
Yuma County  
AZ Legislative District 25  
YMPO Region



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# US-95 Corridor: 3 Segments

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

### Phase II (Co. 17<sup>th</sup> to Avenue D)



## 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 and construction is currently scheduled to start in September 2024. This request is to fund Phase II which is estimated to cost \$8.64M.

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 \$8.34M State funding 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.



## Project Lead

Yuma County



## Project Schedule

Design in 2025

Construction in 2026



## Project Cost

Total Project Cost: \$20,270,000

State Funding Request: \$8,340,000

Local Contribution: \$300,000

Phase II: \$8,640,000



## Contact Info

Frank Sanchez, PE

County Engineer

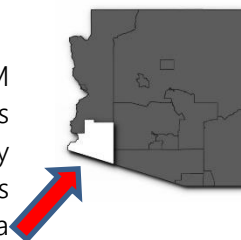
Yuma 928-817-5120

[francisco.sanchez@yumacounty](mailto:francisco.sanchez@yumacounty)



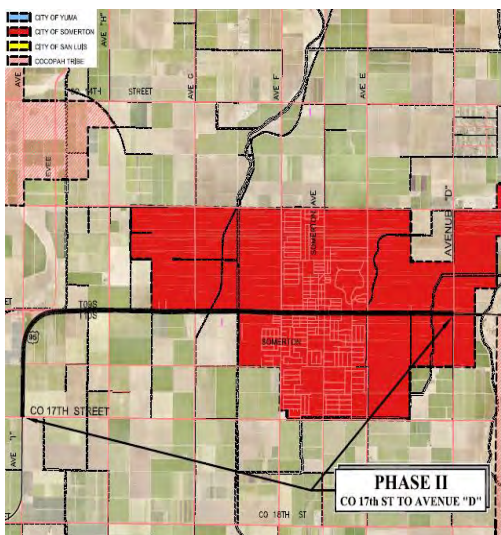
## Location

Yuma County  
AZ Legislative District 23  
YMPO Region

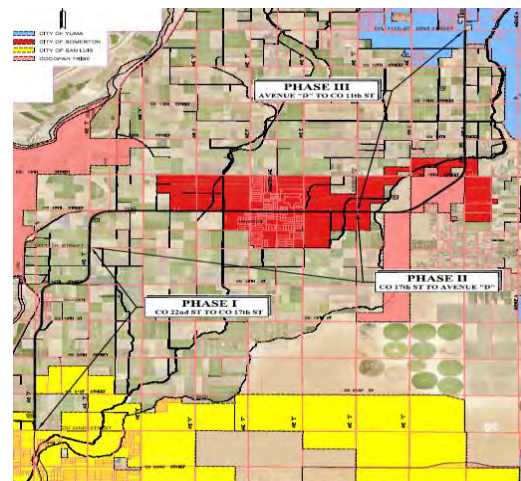


\*Local Governments and Citizens Working Together

Vicinity Map



PHASE II



# Main Street (SR 95) Improvements Downtown Redevelopment Phase 1



## Project Overview

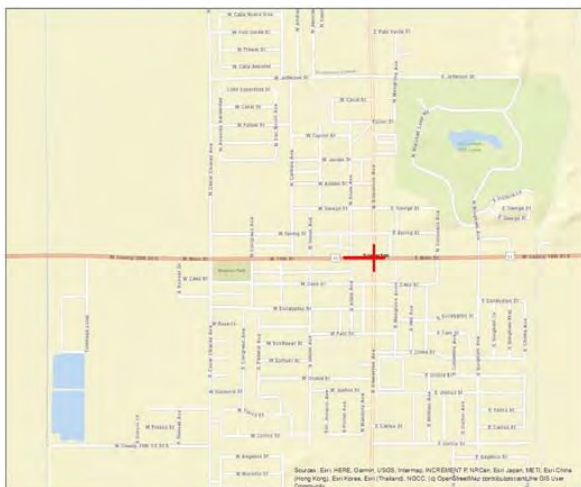
This project is in the City of Somerton in Southwestern Arizona, near the Arizona-California state line and the U.S.-Mexico border. It is southwest of the City of Yuma in Yuma County and falls within the jurisdiction of the Yuma Metropolitan Planning Organization (YMPO). The focus is on Main Street (SR 95), a crucial East-West corridor, and the surrounding Somerton Avenue/Sanguinetti Park area, a key North-South route.

This project is a top priority for the City of Somerton, addressing essential upgrades and replacements. The traffic signal at the intersection of Main Street (SR 95) and Somerton Avenue will be replaced and upgraded to improve traffic flow and safety. Existing sidewalks and ramps will be replaced and widened to meet ADA standards, ensuring accessibility for all pedestrians. Additionally, the project will address traffic congestion and enhance the Level of Service at the intersection by improving circulation and replacing old, damaged asphalt.

This project is a significant benefit to the local and regional community by creating ADA accessible pedestrian sidewalks and ramps, reduce traffic congestion, and improve the Level of Service at the intersection.

This project will be designed and constructed in phases with \$1,652,784 requested from State funding local contribution of \$52,000. This project was nominated by city staff as the high priority project. Design is anticipated 2025 and construction expected in 2026.

## Vicinity Map & Site Photo



### Project Lead

City of Somerton



### Project Schedule

Design in 2025

Construction in 2026



### Project Cost

Total Project Cost: \$1,704,784

State Funding Request: \$1,652,784

Local Contribution: \$52,000



### Contact Info

Charles Gutierrez

Public Works Director

Somerton 928-722-7371

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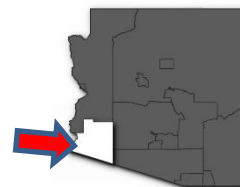
### Location

City of Somerton

Yuma County

AZ Legislative District 23

YMPO Region



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